PLANNING COMMISSION

MONDAY, SEPTEMBER 28, 2026

PUBLIC HEARING

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)(60 Minutes)

PLANNING COMMISSION

RESOLUTION NO. LP26-0004

A RESOLUTION OF THE CITY OF WILSONVILLE PLANNING COMMISSION RECOMMENDING ADOPTION OF THE BASALT CREEK MASTER PLAN AS A SUB-ELEMENT OF THE WILSONVILLE COMPREHENSIVE PLAN, TOGETHER WITH RELATED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS, A ZONING MAP AMENDMENT, DEVELOPMENT CODE AMENDMENTS, AND THE NORTHWEST INDUSTRIAL ZONE PATTERN BOOK.

WHEREAS, in 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan, establishing a long-term vision and conceptual framework for urbanization of the Basalt Creek Planning Area; and

WHEREAS, the Basalt Creek Master Plan focuses on the Wilsonville portion of the planning area and carries the jointly adopted concept forward into a detailed framework informed by updated economic, land use, transportation, utility, environmental, and infrastructure funding analyses; and

WHEREAS, the Basalt Creek Master Plan establishes a coordinated 20-year framework for transitioning the planning area from rural land at the edge of the City into development-ready industrial and employment districts; and

WHEREAS, the Basalt Creek Master Plan identifies the intended land use pattern, transportation network, water and sanitary sewer needs, infrastructure funding considerations, natural resource protections, and implementation measures needed to support development over time; and

WHEREAS, the Basalt Creek Master Plan implements the Citywide Economic Opportunities Analysis and Economic Development Strategy adopted by the City Council in March 2026, which identify Basalt Creek as one of Wilsonville's most significant long-term employment growth areas; and

WHEREAS, the Basalt Creek Master Plan supports opportunities for manufacturing, logistics, research and development, technology, craft industrial, and other trade sector employment uses while promoting high-quality development and limiting supporting commercial uses to those that remain subordinate to the area's primary employment function; and

WHEREAS, adoption of the Basalt Creek Master Plan requires a coordinated legislative package consisting of the Master Plan; Comprehensive Plan text and map amendments; a Zoning Map amendment; and Development Code amendments, including establishment of the Craft Industrial Zone, Northwest Industrial Zone, and Northwest Industrial Pattern Book; and

WHEREAS, the proposed Comprehensive Plan amendments incorporate the Basalt Creek Master Plan into the City's long-range policy framework, update applicable Comprehensive Plan text and maps, and establish the policy foundation for future annexation and development; and

WHEREAS, there was a desire to apply and extend the Coffee Creek Industrial Form-Based Code, Coffee Creek Design Overlay District Pattern Book, and associated development review processes established under Ordinance No. 812 to the Basalt Creek Planning Area requiring a renaming to the Northwest Industrial Zone; and

WHEREAS, the proposed Development Code amendments establish the Craft Industrial Zone and Northwest Industrial Zone as standalone Planned Development zoning districts, organize allowed uses by subdistrict, modernize industrial use classifications, and provide clear and objective development review standards together with an alternative design process guided by the Northwest Industrial Pattern Book; and

WHEREAS, the transportation framework provides for a connected network of addressing streets, supporting streets, and through connections intended to accommodate freight movement and provide safe and direct access for people traveling by foot, bicycle, micromobility device, transit, or automobile; and

WHEREAS, the supporting technical analyses identify the transportation, water, sanitary sewer, stormwater, natural resource, and infrastructure funding considerations associated with future development and recognize that implementation will occur in phases and require coordination among public agencies, service providers, property owners, and private development interests; and

WHEREAS, the City conducted an extensive community involvement process that included Technical Advisory Committee meetings, stakeholder interviews, property owner outreach, multiple Planning Commission and City Council work sessions, and opportunities for written and oral public comment; and

WHEREAS, the Planning Commission has reviewed the Basalt Creek Master Plan and implementing amendments and has provided direction regarding the land use framework, transportation and multimodal connectivity, infrastructure, allowed uses, development standards, and alternative design process; and

WHEREAS, interested parties have been afforded the opportunity to participate in and inform development of the Basalt Creek Master Plan and implementing amendments; and

WHEREAS, required notice of a public hearing has been provided to interested parties and agencies and published and posted in accordance with the public hearing and notice procedures set forth in Sections 4.012 and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission held a duly noticed public hearing on September 28, 2026, to consider the Basalt Creek Master Plan and implementing amendments, the Staff Report and attachments, applicable approval criteria and findings, and written and oral testimony; and

WHEREAS, the Planning Commission afforded all interested parties an opportunity to be heard and entered the available evidence and testimony into the public record; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations, findings, exhibits, and testimony introduced and offered by interested parties; and

WHEREAS, the Planning Commission finds that the Basalt Creek Master Plan and implementing amendments are consistent with applicable Statewide Planning Goals, Oregon Administrative Rules, Metro requirements, and the Wilsonville Comprehensive Plan; and

WHEREAS, the Planning Commission finds that adoption of the Basalt Creek Master Plan and implementing amendments will provide a coordinated framework for long-term industrial and employment development, infrastructure investment, environmental protection, and economic opportunity in the Wilsonville portion of the Basalt Creek Planning Area.

NOW, THEREFORE, THE CITY OF WILSONVILLE PLANNING COMMISSION RESOLVES AS FOLLOWS:

Section 1. The Wilsonville Planning Commission hereby adopts the Planning Commission Staff Report attached as Exhibit A, including the findings and recommendations contained therein, as presented and modified at the public hearing.

Section 2. The Planning Commission hereby recommends that the Wilsonville City Council adopt the Basalt Creek Master Plan as a sub-element of the Wilsonville Comprehensive Plan, together with the related Comprehensive Plan text and map amendments, Zoning Map amendment, and Development Code amendments, including the Northwest Industrial Zone and Northwest Industrial Pattern Book, as included in the attachments to Exhibit A.

Section 3. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 28th day of September, 2026, and filed with the Planning Administrative Assistant on this date.

_____

PLANNING COMMISSION CHAIR SEMENOVA

ATTEST:

_____

Mandi Simmons, Administrative Assistant III

SUMMARY OF VOTES:

Rob Candrian
Matt Constantine, Vice Chair
Nicole Hendrix
Andrew Karr
Kamran Mesbah
Yana Semenova, Chair
Jeff Zundel

EXHIBITS:

A. Planning Commission LP26-0004 Staff Report and Amendments

1. Basalt Creek Master Plan & Appendices
2. NWI Code Edits
3. NWI Pattern Book
4. Comprehensive Plan Text Amendments
5. Comprehensive Plan Map Amendment
6. Zoning Map Order
7. Basalt Creek Master Plan Findings Report
8. Basalt Creek Master Plan Public Record

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: September 28, 2026	**Subject: Adoption of Resolution No. LP26-0004 Basalt Creek Master Plan.** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager; Amy Maag, Development Engineering Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☒ Motion ☒ Public Hearing Date: September 28, 2026 ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☒ Approval ☐ Denial ☐ None Forwarded ☐ Not Applicable **Comments:**
Staff Recommendation: Forward a recommendation to City Council to approve the Basalt Creek Master Plan and associated Comprehensive Plan and Map, Zoning Map, and Development Code amendments.	
Recommended Language for Motion: I move to recommend Resolution No. LP26-0004, recommending that City Council approve the Basalt Creek Master Plan and associated Comprehensive Plan text and map amendments, Development Code amendments, and Zoning Map amendment.	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION:

Staff is seeking Planning Commission's recommendation to City Council for approval of the Basalt Creek Master Plan and the associated Comprehensive Plan text and map amendments, Development Code amendments, and Zoning Map amendment. Together, these documents establish the policy framework, land use designations, zoning, and development standards needed to guide long-term development of the Basalt Creek Planning Area.

BACKGROUND

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area. Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, the Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, and stakeholder coordination. Stated differently, the BCCP was a joint planning effort, high level, and conceptual in nature, while the BCMP is the document that will guide and regulate actual development exclusively in the City of Wilsonville. The BCMP is by Wilsonville, for Wilsonville.

EXECUTIVE SUMMARY:

The Basalt Creek Master Plan (see Attachment 1) provides the long-term planning framework for future industrial and employment development within the Basalt Creek Planning Area. The Plan is intended to guide the Basalt Creek Planning Area's transition from a long-range concept area into a development-ready employment district characterized by the community's vision for high-quality development, coordinated infrastructure, and protection of significant natural resources. The final Plan incorporates feedback provided by the Planning Commission and City Council during previous work sessions.

Revisions to the final draft included for tonight's public hearing include an update to the subdistrict map to reflect prior input and inclusion of Appendix J to the Master Plan.

Following the Planning Commission's August 12 work session, staff finalized the remainder of the adoption package in response to the Commission's and Council's direction. These changes

are reflected in the Basalt Creek Master Plan and appendices (Attachment 1), Proposed NWI Code Edits (Attachment 2), and Proposed NWI Pattern Book (Attachment 3). The proposed Development Code amendments now include a definition of Data Centers and the Commission's recommended limitations on Data Centers in the Northwest Industrial Zone use table (Attachment 2, pages 14 and 15). Staff also revised the Regulating Plan map to depict all planned trails within the Basalt Creek Planning Area (Attachment 2, page 18).

The complete adoption package is now before the Planning Commission for a public hearing and recommendation to City Council. The package includes the Basalt Creek Master Plan, Comprehensive Plan text and map amendments (Attachment 4), Development Code amendments, and Zoning Map amendment (Attachment 5). Together, these documents provide the policy direction, land use designations, zoning, and development standards necessary to make the Basalt Creek Planning Area development ready.

EXPECTED RESULTS:
The Planning Commission will forward a recommendation to City Council on the Basalt Creek Master Plan and the associated Comprehensive Plan text and map amendments, Development Code amendments, and Zoning Map amendment.

TIMELINE:
Following the Planning Commission's recommendation, City Council is scheduled to consider the adoption package at public hearings on October 19, 2026 (first reading) and November 2, 2026 (second reading).

CURRENT YEAR BUDGET IMPACTS:
Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure was conducted utilizing the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and CIP 3000 funds.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Master Plan project was preceded by the preparation of an Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) to evaluate whether Wilsonville has sufficient employment land capacity to support anticipated business and job growth between 2026 and 2046. The project also identified strategies intended to support long-term economic growth, infrastructure planning, and employment opportunities aligned with community priorities that would inform the BCMP. To help inform the analysis and recommendations, the City conducted a public engagement process throughout 2025 and 2026 that included Technical Advisory Committee (TAC) meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and public hearings, and City Council work sessions and hearings.

The TAC included representatives from the City of Wilsonville, Business Oregon, Greater Portland Inc. (GPI), Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. Key themes identified through engagement included workforce development challenges, land and space constraints, high development and operating costs, demand for additional local-serving retail and services, and the importance of maintaining a proactive and collaborative City-business relationship. The City also conducted outreach to property owners within the West Railroad area of the Basalt Creek Planning Area regarding future development opportunities, Comprehensive Plan amendments, and proposed Development Code changes.

Overall, the BCMP engagement process provided opportunities for coordination, stakeholder input, and public review. Feedback received from agencies, businesses, developers, property owners, and community members helped inform the City's understanding of local economic conditions, infrastructure needs, and long-term employment opportunities. The engagement process ultimately supported development of policies and implementation strategies intended to promote economic competitiveness, employment growth, and high-quality industrial and employment districts consistent with the long-term vision for Wilsonville and the Basalt Creek Planning Area.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The Basalt Creek Master Plan provides the Wilsonville community with a long-term framework for coordinated economic growth, infrastructure investment, and land use planning. By identifying appropriate locations for industrial and employment uses, a master plan helps ensure that transportation systems, utilities, stormwater infrastructure, and public services are designed efficiently and strategically rather than through piecemeal development. The BCMP will provide future job creation, strengthen the local tax base, diversify employment opportunities, and improve economic resilience by attracting a range of businesses such as advanced manufacturing, logistics, research and development, and technology industries. When thoughtfully designed, industrial employment districts can incorporate high-quality site design, multimodal transportation networks, open spaces, and environmental protections that improve functionality and compatibility with surrounding areas.

The BCMP establishes the policies, land use framework, transportation network, infrastructure strategy, development standards, and environmental protections necessary to guide future urbanization of the Basalt Creek area. Together, these elements provide a coordinated and predictable approach to development that balances economic opportunity with infrastructure capacity, natural resource stewardship, and long-term community objectives.

ALTERNATIVES:

As the concept plan was refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning were considered in collaboration with the Planning Commission and City Council. The Planning Commission may recommend approval

of the adoption package as proposed, recommend approval with modifications, continue the public hearing, or recommend denial.

ATTACHMENTS:

1. Basalt Creek Master Plan & Appendices
2. NWI Code Edits
3. NWI Pattern Book
4. Comprehensive Plan Text Amendments
5. Comprehensive Plan Map Amendment
6. Zoning Map Order
7. Basalt Creek Master Plan Findings Report
8. Basalt Creek Master Plan Public Record

BASALT CREEK MASTER PLAN

WILSONVILLE
OREGON

ADOPTED BY WILSONVILLE CITY COUNCIL
ORDINANCE NO. 907
OCTOBER 2026



Acknowledgments

CITY COUNCIL

Shawn O'Neil, *Mayor*
Caroline Berry, *Council President*
Anne Shevlin, *Councilor*
Adam Cunningham, *Councilor*
Sam Scull, *Councilor*
Katie Dunwell *(former)*

PLANNING COMMISSION

Yana Semenova, *Chair*
Matt Constantine, *Vice-Chair*
Rob Candrian
Nicole Hendrix
Andrew Karr
Jeff Zundel
Ron Heberlein *(former)*
Jennifer Willard *(former)*

CITY OF WILSONVILLE STAFF

Miranda Bateschell, *Planning Director*
Matt Lorenzen, *Economic Development Manager*
Chris Myers, *Senior Planner*
Amy Maag, *Development Engineering Manager*
Zach Weigel, *City Engineer*
Daniel Pauly, *Planning Manager (former)*
Cindy Luxhoj, *Associate Planner (former)*

CONSULTANT TEAM

MIG, INC.

BROWN AND CALDWELL

CONSOR ENGINEERS, LLC.

DKS & ASSOCIATES

ECONORTHWEST

PACIFIC HABITAT SERVICES

WATER SYSTEMS CONSULTING, INC.

Table of Contents

1. Introduction 1

2. The Planning Process 9

3. Existing Conditions & Future Needs . . 20

4. Master Plan for Basalt Creek 43

5. Implementation & Phasing Strategy . . 78

Technical Appendices

The following appendices provide supporting technical analysis, background information, and reference materials that informed preparation of the Basalt Creek Master Plan. Together, these documents provide additional detail related to market conditions, infrastructure planning, transportation analysis, natural resources, land suitability, and implementation considerations referenced throughout this Master Plan.

Appendix A. City of Wilsonville Ordinance No. 834, April 2019

Appendix B. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, December 2024

Appendix C. Transportation System Plan (TSP) Evaluation, December 2024

Appendix D. A Transportation Analysis for the Basalt Creek Master Plan, May 2026

Appendix E. Local Street Concept Map

Appendix F. Grahams Ferry Road Freight Traffic Accommodation Evaluation, February 2025

Appendix G. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville, November 2024

Appendix H. City of Wilsonville Economic Opportunities Analysis, January 2026

Appendix I. Basalt Creek: West Railroad Water and Sewer Evaluation, June 2026

Appendix J. Basalt Creek Subbasin Evaluation, August 2026

Appendix K. Basalt Creek/West Railroad Infrastructure Funding Analysis, August 2026

List of Figures

Figure 1. Regional Context 4
Figure 2. Basalt Creek Concept Plan Map with Land Use Designations 6
Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA 13
Figure 4. Preferred Concept for West Railroad 17
Figure 5. 2024 Aerial of the BCPA 24
Figure 6. Opportunity Sites in the BCPA 25
Figure 7. Land Use Categories with Constraints 28
Figure 8. Natural Resources Inventory 31
Figure 9. Existing Water Lines 39
Figure 10. Existing Sanitary Sewer Lines 40
Figure 11. Existing Stormwater Lines 41
Figure 12. Basalt Creek Master Plan 46
Figure 13. Recommended Amendments to Comprehensive Plan Map 52
Figure 14. Future Zoning (Comprehensive Plan Implementing Zone Designations) 53
Figure 15. BCPA Subdistricts 54
Figure 16. Local Street Concept Map 57
Figure 17. Future Bicycle and Pedestrian Framework 62
Figure 18. Significant Natural Resources 68
Figure 19. Natural Resource Highlights 69
Figure 20. Future Water System 74
Figure 21. Future Sanitary Sewer System 75
Figure 22. Future Stormwater System 76

List of Tables

Table 1. Significant Resources to Include in Significant Resource Overlay Zone 30
Table 2. Basalt Creek TSP Projects 34
Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP 63
Table 4. Implementation Phasing 87

1

INTRODUCTION

Introduction

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, this Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, market conditions, and stakeholder coordination completed since 2018.

Supporting Wilsonville's Long-Term Employment Growth

This Master Plan represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, warehousing, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time.

WHAT IS A MASTER PLAN?

Master Planning identifies future land use patterns and development areas, along with parks, open spaces, streets, trails, and neighborhood amenities anticipated over the next 10–20 years. Master Planning also establishes implementing policies and regulatory strategies, and identifies water, sewer, stormwater, and transportation infrastructure needs and potential funding sources.

While Master Planning outlines the overall vision and framework for future development, it does not constitute approval for construction of specific uses or projects. Final City approvals occur as property owners seek annexation into the city and as proposed development applications and building permits are reviewed for compliance with applicable standards and regulations.

As detailed development plans are prepared and reviewed, some variation from the specific illustrations in the Master Plan may occur, while still remaining substantially consistent with the Plan and its implementing standards and regulations.

Relationship to Other City Planning Efforts

As an area-specific implementation tool of the City's Comprehensive Plan, the BCMP translates broader citywide goals and policies into more detailed strategies tailored to the BCPA. The Master Plan also coordinates with related City planning efforts, including economic development, transportation, utility, and capital improvement planning.

While the BCMP establishes the overall framework for future development, it does not approve specific construction projects or development proposals. Future development will remain subject to additional City review processes, implementing standards, and applicable development regulations to ensure consistency with the Master Plan.

ECONOMIC DEVELOPMENT ALIGNMENT

The BCMP directly supports the City of Wilsonville's recently adopted Economic Opportunities Analysis (EOA) (see Appendix H) and Economic Development Strategy (EDS), both of which identify Basalt Creek as one of the City's most important long-term employment growth areas. The EOA concludes that Basalt Creek and Coffee Creek together form a critical component of the Portland region's southern industrial land supply and will play an essential role in accommodating future manufacturing, logistics, warehousing, and traded-sector employment growth over the next twenty years.

The BCMP advances these findings by translating the broader economic and land use direction established in the EOA into a more detailed framework for land use, transportation, infrastructure, environmental stewardship, and implementation within the Basalt Creek Planning Area.

Responding to Development Constraints

The EOA and EDS both recognize that much of Wilsonville's remaining industrial land supply is constrained by fragmented ownership patterns, limited urban infrastructure, transportation improvements, and site readiness challenges. The BCMP responds directly to these issues by identifying infrastructure concepts, transportation networks, funding strategies, zoning and development standards, and implementation tools intended to help transition Basalt Creek from a long-range concept area into a development-ready employment district over time.

In doing so, the BCMP supports the EDS focus on improving industrial site readiness, coordinating public investment, and creating conditions that attract higher-value employment uses and private investment consistent with Wilsonville's long-term economic development objectives.

Coordinating Planning and Implementation

The BCMP also complements the EDS goal of strengthening Wilsonville's position as a regional employment center while supporting broader community objectives related to livability, transportation, natural resource protection, and urban design.

Together, the EOA, EDS, and BCMP provide a coordinated planning framework that aligns economic development priorities with land use planning and infrastructure investment.

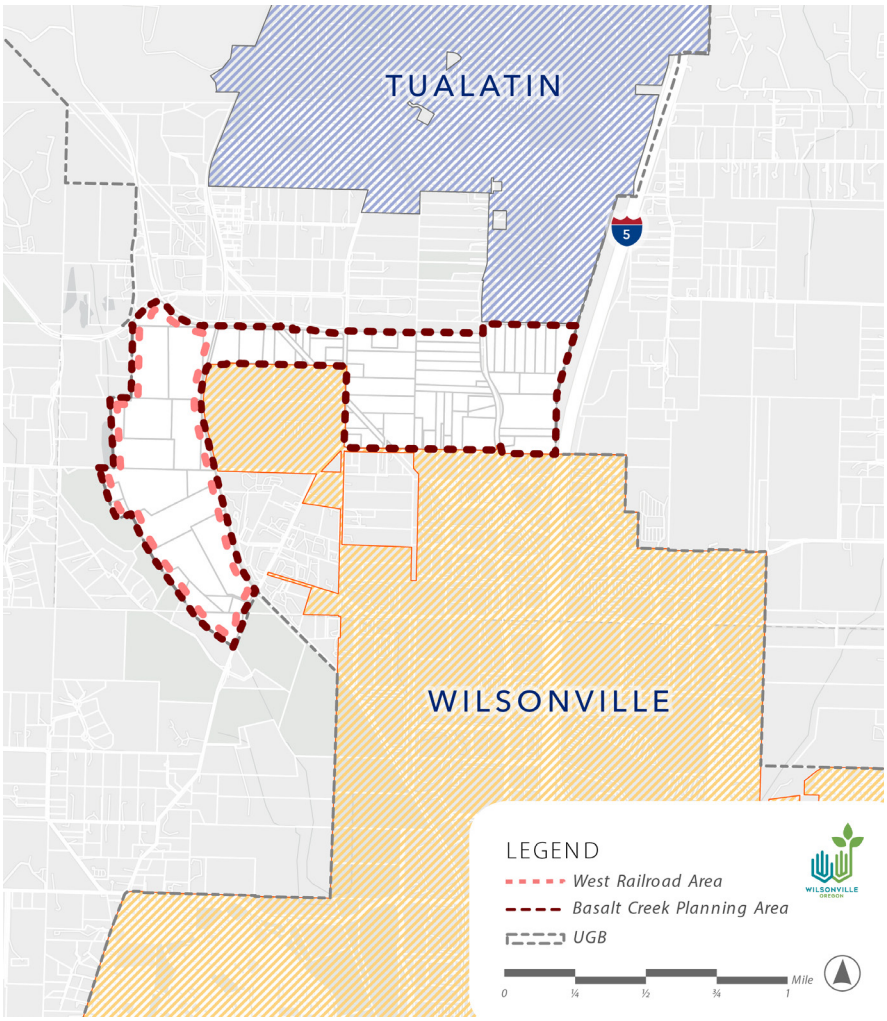
The EOA establishes the technical foundation for projected employment growth and land need, the EDS identifies strategic actions and implementation priorities, and the BCMP provides the area-specific planning and regulatory framework needed to guide future urbanization and development within the BCPA in a manner consistent with the City's Comprehensive Plan.

Basalt Creek Planning Area

In 2004, Metro identified the Basalt Creek Planning Area (BCPA), consisting of 847 acres located in Washington County between southern Tualatin and northern Wilsonville, as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville's industrial area to the south, and contains large, flat sites suitable for industrial users.

Subsequently, Metro passed an ordinance annexing land, including the BCPA, into the existing Urban Growth Boundary (UGB) to ensure a sufficient regional supply of land for employment growth over the next twenty years. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses.

Figure 1. Regional Context



Basalt Creek Concept Plan

BACKGROUND

Areas brought into the UGB are required to have a land use and transportation concept plan before urban development can occur. Therefore, after a lengthy joint planning process, the Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP or Concept Plan) in 2018, to meet this requirement and provide a roadmap for development of the area that is consistent with state, regional, and local land use planning laws. The BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area to meet local and regional goals.
- Coordinated future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County.
- Established a new jurisdictional boundary between Tualatin and Wilsonville to determine which parts of the Planning Area could be annexed into and served by each city.
- Identified preferred land uses across the area.
- Recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional, and state goals.
- Set specific action items and implementation measures.

2018 GUIDING PRINCIPLES

Established by the Joint Council, these principles helped guide the BCCP. While conditions and opportunities have evolved since 2018, the principles continue to inform the long-term direction for growth and development within Basalt Creek.

1. Maintain and complement the Cities' unique identities

2. Capitalize on the area's unique assets and natural location

3. Explore creative approaches to integrate jobs and housing

4. Create a uniquely attractive business community unmatched in the metropolitan region

5. Ensure appropriate transitions between land uses

6. Meet regional responsibility for jobs and housing

7. Design cohesive and efficient transportation and utility systems

8. Maximize assessed property value

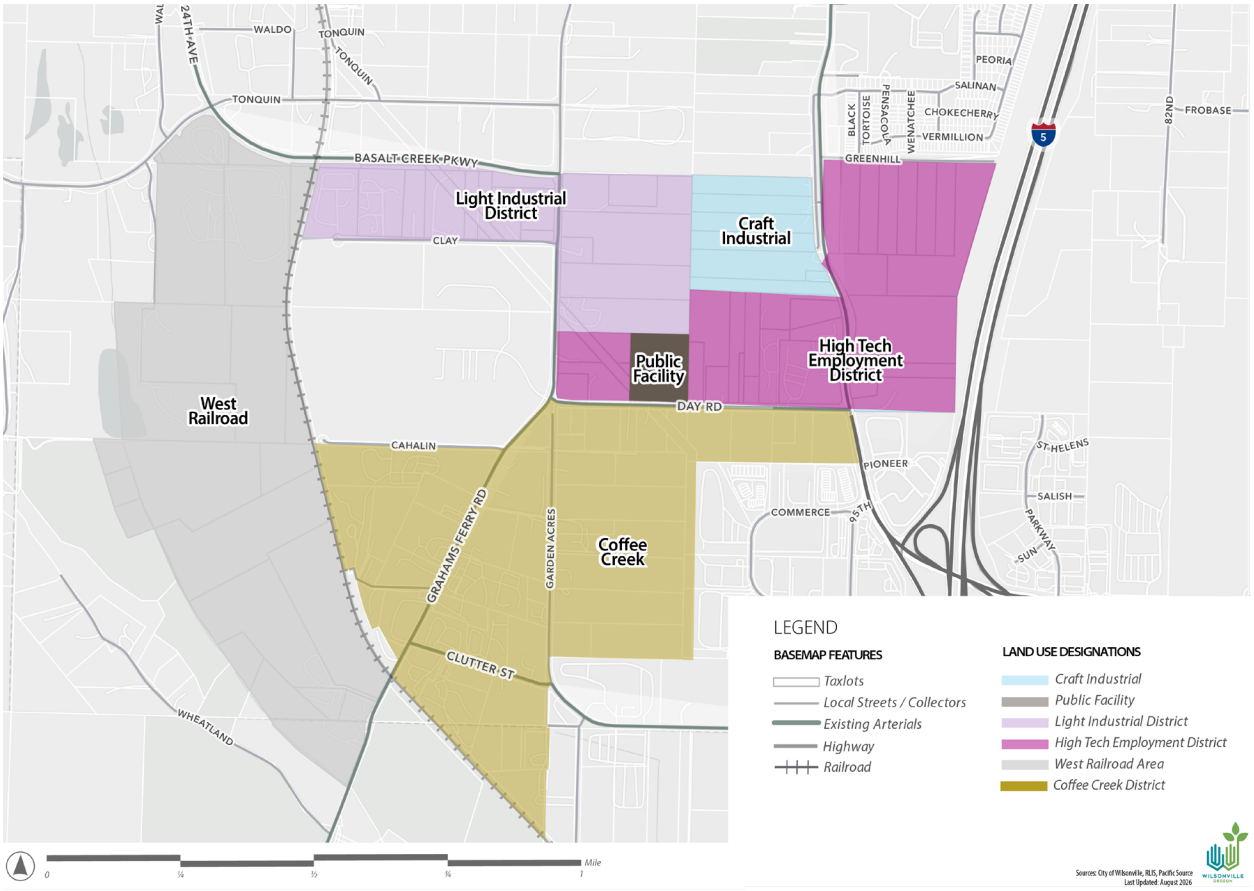
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

JURISDICTIONAL BOUNDARY

During the Concept Plan process, the BCPA was roughly divided between Tualatin and Wilsonville, with the jurisdictional boundary defined by the Basalt Creek Parkway, which runs in an east-west direction through the center of the Planning Area. Wilsonville's portion consists of 453 acres on the south side of the Parkway.

It includes an eastern portion that was referred to as "Basalt Creek" and a western portion that was known as "West Railroad", as shown in the figure below. For the remainder of this Master Plan, references to the BCPA in Wilsonville refer to this combined area within Wilsonville's UGB.

Figure 2. Basalt Creek Concept Plan Map with Land Use Designations



↳ **The land use patterns identified in the 2018 BCCP responded to the area's setting and existing conditions. Because the Planning Area is well suited for industrial and employment uses, much of the BCPA was designated for employment land uses. However, because West Railroad was considered to have significantly lower development potential than the remainder of the BCPA, future land uses for the area were not identified in the BCCP.**

From Concept Plan to Master Plan

The BCCP established a vision for urbanization of the BCPA to meet local and regional goals, identified preferred land uses across the area, recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional, and state goals, and set specific action items and implementation measures. Following adoption of the BCCP, the City completed several early implementation actions to establish a policy and planning framework for future development in the area. These actions included updating the Urban Planning Area Agreement with Washington County, amending the Comprehensive Plan, and incorporating key transportation projects into the Transportation System Plan.

EARLY IMPLEMENTATION ACTIONS COMPLETED

Following adoption of the BCCP, the City completed several foundational actions to support future planning and development within the Planning Area.

Action Item 1: Amend Urban Planning Area Agreements

The City updated the Urban Planning Area Agreement with Washington County to formally recognize Wilsonville's planning authority within the BCPA and support coordinated future planning efforts.

Action Item 2: Amend Comprehensive Plan

The City amended the Comprehensive Plan and Transportation System Plan to incorporate policies, design objectives, and transportation projects intended to guide future development, infrastructure planning, and environmental stewardship within Basalt Creek and West Railroad.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Today, Wilsonville is working to advance the BCPA beyond the Concept Plan to a development-ready status through the adoption of this Master Plan. The Master Plan is the next step in refining and implementing the BCCP to guide development in the Planning Area over the next 10–20 years.

This Master Plan process implements Action Items 3, 5, and 6 of the BCCP, including:

» **Action Item 3. Assure zoning is compatible with future land use.** This action evaluates the Wilsonville Development Code and zoning standards to ensure they support the types of industrial, employment, and mixed-use development envisioned for the BCPA. It also considers how special design elements from the BCCP, including potential expansion of the Coffee Creek Industrial Design Overlay District and development standards for the Craft Industrial Zone, could be applied within the Planning Area.

» **Action Item 5. Consider capital improvements to spur development.** This action evaluates infrastructure availability and identifies opportunities for strategic public investment needed to support future development in the BCPA. Potential implementation tools may include utility and transportation infrastructure financing, reimbursement mechanisms, local improvement districts, and other partnership approaches intended to help facilitate long-term industrial and employment growth.

» **Action Item 6. Master planning processes.** This action further refines many of the concepts introduced in the BCCP by evaluating development feasibility, infrastructure needs, transportation access, environmental constraints, and implementation strategies. Preparation of this Master Plan, along with related Code amendments and infrastructure funding planning, represents a key component of this effort.

The BCMP identifies general types and locations of uses in the BCPA, as well as implementing policies and regulatory strategies, and utility and infrastructure needs and funding sources. However, it is not an approval for construction of the identified uses.

Following or concurrently with Master Planning, the City will develop a variety of detailed standards and rules that development must follow to remain consistent with the BCMP. Final City approval of private development within the BCPA comes as property owners request annexation and the City reviews proposed development plans and building permits against the implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the BCMP and with the implementing standards and rules.

2

THE PLANNING PROCESS

The Planning Process

Chapter Overview and Planning Context

This chapter describes the planning process, technical analysis, and outreach that informed the Basalt Creek Master Plan (BCMP). It builds upon the guiding principles established through the Basalt Creek Concept Plan (BCCP) process and subsequent Comprehensive Plan amendments and Areas of Special Concern that continue to shape the long-term vision for the Basalt Creek Planning Area (BCPA).

The BCMP was informed by technical studies, infrastructure and transportation analysis, environmental review, market analysis, stakeholder outreach, and work sessions with the Wilsonville Planning Commission and City Council completed since adoption of the BCCP.

Implementation of the long-term vision for the BCPA will require significant coordination, infrastructure investment, and phased redevelopment over time. While Wilsonville retains a limited supply of vacant industrial land, much of the BCPA, particularly the West Railroad area, is not yet development-ready due to infrastructure constraints, limited transportation access, environmental considerations, and fragmented property ownership.

To help address these challenges, the City completed additional planning and technical analysis to refine land use concepts, transportation connections, infrastructure needs, and development considerations within West Railroad and the broader BCPA. These efforts helped further define the Master Plan while recognizing that long-term implementation will depend on market conditions, infrastructure funding, environmental permitting, property owner participation, and regional coordination over time.

Concepts that Shaped the Master Plan

The BCMP builds on the Guiding Principles established by the Joint Council during preparation of the 2018 Basalt Creek Concept Plan. These principles continue to provide the foundation for planning within the BCPA.

For the BCMP, the original principles were refined to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. The adapted principles shown on the next page guided development of the Master Plan while carrying forward the long-term vision established through the 2018 Concept Plan.

Guiding Principles

The Guiding Principles for the BCMP, which were adapted from the Basalt Creek Concept Plan process, continue to represent the interests and goals for the Planning Area during this Master Plan process. The Guiding Principles are a reflection of the updated vision and objectives for the BCMP:

1. Meet regional responsibility for jobs and housing
2. Maximize assessed property value
3. Capitalize on the area's unique assets and natural location
4. Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type
5. Ensure appropriate transitions between land uses
6. Design cohesive and efficient transportation and utility systems
7. Maintain and complement Wilsonville's unique identity
8. Create a uniquely attractive business community unmatched in the metropolitan region
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

COMPREHENSIVE PLAN AMENDMENTS

In 2019, the City Council adopted amendments to the City's Comprehensive Plan to help guide future development within the BCPA (see Ordinance No. 834 in Appendix A). These amendments added new policies and Areas of Special Concern related to Basalt Creek and West Railroad to provide more detailed direction for future planning and development within the area.

Implementation Measures

The City's Comprehensive Plan includes policies and implementation measures intended to guide industrial development throughout Wilsonville. The amendments adopted in 2019 and further refined in 2026 specifically focused on supporting the types of employment and industrial development envisioned for the BCPA, including advanced manufacturing, craft industrial businesses, higher-density employment areas, and integrated open space and trail amenities. These implementation measures help inform this Master Plan and future development standards for the area:

» **Implementation Measure 4.1.3.j.** All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

» **Implementation Measure 4.1.3.k.** Encourage high-growth employment industries in which the city is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

» **Implementation Measure 4.1.3.l.** Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

» **Implementation Measure 4.1.3.m.** Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

» **Implementation Measure 4.1.3.n.** Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Areas of Special Concern

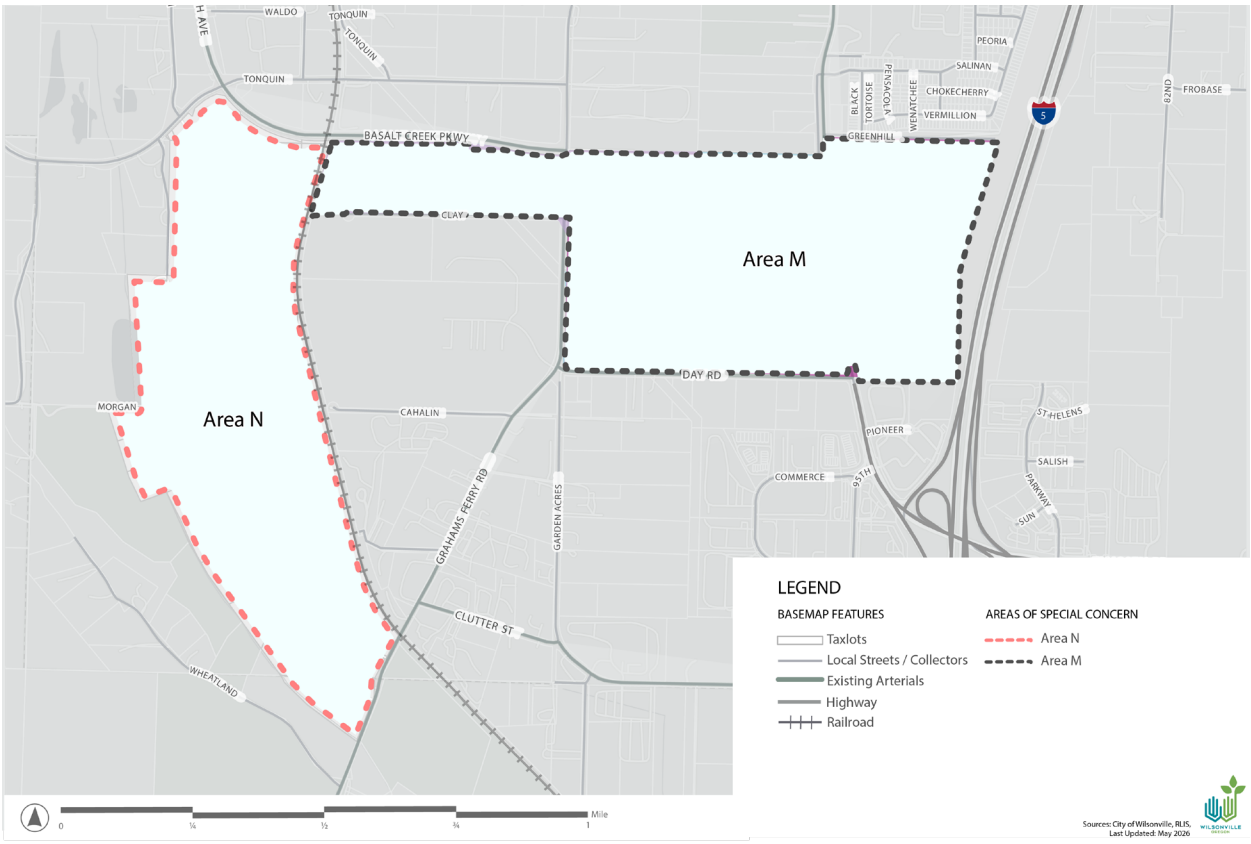
The Comprehensive Plan includes several Areas of Special Concern where additional policy direction is needed beyond the general guidance provided elsewhere in the Plan (Figure 3). There are two within the BCPA: Area of Special Concern M (Basalt Creek) and Area of Special Concern N (West Railroad). These areas were created to provide interim policy direction and identify key planning considerations pending more detailed planning for the area.

AREAS OF SPECIAL CONCERN

The Wilsonville Comprehensive Plan identifies "Areas of Special Concern" where additional planning direction is needed to address unique site conditions, development challenges, or community goals. Each area includes specific objectives and considerations that help guide future planning, infrastructure investment, zoning, and development review.

For the BCPA, the City established Areas of Special Concern for both Basalt Creek and West Railroad to provide additional guidance related to industrial development, transportation, infrastructure, natural resources, and regional connectivity.

Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA



The BCMP represents the next phase of that planning effort. As a supporting document to the Comprehensive Plan, the Master Plan provides more detailed guidance regarding land use, transportation, infrastructure, natural resources, and implementation within the BCPA. The BCMP serves as the primary planning framework for the area, carrying forward and refining the intent of the AOSCs through more detailed policies, recommendations, and implementation strategies.

Area of Special Concern M includes the focus of the BCCP. It includes four Design Objectives that provide policy guidance:

1. **Consider adoption of a form-based code**, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. **Protect key natural resources and sensitive areas while making recreational opportunities accessible** by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake—Basalt Creek—and the surrounding wetlands habitat.
3. **Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections** that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. **Provide strong transit access** to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Area of Special Concern N focuses on the West Railroad portion of the BCPA, which at the time of the BCCP was recognized as one of the most constrained areas within the BCPA. The area is characterized by significant natural and physical constraints, including wetlands habitat, steep slopes, limited access, and fragmented property ownership, all of which limited its assumed near-term development potential. It is also located outside the city limits but within the Urban Growth Boundary (UGB), reinforcing its status as a long-term opportunity area. The area was also identified for its potential value in resource conservation and future public access to natural areas, particularly given its proximity to the Coffee Lake Creek wetlands.

Since adoption of the BCCP, the City has undertaken additional planning work to better understand West Railroad's opportunities and constraints and to refine a long-term vision for the area.

Information Gathering

To inform this Master Plan, the City undertook several studies that update and refine various aspects of the BCCP. A more detailed description of the planning with impacts to the West Railroad Area is described on the following page. Work products include the following:

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

- The **Wilsonville Industrial Land Readiness Phase 1 Report for Basalt Creek** that evaluated market conditions, development capacity, and site development potential through several interconnected analyses (see Appendix B), including the following:
  - An **Economic Inventory and Land Use Analysis** that evaluates current market trends and identifies suitable industries.
  - An updated **Buildable Lands Inventory** (BLI) that reflects recent land developments, adjusted constraints, and revised capacity estimates.
  - A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints.
  - An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing market conditions.
- A **Transportation System Plan (TSP) Evaluation** to review the current list of TSP projects related to the BCPA and ensure that the land use assumptions and identified transportation projects are still applicable, as well as to identify any new transportation improvement projects that might be needed to further support the current development plan for the BCPA (Appendix C).
- A **Transportation Analysis for the Basalt Creek Master Plan** to evaluate the impacts of full development of the West Railroad area on the surrounding street network (Appendix D).
- An updated **Local Street Concept Map** that identifies likely connection points and alignments for future local streets in the BCPA (Appendix E).
- The **Grahams Ferry Road Freight Traffic Accommodation Evaluation** to analyze the SW Grahams Ferry Road undercrossing of the PNWR railroad, develop conceptual roadway alignments, and identify planning-level cost estimates for arterial upgrades, widening, and freight clearance improvements (Appendix F).
- An updated **Natural Resources Inventory** of wetlands, upland tree groves, and riparian areas within the BCPA in compliance with Statewide Planning Goal 5 to identify resources to include in the Significant Resource Overlay Zone (SROZ) (Appendix G).
- A citywide **Economic Opportunities Analysis** that included an evaluation of Basalt Creek (Appendix H).
- A **West Railroad Concept Plan** to refine the long-term land use vision, identify potential employment and industrial uses, and assess transportation and infrastructure needs.
- A **Water and Sewer Evaluation** for the West Railroad area to develop conceptual utility layouts, estimate future wastewater and water demands, describe key constraints, and identify planning-level cost estimates (Appendix I).
- A **Basalt Creek Subbasin Evaluation** for the Greenhill planning area and broader BCPA to evaluate system needs and capacity (Appendix J).

Planning for West Railroad

As part of preparation of the Basalt Creek Master Plan, the City undertook additional planning work focused on the West Railroad area to better understand its long-term development potential and implementation challenges. Although the 2018 Basalt Creek Concept Plan identified West Railroad as constrained by environmental conditions, limited transportation access, fragmented ownership, and lack of urban services, the area remained one of Wilsonville's last large industrial growth opportunities within the Urban Growth Boundary.

The West Railroad planning work has resulted in an initial framework envisioning a mix of employment-oriented and craft industrial uses supported by future regional access and utility infrastructure. The City recognizes that development of West Railroad is a long-term effort dependent on resolving complex environmental, access, infrastructure, and market challenges, as well as future coordination among multiple stakeholders.

CONCEPT PLANNING AND VISION DEVELOPMENT

In 2025, the City initiated a focused planning and urban design effort for West Railroad through the Wilsonville Industrial Land Readiness (WILR) process. This work included analysis of existing conditions, environmental constraints, infrastructure availability, market opportunities, and transportation access, along with preparation of several alternative land use and urban design concepts for the area. The concepts explored varying approaches to balancing employment development, industrial uses, natural resource preservation, recreation opportunities, and long-term flexibility.

The planning process included a joint Planning Commission and City Council work session in October 2025 where existing conditions and alternative concepts were reviewed and discussed. The discussion generally favored a preferred concept that combined industrial employment opportunities with integration of remaining natural features. Participants emphasized the importance of balancing job creation, transportation access, freight mobility, environmental stewardship, and long-term economic opportunity in shaping the future of the area.

Additional Planning Commission and City Council work sessions were held in April 2026 to review and refine the preferred concept (Figure 4) for West Railroad as part of the broader Master Plan process.

ZONING AND DEVELOPMENT CODE COORDINATION

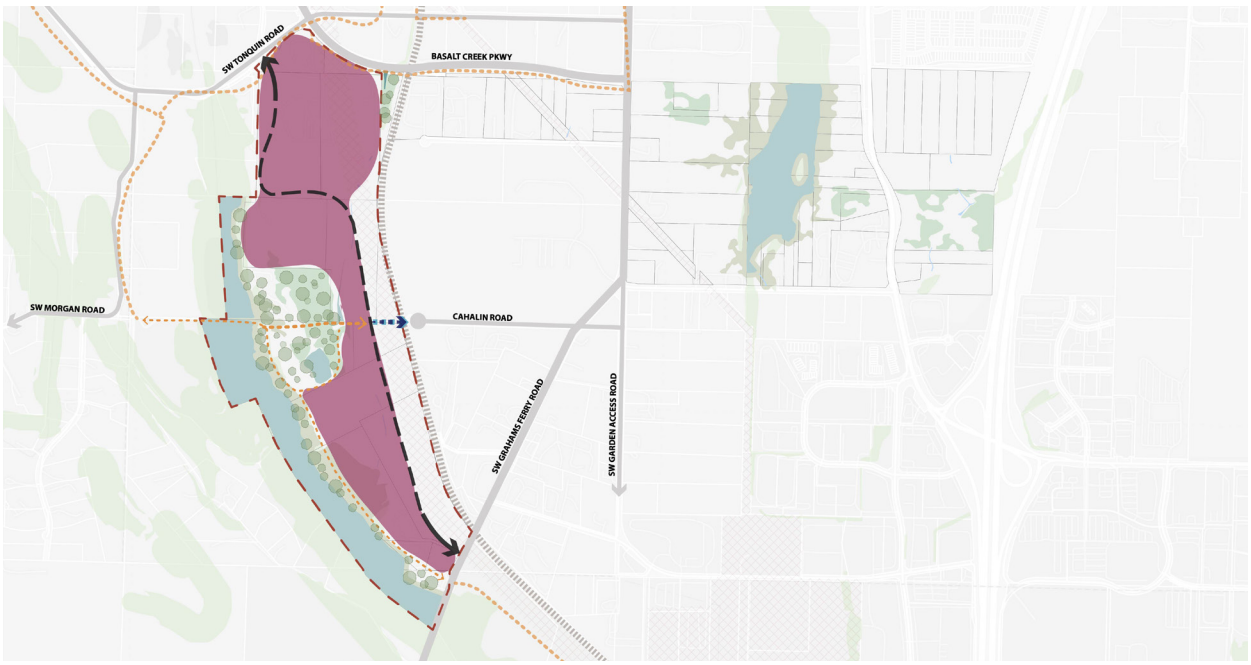
In parallel with the concept planning effort, City staff conducted several work sessions focused on evaluating appropriate zoning and development standards for West Railroad. This work considered how the City's existing industrial zoning districts and development code could support the long-term vision for the area, including potential updates needed to address industrial development form, transportation access, environmental features, and transitions between uses.

Because the West Railroad area is currently outside Wilsonville city limits, City zoning and development standards do not yet apply to the area. However, the Master Plan establishes a framework intended to guide future zoning and development standards should properties annex into the City over time.

TECHNICAL ANALYSIS AND INFRASTRUCTURE PLANNING

In tandem with development of the preferred concept, the City worked with consultants to complete additional transportation and utility analysis related to long-term access, freight mobility, infrastructure feasibility, and service planning needed to support future development in the area. This work helped refine implementation considerations and better understand the scale of investment, coordination, and phased improvements that may be required for future urbanization of West Railroad.

Figure 4. Preferred Concept for West Railroad



Stakeholder Interviews and Focus Groups

Stakeholder outreach helped inform the technical analysis and recommendations developed for the BCMP. Interviews with economic development partners, developers, property owners, and other stakeholders provided insights into market conditions, development barriers, infrastructure needs, and opportunities within the BCPA. This input helped shape the planning analysis and provided additional context for Planning Commission and City Council discussions throughout the Master Plan process.

As part of the Master Plan process, interviews were conducted with Business Oregon (the state's economic development agency), Greater Portland Inc. (a public-private partnership dedicated to destination business marketing and economic development), developers knowledgeable about the region, and local property owners. These discussions focused on identifying barriers to industrial development and opportunities relevant to future growth within Basalt Creek. The key themes summarized below represent important considerations as the BCPA moves toward long-term redevelopment and implementation.

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to readily accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or City's vision for an area does not align with the diverse needs of potential users. Discussions highlighted the importance of allowing a mix of uses for better financing opportunities, particularly for speculative development, and avoiding overly prescriptive zoning can prevent clustering for supply chain benefits.
- **Fragmented Land Ownership:** Areas with small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

Decision Making Process

Development of the BCMP was informed through a collaborative process that combined policy guidance, technical analysis, and stakeholder and decision-maker input.

Establishing the Foundation. The planning process was grounded by the Guiding Principles established through the 2018 Basalt Creek Concept Plan. Those principles were refined during preparation of the BCMP to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. Together with adopted Comprehensive Plan policies, implementation measures, and Areas of Special Concern, they provided the foundation for development of the Master Plan.

Evaluating Opportunities and Constraints. Technical studies were then completed to better understand economic conditions, development potential, transportation needs, infrastructure requirements, natural resources, and long-term opportunities within the BCPA.

Gathering Stakeholder Input. Input from property owners, developers, economic development organizations, agency partners, and other stakeholders helped identify market realities, redevelopment challenges, infrastructure needs, and implementation considerations that informed the Master Plan.

Refining the Plan. Throughout the planning process, the Wilsonville Planning Commission and City Council reviewed technical findings and stakeholder feedback through a series of work sessions. Their direction helped refine recommendations and shape the preferred approach reflected in the BCMP.

Public Review and Adoption. The Planning Commission and City Council ultimately considered the information gathered throughout the planning process during public hearings leading to adoption of the final Master Plan.

Final Decision-Makers. The Wilsonville City Council, based on a recommendation from the Planning Commission, served as the final decision-making body for the BCMP, ensuring that the Master Plan reflects both technical analysis and community and stakeholder input while advancing the City's long-term vision for the BCPA.

3

EXISTING CONDITIONS & FUTURE NEEDS

Existing Conditions & Future Needs

During the Master Planning process, existing conditions, prior planning efforts, and future development needs within the BCPA were evaluated. Several supporting analyses were updated and refined to reflect current conditions, market trends, infrastructure planning, and development considerations. The following sections summarize these findings, which are described in greater detail in the BCMP Appendices.

Economic Inventory and Targeted Industries

The updated Economic Inventory evaluates current market conditions, development trends, and targeted industry opportunities within the BCPA and broader regional industrial market (see Appendix B). The analysis helps inform the long-term land use, infrastructure, and economic development strategies reflected in the BCMP.

REGIONAL INDUSTRIAL MARKET CONDITIONS

Since adoption of the BCCP in 2018, economic conditions have shifted considerably. Nationally, the industrial sector continues to experience strong demand fueled by e-commerce growth, reshoring efforts, and federal investments supporting domestic manufacturing.

In the Portland Metro area, industrial trends generally mirror national patterns, including low vacancy rates and rising rents. While demand for industrial space has slowed from the highs experienced between 2021 and 2023, demand is expected to remain relatively strong in the near term.

Within the region, industrial demand is primarily driven by businesses expanding or upgrading existing facilities rather than large numbers of new businesses relocating from outside the region.

WILSONVILLE'S INDUSTRIAL ECONOMY

Wilsonville's industrial sector continues to play a significant role in the city's economy, with manufacturing, wholesale trade, and construction accounting for a substantially larger share of employment than the regional average. However, neighboring Sherwood and Tualatin have experienced stronger recent industrial growth, largely due to the availability of large, development-ready industrial sites.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important long-term opportunity to expand the city's supply of employment land and support future industrial growth.

EXISTING CONDITIONS WITHIN THE BCPA

The Economic Inventory found that much of the BCPA remains underdeveloped and characterized by low-intensity rural and industrial uses permitted under Washington County zoning. Existing uses within the area include contractor establishments, storage yards, and other low-employment uses that do not reflect the urban employment densities envisioned in the BCCP.

While these uses contribute economic activity and jobs, they typically require limited building and infrastructure improvements and support lower employment densities than the urban industrial development envisioned for the area. Employment density within the BCPA remains substantially below the levels anticipated in the BCCP, and fragmented land ownership patterns continue to create challenges for redevelopment and large-site industrial development.

CHANGING DEVELOPMENT TRENDS AND TARGETED INDUSTRIES

The 2018 BCCP envisioned a mix of industrial and office uses, including a significant amount of office development within the High-Tech Employment District. Since that time, demand for office space has declined both regionally and nationally due to the rise of remote and hybrid work. While office uses are still expected to remain part of the BCPA, their role is anticipated to be smaller than originally envisioned.

At the same time, the Economic Inventory identified continued opportunities for industrial growth in sectors that align with Wilsonville's existing economic strengths, including:

- Advanced manufacturing
- Semiconductor supply chain businesses
- Logistics and distribution
- Employment-generating industrial uses
- Other traded-sector and industrial businesses

LONG-TERM DEVELOPMENT CHALLENGES

Several factors continue to affect the BCPA's readiness for future industrial development. Fragmented land ownership, existing contractor establishments and outdoor storage uses, and rural infrastructure that does not yet meet urban standards remain barriers to higher-intensity industrial and employment uses.

Although transportation and utility planning has advanced significantly since adoption of the BCCP, major infrastructure investments will still be required to support long-term urban development within the area.

Land Use and Development

BUILDABLE LANDS INVENTORY

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of the BCPA for employment-related growth (Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the roughly 453 acres in the BCPA:

173 ACRES

ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

129 ACRES

ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES

ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT

The 150-acre buildable land supply is distributed across a range of parcel sizes, from small lots under five acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs.

Given the 150 acres of buildable land and the expectation of employment densities between 10 (low-density model) and 18.5 (high-density model) employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs, compared with the BCCP estimated employment capacity of about 2,500 jobs (in 2018). The range of potential employment densities was estimated to more accurately reflect evolving market conditions.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, particularly in West Railroad, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

An external actor, whether public or private, working to aggregate property to create viable development sites is likely required in order to realize a coherent and comprehensive development pattern throughout the BCPA. Market forces alone will likely create a slow, and 'patchy' development pattern.

Figure 5. 2024 Aerial of the BCPA



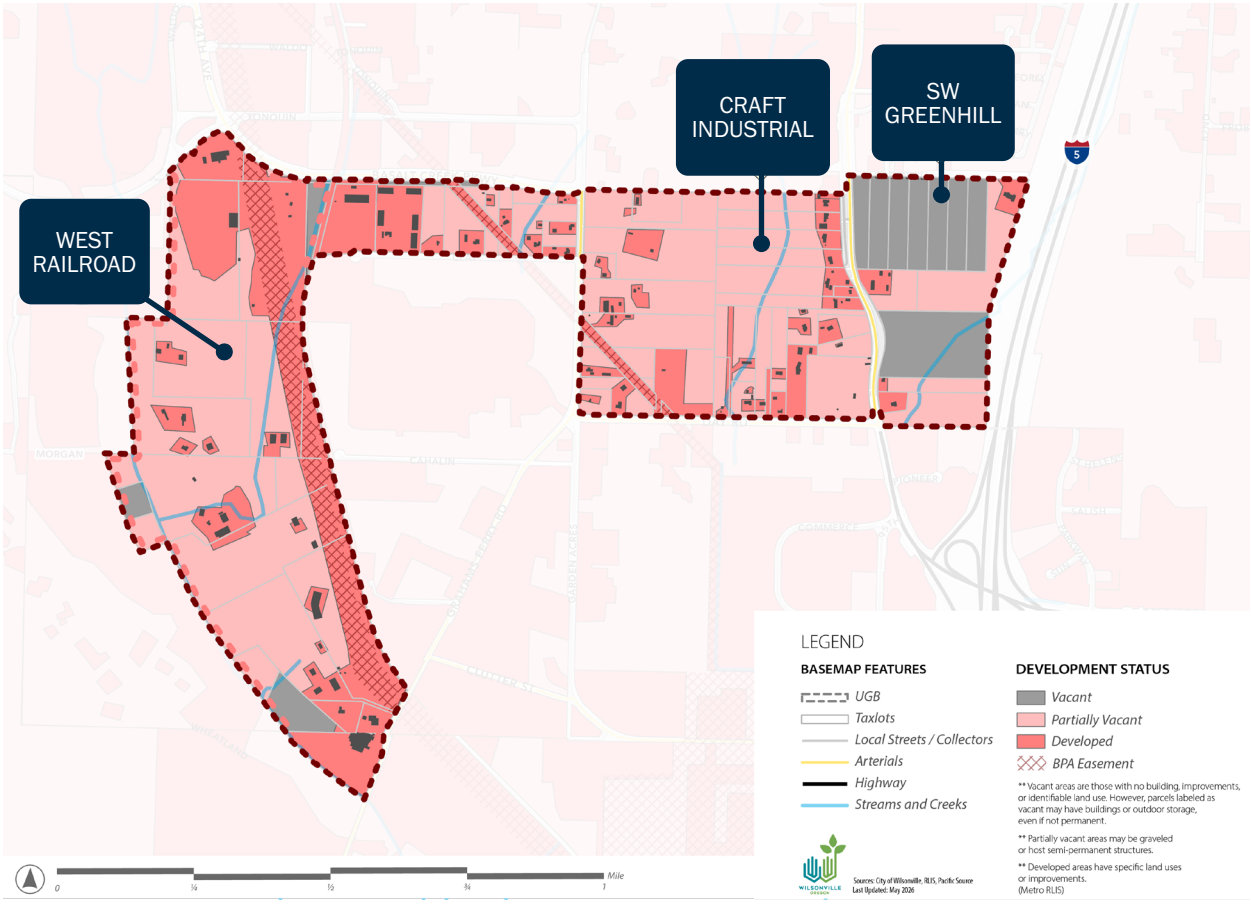
↳ Source: Metro Regional Land Information System (RLIS)

SITE SUITABILITY

The Site Suitability Analysis (see Appendix B) focused on three opportunity areas within the BCPA that were identified as having unique development opportunities and challenges. Factors such as parcel size, location, access, existing land use patterns, and redevelopment potential informed the selection of the three opportunity areas. These areas were selected for more detailed evaluation because they represent the most likely locations for future employment growth and infrastructure investment.

The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment. Rather, it reflects that the selected opportunity sites have characteristics that make them particularly important to understanding long-term industrial development potential, infrastructure needs, and market competitiveness within the BCPA. Other areas may continue to evolve over time based on future market conditions, infrastructure availability, property ownership changes, and redevelopment opportunities.

Figure 6. Opportunity Sites in the BCPA



The Site Suitability Analysis evaluates three opportunity sites within the BCPA that were identified as having the greatest potential to accommodate future industrial and employment development based on factors such as parcel size, location, access, existing land use patterns, and redevelopment potential (Figure 6).

The evaluation focused on physical site characteristics, including size, access, visibility, topography, environmental constraints, infrastructure availability, and proximity to regional industrial and freight networks, without factoring in the likelihood of redevelopment. The analysis found that different sites may be better positioned to support different types and intensities of industrial and employment uses over time.

The analysis provides a broad understanding of site benefits, barriers, and potential industry suitability to help inform future planning, infrastructure coordination, and zoning considerations. The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment, but rather identifies the sites most likely to influence long-term industrial growth and investment within the Planning Area.

Opportunity Sites

The following opportunity sites highlight the range of physical conditions, development opportunities, and implementation considerations present throughout the BCPA. Together, they illustrate how different parts of the Planning Area may support different types and intensities of future industrial and employment uses over time.

- **SW Greenhill Site:** The 57-acre SW Greenhill site is one of the most development-ready areas within the BCPA, with approximately 52 unconstrained acres, limited slopes, consolidated ownership, and proximity to existing infrastructure. The site is well positioned for uses such as advanced manufacturing, logistics, food processing, warehousing and distribution, and industrial business park or research and development uses.
- **Craft Industrial Area:** Located in the southwest portion of the BCPA near SW Boones Ferry Road and the future Basalt Creek Parkway extension, the approximately 22-acre Craft Industrial area consists of smaller, fragmented parcels constrained by environmental features and proximity to residential development. As envisioned in the BCCP, the area is better suited for smaller-scale industrial and employment uses such as makerspaces, live-work units, small production spaces, and office or industrial condominium-style development.
- **West Railroad Site:** The 165-acre West Railroad site includes approximately 90 unconstrained acres and has the potential to support general manufacturing, food processing, warehousing, distribution, and industrial support services. However, the area faces significant infrastructure and transportation access constraints, including limited vehicular access and the low Grahams Ferry Road railroad undercrossing, which will require additional planning and investment to support long-term development.

CONTRACTOR ESTABLISHMENTS

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix B includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 7 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

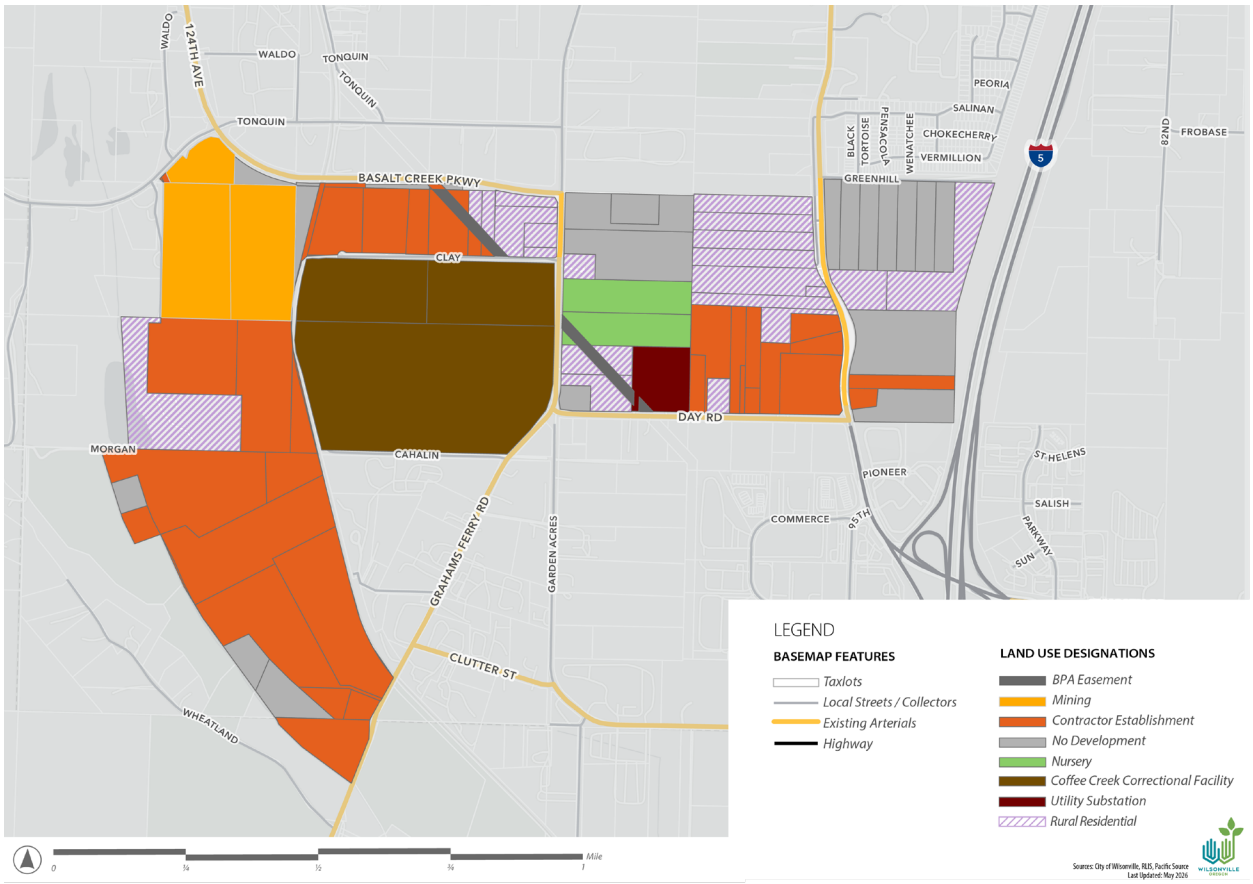
Key findings include:

» **Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop.** For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

» **Relocation options for businesses currently occupying these sites are limited, creating additional challenges.** Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

» **Contractor establishments are unlikely to transition to higher intensity uses without City intervention.** The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Figure 7. Land Use Categories with Constraints



Natural Resources

Although the BCPA is planned primarily for future employment and industrial development, the area also contains a diverse network of wetlands, streams, riparian corridors, floodplain, upland habitat, and forested areas that influence future land use and infrastructure planning. Two of the most important natural resource systems within the Planning Area are Tapman Creek and Coffee Lake Creek. These natural resources contribute to habitat connectivity, water quality, stormwater functions, and the overall environmental character of the area, while also creating important development constraints and opportunities for integration of open space and trail systems.

As part of preparation of the Master Plan, the City updated the natural resources inventory originally prepared for the BCCP to further evaluate resources within the Planning Area in compliance with Statewide Planning Goal 5. This work is included as Appendix G and summarized below (and in Figure 8).

WETLANDS

The inventory identified approximately 59.02 acres of potentially jurisdictional wetlands within the BCPA. Of these, Wetland BC-1 and Wetland BC-2 meet the criteria for significance.

Wetland BC-1 is a wetland complex surrounding Tapman Creek (Basalt Creek) in the eastern portion of the Planning Area and provides diverse wildlife habitat while maintaining important hydrologic functions.

Wetland BC-2 surrounds Coffee Lake Creek in the western portion of the Planning Area and also maintains intact hydrologic functions. This wetland complex has a surface water connection to downstream waters that support indigenous anadromous salmonids near the confluence with the Willamette River.

All other identified wetlands within the BCPA were determined not to be locally significant.

STREAMS

Two primary stream systems exist within the BCPA: Tapman Creek (BC-TC) and Coffee Lake Creek (BC-CLC). A small tributary to Coffee Lake Creek (BC-CLCa) is also present within the Planning Area. Tapman Creek and Coffee Lake Creek help shape the natural drainage patterns of the BCPA. These creek systems support associated wetland and riparian areas and provide important connections between natural resource areas throughout the Planning Area.

RIPARIAN AREAS

Two primary riparian corridors were identified and assessed within the BCPA. One corridor is associated with Coffee Lake Creek and its tributary (BC-CLC and BC-CLCa), while the second follows Tapman Creek (BC-TC).

In both areas, the riparian corridors extend less than one Appropriate Potential Tree Height (APTH) before encountering steep slopes. Where slopes exceed 25%, the riparian areas were extended an additional 50 feet beyond the break in slope in accordance with Metro Water Quality Resource Area standards and Wilsonville Municipal Code (WMC 4.139).

Areas with habitat connectivity through adjoining riparian forested areas were also incorporated into the riparian corridor boundaries.

UPLAND TREE GROVES

Several upland tree groves were identified within the BCPA, including some located adjacent to wetlands or near riparian corridors but separated by breaks in tree canopy. Analysis focused on significant groupings of trees and excluded areas dominated by scrub-shrub or herbaceous vegetation. The inventory was based on aerial and field mapping rather than detailed tree surveys or measured tree diameters.

WILDLIFE HABITAT

Wilsonville recognizes riparian corridors and upland forested areas as important components of the area's wildlife habitat network. Habitat areas were evaluated based on their potential for habitat diversity, water quality protection, ecological integrity, connectivity, and uniqueness. Based on these criteria, Upland Tree Grove BC-G7 was identified as significant due to its unique habitat characteristics and connectivity to significant wetland areas.

WILSONVILLE'S SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)

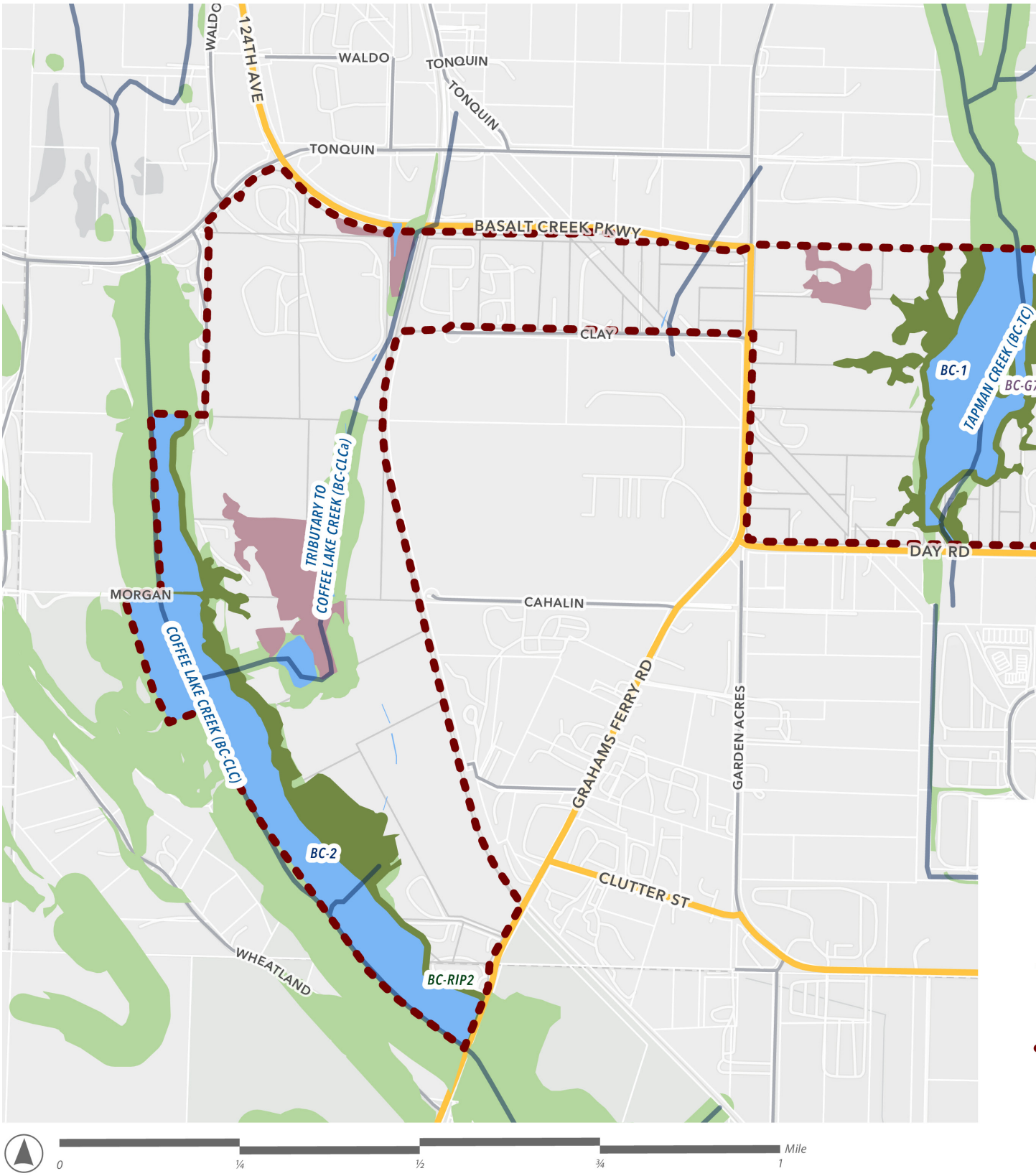
Wilsonville protects environmentally significant natural resources through the Significant Resource Overlay Zone (SROZ), which applies additional development standards and review requirements to wetlands, streams, riparian corridors, floodplain, and other identified habitat areas. The SROZ is intended to protect water quality, wildlife habitat, flood storage functions, and ecological connectivity while allowing development to occur in a manner consistent with Statewide Planning Goal 5 and the City's Comprehensive Plan policies.

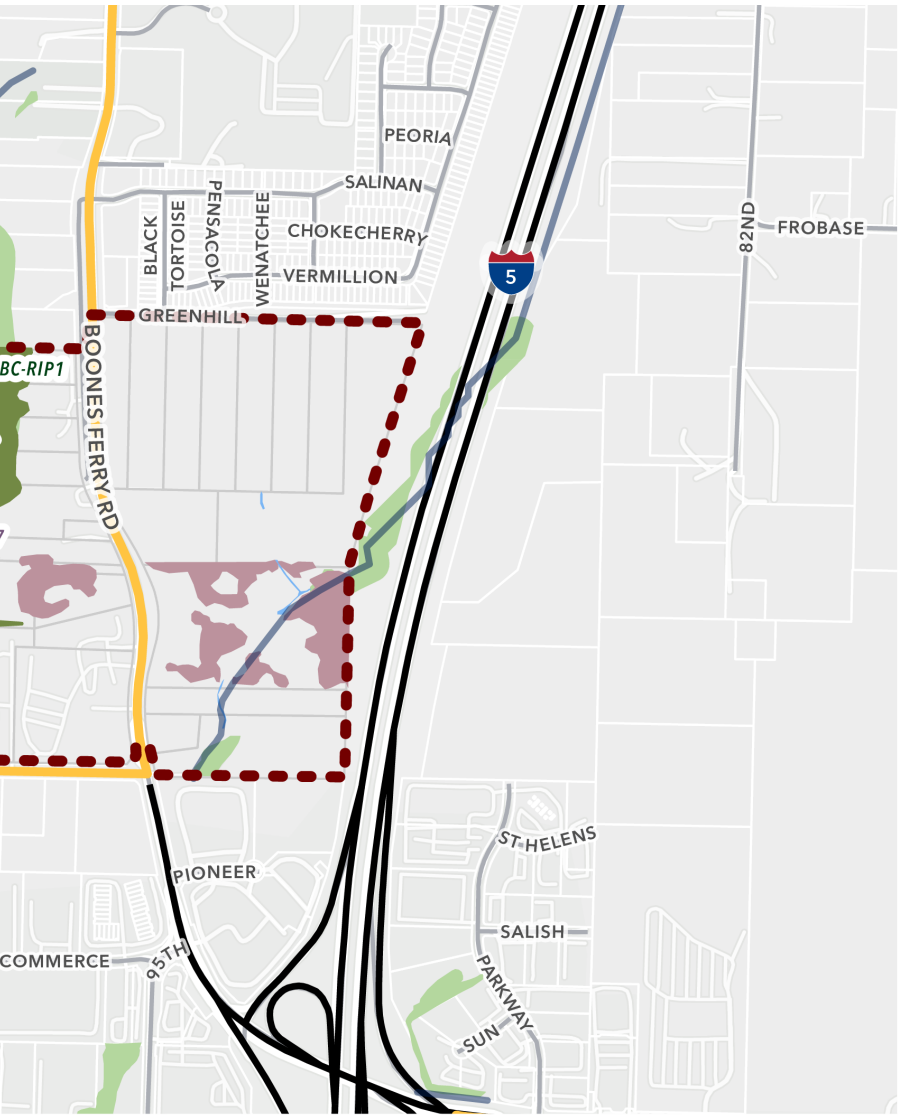
Table 1. Significant Resources to Include in Significant Resource Overlay Zone

	Resources to Include in Significant Resource Overlay Zone (SROZ)
Streams	BC-TC (Tapman Creek); BC-CLC (Coffee Lake Creek); BC-CLCa (Tributary to Coffee Lake Creek
Wetlands	BC-1; BC-2
Riparian Areas	BC-RIP1; BC-RIP2
Wildlife Habitat	BC-G7 (Upland Tree Grove)

↳ **Source: Pacific Habitat Services, 2024. See Appendix G for more.**

Figure 8. Natural Resources Inventory





LEGEND

BASEMAP FEATURES

- *Taxlots*
- *Local Streets / Collectors*
- *Existing Arterials*
- *Highway*
- *Streams and Creeks*
- *Basalt Creek Planning Area*

SIGNIFICANT RESOURCES

- *Upland Tree Grove (BC-G7)*
- *Wetlands (BC-1, BC-2)*
- *Riparian Areas (BC-RIP1, BC-RIP2)*
- *Riparian Wildlife Habitat (Class 1)*

Sources: City of Wilsonville, RLIS, Pacific Source
Last Updated: May 2026

TAPMAN CREEK

Tapman Creek is an important natural drainage feature in the eastern portion of the BCPA. Although portions of the creek are not highly visible within the Planning Area, it continues to provide valuable stormwater conveyance, water quality, wetland, and wildlife habitat functions. The creek and associated Wetland BC-1 form a significant ecological corridor that contributes to the area's broader natural resource network.

COFFEE LAKE CREEK

Coffee Lake Creek and the associated Coffee Lake Creek wetlands form one of the most significant natural resource systems within and adjacent to the BCPA. This wetland complex is an important element within the broader Coffee Creek wetlands and surrounding natural areas, helping shape future planning considerations while contributing to the area's distinctive environmental setting.

Transportation

BACKGROUND

The BCCP evaluated both the existing transportation system and the planned transportation network identified through the Transportation Refinement Plan (TRP), which included phased investments intended to support regional and local transportation needs through 2035. Following adoption of the BCCP in 2018, the City amended the Transportation System Plan (TSP) to incorporate key transportation projects identified through the Concept Plan process, many of which were already included in the 2014 Metro Regional Transportation Plan.

Table 2 summarizes the Basalt Creek transportation projects that were added or updated through the 2019 TSP amendment. Since that time, the city has adopted additional TSP amendments in 2020 and 2023 related to the Town Center Plan and Frog Pond East and South Master Plan areas. These later amendments did not modify transportation projects within the BCPA.

TSP EVALUATION

To further inform the Master Plan, the city's transportation consultant, DKS, prepared a TSP Evaluation to review the city's current list of transportation projects related to the BCPA and confirm that the land use assumptions and planned transportation improvements remain applicable to the updated development vision for the area (Appendix C).

The evaluation also considered whether additional transportation improvements may be needed to support future development within the BCPA.

In 2026, the city completed additional transportation analysis focused on the West Railroad area to reevaluate the assumptions and transportation findings from the 2018 BCCP under a full development scenario for West Railroad (Appendix D). This analysis evaluated whether the transportation improvements previously identified in the BCCP and TSP would continue to adequately support future development and considered whether additional roadway, freight, bicycle, pedestrian, or intersection improvements may be needed to accommodate future travel demand associated with development of the area.

Table 2 Notes: There are two projects included in the Metro Regional Transportation Plan (2023) that are not included in the current Wilsonville TSP: METRO RTP Project #11924, Grahams Ferry Road from Tonquin Road to Day Road and METRO RTP Project #12095, Boones Ferry Road-Elligsen Road from 95th Avenue to I-5 Interchange Ramps.

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

Table 2. Basalt Creek TSP Projects

Project #	Project Name	Notes
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11436
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11470
RW-02	Day Road Widening to 5 Lanes	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

CHANGES SINCE 2018

Since the Basalt Creek Concept Plan was adopted, there has been little development within the BCPA. Approved developments, including two in Tualatin (Autumn Sunrise Subdivision, Plambeck Gardents Apartments) and one in Washington County (Brown Contracting Expansion), account for approximately 20% of the total anticipated vehicle trips generated by development through 2035 as documented in the larger Concept Plan area that includes both Wilsonville and Tualatin. One transportation infrastructure project, the Basalt Creek Parkway/124th Avenue extension between Grahams Ferry Road and Tualatin-Sherwood Road, completed in 2019, has been constructed since 2018.

Although nearly half of the original 21-year BCCP planning horizon has elapsed, only a limited portion of the anticipated development and transportation infrastructure within the BCPA has occurred. As a result, a full reevaluation of long-range 2035 traffic operations was determined to be unnecessary at this time. The evaluation concluded that the transportation projects currently identified in Wilsonville's TSP remain sufficient to support planned development within the BCPA, including future development of the West Railroad area.

The analysis also noted that the original BCCP traffic modeling occurred prior to the COVID-19 pandemic, which significantly affected travel patterns and traffic volumes throughout the region. While traffic volumes on surrounding roadways declined during 2020 and 2021 and had not fully returned to pre-pandemic levels by 2023, traffic volumes appeared to continue increasing through 2024.

These trends suggest there may be additional available vehicle capacity within the transportation network beyond what was originally assumed in the BCCP.

The transportation analysis found that all study intersections currently meet applicable mobility standards except for the Grahams Ferry Road/ Day Road intersection. Today, this intersection experiences high southbound traffic volumes during the PM peak hour and serves as an important route for traffic traveling from Tualatin and surrounding communities toward the I-5 interchange. To address these conditions, the City's TSP identifies two high-priority improvement projects at this intersection, including realignment of the intersection with a new traffic signal or roundabout and widening of Day Road to five lanes.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Grahams Ferry Road: Access Constraint

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) is a major transportation constraint within the western portion of the Basalt Creek Planning Area (BCPA). The existing crossing provides only approximately 12'-6" of vertical clearance, limiting freight and truck access through the corridor and restricting its ability to support future industrial development. The roadway also includes narrow travel lanes and shoulders, limited bicycle and pedestrian facilities, and substandard roadway geometry and sight distance conditions.

UPGRADE OVERVIEW

Upgrading Grahams Ferry Road from a collector to an arterial roadway would include:

- Two 12-foot travel lanes
- Bicycle lanes
- Sidewalks and buffers
- Improve roadway geometry and sight distance conditions
- Railroad Crossing Improvements

Providing modern freight clearance would require:

- Lowering the roadway profile beneath the railroad crossing
- Replacing the existing railroad bridge structure
- Construction staging to maintain active rail operations
- Temporary "shoofly" rail infrastructure during construction

MAJOR CONSIDERATIONS

Constraints include:

- Coffee Lake Creek wetlands and floodplain areas
- Stormwater treatment and water quality requirements

Improvements may require:

- Utility relocation
- Retaining walls
- Right-of-way acquisition
- Reconfiguration of nearby driveways and local access points

Planning-level construction costs are estimated at approximately:

$38 million – $40.5 million*

*(*In 2025 dollars and excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs)*

FREIGHT AND ACCESS CONSTRAINTS

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) remains a significant constraint to freight mobility and future industrial development within the BCPA. The existing undercrossing provides approximately 12 feet 6 inches of vertical clearance, which restricts freight and truck access through the corridor and limits its function as a future industrial transportation route. In addition, the roadway currently operates as a collector street with substandard geometry, narrow shoulders, constrained sight distance, and limited bicycle and pedestrian facilities.

To better understand the feasibility of improving the corridor, the City commissioned the Grahams Ferry Road Freight Traffic Accommodation Evaluation in 2025 (Appendix F). The study evaluated existing conditions and developed conceptual roadway and bridge improvement alternatives intended to upgrade Grahams Ferry Road from a collector to an arterial roadway while providing sufficient vertical clearance for freight movement beneath the railroad crossing. The evaluation examined potential roadway widening, revised roadway alignments, improved bicycle and pedestrian facilities, and replacement bridge concepts capable of accommodating between 16 feet and 17 feet 4 inches of vertical clearance.

The study found that accommodating modern freight access at the crossing would require substantial infrastructure investment, including lowering portions of the roadway profile, reconstructing the railroad bridge, widening the roadway to arterial standards, constructing retaining walls, and relocating utilities. The evaluation also identified potential impacts to wetlands, floodplain areas, utilities, adjacent access points, and nearby developed properties. Planning-level construction costs were estimated to range from approximately $38 million to $40.5 million, excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs.

MULTIMODAL CONSIDERATIONS

The transportation analysis also reviewed transit, freight, bicycle, and pedestrian needs within the BCPA. While the general multimodal transportation framework established through the BCCP remains applicable, additional coordination and future improvements may be needed over time to support transit access, trail connectivity, bicycle and pedestrian circulation, and safe crossings between future employment areas, open spaces, and regional trail systems.

The transportation analyses completed for the BCMP confirm that the general transportation framework established through the BCCP and Transportation System Plan remains applicable to support long-term development within the BCPA. Chapter 4 builds upon these findings by identifying the proposed roadway, freight, bicycle, pedestrian, and transit framework intended to guide future transportation improvements within the Planning Area.

Parks and Trails

No public parks currently exist within the BCPA and none are anticipated to be developed by the City in the future. However, Metro owns extensive land holdings bordering West Railroad on the west, southwest and southeast in the North Coffee Lake Creek Wetlands, Tonquin Scablands, Coffee Lake Creek Wetlands natural areas. In addition, park facilities are planned in the City of Tualatin north of the Basalt Creek Parkway.

Tualatin recently acquired approximately 14 acres at 23465 and 23515 Boones Ferry Road for a neighborhood park. The City of Tualatin plans to engage the community in site planning to determine design and select park amenities when residential units to the east across SW Boones Ferry Road, at Plambeck Gardens affordable housing complex and Autumn Sunrise subdivision are occupied. A pedestrian bike path, in a 0.4-acre tract, between Plambeck Gardens and Autumn Sunrise will connect residents to Boones Ferry Road near the traffic signal and TriMet bus stop. The City of Tualatin also owns a three-acre parcel at 11200 SW Tonquin Road for a future trailhead where the regional Ice Age Tonquin Trail intersects the Sherwood to Sandy Power Line Trail.

WAYSIDES

Extension of the Coffee Creek Design Overlay District to part or all the BCPA, consistent with Design Objective 1 of Area of Special Concern M, would include the requirement for Waysides to provide multiple, distributed destinations for passive and active recreation for the public and employees. The standard would apply to all development projects in the Overlay District except for those with a parcel area of 5.0 acres or less. The required area and number of waysides required per project varies based on parcel area as defined in Table CC-5 of WC 4.134 (.12).

TRAILS

The BCCP and subsequent Transportation System Plan amendments identified several future local and regional trail opportunities within the BCPA intended to improve bicycle and pedestrian connectivity, provide recreational access, and integrate future development with surrounding natural resources and regional trail systems. Planned trail facilities include the Ice Age Tonquin Trail, the Basalt Creek Canyon Ridge Trail, and the I-5 Easement Trail. These trail concepts informed the multimodal framework evaluated as part of the Master Plan process and are discussed further in Chapter 4.

Utilities

The BCPA is currently served primarily by rural-scale infrastructure and will require significant utility improvements to support future urban industrial and employment development. Since adoption of the BCCP in 2018, the City has updated its utility master plans to incorporate the BCPA and further evaluate long-term infrastructure needs for the area.

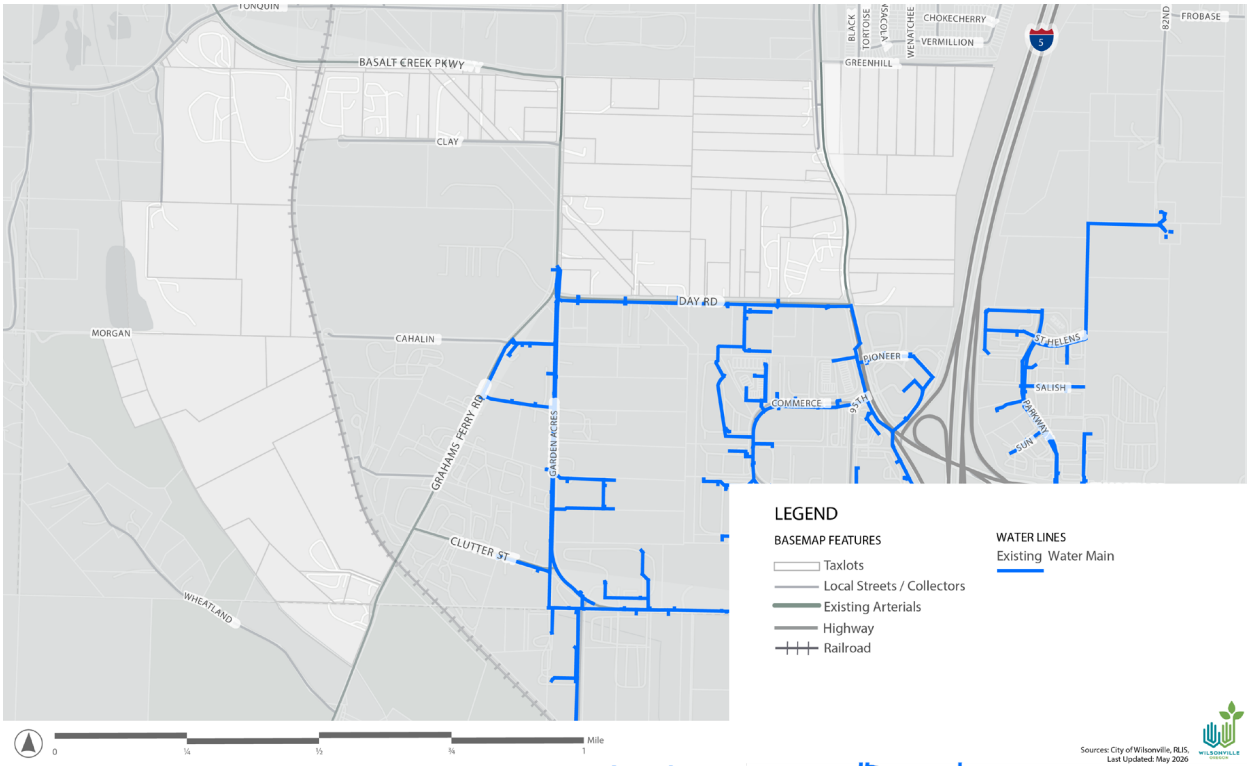
The infrastructure planning completed to date identifies several major backbone utility improvements necessary to serve the BCPA, including extensions of water and sewer mains, stormwater facilities, roadway-related utility infrastructure, and supporting pump and booster facilities.

WATER SYSTEM CONDITIONS

Future potable water service to the BCPA will require several major system improvements identified through the City's Water Distribution Master Plan and subsequent infrastructure planning efforts.

A substantial portion of the BCPA is located within the Zone C pressure zone and will require either a major pipeline connection across Interstate 5 to the existing Zone C reservoir on the east side of Wilsonville or installation of a Zone C booster station within the BCPA. Further system wide analysis to refine necessary water system improvements is underway as part of an update to the City's Water Distribution Master Plan

Figure 9. Existing Water Lines



The West Railroad area is located within the City's existing Zone B pressure zone, which is served by the Elligsen and Westside water facilities. Preliminary analysis indicates that the existing pressure zone can provide adequate hydraulic pressure to serve future development within the area.

A network of water main extensions along roadway corridors are needed to deliver potable water service throughout the Planning Area and support long-term employment and industrial growth.

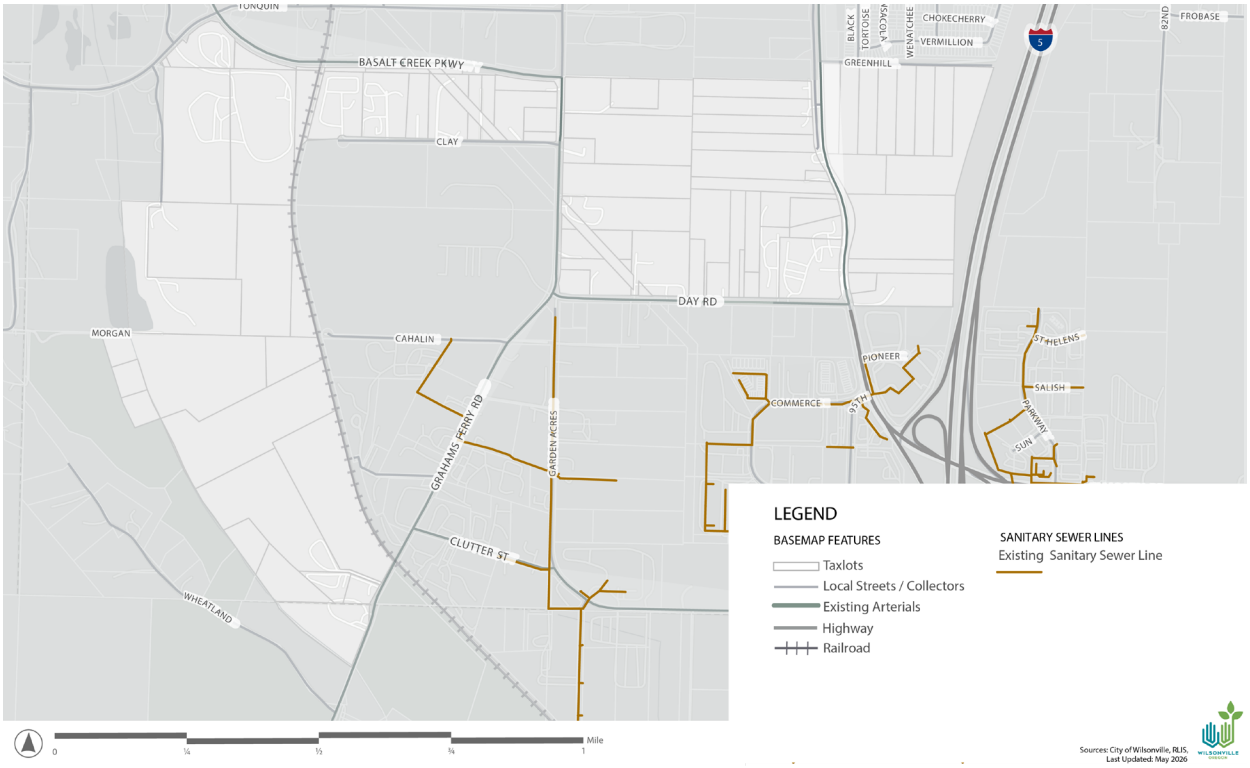
SANITARY SEWER SYSTEM CONDITIONS

Wastewater service to the BCPA will require completion of several regional and local sanitary sewer improvements identified in the City's Collection System Master Plan. Key regional improvements include Phase 2 of the Coffee Creek Interceptor, upsizing an existing sewer pipeline between Boeckman Road and the Coffee Creek Industrial Area to convey anticipated wastewater flows through the area.

Future sewer service within the BCPA will require extension of gravity sewer pipelines along roadway corridors, consisting of deep trench and rock excavation due to existing topography and subsurface conditions.

Within the West Railroad area, the location of the railroad corridor, variable site topography, and environmental constraints associated with the Coffee Lake Creek and surrounding wetlands, present limited options for sewer service. Sewer pipelines will collect and

Figure 10. Existing Sanitary Sewer Lines



transport the West Railroad area sewage south by gravity to Graham's Ferry Road. To overcome elevation differences, a future sewer lift station will pump the West Railroad area sewage into the Coffee Creek Industrial Area sewer collection system at Clutter Road.

STORMWATER SYSTEM CONDITIONS

Stormwater infrastructure improvements will also be required to support future urban development within the BCPA. Stormwater improvement projects are needed to address existing downstream drainage limitations within the Tapman Creek basin, adding capacity to serve the BCPA, as well as the Coffee Creek Industrial Area.

Additional analysis indicates the need for downstream infrastructure improvements to add capacity to serve the BCPA area east of Boones Ferry Road.

Additional stormwater pipelines are needed to serve the BCPA, transporting rainwater runoff to the nearest waterways.

Future stormwater planning will need to address the area's wetlands, floodplain, streams, riparian corridors, and other significant natural resources while accommodating future urban development and roadway improvements.

Figure 11. Existing Stormwater Lines



BPA EASEMENTS

A Bonneville Power Administration (BPA) transmission easement generally follows the railroad corridor through portions of the West Railroad area. The easement contains high-voltage transmission infrastructure that serves an important regional utility function and may limit certain types of development, building placement, grading activities, tree planting, and other site improvements within or adjacent to the corridor. Another smaller easement crosses through the Planning Area near Day Road.

While the BPA easements present development constraints, they may also provide opportunities for compatible uses such as stormwater facilities, trails, utility corridors, landscape buffers, or limited circulation improvements, subject to BPA review and approval requirements. As planning and development occur within the BCPA, continued coordination with BPA will be important to better understand long-term easement requirements, allowable uses, access needs, and opportunities for integrating the easements within future development.

UTILITY PLANNING CONCLUSIONS

The utility planning completed to date confirms that infrastructure investment will be necessary to support long-term development within the BCPA, particularly in the West Railroad area where access, topography, environmental constraints, and distance from existing urban services create service challenges.

The City maintains and periodically updates its utility master plans to evaluate existing system capacity, identify future infrastructure needs, and ensure public facilities can accommodate anticipated growth.

As development occurs and land use assumptions evolve over time, the City continues to refine demand projections and infrastructure planning through ongoing system modeling and capital improvement planning efforts.

Chapter 4 builds upon these existing conditions, constraints, and infrastructure needs by establishing the long-term land use, transportation, utility, and development framework intended to guide future growth and investment within the BCPA.

4

MASTER PLAN FOR BASALT CREEK

Master Plan for Basalt Creek

Master Plan Overview

The Basalt Creek Master Plan (BCMP or Master Plan) establishes a long-term framework to guide future land use, transportation, infrastructure, open space, and employment development within the Basalt Creek Planning Area (BCPA) over the next 10–20 years. Building upon the vision established in the 2018 Basalt Creek Concept Plan (BCCP), the Master Plan refines development patterns, infrastructure needs, transportation connections, and implementation strategies needed to support future growth in the area.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important opportunity to support long-term economic development and expand the City's employment base. At the same time, the Master Plan recognizes the significant infrastructure, environmental, transportation, and property ownership challenges that will require long-term coordination, investment, and phased implementation over time, particularly within the West Railroad area.

The following sections describe the proposed land use framework, transportation and utility systems, trail and open space network, and development strategies intended to guide future growth and investment within the BCPA.

KEY ELEMENTS OF THE MASTER PLAN

- Land Use and Development
- Transportation
- Parks and Natural Resources
- Utilities

KEY CONSIDERATIONS AND CONCLUSIONS

The following considerations and conclusions informed development of the Basalt Creek Master Plan and helped shape the land use, transportation, infrastructure, and implementation framework.

Economic Development and Market Conditions

- The BCPA can support regional economic growth and industrial development while expanding Wilsonville's employment base.
- The BCPA's strategic location near regional transportation networks, access to a skilled labor force, and proximity to established industrial clusters make it well positioned to attract businesses.

» Development-ready sites and engaged property owners create opportunities for early catalytic projects that could spur additional development in the BCPA.

» Declining national and regional demand for office space, driven by remote and hybrid work trends, reduces the role of office uses compared to assumptions in the BCCP.

» Restrictive development requirements, such as mandating a high share of manufacturing uses, may discourage investment and direct users to more flexible locations.

Development Constraints and Infrastructure

» Fragmented land ownership and the continued presence of contractor establishments currently limit opportunities for the higher-intensity urban industrial uses envisioned in the BCCP.

» Existing rural infrastructure constrains industrial development in the BCPA and limits the area's ability to support higher-density employment uses.

Natural Resources and Connectivity

» Protect key natural resources and sensitive areas in the BCPA while making recreational opportunities accessible through integration of new parkland, open spaces, natural areas and trails into existing regional networks.

» Protect, enhance, and provide access the area's distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area.

» Provide strong transit access to support employment within Basalt Creek, and integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Development Code and Design

» Adopt Development Code standards that permit and encourage the anticipated land uses within each BCPA subdistrict, including High-Tech Employment District, Light Industrial District, Craft Industrial Zone, and West Railroad, while maintaining flexibility to respond to evolving market conditions and employment opportunities.

» Apply the design standards of the Coffee Creek Design Overlay District, or a successor district, throughout the BCPA to promote a cohesive, high-quality development pattern and reinforce a consistent design character across the broader northwest Wilsonville industrial area.

» Implement special development and design standards for the Craft Industrial Zone along SW Boones Ferry Road and other locations suitable for craft industrial development.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 12. Basalt Creek Master Plan

A VISION FOR HIGH-QUALITY EMPLOYMENT LANDS, COORDINATED INFRASTRUCTURE, AND PROTECTED NATURAL RESOURCES...

LAND USE DISTRICTS

A mix of employment districts that support innovation, industry, and long-term growth.

HIGH-TECH EMPLOYMENT DISTRICT

The primary employment center supporting high-tech, advanced manufacturing, research and development, and flex industrial uses.

Innovation

Advanced manufacturing

Office and R&D

Flexible employment campus

LIGHT INDUSTRIAL DISTRICT

A district for manufacturing, warehousing, logistics, and industrial businesses integrated with adjacent natural resources.

Manufacturing

Warehousing

Logistics

Industrial services

CRAFT INDUSTRIAL ZONE

A smaller-scale district supporting creative industries, makerspaces, incubator businesses, and compatible mixed-use development.

Maker spaces

Artisan businesses

Incubator uses

Work-live opportunities

WEST RAILROAD

A long-term employment area that will develop incrementally as transportation and utility infrastructure are extended.

Industrial park employment

Phased development

Environmental stewardship

ROAD NETWORK

Connected street system

Basalt Creek Parkway extension

Improved key streets

Freight mobility & regional access

Upgraded railroad undercrossing

WATER SYSTEM

Reliable water service

New transmission mains

Pressure zone improvements

Looped distribution system

WALKING & BIKING

Safe travel choices

Regional trail connections

Sidewalks and bikeways

Shared-use paths

SANITARY SEWER

Serve future employment growth

Gravity collection system

Lift stations where needed

Regional trunk connections

TRANSIT SERVICE

Regional connectivity

Future SMART service

Employment access

Transit-supportive streets

Connections beyond the BCPA

STORMWATER

Protect waterways while managing runoff

Water quality facilities

Detention and flow control

Green infrastructure

Natural drainage systems

NATURAL RESOURCES

Protect the area's defining landscapes

Tapman Creek

Coffee Lake Creek

Upland tree groves

Basalt Creek Canyon

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Land Use and Development

The proposed land use framework builds upon the development pattern established in the BCCP while responding to updated market conditions, infrastructure constraints, transportation access, natural resources, and long-term employment needs. The framework is intended to support a range of industrial and employment uses while creating transitions between districts, protecting significant natural resources, and coordinating future transportation and utility investments throughout the BCPA.

Development within the BCPA is expected to occur incrementally over time and will likely vary by district based on infrastructure availability, market conditions, environmental constraints, transportation access, and property ownership patterns. Areas with fewer constraints and larger consolidated parcels may develop earlier, while other areas may transition more gradually over the long term.

LIGHT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Light Industrial District is planned for land south of the future Basalt Creek Parkway between the Parkway and SW Clay Street, north of the Coffee Creek Correctional Facility, and east of SW Grahams Ferry Road to the Basalt Creek Canyon. This district is intended to support primarily manufacturing, warehouse, logistics, and industrial uses in single- or multi-tenant buildings with supporting office and limited commercial activities.

As modeled in the BCCP, the district is anticipated to accommodate approximately 581 jobs and provide a transition between the more intensive High-Tech Employment District and surrounding natural features and infrastructure corridors. Future development will need to integrate with adjacent natural resource areas and comply with applicable resource protection standards.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

HIGH-TECH EMPLOYMENT DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The High-Tech Employment District is planned for all land in the BCPA east of SW Boones Ferry Road and most of the land south of a future extension of SW Clay Street to the east side of SW Grahams Ferry Road, extending south to SW Day Road and bordered to the west by the Coffee Creek Correctional Facility. This district is intended to serve as the primary employment center within the BCPA and, as modeled in the BCCP, is anticipated to accommodate the largest share of future jobs in the Planning Area, estimated at approximately 1,916 jobs.

The district is envisioned to support a mix of high-tech employment, advanced manufacturing, industrial, research and development, office, and supporting warehouse uses. While the original BCCP assumed a development pattern that was roughly half office and half industrial, changing market conditions and reduced demand for traditional office space may result in a greater emphasis on industrial and flex employment uses over time. Development is generally anticipated to occur in one- to three-story buildings, while select locations near I-5 and SW Boones Ferry Road may accommodate taller employment buildings.

The district is intended to provide flexibility in tenant mix and building types while supporting development of a cohesive, high-quality employment area integrated with surrounding transportation and utility infrastructure.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

CRAFT INDUSTRIAL ZONE

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Craft Industrial Zone is planned in the southwest corner of the intersection of SW Boones Ferry Road and the future Basalt Creek Parkway extension. The area is intended to support smaller-scale employment uses and creative industries while responding to nearby residential development, natural constraints associated with the Basalt Creek Canyon, and the area's location adjacent to future neighborhood commercial and residential areas in Tualatin.

Development is anticipated to occur incrementally over time and serve as a transition between surrounding residential uses and the more intensive employment districts to the east and south. The area is envisioned to accommodate one- to three-story buildings with smaller tenant spaces for light industrial, maker, artisan, incubator, office, and limited commercial uses. Some limited residential or live-work opportunities may also occur as part of mixed-use or work-live development concepts.

The zone is intended to provide flexibility for smaller-scale employment and mixed-use development while maintaining compatibility with surrounding residential areas and natural features. As modeled in the BCCP, the area is expected to accommodate approximately 27 jobs and 6 housing units.

WEST RAILROAD

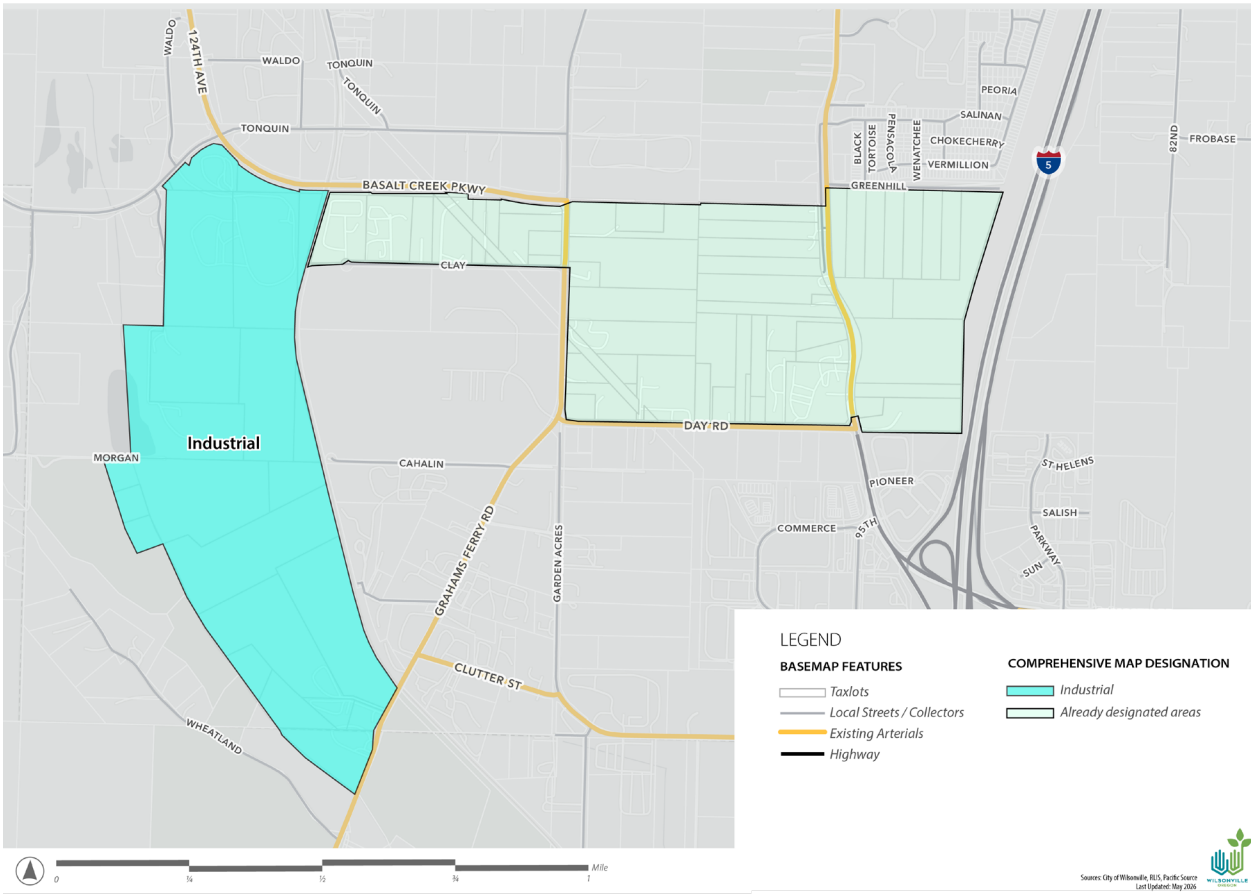
COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (PROPOSED)

West Railroad is located between the active rail line and the Coffee Lake Creek wetlands and encompasses approximately 165 acres, of which roughly 90 acres are considered unconstrained and potentially developable. Development potential within this area is significantly influenced by wetlands habitat, steep slopes, varied terrain, and limited transportation access opportunities.

Due to these constraints, West Railroad was excluded from the primary development assumptions of the BCCP and was projected to develop incrementally over the long term as infrastructure and access improvements occur. However, as part of the Wilsonville Industrial Land Readiness project, DKS conducted a land analysis based on development potential. Future development is restricted by Coffee Lake Creek and its associated wetlands to the west, and the railroad easement to the east, with the majority (65%) of developable site acreage being assumed for streets, landscaping, parking, and additional on-site circulation.

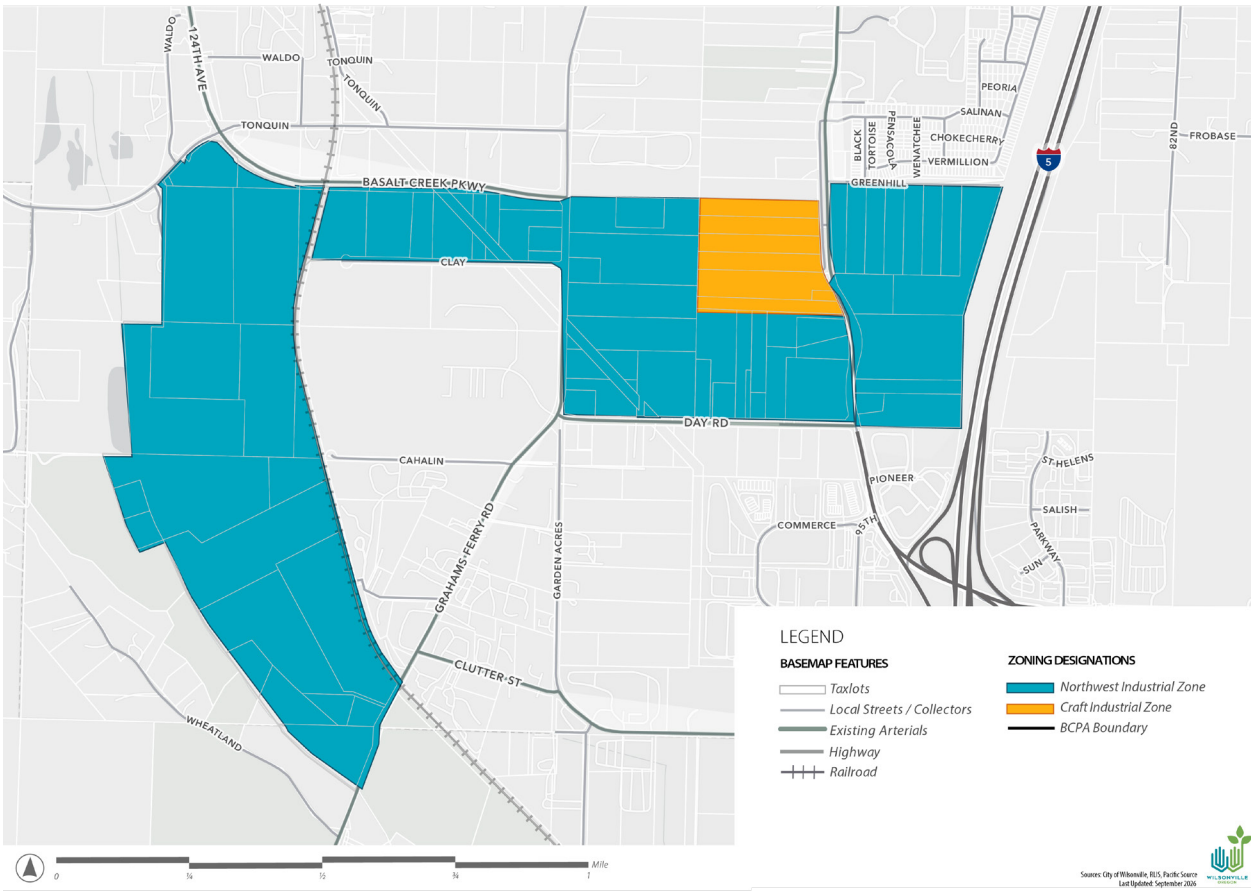
Though no specific employment capacity estimate was established for the West Railroad, it is anticipated that the remaining acreage will consist primarily of industrial park-style employment uses, including manufacturing, warehousing, distribution, office, and industrial support services. Development within the district is expected to generate a relatively high proportion of freight and heavy vehicle traffic compared to other areas within the BCPA. Future development will need to carefully balance infrastructure feasibility, freight access, environmental constraints, and long-term market conditions.

Figure 13. Recommended Amendments to Comprehensive Plan Map



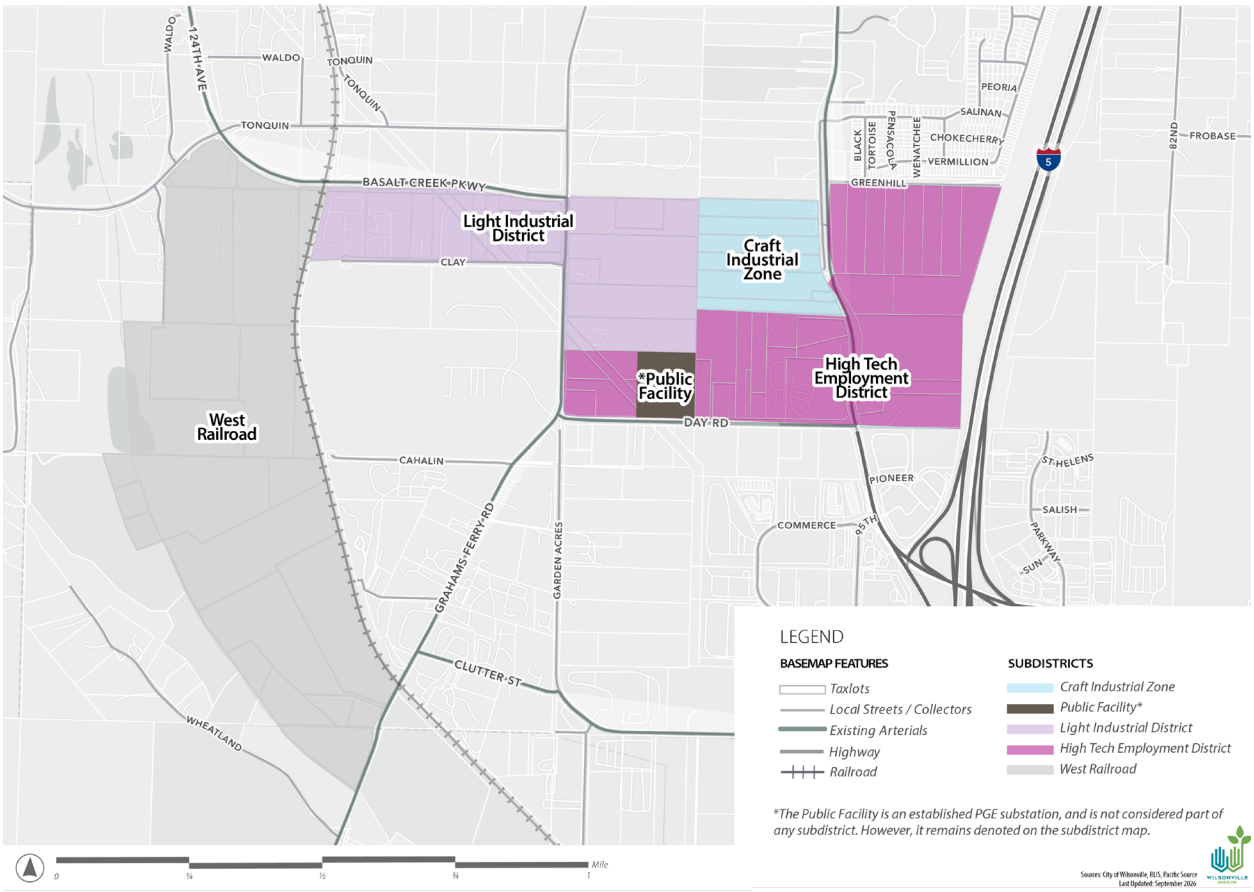
↳ **This figure illustrates proposed Comprehensive Plan designation updates within the BCPA informed by the BCMP. While most of the Planning Area was addressed through the 2018 BCCP (and designated Industrial), the West Railroad area was largely excluded from the original planning effort due to access, infrastructure, and environmental constraints. The BCMP identifies an Industrial Comprehensive Plan designation for West Railroad to guide future long-term development and planning efforts.**

Figure 14. Future Zoning (Comprehensive Plan Implementing Zone Designations)



↳ **This figure illustrates the proposed future zoning intended to implement the Comprehensive Plan Map and recommended amendments within the BCPA.**

Figure 15. BCPA Subdistricts



↳ **This figure illustrates several distinct areas within the BCPA that reflect differences in planned land uses, development character, and long-term opportunities.**

Transportation

ROADWAY NETWORK

The transportation network envisioned for the BCPA is intended to support long-term industrial and employment development while improving local and regional connectivity for all modes of travel. Building upon the framework established in the BCCP, the City prepared an updated Local Street Concept Map identifying future roadway alignments, key access points, and multimodal connections throughout the Planning Area, including the West Railroad area.

The transportation framework includes a hierarchy of arterial, collector, and local industrial streets intended to support freight mobility, local circulation, and regional access. Key improvements include the planned Basalt Creek Parkway extension, improvements to the Grahams Ferry Road and Day Road intersection, and enhanced north-south connectivity along Grahams Ferry Road. Because the existing Grahams Ferry Road railroad undercrossing is constrained, future improvements will be needed to better accommodate freight movement and access to not only the West Railroad area, but the BCPA and surrounding area. Together, these improvements are intended to improve access between the BCPA, Interstate 5, Tonquin Road, and surrounding industrial districts.

The Local Street Concept Map (Figure 16) illustrates the anticipated long-term street network within the BCPA. Alignments are conceptual and intended to guide future connectivity and circulation as development occurs. Final roadway alignments and design details will be determined through future development review, engineering, and infrastructure planning processes.

Future local street connections are expected to be constructed incrementally as properties redevelop and urban infrastructure is extended throughout the Planning Area.

Within the West Railroad area, future transportation planning focuses on improving long-term access while recognizing the area's physical and environmental constraints. The Master Plan identifies a future north-south industrial street connection between Tonquin Road and SW Grahams Ferry Road as the primary internal circulation route. Additional long-term access opportunities, including a potential future extension of Cahalin Road across the railroad corridor, may further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding efforts.

Because many future uses within the BCPA are expected to generate truck traffic, future roadway improvements should prioritize efficient freight access while integrating bicycle, pedestrian, and potential transit facilities where appropriate.

Implementation of the transportation network will occur incrementally over time as development occurs and funding becomes available. Continued coordination among the City, Washington County, Metro, ODOT, regional transit providers, and railroad operators will be necessary to refine roadway alignments and implement future transportation improvements.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

High Priority Projects in the Area

The following projects are identified as high priorities within the City's Transportation System Plan (TSP) and support future development within the Basalt Creek Planning Area (BCPA). These projects provide foundational transportation infrastructure intended to improve regional access, freight mobility, local circulation, and multimodal connectivity.

Basalt Creek Parkway Extension: TSP Project RE-14

This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. Future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.

Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08

This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:

- Include an upgraded Garden Acres Road as the intersection's south leg;
- Construct a new west leg that will be the continuation of Grahams Ferry Road; and
- Remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.

Grahams Ferry Road/Clutter Road Closure and Traffic Signal at a Currently Unnamed Road: TSP Project RE-13

Once the currently unnamed road extension (planned south of Cahalin Road) is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road.

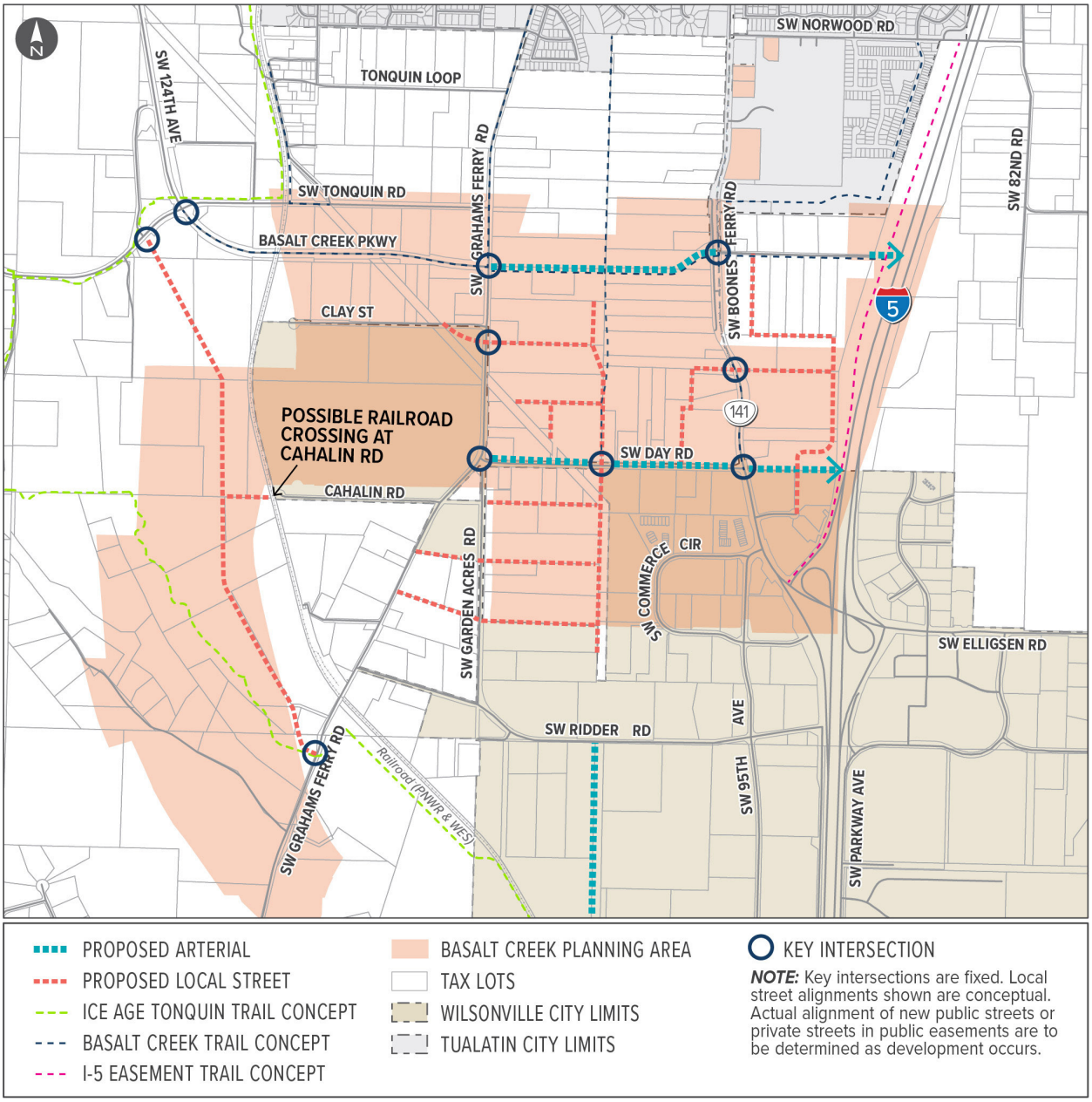
Day Road Widening: TSP Project RW-02

Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

Grahams Ferry Road Railroad Undercrossing Improvements

Upgrade the Grahams Ferry Road railroad undercrossing to improve freight access to the area and support arterial roadway standards. Improvements are anticipated to include lowering the roadway profile beneath the railroad, replacing the existing railroad bridge, widening the roadway to accommodate bicycle lanes and sidewalks, and improving roadway geometry to enhance safety and operations. Final design will require coordination with railroad operators and consideration of adjacent wetlands, utilities, and other site constraints.

Figure 16. Local Street Concept Map



↳ **Key intersections shown on the map are assumed to be fixed. Local street alignments are conceptual and intended to guide future connectivity and circulation within the BCPA. Final alignments of new public streets or private streets within public easements will be determined as development occurs. The Grahams Ferry Road railroad undercrossing is identified as a key intersection on the Local Street Concept Map because it represents a critical connection between the West Railroad area and the remainder of the BCPA.**

RAILROAD CORRIDOR AND FREIGHT ACCESS

The Portland and Western Railroad (PNWR) corridor is a defining feature of the BCPA and plays an important role in shaping future development patterns, transportation access, and infrastructure planning throughout the area. The active rail line creates both opportunities and constraints for future industrial development. Proximity to regional freight infrastructure can support manufacturing, warehousing, and distribution uses, while the railroad corridor also limits east/west connectivity and creates access challenges in portions of the Planning Area, particularly within the West Railroad area.

The BCMP works within these existing conditions by focusing future industrial development in areas with the greatest long-term access and infrastructure potential, while also identifying opportunities for future transportation improvements and crossings where feasible. The City is currently coordinating with Portland and Western Railroad regarding the potential conversion of the existing private rail crossing at Cahalin Road to a future public crossing. Preliminary discussions indicate that PNWR would support industrial development within the area and may support conversion of the crossing if additional safety improvements and crossing upgrades are provided.

Although the Master Plan does not assume a future public crossing at Cahalin Road, the BCMP recognizes that an additional east/west connection across the railroad could improve long-term circulation, freight mobility, and overall access within the West Railroad area. Continued coordination with PNWR, ODOT Rail, and regional partners will be necessary as future access, crossing feasibility, freight mobility, and infrastructure needs are further evaluated over time.

FUTURE TRANSIT FRAMEWORK

The creation of additional bus lines along existing and new routes in the Basalt Creek Planning Area will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the Planning Area. This service would also provide access to surrounding and regional employment centers and residential neighborhoods.

In addition to local service within Wilsonville, SMART provides regional connections north to Tualatin and south to Woodburn and Salem, making the transit network an important asset for supporting workforce access to and from the BCPA as a future regional employment center. Transit service should facilitate riders commuting to and from work and visiting major local destinations such as the Wilsonville and Tualatin Town Centers.

SMART and TriMet routes will be integrated with the bike, pedestrian, and trail services with key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, Wilsonville Transit Center, and the Correctional Facility. All extensions will comply with ADA requirements. SMART will continue to serve Wilsonville, including the areas annexed within the Planning Area into Wilsonville. The Cities will work with TriMet to integrate with SMART service. Lawmakers and staff will work together to ascertain the impacts of and process for a possible service boundary change.

The existing Portland and Western Railroad (PNWR) runs along the western side of the Basalt Creek Planning Area. In addition to transporting freight, it also provides the Westside Express Service (WES), a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs on weekdays during the morning and afternoon rush hours, with trains every 30 minutes, connecting commuters to both the TriMet and SMART transit systems.

As development and employment within the BCPA increase over time, the feasibility of a new WES station serving the Basalt Creek Planning Area should be studied to improve regional transit access and support future ridership demand.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

BICYCLE, PEDESTRIAN, AND TRAIL NETWORK

The BCMP envisions an expanded multimodal network that improves bicycle and pedestrian connectivity throughout the BCPA while linking future employment areas to surrounding neighborhoods, transit services, open spaces, and regional trail systems. The planned network builds upon concepts established in the BCCP and Transportation System Plan and is intended to support both transportation and recreational functions within the Planning Area. The multimodal framework is also intended to support future transit access to employment areas and coordinate pedestrian and bicycle connections to future transit stops and services.

Future bicycle and pedestrian facilities are planned to be integrated into new and improved roadway corridors in accordance with State, County, and City standards. Key planned connections include new east/west bicycle and pedestrian facilities along the Basalt Creek Parkway and Tonquin Road corridors, as well as a continuous north/south connection along Grahams Ferry Road. Together, these improvements are intended to improve access between employment districts, the planned neighborhood commercial area, nearby residential neighborhoods, future transit services, and regional trail systems.

The Master Plan also recognizes the importance of integrating multimodal transportation facilities into future development within the West Railroad area where feasible. While freight mobility will remain the primary transportation need in the district, future internal streets should incorporate complete street principles that safely accommodate pedestrians, bicycles, and potential future transit service.

Natural resources and open spaces within the BCPA create opportunities to integrate trails and recreational amenities into the broader transportation network while enhancing access to significant environmental features. Future trail alignments should balance public access and recreation with long-term protection and enhancement of wetlands, streams, riparian corridors, and habitat areas.

Three future trails within the BCPA are identified as Higher Priority Projects in Wilsonville's Transportation System Plan (TSP), including the regional Ice Age Tonquin Trail (RT-03A), the Basalt Creek Canyon Ridge Trail (LT-02), and the I-5 Easement Trail (LT-03). These trails are shown in Figure 17 and summarized on the following page.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Ice Age Tonquin Trail (#RT-03A)

The Ice Age Tonquin Trail is planned as a regional multiuse trail connection extending through Wilsonville and into neighboring communities. Within the BCPA, the trail is intended to connect future employment areas, open spaces, and regional bicycle and pedestrian facilities while helping integrate the Planning Area into the broader regional trail network. The Master Plan also assumes that the regional Ice Age Tonquin Trail can generally be accommodated through the West Railroad area, subject to future alignment refinement and coordination during development.

Basalt Creek Canyon Ridge Trail (#LT-02)

The Basalt Creek Canyon creates a significant barrier to east/west movement within portions of the Planning Area, making north/south trail connections particularly important to overall network connectivity. The Basalt Creek Canyon Ridge Trail is planned as a north/south trail connection west of the Basalt Creek Canyon intended to improve local bicycle and pedestrian circulation and create connections to east/west roadway corridors throughout the Planning Area. The trail is envisioned to connect to the regional trail network through future improvements along Tonquin Road and Grahams Ferry Road.

A trail landing area and undercrossing have already been incorporated into the design of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road to help accommodate future trail connections in this area. This trail will connect to planned trails within Tualatin on the north side of the Basalt Creek Parkway.

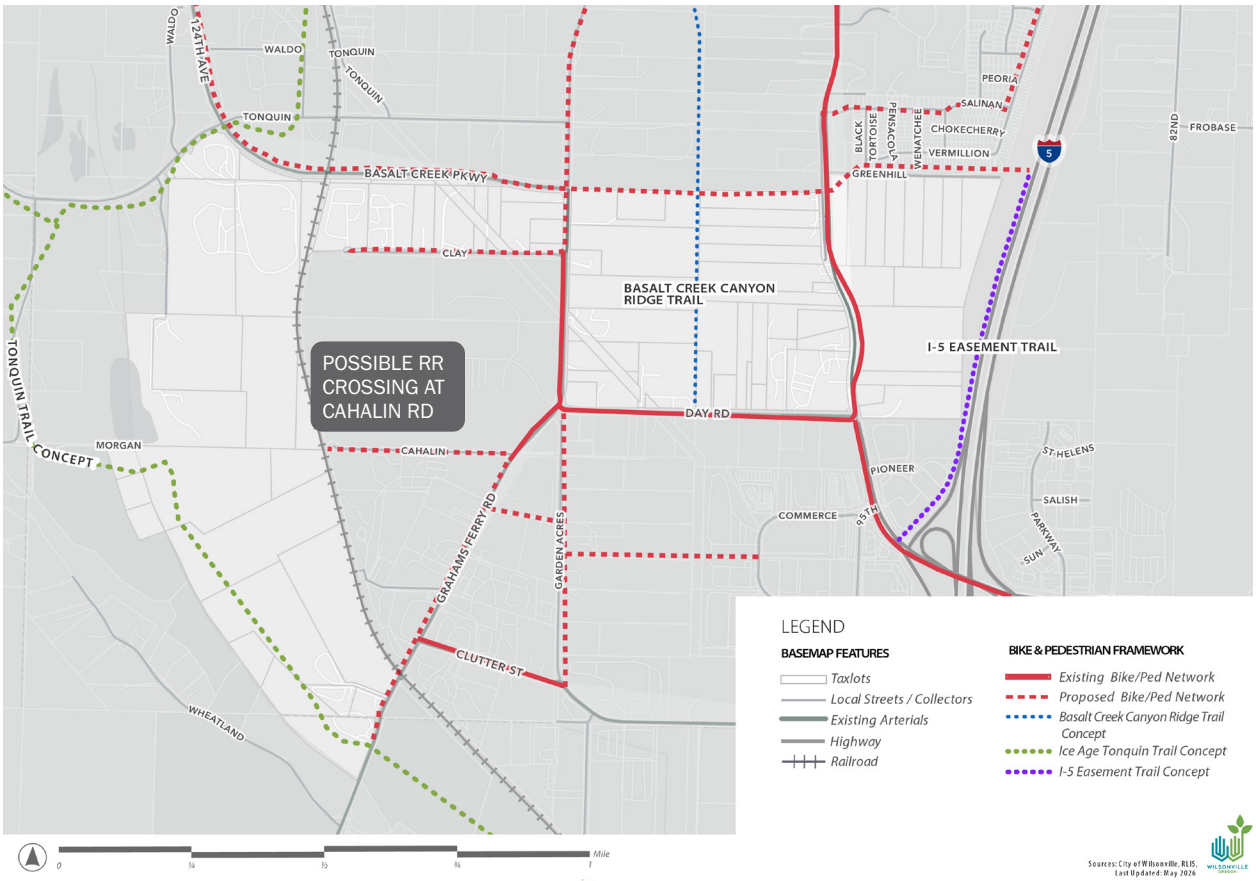
I-5 Easement Trail (#LT-03)

The I-5 Easement Trail is planned as a north/south trail within the ODOT easement parallel to Interstate 5. The trail would provide an additional off-street bicycle and pedestrian connection through the Planning Area while linking to existing and future regional bicycle and pedestrian facilities.

Implementation of the planned multimodal network is expected to occur incrementally alongside roadway, utility, and development improvements throughout the BCPA and will require continued coordination among the City, Metro, Washington County, ODOT, utility providers, and regional partners as development occurs over time.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 17. Future Bicycle and Pedestrian Framework



↳ The Future Bicycle and Pedestrian Framework identifies existing and planned pedestrian and bicycle connections intended to improve access throughout the BCPA and strengthen connections to surrounding neighborhoods, employment areas, parks, and regional trails. Alignments are conceptual and may continue to be refined.

RAILROAD CROSSINGS AND CONNECTIVITY

The Future Bicycle and Pedestrian Framework assumes long-term improvements to the Grahams Ferry Road railroad undercrossing to provide a safer and more comfortable connection for people walking and bicycling between the West Railroad area and the remainder of the BCPA. The framework also identifies a potential future railroad crossing at Cahalin Road, which could further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding.

THE ICE AGE TONQUIN TRAIL

Metro's Ice Age Tonquin Trail Master Plan provides a framework for local and regional implementation of the regional Ice Age Tonquin Trail, which is intended to complement the Ice Age Floods National Geological Trail Planning (the national trail will be a network of driving routes with spurs for biking and walking, from Montana to the Pacific Ocean). The preferred alignment for the regional Ice Age Tonquin Trail includes a section bordering the Basalt Creek Planning Area as part of a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood with trail facility types varying by location based upon landscape and setting. The Ice Age Tonquin Trail is intended to connect in the north to the Tualatin River Greenway Trail, Fanno Creek Trail, and the Westside Trail, and to the south to the Willamette River.

Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP

Project #	Project Name	Notes
RT-03A	Ice Age Tonquin Trail (North)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP 2025-2032
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Parks and Natural Resources

One of the guiding principles of the Basalt Creek Concept Plan is to protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating new parkland, open spaces, natural areas and trails in the Planning Area and connecting to existing regional networks.

PARKS

The Planning Area provides opportunities for a range of future recreational amenities that could serve both nearby residents and future employees within the BCPA. Potential park types may include small gathering spaces, pocket parks, natural open spaces, trail-oriented recreation areas, and potentially larger community-serving recreational facilities.

Because much of the Planning Area is intended for employment and industrial uses, parks and open spaces are envisioned not only as recreational amenities, but also as important components of the overall employment environment that can support walking, outdoor gathering, recreation, and visual access to natural features.

The Basalt Creek Canyon and associated natural resource areas provide opportunities for passive recreation activities such as walking, jogging, hiking, and nature viewing, while future trail connections may help link employment areas to surrounding neighborhoods, transit services, and regional recreation networks.

Future recreational amenities within the BCPA are expected to be integrated into employment areas through industrial waysides, plazas, landscaped gathering spaces, and trail-oriented open spaces that support employees, visitors, and nearby residents. These amenities can help create a more attractive employment environment while providing opportunities for walking, outdoor gathering, and connections to surrounding natural features.

Future planning efforts should continue exploring opportunities to connect trails, viewpoints, interpretive features, and habitat enhancement projects with the area's natural resource network, particularly within and adjacent to Basalt Creek Canyon and the Coffee Lake Creek wetlands. Any recreational improvements should be designed to complement resource protection objectives while expanding access to the BCPA's natural amenities where appropriate.

NATURAL RESOURCES

Overview

The BCPA contains a diverse network of wetlands, streams, riparian corridors, upland habitat areas, floodplain, and tree groves that significantly influence future development patterns within the Planning Area. Many of these resources are concentrated within and around the Basalt Creek Canyon and the West Railroad area, where extensive environmental constraints shape long-term land use, transportation, infrastructure, and recreation planning.

To support the Master Plan process, the City updated portions of the natural resource inventory originally prepared during the BCCP process to reflect current conditions and comply with Oregon Statewide Planning Goal 5 requirements. This work included updated mapping and evaluation of wetlands, streams, riparian corridors, upland tree groves, and wildlife habitat areas within the BCPA (See Figure 18).

Regulatory Framework for Natural Resources

Future development within the BCPA is subject to a layered regulatory framework intended to protect wetlands, streams, riparian corridors, floodplains, wildlife habitat, and other significant natural resources. Resource protection requirements are established through Oregon Statewide Planning Goal 5, Metro's Urban Growth Management Functional Plan, and local regulations adopted by the City of Wilsonville.

Together, these regulations influence where development can occur, the extent of environmental review required, and how impacts to natural resources must be avoided, minimized, or mitigated.

Oregon Statewide Planning Goal 5

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces directs local governments to inventory and protect significant natural resources and open spaces through local planning and development regulations. In the Portland metropolitan region, Goal 5 is implemented primarily through Metro Titles 3 and 13.

Metro Title 3: Water Quality and Flood Management

Metro Title 3 establishes requirements intended to protect water quality and reduce impacts to flood management areas, wetlands, streams, and riparian corridors. Within the BCPA, approximately 116 acres have been identified as Water Quality and Flood Management Areas under Metro Title 3. These areas are generally constrained from development and require vegetated corridor protection, environmental mitigation, and stormwater management measures where impacts occur. As a result, many of these areas were excluded from the developable lands assumptions used during planning and scenario evaluation.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Metro Title 13: Nature in Neighborhoods

Metro Title 13 is intended to protect and restore a connected system of stream corridors, riparian habitat, and upland wildlife habitat throughout the region. Metro's regional habitat inventory identified Habitat Conservation Areas within portions of the BCPA based on riparian, wetland, and upland habitat characteristics.

While development is not prohibited within Title 13 areas, future development must incorporate low-impact design approaches and mitigation strategies intended to maintain ecological function and habitat connectivity. Portions of the BCPA designated as Riparian Habitat Classes I and II are subject to additional development limitations and reduced development potential.

Local Resource Protection Regulations

In addition to Metro requirements, both the City of Wilsonville and Clean Water Services administer local regulations that further protect significant natural resources and sensitive environmental areas. Upon annexation into the City, development within the BCPA will be subject to Wilsonville's Significant Resource Overlay Zone (SROZ), which regulates development near wetlands, floodplains, riparian corridors, and vegetated corridors. Development within or near mapped resource areas generally requires preparation of a Significant Resource Impact Report (SRIR) evaluating potential impacts and applicable mitigation measures.

Properties that develop within the City of Tualatin or within the Clean Water Services service area must also comply with Clean Water Services' Design and Construction Standards and Service Provider Letter (SPL) requirements related to streams, wetlands, vegetated corridors, and watershed protection areas.

Natural Resource Protection and Enhancement Strategies

Most environmentally constrained land within the BCPA is located within or adjacent to the Basalt Creek Canyon and the West Railroad area (see Figure 8). The Cities have agreed to manage these areas in a manner generally consistent with Metro Titles 3 and 13 while balancing future development, recreational access, and habitat protection objectives.

The Basalt Creek Canyon is one of the most significant natural features within the Planning Area and is intended to remain an important visual, ecological, and recreational asset. Future development should seek to protect and enhance the Canyon while providing carefully located visual and physical access points that connect to the broader bicycle, pedestrian, and trail network serving both residents and employees.

Potential future enhancement and restoration strategies may include removal and management of invasive plant species such as reed canary grass, Himalayan blackberry, and English ivy; restoration of native aquatic and upland vegetation communities; and retention or installation of snags and woody debris to support wildlife habitat functions. Important habitat species identified within the area include Red-legged Frogs, Pileated Woodpeckers, Oregon white oak, Ponderosa pine, and Geyer willow. Additional information is provided in Appendix G.

In addition to habitat protection and restoration, maintaining connections between habitat areas will be important to support wildlife movement and ecological function as the area develops over time. Future development within the BCPA should consider opportunities to maintain and enhance wildlife connectivity through site design, open space planning, natural resource protection, and infrastructure improvements.

Where appropriate, wildlife crossings, habitat corridors, culverts, bridge structures, and other design measures should be evaluated to facilitate the safe movement of wildlife across developed areas and transportation facilities. Such measures can help reduce wildlife-vehicle conflicts, improve habitat connectivity, support ecosystem health, and reinforce the City's broader environmental stewardship objectives. The BCMP encourages consideration of wildlife movement and connectivity during future planning, infrastructure design, and development review processes, particularly in areas adjacent to Basalt Creek, Coffee Lake Creek, associated wetlands, and other significant natural resource features.

PROTECT
Conserve wetlands, streams, riparian corridors, floodplains, and sensitive habitat areas.

DESIGN FOR WILDLIFE
Use wildlife crossings and explore designs to reduce conflicts and improve connectivity.

RESTORE & ENHANCE
Explore opportunities to remove invasive species and enhance existing habitat features

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 18. Significant Natural Resources

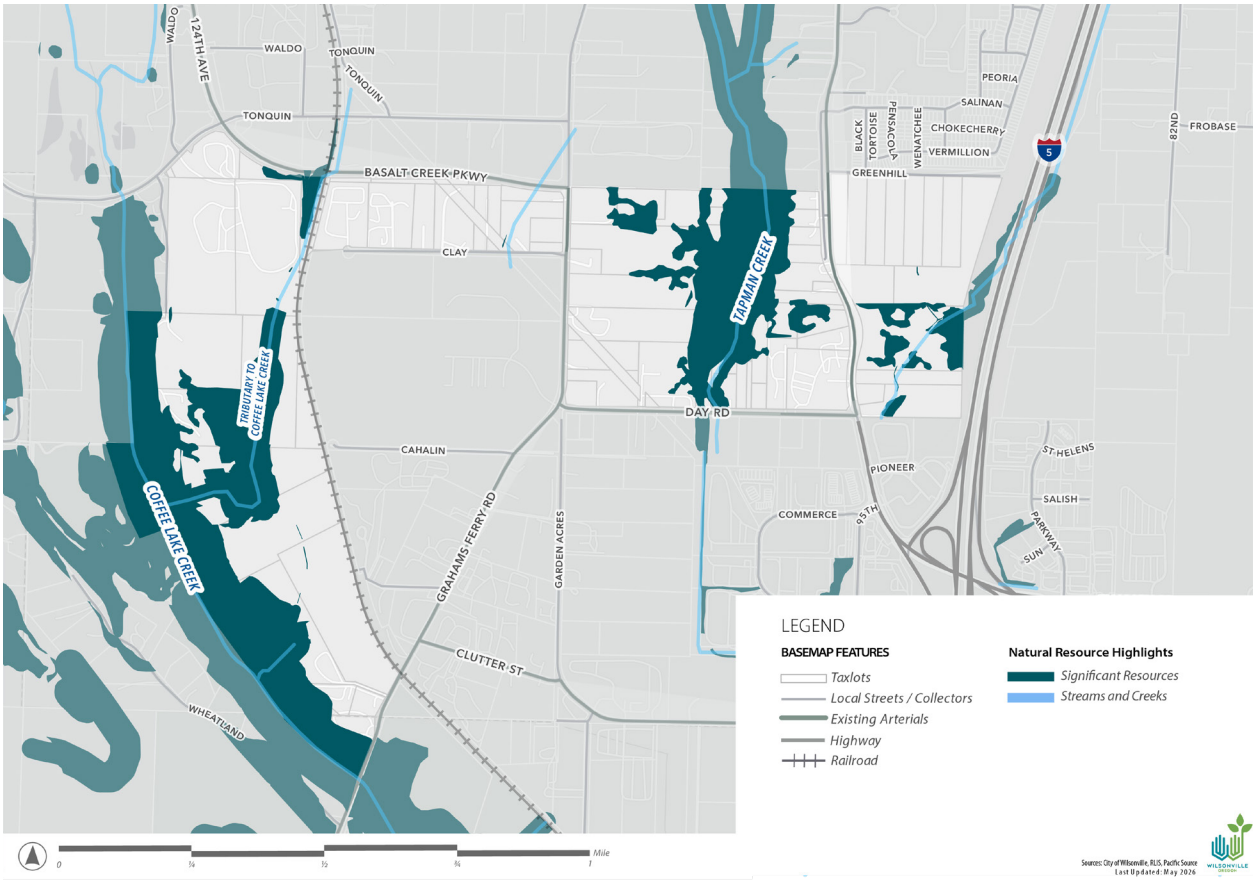


Figure 19. Natural Resource Highlights



COFFEE LAKE CREEK

The Coffee Lake Creek wetlands form one of the largest natural resource areas within the BCPA. Identified as a significant resource, it will be added to the City's Significant Resource Overlay Zone (SROZ). These wetlands provide flood storage, improve water quality, and create habitat that shapes future land use and infrastructure planning within the West Railroad area.



TAPMAN CREEK

Tapman Creek is an important drainage corridor that helps manage stormwater and supports habitat within the eastern portion of the Planning Area. As an environmentally significant resource, Tapman Creek will be added to and protected by the City's Significant Resource Overlay Zone (SROZ). Future development should work with these natural features while integrating transportation and utilities.



BASALT CREEK CANYON RIDGE

The Basalt Creek Canyon and surrounding ridgeline are defining landscape features that influence the Planning Area. A planned regional trail will provide opportunities for walking, biking, and nature-based recreation while connecting employment areas to surrounding open spaces. Future planning should consider the area's natural character as these connections are developed.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Utilities

Utility infrastructure is one of the primary factors influencing the timing and feasibility of future development within the BCPA. While portions of the Planning Area are located near existing utility systems, significant infrastructure investments will be needed to support long-term urbanization, particularly within the West Railroad area.

The utility concepts described in this section build upon the City's utility master plans and recent technical analyses to identify potential approaches for extending water and sanitary sewer service throughout the Planning Area. These concepts are intended to guide future planning and investment decisions while allowing infrastructure improvements to occur incrementally as development, funding, and market conditions evolve.

Consistent with the City's existing infrastructure policies and practices, future utility improvements within the BCPA are expected to be delivered through a combination of private development, public investment, and coordinated funding strategies. In general, developers are responsible for constructing infrastructure needed to serve their developments, while the City may participate in funding or constructing certain regional improvements identified through adopted master plans and capital improvement programs.

A variety of implementation tools, including System Development Charges (SDCs), SDC credits, reimbursement agreements, Local Improvement Districts (LIDs), development agreements, and other funding mechanisms, may be used to support long-term infrastructure delivery within the Planning Area.

FUTURE WATER SYSTEM

The future water system concept for the BCPA is intended to provide reliable service to support long-term industrial and employment development while maintaining consistency with the City's broader utility planning efforts. As development occurs, water infrastructure will be extended incrementally to serve new employment areas and support fire protection, industrial operations, and domestic water demands.

Several major water system improvements have been identified as important to supporting future development within the Planning Area. These include construction of the Basalt Creek Parkway Extension, which is currently in design, along with additional water system improvements needed to provide adequate service throughout the BCPA. Current analysis indicates a substantial portion of the BCPA is located within the Zone C pressure zone and will require either a major pipeline connection across Interstate 5 to the existing Zone C reservoir on the east side of Wilsonville or installation of a Zone C booster station within the BCPA. Further system wide analysis to refine necessary water system improvements is underway as part of an update to the City's Water Distribution Master Plan.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

The West Railroad area is located within the City's existing Zone B pressure zone, and preliminary analysis indicates that adequate hydraulic pressure is available to serve future development. Additional improvements may also be needed as utility planning and system modeling continue to evolve.

The conceptual water system includes a looped distribution network intended to improve reliability, provide multiple points of service, and support phased extension of water infrastructure as development occurs. The concept generally connects to existing water infrastructure south of the Planning Area, allowing future improvements to build upon the City's existing water distribution network.

The water system concept is organized so that major infrastructure segments can be extended incrementally as redevelopment occurs, allowing utility investments to be coordinated with market demand, transportation improvements, and available funding. As development occurs over time, the City will continue coordinating water system improvements with transportation projects, development activity, and capital improvement planning efforts (Figure 20, page 74).

FUTURE SANITARY SEWER SYSTEM

The sanitary sewer concept generally builds upon the 2019 Basalt Creek and Coffee Creek Sanitary Sewer Concept Plan. Several regional and local sanitary sewer improvements have been identified as important to supporting future development within the BCPA. The City has already completed a portion of the sanitary sewer improvements identified through the Garden Acres Road project and is advancing design and construction of additional improvements along Day Road. Other sanitary sewer improvements are anticipated to be constructed incrementally as development occurs and as redevelopment opportunities emerge throughout the Planning Area.

Within the Planning Area, the sanitary sewer concept prioritizes gravity collection wherever feasible to reduce long-term operational costs and infrastructure complexity. The concept generally follows planned transportation corridors and previously identified utility routes while avoiding streams, wetlands, and other significant natural resource areas. In the West Railroad area, the primary sanitary sewer trunk line is located along the eastern portion of the planning area to minimize impacts to Coffee Lake Creek, the Coffee Lake Creek wetlands, and other sensitive environmental features. This alignment also takes advantage of existing site topography and helps limit the need for multiple public lift stations within the Planning Area.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Due to the area's varied topography and the location of the existing sanitary sewer system, a public lift station and associated force main will be needed to convey wastewater from portions of West Railroad to the City's existing collection system. Some future development sites may also require privately maintained pumping systems to connect to the public sewer network.

Consistent with the City's existing infrastructure funding practices, developers are generally expected to construct sanitary sewer infrastructure needed to serve their developments, including oversizing facilities where necessary to support future growth. Oversized infrastructure may be eligible for System Development Charge (SDC) credits in accordance with City policies and adopted infrastructure planning documents. The City may also participate in funding certain regional sanitary sewer improvements identified through adopted master plans and capital improvement programs.

The sanitary sewer concept is organized so that major infrastructure segments can be extended incrementally as redevelopment occurs, allowing utility investments to be coordinated with market demand, transportation improvements, and available funding. As development occurs over time, the City will continue refining sewer infrastructure planning, facility sizing, and implementation strategies through future engineering, utility planning, and development review processes (Figure 21, page 75).

FUTURE STORMWATER SYSTEM

The future stormwater management concept for the BCPA is intended to support long-term industrial and employment development while protecting water quality, maintaining natural drainage patterns, and minimizing impacts to downstream systems. Stormwater management within the Planning Area will build upon the City's Stormwater Master Plan and existing stormwater facilities. Future development will be required to incorporate stormwater treatment, detention, conveyance, and flow control measures consistent with City standards and applicable regulatory requirements.

The Craft Industrial Zone area (north of Day Road and west of Tapman Creek) drains to portions of the City's stormwater system where downstream capacity deficiencies have been identified. To address these constraints, the Stormwater Master Plan identifies Day Road Improvement Projects Phase 1 and Phase 2 as important improvements supporting future development within the BCPA. If these downstream improvements have not been completed prior to redevelopment occurring within upstream portions of the Planning Area, additional onsite stormwater management measures may be required to mitigate downstream capacity limitations.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

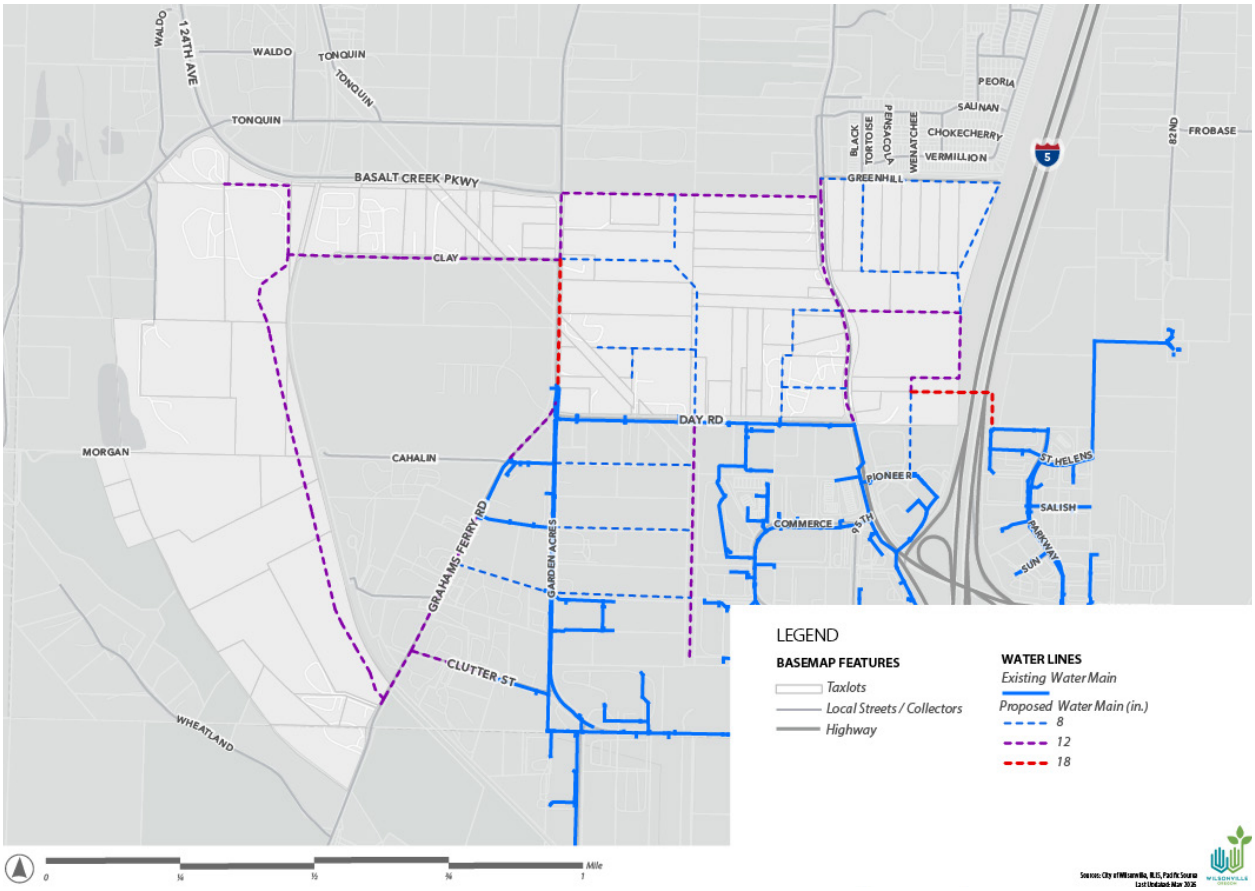
Additional stormwater analysis in 2026 focused on a 77-acre portion of the eastern BCPA bounded by Interstate 5, SW Boones Ferry Road, Greenhill Lane, and the future Day Road extension. This highlighted several targeted stormwater system improvements that could support future development in this particular area. System improvements include the installation of approximately 1.5 miles of storm trunkline; conveying runoff to either Tapman Creek or to a new pipe alignment and stormwater collection system running south along Boones Ferry Road, to the proposed Day Road extension (in place of existing direct discharge to an Unnamed Tributary that bisects the eastern corner of the BCPA).

As development continues to occur, additional evaluation of capacity will need to take place, particularly along Boones Ferry Road (from Day Road to south of 95th Avenue), SROZ areas, and for a potential regional drainage basin or detention facility within the eastern portion of the BCPA.

Consistent with the City's existing infrastructure policies and practices, onsite stormwater management facilities and local conveyance improvements are generally anticipated to be funded and constructed by development as redevelopment occurs. Future stormwater planning should continue coordinating with transportation improvements, natural resource protection efforts, and broader infrastructure investments throughout the Planning Area (Figure 22, page 76).

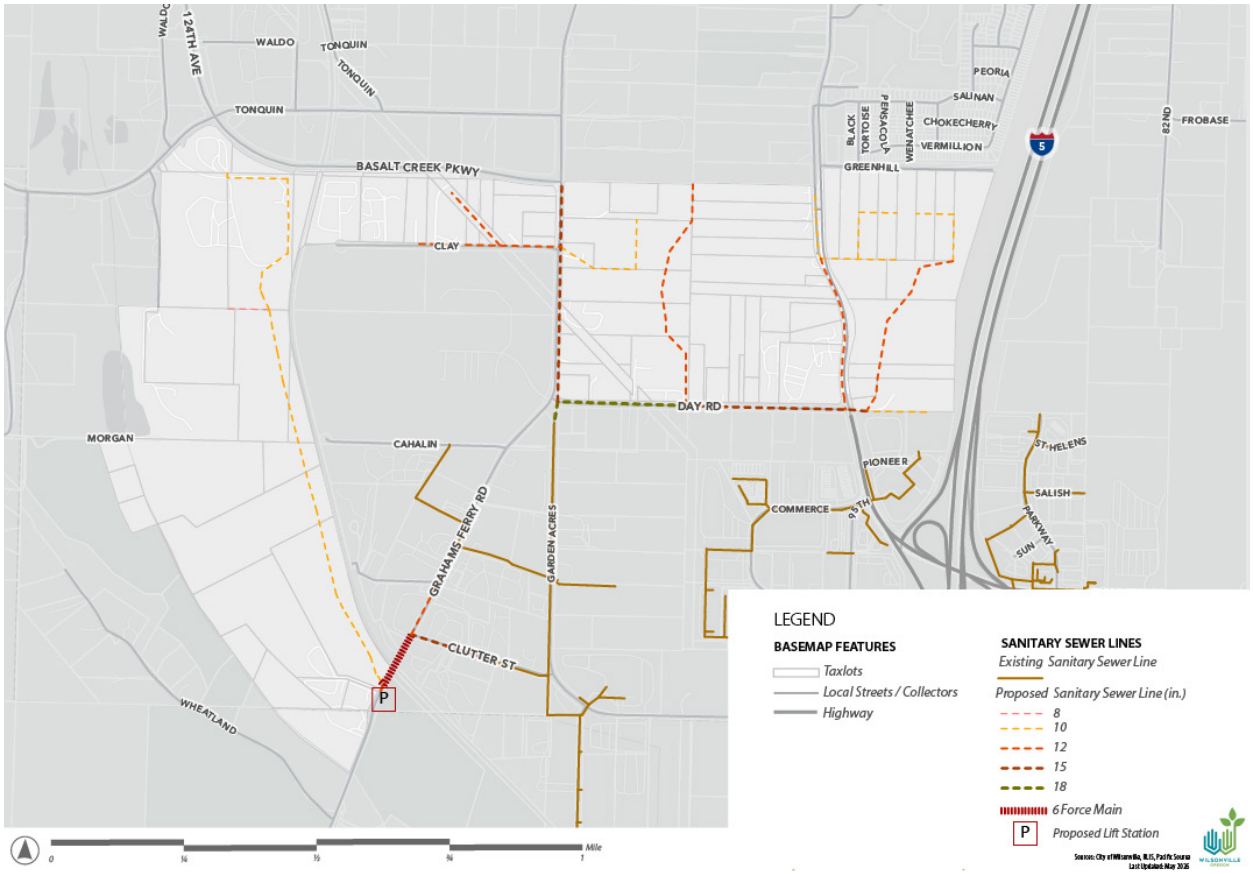
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 20. Future Water System



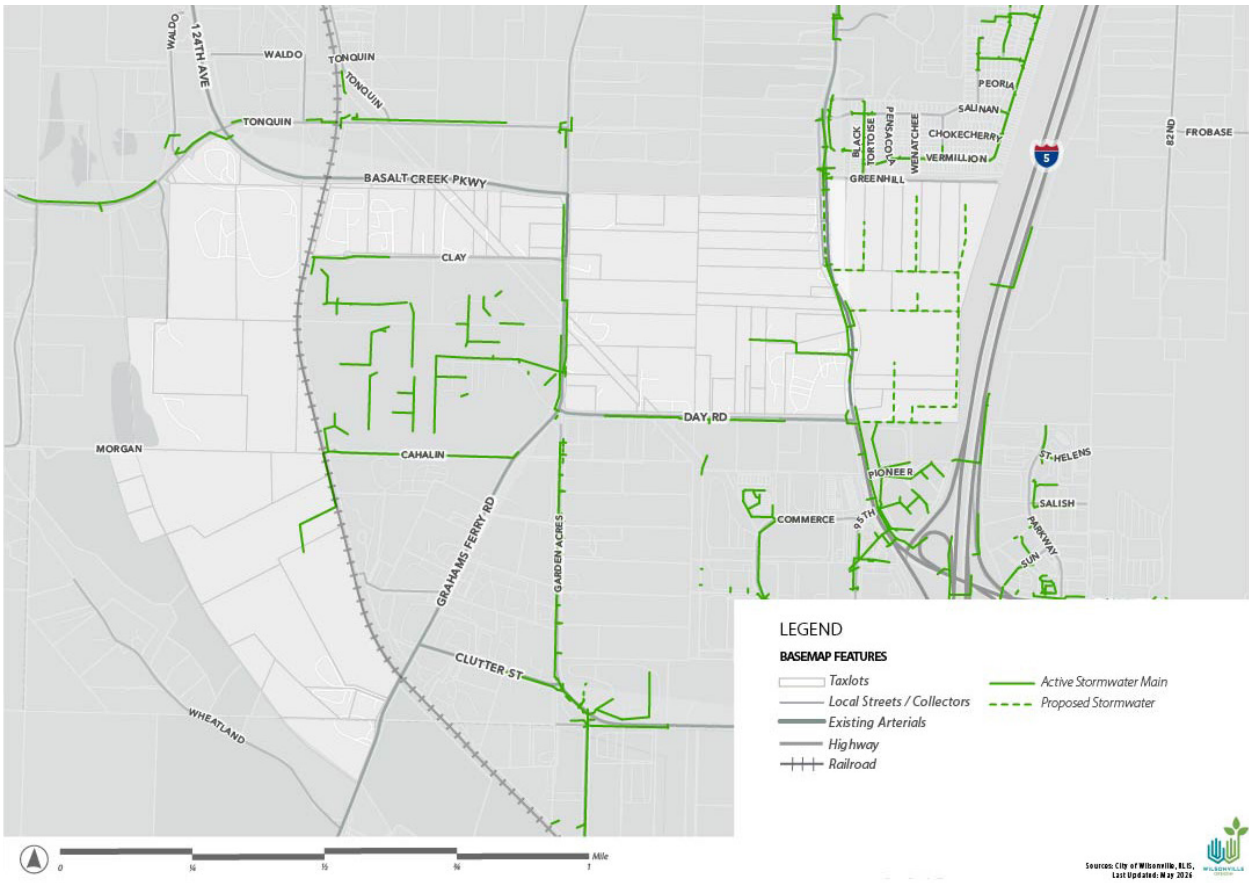
↳ **The Future Water System concept illustrates a conceptual, phased approach for extending potable water service throughout the BCPA as development occurs. Existing City of Wilsonville water infrastructure is currently concentrated southeast of the Planning Area; future water service will be extended into the BCPA through coordinated public and private infrastructure investments. The concept identifies major system improvements needed to support long-term development while recognizing that future water system planning and design will be refined through updates to the City's Water Distribution Master Plan.**

Figure 21. Future Sanitary Sewer System



↳ **The Future Sanitary Sewer System concept illustrates the phased extension of the City's wastewater collection system to support long-term development within the BCPA. Existing Wilsonville sanitary sewer infrastructure is currently limited near the Planning Area, with new gravity sewer mains, lift stations, and associated facilities anticipated to be constructed incrementally as development occurs. The concept generally follows planned transportation corridors and natural topography to maximize gravity service, minimize impacts to sensitive environmental resources, and coordinate infrastructure investments with future development.**

Figure 22. Future Stormwater System



↳ The Future Stormwater System concept illustrates a conceptual, phased approach for extending stormwater conveyance throughout the BCPA, particularly within the Greenhill planning area, as development occurs. Existing City of Wilsonville water infrastructure is currently concentrated to the north and southeast of the Planning Area. The concept identifies current system improvements needed to support long-term development while recognizing that future stormwater detention, conveyance, and design will be refined as development occurs.

5

IMPLEMENTATION & PHASING STRATEGY

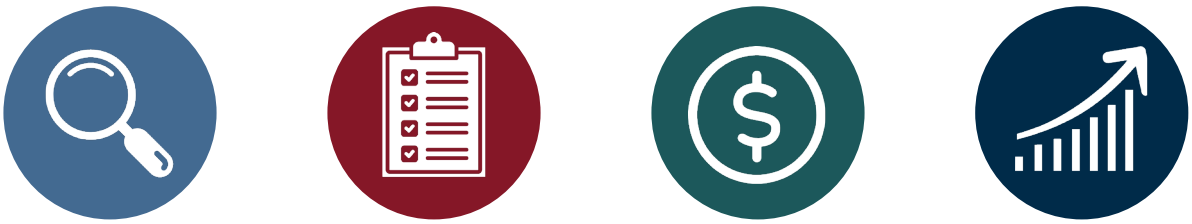
Implementation and Phasing Strategy

Recommendations

The recommendations for the BCPA are structured into four categories: Further Exploration, Planning, Funding, and Investment. These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the Planning Area's potential.

IMPLEMENTATION ORGANIZATION



FURTHER EXPLORATION | PLANNING | FUNDING | INVESTMENTS

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

FURTHER EXPLORATION

This category focuses on coordination, technical analysis, stakeholder engagement, and relationship building needed to support future decision-making and long-term implementation

PROPERTY OWNER AND STAKEHOLDER COORDINATION

- **Outreach to Property Owners:** Continue engaging property owners to better understand development plans, operational needs, redevelopment barriers, and willingness to participate in future infrastructure or redevelopment efforts. Explore opportunities for coordinated redevelopment, land assembly, and phased transitions over time.
- **Craft Industrial Opportunity:** Continue discussions with landowners in the Craft Industrial Zone area regarding potential lot reconfiguration or partitioning opportunities that could improve long-term redevelopment potential while responding to site constraints and surrounding residential uses.
- **West Railroad Opportunity Sites:** Identify willing landowners and opportunity sites within West Railroad that may support incremental redevelopment and help establish momentum for future investment.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate, consolidate, or conform with City standards. This could involve creating incentives for relocation or working with businesses to improve operations over time to better align with long-term City development objectives.
- **Explore Partnerships:** Identify opportunities to work with public entities and private partners to align resources and attract desired industries. Potential partners may include Business Oregon, Greater Portland Inc. (GPI), the Port of Portland, utility providers, and regional agencies.

TRANSPORTATION AND INFRASTRUCTURE COORDINATION

- **Coordinate with Utilities and Service Providers:** Continue coordination with utility providers, including Portland General Electric (PGE) and regional infrastructure partners, to evaluate long-term water, sewer, stormwater, and power needs associated with future industrial and employment uses.

- **Coordinate with Regional and Railroad Partners:** Continue coordination with Washington County, Metro, ODOT, Portland and Western Railroad (PNWR), Business Oregon, Greater Portland Inc. (GPI), and other regional partners related to transportation access, rail crossings, freight mobility, infrastructure funding, and economic development opportunities. Coordination should continue regarding the long-term feasibility of a future public railroad crossing at Cahalin Road, which could improve access, circulation, and freight mobility within the West Railroad area.
- **Evaluate Transportation Access Opportunities:** Continue exploring long-term access opportunities for West Railroad, including the feasibility of a future public railroad crossing at Cahalin Road, modernization of the Grahams Ferry Road undercrossing, and phased improvements to Tonquin Road and internal circulation routes.

ENVIRONMENTAL AND INFRASTRUCTURE ANALYSIS

- **Continue Environmental and Infrastructure Analysis:** Continue evaluating environmental constraints, stormwater strategies, and infrastructure feasibility to better understand long-term development potential and phasing considerations.
- **Evaluate Long-Term Utility Alignments in West Railroad:** Continue evaluating sanitary sewer and water infrastructure alignments as redevelopment occurs, including opportunities to optimize utility locations, reduce reliance on private pumping systems, and minimize impacts to natural resource areas
- **Evaluate Utility Easement and Right-of-Way Needs:** Identify long-term utility easement and right-of-way requirements needed to support phased extension of water and sanitary sewer infrastructure throughout the Planning Area.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

PLANNING

This category focuses on aligning zoning, infrastructure planning, transportation systems, environmental regulations, and economic development strategies with the long-term vision for the BCPA.

LAND USE AND ZONING

- **Apply the Planned Development Industrial (PDI) Zone Across Basalt Creek with Modifications:** Support a broad range of industrial and employment uses consistent with the BCMP and Economic Inventory while allowing flexibility for evolving market conditions and business types. Modifications may include applying the Coffee Creek Design Overlay District (CCDOD) to portions of the BCPA, though further evaluation is required to determine feasibility.
- **Prohibit Low-Intensity Uses and Address Existing Contractor Establishments:** Establish zoning prohibitions or limitations on low-intensity uses that do not support long-term employment density goals. Determine appropriate approaches for existing contractor establishments, such as conditional, nonconforming, or prohibited use status.
- **Evaluate Additional Standards or Allowances for the Craft Industrial Zone:** Consider additional uses and development standards within the Craft Industrial Zone, such as live-work spaces, small-scale offices, incubator spaces, or small-scale production facilities, that better respond to site constraints and nearby residential development.
- **Evaluate West Railroad Zoning Flexibility:** Consider zoning and development standards within West Railroad that maintain flexibility for a variety of industrial and employment uses while emphasizing site organization, environmental integration, circulation, and development quality. This work should continue to involve coordination with property owners, regional partners, and potential development interests.
- **Update Urban Planning Area Agreement (UPAA):** Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB). As an example, Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.

COORDINATION AND INFRASTRUCTURE PLANNING

- **Coordinate with Washington County on Annexation Planning:** Continue coordinating with Washington County on development review, transition planning, and long-term implementation within the BCPA. For properties that remain under County jurisdiction, encourage interim site and design improvements that support the long-term industrial and employment vision for the area while maintaining communication with property owners regarding future expectations. Upon annexation, require new development and redevelopment to comply with the City's Development Code and applicable design, infrastructure, and resource protection standards consistent with the BCMP vision. Continue evaluating whether future updates to the Urban Planning Area Agreement (UPAA) are needed to support long-term implementation and coordination.
- **Conduct Preliminary Urban Renewal Area (URA) Analysis:** Conduct a feasibility study evaluating whether expanding the existing Coffee Creek Urban Renewal Area or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements. The study should also evaluate opportunities for land assembly and coordinated redevelopment within fragmented portions of the Planning Area. Findings should provide City Council with options and recommendations regarding long-term infrastructure funding and implementation strategies.
- **Coordinate Future Transit Service:** Continue coordinating with SMART to expand future transit service within the BCPA as development occurs, including consideration of future routes, stops, and connections serving employment areas and regional destinations.
- **Coordinate Future TSP and Regional Transportation Planning:** Continue coordinating with Metro, Washington County, and neighboring jurisdictions regarding long-range transportation projects identified in the Metro Regional Transportation Plan (RTP) that may affect the BCPA. This includes evaluating whether additional long-range roadway improvements, such as future Grahams Ferry Road widening or improvements to 124th Avenue, should be incorporated into future updates to the Transportation System Plan (TSP).
- **Continue Stormwater Planning:** Continue refining stormwater planning for Greenhill and the broader BCPA, including downstream capacity, regional detention opportunities, and coordination with future transportation improvements and natural resource protection.

NATURAL RESOURCES, OPEN SPACE, AND TRAILS

- **Evaluate Wildlife Corridor and Habitat Impacts:** Continue evaluating potential impacts to wildlife movement, habitat connectivity, and ecological function associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Future planning should consider opportunities to avoid fragmentation, maintain habitat connections where feasible, and integrate restoration or enhancement strategies into long-term development and planning.

- **Update the Significant Resource Overlay Zone (SROZ):** Update Wilsonville's SROZ maps, inventory, and Development Code provisions using the findings of the PHS 2024 Natural Resources Inventory. Consider whether updates to mapping, buffers, mitigation standards, review procedures, or habitat enhancement requirements may be appropriate to support long-term implementation and coordination with future development and infrastructure planning efforts.
- **Evaluate Enhanced Day Road Crossing:** Consider an enhanced pedestrian and bicycle crossing of Day Road connecting the southern end of the Basalt Creek Canyon Ridge Trail (LT-02) with future pedestrian and bicycle facilities along the Coffee Creek Supporting Street.
- **Support Ice Age Tonquin Trail Connectivity:** As development occurs within the West Railroad area, continue evaluating opportunities for development to improve or extend on-street sidewalks, bicycle lanes, and related multimodal facilities that support safe and comfortable connections to the future Ice Age Tonquin Trail.

ECONOMIC DEVELOPMENT AND IDENTITY

- **Promote Economic Development, Site Readiness, and Branding:** Continue actively marketing the BCPA as a long-term industrial and employment opportunity area by maintaining clear information related to site readiness, infrastructure availability, incentives, zoning flexibility, and available funding tools. Continue coordinating with Greater Portland Inc. (GPI), Business Oregon, regional partners, developers, employers, and site selectors to increase awareness of Wilsonville's industrial development opportunities and strengthen the city's position within the regional industrial market. Outreach efforts should include proactive communication, targeted engagement, and site-specific marketing materials that highlight the BCPA's transportation access, environmental amenities, flexible development potential, and long-term infrastructure planning efforts. As redevelopment opportunities become clearer over time, consider establishing a distinct identity and branding strategy for West Railroad and the broader BCPA.
- **Extend Wayfinding and Signage Planning to the BCPA:** As future updates to the City's wayfinding and signage program occur, extend the framework to include the BCPA. Future wayfinding planning should consider gateway features, district identity, freight and visitor navigation, trail and multimodal connections, and coordinated signage that supports the long-term employment, industrial, and recreational vision for the Planning Area.

FUNDING

This category focuses on identifying financing tools, partnerships, and long-term funding strategies needed to support infrastructure improvements and redevelopment.

- **Explore and Establish Funding Mechanisms:** Continue evaluating funding tools and financing strategies that could support transportation, utility, stormwater, environmental, and redevelopment improvements throughout the BCPA.
- **Evaluate Urban Renewal and Tax Increment Financing:** Evaluate use of Urban Renewal or Tax Increment Financing mechanisms to help fund infrastructure improvements, site preparation, transportation upgrades, environmental restoration, and redevelopment coordination efforts.
- **Explore Local Improvement Districts (LIDs) and Cost Sharing:** Explore Local Improvement Districts, reimbursement districts, public-private partnerships, and horizontal development agreements to distribute infrastructure costs among benefiting properties. Recognize that participation levels may vary depending on the operational needs of existing uses.
- **Pursue Regional Infrastructure Partnerships:** Continue coordinating with Metro, Business Oregon, Washington County, utility providers, and regional economic development organizations to pursue infrastructure funding partnerships and implementation support.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to: Statewide Transportation Improvement Program (STIP); Immediate Opportunity Fund (IOF); Oregon Transportation Infrastructure Bank (OTIB); Safe Drinking Water Revolving Fund (SDWRLF); Water Wastewater Fund (W/W); Special Public Works Fund (SPWF); U.S. Economic Development Association (EDA) Public Works Program; Business Oregon Industrial Site Readiness Programs; Metro planning and development grant programs

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

INVESTMENTS

This category focuses on prioritizing infrastructure, redevelopment, and economic development investments that could help catalyze long-term growth within the BCPA.

- **Prioritize Early Infrastructure Investments:** Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development. The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site.
- **Invest in Transportation Access and Freight Mobility:** Prioritize improvements that enhance regional access, freight circulation, and multimodal connectivity, including future improvements to Grahams Ferry Road, Tonquin Road, and Basalt Creek Parkway.
- **Expand Site Readiness and Development Incentive Programs:** Continue evaluating opportunities to expand or refine existing economic development and infrastructure assistance programs, including the Wilsonville Investment Now (WIN) program and Regional Site Investment Strategy (RSIS) opportunities, to better support infrastructure delivery, site preparation, redevelopment coordination, and industrial land readiness within the BCPA. Priority should be placed on strategic sites and catalytic infrastructure investments that can support long-term employment growth and phased redevelopment.
- **Explore Development Incentives:** Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the City's vision for BCCP and where it would not place undue burdens on funds available for capital improvements. Explore providing relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.
- **Pursue Site Acquisition and Aggregation:** Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. The City could explore securing purchase options on key parcels to facilitate land assembly. A purchase option allows Wilsonville the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing Strategy

Implementation of the BCMP is expected to occur incrementally over time as infrastructure funding, market demand, redevelopment interest, and partnership opportunities evolve. The phasing strategy outlined in Table 4 below organizes the BCMP recommendations into near-term, medium-term, and long-term actions intended to guide ongoing coordination, planning, investment, and implementation efforts over time.

The timing categories generally reflect when an action may begin or become a higher priority rather than when it would necessarily be completed. Many actions, particularly those related to infrastructure coordination, economic development, environmental planning, and partnership building, are expected to continue across multiple phases as development occurs and conditions change.

Table 4. Implementation Phasing

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Conduct Preliminary Urban Renewal Area (URA) Analysis	Evaluate whether expanding the existing Coffee Creek URA or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements.	●		
Amend the Urban Planning Area Agreement (UPAA)	Coordinate with Washington County to strengthen annexation planning, development review coordination, and long-term implementation authority within the BCPA.	●		
Coordinate with Washington County on Annexation Planning	Coordinate on development review, transition planning, and implementation for properties remaining under County jurisdiction prior to annexation.	●	●	
Evaluate Zoning and Development Code Updates	Update to zoning and development standards related to industrial uses, contractor establishments, Craft Industrial development, and long-term flexibility within the BCPA.	●		
Evaluate Additional Standards or Allowances for the Craft Industrial Zone	Consider additional development standards and use allowances supporting live-work, incubator, and small-scale industrial uses compatible with surrounding residential areas.	●		
Evaluate West Railroad Zoning Flexibility	Consider zoning and development standards that maintain flexibility for industrial and employment uses while addressing environmental and access constraints.	●		
Continue Property Owner and Stakeholder Coordination	Engage property owners, utility providers, regional agencies, and railroad partners regarding development opportunities, infrastructure needs, and redevelopment barriers.	●	●	●
Support Contractor Establishment Relocation or Compliance	Explore relocation assistance, redevelopment coordination, or compliance strategies for contractor establishments over time.	●	●	●

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Coordinate with BPA Regarding Power Easement Opportunities	Coordinate with the Bonneville Power Administration (BPA) regarding potential development, access, trail, stormwater, utility, or multimodal circulation opportunities within or adjacent to the BPA transmission easement in the West Railroad area.		●	●
Coordinate with PGE on Anticipated Power Needs	Continue coordinating with Portland General Electric (PGE) regarding anticipated long-term power demand, transmission capacity, substation needs, and utility infrastructure requirements associated with future industrial and employment development within the BCPA.	●	●	●
Explore Partnerships	Coordinate with public agencies, utilities, Business Oregon, GPI, and other regional partners to support infrastructure and economic development goals.	●	●	●
Coordinate with Utilities and Service Providers	Continue coordination regarding long-term water, sewer, stormwater, and power needs associated with industrial and employment growth.	●	●	●
Evaluate Opportunities to Reduce Reliance on Private Pump Systems	As redevelopment occurs, evaluate opportunities to refine sanitary sewer infrastructure and utility alignments to reduce long-term reliance on privately maintained pumping systems where feasible.		●	●
Evaluate Utility Easement and Right-of-Way Needs	Identify and secure utility easements, access rights, and right-of-way needed to support future water and sanitary sewer infrastructure throughout the BCPA and West Railroad area.		●	●
Coordinate with Regional and Railroad Partners	Continue coordination regarding freight mobility, regional transportation planning, and long-term opportunities such as a future Cahalin Road railroad crossing.		●	●
Evaluate Transportation Access Opportunities	Continue evaluating long-term access opportunities related to Grahams Ferry Road, Tonquin Road, and the West Railroad area.	●	●	
Continue Environmental and Infrastructure Analysis	Continue evaluating and understanding environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility throughout the Planning Area.	●	●	
Coordinate Future Transit Service	Coordinate with SMART regarding future transit routes, stops, and employment-serving connections within the BCPA.		●	●
Coordinate Future TSP and Regional Transportation Planning	Coordinate with Metro, Washington County, and neighboring jurisdictions regarding future transportation improvements affecting the BCPA. This includes potentially adding Metro RTP projects #11924 and #11469.	●	●	
Evaluate Enhanced Day Road Crossing	Consider enhanced bicycle and pedestrian crossing improvements connecting the Basalt Creek Canyon Ridge Trail and future Coffee Creek facilities.		●	●
Support Ice Age Tonquin Trail Connectivity	Continue evaluating opportunities to improve multimodal access and connections supporting the future Ice Age Tonquin Trail.	●	●	●
Promote Economic Development, Site Readiness, and Branding	Continue marketing the BCPA as a long-term industrial and employment opportunity area while coordinating with regional economic development partners.	●	●	●
Extend Wayfinding and Signage Planning to the BCPA	Extend future wayfinding, gateway, and signage planning efforts to include the BCPA and West Railroad areas.		●	

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Explore and Establish Funding Mechanisms	Continue evaluating funding tools and financing strategies supporting transportation, utility, stormwater, and redevelopment improvements.		●	●
Monitor Market Trends and Adjust Policies Over Time	Continue monitoring economic and industry trends and adjust zoning, policies, incentives, or infrastructure strategies as needed.	●	●	●
Evaluate Urban Renewal and Tax Increment Financing	Explore tax increment financing and Urban Renewal strategies supporting infrastructure and redevelopment investments.	●	●	●
Explore Local Improvement Districts (LIDs) and Cost Sharing	Explore reimbursement districts, cost-sharing agreements, and public-private partnerships to distribute infrastructure costs.		●	●
Pursue Regional Infrastructure Partnerships	Coordinate with regional agencies and organizations regarding infrastructure funding and implementation support.		●	●
Explore and Leverage State and Federal Funding	Pursue grants, loans, and infrastructure funding opportunities supporting industrial land readiness and redevelopment.	●	●	●
Prioritize Early Infrastructure Investments	Focus early infrastructure planning and investment efforts on strategic opportunity sites that are cost-effective to serve and likely to redevelop.		●	●
Invest in Transportation Access and Freight Mobility	Prioritize improvements supporting regional access, freight circulation, and multimodal connectivity.		●	●
Expand Site Readiness and Development Incentive Programs	Continue evaluating opportunities to expand or refine programs such as WIN and RSIS to support redevelopment and industrial land readiness.	●	●	●
Explore Development Incentives	Consider SDC adjustments, relocation assistance, infrastructure participation agreements, and other targeted incentives supporting redevelopment.	●	●	●
Pursue Site Acquisition and Aggregation	Explore land assembly, redevelopment partnerships, purchase options, and acquisition strategies supporting larger development-ready industrial sites.		●	●
Complete Phased Infrastructure Build-Out	Continue phased transportation, utility, and stormwater infrastructure improvements supporting long-term redevelopment and full site utilization.			●
Implement Major Regional Transportation and Freight Improvements	Advance major regional transportation and freight mobility improvements as funding and partnerships allow.			●
Reassess Infrastructure Priorities and Implementation Strategies	Reevaluate infrastructure priorities, development strategies, and implementation approaches as redevelopment occurs over time.			●
Evaluate Wildlife Corridor and Habitat Impacts	Conduct additional analysis of wildlife movement corridors, habitat connectivity, and ecological impacts associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Use findings to help inform refined alignments, site design, mitigation strategies, habitat restoration opportunities, and long-term resource planning efforts.		●	●
Update the Significant Resource Overlay Zone (SROZ)	Update SROZ maps and Development Code provisions using the PHS 2024 Natural Resources Inventory.	●		
Further Evaluation of Drainage and Stormwater Facilities	Continue evaluating drainage patterns and points of discharge, such as the Basalt Creek Parkway Extension, specifically along the northern boundary of the Greenhill planning area.			●

Moving Forward

The Basalt Creek Master Plan establishes a long-term framework for future industrial and employment development within one of Wilsonville's last major growth areas inside the Urban Growth Boundary. The Master Plan builds upon the vision established in the Basalt Creek Concept Plan while responding to changing economic conditions, updated infrastructure analysis, environmental considerations, and evolving development opportunities.

Implementation of the BCMP will require ongoing coordination among the city, property owners, utility providers, regional agencies, and private development partners over many years. While portions of the Planning Area are positioned for earlier redevelopment and infrastructure investment, other areas, particularly West Railroad, will require additional coordination, funding, environmental review, and infrastructure improvements before redevelopment can occur at an urban scale.

As development occurs over time, Wilsonville will continue refining infrastructure planning, zoning, transportation improvements, environmental protection strategies, and economic development tools needed to support implementation of the BCMP. Future development proposals, public investments, and infrastructure decisions should continue to balance economic opportunity, freight mobility, natural resource protection, multimodal connectivity, and long-term employment growth objectives.

Ultimately, the BCMP positions the BCPA as a long-term employment and industrial opportunity area capable of supporting Wilsonville's economic competitiveness, expanding the city's industrial land supply, and creating opportunities for family-wage jobs in industries that contribute to the region's economic vitality. Through continued coordination and investment over time, the BCPA can become a place where businesses thrive, workers have access to quality employment opportunities, and future generations benefit from a strong local economy.



Basalt Creek Master Plan

Appendix A: Ordinance No. 834

ORDINANCE NO. 834

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS AND TRANSPORTATION SYSTEM PLAN AMENDMENTS RELATED TO THE BASALT CREEK CONCEPT PLAN AND APPROVING A COMPREHENSIVE PLAN MAP AMENDMENT RELATED TO THE COFFEE CREEK MASTER PLAN.

WHEREAS, in 2004, the Metro Council added two areas located generally between the cities of Wilsonville and Tualatin to the Metro Urban Growth Boundary ("UGB") in Metro Ordinance No. 04-1040B to meet an identified industrial land need; and

WHEREAS, the above-described two areas are known as the Basalt Creek and West Railroad Planning Areas which are generally referred to as the "Basalt Creek Planning Area;" and

WHEREAS, in 2011 the City of Wilsonville approved Resolution No. 2293 authorizing an Intergovernmental Agreement ("2011 IGA") with Metro, Washington County, and the City of Tualatin (the "Parties") to engage in concept planning for the Basalt Creek Planning Area; and

WHEREAS, the above Parties agreed to memorialize and endorse the recommendations and results of the 2013 Basalt Creek Transportation Refinement Plan, and in 2013 the City of Wilsonville approved Resolution No. 2435 acknowledging the Basalt Creek Transportation Refinement Plan; and

WHEREAS, from October 2013 through October 2016, the Wilsonville and Tualatin City Councils held five joint Council work sessions considering several boundary and land use alternatives for the Basalt Creek Planning Area; and

WHEREAS, over that same time period, two public workshops were held and the Wilsonville and Tualatin Planning Commissions and City Councils convened several work sessions; and

WHEREAS, the City of Wilsonville approved Resolution No. 2657 authorizing an Intergovernmental Agreement ("2017 IGA") with Metro, Washington County, and the City of Tualatin to ask Metro to make an arbitration determination on the appropriate designation of the land use for an area within the Basalt Creek Planning Area that consists of approximately 52 net acres of land, commonly referred to as the "Central Subarea;" and

WHEREAS, in the 2017 IGA, the City agreed to pass a Resolution adopting the Concept Plan, reflecting the Metro determination, within 120 days after the date Metro's decision becomes final and effective, and to adopt an Ordinance amending the City's Comprehensive Plan within one year after the Metro determination; and

WHEREAS, Metro made its determination on April 19, 2018 in accordance with the 2017 IGA and adopted Resolution 18-4885 on May 3, 2018 acknowledging that decision and beginning the 120-day time period requiring the City to adopt the Basalt Creek Concept Plan and one year to adopt comprehensive plan amendments; and

WHEREAS, on August 6, 2018, the City of Wilsonville approved Resolution No. 2697 acknowledging the Basalt Creek Concept Plan; and

WHEREAS, with respect to the Coffee Creek Industrial Area, on March 4, 2019, the City Council adopted Resolution No. 2726, amending the Urban Planning Area Agreement, which expands the City of Wilsonville Urban Planning Area Boundary and, among other things, removes the condition requiring annexation of property in Coffee Creek prior to application of a City Comprehensive Plan Map designation and thus allowing the City to include the Coffee Creek Industrial Area in its Comprehensive Plan Map; and

WHEREAS, in April 2019, the City and Washington County anticipate executing the Urban Planning Area Agreement; and

WHEREAS, on December 12, 2018 the Wilsonville Planning Commission held a work session to discuss and take public testimony on the Basalt Creek Comprehensive Plan and Transportation System Plan amendments; and

WHEREAS, on February 21, 2019 the Wilsonville City Council held a work session to discuss the Basalt Creek Comprehensive Plan and Transportation System Plan amendments and Urban Planning Area Agreement; and

WHEREAS, following the timely mailing and publication of the required notice, the Planning Commission conducted a public hearing on February 13, 2019, wherein the Commission received public testimony, staff reports and input, and Attachments and Exhibits, and thereafter deliberated and voted unanimously to approve Resolution No. LP19-0001 recommending approval to the City Council; and

WHEREAS, a copy of the record of the aforementioned Planning Commission action and recommendation is marked Exhibit C, attached and incorporated herein; and

WHEREAS, following the Planning Commission public hearing, the Wilsonville Planning Director forwarded the recommended Basalt Creek Comprehensive Plan and Transportation System Plan amendments to the City Council, along with a staff report and attachments, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.011, 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the City Council, after Public Hearing Notices were provided to a list of interested parties, property owners, and affected agencies, and posted in three locations throughout the City and on the City website, held a public hearing on April 1, 2019 to review the proposed Basalt Creek Comprehensive Plan and Transportation System Plan amendments, and to gather additional testimony and evidence regarding the proposal; and

WHEREAS, the City Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties;

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

1. FINDINGS.

   The above-recited findings are adopted and incorporated by reference herein as findings and conclusions of Resolution No. LP19-0001, which includes the staff report and attachments (Exhibit C). The City Council further finds and concludes that the adoption of the proposed Basalt Creek Comprehensive Plan and Transportation System Plan amendments are necessary to help protect the public health, safety, and welfare of the municipality by planning that will support the development of employment lands within the City limits.

2. DETERMINATION.

   Based on such findings, the City Council hereby adopts Comprehensive Plan text and Comprehensive Plan Map amendments, attached hereto and marked as Exhibit A, and Transportation System Plan amendments, attached hereto and marked as Exhibit B, and incorporated by reference as if fully set forth herein. The City Recorder is hereby

directed to prepare final Comprehensive Plan formatting to make sure such style and conforming changes match the format and style of the Comprehensive Plan.

3. EFFECTIVE DATE OF ORDINANCE.

   This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 1st day of April, 2019, and scheduled for a second reading at a regular meeting of the Council on the 15th day of April, 2019, commencing at the hour of 7:00 P.M. at the Wilsonville City Hall.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 15th day of April, 2019 by the following votes:

Yes: 5 No: 0

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 15th day of April, 2019.

TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Akervall	Yes
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor West	Yes

Exhibits:

A. Comprehensive Plan Text and Map Amendments
B. Transportation System Plan Amendments
C. Planning Commission Record

LAND USE AND DEVELOPMENT

INDUSTRIAL DEVELOPMENT

Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation. For all practical purposes, all development should be guided by the same general standards; dealing with intensity, etc.

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.c Favor capital intensive, rather than labor intensive, industries within the City.

Implementation Measure 4.1.3.d Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor

area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

Implementation Measure 4.1.3.l Encourage growth in industrial business types prevalent in the region but new to the City, such as "craft" manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into "craft" manufacturing areas.

Implementation Measure 4.1.3.m Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

AREAS OF SPECIAL CONCERN

AREA M

This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.

The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.

The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.

- High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering

all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

- Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.
- Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.

Design Objectives

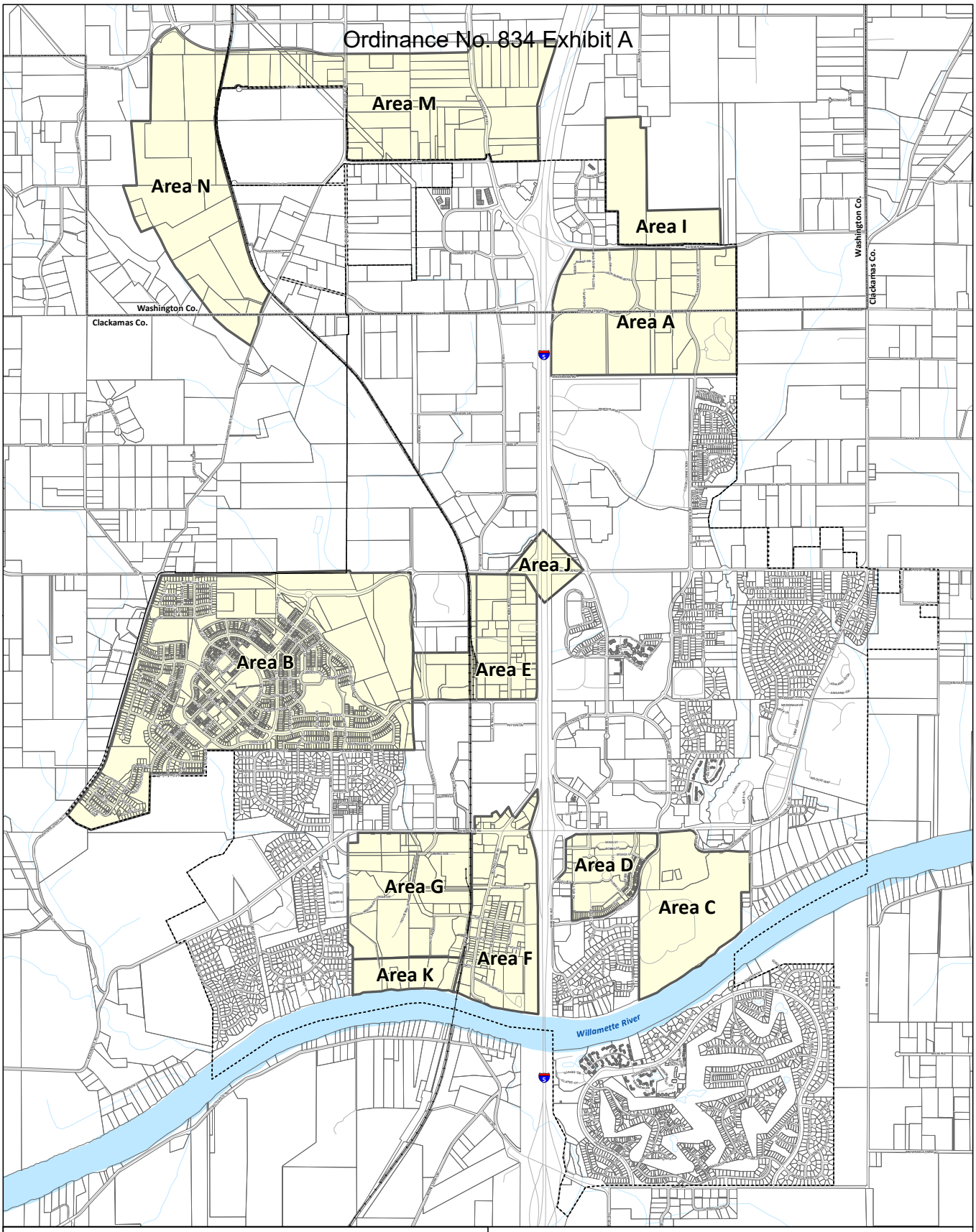
1. Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.

3. Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

AREA N

This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat, steep slopes, limited access, and fragmented property ownership. Without addressing any of these constraints, development potential is limited, and initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure. However, once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. The area also has potential for resource conservation and future public access to nature. The area will require master planning before any development occurs.

Ordinance No. 834 Exhibit A



Comprehensive Plan Areas of Special Concern

WILSONVILLE OREGON

Mile
0 0.5

February 2019

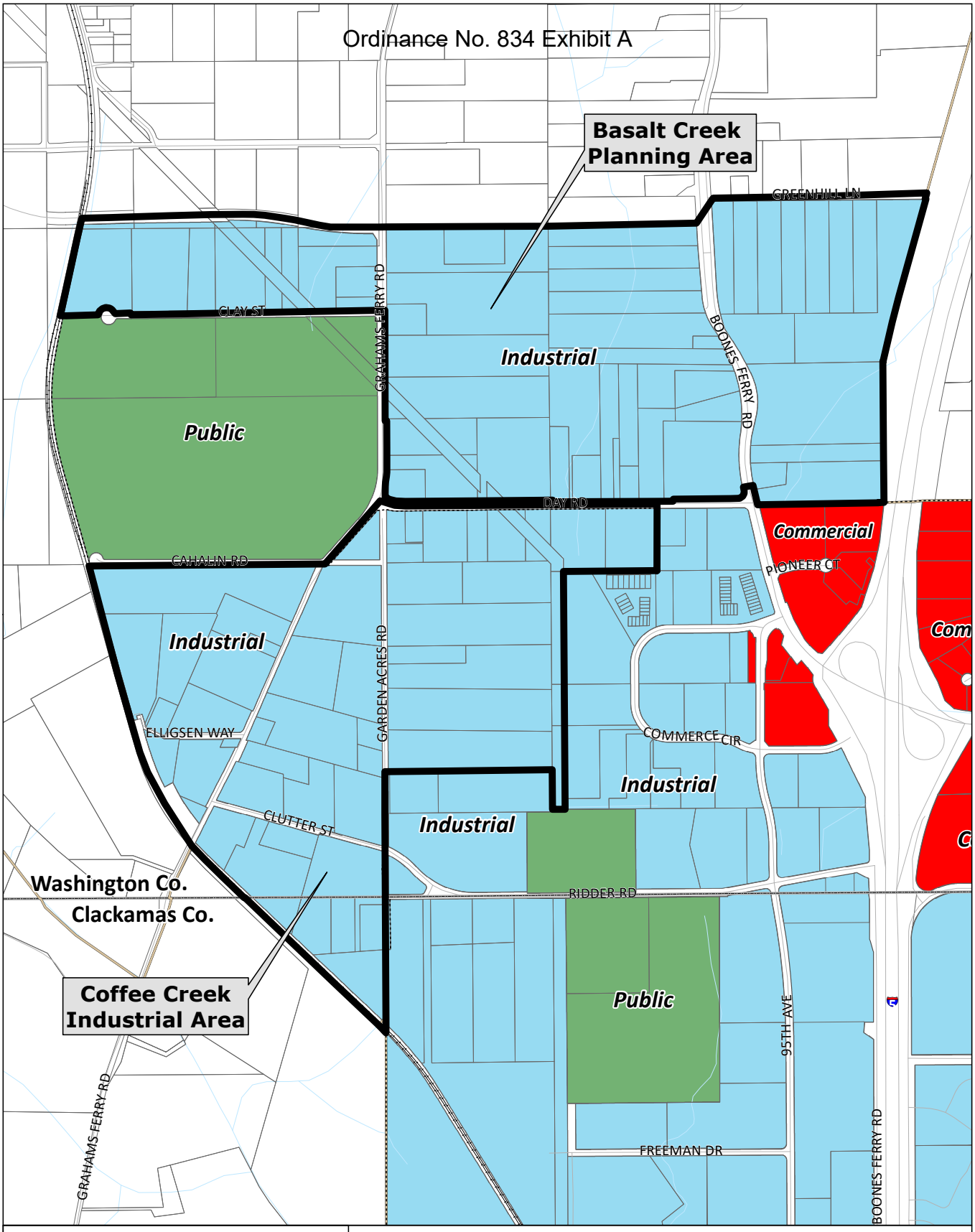
Map Legend

- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots
- Area of Special Concern

WILSONVILLE GIS

This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.



Comprehensive Plan Map Amendments

Basalt Creek Planning Area and Coffee Creek Industrial Area

Mile
0 0.25

February 2019

Land Use Designations

- Commercial
- Industrial
- Public
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots

WILSONVILLE GIS

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.

DKS

117 Commercial Street NE
Suite 310
Salem, OR 97301
503.391.8773
www.dksassociates.com

MEMORANDUM

DATE: February 5, 2019

TO: Miranda Bateschell, Planning Manager | City of Wilsonville
Zach Weigel, Capital Projects Engineering Manager | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Hills, E.I. |DKS Associates

SUBJECT: **Wilsonville Transportation System Plan (TSP) Amendment Summary** P18197-001

The Basalt Creek Concept Plan was formally adopted by the City of Wilsonville on August 6, 2018. A summary of the Basalt Creek Analysis is attached to memorandum for reference. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation requirements and projects identified in the plan. This memorandum also documents other amendments to the TSP based on general updates and a recent City Council Resolution. The TSP changes include:

<u>Basalt Creek Concept Plan</u>

- Show the current alignment of 124th Avenue extension and add the Basalt Creek Parkway extension project from 124th Avenue to Boones Ferry Road on the higher priority project list.
- Add the Basalt Creek Parkway overcrossing of I-5 to the additional planned project list.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) to the additional planned project list (unfunded).
- Add Boones Ferry Road widening to 5-lanes from Day Road to Basalt Creek Parkway on the higher priority project list.
- Update Grahams Ferry Road widening to three lanes from Day Road to Basalt Creek Pkwy and move to the higher priority project list.
- Update project UU-P4 text under "Why Not Higher Priority" to recognize the function of Grahams Ferry Road between Day and Clutter to serve Coffee Creek Industrial area.
- Add the Boones Ferry Road/95th Avenue Intersection access management project on the higher priority project list.
- Add Basalt Creek Canyon and the I-5 Easement trail projects to the bicycle/pedestrian map.

General Updates

- Update Figure 3-1 to show Garden Acres Road, Clutter Road, and Advance Road to 60th Avenue as City of Wilsonville jurisdiction.
- Update Figure 3-2 to show Garden Acres Road (from Grahams Ferry Road to Ridder Road) as a Minor Arterial and Ridder Road (from Garden Acres Road to Kinsman Road) as a Minor Arterial.
- Add a second southbound right turn lane on the ramp at Boones Ferry Road/I-5 Southbound on the higher priority project list.
- Update the Brown Road Extension Alignment to 5th Street that was selected and approved by Wilsonville City Council Resolution No. 2610.
- Add the Pioneer Court roadway extension project to the Additional Planned Projects list.

The following sections provide more detail for the specific proposed modifications to the TSP.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

Executive Summary

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

Higher Priority Projects Figure (Page iv)

See the recommended changes to this figure in Chapter 5 (pages 3-4 of this memorandum).

Higher Priority Projects Table (Page v)

Add or update the following projects to this table:

- RE-04B Brown Road Extension (with ~~Bailey Street or~~ 5th Street Connection)
- RE-14 Basalt Creek Parkway Connection
- RW-04 Boones Ferry Road Widening
- RW-05 Grahams Ferry Road Widening
- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
- SI-08 Boones Ferry Road/95th Avenue Access Management
- LT-02 Basalt Creek Canyon Ridge Trail
- LT-03 I-5 Easement Trail

Chapter 3: The Standards

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

Figure 3-1: Roadway Jurisdictions (Page 3-3)

Summary of changes:

- Change the jurisdiction of Clutter Road from Washington County to City.
- Change the jurisdiction of Garden Acres Road (Day Road to Ridder Road) from Washington County to City.
- Change the jurisdiction of Advance Road (to 60th Avenue) from Clackamas County to City.

Figure 3-2: Functional Class Designations (Page 3-5)

Summary of changes:

- Update the functional classification of Clutter Road to Collector.
- Modify the functional classification of Garden Acres Road (Day Road to Ridder Road) from Collector to Minor Arterial.
- Modify the functional classification of Ridder Road (Garden Acres Road to Kinsman Road) from Collector to Minor Arterial.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) and show it as a Future Minor Arterial.

Figure 3-4: Freight Routes (Page 3-9)

Summary of changes:

- Show Basalt Creek Parkway and Boones Ferry Road (between Day Road and Basalt Creek Parkway) as a Future Truck Route.

Figure 3-5: Bicycle Routes (Page 3-11)

Summary of changes:

- Add the Basalt Creek Canyon Ridge trail project
- Add the I-5 Easement trail project
- Remove the bike lane and Tonquin Trail alignment for the Bailey Street Connection for the Brown Road Extension

Access Management (Page 3-20)

Add the following text to Page 3-20 after the third paragraph:

- <u>The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road. The parkway creates a new connection between I-5 and 99W.</u>

Figure 3-13: Access Management Interest Areas (Page 3-21)

Summary of changes:

- Add Basalt Creek Parkway as Access Management Interest Area (from Grahams Ferry Road to Boones Ferry Road).

Chapter 4: The Needs

The following changes are recommended to Chapter 4 of the City of Wilsonville's TSP.

Figure 4-2: Future 2035 Capacity Deficiencies (Page 4-7)

Summary of changes:

- Remove the textbox that states "Basalt Creek Study will refine projects"

Chapter 5: The Projects

The following changes are recommended to Chapter 5 of the City of Wilsonville's TSP.

Figure 5-2: Higher Priority Projects (Page 5-5)

Summary of changes:

- Remove the alignment for the Bailey Street Connection for project RE-04 Brown Road Extension
- Remove the Brown Road Extension Area of Special Concern textbox and callout
- Add a new project RE-14 Basalt Creek Parkway Connection (from Grahams Ferry Road to Boones Ferry Road as a Major Arterial Roadway Extension
- Add project RW-04 on Boones Ferry Road from Day Road to Basalt Creek Parkway (Major Arterial)
- Add project RW-05 Grahams Ferry Road Widening from Day Road to Basalt Creek Parkway (Collector)
- Add project SI-07 at the I-5 Southbound Exit Ramp at Boones Ferry Road intersection
- Add project SI-08 for access management for the Boones Ferry Road/95th Avenue intersection
- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.

Table 5-2: Higher Priority Projects (Northwest Quadrant) (Page 5-6)

Add the following projects and their descriptions:

- RE-14 Basalt Creek Parkway Connection

  Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.

- RW-04 Boones Ferry Road Widening

  Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.

- RW-05 Grahams Ferry Road Widening

  Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements.

- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road.

  Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489

- SI-08 Boones Ferry Road/95th Avenue Access Management.

  Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in / right-out. Additional access will occur via a north-south local street connection between Pioneer Drive, passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access with Boones Ferry Road.

- LT-02 Basalt Creek Canyon Ridge Trail.

  Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.

- LT-03 I-5 Easement Trail.

  Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.

Figure 5-3: Higher Priority Projects (Northwest Quadrant) (Page 5-7)

Summary of changes:

- Remove the textbox regarding the Basalt Creek Refinement Plan
- Add Basalt Creek Parkway Connection project RE-14 as described in Table 5-2.
- Add Boones Ferry Road project RW-04 from Day Road to Basalt Creek Parkway (Major Arterial)
- Add Grahams Ferry Road Widening project RW-05 from Day Road to Basalt Creek Parkway (Collector)
- Add I-5 Southbound Exit Ramp/Boones Ferry Road project SI-07.
- Add Boones Ferry Road/95th Avenue intersection project SI-08.

- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.
- Add 124th Avenue extension to Grahams Ferry Road as a Collector Roadway

Table 5-4: Higher Priority Projects (Southwest Quadrant) (Page 5-10)

Update the following projects and their descriptions:

- RE-04B Brown Road Extension

  Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connecting at ~~either Bailey Street or~~ 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection

Figure 5-5: Higher Priority Projects (Southwest Quadrant) (Page 5-11)

Summary of changes:

- Remove the textbox that states "Area of Special Concern:"
- Remove the alignment for the Bailey Street Connection for project RE-04B Brown Road Extension.

Brown Road Extension Alternatives (Page 5-15)

- Remove entire page.

Figure 5-7: Additional Planned Projects (Page 5-17)

Summary of changes:

- Remove the "124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)" text
- Remove the "Possible Basalt Creek Connection (Conceptual)" text
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road) as described in Table 5-10.
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

Table 5-9: Additional Planned Projects (Northwest Quadrant) (Page 5-18)

Add, remove, or update the following projects and descriptions:

- RE-P6 Basalt Creek Overcrossing

  Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436. No funding has been identified within the planning horizon for this project.

- RE-P15 Pioneer Court Extension

  Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.

- UU-P4 Grahams Ferry Road Urban Upgrade

  Why Not Higher Priority? ~~Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville.~~ Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop.

Figure 5-8: Additional Planned Projects (Northwest Quadrant) (Page 5-19)

Summary of changes:

- Remove the "124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)" text
- Remove the "Possible Basalt Creek Connection (Conceptual)" text
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

Table 5-10: Additional Planned Projects (Northeast Quadrant) (Page 5-20)

Add the following project and description:

- RE-P5 Day Road Overcrossing

  Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490. No funding has been identified within the planning horizon for this project.

Figure 5-9: Additional Planned Projects (Northeast Quadrant) (Page 5-21)

Summary of changes:

- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road).

Please let us know if you have any questions.

Attachments:

- Basalt Creek TSP Amendment Analysis Summary
- TSP Amendments (Figures, Tables, and Text)

Basalt Creek TSP Amendment Analysis
February 2019

The purpose of this document is to demonstrate that the solutions identified in the 2013 Basalt Creek Transportation Refinement Plan are still appropriate in response to the 2018 Regional Transportation Plan update. The Basalt Creek Transportation Refinement Plan was adopted in 2013 and provided the framework for the development of concept and comprehensive plans for the Basalt Creek Urban Growth Expansion Area. Since that time, the plans for the area have refined the types of expected urban development that will occur in the area. In addition, regional planning efforts, such as the 2018 Regional Transportation Plan, have continued to be refined.

The Basalt Creek Transportation Refinement Plan was developed to determine the major transportation system necessary to serve development throughout the Basalt Creek Planning Area. The Basalt Creek Transportation Refinement Plan set the stage for concept planning and comprehensive plan development for the Basalt Creek Planning Area. The transportation investments identified by the Basalt Creek Transportation Refinement Plan considered not only future growth within the Basalt Creek Planning Area itself, but also future growth in adjacent areas, including:

- Southwest Tualatin Concept Planning Area
- Tonquin Employment Planning Area (in Sherwood)
- Coffee Creek Planning Area in Wilsonville

Since the development of the Basalt Creek Transportation Refinement Plan the Cities of Tualatin and Wilsonville have proceeded with concept and comprehensive planning for the Basalt Creek Planning Area. These planning efforts have built upon the Basalt Creek Transportation Refinement Plan as a framework for organizing the land use plans.

Furthermore, the 124th Avenue connection and Basalt Creek Parkway has been constructed as an interim 3-lane facility between Tualatin-Sherwood Road and Grahams Ferry Road. Washington County is currently beginning design work for the extension of the Basalt Creek Parkway between Grahams Ferry Road and Boones Ferry Road. The interim improvement is intended to serve existing transportation needs. Development along the corridor is encouraged to dedicate the right-of-way and complete the ultimate cross-section as appropriate.

The Regional Transportation Plan was updated in 2014 to reflect the Basalt Creek Transportation Refinement Plan. Regional land use growth assumptions and additional regional planning efforts have continued as the concept and comprehensive planning for the Basalt Creek area has been developed through an extensive multi-year and multi-jurisdictional public process.

With the advent of the 2018 Regional Transportation Plan and revised growth assumptions it seemed prudent to revisit the Basalt Creek Transportation Refinement Plan to ensure that the transportation system anticipated at the start of the process was indeed still adequate to serve the Basalt Creek Planning Area.

The following tables document the land use assumptions for the Basalt Creek Planning Area.

Land Use in the 2010 Regional Transportation Plan travel demand forecast
(Land Use in the 2012 Basalt Creek Transportation Refinement Plan Technical Report)

Zone Number	2005 Households	2035 Households	2005 Total Employment	2035 Total Employment
1013	94	706	52	896
1014	54	645	16	938
Total	**148**	**1,351**	**68**	**1,834**

Land Use in the 2018 Regional Transportation Plan travel demand forecast

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45	0	79	1,447
981	107	646	167	1,447
Total	**152**	**646**	**246**	**2,894**

Buildout of the Basalt Creek Concept Plan

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45		79	2,227
981	107	581	167	2,227
Total	**152**	**581**	**246**	**4,453**

It should be noted that the zone numbering system changed in 2013 but the geographic boundaries of these two zones remained the same.

Also note the total 2040 employment for both zones is the same number; however the model assumed zone 981 will have slightly more service employment than zone 980.

The following table provides a list of transportation investments assumed in the 2040 regional travel demand forecast:

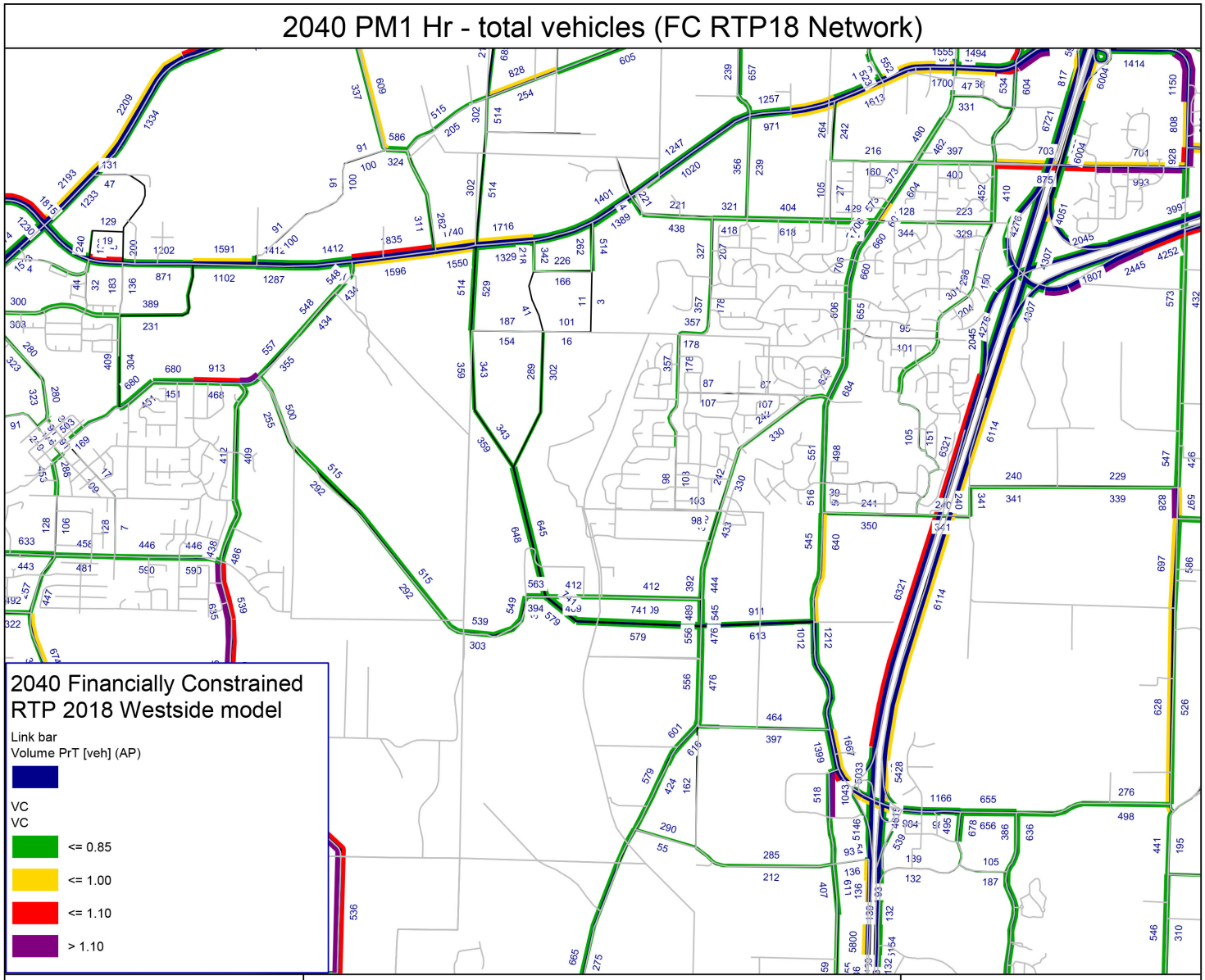
2040 Financially Constrained RTP Projects near Basalt Creek Planning Area

Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Washington County	10568	Tualatin-Sherwood Rd Improvements	Langer Farms Pkwy	Teton Ave	Widen from three to five lanes with bike lanes and sidewalks.	$35,000,000	2018-2027	Yes	Roads and Bridges	Relieve current congestion
Sherwood	10674	Oregon-Tonquin Intersection Improvements	SW Oregon St	SW Tonquin Rd	Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction. Potential for signal in-lieu of dual-roundabout system if better for development and once SW 124th Ave project is completed. If roundabout, project will include rapid flashing beacons at new roundabout and retrofit of adjacent roundabout to meet MUTCD suggestions for pedestrian crossings at roundabouts. This is currently a Washington County facility but would likely become Sherwood's upon completion of project to TSP standards.	$2,400,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	10588	Grahams Ferry Rd Improvements	Day Rd	County line	Widen Grahams Ferry Road to 3 lanes, add bike/pedestrian connections to regional trail system and fix (project development only) undersized railroad overcrossing.	$13,200,000	2028-2040	Yes	Freight	Improve freight access to indust & intermodal
Washington County	10590	Tonquin Rd Improvements	Grahams Ferry Rd	124th Ave	Realign and widen to three lanes with bike lanes and sidewalks and street lighting.	$11,400,000	2018-2027	Yes	Roads and Bridges	Build Complete Street
Wilsonville	10853	Garden Acres Road Extension	Day Road	Ridder Road	Construct three lane road extension with sidewalks and cycle track and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection.	$14,260,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11243	Day Rd Improvements	Grahams Ferry Rd	Boones Ferry Rd	Widen street from 3 to 5 lanes with buffered bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief. Sidewalk infill and creation of Tonquin Trail multi-use path spur will reduce pedestrian and vehicle conflicts. Bike buffers will reduce bicycle and freight conflicts.	$10,560,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion

2040 Financially Constrained RTP Projects near Basalt Creek Planning Area (Continued)

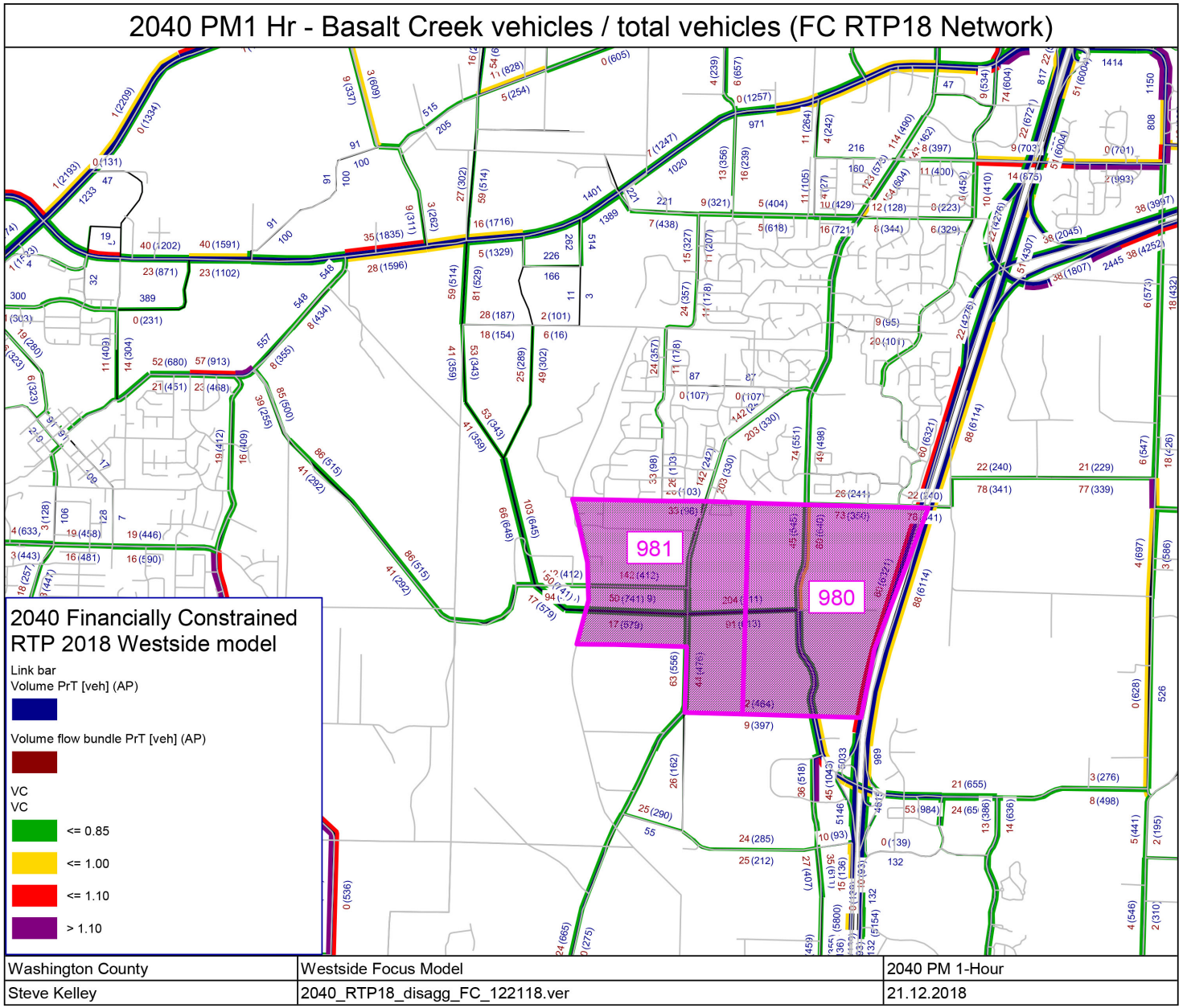
Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Tualatin	11417	Blake Street Extension	115th Ave	124th Ave	Extend Blake Street to create an east-west connection between 115th and 124th. Install signal at Blake and 124th. New road section will provide an alternative route for industrial traffic on the high injury corridor: Tualatin/Sherwood Road.	$17,000,000	2018-2027	Yes	Roads and Bridges	Increase access to jobs
Washington County	11470	Basalt Creek Parkway	Grahams Ferry Rd	Boones Ferry Rd	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	$31,700,000	2018-2027	Yes	Roads and Bridges	Serve new urban area
Washington County	11487	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	$1,200,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11489	Boones Ferry / I-5 off ramp improvements	SB I-5 off ramp	Boones Ferry Rd	construct second right-turn lane	$1,063,000	2028-2040	Yes	Roads and Bridges	Relieve current congestion
Tualatin	11962	Grahams Ferry Rd	SW Ibach Rd	Helenius Rd	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.	$5,048,800	2028-2040	Yes	Roads and Bridges	Build Complete Street

Financially Constrained 2018 Regional Transportation Plan Network
2040 PM 1 Hour Total Vehicle Volume Forecast Results



Washington County	Westside Focus Model	2040 PM 1-Hour
Steve Kelley	2040_RTP18_disagg_FC_122118.ver	21.12.2018

Financially Constrained 2018 Regional Transportation Plan Network
2040 PM 1 Hour Basalt Creek Vehicles (and Total Vehicles) Forecast Results



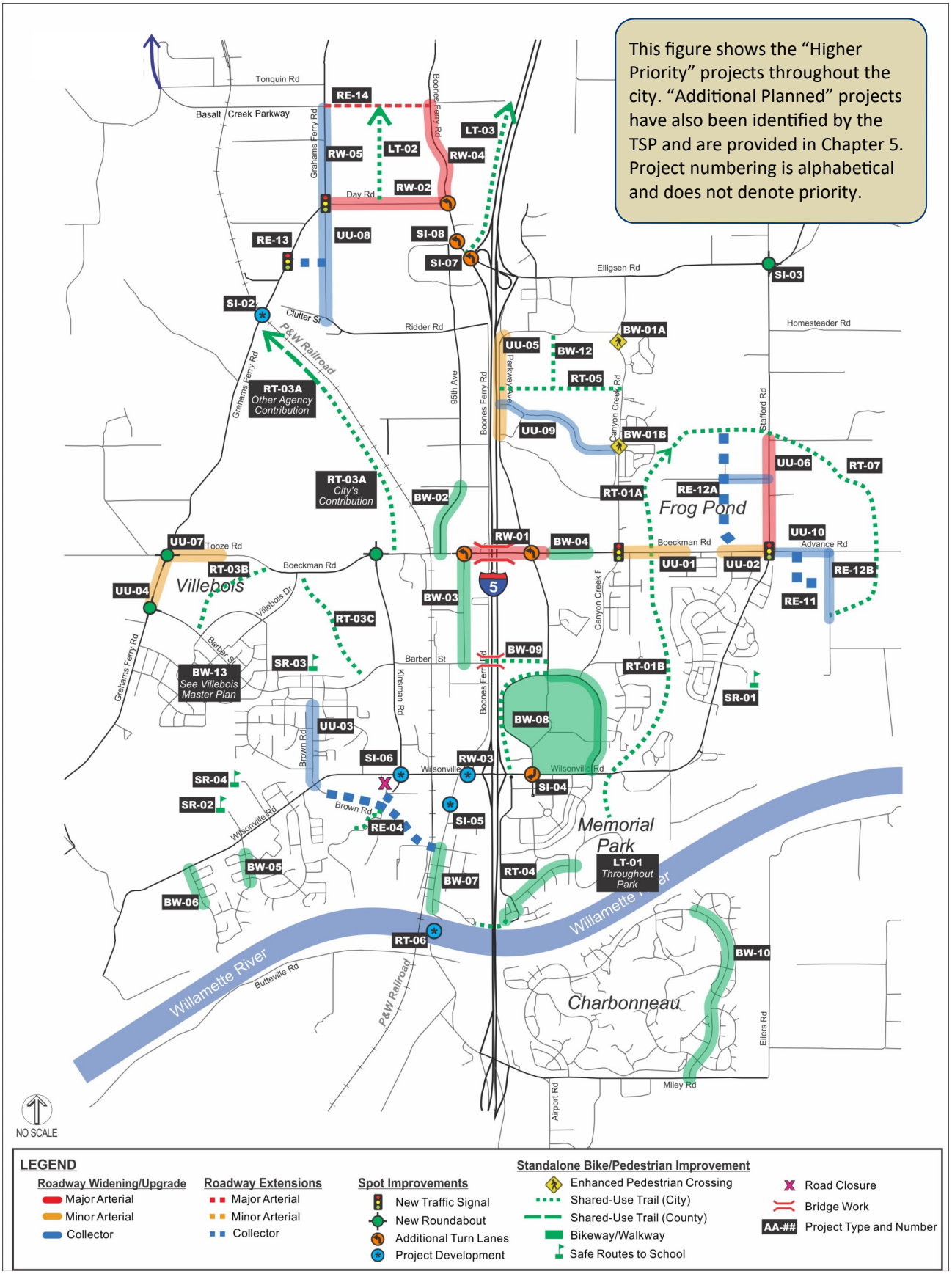
Washington County	Westside Focus Model	2040 PM 1-Hour
Steve Kelley	2040_RTP18_disagg_FC_122118.ver	21.12.2018

Summary

The 2018 Regional Transportation Plan contains a number of Financially Constrained projects identified in the Basalt Creek Planning Area. These projects were generally identified by the Basalt Creek Transportation Refinement Plan in 2012. It is anticipated that these projects will be implemented in conjunction with development in the area. The resulting planned system, including the build out scenario documented in the land use tables above, results in anticipated traffic operations consistent with regional and local level of service standards.

The level of service maps and analysis in this report are intended to provide a planning level system assessment consistent with the requirements for Transportation Planning in Oregon. A detailed operational analysis will be necessary prior to project development. The detailed operational analysis should consider needed turn lanes and assess vehicular movements at intersections to determine the appropriate design configuration. This analysis is intended to provide a generalized system assessment that would be an appropriate input into an operational evaluation necessary for project development.

Higher Priority Projects



Higher Priority Projects (Listed Alphabetically By Improvement

No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (5th Street Connection)
RE-13	Java Road Connection and Signal
RE-14	Basalt Creek Parkway Connection
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
RW-04	Boones Ferry Road Widening
RW-05	Grahams Ferry Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
UU-08	Garden Acres Road Urban Upgrade
Spot Improvements (Transportation System Management/Operations)	
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
SI-08	Boones Ferry Road/95th Avenue Access Management
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09	Town Center Loop Bike/Pedestrian Bridge
BW-10	French Prairie Drive Pathway
BW-11	Frog Pond Trails
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
LT-02	Basalt Creek Canyon Ridge Trail
LT-03	I-5 Easement Trail
Regional Trails (Standalone Pedestrian and Bicycle ImprovementsSafety)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-02	Frog Pond Trail
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedeman Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

FIGURE 3-1. ROADWAY JURISDICTION

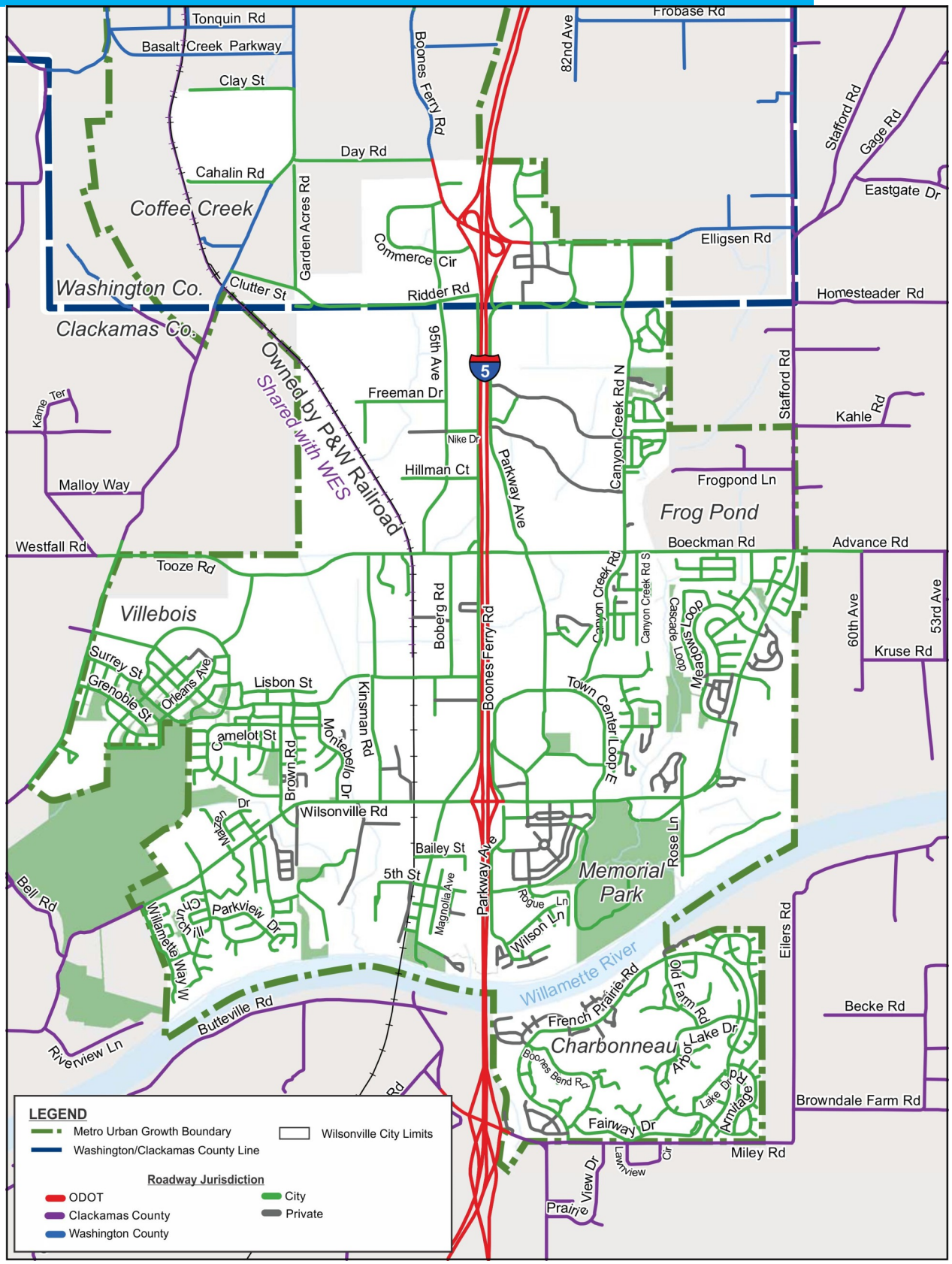


FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS

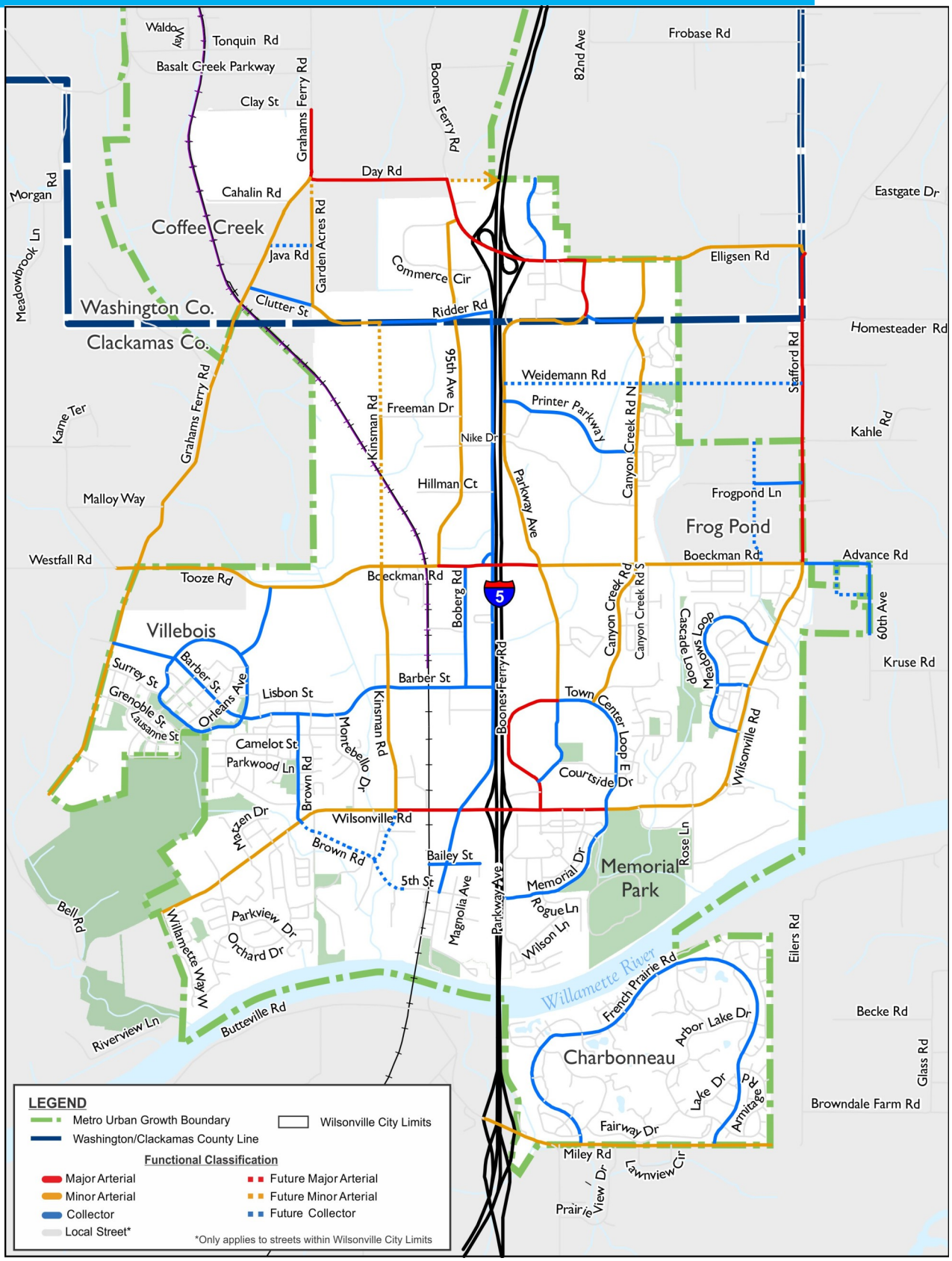


FIGURE 3-4. FREIGHT ROUTES

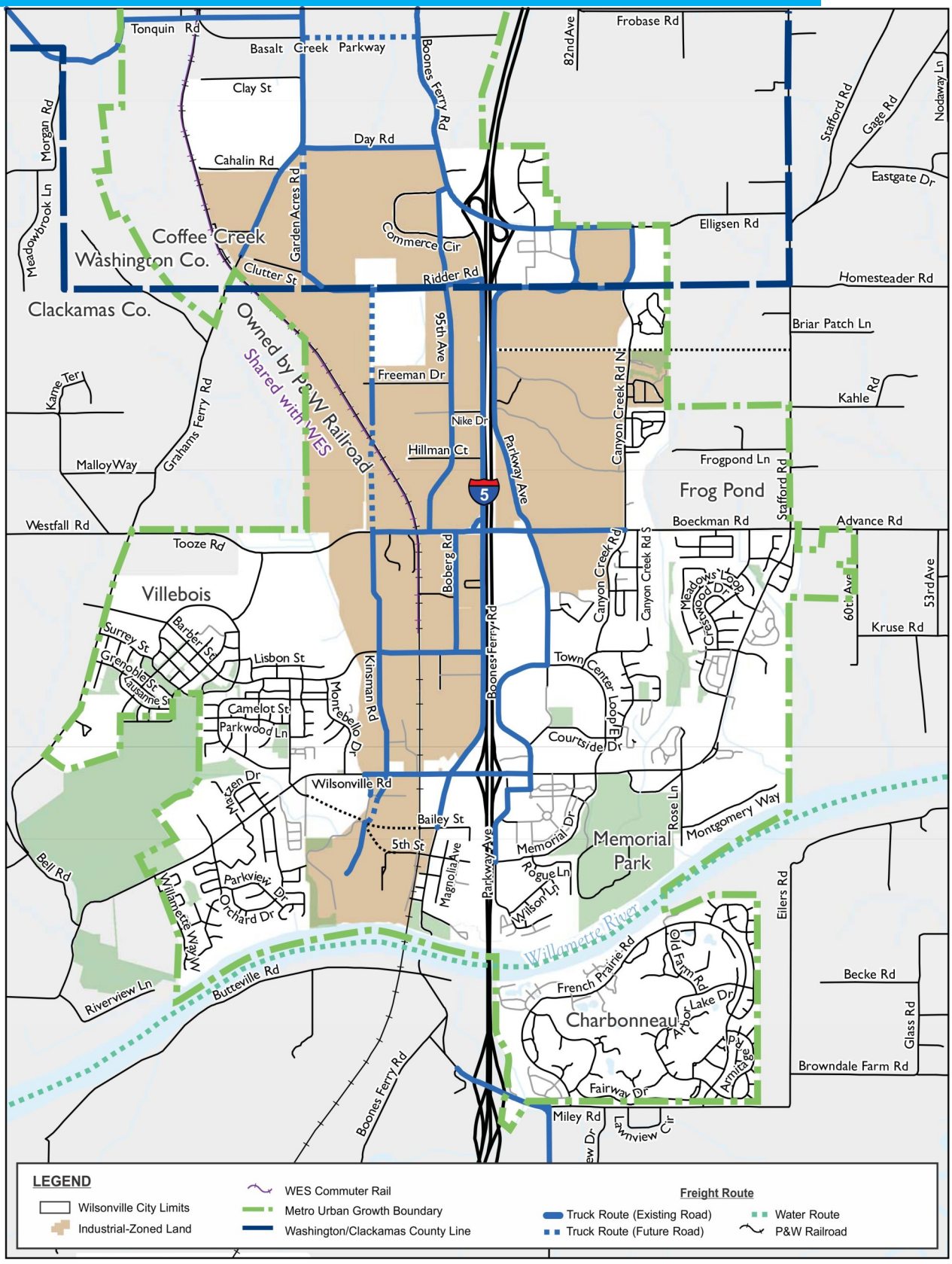
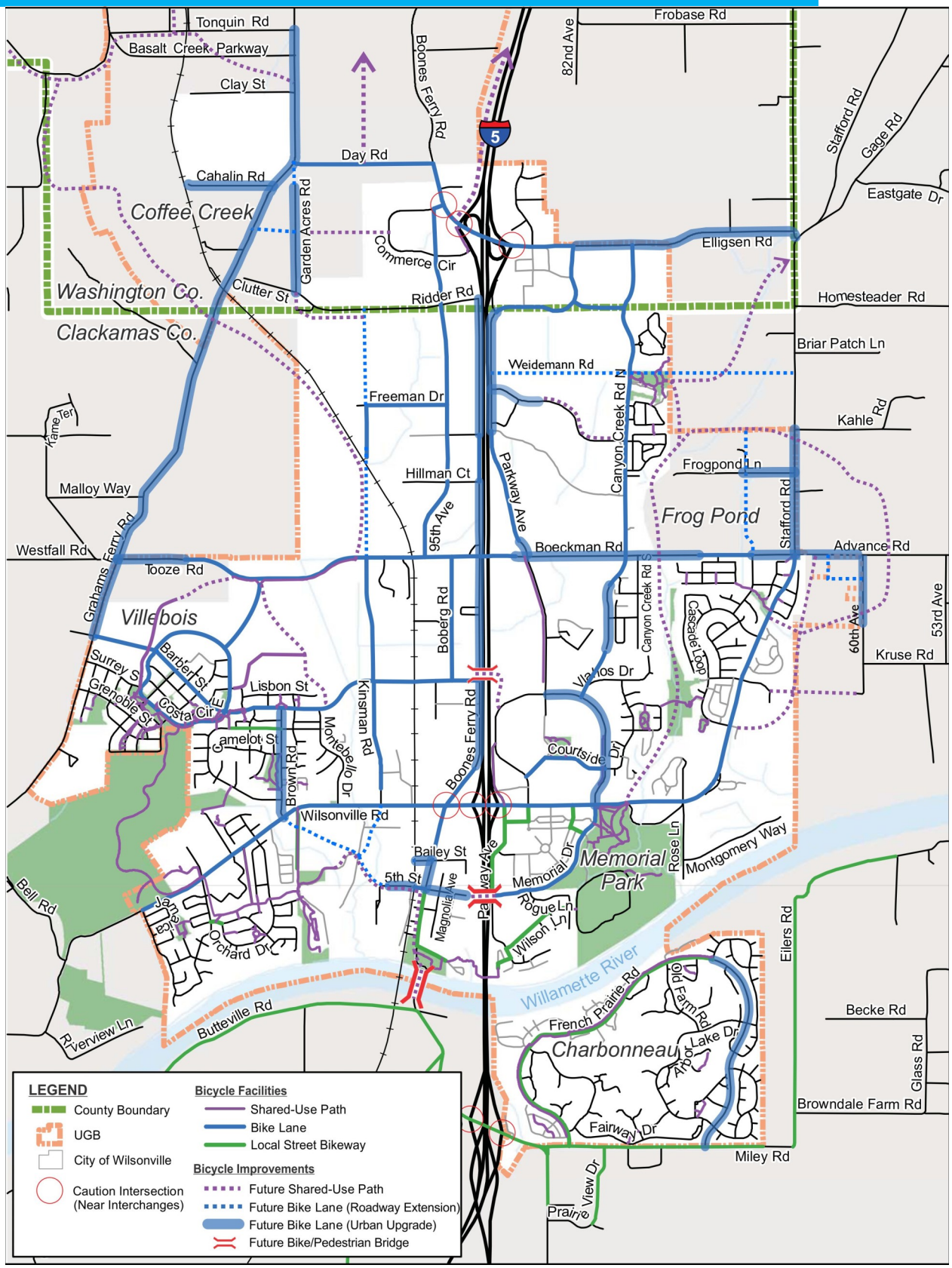


FIGURE 3-5. BICYCLE ROUTES



Access Management

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city's transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2. Access Spacing Standards

Functional Classification	Access Spacing Standards[a]	
	Desired[b]	*Minimum*
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

[a] Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

[b] Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.

Table 3-2 lists the City's access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between Parkway Avenue and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.

The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road as shown in Figure 3-13. The parkway creates a new connection between I-5 and 99W.



Looking east to the I-5/Wilsonville Road interchange.

Access Management Strategies

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City's access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or

FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS



FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES

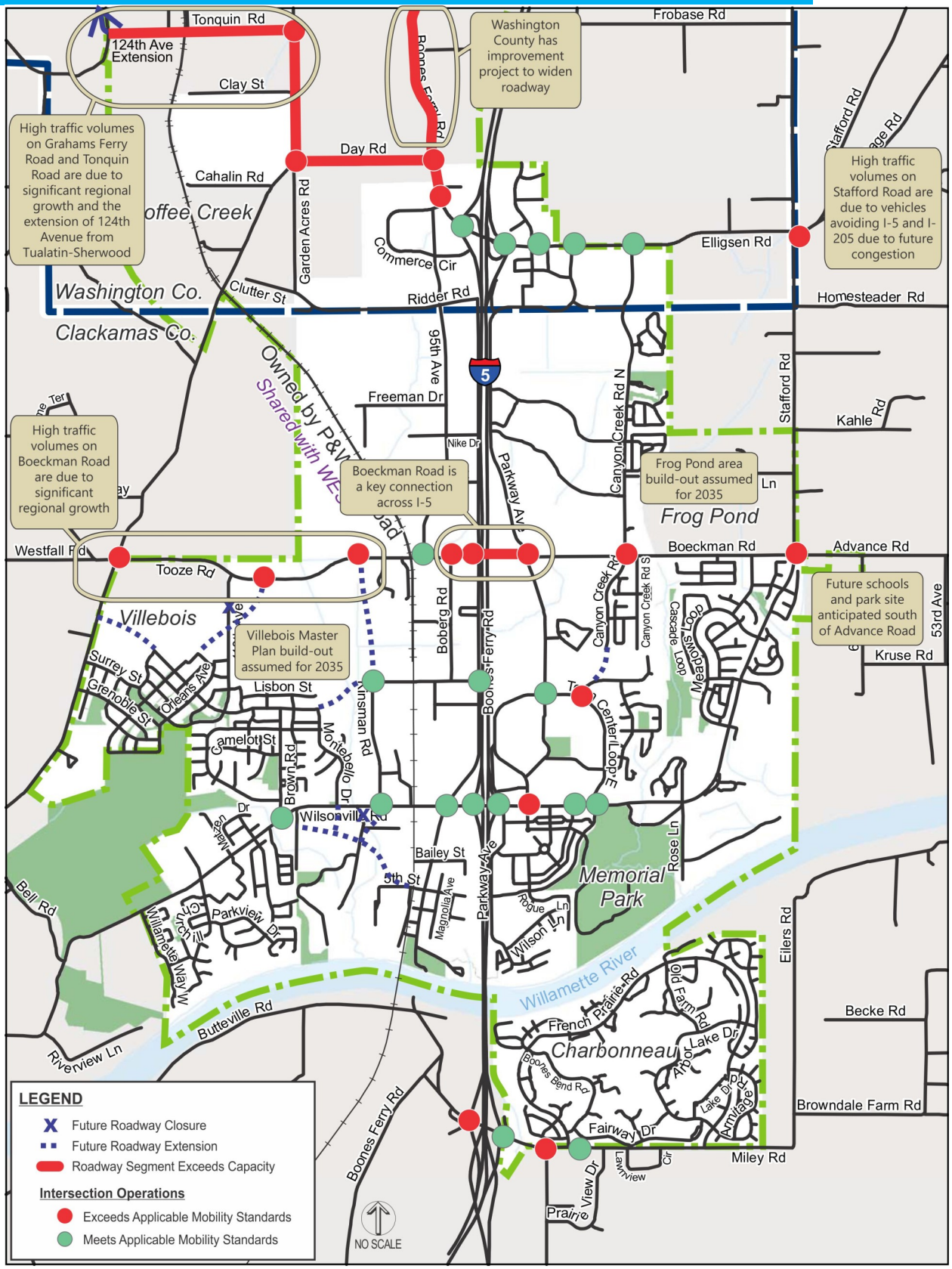


Figure 5-2. Higher Priority Projects

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.

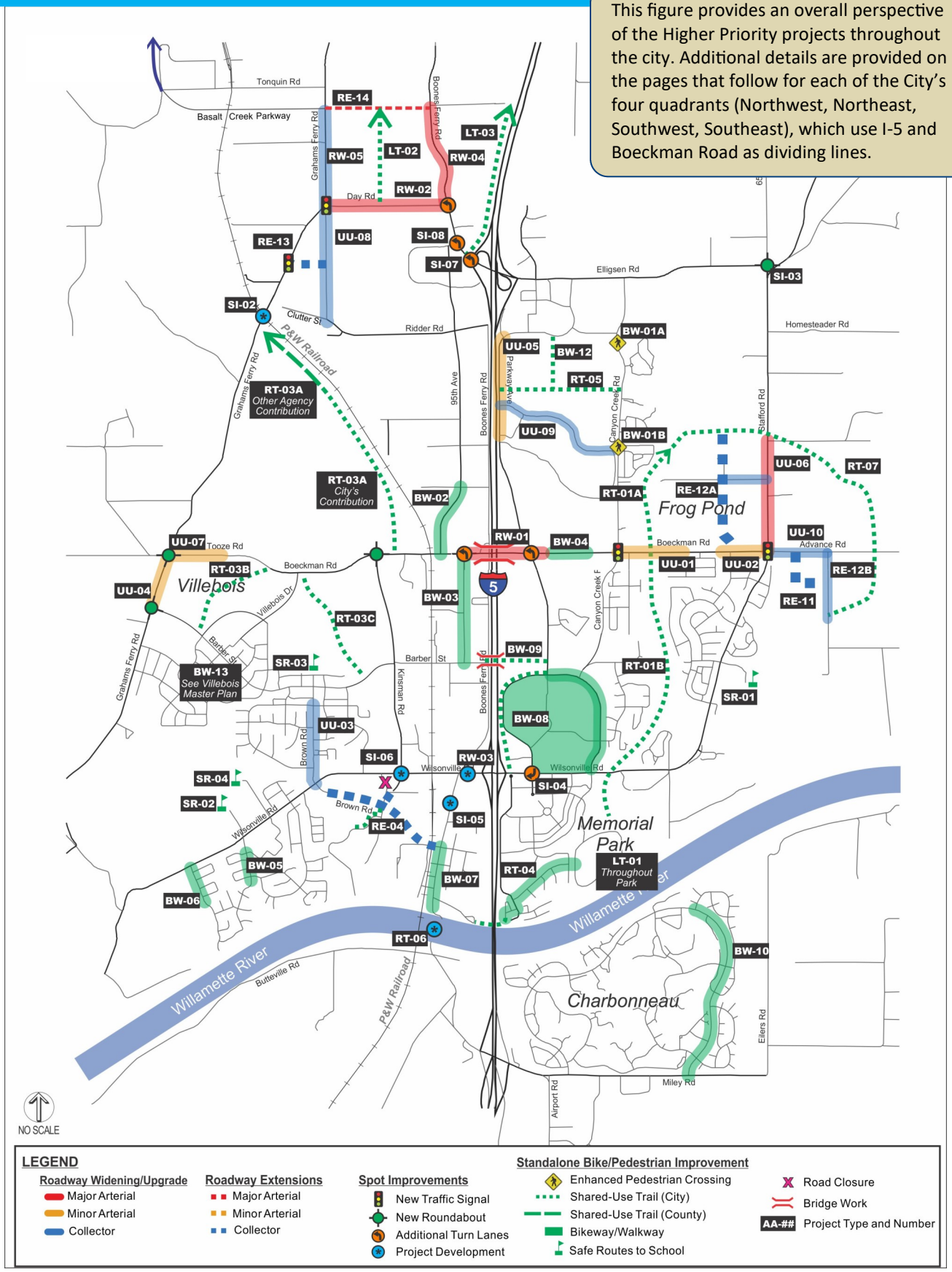


Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-13	Java Road Connection and Signal	Construct Java Road from Boones Ferry Road to Grahams Ferry Road and Garden Acres Road with a signal at the Java Road/Grahams Ferry Road intersection and disconnect Clutter Street from Grahams Ferry Road.	$1,500,000
RE-14	Basalt Creek Parkway Connection	Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.	$31,700,000
Urban Upgrades			
UU-08	Garden Acres Road Urban Upgrade	Upgrade Garden Acres Road to a three-lane collector with bicycle lanes and upgrade the Garden Acres Road/Day Road intersection to either a signal or a roundabout. Realign Ridder Road to Garden Acres Road. Close the existing Clutter Road connection to Grahams Ferry Road after completion of Project RE-13. Close the existing Coffee Creek Correctional Facility driveway to Grahams Ferry Road and relocate the driveway to Cahalin Road.	$14,260,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	$5,900,000
RW-04	Boones Ferry Road Widening	Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.	$1,200,000
RW-05	Grahams Ferry Road Widening	Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements. RTP project #10588.	$13,200,000
Spot Improvements			
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	$500,000
SI-07	Dual Southbound Right Turn Lanes	Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489	$1,063,000
SI-08	Boones Ferry Road/95th Avenue Access Management	Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in /right-out. Additional access will occur via a north-south local street connection between Pioneer Court (RE-P15), passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access at Boones Ferry Road.	$2,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately $750,000) and coordinate portion farther north with Washington County and neighboring cities	$2,040,000 (Partial Regional funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-02	Basalt Creek Canyon Ridge Trail	Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.	$450,000
LT-03	I-5 Easement Trail	Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.	$750,000

FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

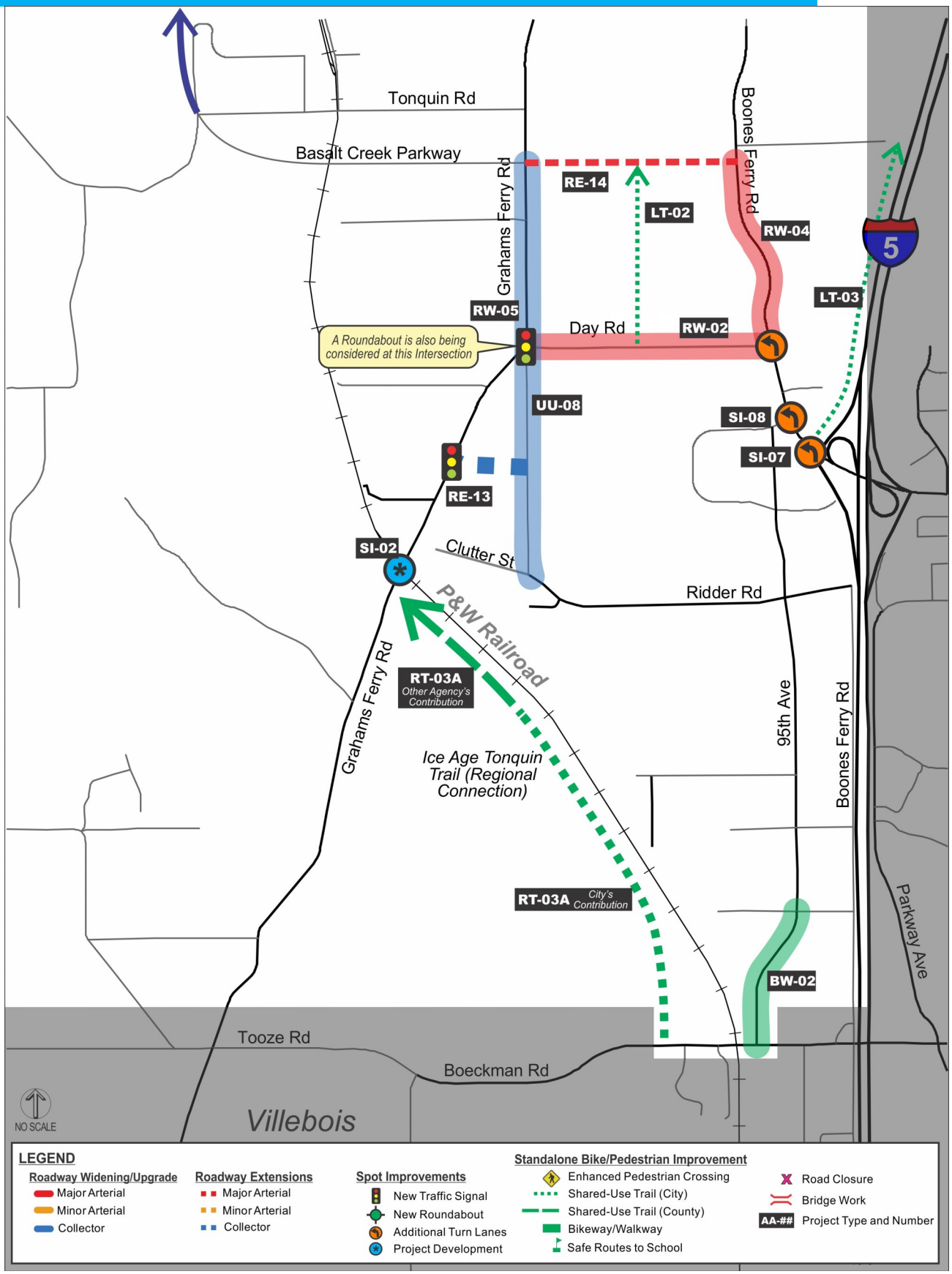
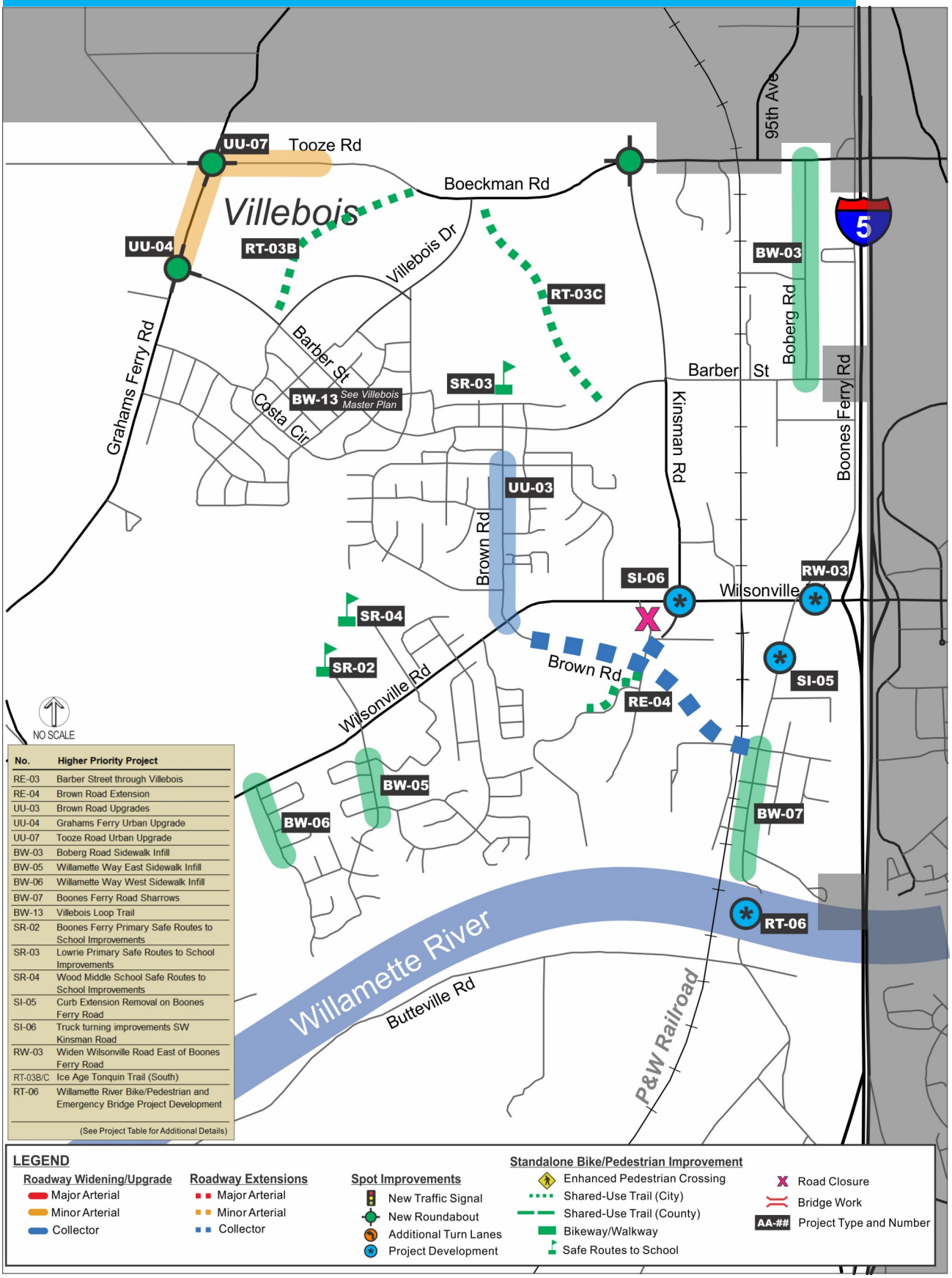


Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment	$20,000
RE-04B	Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection.	$15,200,000
Urban Upgrades			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	$7,900,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street to future connections	$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03B/C	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	$1,380,000 (Partial Regional funding)

FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)



No.	Higher Priority Project
RE-03	Barber Street through Villebois
RE-04	Brown Road Extension
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-07	Tooze Road Urban Upgrade
BW-03	Boberg Road Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-13	Villebois Loop Trail
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
SI-05	Curb Extension Removal on Boones Ferry Road
SI-06	Truck turning improvements SW Kinsman Road
RW-03	Widen Wilsonville Road East of Boones Ferry Road
RT-03B/C	Ice Age Tonquin Trail (South)
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development

(See Project Table for Additional Details)

LEGEND

Roadway Widening/Upgrade
- Major Arterial
- Minor Arterial
- Collector

Roadway Extensions
- Major Arterial
- Minor Arterial
- Collector

Spot Improvements
- New Traffic Signal
- New Roundabout
- Additional Turn Lanes
- Project Development

Standalone Bike/Pedestrian Improvement
- Enhanced Pedestrian Crossing
- Shared-Use Trail (City)
- Shared-Use Trail (County)
- Bikeway/Walkway
- Safe Routes to School

- Road Closure
- Bridge Work
- AA-## Project Type and Number

This Page Intentionally Left Blank

FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

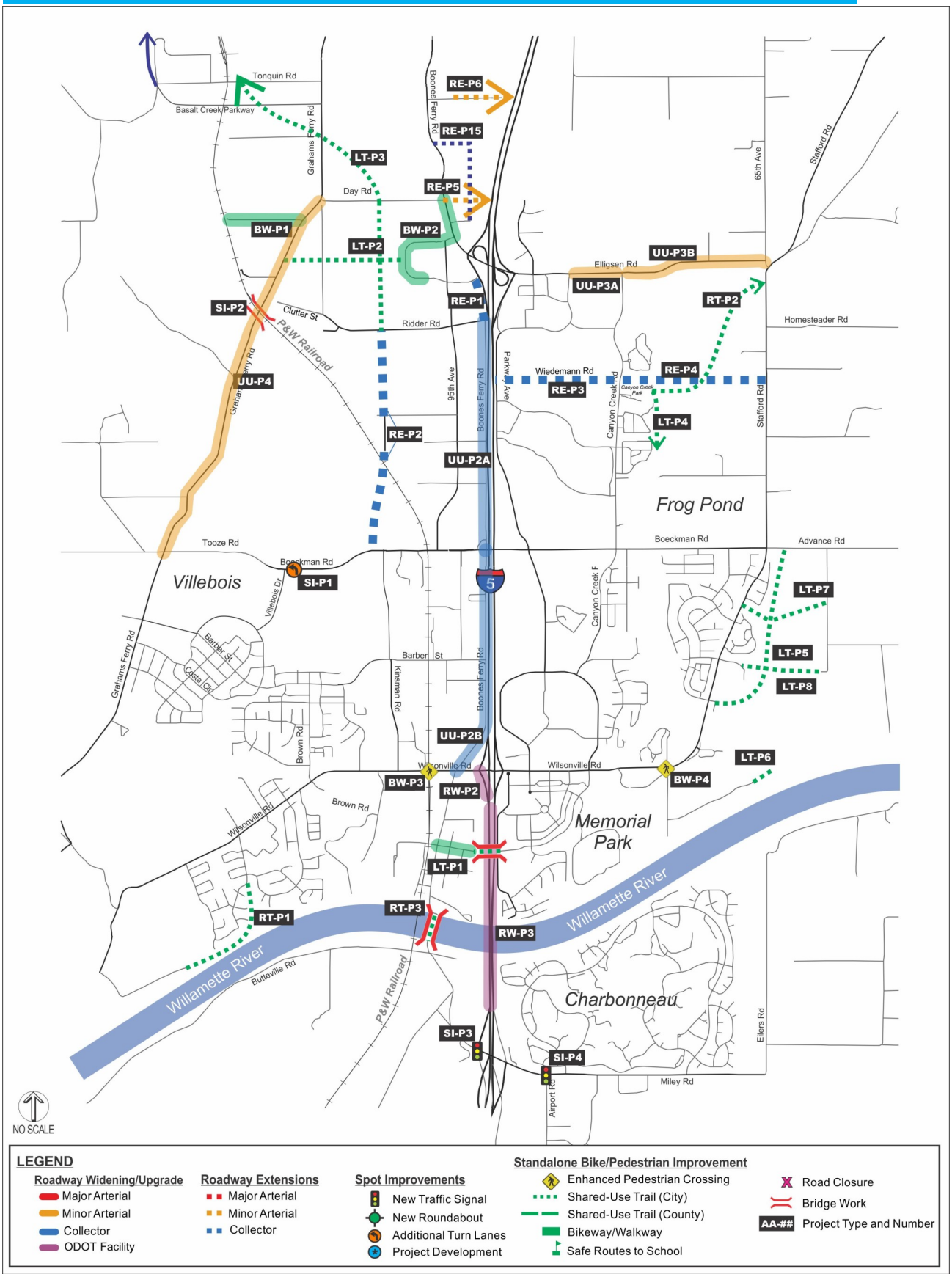


Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	$12,000,000
RE-P6	Basalt Creek Overcrossing	Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436.	This project timeline is outside of the planning horizon of the City's current TSP	$46,000,000
RE-P15	Pioneer Court Extension	Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.	Identified to help improve operations at the Pioneer Court /Boones Ferry Road intersection after Boones Ferry Rd/95th Ave Intersection Improvements are made (SI-08)	$4,000,000
Urban Upgrades				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop	$2,000,000
Spot Improvements				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	Industrial area with no connectivity to other facilities	$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	$500,000

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

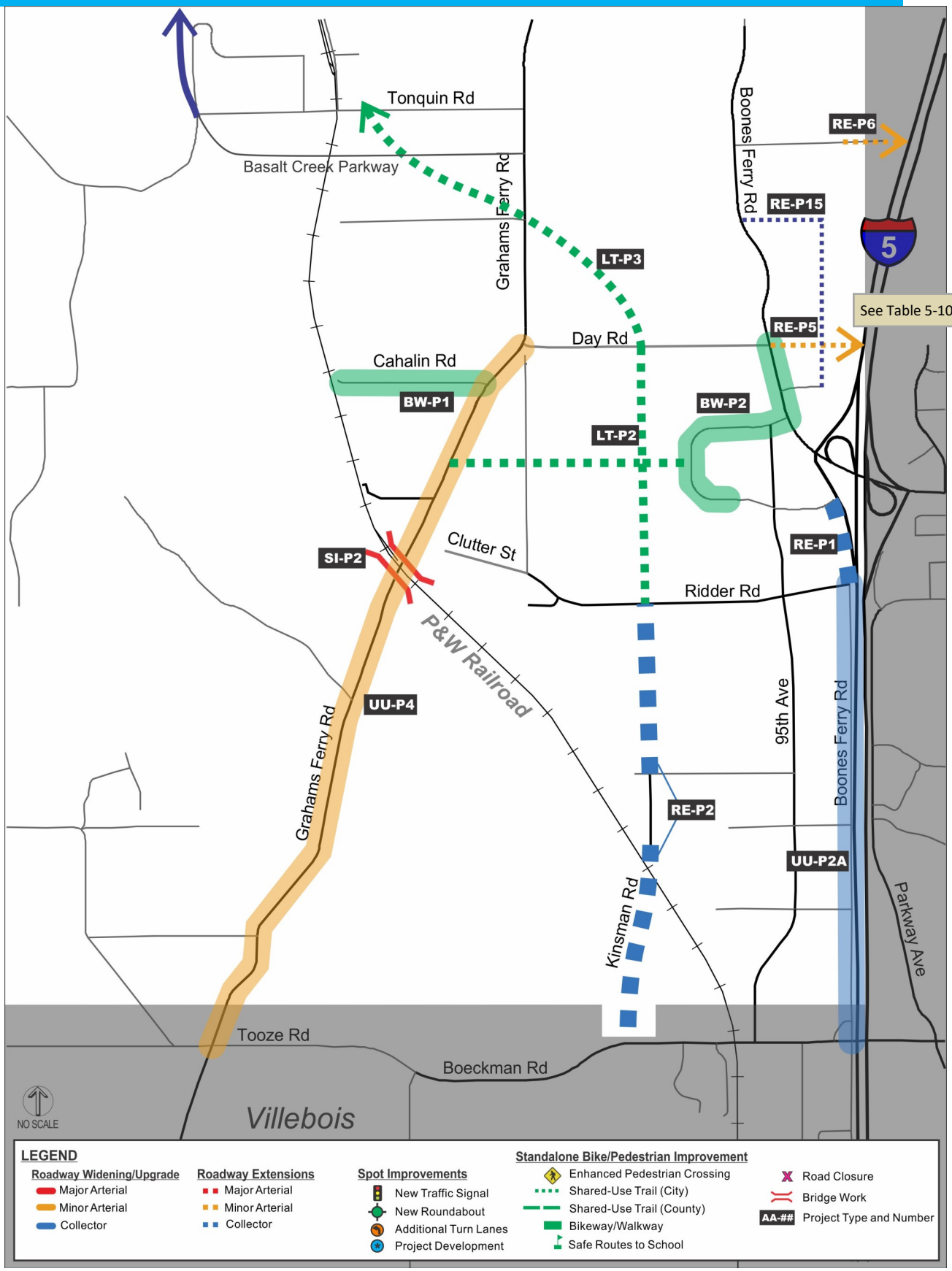
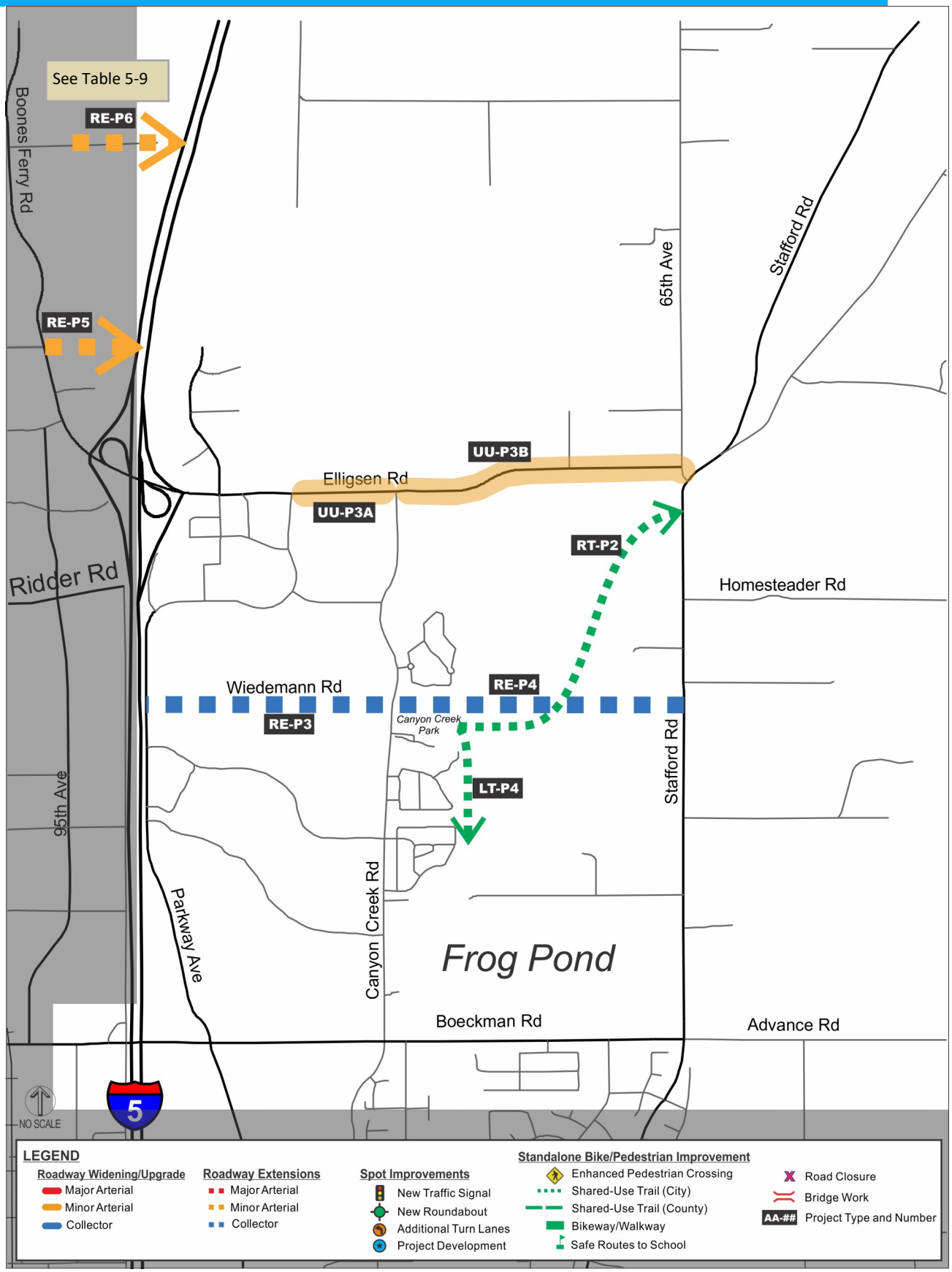


Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	$8,800,000
RE-P5	Day Road Overcrossing	Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490.	This project timeline is outside of the planning horizon of the City's current TSP.	$40,800,000 — $53,400,000
Urban Upgrades				
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	$6,000,000 (Partial Federal funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	$1,640,000

FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)



Ordinance No. 834
EXHIBIT C
CITY COUNCIL PUBLIC HEARING 4.1.2018

Basalt Creek Comprehensive Plan and Transportation System Plan Amendments

Exhibit C - Planning Commission Resolution and Record

https://www.ci.wilsonville.or.us/planning/page/basalt-creek

Appendix B: WILR Phase 1 Recommendation Report

ECOnorthwest

December 2024

Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Michelle Anderson.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

Purpose and Background 1
Basalt Creek Planning Area Overview..... 2
Key Components of This Study 5
Conclusion and Recommendations..... 11
Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis 17
Appendix B: Buildable Lands Inventory and Site Suitability Analysis 60
Appendix C: Redevelopment Feasibility of Contractor Establishments 102

Purpose and Background

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study is comprised of several interconnected tasks:

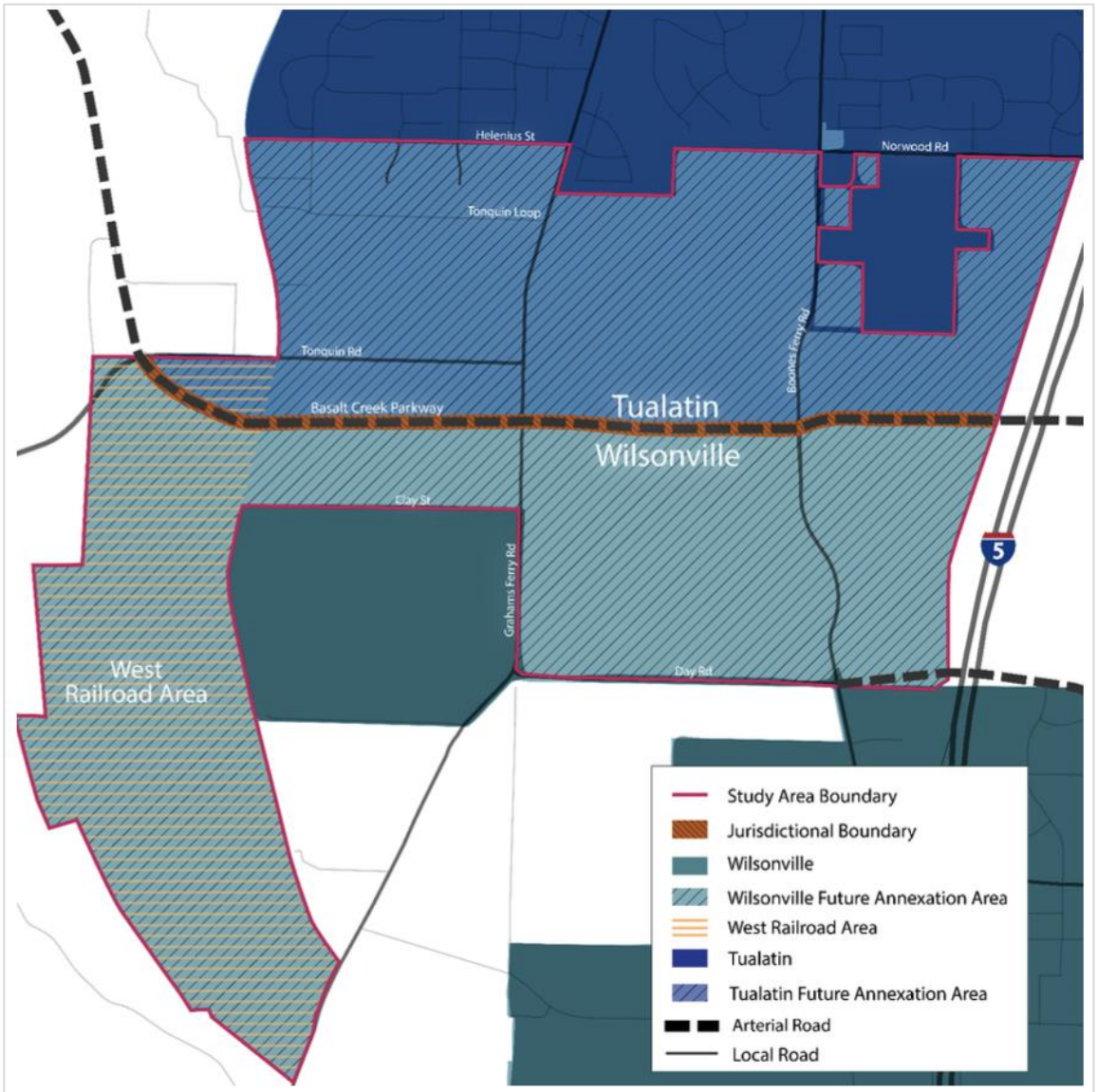
- An **Economic Inventory** that evaluates current market trends and identifies industries suitable for the area (Appendix A).
- A **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (Appendix B).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints (Appendix B).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (Appendix C).

This report summarizes the key findings from each task and outlines recommended policy interventions and strategic actions for the City. By addressing challenges and leveraging opportunities, these efforts aim to establish Basalt Creek as a vital hub for regional job growth and long-term economic vitality.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located between southern Tualatin and northern Wilsonville. This report focuses on the Wilsonville section, which includes 453 acres in the main portion of the BCPA south of the Basalt Creek Parkway and land west of the railroad known as West Railroad (as depicted in Figure 1*). For the remainder of this report, references to the BCPA specifically refer to the Wilsonville portion.* The BCPA is centrally located in the southern portion of the Portland Metro, adjacent to Interstate-5, and easily accessible and connected to other growing industrial areas (including Sherwood and Tualatin). It has access to the Portland Metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

What is Wilsonville's portion of Basalt Creek Like today?

The Wilsonville portion of the BCPA is currently zoned under Washington County's FD-20 designation (Future Development, 20-acre minimum lot size), which permits low-intensity uses. Since the adoption of the BCCP, Washington County has continued to approve developments consistent with its zoning, resulting in much of the land now being used for contractor establishments. These establishments—used for storing tools, equipment, and vehicles—provide jobs and economic activity. But they fall short of the employment densities and development envisioned in the Concept Plan, and which are typical of land within the Metro urban growth boundary (UGB) and incorporated City limits.





Contractor establishment (above) and railroad crossing near West Railroad.

KEY STATISTICS

The Wilsonville portion of the BCPA spans 453 acres and includes 85 tax lots, with only 10 tax lots hosting covered employment. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership.

From 2012 to 2022, covered employment grew from 194 to 275 employees in the BCPA, with an average wage of $85,863—higher than the tri-county average ($73,995) and City average ($74,252)—indicating well-paying jobs. However, employment density remains low at 4.4 employees per acre (on parcels with covered employment), far below the BCCP vision of 18.5 employees per acre. It is important to note that these figures only account for covered employees.[1]

Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors.

[1] Covered employment refers to employees covered by unemployment insurance. It *excludes* sole proprietors, certain contractors ("1099 employees"), and some railroad workers.

Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

- 453 acres
- 85 tax lots
- 275 covered employees
- $86,000 average wage
- 4.4 employees per acre in areas with employment
- Little change in improvement-to-land value since 2012
- Areas of high and low parcelization

Key Components of This Study

Economic Inventory: Basalt Creek's Market Context

The Economic Inventory provides a detailed analysis of market trends and industry opportunities for the BCPA, emphasizing its potential as a regional hub for industrial development (see Appendix A for the full inventory). Since adoption of the BCCP in 2018, economic conditions have been shifting considerably. Nationally, the industrial sector continues to experience robust demand fueled by e-commerce growth, reshoring efforts, and federal investments like the CHIPS Act, which supports semiconductor manufacturing. In the Portland Metro area, industrial trends mirror national patterns, with low vacancy rates and rising rents. While demand for industrial space has slowed from the highs of 2021–2023, it is expected to remain strong in the near term.

Locally, Wilsonville's industrial sector plays a crucial role in the City's economy, with manufacturing, wholesale trade, and construction accounting for 43 percent of employment compared to 22 percent regionally. Despite this strength, industrial growth in neighboring Sherwood and Tualatin has outpaced Wilsonville, primarily due to their supply of large, development-ready parcels. In the Portland Metro area, industrial demand is primarily driven by businesses expanding or upgrading facilities rather than businesses locating from out of state. To remain competitive, Basalt Creek must be prepared to accommodate these businesses' evolving needs.

Originally, the BCCP envisioned a mix of industrial and office uses, with the High-Tech Employment District assuming 45 percent of development in the area would be office. However, the demand for office space has declined regionally and nationally, driven by the rise of remote and hybrid work. While office space will likely remain part of the BCPA, its footprint may be smaller than originally planned.

Wilsonville is well positioned to capture industrial growth, particularly in key sectors such as semiconductor supply chain, cleantech, advanced manufacturing, and logistics. Basalt Creek's proximity to major transportation networks, its skilled labor force, and its location near established industrial clusters enhance its attractiveness. However, several challenges must be addressed to realize this potential. Fragmented land ownership, existing contractor establishments, and rural infrastructure that does not meet urban standards remain key barriers to high-intensity industrial uses.[2] Addressing these obstacles will be vital to unlocking Basalt Creek's capacity to compete for its commensurate share of regional economic growth.

[2] The City is refining its infrastructure plans for the BCPA. While plans exist, the infrastructure has not yet been built and will require funding for improvements.

Buildable Lands Inventory: Measuring Land Capacity and Development Potential

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of Wilsonville's portion of the BCPA for employment-related growth (see Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the 453 acres in Wilsonville's portion of the BCPA:[3]

- **173 acres** are currently in active use and considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

This buildable land supply is distributed across a range of parcel sizes, from small lots under 5 acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs. The BCCP estimated employment capacity at about 2,500 jobs in Wilsonville's portion of Basalt Creek in 2018.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

CHANGES FROM THE 2014 BLI

Buildable Acres

The BCCP identified 130 buildable acres whereas the updated BLI shows 150 buildable acres. This 20-acre increase is primarily due to a revised assessment of constraints in West Railroad. The 2014 BLI classified much of West Railroad as constrained, but updated constraints data show more development capacity. However, this gain was partially offset by land now occupied by contractor establishments, which has been reclassified as developed, reducing buildable acres elsewhere.

Employment Density

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density employment growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-employment density growth scenarios. This approach provides a range of potential employment densities that more accurately reflect evolving market conditions.

[3] Note that the acres do not total to 453 due to rounding.

Site Suitability: Aligning Market Potential

The Site Suitability Analysis assesses the competitiveness of three opportunity sites (Figure 2) within the BCPA to host key industries identified in the Economic Inventory (Appendix B includes the full site suitability analysis). This high-level evaluation focused on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of development feasibility, building configurations or sizes.

Figure 2. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads, and planned urban improvements with development; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining the market competitiveness and potential development timeline for a site.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with high electricity demands, such as those requiring five megawatts or more, may necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the BCCP's vision for small scale or micro-industrial uses, such as live-work spaces or makerspaces.

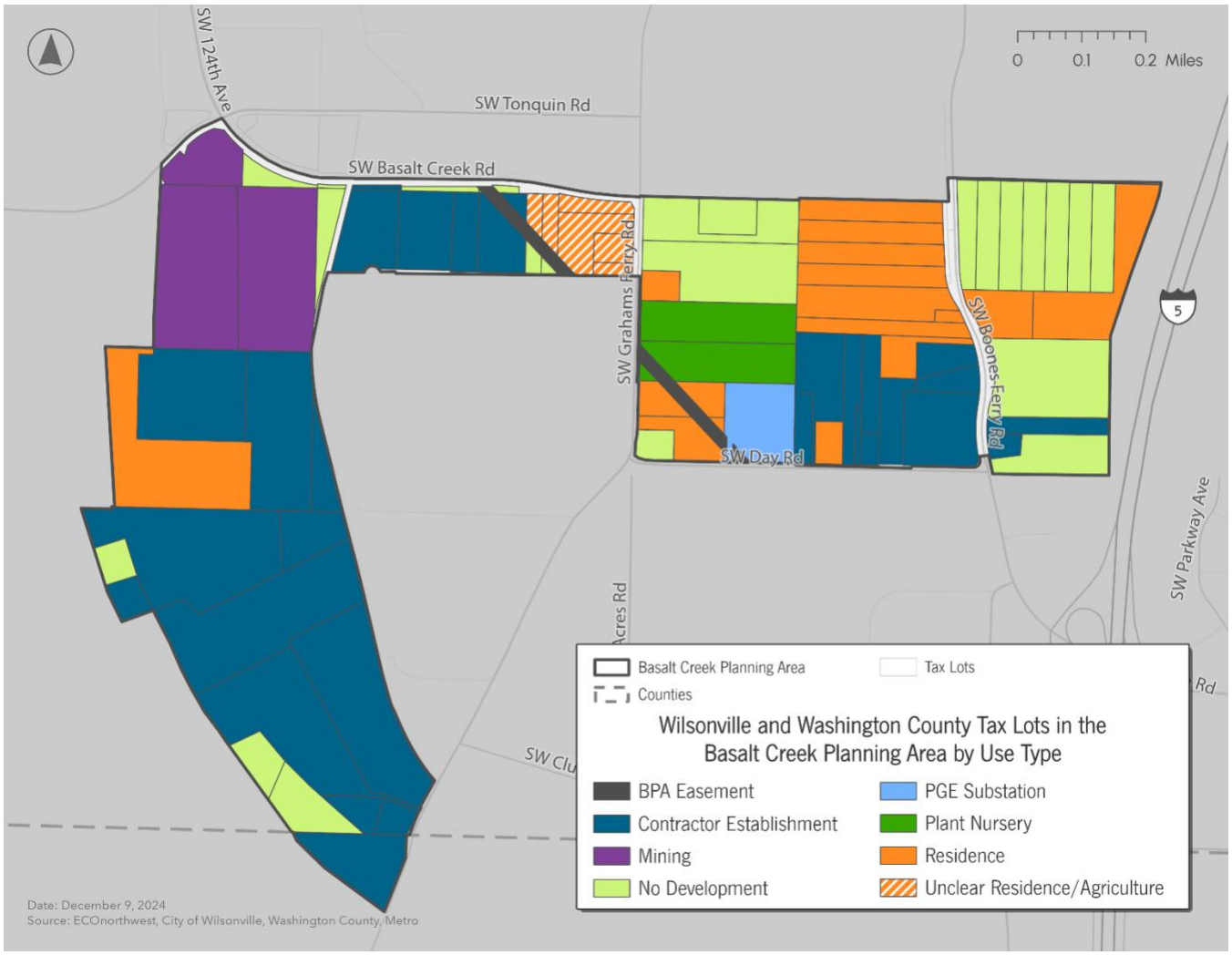
  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center in Wilsonville, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **The West Railroad** site spans 165 acres, with 55 percent (90 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by only one established point of vehicular ingress and egress, as well as the low railroad undercrossing on SW Grahams Ferry Road, which does not currently allow passage by standard-height semi-trucks. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site’s suitability for targeted industries.

Contractor Establishments: Redevelopment Opportunities and Challenges

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix C includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 3 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Key Findings

Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop. For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

Relocation options for businesses currently occupying these sites are limited, creating additional challenges. Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

Contractor establishments are unlikely to transition to higher intensity uses without City intervention. The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Conclusion and Recommendations

The BCPA offers a unique opportunity for Wilsonville to support regional economic growth and industrial development. Its strategic location near transportation networks, access to a skilled labor force, and proximity to established industrial clusters position the area as a strong candidate for attracting businesses supporting semiconductor supply chain, cleantech, advanced manufacturing, and logistics. However, realizing this potential will require addressing critical challenges and capitalizing on existing opportunities.

Fragmented land ownership and contractor establishments, which continue to be approved under Washington County's jurisdiction, remain barriers to the higher-intensity urban industrial uses envisioned in the BCCP. These establishments generate substantial revenue for property owners, reducing the incentive to sell or redevelop. For redevelopment to occur, urban industrial rents would need to rise substantially to bridge the gap between property owners' expectations and what developers are willing to pay. However, this gap is unlikely to close in the near term because as urban industrial rents rise, contractor establishment rents are also likely to increase. Additionally, relocation options for contractor establishment businesses, especially for owner-occupied properties, are limited, creating further challenges.

Rural infrastructure that does not meet urban standards also remains a key barrier to industrial development. This issue affects the feasibility of both immediate development and long-term growth, particularly in West Railroad where access is limited and the railroad undercrossing on SW Grahams Ferry Road precludes truck passage. Addressing these constraints is essential to unlocking the area's potential for higher-density employment uses.

Despite these challenges, there are clear opportunities. Development-ready sites and engaged property owners provide a strong starting point. Stakeholders have expressed a willingness to invest in infrastructure improvements if given access to large unconstrained sites, creating potential for catalytic projects that could spur additional development.

Wilsonville must balance its development goals with market realities. The Portland Metro area's industrial demand is driven by businesses expanding or upgrading facilities. Imposing restrictive requirements, such as mandating a high share of manufacturing, could deter development and drive users to more accommodating locations. Additionally, declining demand for office space nationally and regionally, driven by remote and hybrid work trends, suggests a reduced role for office uses compared to the original BCCP. While there are some exceptions to weak demand for suburban office space, our assessment is that the Portland Metro market dynamics are more consistent with national trends.

In conclusion, Basalt Creek presents a strong opportunity for Wilsonville to foster economic growth and industrial expansion. However, achieving this vision requires overcoming substantial challenges related to land use, infrastructure, and market dynamics. These findings provide the foundation for identifying actionable steps to unlock the area's full potential and align development with the City's long-term goals.

Recommendations

The recommendations for the BCPA are structured into four categories: **Further Exploration, Planning, Funding, and Investment.** These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the area's potential.



FURTHER EXPLORATION

This category focuses on gathering data, engaging stakeholders, and building a foundation of knowledge to support strategic decisions.

- **Outreach to Property Owners**: Engage with property owners to understand their development plans, challenges, and willingness to participate in redevelopment efforts. Explore opportunities for land assembly and redevelopment partnerships.
    - *Craft Industrial Opportunity:* Engage with landowners in the Craft Industrial area to explore dividing the site into east and west portions (by partitioning lots), focusing on creating developable parcels that align with the area's potential and constraints.
- **Coordinate with Portland General Electric (PGE) on Power Needs**: Collaborate with PGE to evaluate existing and future power requirements for industries such as advanced manufacturing and semiconductor supply chains, as identified in the Economic Inventory.
- **Explore Partnerships**: Identify opportunities to work with public entities (e.g., Port of Portland, Business Oregon, Greater Portland Inc.) and private partners to align resources and attract desired industries.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate or consolidate or conform with City standards. This could involve creating incentives for relocation or, if necessary, working with them to bring existing operations into compliance with City service and land use standards.

PLANNING

Strategic planning ensures the alignment of zoning, policies, and infrastructure with long-term economic goals.

- **Apply the Planned Development Industrial (PDI) Zone across Basalt Creek with Modifications.** This approach would support a wide range of industrial and office uses consistent with the BCCP and the Economic Inventory. It allows the market to determine the most appropriate locations for various business types while still prioritizing industries aligned with the City's employment and wage goals.
  - *Prohibit Low-Intensity Uses and Address Existing Contractor Establishments.* Establish zoning prohibitions or limitations on low-intensity uses, such as contractor establishments, that do not meet long-term employment density goals. For existing contractor establishments, determine the appropriate regulatory approach, such as designating them as conditional, nonconforming, or prohibited uses.
  - *Evaluate Additional Standards or Allowances for the Craft Industrial Area.* Given the site's constraints and proximity to residential development, the Craft Industrial Area has limited development potential. To maximize its utility, consider allowing additional uses—such as live-workspaces, small-scale offices, and small-scale production facilities—that may not fully align with the current PDI zone. This could involve creating a separate zoning designation or an overlay to expand the range of permitted uses within the PDI zone.
- **Update Urban Planning Area Agreement (UPAA)**: Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB).
  - *Example*: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.
- **Preliminary Urban Renewal Area (URA) Analysis**: Evaluate the feasibility of establishing a URA or expanding the Coffee Creek URA to help fund infrastructure improvements and catalyze development. NOTE: The City already has funding for this task as part of the Wilsonville Industrial Land Readiness project.
- **Consider a Development Plan for West Railroad**: Develop a plan for West Railroad that balances industrial development with community priorities. While the BCCP deemed much of the site unbuildable and omitted detailed future use recommendations, the City has continued to address the area in broader land use and infrastructure planning. Building on these efforts, the plan should involve input from landowners, potential users, and ideally a master developer to ensure alignment with stakeholder needs and market trends. Importantly, creating this plan would not preclude zoning the area to guide immediate development efforts.

FUNDING

Identifying and securing funding sources will be critical to addressing infrastructure needs and supporting redevelopment.

- **Explore and Establish Funding Mechanisms such as:**
  - Use Urban Renewal to finance infrastructure improvements and reduce barriers for developers pending the results of the URA feasibility study.
  - Explore the potential for Local Improvement Districts (LIDs) and/or public-private partnerships to share costs and responsibilities. NOTE: Cost sharing mechanisms of owners of contractor establishments may be less attractive if they do not need the infrastructure improvements or connections to continue business operations.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to:[4]
  - Statewide Transportation Improvement Program (STIP)
  - Immediate Opportunity Fund (IOF)
  - Oregon Transportation Infrastructure Bank (OTIB).
  - Safe Drinking Water Revolving Fund (SDWRLF).
  - Water Wastewater Fund (W/W).
  - Special Public Works Fund (SPWF).
  - U.S. Economic Development Association (EDA) Public Works Program

INVESTMENTS

Targeted investments will help unlock development opportunities and create momentum for future growth.

- **Develop Infrastructure**: Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development.
  - The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site. Combining this strategy with site acquisition efforts and development planning for West Railroad would further enhance its effectiveness and overall development potential.
- **Provide Development Incentives such as**:

[4] As a first step, the City should draft a list of potential projects and evaluate eligibility for funding programs; ECOnorthwest did not evaluate eligibility for these funding programs.

- Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the city's vision for BCCP and where it would not place undue burdens on funds available for capital improvements.
- Market the City's "WIN" (Wilsonville Investment Now) program in conjunction with Basalt Creek development opportunities. NOTE: This urban renewal program would no longer be available if an area-wide urban renewal area is established.
- Provide relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.

- **Site Acquisition and Aggregation**: Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. Consider using Urban Renewal funds and public partner contributions to facilitate these efforts.
  - The City could explore securing **purchase options** on key parcels to facilitate land assembly. A purchase option allows the City the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing

The implementation of the BCPA recommendations is structured into three phases: Immediate (0–3 years), Midterm (3–7 years), and Long-Term (7–15 years). Each phase focuses on actionable steps to address development challenges, align infrastructure, and catalyze economic growth while adapting to market trends.

IMMEDIATE ACTIONS (0–3 YEARS)

The initial phase establishes the foundational elements for Basalt Creek's development by addressing zoning, engaging stakeholders, and identifying funding strategies. Key priorities include:

- Establish zoning
- Amend UPAA with Washington County
- Engage property owners to discuss future plans, development potential, and incentives
- Explore ways to support contractor establishment relocation and/or accommodate and bring them to City standards (urban industrial development)

- Analyze funding needs and sources and develop funding strategy to support infrastructure investments and other priorities such as land acquisition and developer incentives
- Explore partnerships
- Coordinate with PGE on anticipated power needs
- Prioritize infrastructure to properties that are both high opportunity and "low-cost-to-serve," to showcase early wins

MIDTERM ACTIONS (3–7 YEARS)

This phase builds on early successes by advancing funding mechanisms, solidifying plans for key areas, and fostering development agreements. Major actions include:

- Adopt funding mechanisms to support infrastructure investments and other priorities (this is a likely prerequisite to land acquisition)
- Acquire key parcels (or purchase options) as opportunity and funding allows
- Develop West Railroad's development plan with input from landowners, potential users, and preferably a master developer
- Secure initial development agreements and fund major infrastructure upgrades through URA or other funding mechanism
- Continue to coordinate with PGE

LONG-TERM ACTIONS (7–15 YEARS)

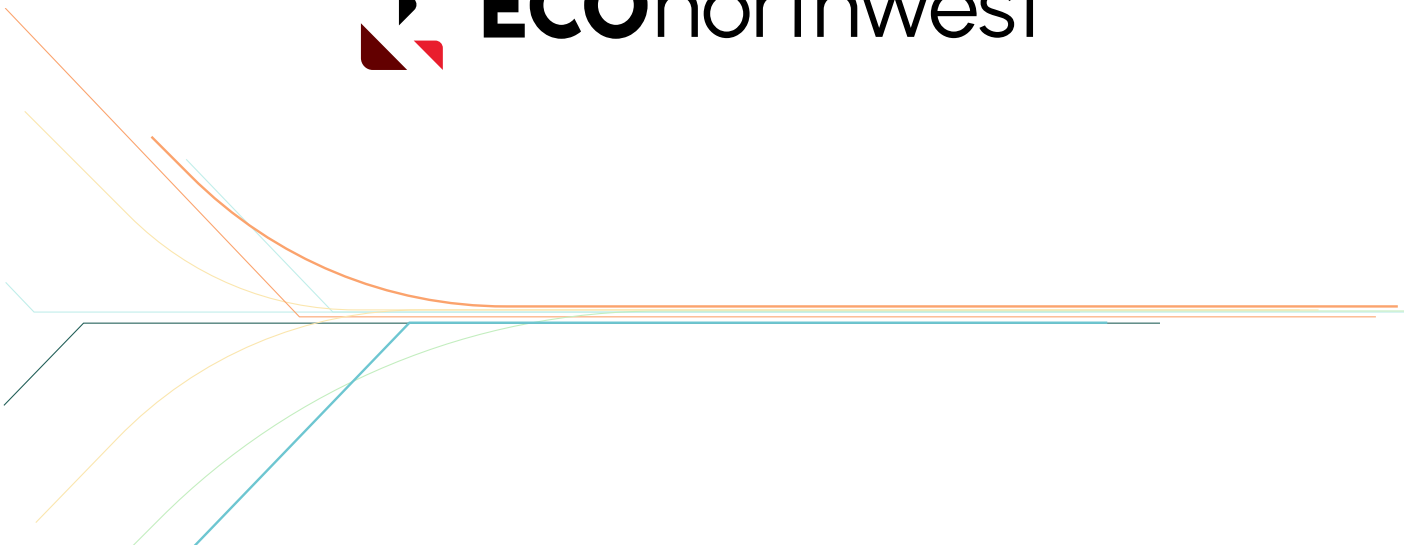
The final phase focuses on sustaining Basalt Creek's momentum by adapting to market trends and completing infrastructure build-out to support full site utilization. Long-term priorities include:

- Monitor market trends and adjust zoning or policies to accommodate emerging industries
- Complete phased infrastructure build-out to support full site utilization

This phased approach ensures that Basalt Creek's development progresses systematically, balancing immediate actions with long-term investments to achieve the City's vision for economic growth and industrial expansion.

Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis

ECOnorthwest



September 2024

Industrial Land Readiness:

Economic Inventory and Basalt Creek Concept Plan Land Use Analysis -

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably, we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of recreation, amenities, and regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Mackenzie Visser.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report, please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

1. Introduction 21

Purpose and Background 21

Basalt Creek Planning Area Overview 22

2. Changes in Market Conditions 32

National and State Employment Trends 32

National Office Trends 34

National Industrial Trends 36

3. Wilsonville Basalt Creek Updated Market Assessment 38

Employment Trends and Forecast 38

Real Estate Market Trends 43

Target Industry Assessment 54

4. Conclusion 58

1. Introduction

Purpose and Background

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next twenty years. Wilsonville is planning for the development of its portion of the Basalt Creek Planning Area (BCPA), located in unincorporated Washington County.

The City adopted the BCCP in anticipation of future industrial development. However, at the time of adoption, a number of implementation steps remained. In the years following the adoption of the BCCP, Washington County has approved development consistent with County zoning. The BCPA now hosts several contractor establishments that, while providing jobs and economic activity, are not the type of development or commerce envisioned in the Concept Plan.

The City is currently working on the final implementation steps to make the BCPA development ready. These steps include designating the zoning to be used in the area as well as refining infrastructure funding plans. Since adoption of the BCCP in 2018, significant economic shifts have occurred at national, state, regional, and local levels to be considered during the current implementation steps. Given these economic shifts, reassessing Basalt Creek's market conditions is crucial for Wilsonville's implementation process. This reassessment will help ensure that development plans align with current economic realities and future projections.

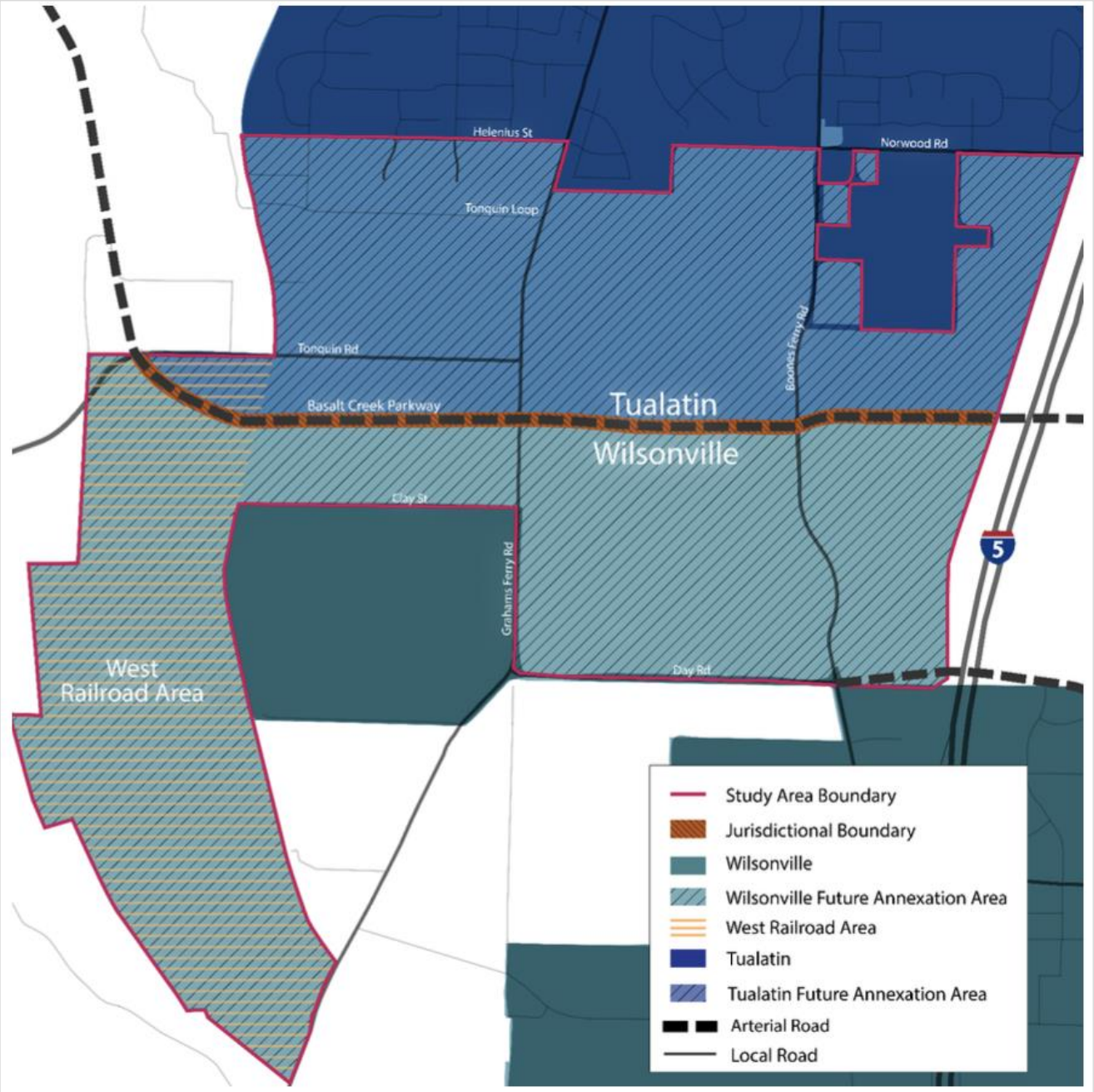
To understand the changing market conditions, Wilsonville engaged ECOnorthwest to conduct an updated market assessment and industrial lands study for Wilsonville’s portion of Basalt Creek. This Economic Inventory report is a key component of that study, providing an overview of the current economic conditions and trends affecting the BCPA. The findings from this analysis will inform recommendations on how to translate the BCCP’s land use concepts into zoning designations and inform infrastructure planning to support economic development opportunities in the area.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located in unincorporated Washington County between the southern border of incorporated Tualatin and the northern border of incorporated Wilsonville. This report focuses on the Wilsonville section, which includes 480 acres within the designated Wilsonville Future Annexation Area and West Railroad Area (as depicted in Figure 1). The BCPA is centrally located in the southern portion of the Portland metro, easily accessible and connected to other growing industrial areas, including Sherwood and Tualatin. It has access to the Portland metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, including storage of equipment and vehicles. A contractor establishment is a facility where contractors and/or subcontractors store and organize their tools, equipment, supplies, and materials. These facilities can include buildings, grounds, or structures, and often have outdoor storage and assembly areas. While important uses, these lands host limited employment and assessed property value, much less than the employment densities and development typologies envisioned in the BCCP and typical of land within the metro urban growth boundary (UGB) and incorporated City limits.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

How does the Basalt Creek Concept Plan guide development?

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next 20 years. The BCCP identifies preferred land uses across the area and strives to coordinate future land use, transportation, and infrastructure investments between Tualatin, Wilsonville, and Washington County. In particular, the BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area
- Established a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the Planning Area may be annexed into and served by each City)
- Identified conceptual land uses across the area
- Recommended high-level designs for transportation and infrastructure systems to support future development
- Set specific action items and implementation measures

GUIDING PRINCIPLES

Guiding Principles represent the collective interests and goals for the Basalt Creek Planning Area, as agreed to and established by the Joint Councils of Tualatin and Wilsonville.

- **Maintain and complement the Cities' unique identities.**
- **Capitalize on the area's unique assets and natural location.**
- **Explore creative approaches to integrate jobs and housing.**
- **Create a uniquely attractive business community unmatched in the metropolitan region.**
- **Ensure appropriate transitions between land uses.**
- **Meet region responsibility for jobs and housing.**
- **Design cohesive and efficient transportation and utility systems.**
- **Maximize assessed property value.**
- **Incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.**

Land Use Designations

The BCCP identified a mix of land use designations for the area based on its land suitability analysis and adjacent land uses. For Wilsonville, the BCCP proposed four main land use designations. However, West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration. These designations, as defined in the BCCP, are:

HIGH-TECH EMPLOYMENT DISTRICT

Most of the buildable acres in the Planning Area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High-Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing, and office buildings. This land use is in the southern and eastern sections of the Planning Area, covering all Wilsonville land east of SW Boones Ferry Road and most of the land south of SW Clay Street, which extends to SW Day Road and is bordered to the west by Coffee Creek Correctional Facility.

The BCCP assumed the following breakdown of uses for the High-Tech Employment District, which helped estimate the amount of traffic the development would generate.

Table 1. BCCP Assumed Breakdown of Uses for the High-Tech Employment District

USE	SHARE
Retail	1%
Office	45%
Industrial	38%
Warehousing	15%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

CRAFT INDUSTRIAL

The southwest corner of the intersection of SW Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses and may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher-intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

The BCCP assumed the following breakdown of uses for the Craft Industrial District, which helped estimate the amount of traffic the development would generate.

Table 2. BCCP Assumed Breakdown of Uses for the Craft Industrial District

USE	SHARE
Retail	24%
Office	31%
Industrial	44%
Warehousing	1%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

LIGHT INDUSTRIAL DISTRICT

This land is located across the southern edge of Basalt Creek Parkway and its future extension just north of Coffee Creek Correctional Facility, and it will be able to accommodate 581 new jobs, primarily in warehousing and light manufacturing.

The BCCP assumed the following breakdown of uses for the Light Industrial District, which helped estimate the amount of traffic the development would generate.

Table 3. BCCP Assumed Breakdown of Uses for the Light Industrial District

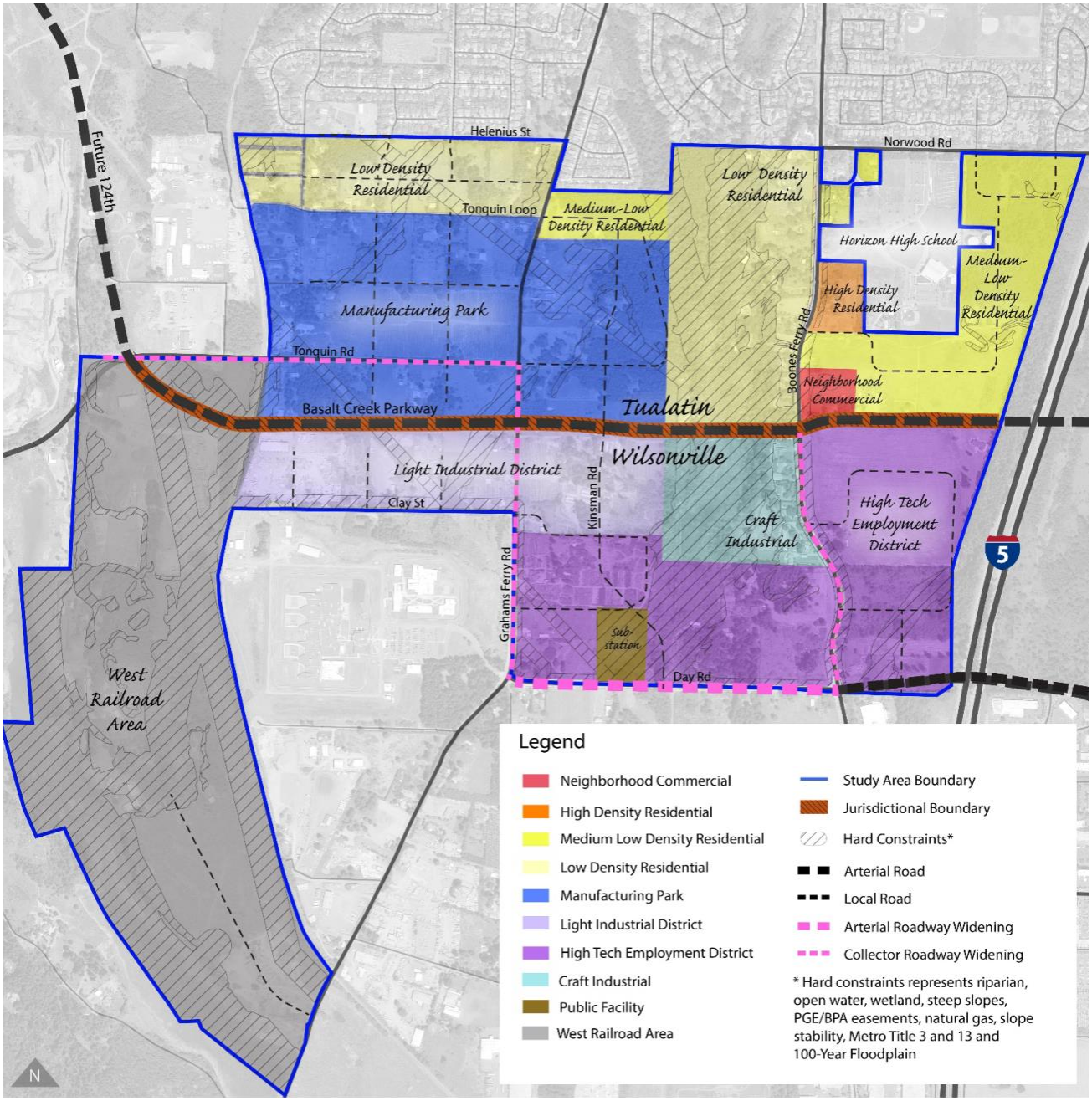
USE	SHARE
Retail	1%
Office	19%
Industrial	69%
Warehousing	11%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

WEST RAILROAD AREA

The West Railroad Area is divided from the rest of the Planning Area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, the area was heavily constrained by wetlands habitat, steep slopes, and fragmented property ownership. Initial estimates indicated that it would be costly to serve this area with adequate infrastructure due to its location. However, it was identified as having potential for resource conservation, future public access to nature, and possibly additional land uses. Because it was considered to have much lower development potential than the rest of the Planning Area, a future land use scenario was not created. Additional analysis on infrastructure funding and appropriate land uses was recommended once development and extension of infrastructure occurred in the rest of Basalt Creek.

Figure 2. Basalt Creek Land Use Concept Map



Source: Basalt Creek Concept Plan, 2018.

Note: West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration.

Implementation Measures

The BCCP also outlined the following implementation measures for the Cities:

1. **Update Urban Planning Area Agreements (UPAAs)** to acknowledge the future jurisdictional boundary and outline what areas may be annexed by each City, as well as transfer planning authority to the Cities.
2. **Amend Comprehensive Plans** to include the adoption of the Concept Plan.
3. **Assess zoning** and make sure it is compatible with anticipated land uses in the area and special design elements in the Concept Plan. The Concept Plan suggested Wilsonville consider applying the Coffee Creek Industrial Design Overlay District (form-based code) in the area.
4. **Annex as demand occurs** based on the pace of development and begin to make utility improvements adjacent to existing City services.
5. **Consider capital improvements** to spur development via financing the infrastructure themselves for reimbursement, creating a cooperative financing district, or developing the infrastructure to induce desired development.
6. **Consider master planning** in the area.

Wilsonville updated its UPAA in 2019 and amended its Comprehensive Plan after the Concept Plan was adopted. The City is now working on developing zoning and evaluating infrastructure needs as a part of this project.

Basalt Creek Concept Plan Proposed Employment Densities

The BCCP assigned employment densities to each land use designation to align with the regional employment capacity and traffic counts. According to the Concept Plan, the Wilsonville portion of the BCPA could support 2,524 jobs across 136.6 buildable acres, for an average employment density of 18.5 employees per gross buildable acre. The specific land use designations and respective employment densities are shown below. Note: West Railroad did not include a specific concept because it was viewed as having lower development potential in the near term and was slated for future study and consideration.

Table 4: Basalt Creek Concept Plan Land Use Designations

LAND USE DESIGNATION	BUILDABLE ACRES	TOTAL JOBS	JOBS PER GROSS BUILDABLE ACRE
Craft Industrial	1.3	27	21.7
Light Industrial District	35.3	581	16.5
High Tech Employment District	94.5	1,916	20.3
Functionally Unbuildable	5.6	0	0
TOTAL	**136.6**	**2,524**	**18.5**

Source: Basalt Creek Concept Plan.

Other Guiding Plans and Documents

WILSONVILLE COMPREHENSIVE PLAN

Wilsonville's Comprehensive Plan, updated in 2024, designates Basalt Creek and West Railroad as areas of special concern (M and N), and it describes special considerations that must be addressed in development of these areas. Design objectives established for Area of Special Concern M, Basalt Creek, include:

- Consider adopting a form-based code similar to that adopted in the Coffee Creek Industrial Area for new industrial development in Basalt Creek.
- Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas, and trails in Basalt Creek into existing regional networks. Development should protect, enhance, and provide access to these natural resources.
- Locate north-to-south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
- Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along SW Grahams Ferry Road, SW Boones Ferry Road, SW Day Road, SMART Central, and the Coffee Creek Correctional Facility.

No design objectives were included for Area of Special Concern N, West Railroad; however, it is noted that the area will require additional planning before any development occurs.

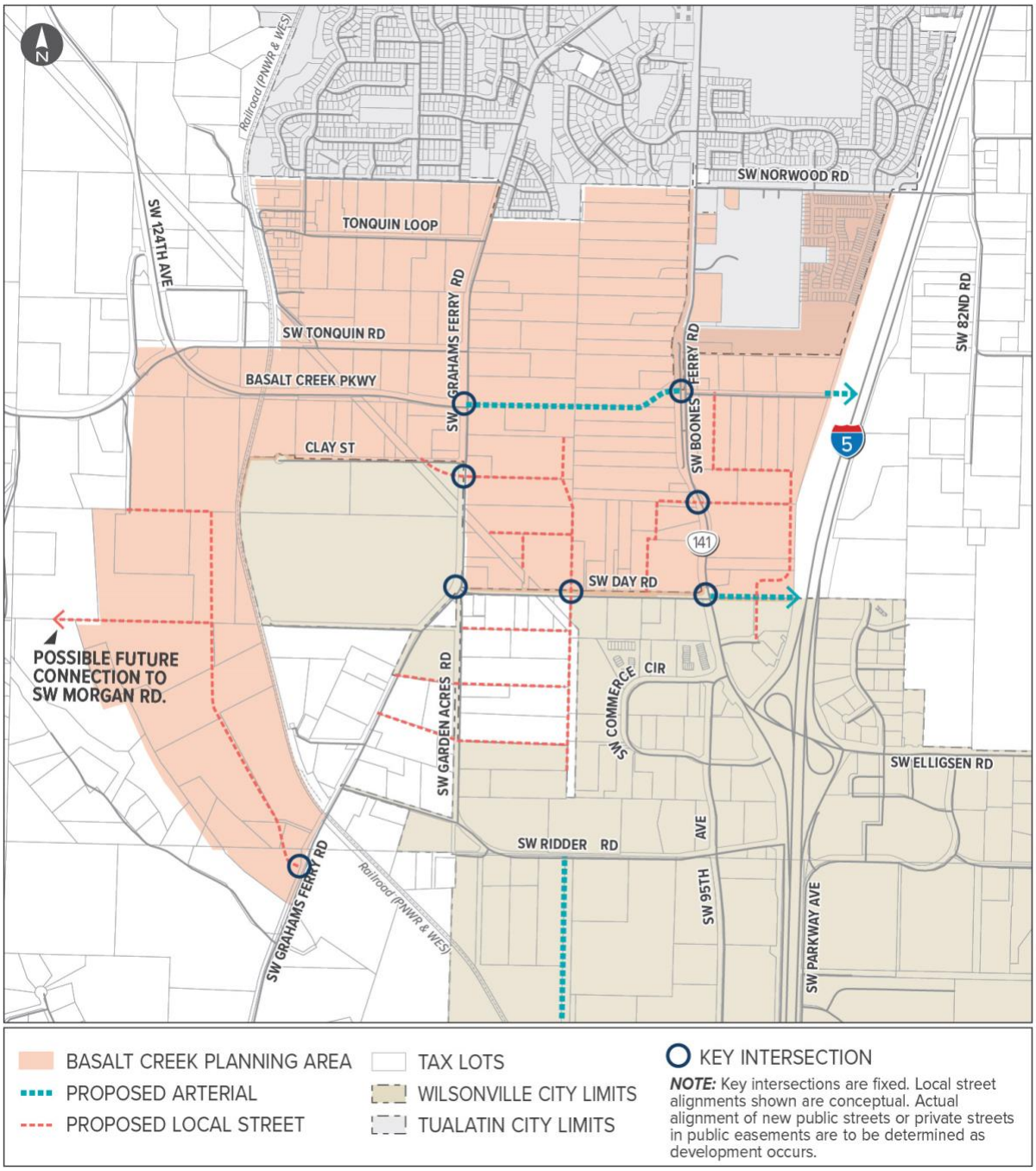
BASALT CREEK TRANSPORTATION REFINEMENT PLAN

The 2013 Basalt Creek Transportation Refinement Plan (TRP) set the layout of major new roads and improvements for the area, including enhanced bike and pedestrian facilities and connections to the future SMART transit system. The TRP included an Action Plan that consisted of 18 transportation investments, which were prioritized according to short-term, medium-term, and long-term projects.

ONGOING INFRASTRUCTURE AND NATURAL RESOURCE PLANNING

The City is currently collaborating with several consultants to update its understanding of infrastructure needs, natural resources, and hazards in the BCPA. The City is working with DKS Associates to refine the street alignment in the BCPA. A preliminary street alignment, provided below, may undergo further changes in future iterations.

Figure 3. Proposed BCPA Street Plan



Source: DKS Associates

Simultaneously, Pacific Habitat Services is assisting the City in updating and refining natural hazard and resource maps of the area. For utility infrastructure, the City has engaged Consor to help with assessing water, wastewater, and stormwater needs, as well as with determining the costs of necessary upgrades. These collaborative efforts aim to provide a comprehensive and up-to-date overview of the area's development requirements and environmental considerations. These simultaneous projects will be incorporated and inform this planning process as information becomes available.

What has happened since the Basalt Creek Concept Plan was adopted?

Since adoption of the BCCP, significant shifts have occurred in the office and industrial real estate markets. The pandemic accelerated the trend toward remote work, leading to higher office vacancy rates and a redefinition of office space needs. Conversely, the industrial sector experienced strong growth characterized by high demand, rising rents, and robust development, which was driven in part by the federal Creating Helpful Incentives to Produce Semiconductors (CHIPS) and Science Act. National trends in these industries are detailed in Section 2, while regional and Wilsonville-specific trends are covered in Section 3.

The City of Wilsonville has not annexed any of Basalt Creek since the BCCP was adopted in 2018. As a result, the BCPA has remained under Washington County's jurisdiction and zoning. Some development has occurred at much lower densities than envisioned in the BCCP, which is allowed under the more permissive County zoning code. Many existing businesses, including contractor establishments, have few employees and are using large areas of land for equipment storage, which conflicts with the City's vision for higher employment density. These uses are permitted under Washington County zoning but do not align with Wilsonville's goals for the area, or with the goals, priorities, and industrial land needs within the greater Portland metro area. Wilsonville's portion of the BCPA consisted of 90 tax lots in 2022. Some areas have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. While there has been growth in contractor establishments, many of them existed before the BCCP was in place. These trends are discussed in more detail in Section 3.

The City is interested in future development in Basalt Creek that better aligns with its vision for higher industrial employment density. To make meaningful progress, the City must first establish appropriate zoning designations and plan for necessary infrastructure—key objectives of this project.

2. Changes in Market Conditions

Following the COVID-19 pandemic, office and industrial real estate markets faced challenging development conditions, particularly due to high interest rates, significantly slowing commercial real estate development activity. The increased cost of capital has made many projects economically unfeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[1] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[2] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.

This section examines national trends that have shaped office and industrial real estate markets in recent years. It compares these trends to projections from the 2014 Market Analysis by Leland Consulting Group, which informed the BCCP. Understanding the broader national context is crucial for several reasons: It provides a benchmark for comparing local performance. National trends often influence regional and local markets, albeit sometimes with a delay. This understanding helps identify potential opportunities or challenges that may affect Wilsonville and Basalt Creek in the future. It also allows for more informed decision-making and strategic planning at the local level.

Regional and Wilsonville-specific trends are addressed separately in Section 3, building upon this national overview.

National and State Employment Trends

National Employment

The United States has seen robust employment growth since the COVID-19 pandemic. National employment increased by 21 percent between April 2020 and April 2024, surpassing prepandemic levels. The most recent year (April 2023 to April 2024) saw total nonfarm employment grow by 1.8 percent.[3]

Oregon Employment

Oregon's employment recovery, while positive overall since 2020, has fallen behind the national trend. From April 2020 to April 2024, the state's employment grew by 17 percent.

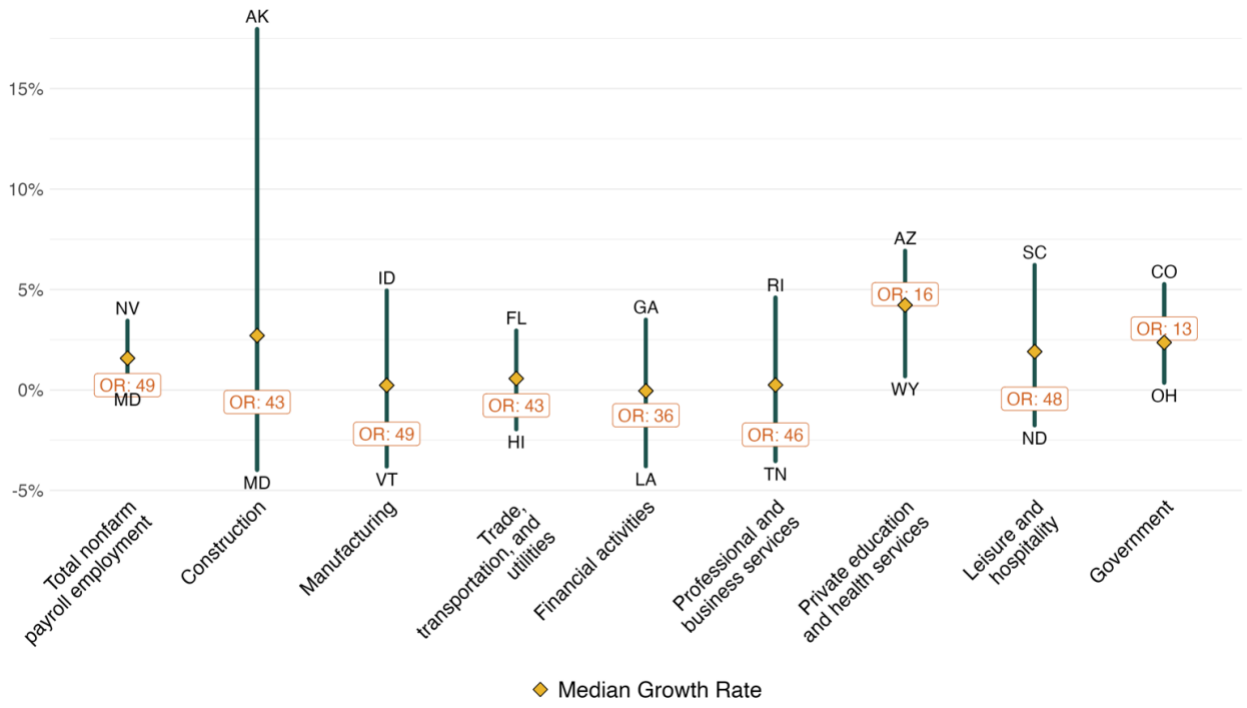
---

[1] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[2] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[3] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024.

However, in contrast to national growth, Oregon experienced a slight decline of 0.1 percent in employment between April 2023 and April 2024.[4]

The state's recent economic performance is concerning across multiple sectors. Oregon ranked 49th out of all states in nonfarm employment growth rate between April 2023 and April 2024. During this period, the state was among the bottom ten for employment growth (losing jobs while other states saw gains) in manufacturing, construction, trade, transportation and utilities, professional and business services, and leisure and hospitality.

Figure 4. Employment Growth Rates for All States by Sector (April 2023 to April 2024)



Source: U.S. Bureau of Labor Statistics Current Employment Survey, April 2024. Note: This figure compares Oregon's employment growth rate to all other states. For example, "OR: 49" for total nonfarm payroll employment means Oregon ranked 49th out of all states in employment growth rate between April 2023 and April 2024.

[4] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

National Office Trends

This section describes national trends for office space excluding industrial, manufacturing, or flex space, which is discussed in the following subsection. The 2014 Market Analysis, which informed the Basalt Creek concept planning process, highlighted a reduced demand for office space and a less robust market, predicting a slower pace for office development. This outlook was based on the fact that regional employment levels in Portland had only recently returned to their prerecession levels of 2008.

These trends have been further exacerbated by the COVID-19 pandemic and resulting market shifts toward remote work. According to the Bureau of Labor Statistics' American Time Use Survey, the share of employees working from home rose from 24 percent in 2019 to 34 percent in 2022.[5] Nationally, the office market as a whole is declining, although high-quality office space remains in relatively strong demand. Key findings include:

- **Negative net absorption:** National net absorption for office space came in negative (at negative 18.2 million square feet) for the tenth quarter in a row.[6] However, this trend is not uniform across U.S. markets, with a third of U.S. office markets having positive net absorption. JLL, a global commercial real estate and investment management company that tracks and reports on commercial real estate dynamics, noted that many properties and markets with high negative net absorption are earmarked for conversion to other uses.[7]
- **Shrinking inventory:** The construction pipeline has decreased by 67 percent since early 2020. As of Q2, 2024 office deliveries (referring to new construction added to the market) were 27 percent below the average since 2020, and the current pipeline is at its lowest point in a decade.[8] As office inventory removals outpace market deliveries, overall office market inventory has declined.[9]
- **Favored product types:** Certain types of office space are outperforming others, with tenants favoring high-quality buildings, such as those in attractive locations or featuring additional amenities. With new construction slowing down, existing high-quality assets will likely continue to see demand as competition decreases. In contrast, older and obsolete spaces may require investment or conversion, and the performance of middle-market spaces will vary depending on factors like location, space type, and submarket.[10]

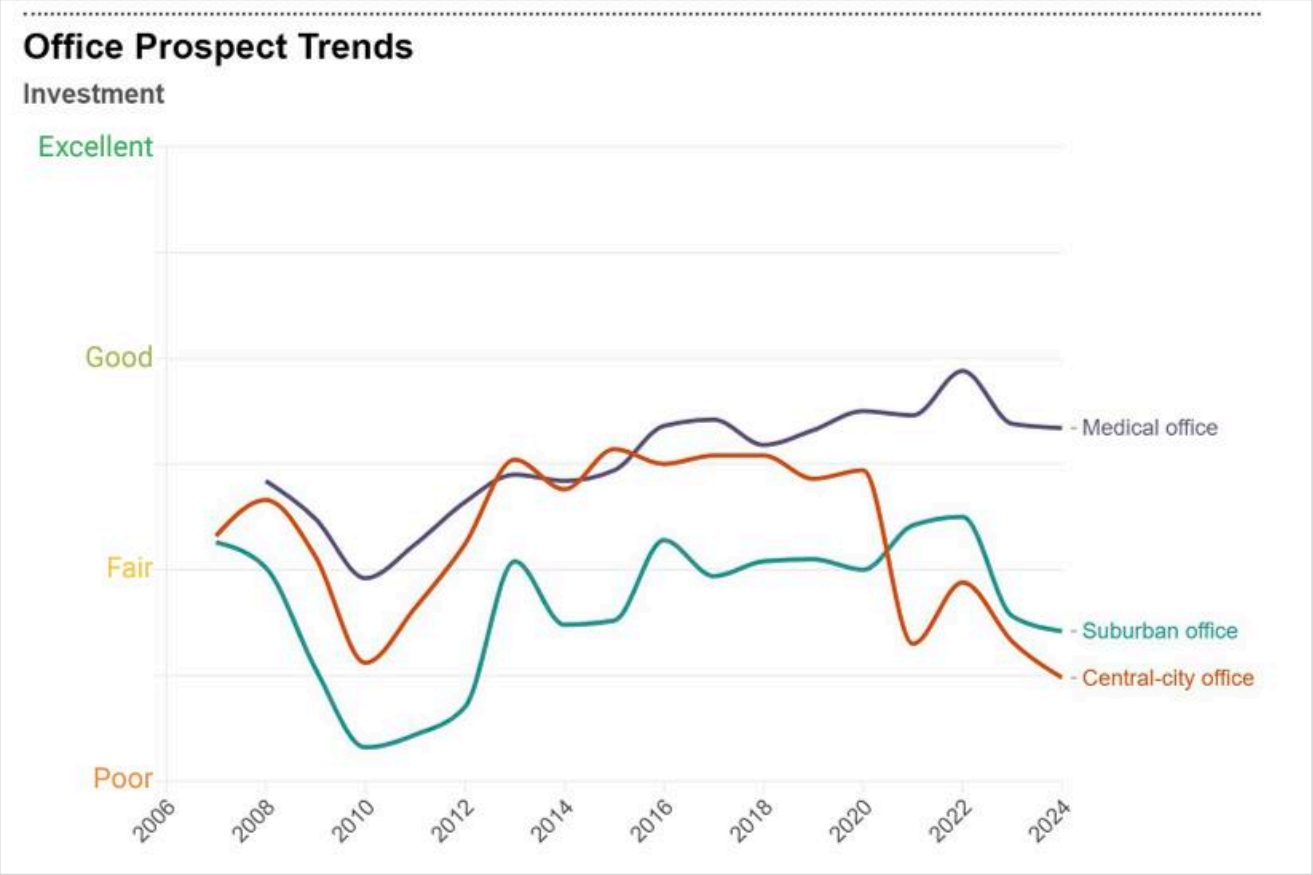
Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60 to 70 percent. This shift will set a new baseline for office space requirements. Cushman & Wakefield predicts that office occupancy will start to stabilize in the latter half of 2025 as the pace of adjustments to hybrid spaces

[5] BLS, American Time Use Survey, 2023; does not differentiate between part- and full-time workers
[6] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[7] JLL, JLL U.S. Office Outlook Q1 2024
[8] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[9] JLL, JLL U.S. Office Outlook Q1 2024
[10] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

slows down and growth in both employees and new businesses generate demand for office space.[11]

Figure 5 shows the Urban Land Institute's national office market investment prospect trends by secondary market type. While the investment prospect for suburban and central city office space has fallen between "poor" and "fair" in recent years, the investment prospect for medical office space has risen relatively steadily and is rated just below "good."

Figure 5: Urban Land Institute National Office Investment Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

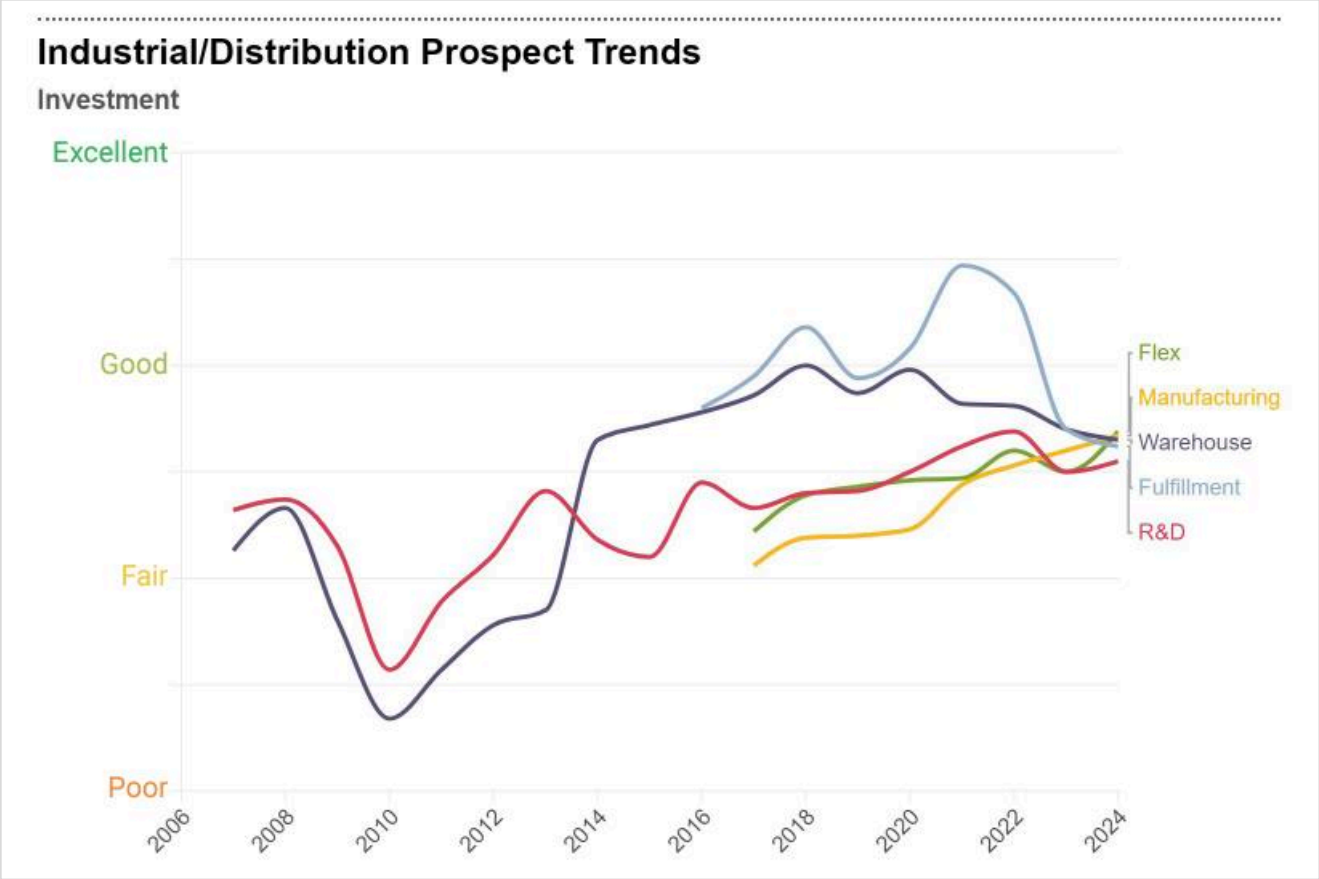
[11] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

National Industrial Trends

The 2014 Market Analysis, which informed the Basalt Creek concept planning process, reported that industrial space demand was likely to surge as the economy continued to recover from the 2008 recession, citing significant industrial space in the Portland region's development pipeline. It also highlighted that the I-5 South submarket would see some of the greatest demand, predicting that industrial development would continue to outpace office development—an accurate forecast.

The 2014 Market Analysis also correctly predicted stronger markets for research and development, advanced manufacturing, general manufacturing, and warehousing space. Figure 6 shows the Urban Land Institute's trends in investment prospects for industrial and distribution space nationally, showing increased development prospects for these space types from 2014 to around 2021. Historically, fulfillment and warehouse space were rated as better investment prospects than research and development, manufacturing, and flex space. However, in recent years the investment prospects for the various secondary market types have coalesced toward a similar prospect rating, just below "good."

Figure 6: Urban Land Institute National Industrial and Distribution Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

In recent years, the industrial real estate market has shown strong performance, particularly in 2022 and 2023, though growth has started to slow in 2024. Despite this slowdown, the national industrial market remains relatively robust overall. Key trends include:[12]

- **Stabilizing vacancy rates:** Since mid-2022, vacancy rates have been rising, but the pace of increase has slowed. As of Q2 2024, the national vacancy rate stands at 6.1 precent and is expected to continue increasing. However, it remains below the 10-year prepandemic average (2010-2019) of 7 percent.
- **Positive net absorption:** Industrial market demand remains strong, with positive net absorption and rising rents. However, the rate of change has slowed compared to previous years. For instance, rents rose by 3.7 percent year over year since 2023 Q2, marking the slowest growth rate since 2020.
- **Slowing construction:** One reason for rising vacancy rates is the influx of new supply, with over 1.2 billion square feet delivered nationally in 2022 and 2023. However, the construction of new industrial projects has slowed significantly, decreasing by 46 percent from Q2 2023, reaching its lowest point in four years.

Nationally, the market is expected to stabilize over the next year as the shrinking construction pipeline and positive net absorption limit the available supply of industrial space. However, Cushman & Wakefield report that "the tailwinds of e-commerce growth, onshoring and nearshoring, and a resilient consumer all set the stage for fundamentals to trend positively going forward, albeit at a pace below 2021 and 2022 highs."[13,14] Key forecasted trends include:

- **Decreasing vacancy rates:** While vacancy rates are expected to continue to rise until early 2025, they are expected to peak at around 6.7 percent and then begin to decrease in the second half of 2025. In conjunction with this trend, annual net absorption is expected to increase through 2025.[15]
- **Increasing rents:** Although the rate of rent increase is expected to slow, asking rents for industrial space are anticipated to continue growing through 2025.[16]
- **Manufacturing growth:** According to JLL, the sustained growth in manufacturing due to reshoring trends (returning production to the United States) will likely continue to drive industrial demand nationally. Supply chains will seek strategically located facilities that can accommodate localized manufacturing, efficient distribution, and resilient inventory management systems.[17]

---

[12] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[13] Onshoring and nearshoring refers to the trend of businesses sourcing production within the United States as opposed to outside the United States.
[14] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[15] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[16] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[17] JLL, Q1 2024 Industrial Outlook

3. Wilsonville Basalt Creek Updated Market Assessment

The Basalt Creek Concept Plan (BCCP) was based on a market assessment conducted in 2014. In the decade since, significant changes have occurred in employment patterns and market conditions. This section provides an updated analysis of regional and Wilsonville-specific employment trends, current forecasts, and present market dynamics, building on the national overview in Section 2.

This updated information establishes a new baseline for understanding Basalt Creek's current market context. Additionally, this section evaluates Basalt Creek's competitive strengths and weaknesses and identifies industries most likely to establish a presence in the area.

Employment Trends and Forecast

In 2022, Wilsonville's employment landscape was characterized by a strong concentration in industrial sectors, with manufacturing, wholesale trade, and construction making up 43 percent of the City's total employment—a much higher share compared to the broader tri-county region. This focus on industrial jobs sets Wilsonville apart, highlighting its distinct role in the regional economy.

Employment Trends

In 2022, Wilsonville had 21,383 covered employees, representing 2.2 percent of the region's covered employment.[18] The City's top three sectors are manufacturing (17.8 percent, 3,796 jobs), wholesale trade (14.4 percent, 3,083 jobs), and construction (10.5 percent, 2,248 jobs). These three industries combined represent 43 percent of Wilsonville's total employment, nearly double the 22 percent share these sectors hold in the broader tri-county region (Clackamas, Multnomah, and Washington Counties).

This concentration in industrial jobs sets Wilsonville apart from the surrounding area. While Wilsonville's top sectors are manufacturing, wholesale trade, and construction, the tri-county region's largest employers are in health care and social assistance, government, and manufacturing.

Table 5: Industry Distribution, Wilsonville and Tri-County Region, 2022

SECTOR	WILSONVILLE		TRI-COUNTY	
	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT
Agriculture, Forestry, Fishing and Hunting	41	0.2%	9,532	1.0%
Utilities, Mining, Quarrying, Oil and Gas Extraction	101	0.5%	2,552	0.3%
Construction	2,248	10.5%	58,672	6.1%
Manufacturing	3,796	17.8%	102,378	10.6%
Wholesale Trade	3,083	14.4%	46,341	4.8%
Retail Trade	2,078	9.7%	90,895	9.4%
Transportation and Warehousing	748	3.5%	43,835	4.5%
Information	121	0.6%	21,957	2.3%
Finance and Insurance	231	1.1%	31,171	3.2%
Real Estate and Rental and Leasing	219	1.0%	16,947	1.8%
Professional, Scientific, and Technical Services	1,974	9.2%	69,299	7.2%
Management of Companies and Enterprises	555	2.6%	36,951	3.8%
Admin., Waste Mgmt, and Remediation	1,655	7.7%	58,605	6.1%
Private Education	90	0.4%	18,213	1.9%
Health Care and Social Assistance	1,007	4.7%	122,197	12.7%
Arts, Entertainment, and Recreation	193	0.9%	13,631	1.4%
Accommodation and Food Services	1,356	6.3%	77,278	8.0%
Other Services (except Public Administration)	454	2.1%	34,720	3.6%
Other (nonclassifiable)	28	0.1%	1,927	0.2%
Government	1,405	6.6%	107,431	11.1%
Total:	**21,383**	**100%**	**964,532**	**100%**

Source: QCEW

[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Over the past decade, Wilsonville's employment grew slightly faster than that of the tri-county region. This growth was largely driven by an increase in construction jobs, which more than tripled during this period. Although the tri-county region also experienced growth in construction jobs, Wilsonville's rate of growth was considerably higher. Wilsonville also had strong employment growth in wholesale trade. Notably, while wholesale employment rose in Wilsonville, it declined across the broader tri-county region.

In contrast, Wilsonville experienced a decline in manufacturing employment, even as the region saw growth in this sector. Wilsonville maintained stable employment in the transportation and warehousing sector, while the tri-county region grew substantially.

Table 6: Change in Employment, Wilsonville and Tri-County Region (2012 to 2022)

SECTOR	CHANGE 2012-2022			
	NUMBER		PERCENT	
	WILSONVILLE	TRI-COUNTY	WILSONVILLE	TRI-COUNTY
Agriculture, Forestry, Fishing and Hunting	(2)	810	-5%	9%
Utilities, Mining, Quarrying, Oil and Gas Extraction	(5)	263	-5%	11%
Construction	1,505	20,584	203%	54%
Manufacturing	(549)	8,332	-13%	9%
Wholesale Trade	703	(2,409)	30%	-5%
Retail Trade	81	6,254	4%	7%
Transportation and Warehousing	1	17,473	0%	66%
Information	(34)	1,946	-22%	10%
Finance and Insurance	(16)	(3,904)	-6%	-11%
Real Estate and Rental and Leasing	(31)	3,678	-12%	28%
Professional, Scientific, and Technical Services	452	19,014	30%	38%
Management of Companies and Enterprises	293	15,121	112%	69%
Admin., Waste Mgmt, and Remediation	780	9,821	89%	20%
Private Education	(87)	(617)	-49%	-3%
Health Care and Social Assistance	(435)	26,457	-30%	28%
Arts, Entertainment, and Recreation	33	2,277	21%	20%
Accommodation and Food Services	291	5,588	27%	8%
Other Services (except Public Administration)	51	1,062	13%	3%
Other (nonclassifiable)	15	1,627	115%	542%
Government	289	4,210	26%	4%
Total:	**3,335**	**137,587**	**18%**	**17%**

Source: QCEW

BASALT CREEK PLANNING AREA EMPLOYMENT

The BCPA (Wilsonville portion only) grew in employment from 2012 to 2022, with 275 covered employees reported as of 2022. The average wage in the BCPA was $85,863, which is higher than both the tri-county ($73,995) and City average wages ($74,252), suggesting these are relatively well-paying jobs.

Table 7. Change in Employment and Wage, BCPA 2012-2022

YEAR	TAX LOTS	ESTABLISHMENTS	EMPLOYMENT	TOTAL PAY*	AVERAGE WAGE*
2012	80	11.0	194	$9,593,330	$49,450
2022	90	10.0	275	$23,612,269	$85,863
CHANGE	**10**	**-1**	**81**	**$14,018,939**	**$36,413**

Source: QCEW
*not inflation adjusted

Wilsonville's portion of the BCPA consisted of 80 tax lots in 2012 and 90 tax lots in 2022. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. In 2012, 8 tax lots had businesses with covered employment, increasing slightly to 10 tax lots in 2022. Employment density on lots with covered employment remains low at 4.4 employees per acre as of 2022, with most tax lots having no covered employment at all.

Table 8. Lots with and without Covered Employment in the BCPA, 2012-2022

	2012			2022		
	TAX LOTS	ACRES	EMPLOYMENT DENSITY	TAX LOTS	ACRES	EMPLOYMENT DENSITY
With Employment	8	62	3.1	10	63	4.4
Without Employment	72	410	n/a	80	406	n/a
Total	**80**	**472**	**0.4**	**90**	**469**	**0.6**

Source: QCEW Note: The minor change in acreage from 2012 to 2022 resulted from constructing of the Basalt Creek Parkway and small adjustments in the recording of tax lots over that period.

It is important to note that these figures only account for covered employees.[19] Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors. Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

Table 9. Improvement to Land Value, BCPA, 2012-2022

	LAND VALUE	BUILDING VALUE	IMPROVEMENT TO LAND VALUE
2012	$16,577,800	$6,738,020	0.41
2022	$32,892,790	$16,996,440	0.52

Source: Regional Land Information System (RLIS)

[19] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Employment Forecast

Between 2020 and 2045, the City is projected to grow by 3,471 employees at an average annual growth rate of 0.7 percent. This rate is faster than Tualatin but slightly slower than Sherwood and the region overall. Washington County is projected to grow the fastest of the three counties in the region.

Table 10: Metro Employment Forecast, 2020 to 2045

			CHANGE 2020-2045		
	2020	2045	NUMBER	PERCENT	AAGR
Tualatin	34,115	36,792	2,677	8%	0.3%
Wilsonville	**20,539**	**24,010**	**3,471**	**17%**	**0.7%**
Sherwood	6,646	8,013	1,367	21%	0.8%
Clackamas County	173,891	212,341	38,450	22%	0.9%
Multnomah County	538,628	651,090	112,462	21%	0.8%
Washington County	313,513	391,712	78,199	25%	1.0%
THREE COUNTY TOTAL	**1,026,032**	**1,255,143**	**229,111**	**22.3%**	**0.9%**

Source: Oregon Metro, 2045 Distributed Forecast
AAGR = Annual Average Growth Rate

For 2022 to 2032, the Oregon Employment Department (OED) forecasts the strongest growth for the Portland tri-county region in commercial sectors, led by information, leisure and hospitality, and private education and health services. However, OED also predicts growth in industrial sectors, with the strongest relative growth in the construction industry followed by transportation, warehousing, and utilities.

Table 11: Portland Tri-County Industry Projections, 2022 to 2032

INDUSTRY	EMPLOYMENT		CHANGE	
	2022	2032	NUMBER	PERCENT
Natural resources and mining	10,100	10,600	500	5.0%
Construction	59,100	67,800	8,700	14.7%
Manufacturing	101,300	109,800	8,500	8.4%
Wholesale trade	47,300	51,900	4,600	9.7%
Retail trade	90,000	93,500	3,500	3.9%
Transportation, warehousing, and utilities	46,500	52,500	6,000	12.9%
Information	23,400	28,700	5,300	22.6%
Financial activities	60,600	62,500	1,900	3.1%
Professional and business services	167,600	191,000	23,400	14.0%
Private educational and health services	143,400	168,700	25,300	17.6%
Leisure and hospitality	90,700	109,400	18,700	20.6%
Other services	38,200	43,100	4,900	12.8%
Government	114,200	123,500	9,300	8.1%
Self-employment	62,700	69,600	6,900	11.0%
Total	**1,055,100**	**1,182,600**	**127,500**	**12.1%**

Source: Oregon Employment Department Employment Projections

Real Estate Market Trends

The real estate market trends in Wilsonville and the Portland region generally align with the national trends outlined in Section 2. While Wilsonville's office market typically has a lower vacancy rate compared to the broader region, it has had consistently negative net absorption and recent spikes in the vacancy rate, reaching over 12 percent in 2024.

More positively, Wilsonville's industrial market has a relatively low vacancy rate, large average building sizes, and a variety of industrial space types that could appeal to a mix of tenants. Wilsonville is also well positioned to benefit from promising industrial trends in the broader region, including investments in semiconductor manufacturing and market growth that could attract tenants to the area. However, industrial development in Wilsonville has been limited over the past decade. Only 1.7 percent of its total industrial space has been built in the last 10 years, compared to 11 percent in the broader Portland metro area. According to CoStar, in the past five years, three buildings have been under construction in Wilsonville: one completed in 2022 and two slated to be completed in 2025.

NOTE ON COSTAR DATA

While CoStar data provides valuable, up-to-date data across a wide range of metrics, data quality is more limited in smaller markets and at the property level. The data here should be read as an indication of overall market statistics and trends, rather than an exact reflection of all properties in a given market.

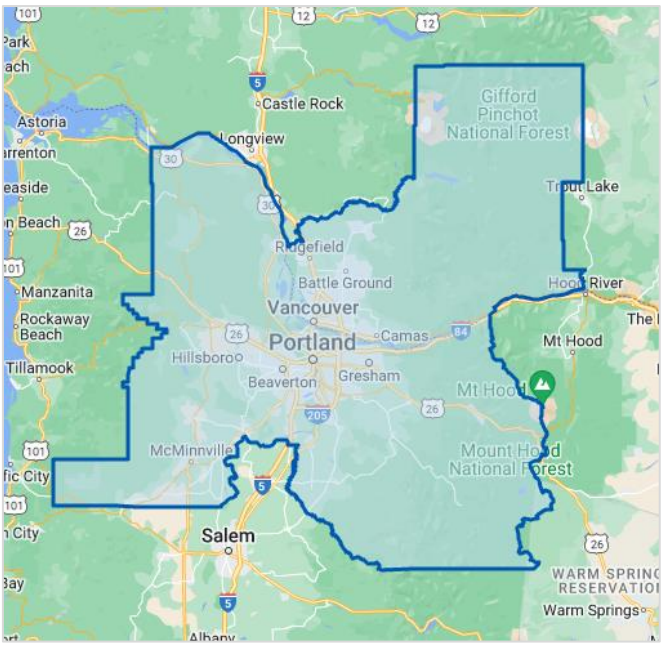
This section analyzes real estate market trends for various submarkets encompassing the BCPA, including the I-5 South submarket (Figure 7) and the Portland metro area (Figure 8).

Figure 7: I-5 South Submarket Boundary



Source: CoStar

Figure 8: Portland Metro CoStar Boundary



Source: CoStar

Office Market Trends

Portland Metro Regional Trends

Like the national office space market, office spaces in the Portland metro are experiencing high vacancy rates and lower leasing activity. Work-from-home policies have decreased the demand for office space. Consequently, tenants have increased bargaining leverage; they are pressuring landlords to reduce rates, increase lease concessions, and raise tenant improvement budgets. Despite these adjustments, an increase in vacancies is expected, with interest rates and economic uncertainty adding volatility to the office market.[20] Other key findings include:

- **Record high vacancy rates:** High vacancy rates have continued to climb, reaching a record high of 13.3 percent vacant office space in 2024 Q2.[21]
- **Continued negative net absorption:** Net absorption in the Portland market was just over negative 500,000 square feet in 2024 Q2, the fourth quarter in a row of negative net absorption. Since the beginning of 2020, the Portland office market has only had positive net absorption for five quarters.[22]
- **Leasing activity:** Leasing and sales activity are on par with 2023, indicating that the vacancy and absorption trends are due to companies exiting the marketplace or downsizing at a higher rate, likely due to continued work-from-home policies.[23]

However, the Portland office market is not uniform, with the suburban office market performing better than the downtown and regional office markets. The Portland suburbs' office vacancy rates are 8.6 percent, compared to 23.9 percent downtown.[24]

Wilsonville Office Market

Wilsonville currently has approximately 1.4 million square feet of office space, representing roughly 18 percent of office space in the I-5 South submarket and 1 percent in the broader Portland metro region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet, or roughly 2 percent of Wilsonville's total office space. Over the same period, the Portland metro added a greater share (9 percent) of

[20] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[21] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[22] Kidder Matthews, Portland Office Market Report Q2 2024
[23] Kidder Matthews, Portland Office Market Report Q2 2024
[24] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report

space to its office market. These projects, on average, have been significantly larger than usual office buildings, with a few very large projects surpassing 100,000 square feet.

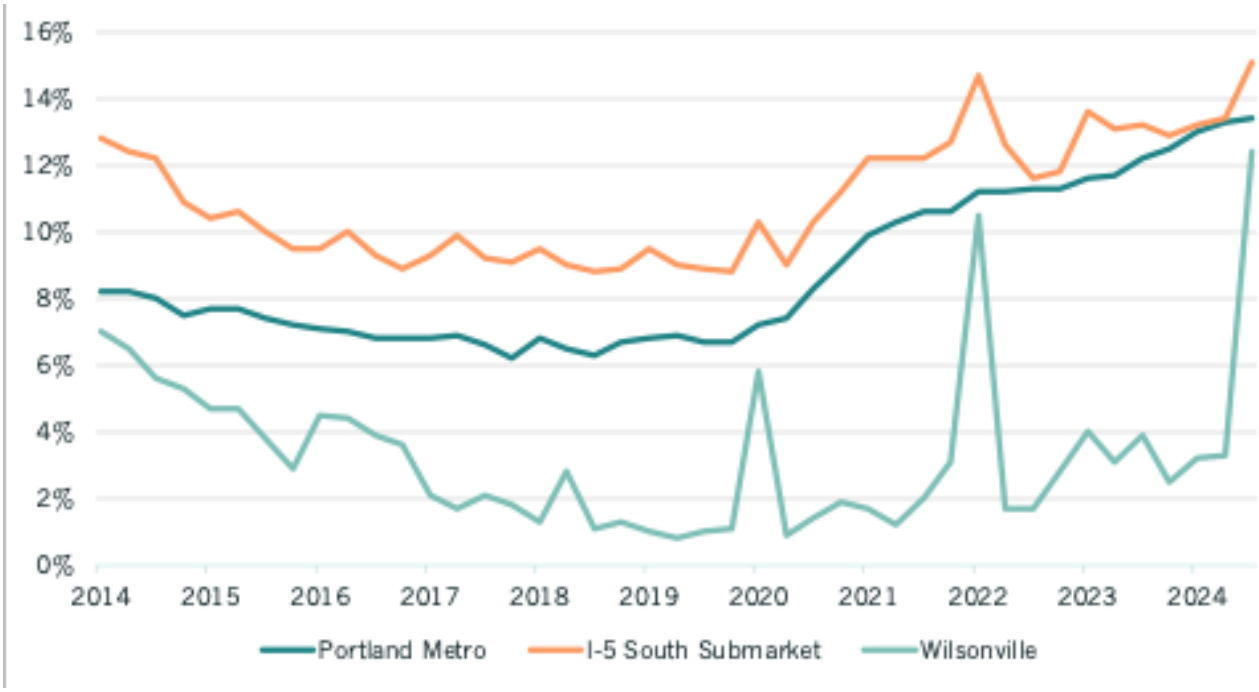
Table 12: Office Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Portland Metro	6,217	118,809,170	19,110
I-5 South Submarket	431	7,533,437	17,479
Wilsonville	62	1,358,335	21,909
BUILT IN THE LAST 10 YEARS			
Portland Metro	66	10,354,342	156,884
I-5 South Submarket	4	80,976	20,244
Wilsonville	1	30,000	30,000

Source: CoStar, pulled August 2024

Per Costar, the I-5 South submarket office vacancy rates have been higher than the Portland metro's vacancy rates since 2014, although vacancy rates have been much more similar since 2022. Both have vacancy rates above 13 percent as of July 2024. While Wilsonville office vacancy rates have remained much lower, the end of a few leases are reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the Portland metro average.

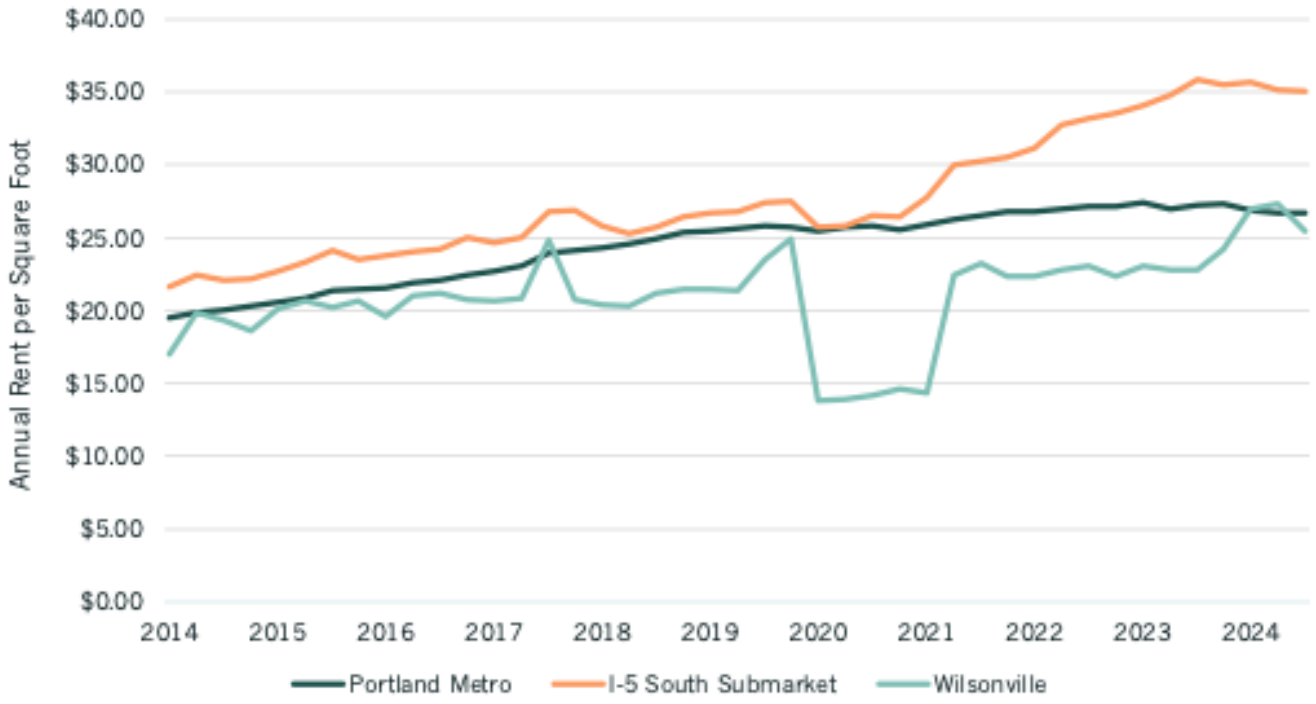
Figure 9: Office Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Office rents have increased in the I-5 South submarket despite high vacancies, and they remain substantially above the Portland metro region's average, according to Costar. Historically, office rents in Wilsonville have been lower than in the Portland metro area. However, since an initial decline in 2020, rents in Wilsonville have risen steadily, reaching over $26 per square foot, now equal to the Portland metro average for the first time in a decade.

Figure 10: Office Lease Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Net absorption and delivery trends also indicate a relatively slow office market. From 2019 to 2024 Q3, net absorption was negative in all three areas. Over the same period, net absorption in the Portland metro area was negative 4.6 million square feet, negative 387,000 square feet in the I-5 South submarket, and negative 122,000 square feet in Wilsonville.

Industrial Market

Portland Metro Regional Trends

Like the national industrial market overall, the Portland metro area industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:[25]

- **Increasing vacancy rates:** Vacancy for industrial space in the Portland metro region has risen steadily since early 2023, and net absorption was negative in both Q1 and Q2 of 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, a few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.
- **Slow lease-up for new construction:** The delivery of 1.2 million square feet to the market in early 2024 also contributed to the region's supply of vacant industrial space. However, newly constructed industrial space has been slow to lease up, with 93 percent of recent leasing activity in buildings built before 2010.
- **Rising unemployment rates:** In early 2024, Portland's unemployment rate (4.1 percent) surpassed the national average (3.8 percent) amid layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs.

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[26] Market strengths include:

- **CHIPS Act:** In 2022, the federal government allocated $50 billion as part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[27] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[28] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[29]

---

[25] CBRE, Q2 2024 Portland Industrial Market Update
[26] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[27] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[29] CBRE, Q2 2024 Portland Industrial Market Update

- **Market growth:** Current forecasts estimate that 2.4 million square feet will be delivered to the market in 2024, roughly 1 percent of the current Portland industrial space inventory. As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 24 percent of the I-5 South submarket and 3 percent of the Portland metro region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland metro (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7 percent of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 11 percent of the I-5 South submarket and Portland metro industrial space. This slow pace of development makes sense given the limited supply of developable industrial land in the City and, more precisely, the development constraints that exist on those lands.

Table 13: Industrial & Flex Space Development Trends, 2014 to 2024

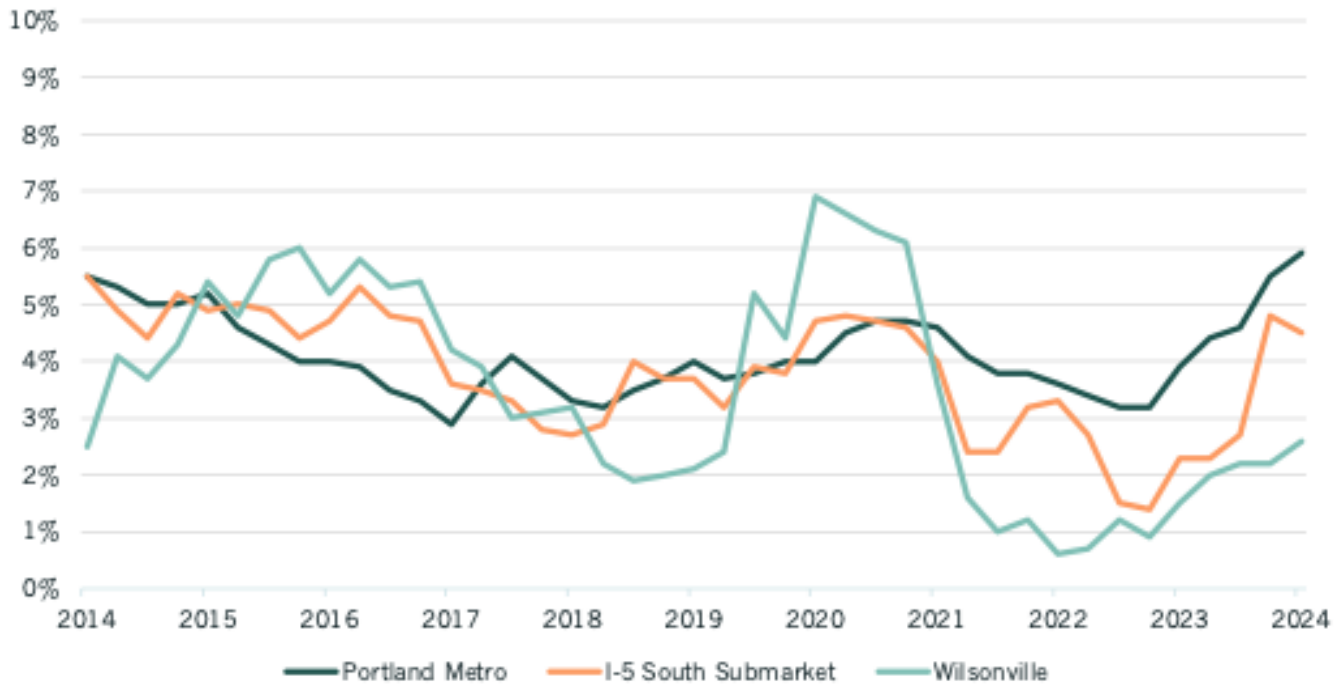
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Portland Metro	7,535	257,487,989	34,172
I-5 South Submarket	900	35,089,559	38,988
Wilsonville	137	8,605,081	62,811
BUILT IN THE LAST 10 YEARS			
Portland Metro	278	30,328,230	109,094
I-5 South Submarket	50	3,848,383	76,968
Wilsonville	2[30]	145,611	72,806

Source: CoStar, pulled August 2024

[30] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2022). However, city staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate has remained below 6 percent for most of the past decade. In 2020 and 2021, Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1 percent in 2022. As of July 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.6 percent (Figure 12). Wilsonville's industrial vacancy rate has been below the Portland metro since 2021. As of July 2024, the Portland metro had a vacancy rate of 5.9 percent and I-5 South submarket had a vacancy rate of 4.5 percent.

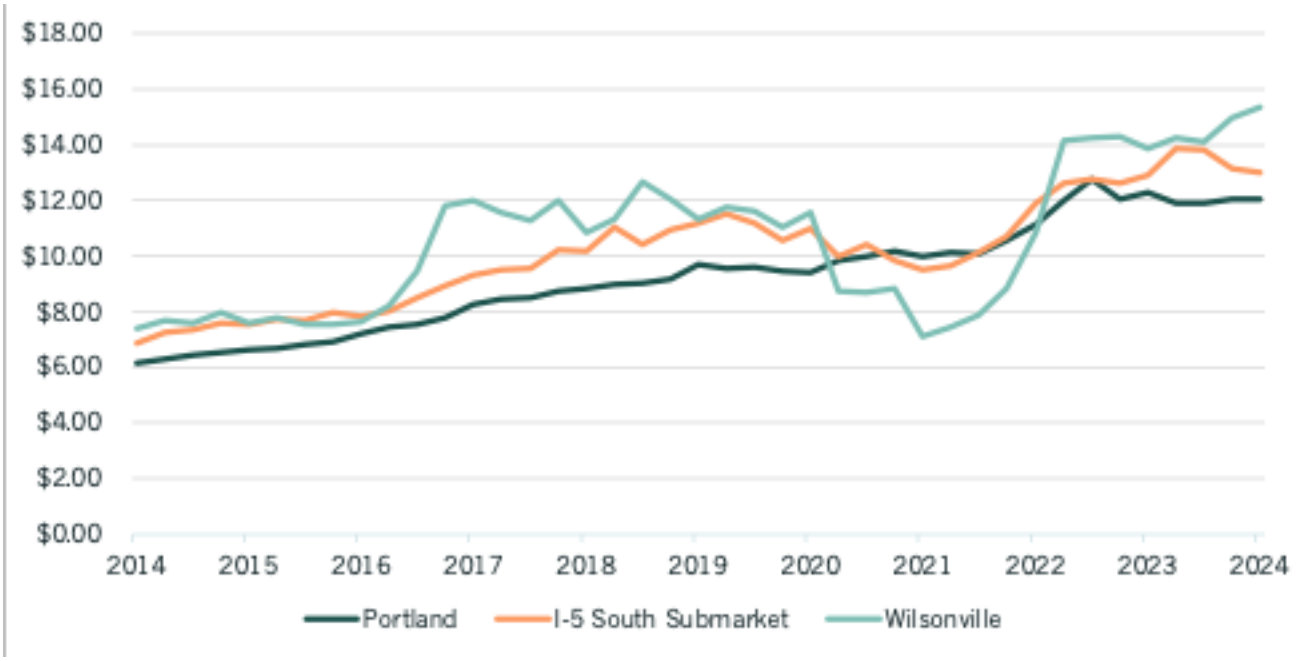
Figure 11: Industrial & Flex Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Triple net industrial rents in Wilsonville increased from 2014 to 2020 and were generally higher than the Portland metro region over the period.[31] Wilsonville shows a large drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2022, reaching $15.35 per square foot in July 2024, higher than the Portland metro ($12.03) and I-5 South submarket ($12.99). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Figure 12: Industrial & Flex Rents Trends, 2014-2024

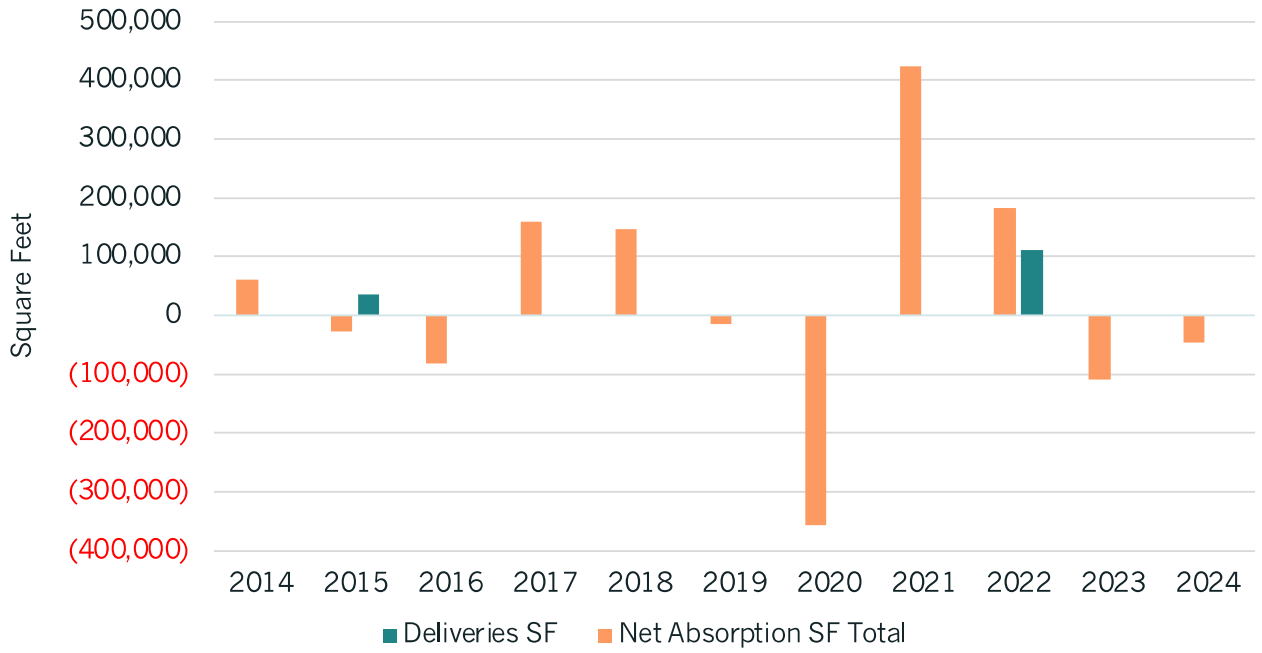


Source: CoStar, pulled August 2024

[31] Triple-net (NNN) rents are annual rents on a per-square-foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs, which are passed on to the tenant and paid separately.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through August 2024 (when data was pulled) but at a smaller magnitude than in 2020.

Figure 13: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled August 2024

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory that are typically 200,000 square feet or more, have clear heights of 28 feet, are less than 5 percent office space, and have site coverage that can be up to 40 percent.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20 percent office area, have clear heights of 22 feet or greater, and have site coverage up to 50 percent.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50 percent.
- **R&D:** Flex space specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Table 14 shows industrial development by submarket, or secondary market, types. Over the past 10 years, the I-5 South submarket has captured a slightly smaller share of the total market at 8.7 percent compared to its total share of 10.2 percent. The secondary market type distribution has also changed. While the I-5 South submarket contains roughly 27 percent of the total market space for R&D and warehouse space, it has captured about 35 percent of the space built in the last 10 years. Meanwhile, it captured a smaller share of manufacturing and distribution development (19 percent in the past 10 years compared to 27 percent of the total market share).

Table 14: Industrial Development Trends by Secondary Market Type, Portland Metro and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	METRO	I-5	METRO	I-5	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

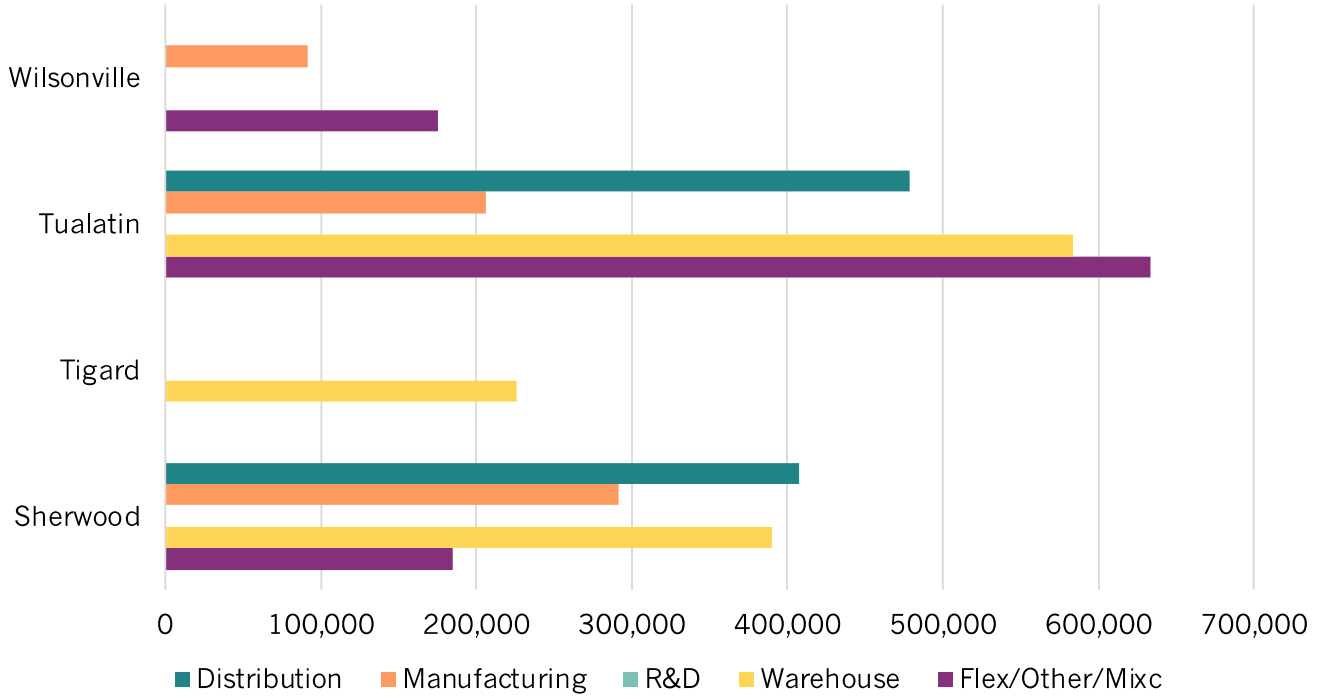
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood, with Wilsonville falling behind. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2022 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Figure 14. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Target Industry Assessment

Wilsonville is well positioned within the region to capture industrial growth. It has access to a strong base of employment, proximity to I-5, and connections to other growing industrial areas in Sherwood and Tualatin. This section examines industries likely to be drawn to Wilsonville, considering its strengths and competitive edge. The analysis begins by identifying common barriers to industrial development, based on local stakeholder interviews. It then reassesses strengths and weaknesses outlined in the Basalt Creek Concept Plan (BCCP), updating these factors to reflect market and employment trends over the past decade. The section concludes by summarizing how these market trends will shape Basalt Creek's development.

Barriers to Industrial Development

Stakeholders identified a number of key barriers for industrial users that prevent development. While some of these challenges are more directly applicable to Basalt Creek than others, they all represent important considerations for the City as it prepares the area for development:

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or city's vision for an area does not align with the diverse needs of potential users. Discussions with local developers and brokers highlight the importance of allowing a mix of uses for better financing opportunities. This is particularly relevant for speculative development, where end users are not known at the time of entitlement and construction. Overly prescriptive zoning that designates specific uses, such as manufacturing, can be more challenging to finance because banks see risk and concern if they perceive the list of potential tenants is too small or narrow. Additionally, various types of uses tend to cluster together due to supply chain benefits. For example, manufacturers often have suppliers located nearby. Overly prescriptive zoning can disrupt this natural ecosystem by preventing clustering.
- **Fragmented Land Ownership:** Areas with multiple small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

- **Incompatible Neighboring Uses:** The presence of nonindustrial uses in close proximity can preclude development out of concern for possible or future conflicts that have the potential to limit or complicate the operations of industrial businesses.
- **Requirements for Connectivity:** In some cases, required access roads can deter large industrial developers because the roads may decrease the area of developable land while adding significant cost to a speculative project. Additionally, some industrial users who prioritize confidentiality and security may be less attracted to areas with public access requirements.

Comparative & Competitive Advantage

The BCCP outlined the Basalt Creek area's advantages and challenges, many of which are still relevant. The following includes Basalt Creeks' advantages and challenges drawing from the BCCP and updating based on new information gathered as a part of this report.

STRENGTHS AND COMPETITIVE ADVANTAGES

- Centrally located in the south metro, within the urban growth boundary, and designated in the City's comprehensive plan for industrial uses.
- Large contiguous cluster of existing and planned industrial employment areas, including Wilsonville's Coffee Creek Industrial Area, and adjacent employment lands in Tualatin and Sherwood.
- Large areas of contiguous land ownership with property owners who are interested in developing or selling for redevelopment.
- Long-term growth projections for employment and population in the southwest Portland metro area.
- Excellent access to I-5, I-205, and Highway 217. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and SMART.[32]
- Access to an educated workforce as part of the Metro labor shed and Mid-Valley labor shed.
- Easily accessible to other growing industrial areas, particularly in Tualatin and Sherwood.
- Planned substation development.

CHALLENGES

- Zoning needs to be in place prior to development.
- Planning, financing, and construction of new infrastructure.

[32] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

- Existing low employment density uses (contractor establishments and storage uses) that generate income for property owners may reduce appetite to sell for redevelopment.
- Lot sizes and property aggregation. There is a mix of large and small lots throughout Basalt Creek. The time and cost required to secure properties from multiple parties to aggregate developable industrial properties of adequate size can be a significant deterrent to developers.
- Natural features, including wetlands and slopes. Basalt Creek and its surrounding slopes and wetland areas run north-south through the study area and divide the area into east and west sections.
- Growing power demands from industrial users and uncertainty on timing and capacity of additional service.[33]

Which industries may be attracted to Basalt Creek?

Basalt Creek's long-standing vision as an industrial area aligns well with current market trends, which show strong demand for industrial space both nationally and in the Portland metro region. Stakeholders point to Wilsonville's potential to attract a diverse range of industrial businesses, including those in the semiconductor supply chain, cleantech, advanced manufacturing, and data centers.

Wilsonville's appeal to these sectors stems from its strategic location in the south metro area, access to a skilled labor force, and proximity to related industries. The semiconductor sector in particular is poised for expansion due to recent CHIPS Act investments. Similarly, cleantech industries are anticipated to see growth within the Portland metro region. The availability of large areas of contiguous land ownership in the Basalt Creek Planning Area further enhances its attractiveness to major industrial users who seek large lots for development.

It is worth noting that while the Basalt Creek Concept Plan (BCCP) originally envisioned a mix of uses—including office space associated with industrial operations, primarily in the High-Tech Employment district—current market conditions suggest that office use will likely play a smaller role than initially planned. Instead, the focus is expected to shift more toward industrial and tech-oriented developments to capitalize on emerging economic opportunities. Below are details about the potential sectors and industries that may be particularly attracted to Wilsonville:

- **Semiconductor Sector Supply Chain:** This sector includes companies involved in the design, manufacturing, and testing of semiconductor chips, as well as those providing materials, equipment, and services to chip manufacturers. Wilsonville is attractive for this industry due to its proximity to existing semiconductor clusters in

[33] ECOnorthwest has reached out to PG&E to understand how much of a challenge access to adequate power may be and is waiting to hear back. This statement may be updated after that conversation.

the Portland metro area, access to a skilled workforce, and potential for large industrial sites. Basalt Creek would likely host businesses that support the supply chain rather than producing the chips themselves.

- **Cleantech, including Battery Technology:** Cleantech encompasses renewable energy technologies, energy efficiency solutions, and sustainable manufacturing processes. Businesses in this sector include energy storage and related sustainable material technologies and a variety of alternative energy technologies and production. Battery technology, crucial for electric vehicles and energy storage, is a growing subsector that is already present in Wilsonville. Wilsonville's strategic location and potential for large industrial sites make it suitable for cleantech manufacturing and R&D facilities.
- **Advanced Manufacturing:** This sector involves the use of innovative technologies to create products. It includes robotics, 3D printing, and smart manufacturing systems. Wilsonville's access to a skilled workforce and its location near tech hubs make it attractive for advanced manufacturing operations.
- **Distribution and Logistics:** This sector involves the storage, transportation, and delivery of goods. Wilsonville's location near major transportation routes (I-5 and I-205) and its proximity to Portland make it an ideal location for distribution centers and logistics hubs.
- **Data Centers:** Data centers are facilities used to house computer systems and associated components. Wilsonville's access to available land and the potential access to reliable power sources could make it attractive for data center development.[34] The proximity to tech companies in the Portland metro area is an additional advantage.

This diverse range of potential industries positions Wilsonville to capitalize on various economic opportunities, creating a resilient industrial base in Basalt Creek.

[34] Interviews with stakeholders have suggested that Wilsonville may be attractive to data centers. ECOnorthwest has reached out to PG&E to understand if Basalt Creek has/will have access to the power necessary for this type of use and is waiting to hear back.

4. Conclusion

The Basalt Creek area in Wilsonville is strategically positioned for industrial development with the potential to attract a variety of users, from manufacturing and logistics to data centers. The area's suitability for supporting the semiconductor supply chain is underscored by recent expansions of semiconductor suppliers in nearby Sherwood. Additionally, the area could be attractive to cleantech businesses, including those involved in battery storage and alternative energy technologies.

However, realizing this potential presents several challenges. Existing contractor establishments generate sufficient income for some property owners, reducing their incentive to sell or redevelop the land for higher-intensity industrial uses. Furthermore, relocation options for these businesses may be limited, complicating redevelopment efforts. (The feasibility of redevelopment will be further explored in a subsequent separate study.)

Conversely, some developers have already assembled land, and they are ready for immediate development, eager to capitalize on the strong industrial demand seen in nearby Coffee Creek, Tualatin, and Sherwood. Stakeholders emphasized the importance of large parcels in facilitating area redevelopment, with many developers willing to fund necessary infrastructure improvements if given access to such lots. For example, Schnitzer Properties owns property east of Grahams Ferry Road, south of Basalt Creek Parkway, and north of Day Road and eagerly awaits the adoption of zoning and policy to enable industrial development in this area. They intend to submit development and annexation applications as soon as zoning and policy is in place. Their recent development in Sherwood, known as the Sherwood Commerce Center, is an example of the type of development they are envisioning for their Basalt Creek property, offering flexible spaces for various industrial users.

It is crucial for Wilsonville to carefully balance its development goals for Basalt Creek with market realities. While the City may have preferences for certain types of businesses, being overly selective could deter development altogether. This is especially significant given the current economic climate. The BCCP originally envisioned office space within each district with the highest share in its High-Tech Employment District and anticipated that this office space would be in connection with industrial users. However, nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. While office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

Nationally, there's strong demand for industrial space. But Oregon's employment growth, which has been lagging national trends since 2020, may moderate this trend locally. Developers have stated that current industrial demand in the metro area is largely driven by regional businesses seeking to expand or upgrade their facilities. If Wilsonville imposes overly burdensome or restrictive requirements on the types of industrial users it allows (such as requiring a high share of manufacturing space), it risks limiting development feasibility and driving developers and industrial users to more accommodating locations.

The City must navigate these challenges while working toward its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity.

Next Steps

These findings are preliminary and will be refined through further analysis, stakeholder engagement, and discussions with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.

Appendix B: Buildable Lands Inventory and Site Suitability Analysis

DATE:	December 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Bob Parker, and Barrett Lewis
SUBJECT:	WILR Phase 1: BLI and Site Suitability Analysis

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. The study began with an Economic Inventory, which reviewed current market trends and industries suitable for the area.

This memorandum addresses Task 3 in the Scope of Work: updating the **Buildable Lands Inventory (BLI)** for the BCPA and conducting a **Site Suitability Analysis** for key opportunity sites. The updated BLI reflects recent land developments, adjusted constraints, and revised capacity estimates.

The Site Suitability Analysis examines three selected "opportunity sites" within the BCPA, assessing their potential to support the target industries identified in the Economic Inventory. This analysis considers site attributes, including size, location, access, topography, constraints, and surrounding land uses. It also considers infrastructure (transportation, water, sewer, stormwater) based on available data, with the understanding that infrastructure planning may evolve as work progresses.

Land Supply

This industrial Buildable Lands Inventory (BLI) updates the 2014 BLI from the original concept plan, providing a revised assessment of the buildable land *supply* available within Wilsonville's portion of the BCPA for employment-related growth and development. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This BLI update serves two purposes: 1) to provide a revised assessment for developable acres in the BCPA and 2) to identify lands that have existing economic uses but low improvement values and/or low-density employment. These uses are inconsistent with the development vision expressed in the BCCP and are sites that may have redevelopment potential.

The BCPA encompasses a total of 453 acres across 85 tax lots. Of this:

- **173 acres** are currently in active use and are considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

The BLI also provides a basis for updating employment capacity. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs and 2.3 million and 2.9 million square feet of development. The BCCP estimated total employment capacity at about 2,500 jobs.

This section outlines the methodology used to develop the BLI and employment and built space capacities, and it presents the results for Wilsonville's portion of the BCPA. ECOnorthwest analyzed GIS data from the City of Wilsonville, Metro, and Washington County, with City staff reviewing the findings for accuracy and completeness.

Methodology

The buildable lands inventory followed a structured process to assess land status:

1. **Generate UGB "land base":** ECOnorthwest established a baseline of tax lots within Wilsonville's portion of the BCPA designated for industrial and employment uses.
2. **Classify lands by development status:** The project team categorized parcels as vacant, partially vacant, or developed.
3. **Identify constraints:** ECOnorthwest applied physical and regulatory constraints, such as wetlands and natural resource protections, to identify unbuildable portions.

4. **Verify inventory results:** City staff reviewed classifications and aerial imagery to confirm accuracy.
5. **Tabulate and map results:** The team compiled findings into tables and maps to provide a clear overview of buildable lands.

The following section summarizes the results of the industrial BLI for the BCPA, presented in tabular and map formats.

Land Base

The land base for the Buildable Lands Inventory (BLI) includes all tax lots within Wilsonville's portion of the BCPA. Table 1 provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within the BCPA.

Table 1. Employment Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Industrial	63	74%	237	52%
Undesignated	22	26%	215	48%
Total	**85**	**100%**	**453**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Clackamas County, Washington County, Metro

Development Status Classification

Table 2 displays the total acres of tax lots, categorized based on whether land is buildable. ECOnorthwest applied a rule-based classification of vacant, partially vacant, or developed land to determine the initial development status and verified the results through reviews by City staff. These reviews incorporated local knowledge and analyses of aerial maps.

Table 2. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, BCPA, 2024

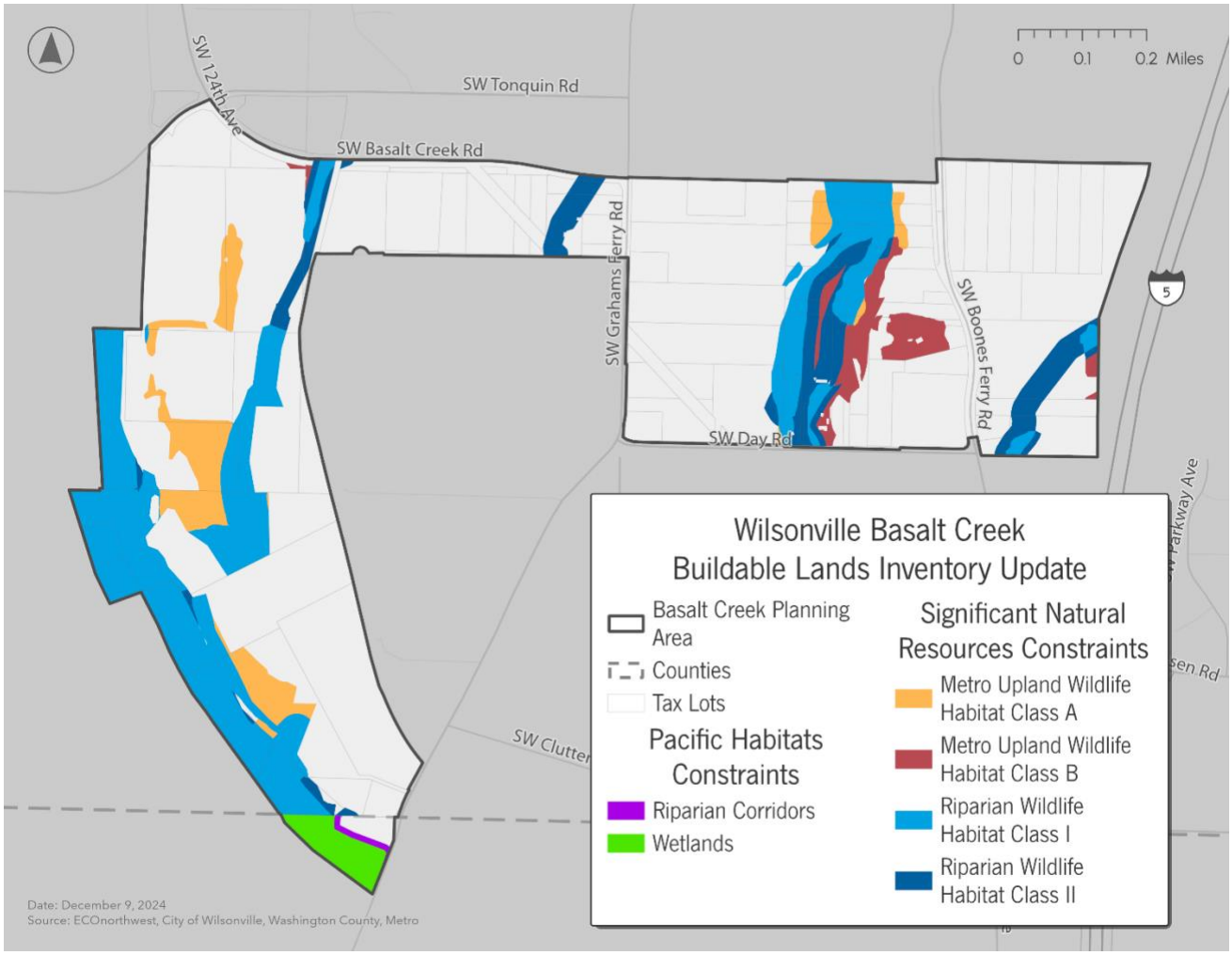
Plan Designation	Total Acres	Committed Acres	Constrained Acres	Buildable Acres
Industrial	237	63	48	127
Undesignated	215	110	81	24
Total	**453**	**173**	**129**	**150**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Development Constraints

In coordination with City staff, ECOnorthwest identified physical constraints based on Washington County's Significant Natural Resources (SNR), as amended by Washington County Ordinances No. 901 and No. 902.[1] The SNR includes Metro Upland Wildlife Habitat Classes A and B, as well as Riparian Wildlife Habitat Classes I and II. For the single southern parcel located in the West Railroad area and within Clackamas County, GIS data provided by Pacific Habitat Services were used to identify physical constraints. These constraints are shown in Figure 1.

Figure 1. Development Constraints, BCPA, 2024

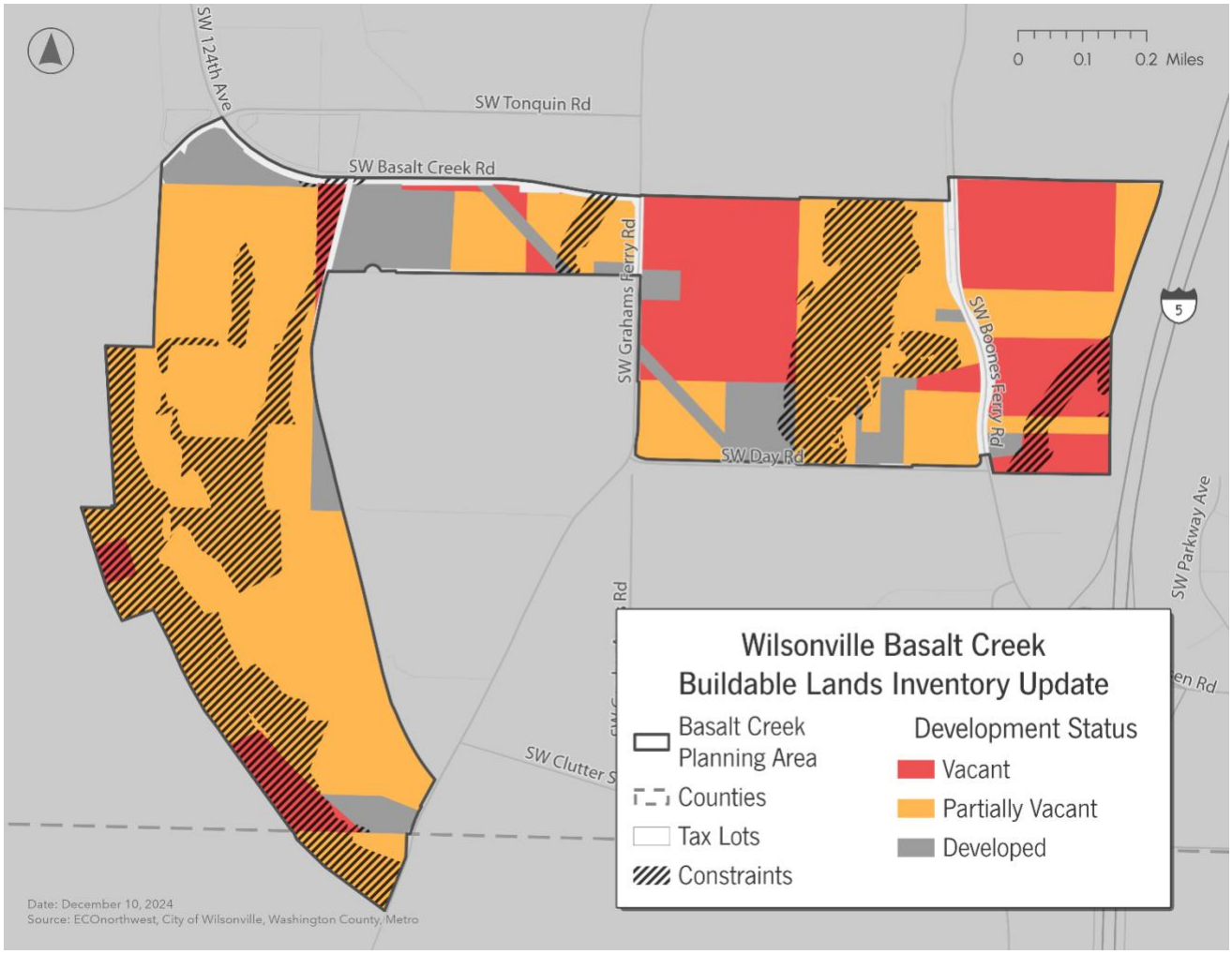


Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

[1] https://www.washingtoncountyor.gov/lut/planning/documents/ordinance-no-901a/download?inline

Figure 2 shows development status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

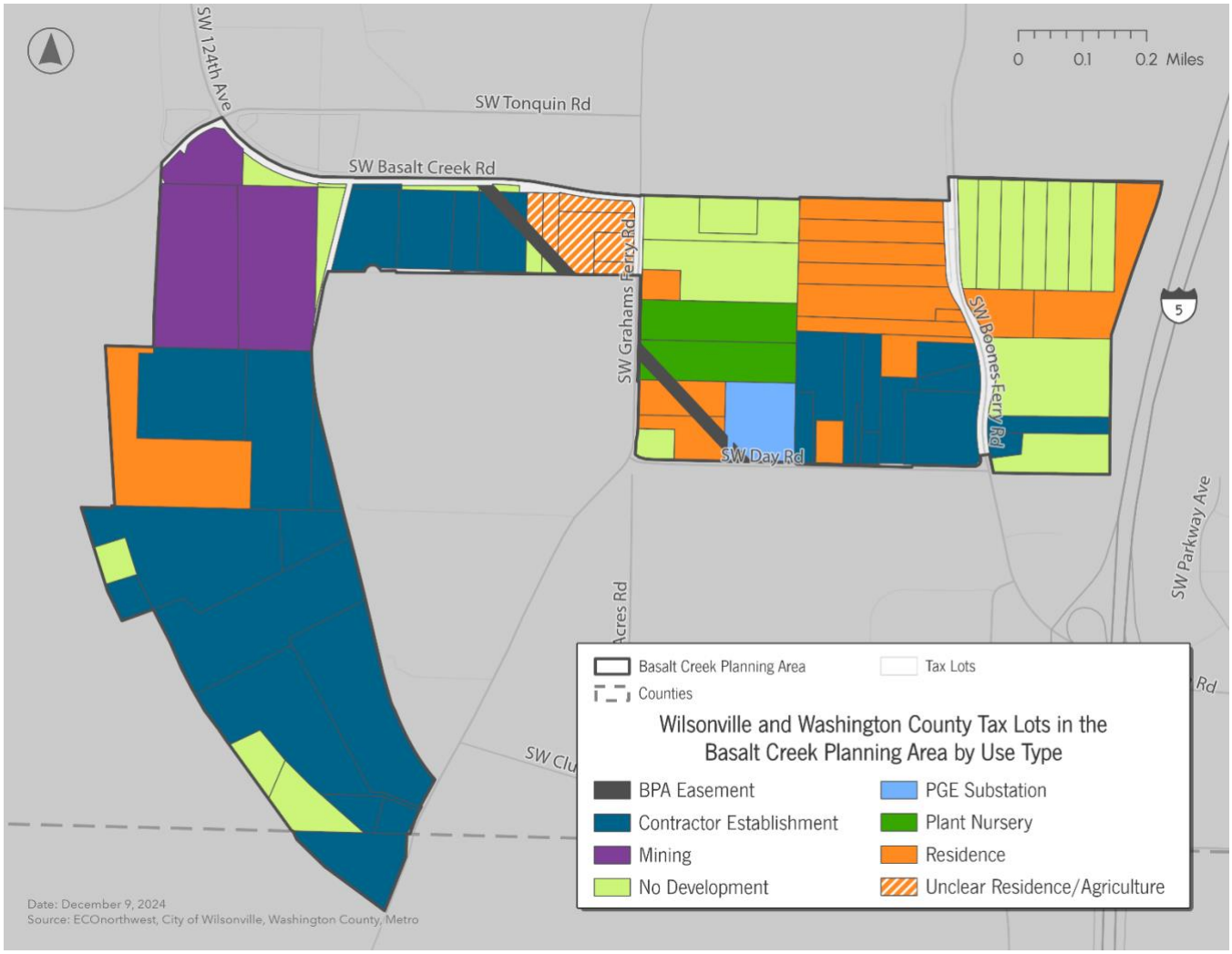
Figure 2. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Figure 3 identifies land use categories for each site. ECOnorthwest collaborated with City staff to identify these categories through a detailed review process that combined local knowledge with aerial map analysis. Unlike basic classifications of vacant or partially vacant land, this map provides deeper insights into current land uses, offering valuable context for evaluating redevelopment potential and guiding the feasibility analysis (the results of which are shared in a separate memorandum).

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the buildable lands inventory involved removing portions of vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within Metro Upland Wildlife Habitat Classes A and B and Riparian Wildlife Habitat Classes I and II).

Table 3 presents the buildable acres—tax lot areas remaining after deducting these constraints—for both vacant and partially vacant land, categorized by Wilsonville's Comprehensive Plan designation. The BCPA has 150 total buildable acres available for development.

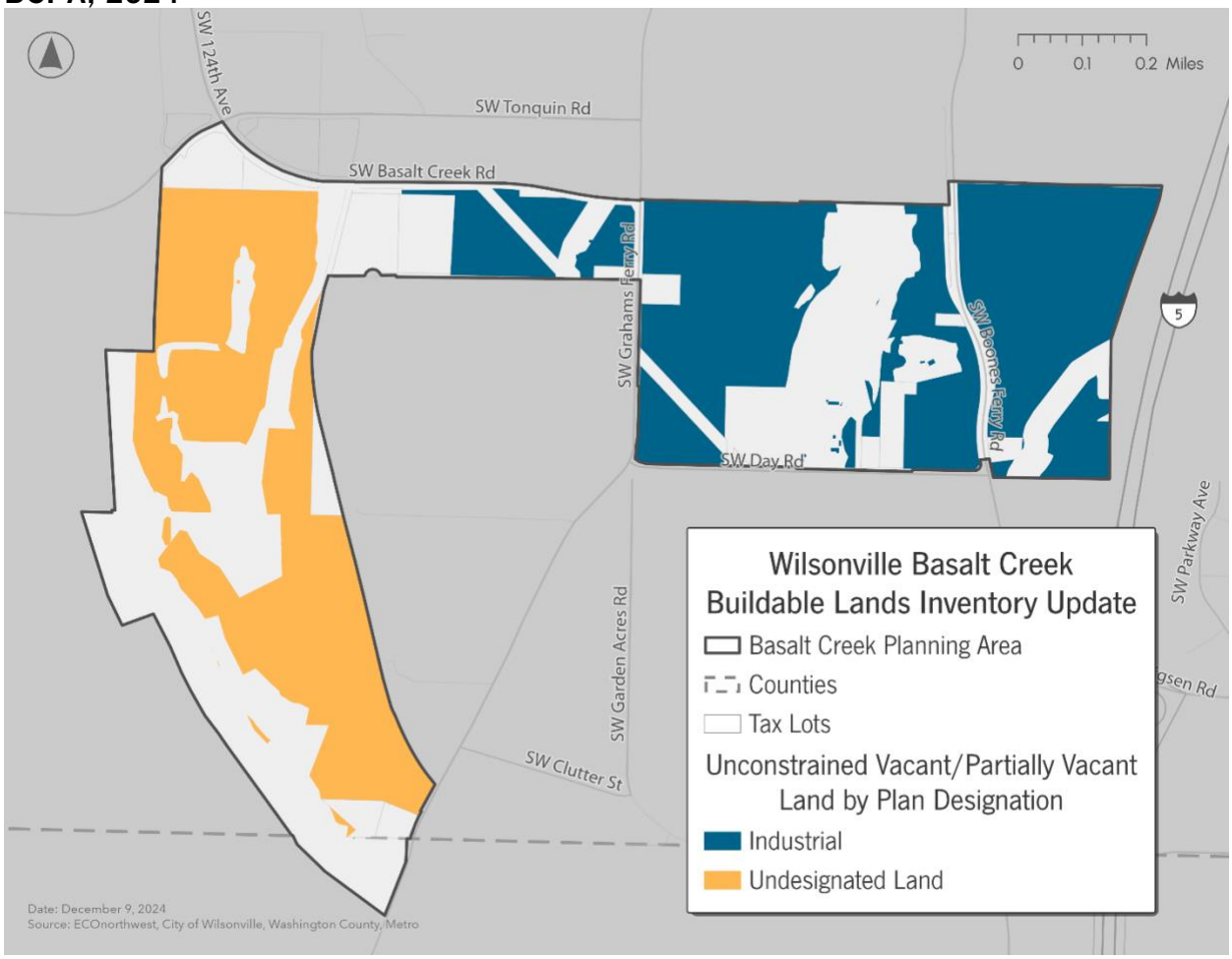
Table 3. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 4 shows the buildable vacant and partially vacant land within the BCPA, categorized by Wilsonville Comprehensive Plan designation. It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development (or has redevelopment potential). However, the buildable lands inventory database accounts for these distinctions: the developed portions (unavailable for future development) are excluded, while the vacant portions are detailed in Table 4.

Figure 4. Buildable Employment Land by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Table 4 presents the size of buildable lots categorized by Wilsonville Comprehensive Plan designation across the BCPA. The planning area includes:

- Eight lots smaller than 0.5 acres, totaling 2 acres.
- Twenty-two lots between 0.5 and 2 acres, totaling 22 acres.
- Eighteen lots between 2 and 5 acres, totaling 57 acres.
- Six lots between 5 and 10 acres, totaling 46 acres.
- Two lots between 10 and 25 acres, totaling 23 acres.

Table 4. Buildable Acres and Tax Lots by Buildable Site Size by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Buildable Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Industrial	1	7	10	51	35	23
Undesignated	1	1	4	6	12	-
Acreage Total	**2**	**8**	**14**	**57**	**46**	**23**
Industrial	5	10	7	16	4	2
Undesignated	3	2	3	2	2	-
Tax Lot Total	**8**	**12**	**10**	**18**	**6**	**2**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Employment Capacity

ECOnorthwest analyzed the buildable land in Basalt Creek to update projections for potential job growth in the area. This assessment involved reviewing the capacity estimates from the BCCP and refining them using the updated land inventory of 150 buildable acres.

The analysis began with a review of research conducted by ECOnorthwest and other organizations on employment density. A common finding in such studies is the significant variability in employment density across industries, plan designations, and zoning districts. For example, an industrial zone may have employment densities ranging from 1-3 employees per acre for a warehousing facility and 10-15 employees per acre for flex spaces to densities over 25 employees per acre for office buildings.

The capacity estimates that follow are intended to provide a high-level estimate of job capacity based on the 2024 BLI update. Some factors, such as land needed for streets, would reduce capacity while others, such as higher lot coverages or multistory buildings, would increase capacity. The main utility of employment capacity estimates is in estimating

infrastructure needs. The figures that follow can be used to inform infrastructure demand estimates which can then be compared with infrastructure capacity to determine if existing and planned capacity are sufficient to accommodate expected employment densities.

Land Demand Methodology

When evaluating land and building capacity, two measures are commonly used to define the relationships between building size, floor area, and land area. These measures include:

- **Floor Area Ratio (FAR):** The ratio of a building's total square footage to the site's total square footage.
- **Employees Per Acre (EPA):** The total number of employees divided by the site size.

Basalt Creek Growth Capacity: Land Use Model Assumptions

This model builds on assumptions from the BCCP. Initially, the BCCP estimated an average of **18.5 jobs per gross acre** in Wilsonville's portion of Basalt Creek (excluding West Railroad). Key employment density estimates included:

- High-Tech Employment District: 20 jobs per gross acre.
- Craft Industrial: 22 jobs per gross acre.
- Light Industrial District: 16 jobs per gross acre.

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-density growth scenarios to better reflect the potential range of employment densities in the study area. ECO also modeled different lot coverage ratios/FARs. The scenarios use lot coverages of 35 percent and 45 percent which is consistent with the assumptions used in the Task 4 redevelopment feasibility analysis of contractor establishments. The FARs of 0.35 and 0.45 reflect lot coverage ratios and the assumption that uses will be single story.

- **Low-Density Scenario:**
  - 10 employees per gross acre.
  - Lot coverage/FAR: 35 percent/0.35.
  - Reflects more traditional industrial densities and provides a more conservative estimate.
- **Medium-Density Scenario:**
  - 15 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.

- Assumes a greater share of office development compared to the low-density scenario, offering a more ambitious estimate.

- **High-Density Scenario (BCCP Adopted Assumption)**
  - 18.5 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.
  - Maintains the BCCP assumptions and envisions a greater share of office development than the other scenarios. It assumes the same lot coverage ratio which yields the same built space capacity as the medium-density scenario but with a higher number of employees occupying that space.

Results: Land Use Modeling for Basalt Creek

Table 5 outlines the results of this analysis, indicating that Wilsonville's portion of Basalt Creek has capacity for:

- **Employment:** Between 1,500 and 2,780 jobs.
- **Built Space:** Between 2.3 million and 2.9 million square feet.

These findings reflect the range of potential outcomes based on varying employment density assumptions.[2]

Table 5. Job Capacity and Built Space Capacity, Wilsonville BCPA

	Low	Medium	High
Job Capacity	1,500	2,250	2,780
Built Space Capacity (SF)	2,289,000	2,943,000	2,943,000

Source: Analysis by ECOnorthwest

[2] ECOnorthwest also analyzed the potential number of employees and built space under current density levels, estimated at approximately 5 employees per gross acre. If these existing conditions persist, the area is projected to accommodate around **750 employees** and **1.3 million square feet** of built space.

Site Suitability Analysis

The BCPA is well positioned to capture industrial growth in the South Metro region. It benefits from its strategic location with access to I-5, a robust employment base, and connections to other expanding industrial hubs in Sherwood and Tualatin. Over the summer, ECOnorthwest conducted an Economic Inventory to assess market conditions and identify industries most likely to establish a presence in Basalt Creek focusing on industrial and office uses in alignment with the BCCP vision.[3] The analysis highlighted strong national and regional demand for industrial space and identified key sectors with potential interest in the area, including the semiconductor supply chain, cleantech, advanced manufacturing, distribution and logistics, and data centers.

Although the BCCP originally envisioned a blend of industrial and office development, current market trends suggest a shift toward a greater emphasis on industrial uses. Office developments, while still anticipated, are expected to occupy a smaller footprint than initially planned.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation, and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

To determine site specific competitiveness for these industries, ECOnorthwest evaluated three opportunity sites using the Mackenzie Infrastructure Finance Authority (IFA) Industrial Development Competitiveness Matrix as a foundation. Recognizing that industry requirements have evolved since the matrix's creation in 2015, the analysis incorporated updated reports and stakeholder feedback to align with current market demands. This Site Suitability Analysis assesses site characteristics such as size, location, and constraints to evaluate their ability to host target industries. While the analysis considered buildable land availability, its primary focus was on site potential, assuming redevelopment occurs. Feasibility and redevelopment likelihood of contractor establishments is addressed in a separate task.

[3] When evaluating the office market, medical office showed stronger growth than traditional office. However, ECOnorthwest did not further evaluate its potential, as it was not a use envisioned in the BCCP.

Opportunity Sites for Analysis

ECOnorthwest evaluated the following sites for their development potential (Figure 5):

- **SW Greenhill Site:** Selected for its consolidated land ownership and strong potential for near-term development, given the absence of active use.
- **Craft Industrial Area:** As a transitional area, the City seeks to assess this site's characteristics in detail to determine the most appropriate land uses. This will inform zoning designations.
- **West Railroad Site:** West Railroad lacked a defined concept in the original BCCP. To explore its potential, ECOnorthwest analyzed a portion of West Railroad, focusing on its development suitability. This will inform whether a zoning designation similar to the rest of the Basalt Creek area would be appropriate. The area also faces physical and service constraints, and the analysis evaluates whether these challenges might limit future development opportunities.

Figure 5. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Table 6 summarizes the size of unconstrained lots for the opportunity sites. Note that "unconstrained acres" here includes developed areas. In general, larger sites are more appealing to industrial users, who often seek parcels of 5 or more acres. Smaller sites, however, may require site aggregation to meet these needs. Notably, sites in SW Greenhill and West Railroad, which exceed 5 acres, could be especially attractive to developers. While all opportunity sites may require some degree of site aggregation, the Craft Industrial area faces the greatest challenge due to its relatively small lot sizes and fragmented land ownership.

Table 6. Unconstrained Acres and Tax Lots by Site Size for Opportunity Sites, BCPA, 2024

Site Suitability Area	Unconstrained Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Craft Industrial	-	1	5	8	-	-
SW Greenhill	-	-	-	31	-	21
West Railroad	0.3	-	3	10	19	60
Acreage Total	**0.3**	**1**	**9**	**49**	**19**	**81**
Craft Industrial	-	1	3	3	-	-
SW Greenhill	-	-	-	8	-	2
West Railroad	3	-	2	3	3	4
Tax Lot Total	**3**	**1**	**5**	**14**	**3**	**6**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Site Competitiveness Factors

The IFA Industrial Development Competitiveness Matrix includes the following factors for evaluating the competitiveness of different industries:

- Site Size
- Competitive Slope (physical slope of a parcel, which can impact its suitability for development)
- Access to Transportation and Trip Generation (Highway, Rail, and Airport Proximity)
- Access to Utility Infrastructure (Water, Sewer, Electricity, Telecommunications)
- Special Considerations

The industries evaluated in the IFA Industrial Development Competitiveness Matrix include the following, which align with the BCCP and the Economic Inventory findings, and are the focus of this analysis (the full matrix can be found in Appendix B.1):

- **Production Manufacturing:**
  - High-Tech/Cleantech Manufacturing
- **Value-Added Manufacturing and Assembly:**
  - Food Processing
  - Advanced Manufacturing and Assembly
- **Light/Flex Industrial:**
  - General Manufacturing
  - Industrial Business Parks and R&D Campuses
  - Business Services
- **Warehousing and Distribution**
  - Regional Warehouse/Distribution
  - Local Warehouse/Distribution
- **Specialized Uses:**
  - Data Centers

Industry-Specific Considerations

Recent growth in the semiconductor and cleantech sectors has prompted additional research to understand the evolving needs of these industries. To support this, the Oregon Legislature established the Oregon Semiconductor Task Force to identify industry needs and opportunities. Similarly, Business Oregon supported the creation of the Oregon Cleantech Competitiveness Assessment Report to evaluate the needs and prospects for cleantech industries. Key findings related to site-specific requirements from these initiatives are outlined below.

SEMICONDUCTOR SECTOR

The semiconductor industry offers Oregon a prime opportunity to expand advanced manufacturing, grow its traded sector, and create high-quality jobs. The $52 billion CHIPS Act, passed in July 2022, accelerates efforts to boost domestic semiconductor production by allocating $40 billion for manufacturing and $10 billion for research over five years.

The Metro region hosts a robust semiconductor cluster centered in Hillsboro. There has also been some semiconductor activity south of Hillsboro, including LAM Research in Sherwood and Tualatin, bolstering the supply chain presence in the South Metro. This established network positions the region to attract additional semiconductor-related investments.

The Semiconductor Task Force's Industrial Lands Subcommittee identified key site characteristics most important for the semiconductor industry:

- **Workforce Availability and Talent Proximity.** Access to skilled workers—engineers, technicians, and operators—is essential. Semiconductor clusters thrive where workers can easily transition between companies, creating a dynamic employment ecosystem. Workforce access is critical for both fabrication plants and supply chain operations.
- **Parcel Size and Usage.** Parcel size varies by operational needs. Fabrication plants require ***50–100 acres*** to accommodate clean rooms and infrastructure, with large-scale R&D and production facilities needing ***500+ acres***. Supply chain operations, such as equipment and material suppliers, generally need smaller parcels of ***15–35 acres***.
- **Infrastructure Readiness.** Reliable access to ***transportation, water, electricity, and wastewater systems*** is crucial. Semiconductor companies prioritize sites with infrastructure ready to support development within ***6 months to 3 years***.
- **Clustering with R&D Partners and Suppliers.** Collaboration with suppliers and R&D partners is vital. Fabrication plants benefit from proximity to suppliers for quick equipment maintenance and research. Supply chain operations also thrive in clusters, connecting with customers and transport hubs.
- **Environmental and Regulatory Considerations:** Predictable permitting processes are essential to avoid delays. While environmental regulations remain important, fast-tracked approvals are necessary to match the industry's pace.

SITE COMPETITIVENESS FOR THE CLEANTECH SECTOR

Oregon is well positioned to capitalize on the growth of cleantech industries, driven by federal initiatives like the Inflation Reduction Act and an increasing focus on sustainability. Cleantech encompasses a range of technologies, including renewable energy, energy-efficient materials, water technologies, and recycling systems. While the IFA Industrial Development Competitiveness Matrix provides general site characteristics for cleantech, the Oregon Cleantech Competitiveness Assessment Report—developed for Business Oregon—offers more detailed site selection criteria specific to established and emerging cleantech industries within the state. Key site characteristics for these subsectors are summarized below (a complete matrix is available in Appendix B.2). Scalability is essential for many users, as industries often begin on smaller sites but require the flexibility to expand as they grow.

- **Battery Storage:** These systems store renewable energy for later use, enhancing grid stability and reliability. Technologies range from lithium-ion to flow batteries, used in applications from small urban microgrids (0-5 acres) to large grid-scale facilities (25+ acres). Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations. Zoning flexibility for

energy uses is critical, while water needs and transportation access are generally less significant.

- **Mass Timber:** Engineered wood products like cross-laminated timber (CLT) and glued laminated timber (GLT) serve as sustainable alternatives to steel and concrete. Production facilities need medium to large sites (5-25+ acres), reliable transportation (particularly to arterial roads and railways) for raw materials, and substantial power supply.
- **Ag-Tech:** This sector integrates advanced technologies like AI, Internet of Things (IoT), agrivoltaics, and drones to optimize agriculture. Ag-tech operations, in this sense, are generally assumed to focus on software and small-scale equipment products, generally collaborating with large existing farms for R&D. These businesses typically require small sites (0-5 acres) with low transportation, water, and power demands.
- **Circular Economy:** This sector focuses on recycling and resource reuse, supporting waste-reduction and material-recovery technologies. Businesses range from R&D to recycling and upcycling facilities. Typically, these operations require small to medium-sized sites (0-25 acres), though the specific site needs depend on the types of raw materials and finished products, as well as the scalability of the industry. Good transportation access—especially to arterial roads and potentially railways—is important, along with moderate water and power requirements and flexible zoning options.
- **Solar and Wind Energy Production:** This sector encompasses both energy production and manufacturing. Manufacturing facilities share site requirements with advanced manufacturing industries, while energy production facilities vary significantly in scale. These range from small rooftop installations to large-scale farms, which require proximity to transmission lines and substations. The electrical system needs depend on the scale and purpose of the facility—microgrid systems may only require a connection to the local grid, while large-scale grid storage typically necessitates access to regional transmission lines or substations. Transportation access requirements also vary, but wind turbine manufacturing often requires rail access due to the size of components.
- **Water Technologies:** This sector focuses on addressing water scarcity and quality through innovations such as AI-driven leak detection, wastewater recycling, and desalination. It often involves both R&D and production facilities. These businesses typically require small to medium-sized sites (0-25 acres) with access to high-pressure water systems and significant power capacity, while having relatively low transportation needs.
- **Building Energy Technologies:** This sector focuses on innovations that improve energy efficiency, including smart HVAC systems and energy-efficient lighting to reduce building energy use. R&D and software development facilities in this space

typically require small sites (0-5 acres) with moderate to high electrical needs, while having low transportation and water requirements.

- **Electric Vehicle (EV) Infrastructure Technologies:** Supporting the adoption of EVs through charging networks and technology development, this sector generally requires medium to large sites (5-25+ acres) with high electrical power demands and good access to transportation networks.

Opportunity Site Characteristics

The market analysis revealed that Basalt Creek is well suited for various industrial uses, including light industrial, flex space, warehousing, distribution, advanced manufacturing, and support for cleantech and semiconductor sectors. These industries have specific site requirements. To assess how the three opportunity sites could accommodate different sectors, ECOnorthwest analyzed each site's characteristics and evaluated them against the competitiveness matrix and additional criteria specific to cleantech and semiconductor industries.

Table 7 outlines the physical characteristics of the three sites under analysis.

Table 7. Physical Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Site Size and Ownership	♦ 57 acres ♦ 10 tax lots ♦ 2 owners (1 owns 42 acres, 1 owns 14 acres)	♦ 32 acres ♦ 7 tax lots ♦ 7 owners (fairly even site size distribution)	♦ 165 acres ♦ 15 tax lots ♦ 8 owners (1 owns 65 acres, 4 own ~20 acres each, 3 own smaller parcels)
Slope	Slopes of 10% or greater cover about 6 acres, or 11% of the total site area.	♦ Slopes of 10% or greater cover about 15 acres, or 46% of the total site area. These slopes are generally in the middle of the site, bordering Basalt Creek.	♦ Slopes of 10% or greater cover about 34 acres, or 20% of the total site area. However, some of these slopes are from activities on the sites and not physical attributes.
Surrounding Uses	♦ North: Planned for medium-low density residential and neighborhood commercial (Tualatin portion of BCPA) ♦ East: BCPA border and I-5 ♦ South: Undeveloped land, contractor establishment (planned High-Tech Employment District) ♦ West: Craft Industrial Opportunity Site	♦ North: Planned for (and under development) low-density residential (Tualatin portion of BCPA) ♦ East: SW Greenhill Opportunity Site (planned High-Tech Employment District) ♦ South: Contractor establishments, single residential property (planned High-Tech Employment District) ♦ West: Contractor establishments, plant nurseries, and undeveloped land (planned Light Industrial District)	♦ North: Adjacent to mining site ♦ East: Coffee Creek Correctional Facility and Coffee Creek Industrial area ♦ West: Coffee Creek provides a natural buffer ♦ South: Undeveloped land in Clackamas County
Constraints	♦ 52 unconstrained acres (91% of total area) ♦ Minimal constraints running along the eastern boundary	♦ 14 unconstrained acres (42% of total area); 9 of these acres are east of the constraints that dominate the central area; the remaining 5 acres occupy the northwest corner ♦ Constraints dominate the central north-south area	♦ 92 unconstrained acres (56% of total area) ♦ Constraints run along the entire western boundary and central northern half

Table 8 outlines the existing and planned utilities on the opportunity sites. Details on water, sewer, and roads were provided by City staff based on the most current local access maps from DKS. Final infrastructure alignment and capacity are still in the planning stages.

Table 8. Infrastructure and Utility Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Water: Potable water delivery to BCPA requires Basalt Creek Parkway extension, Zone C booster station, and may require SW Grahams Ferry Rd extension. These systems will connect SW Tooze Rd to SW Day Rd – 10,200 LF 18" diameter pipe and 4,670 LF 12" diameter pipe. *Modeling needs to confirm these requirements.*	**Current:** No existing water lines in area. **Planned:** Requires water main along SW Boones Ferry Rd alignment (2,490 LF). Water lines assumed to generally follow local road layout (5,460 LF). Will connect proposed water lines to existing lines on SW Pioneer Ct and SW Day Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Assumed to utilize proposed water main along SW Boones Ferry Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Water lines assumed to follow road layout from SW Grahams Ferry to SW Tonquin Rd (6,900 LF). *Sizes to be confirmed during modeling.*
Roads	**Current:** Existing SW Boones Ferry Rd, SW Greenhill Rd **Planned:** New arterial to I-5 from SW Greenhill Rd (300 LF). New arterial from SW Day Rd to I-5 (1,060 LF). New local roads looping SW Greenhill Rd to SW Boones Ferry Rd (3,350 LF) and connecting to SW Pioneer Ct (2,110 LF).	**Current:** Existing SW Boones Ferry Rd. **Planned:** New local road looping SW Day Rd to SW Boones Ferry Rd (1,900 LF). Assumed to utilize SW Boones Ferry Rd.	**Current:** Existing SW Grahams Ferry Rd to south and SW Tonquin Rd to north. **Planned:** New local road connecting SW Grahams Ferry Rd to SW Tonquin Rd (6,900 LF) with a possible connection to SW Morgan Rd (2,570 LF).
Sewer: Wastewater collection for BCPA requires completion of Coffee Creek Interceptor Phase 2 – 2,000 LF of gravity system upsizing to 21" diameter pipe from SW Boeckman Rd along railroad to SW Ridder Rd. This also requires Coffee Creek Interceptor Railroad Crossing – 160 LF of 21" diameter pipe.	**Current:** No existing sewer lines in area. **Planned:** Gravity collection lines flow generally south and west along proposed road layout (5,460 LF). Requires new collection line along SW Day Rd (1,600 LF) and new line to travel south between SW Day Rd to connect to SW Garden Acres Rd just north of SW Ridder Rd (3,700 LF). *10-12" diameter collection lines are anticipated.*	**Current:** No existing sewer lines in area. **Planned:** Assumed to utilize proposed line along SW Boones Ferry Rd.	**Current**: No existing sewer lines in area. **Planned:** Gravity line flows from SW Clay St west, crosses railroad, and meets proposed local street alignment in West Railroad to SW Grahams Ferry Rd (6,900 LF). Lift station is required with pressure main along SW Grahams Ferry to SW Clutter St (380 LF) before returning to gravity along SW Clutter St to SW Garden Acres Rd (1,430 LF). *A 10" diameter pipe is anticipated for gravity lines.*
Natural Gas	The IFA matrix does not identify natural gas as a requirement for industries most likely to locate in the BCCP. Natural gas did not come up as a barrier for industrial development in interviews.		
Electricity	Discussions with PGE indicate that the area can accommodate industrial users with moderate power needs. However, large power users such as a data center may require infrastructure upgrades. These types of upgrades can take 3+ years.		
Telecommunication	Since the BCPA is located within the Metro, telecommunication service is expected to be adequate to meet the needs of likely users. Telecommunication capacity did not come up as a barrier for industrial development in interviews.		

Location in the overall region and access to highways, rail, other like businesses, and labor force also play a role in site selection for industries. Given the proximity of these sites within a very small area, we detail these overall characteristics for the BCPA rather than for each site (Table 9).

Table 9. Basalt Creek Transportation and Proximity Characteristics

SITE CHARACTERISTIC	BASALT CREEK EVALUATION
Available Trips	♦ The BCCP allocated 951 trips to Wilsonville's portion of Basalt Creek. The TRP identifies the necessary improvements to accommodate those trips. Additional development and trips would require an update to the TRP and additional capacity improvements to the planned system.
Transportation Access to Interstate or Principal Arterial	♦ The entirety of Basalt Creek is within 5 miles of access to I-5 and I-205 and is less than 10 miles from Highway 217.
Proximity to Regional Infrastructure Rail/Port/Airport	♦ Basalt Creek is ~27 miles from Portland International Airport and ~26 miles from the Port of Portland. ♦ A rail line runs through Basalt Creek. The type of rail line and potential for spurs are not known at this point.
Proximity to Labor Force	♦ Access to the broader Portland Metro and Mid-Valley labor forces.
Proximity to Goods	♦ Close proximity to wine region and agricultural land. ♦ Close proximity to distributors, other manufacturers, and tech hubs, including semiconductor businesses.

Evaluation of Compatible Uses

The suitability of potential users for each site is outlined below, based on site characteristics and industry-specific needs. This high-level evaluation focuses on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of building configurations or sizes.

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining site suitability.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with significant electricity demands might necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two property owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for a high-tech supply chain, cleantech industries, advanced manufacturing, food processing, small warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the Basalt Creek Concept Plan's vision for small-scale or micro-industrial uses, such as live-work spaces or makerspaces.

  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences,

including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites. However, the feasibility of redeveloping these residential properties was not assessed as a part of this study.

- **The West Railroad** site spans 165 acres, with 56 percent (92 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and small to midsized warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by the railroad undercrossing on SW Grahams Ferry Road. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site's suitability for targeted industries.

In Table 10, the compatibility of each site with various industrial uses is color coded as follows:

- Red: Not competitive for the industry
- Yellow: Moderate potential
- Green: High compatibility and strong suitability

Table 10. Evaluation of Compatible Uses Based on Site Characteristics

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Production Manufacturing	High-Tech / Cleantech Manufacturing	Midsized, flat site; high power or utility demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; some users may prefer larger sites with expansion potential	Vibration *may* be a concern from nearby rail and/or mining; high power or utility demands could exclude some users depending on system capacity
Value-Added Manufacturing and Assembly	Food Processing	Water and sewer needs are high; high demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion	Water and sewer needs are high; high demands could exclude some users depending on system capacity
	Advanced Manufacturing & Assembly	Midsized, flat site; lower water and sewer demand than high-tech industries	Site small and constrained; increased setbacks (if required) could be a problem; often requires on-site utility service areas	Vibration *may* be a concern from nearby rail and/or mining

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Light / Flex Industrial	General Manufacturing	Residential proximity may reduce appeal	Site small and constrained; residential proximity may reduce appeal	Desirable site size available; distance from sensitive uses (residential, park)
	Industrial Business Park and R&D Campus	Midsized, flat site; slightly small for some users	Site small and constrained	Constraints may limit large park potential
	Business / Admin Services	Midsized, flat site; high trip generation	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; tolerates higher slopes; compatible near residential; high trip generation	Proximity to Coffee Creek Industrial area that hosts similar services is attractive; tolerates higher slopes; high trip generation
Warehouse & Distribution	Regional	Close to I-5; existing road infrastructure; site may be a little small for some users	Site too small and constrained; limited space for trucks	Constraints could limit large distribution centers; the City is evaluating needed improvement to better accommodate truck traffic
	Local	Close to I-5; existing road infrastructure; suitable for smaller users	Site too small and constrained; limited space for trucks	Close to I-5; suitable for smaller users; the City is evaluating needed improvement to better accommodate truck traffic
Specialized	Data Center	May be suitable, but power needs could exceed available capacity, requiring upgrades	Site too small and constrained	May be suitable, but power needs could exceed available capacity, requiring upgrades

Site Competitiveness for Semiconductor Industry

Basalt Creek lacks the large parcels required for fabrication plants but is positioned to accommodate supply chain businesses that support semiconductor manufacturing.

- **SW Greenhill:** High Potential – Could be competitive for the semiconductor supply chain businesses. This site is closest to development ready, which is highly competitive because semiconductor companies prioritize sites with infrastructure ready to support development within *6 months to 3 years.*
- **Craft Industrial:** Not Competitive – Given the small parcels on the Craft Industrial site, this site is not competitive for the semiconductor supply chain businesses.

- **West Railroad:** Moderate Potential – The longer timeline required to provide adequate infrastructure, combined with existing constraints, makes this site less attractive for the semiconductor industry.

Site Competitiveness for Cleantech

- **Craft Industrial:** Moderate Potential – Given the small parcels and extent of constraints, this site is not competitive for many cleantech businesses but may be attractive to small-scale users in ag-tech and building energy tech that require sites under 5 acres.

Table 11. Cleantech Evaluation of Compatible Uses for Craft Industrial

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply; site size may be too small for many users
Mass Timber	Limited by small site size, lack of direct rail access, and high energy requirements
Ag-Tech	Site may be suitable for a small user
Circular Economy	Some users may prefer direct rail access; site may be too small for some users
Solar & Wind Energy	Small site; unsuitable for power generation and manufacturing
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; site may be too small for some users
Building Energy Tech	Site may be suitable for a smaller user; energy demands could exceed supply
EV infrastructure Tech	Limited site size, lack of rail access, and high energy requirements

- **SW Greenhill and West Railroad:** High Potential – Site size and infrastructure could appeal to a variety of cleantech subsectors, including battery storage, ag-tech, circular economy, water tech, and building energy tech.

Table 12. Cleantech Evaluation of Compatible Uses

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply
Mass Timber	Limited by lack of direct rail access and high energy requirements
Ag-Tech	Sites meet needs well
Circular Economy	High transportation needs: some facilities may prefer direct rail access
Solar & Wind Energy	Unsuitable for power generation; possible for manufacturing but limited by rail and power needs
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; low transportation needs
Building Energy Tech	Sites meet needs well; energy demands could exceed supply
EV infrastructure Tech	Limited by lack of rail access and high power requirements

Conclusion

Land Supply

The BCPA offers a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. Since the previous Buildable Lands Inventory (BLI) update, the area has experienced growth in contractor establishments. The updated BLI identifies **150 acres of buildable land,** comprising **87 acres of vacant land** and **63 acres of partially vacant land,** after accounting for constraints and existing development. The supply is distributed across parcels of varying sizes, ranging from small lots under 5 acres to larger parcels exceeding 25 acres, providing a mix of options suitable for different industry needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between **1,500 and 2,780 jobs**.

Site Suitability Analysis

The Site Suitability Analysis evaluates the competitiveness of three opportunity sites within the BCPA based on their ability to host key industries identified in the Economic Inventory. This evaluation focuses on physical site characteristics, such as size, location, and constraints, rather than the likelihood of redevelopment. Redevelopment feasibility is addressed in a separate deliverable.

- **SW Greenhill:** With its minimal constraints, lack of development, consolidated land ownership, and existing infrastructure, this site could be physically suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels. This validates the uses originally envisioned in the BCCP for the area.
- **Craft Industrial:** Due to significant constraints, the site is currently more suitable for micro-industrial uses, such as live-work spaces, as originally identified in the BCCP. However, with site aggregation, the southeastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **West Railroad:** This site has potential for development in general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

Next Steps

The findings presented in this memorandum are preliminary and will be further refined through ongoing discussions with the Planning Commission and City Council. This analysis is being conducted in parallel with an evaluation of redevelopment feasibility for contractor establishments. Ultimately, these components, along with insights from the Economic Inventory, will be synthesized into a summary report that outlines key findings and recommendations.

Appendix B.1 IFA Industrial Development Competitiveness Matrix

ECOnorthwest

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

Infrastructure Finance Authority

	CRITERIA / PROFILE		Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
			A	B	C	D	E	F	G	I	H	J	K	L
			Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)

13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	SPECIAL CONSIDERATIONS:		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located witihn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.
* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.	
**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space	
† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).	
‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.	

Appendix B.2 Cleantech Industrial Sector Land Use Competitiveness Matrix

The Oregon Cleantech Competitiveness Assessment Report (Appendix D in the report) identified the following land use requirements for key cleantech subsectors in Oregon as described below.

Cleantech Land Use Criteria

Land use requirements for attracting and growing industrial users vary across sectors. We have reviewed typical land use and infrastructure needs based on existing facility development, anticipated growth needs, and similarities to existing established industrial users within the State. We have reviewed land use competitiveness for the following development criteria, which are commonly used when evaluating sites for attracting potential industrial users:

1. Total site size: Gross property area, including building footprint, setbacks, parking, laydown space, buffers and/or mitigation areas, and expansion areas.
    A. Small: 0-5 acres
    B. Medium: 5-25 acres
    C. Large: > 25 acres
2. Use allowance: Specific manufacturing use allowed under current zoning. Development standards also may limit feasibility of necessary elements such as utility yards.
    A. Low: Allowed outright
    B. Medium: Allowed conditionally or with limitations
    C. High: Not allowed
3. Site slope tolerance: Elevation differences across the site; generally, industries with large-footprint buildings or laydown yards require flatter sites.
    A. Low: 0-5%
    B. Moderate: 0-7%
    C. High: 0-12%
4. Access to interstate or principal arterial transportation routes: Access to shipping routes and available capacity for trips generated.
    A. Low: Relatively low need for access to transportation routes.
    B. Moderate: Access to principal transportation routes is preferred.
    C. High: Access to principal transportation routes is required.
5. Railroad access: Proximity and capacity for rail freight systems, for either raw materials or finished goods.
    A. Low: Relatively low need for rail access.
    B. Moderate: Access to rail access is preferred.
    C. High: Access to rail access is required.
6. Marine port access: Proximity and capacity for marine cargo shipping, for either raw materials or finished goods.
    A. Low: Relatively low need for marine access.
    B. Moderate: Access to marine access is preferred.

C. High: Access to marine access is required.

7. Airport access: Proximity and flight availability for employees, customers, or air cargo.
   A. Low: Relatively low need for airport access.
   B. Moderate: Access to airport access is preferred.
   C. High: Access to airport access is required.
8. High-pressure water supply: Proximity and capacity for high-pressure water supply, typically as municipal water.
   A. Low: Significant water usage is not expected to be a critical component of this industry.
   B. Moderate: Water usage may be high for this industry; high-pressure water supply is preferred.
   C. High: High-pressure water supply is required.
9. Electricity supply: Proximity and capacity for electrical power.
   A. Low: Significant electricity usage is not expected to be a critical component of this industry.
   B. Moderate: Electrical usage may be high for this industry; high-demand service and/or redundancy is preferred.
   C. High: High-demand service and/or redundant electrical supply is required.

The following table summarizes our recommendations of land use competitiveness for the selected Cleantech sectors across the criteria listed above.

Table 13. Competitiveness Matrix for Select Cleantech Industries

	Battery Storage	Mass Timber	Ag-Tech	Circular Economy	Solar & Wind Energy Prod	Water Tech	Building Energy Tech	EV Infrastructure Tech
Site Size	Small to Large[4]	Med to Large	Small[5]	Small to Med[6]	Med to Large[7]	Small to Med	Small	Med to Large
Use Allowance	Varies by jurisdiction							
Slope Tolerance	Mod.	Low	High	Mod.	Mod.	Low	High	Mod.
Transportation Access	Low	High	Low	High	Mod.	Low	Low	High
Rail Access	Low	Mod.	Low	Mod.	Wind: High Solar: Low	Low	Low	Mod.
Marine Access	Low	Low	Low	Low to Mod.	Low to High[8]	Low	Low	Low to Mod.
Airport Access	Low	Low	Mod.	Low	Low	Low	Mod.	High
High-Pressure Water Needs	Low	Low to Mod.	Low	Mod.	Mod.	High	Low	Low
Electrical Supply Needs	High[9]	Mod. to High	Low	Mod.	High[6]	High	Mod. to High	High

Source: Oregon Cleantech Competitiveness Assessment Report, 2024

[4] Battery storage site sizes may vary widely, from urban microgrid installations to large-scale power grid storage.
[5] The Ag-Tech industries identified in this study are assumed to generally focus on software and small-scale equipment products. These companies may use large-scale farms for product development or research; however, since those are likely to be existing operating farm facilities, we do not identify them as a land use criterion here.
[6] Site facility size for circular economy is dependent on the raw materials and finished products involved and the industry scaling.
[7] Site size for solar/wind manufacturing facilities is similar to advanced manufacturing industries, while sites for solar/wind power generation vary greatly depending on scale, ranging from rooftop systems to grid-scale farms.
[8] Offshore wind power requires marine facilities to transport turbines and equipment to the generating site. Land-based wind power marine access varies.
[9] Electrical system proximity and access for power generation facilities may vary depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations.

Appendix B.3 Buildable Lands Inventory Methodology

The BLI is intended to identify industrial lands that are available for development for employment uses within the City of Wilsonville's BCPA. The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This appendix presents methods and definitions used to develop the industrial buildable lands inventory for the BCPA. The results (shown in the Land Supply section of the memorandum) are based on analyses by ECOnorthwest of data from the City of Wilsonville, Washington and Clackamas Counties, Metro, and Pacific Habitat Services. The analysis was reviewed by City staff. The remainder of this appendix summarizes key findings of the BLI.

Methods and Definitions

The BLI in Wilsonville's BCPA includes all land that allows industrial uses within the jurisdiction of Wilsonville's comprehensive plan use designations or unincorporated areas of Washington and Clackamas Counties. From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the BCPA
2. It is within a Wilsonville Comprehensive Plan designation or unincorporated areas of Washington and Clackamas Counties.
3. It is inside a tax lot (as defined by Metro), and
4. Its plan designation allows employment uses. *Note that tax lots do not generally include road or railroad rights-of-way or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate UGB "land base"
2. Classify lands by initial development status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

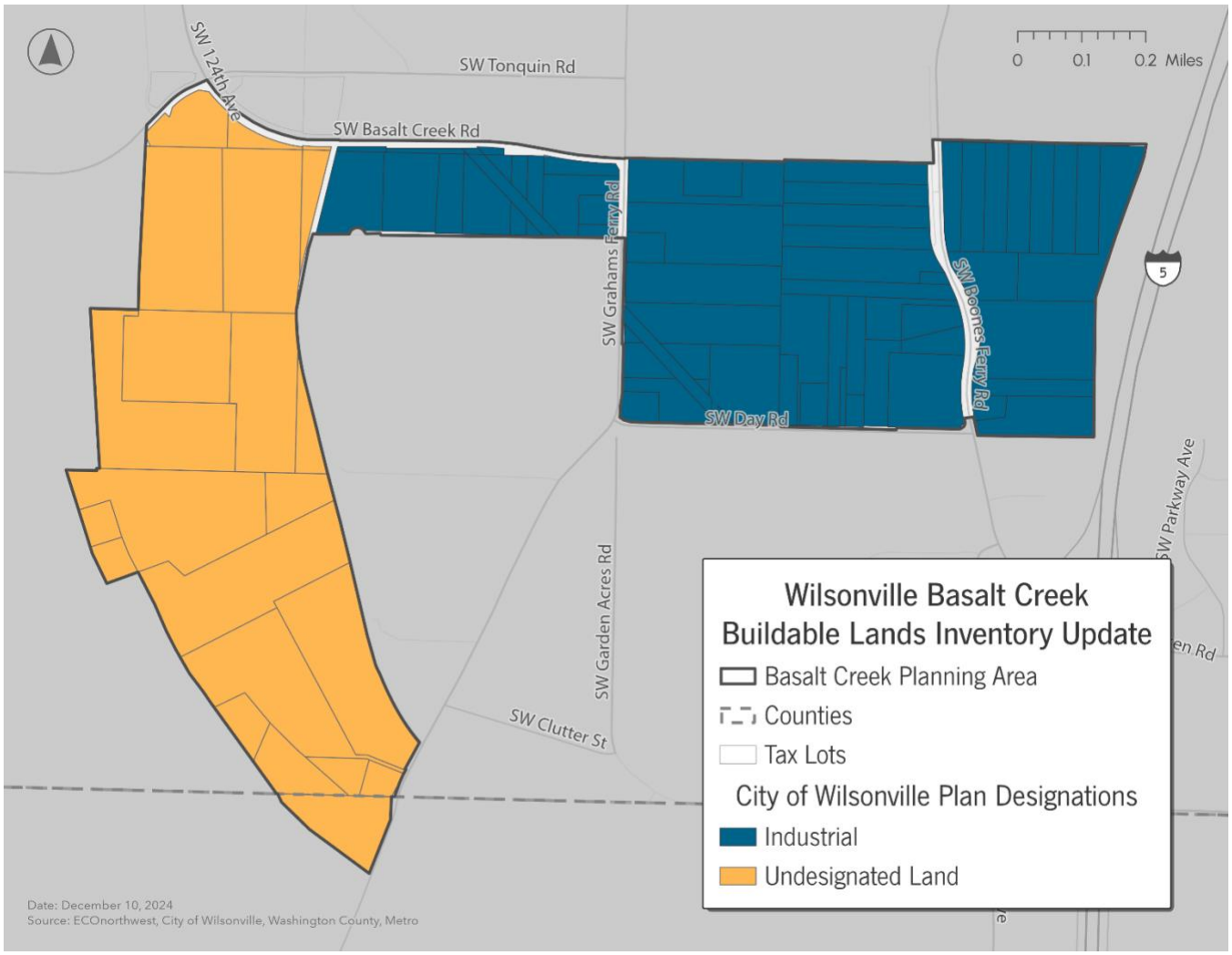
Step 1: Generate UGB "Land Base"

The industrial inventory used all tax lots within the BCPA with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Industrial (I)
- Undesignated land (i.e., unincorporated land)

Figure 6 below shows a map of these designations used in the BLI.

Figure 6. Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Step 2: Classify Lands by Development Status

In this step, ECOnorthwest initially classified each tax lot with an employment plan designation (based on the definitions above) into one of three mutually exclusive categories based on development status:

- Vacant land
- Partially vacant land
- Developed land

ECOnorthwest identified buildable land and classified development status using a rule-based methodology adapted from Metro's Buildable Land Inventory documentation[10] and utilizing Metro's vacant and developed land GIS inventories. These classifications serve as a starting point for identifying development statuses and are further refined in step 4 through visual review by ECOnorthwest and the City of Wilsonville.

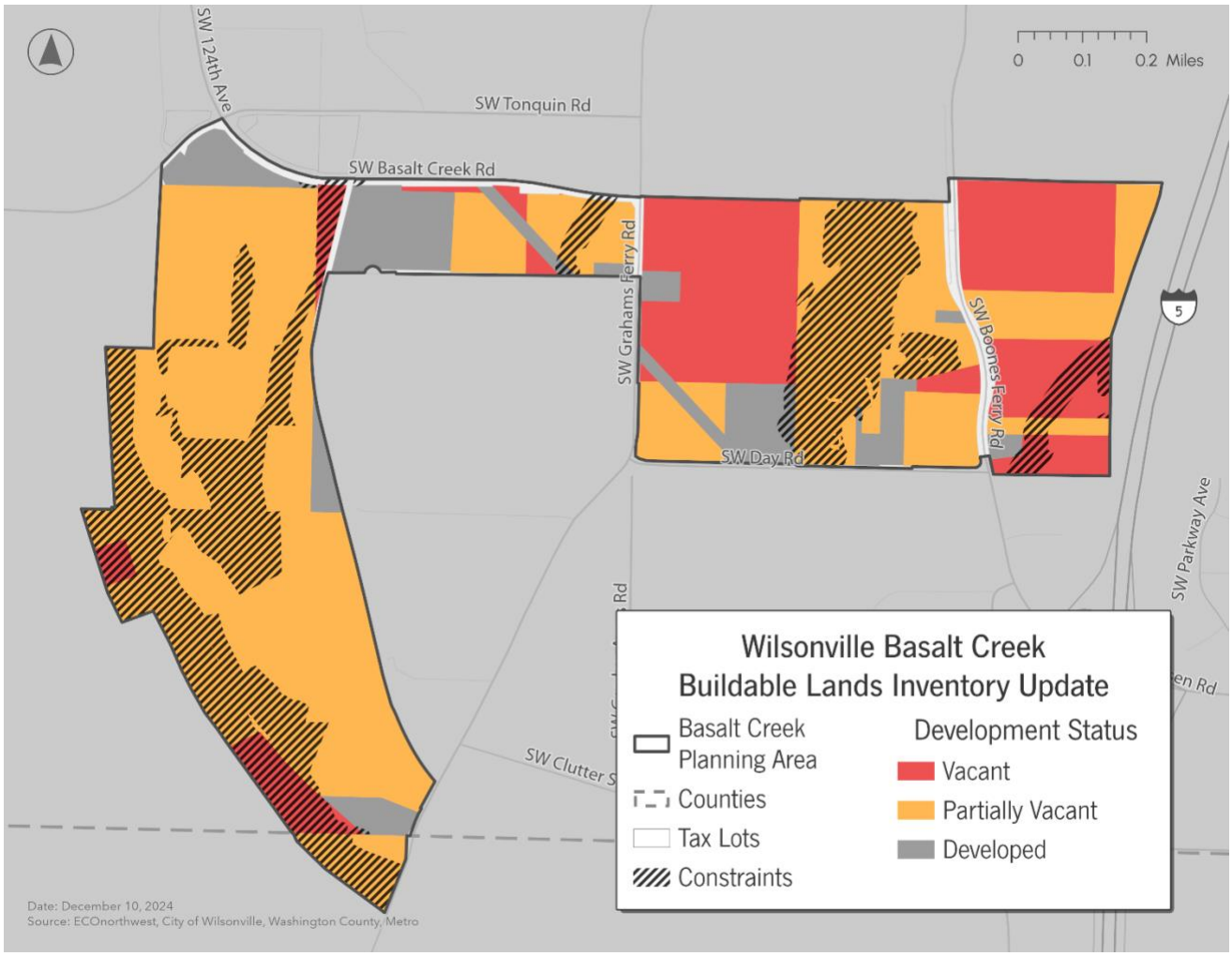
The rules are described in Table 14, and the development status classifications of the BLI land base are visualized in map format in Figure 7.

Table 14. Rules for Development Status Classification

DEVELOPMENT STATUS	DEFINITION	METHODOLOGICAL BASIS
Vacant Land	A tax lot where the area is: (a) Less than 2,000 sq ft and less than 10% developed, or (b) More than 95% vacant.	*Metro Appendix 2 - 2024 Buildable Land Inventory (BLI) and Capacity Estimates*[11]
Partially Vacant Land	A tax lot where the area does not meet the vacant land definition and is more than one-half acre vacant	No statutory definition
Developed Land	A tax lot that is not vacant or partially vacant.	*Metro Appendix 2*

[10] https://www.oregonmetro.gov/sites/default/files/2024/07/09/2024-UGR-Appendix-2-UGB-capacity-analysis-with-attachments.pdf
[11] Ibid.

Figure 7. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 3: Identify Constraints

As shown in

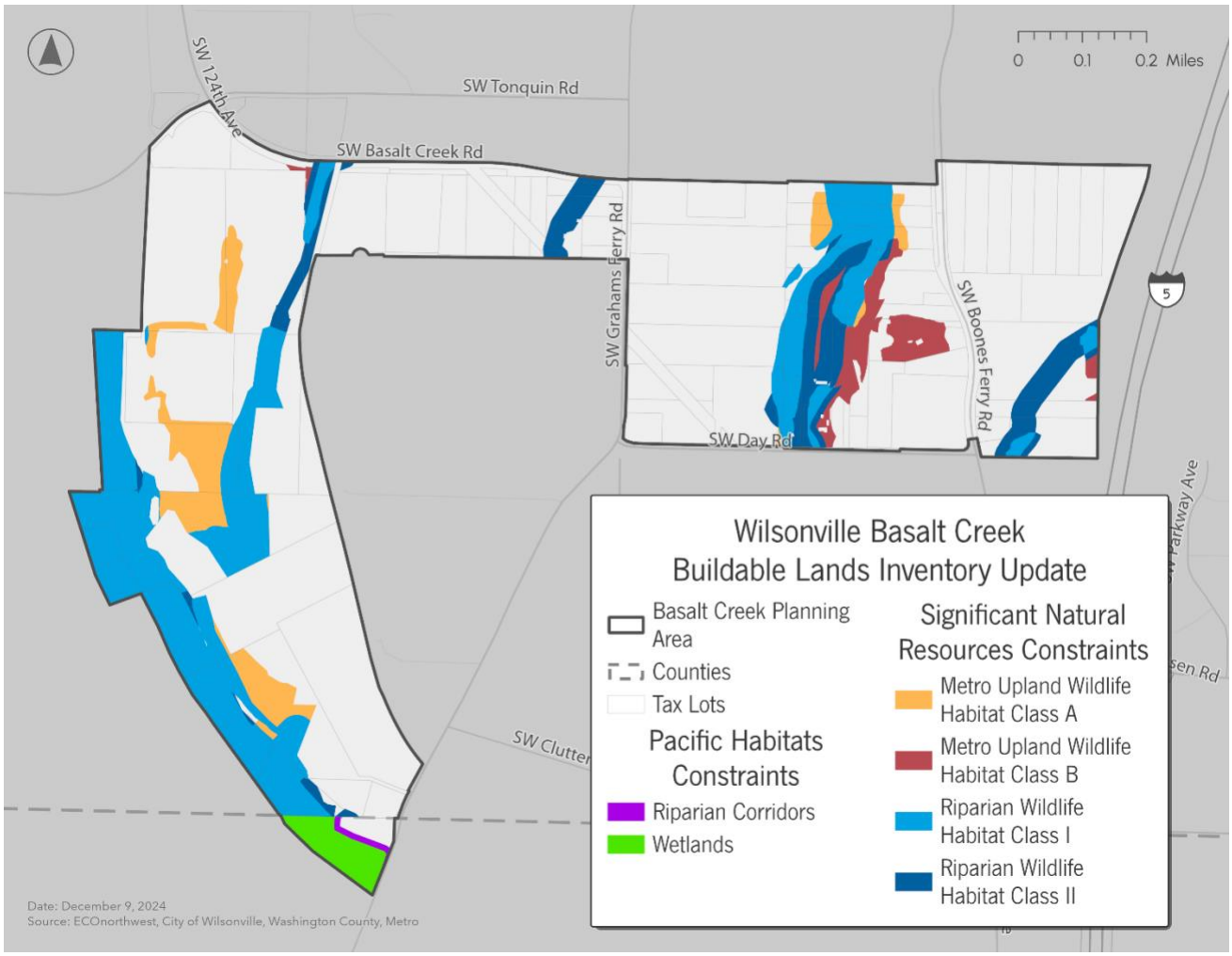
Table 15, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and discussion with Wilsonville City staff.

Table 15. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Significant Natural Resources (SNR)	*OAR 660-009-0005(2)*	Lands within SNR classifications: ♦ Metro Upland Wildlife Habitat Classes A and B ♦ Riparian Wildlife Habitat Classes I and II	Washington County
Riparian Corridors	*OAR 660-009-0005(2)*	Lands within riparian corridors (Clackamas County only)	Pacific Habitat Services
Wetlands	*OAR 660-009-0005(2)*	Lands within wetlands (Clackamas County only)	Pacific Habitat Services

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 8 shows a map of the individual constraints.

Figure 8. Development Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involved reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments.

Step 5: Tabulate and Map Results

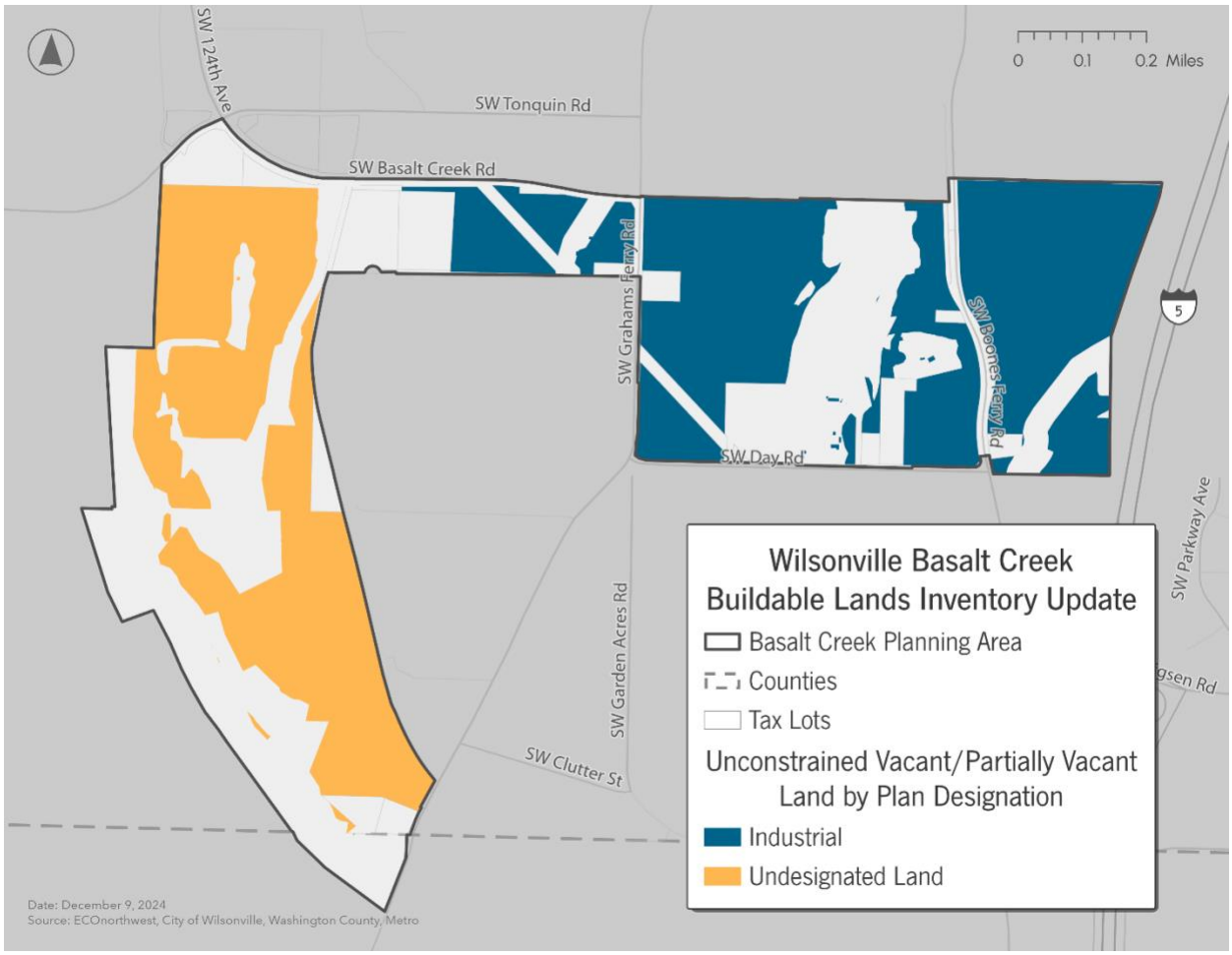
The results of the industrial BLI are presented in tabular form in Table 16 and in a map in Figure 9.

Table 16. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 9. Buildable Employment Land by Wilsonville Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Appendix C: Redevelopment Feasibility of Contractor Establishments

DATE:	December 12, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Michelle Anderson, and Bob Parker
SUBJECT:	WILR Phase 1: Redevelopment Feasibility of Contractor Establishments

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study comprises several interconnected tasks:

- An **Economic Inventory** that evaluated current market trends and identified industries suitable for the area (completed).
- An updated **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (ongoing).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and access (ongoing).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (this memorandum).

This memorandum addresses the fourth task by evaluating the redevelopment potential of contractor establishments within the BCPA. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, which typically include small offices (often converted residences), storage buildings, and laydown yards. While these uses contribute to jobs and economic activity, they yield limited employment opportunities and lower property values compared to those envisioned in the BCCP or those typically expected for land within the metro urban growth boundary (UGB) and city limits.

The primary question we address in this task is: What is the redevelopment potential of existing contractor establishments in the BCPA, given prevailing lease rates and market conditions? This analysis will help the City understand what types of development the market will support, which desired development types identified in the BCCP are viable under current economic conditions, and what conditions might be necessary in the future to support desired development.

The findings from this analysis will guide recommendations on policy interventions and strategic actions the City can take to support desired development and promote redevelopment feasibility. These efforts are part of a broader initiative to position Basalt Creek as a key area for regional job growth and long-term economic success.

Redevelopment Feasibility of Existing Contractor Establishments

The Economic Inventory identified a range of industrial users who may find Basalt Creek particularly attractive due to its prime location in the Southwest Metro area, access to a skilled workforce, availability of industrial land, strong transportation networks, and proximity to existing industrial clusters. Discussions with stakeholders also highlighted strong regional demand for industrial space.

However, several challenges complicate redevelopment efforts. Many existing contractor establishments generate significant income for property owners, reducing their motivation to sell or redevelop the land for higher-intensity industrial uses. Additionally, relocation options for businesses currently occupying these sites may be limited, creating further barriers to redevelopment.

These challenges raise critical questions about whether current market rents and sales prices are sufficient to make redevelopment feasible in the BCPA. This analysis evaluates the conditions needed to support redevelopment in Basalt Creek.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek, as identified in the Economic Inventory report.

Semiconductor Sector Supply Chain: Companies providing materials, equipment, and services to chip manufacturers.

Cleantech, including Battery Technology: Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.

Advanced Manufacturing: Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.

Distribution and Logistics: Storage, transportation, and delivery of goods.

Data Centers: Facilities used to house computer systems and associated components.

Methods and Approach

What are the key questions?

While there is clear demand for industrial space in the BCPA, the question remains: **What conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the BCCP?** To answer this core question, ECOnorthwest identified several subquestions to guide the analysis.

- What types of property owners are in the study area, and who is respectively occupying the site (e.g., the owner or tenant)?
  - Understanding ownership and occupancy dynamics helps assess the financial motivations of property owners and helps determine whether redevelopment offers an incentive.
- What are the potential future uses for these sites?
  - Identifying potential future uses informs construction costs, market rents, and site utilization. Evaluating the likely range of site utilization (based on constraints and zoning) helps determine whether redevelopment would offer higher returns compared to current uses.

By addressing these supporting questions, ECOnorthwest evaluated scenarios where ownership, occupancy, and future uses align to incentivize redevelopment. This structured approach provides insights into the conditions necessary to drive redevelopment in the BCPA.

How did we answer the key questions?

ECOnorthwest used a detailed pro forma model to evaluate multiple potential development scenarios. These scenarios incorporated variations in current ownership and occupancy, potential future uses, and site utilization (for additional details, see Appendix). For this quantitative analysis, we focused on conditions that could support new development, either on recently acquired properties (e.g., speculative purchases) or on land likely to transact for redevelopment in the future.

WHAT IS A PRO FORMA?

The pro forma method, a standard tool in real estate feasibility studies, replicates the decision-making process of investors and lenders. It assesses the balance between development costs, expected revenue, and financing structures to identify potential viability gaps.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft

costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. For each scenario, the pro forma calculated the rent levels required to cover these costs and achieve financial feasibility.

DATA LIMITATIONS AND METHODOLOGY

While the quantitative analysis provided valuable insights, data limitations in the study area and the I-5 South Submarket (such as limited observations of contractor establishment rents) posed some challenges. These limitations are typical for studies in smaller submarkets. To address this, we supplemented the analysis with qualitative methods, including interviews with developers and brokers, to validate assumptions and refine recommendations. We also conducted a range of sensitivity testing to account for potential variance (e.g., higher and lower potential contractor establishment rents) instead of basing the results of our analysis on one assumption. As a result, we believe the findings accurately reflect current market conditions in Wilsonville and provide a reliable basis for evaluating redevelopment feasibility in the BCPA.

WHY IS DEVELOPMENT FEASIBILITY AND PRO FORMA ANALYSIS IMPORTANT?

Development can be costly and risky. Getting funding to construct new development requires lenders and investors to be reasonably confident they will earn enough financial return to justify the risks.

Economic or market feasibility is generally assessed by comparing the expected revenues (rents, sales prices) against the costs of development. If a development project is not profitable, it is not feasible; it will not be built. While some of the factors that determine market feasibility are outside a jurisdiction's direct control (e.g., labor and materials costs, interest rates, market rents), local jurisdictions can provide incentives (such as tax exemptions or land donations) or adjust building, utility, and zoning fees; zoning; programs; and other regulations that can have a substantial impact on whether development could be feasible or not.

ASSUMPTIONS AND INDUSTRY STANDARDS

We based several assumptions on industry standards to ensure consistency and accuracy:

- **Construction Costs:** Used national averages adjusted with a Portland metro–specific multiplier to account for regional building conditions.
- **Other Development Costs and Operating Costs:** Applied standard rates for soft costs (architectural design, site engineering, permitting and entitlement fees, capital carrying costs, etc.), contingency, and developer fees.

For a more detailed overview of the data, assumptions, and methodology, please refer to the Appendix.

UNDERSTANDING THE PRICE OF LAND IN THE BCPA: HOW THIS IS FACTORED INTO FEASIBILITY RESULTS

Predicting the price that a landowner would require when selling property for development is an imperfect science—each landowner has reasons to sell or hold their land. Some property owners are willing to develop their land without selling, but based on interviews, we determined this would be rare in the study area. For the purposes of this analysis, we assumed the value of the property (i.e., the price of the land at which an owner would be willing to sell) could be derived from current comparable property sales prices in the area using a **"comps approach"** as well as using an **"income-based approach"** that considers the revenue stream from current tenants on the property. Therefore, this memo analyzes the rent needed based on the range of land values given these two approaches.

We identified vacant land sales (including contractor establishment sales) in the I-5 South Submarket using CoStar data. Most of the vacant land properties recently transacted (over the last 4 years) for approximately $7 to $17 per square foot of land. One improved land transaction (with a contractor establishment) had a sale price that indicated it transacted for $26 per square foot of land. These observations served as our range of land prices using a comps approach. Many of these comps, both vacant land and contractor establishments, might have been leased to tenants and generated income; however, the prices they sold for could have been decided via an unknown variety of methods (including an income-based approach and then a subsequent negotiation). Therefore, for the purposes of this analysis, we refer to all these observed transactions as being within the "comps approach" method.

The income-based approach relied on data collected during interviews, which indicated the rent for contractor yards in the area could range from $0.18 to $0.23 per square foot of land per month. We considered this gross annual revenue, net of approximately 5 percent for various operating costs, and divided by a range of capitalization (cap) rates (5 percent to 7 percent) to estimate the value. Using a cap rate is a common valuation approach in the commercial real estate industry. This analysis resulted in a range of $19 to $52 per square foot of land—considerably higher than most of the results from the comps approach. This approach more accurately reflects the value current owners place on the potential future revenue from their existing tenants, as well as the level of incentive required to encourage them to sell and repurpose the property. Although this income-based value could eventually be negotiated during a potential sale, we still use this range in our analysis to reflect values that a landowner might require to sell their land.

Key Findings

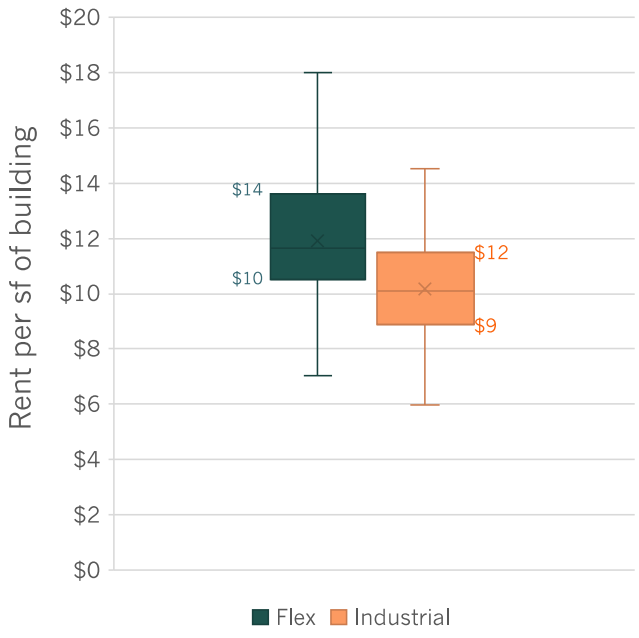
Current uses are generating substantial revenue with minimal management effort or risk.

Our market research and interviews highlighted that the rent for current uses varied based on whether the site was mostly open land or a building was present. Sites without buildings typically structured their rent per square foot of land, and this typically ranged from $0.18 to $0.23 per month. For example, a 1-acre site could generate annual gross rent of approximately $95,000 to $120,000 with minimal management effort or operating costs. (This is intended for illustrative purposes only and can scale to larger site sizes.)

Over the past four years, vacant land in the area has sold for around $7 to $17 per square foot. For the same illustrative 1-acre site, this translates to sale prices ranging from $305,000 to $750,000. The resulting ratio of annual gross lease revenue to property value ranges from 13 percent (a monthly rent of $0.18 per square foot relative to a land value of $17 per square foot) to 39 percent (a monthly rent of $0.23 per square foot relative to a land value of $7 per square foot). This means that property owners who recently purchased land and rent it to contractor establishments could recover their investment within 2.5 to 8 years. For long-term landowners who have already paid off their investment, rents represent additional income with minimal effort. Either way, given the substantial revenue from these uses, a landowner has very little incentive to redevelop.

For sites with buildings and yards, rents are typically based on the building area and range from $0.85 to $1.30 per square foot of building per month, or $10.20 to $15.60 per square foot per year. In comparison, flex and industrial spaces in the I-5 South Submarket rent for $9 to $14 per square foot per year, meaning that rent for an existing contractor establishment building with a yard is already achieving similar market rents to potential future uses. Not only are some of these contractor establishments already achieving comparable rents to flex and industrial uses, but they are also doing so without the risks of redevelopment (which include new capital investment, entitlements, the time to convert the land to the new use and generate revenue, and opportunity cost, among others).

Figure 1. Market Rent of Potential Future Uses



Source: ECOnorthwest analysis, CoStar

Rents would likely need to increase by at least three-fifths (60 percent), if not double (100 percent), to fund construction and create incentive to flip existing contractor establishments.

For our pro forma analysis, we evaluated a range of scenarios based on the variation in ownership and occupancy, future uses, future site utilization, and land acquisition costs (see Appendix for more detail). As previously discussed, ECOnorthwest solved for the rent needed to cover these various costs and then compared to the potential market rent of the flex and industrial uses observed in the I-5 South Submarket. We show these results for a range of potential land acquisition prices and construction costs.

We analyzed results for three different physical scenarios based on observed comparable developments (using the relationship between building square footage and site square footage):

- **Very high site utilization** based on 45 percent site coverage, similar to Graham's Ferry Industrial Center. Note: future development in some portions of BCPA may face constraints due to natural site features or zoning standards that may make achieving this site utilization challenging.
- **High site utilization** based on 35 percent site utilization, similar to the Sherwood Commerce Center
- **Low site utilization** based on 20 percent site utilization, similar to observed flex and industrial uses built over the last 20 years in the I-5 South Submarket

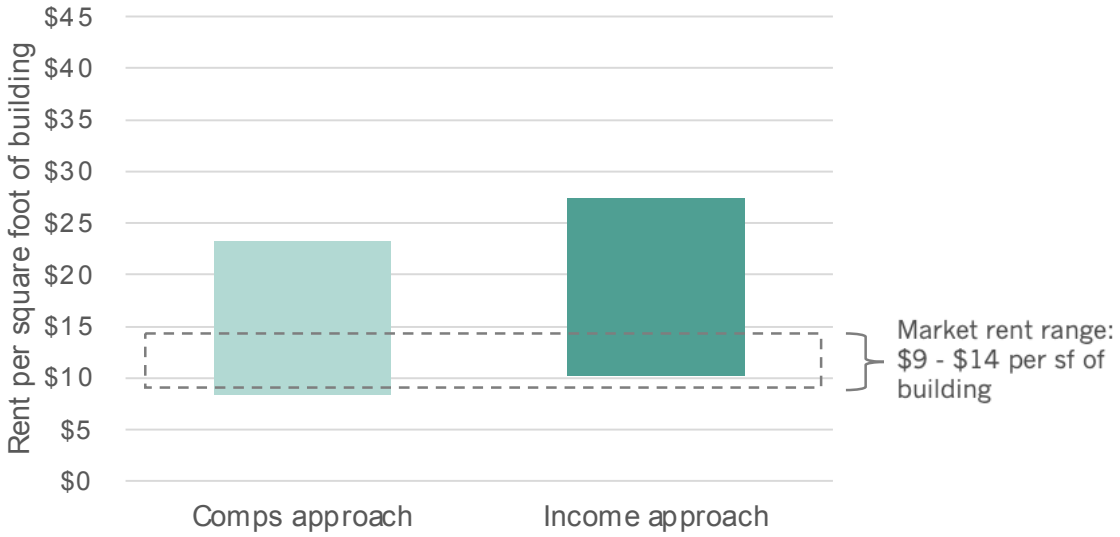
INTERPRETING THE RESULTS CHARTS

Development feasibility hinges on a range of different assumptions. Rather than picking one specific set of assumptions, the results charts shown in this memo encompass a range of potential assumptions, namely land acquisition costs and development costs.

ECOnorthwest compared the feasibility results to both the comps approach and income approach—**one column** in the following charts shows the resulting range of rents needed if assuming a comps approach, and **one column** shows the range needed based on an income approach. **Both columns** also include sensitivity testing given a range of construction costs and land prices, which is reflected in the size of the bars (the same range is assumed for each of the land price method scenarios). **A dashed box** is also shown to represent the range of observed rents for potential future uses. The rent results would ideally be within, if not lower than, this range for the development to be feasible.

In the **very high site utilization** scenario, future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 2). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses would likely need to increase by at least three-fifths, if not double, while construction costs remain constant.

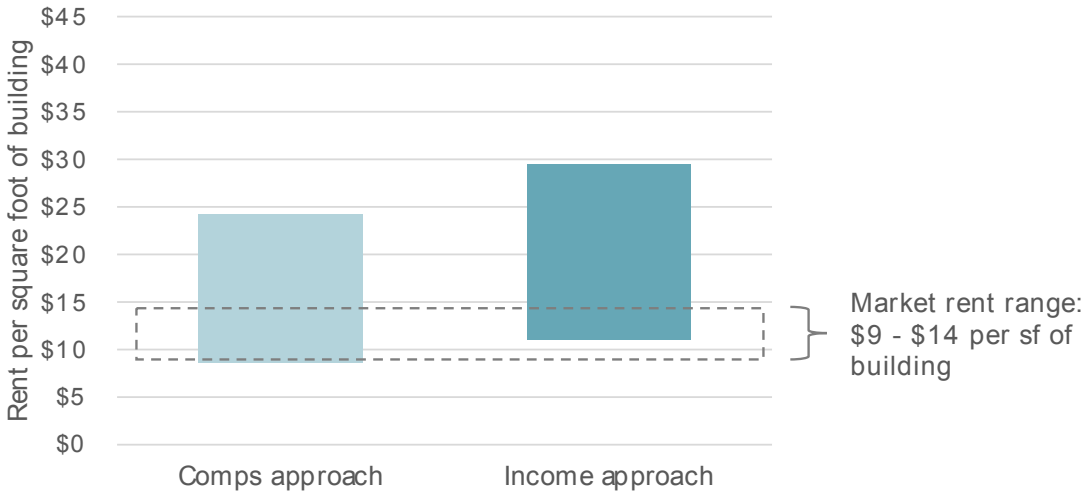
Figure 2. Rent Needed for Very High Site Utilization (45%)



Source: ECOnorthwest analysis

The results in the **high site utilization scenario** are similar to the very high site utilization scenario. However, relative to the latter, rents would need to increase to cover the same range of land and development costs. Future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 3). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses must increase by at least three-quarters, if not double, while construction costs remain constant.

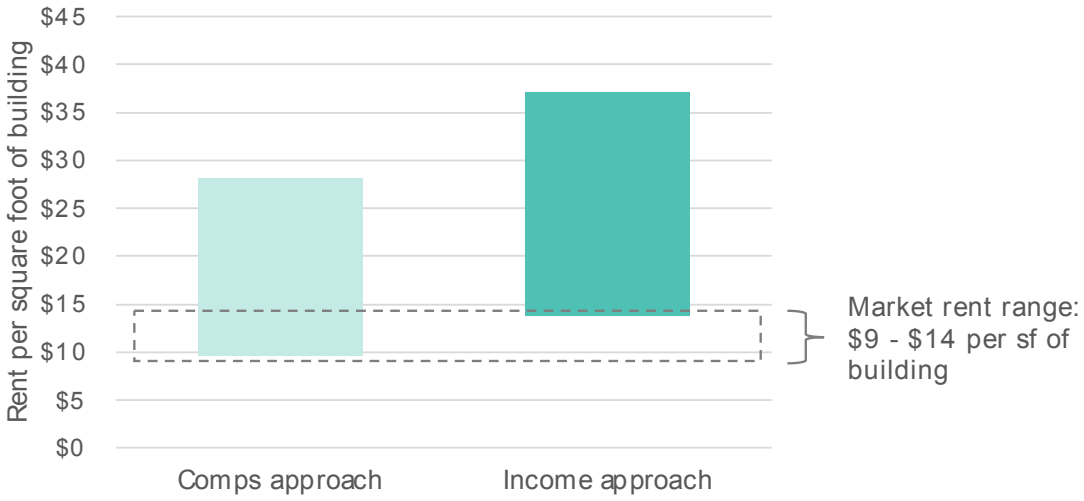
Figure 3. Rent Needed for High Site Utilization (35%)



Source: ECOnorthwest analysis

In the **low site utilization scenario**, future flex and industrial uses are only feasible when land acquisition costs are assumed to be low—less than $10 per square foot, based on the low end of recent comparable sales of vacant land—and other development costs are low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 4). For properties with existing uses (where land is likely to transact between $19 and $52 per square foot), the market rent for flex and industrial uses must double while construction costs remain constant to make redevelopment feasible.

Figure 4. Rent Needed for Low Site Utilization (20%)



Source: ECOnorthwest analysis

Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations.

Owner-occupied sites present more complex financial considerations compared to vacant or tenant-occupied properties. Landowners using their property for their own business must account for additional costs if they relocate, including relocation expenses, higher rents (or purchase prices) for new properties, and potentially higher ongoing business costs. For example, moving farther from suppliers or services could result in increased fuel or labor expenses.

To justify relocating their business, landowners would likely need to sell their property at an even higher price than what the quantitative analysis assumes. This requirement would, in turn, translate to higher rents than those shown in the results charts (Figure 3 and Figure 4). However, if the landowner does not intend to maintain their business, financial considerations would be less complex. Without the need to account for future business costs or the loss of tenant income, necessary rents could align more closely with those projected in the comps approach.

Conclusion and Next Steps

Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment. Rents for existing contractor establishments, particularly those with buildings, are already comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would likely need to rise by at least three-fifths, if not double, depending on site utilization, land acquisition costs, and construction costs. Higher site utilization scenarios present some redevelopment feasibility when land acquisition costs are low (below $20 per square foot). Conversely, properties with higher land costs or existing uses would either have substantially higher rents or reduced development costs (e.g., construction, financing) to achieve feasibility.

Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations. Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets, increasing costs for labor, transportation, and operations. Without substantial increases in land values or rents, redevelopment for these properties remains unlikely.

Achieving the City's development vision for Basalt Creek will require strategic interventions. Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or implementing other strategies yet to be identified.

The findings in this memorandum are preliminary and will be refined through further analysis and discussions. This study is being conducted alongside updates to the buildable lands inventory and site suitability analysis. Ultimately, these components will be synthesized with insights from the Economic Inventory into a comprehensive final report that outlines key findings and actionable recommendations.

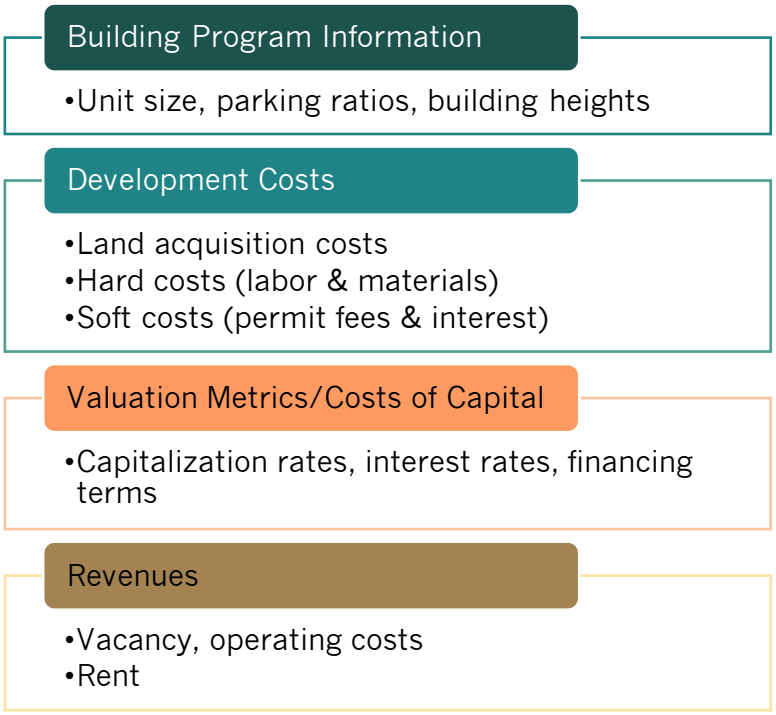
Appendix C.1

Financial Feasibility Methods

To model development feasibility, ECOnorthwest employed a pro forma model, which is a common method used in real estate feasibility studies because it simulates the decision-making process of investors and lenders. The pro forma assesses the balance between development costs, expected revenue, and financing structure, which helps to identify viability gaps.

Figure 5. Factors Used in the Pro Forma Analysis

Source: ECOnorthwest



This method provides a general analysis of prototypical development scenarios, or prototypes, without accounting for unique conditions that might influence development feasibility (e.g., higher predevelopment costs). Therefore, this analysis serves as a strong indicator of the relative likelihood of development rather than an absolute measure of feasibility.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. It then calculates the rent required to cover these costs for each scenario.

Scenarios Evaluated

To establish relevant assumptions for the pro forma model, we first identified the scenarios needed to address the research questions. These scenarios were based on variations in current ownership and occupancy, potential future uses, and site utilization.

CURRENT SITE OWNERSHIP AND OCCUPANCY

We started with an understanding of the current site ownership and occupancy. Based on our understanding, there were three main categories:

- **Owners of vacant or unused land.** This category includes people who recently purchased land with the intent to develop and existing owners potentially interested in selling their land for new development.
- **Owners renting to contractor establishment tenants.** These owners might sell their property but would need compensation for the foregone future revenue from their tenants.
- **Owners using the land for their own contractor establishments.** Financial considerations for this group vary substantially. Landowners would need to account for up-front and ongoing costs associated with relocating their businesses, making this scenario more complex to quantify compared to vacant or tenant-occupied sites.

APPROACH TO ESTIMATING LAND PRICE

- **Vacant and underutilized land:** We used a comparable sales ("comps") approach to estimate land price, which accounts for the sales price of recently purchased land, especially by those intending to develop (see the callout box on page 5 for details on the comps approach).
- **Tenant-occupied land:** For owners renting to contractor establishment tenants, we used an income-based approach to estimate the financial hurdle of land price. This better reflects the potential foregone revenue from tenants (see the callout box on page 5 for details on the income-based approach).
- **Owner-occupied land:** Due to varied business conditions of landowners who are using the land for their own contractor establishment, we evaluated this scenario qualitatively, considering insights from the other scenarios.

FUTURE BUILDING PROGRAMS

We then considered the potential future building programs that could occur on these former contractor establishment sites. We based the building square footage of our two prototypes on observed comparable flex and industrial spaces, based on CoStar data from the I-5 South Submarket. Key considerations included:

- **Site Utilization:** Over the past 20 years, average site utilization (building area relative to site area) in the I-5 South Submarket was about 20 percent. Recent developments such as the Sherwood Commerce Center and Graham's Ferry Industrial Center achieved 35 percent and 45 percent site utilization, respectively. But this was enabled by maximizing impervious coverage for parking and truck logistics. Future development in some portions of the study area may face constraints due to natural site features or zoning

standards. We therefore modeled three prototypes to capture a range of potential future development conditions:

- **Low utilization:** 20 percent
- **High utilization:** 35 percent
- **Very high utilization:** 45 percent

CONSTRUCTION COSTS

Lastly, for the scenarios we modeled, we evaluated a range of potential construction costs for flex and industrial uses. We referenced the **2024 National Building Cost Manual** by Craftsman to arrive at a range of potential construction costs for various building types that could house future flex and industrial uses. We conducted sensitivity testing of the potential rents needed to cover low to high construction costs, and the results that informed our key findings are inclusive of the range used.

The land cost, site utilization, and building costs were all assumptions that varied in our analyses as we conducted sensitivity testing of different scenarios (e.g., high site coverage, high land costs, high construction costs). All other pro forma assumptions we held constant. We describe the specifics of these assumptions in the section below.

Detailed Methods and Assumptions

To evaluate future flex or industrial rental uses, we began by calculating development costs. This involved applying the cost-per-square-foot values (see Table 1. Scenarios and Assumptions Used) to the building square footage derived from the site utilization. From that construction cost, we calculated the soft cost, contingency, and developer fees to arrive at the total development cost.

Given the potential range of sources to fund these projects, we used a high-level approach and assumed all sources of money that funded the project would require a 6 percent annual return based on a 30-year term. We calculated a payment inclusive of this return, based on the total development cost, to arrive at the rent needed to cover these annual costs. We also assumed these rents would be triple net and that, therefore, the operating costs would be passed on to the tenant, which is common for flex and industrial lease terms. We highlight the specific assumptions of this analysis, and any relevant ranges, in Table 1.

Table 1. Scenarios and Assumptions Used

Source: ECOnorthwest, CoStar, Redfin, Craftsman, Stakeholder Interviews

Assumption	Values
Land price	Ranged from $7 to $26 based on observed sales comps of vacant land as well as one sale observation of a contractor establishment. Ranged from $19 to $52 per square foot based on income-based approach.
Building program	(3) square footage estimates based on a calculation of 20% site utilization, 35% site utilization, 45% site utilization
Construction costs	$75 to $200 per square foot of building; $20 per square foot of paving
Soft costs	20% of hard costs
Contingency	5% of hard and soft costs
Developer fee	5% of hard and soft costs plus contingency
Costs of capital	6% annual interest range, 30-year term for all funding sources
Operating costs	Assumed triple net rents

Appendix C: TSP Evaluation

DKS 117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

WILSONVILLE BASALT CREEK PLAN – WILSONVILLE TSP UPDATE EVALUATION

DATE: December 27, 2024

TO: Dan Pauly | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates

SUBJECT: Wilsonville Basalt Creek Plan TSP Evaluation P#21123-034

BACKGROUND AND PURPOSE

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

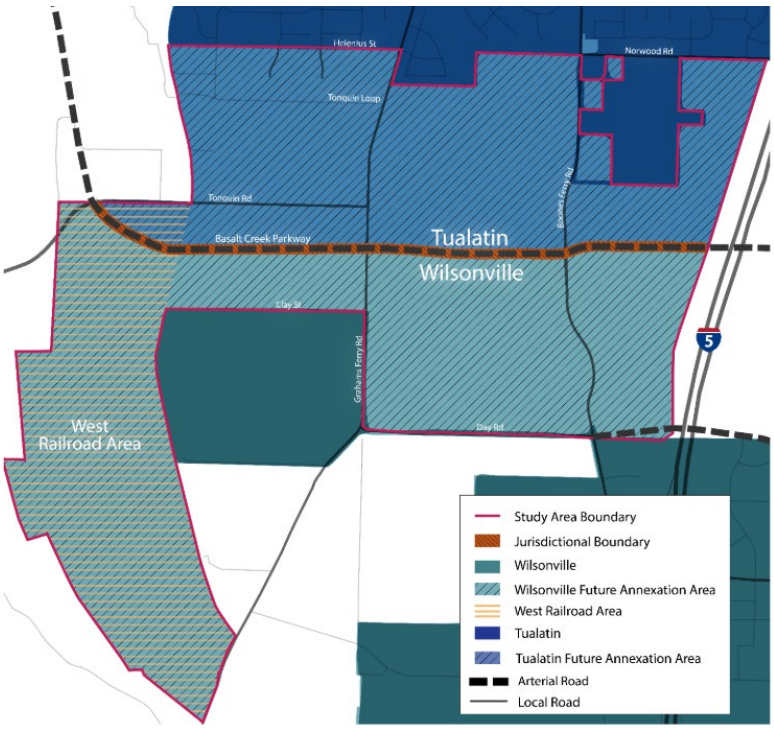


FIGURE 1: BASALT CREEK PLANNING AREA
Source: Basalt Creek Concept Plan (2018)

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

LIST OF WILSONVILLE TSP PROJECTS RELATED TO BASALT CREEK

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

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

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

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

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

[1] Link to map of METRO RTP Projects.

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

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

BASALT CREEK PLANNING AREA GROWTH SINCE 2019 TSP AMENDMENT

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

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

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

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

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

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

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

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

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

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

NON-VEHICLE TSP RECOMMENDATIONS

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

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

BASALT CREEK AREA (WILSONVILLE) LOCAL STREET CONCEPT MAP

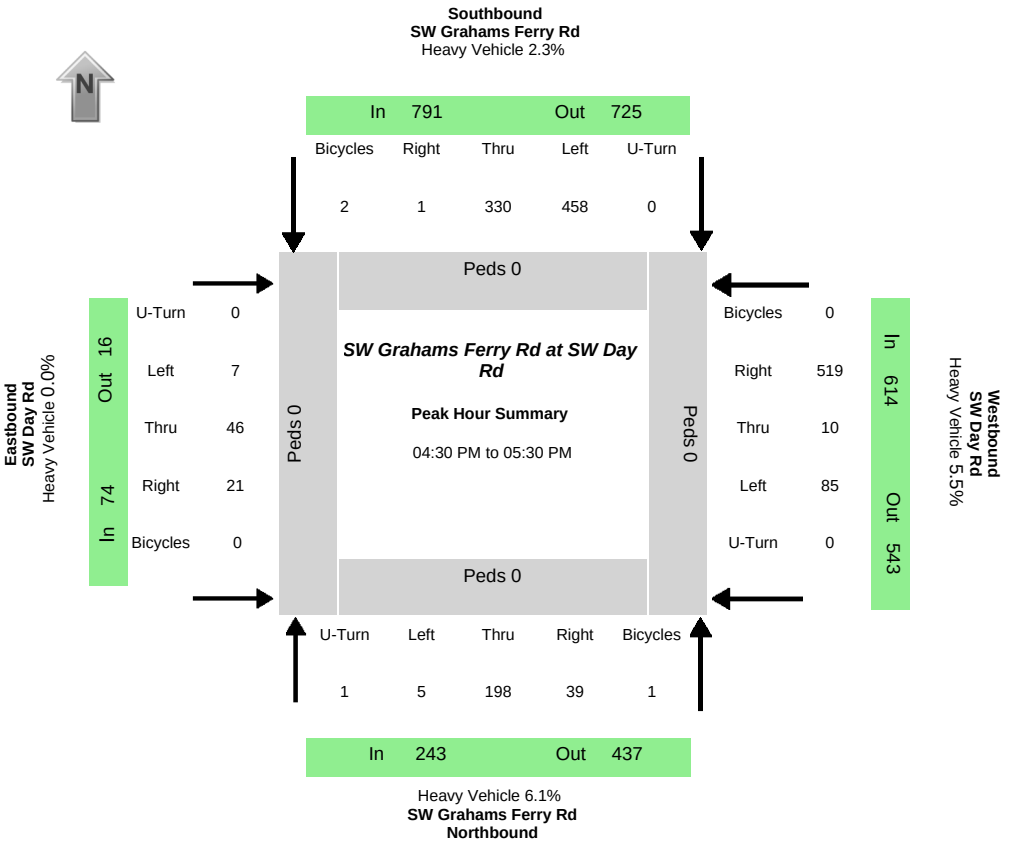
DKS identified likely connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. This area is generally bound by Day Road to the south, Tonquin Road to the north, Grahams Ferry Road to the west, and I-5 to the east. A local access plan for the West Railroad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

ATTACHMENTS:

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

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*SW Grahams Ferry Rd*
E/W street	*SW Day Rd*
City, State	Wilsonville OR
Site Notes	
Location	45.340401 - -122.78521
Start Date	Wednesday, May 22, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



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

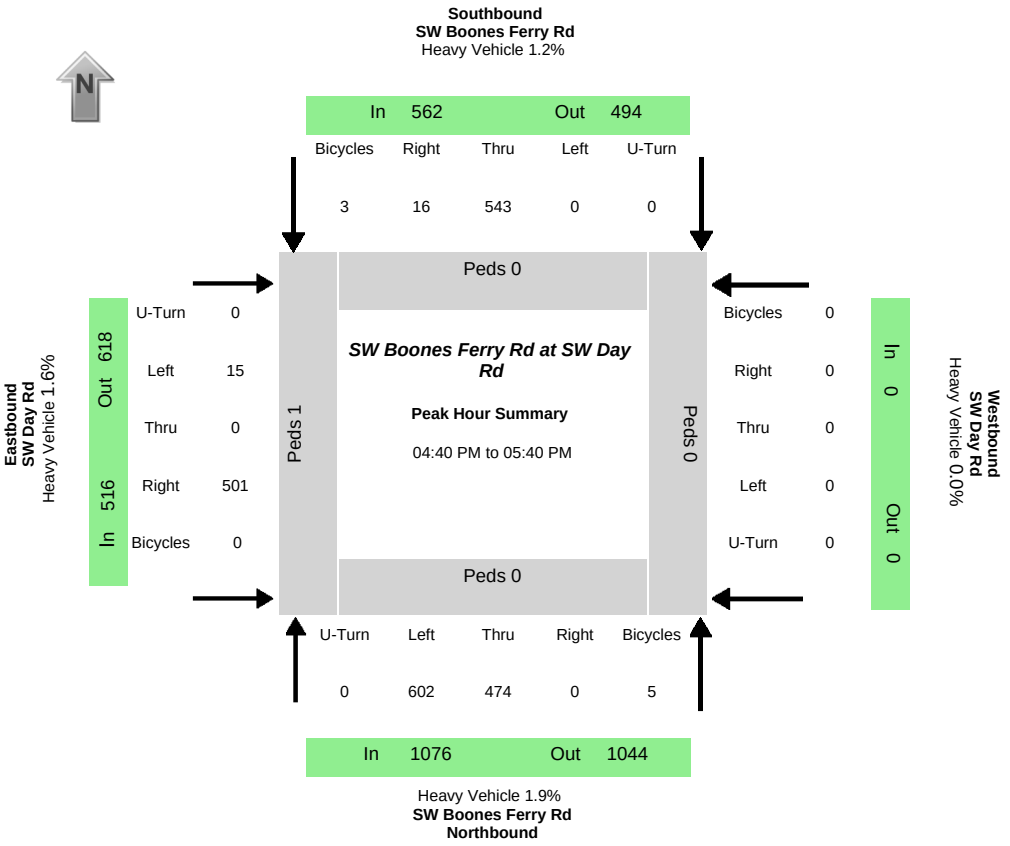
PHV- Bicycles																	PHV - Pedestrians					
Northbound				**Southbound**				**Eastbound**				**Westbound**					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0

All Vehicle Volumes

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

K-D-N
KEY DATA NETWORK

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



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

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

All Vehicle Volumes

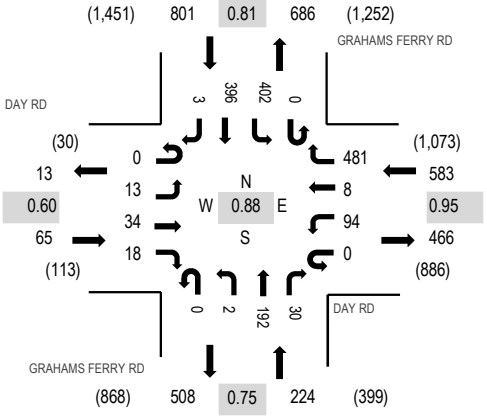
	Northbound SW Boones Ferry Rd				**Southbound** SW Boones Ferry Rd				**Eastbound** SW Day Rd				**Westbound** SW Day Rd				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	33	28	0	0	0	32	3	0	2	0	55	0	0	0	0	0		
04:05:00 PM	48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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

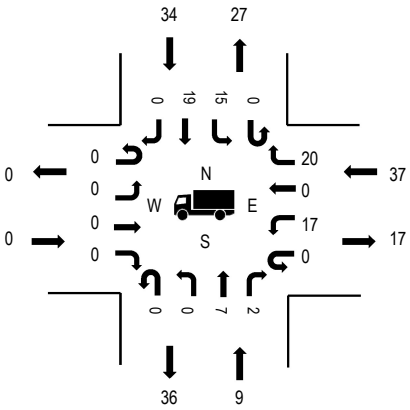
Location: 1 GRAHAMS FERRY RD & DAY RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:10 PM - 05:10 PM
Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour

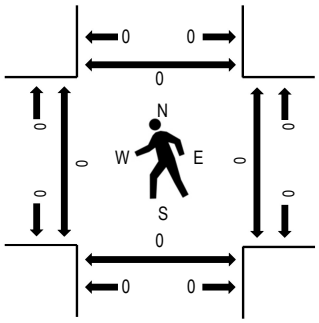
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

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

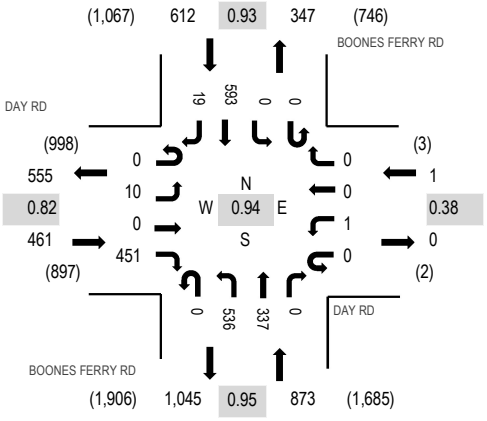
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	5	5	13	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	4	3	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

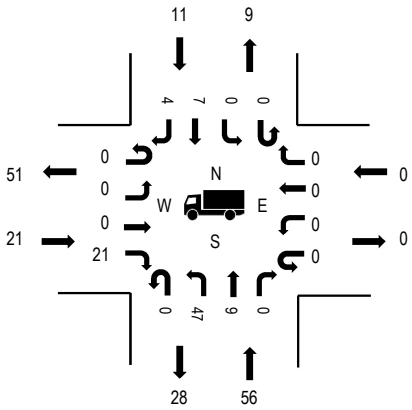
Location: 2 BOONES FERRY RD & DAY RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour

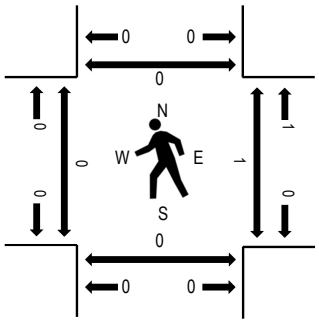
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.6%	0.82
WB	0.0%	0.38
NB	6.4%	0.95
SB	1.8%	0.93
All	4.5%	0.94

Traffic Counts - Motorized Vehicles

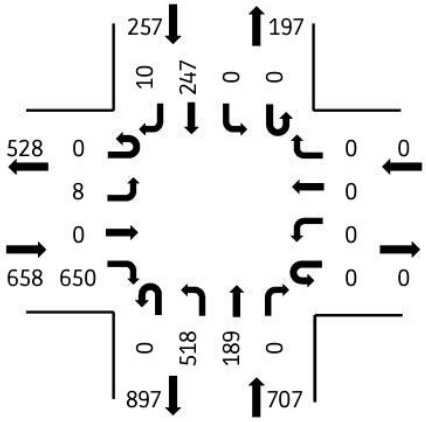
Interval Start Time	DAY RD Eastbound				DAY RD Westbound				BOONES FERRY RD Northbound				BOONES FERRY RD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	29	0	0	0	0	0	34	25	0	0	0	42	1	131	1,890
4:05 PM	0	0	2	46	0	0	0	0	0	30	30	0	0	0	42	1	151	1,925
4:10 PM	0	2	0	39	0	0	0	0	0	38	41	0	0	0	38	2	160	1,931
4:15 PM	0	1	0	40	0	0	0	2	0	38	30	0	0	0	26	3	140	1,937
4:20 PM	0	1	0	38	0	0	0	0	0	53	31	0	0	0	33	2	158	1,941
4:25 PM	0	1	0	43	0	0	0	0	0	41	29	0	0	0	50	2	166	1,947
4:30 PM	0	0	0	33	0	0	0	0	0	53	25	0	0	0	57	1	169	1,930
4:35 PM	0	0	0	30	0	0	0	0	0	36	24	0	0	0	51	3	144	1,904
4:40 PM	0	0	0	25	0	1	0	0	0	53	31	0	0	0	41	2	153	1,891
4:45 PM	0	1	0	40	0	0	0	0	0	47	23	0	0	0	59	2	172	1,877
4:50 PM	0	1	0	42	0	0	0	0	0	50	33	0	0	0	56	0	182	1,856
4:55 PM	0	2	0	36	0	0	0	0	0	53	32	0	0	0	41	0	164	1,795
5:00 PM	0	2	0	45	0	0	0	0	0	45	27	0	0	0	45	2	166	1,762
5:05 PM	0	0	0	36	0	0	0	0	0	41	34	0	0	0	44	2	157	
5:10 PM	0	1	0	38	0	0	0	0	0	42	37	0	0	0	46	2	166	
5:15 PM	0	2	0	31	0	0	0	0	0	37	23	0	0	0	49	2	144	
5:20 PM	0	0	0	52	0	0	0	0	0	38	19	0	0	0	54	1	164	
5:25 PM	0	0	0	43	0	0	0	0	0	42	31	0	0	0	32	1	149	
5:30 PM	0	2	0	48	0	0	0	0	0	28	29	0	0	0	36	0	143	
5:35 PM	0	1	0	23	0	0	0	0	0	38	29	0	0	0	39	1	131	
5:40 PM	0	1	0	30	0	0	0	0	0	24	38	0	0	0	45	1	139	
5:45 PM	0	2	0	38	0	0	0	0	0	32	40	0	0	0	36	3	151	
5:50 PM	0	1	0	26	0	0	0	0	0	33	25	0	0	0	35	1	121	
5:55 PM	0	1	0	22	0	0	0	0	0	37	36	0	0	0	35	0	131	
Count Total	0	22	2	873	0	1	0	2	0	963	722	0	0	0	1,032	35	3,652	
Peak Hour	0	10	0	451	0	1	0	0	0	536	337	0	0	0	593	19	1,947	

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

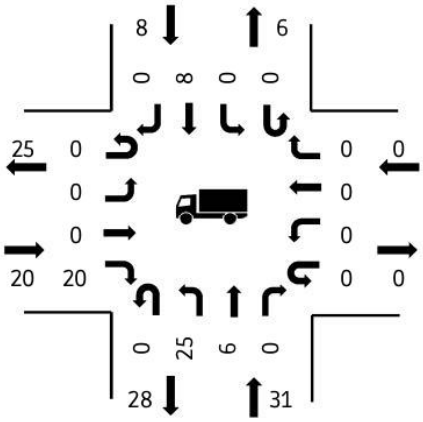
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	7	0	0	9	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	6	3	0	2	11	4:05 PM	0	0	0	0	0	4:05 PM	0	0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

Location: Grahams Ferry Rd & Basalt Creek Parkway
Date: 2024-05-01
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 04:35 PM
Peak Hour Factor: 0.9

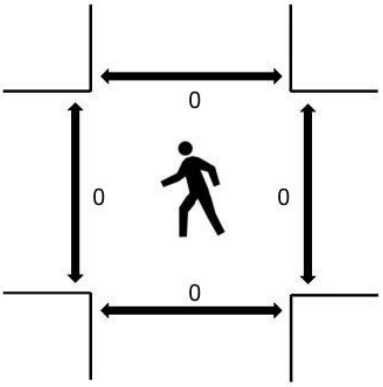
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

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

Car Volumes

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

Truck Volumes

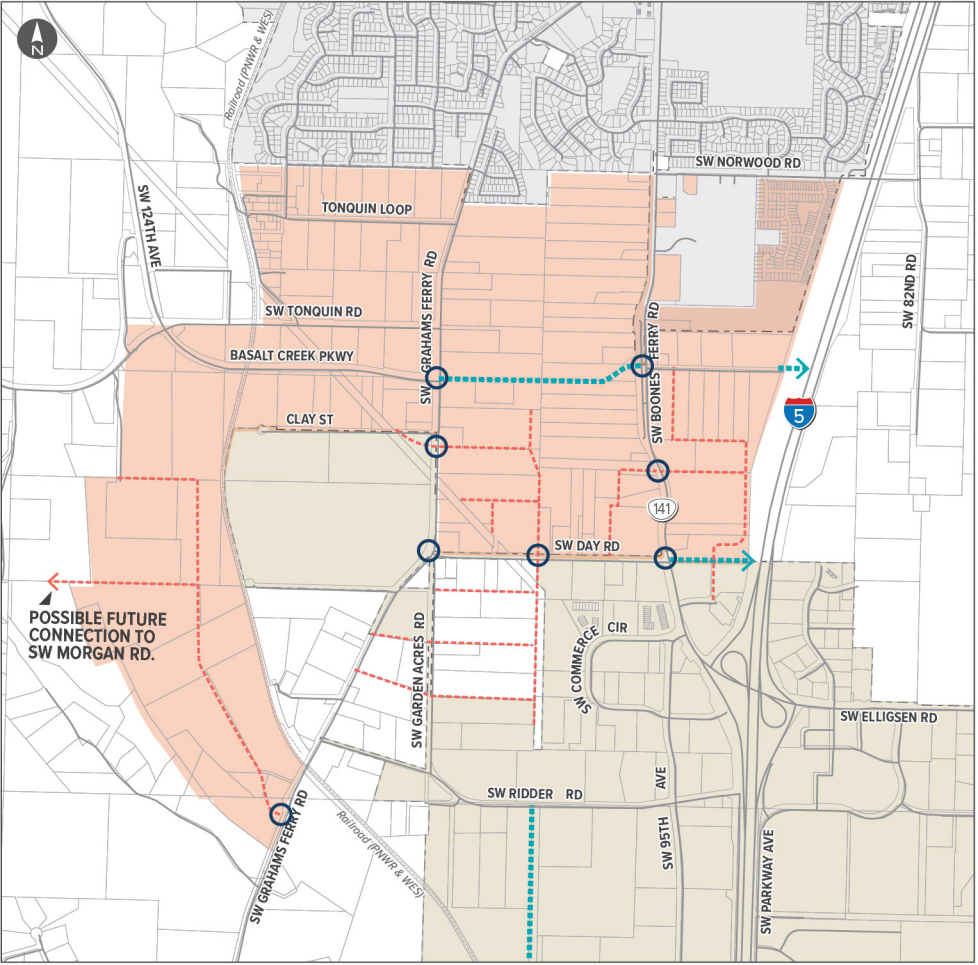
Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	12	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	
04:20:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	
04:25:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	
04:30:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	
04:35:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:40:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:45:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	18	
04:50:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	19	
04:55:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	58
05:00:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	58
05:05:00 PM	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	13	60
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	13	59
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	56
05:20:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	55
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	54
05:30:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	49
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	46
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	45
05:45:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	41
05:50:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	39
05:55:00 PM	3	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	17	43

Bike Volumes

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

Pedestrian Volumes

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


N
Railroad (PNWR & WES)
SW 124TH AVE
TONQUIN LOOP
SW NORWOOD RD
SW 82ND RD
SW TONQUIN RD
SW GRAHAMS FERRY RD
SW BOONES FERRY RD
BASALT CREEK PKWY
CLAY ST
5
141
SW DAY RD
POSSIBLE FUTURE CONNECTION TO SW MORGAN RD.
SW GARDEN ACRES RD
SW COMMERCE CIR
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
BASALT CREEK PLANNING AREA
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
TAX LOTS
WILSONVILLE CITY LIMITS
KEY INTERSECTION
NOTE: Key intersections are fixed. Local street alignments shown are conceptual. Actual alignments of new public streets or private streets in public easements are to be determined as

Appendix D: Basalt Creek Master Plan Transportation Analysis

DKS 117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

TECHNICAL MEMORANDUM

DATE: May 20, 2026

TO: Chris Myers | City of Wilsonville
Amy Maag | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Hallie Turk, EI, RSP$_1$ | DKS Associates

SUBJECT: Wilsonville Basalt Creek Master Plan - Transportation Analysis

Project #26367-000

INTRODUCTION

The Basalt Creek Planning Area (BCPA) is located between the southern edge of Tualatin and the northern boundary of Wilsonville. See Figure 1.

Within the BCPA, the West Railroad Area is the westernmost portion that extends south of Tonquin Road to Grahams Ferry Road, as shown in Figure 1. It is bound to the east by the railroad, owned by Oregon Department of Transportation and operated by Portland & Western railroad, and bound to the west by Coffee Lake Creek.

Currently, the City of Wilsonville is preparing a Master Plan for the BCPA. This Master Plan will be one of many studies and plans prepared for the BCPA (see *Background* section for summary of previous planning efforts). The purpose of this memorandum is to provide a summary of the previous transportation planning efforts, identify any new transportation improvements needed to support the development of the BCPA and West Railroad area, and to provide a conceptual local street layout within the City of Wilsonville portion of the BCPA.

Figure 1 Basalt Creek Planning Area and jurisdictional boundaries.

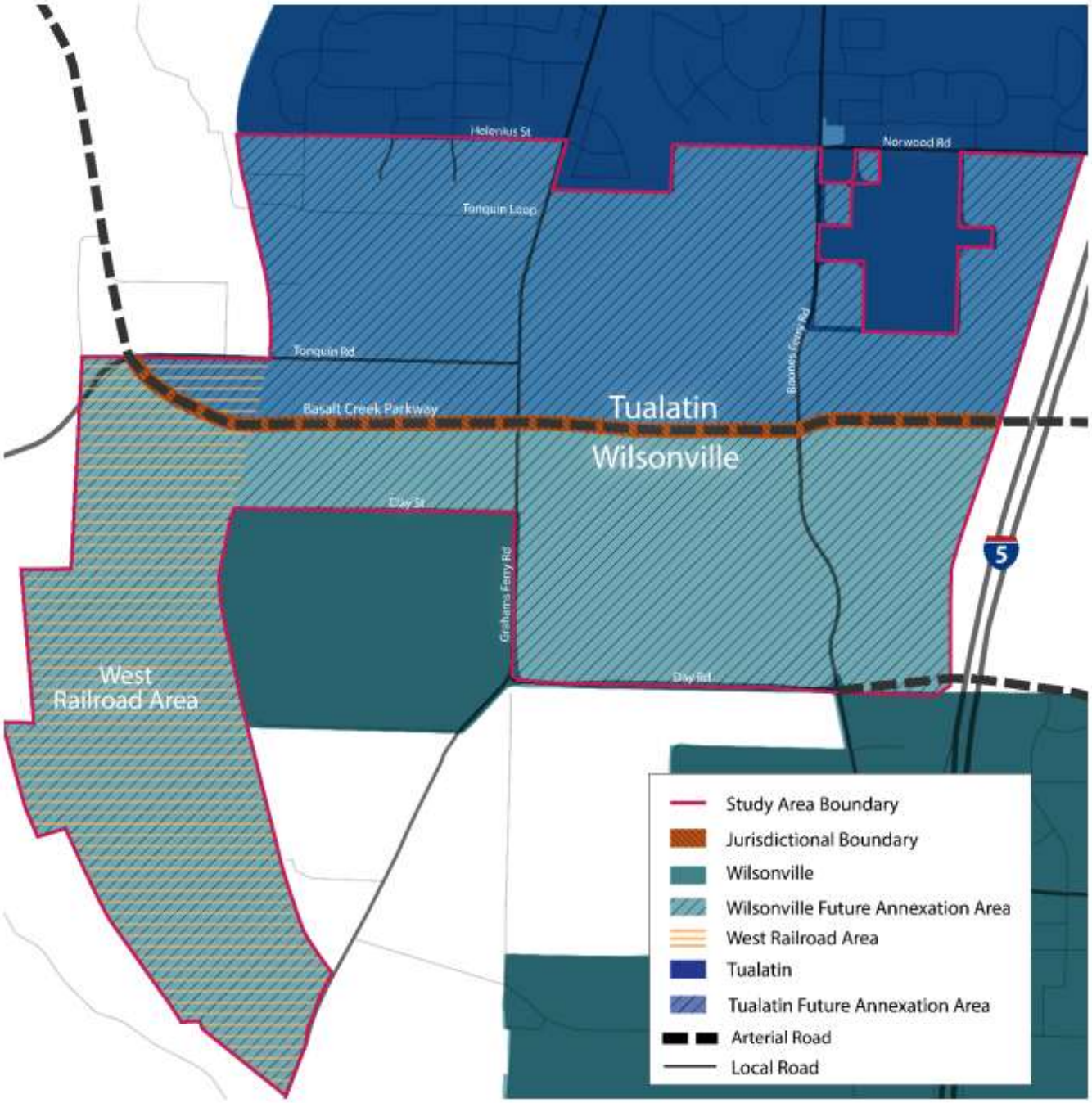


FIGURE 1: BCPA DESIGNATIONS, INCLUDING WEST RAILROAD AREA

Source: 2018 Basalt Creek Concept Plan

BACKGROUND

Previous planning and construction efforts relevant to the Basalt Creek area are summarized below.

- **2013 Basalt Creek Transportation Refinement Plan (TRP):** The TRP identified major new roads and improvements to support regional and local needs through 2035. The plan provided 18 transportation investments broken into short, medium, and long-term projects, all of which are important to ensure that the transportation network functions at acceptable levels over time. The transportation analysis was coordinated with the 2014 Metro Regional Transportation Plan (RTP).
- **2018 Concept Plan:** The Basalt Creek Concept Plan was formally adopted by the cities of Tualatin and Wilsonville in August 2018 and provides guidance for future land use and transportation decisions in the BCPA. The 2018 Concept Plan transportation analysis assumed multiple future transportation projects would be in place by 2035, as identified in the 2014 Metro RTP.
- **2019 Wilsonville TSP Amendment:** The City's Transportation System Plan (TSP) was amended in 2019 to add key transportation projects identified in the Basalt Creek Concept Plan to the city's project list. Some projects were new to the TSP; others were already identified in the TSP. See the table in the Appendix for a detailed description of the TSP amendments related to Basalt Creek Planning Area.
- **Ice Age Tonquin Trail:** The Ice Age Tonquin Trail is a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.
- **Recent Transportation Improvements & Developments:** Since the adoption of the 2018 concept plan, several new transportation improvements and developments have been constructed within the BCPA, including:
    - **Basalt Creek Parkway/124th Avenue new roadway extension (opened 2019)**
    - **Autumn Sunrise Subdivision in Tualatin** consists of 400 single-family homes to be constructed in four phases.
    - **Plambeck Gardens Apartments in Tualatin** consist of 116 apartment units within two, four-story buildings.
    - **Brown Contracting Expansion in Washington County**; located at 9675 SW Day Road and includes the addition of covered, open-air storage building and a gravel storage expansion.

WEST RAILROAD TRANSPORTATION ANALYSIS

At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to large amount of geographical constraints (varied terrain with wetlands habitat and steep slopes), limited access, and the anticipated cost and complexity of serving the area with utilities.

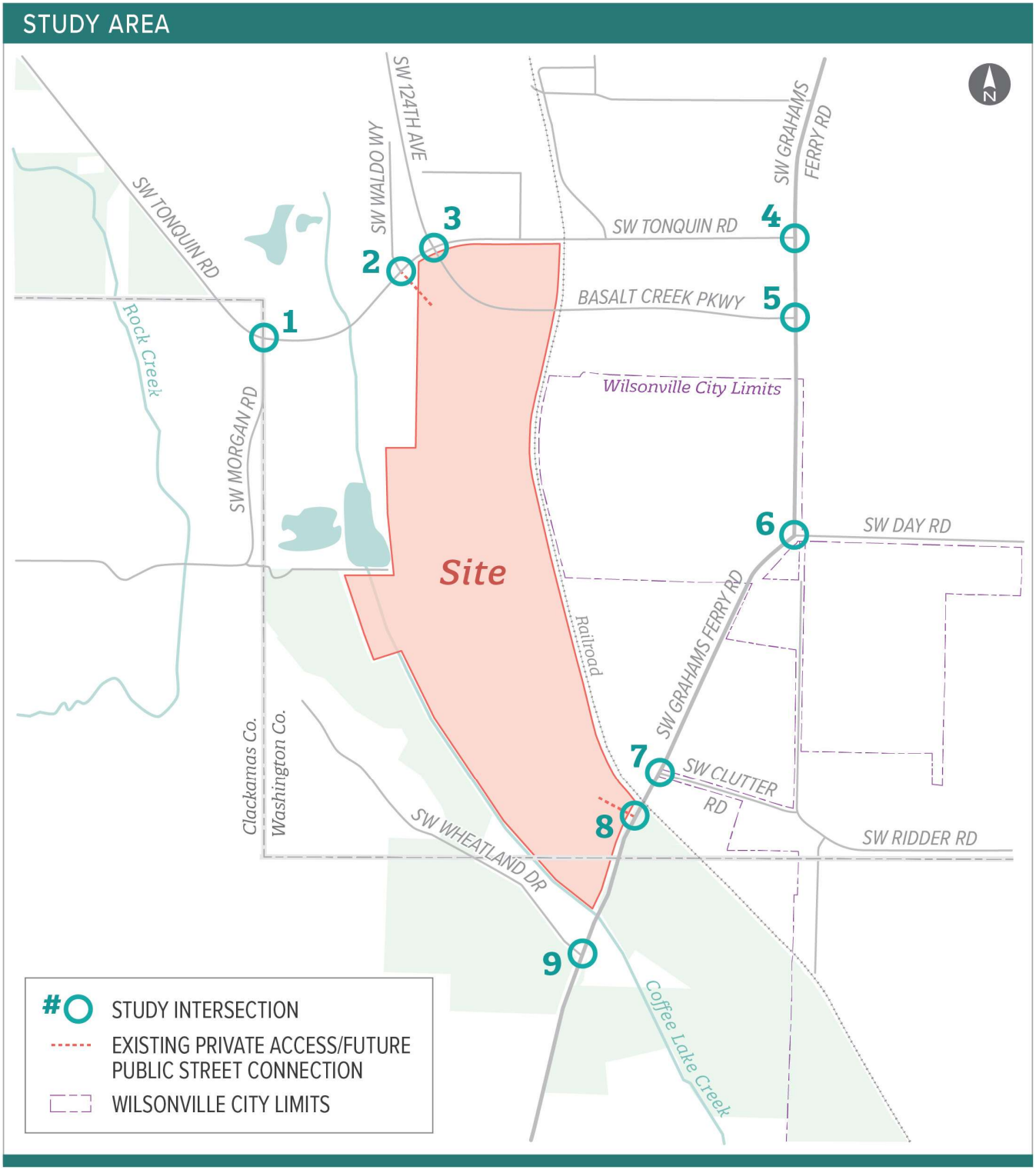
Therefore, the following section provides a transportation analysis of the impacts of full development of the West Railroad area on the surrounding street network.

EXISTING CONDITIONS

The study intersections are listed in Table 1 and shown in Figure 2.

TABLE 1: STUDY INTERSECTIONS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL
1	SW Morgan Road/SW Tonquin Road	Washington County	Two-Way Stop Control
2	SW Tonquin Road/SW Waldo Way/ North Site Access (Future)	Washington County	Two-Way Stop Control
3	Basalt Creek Parkway/SW 124th Avenue/ SW Tonquin Road	Washington County	Signal
4	SW Grahams Ferry Road/SW Tonquin Road	Washington County	Two-Way Stop Control
5	SW Grahams Ferry Road/ Basalt Creek Parkway	Washington County	Signal
6	SW Grahams Ferry Road/SW Day Road	City of Wilsonville	Signal
7	SW Grahams Ferry Road/SW Clutter Road	City of Wilsonville	All-Way Stop Control
8	SW Grahams Ferry Road/ South Site Access (Future)	Washington County	Two-Way Stop Control
9	SW Grahams Ferry Road/ SW Wheatland Drive	Clackamas County	Two-Way Stop Control



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 2: STUDY AREA

PEDESTRIAN AND BICYCLE FACILITIES

Along Grahams Ferry Road, bike lanes are present on both sides of the road from Basalt Creek Parkway to Day Road. From Day Road to Cahalin Road, there are no bike lanes. Sidewalks are present only on the west side of the road between Clay Road to Cahalin Road. From Cahalin Road to about 600 ft south of Cahalin Road, sidewalks and bike lanes are present only on the east side of the road. From this point to Wheatland Drive, there are no sidewalks or bike lanes.

Along Tonquin Road from Morgan Road to Basalt Creek Parkway, there are no sidewalks or bike lanes. West of Basalt Creek Parkway, sidewalks are intermittent until Grahams Ferry Road.

Along Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, there are no bike lanes, but the shoulders are over 5 feet wide. Sidewalks are intermittent, present only along the bridge over the Portland & Western-owned rail line and at the Grahams Ferry Road intersection.

Ice Age Tonquin Trail

Figure 3 shows the proposed alignment of the Ice Age Tonquin Trail, a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.

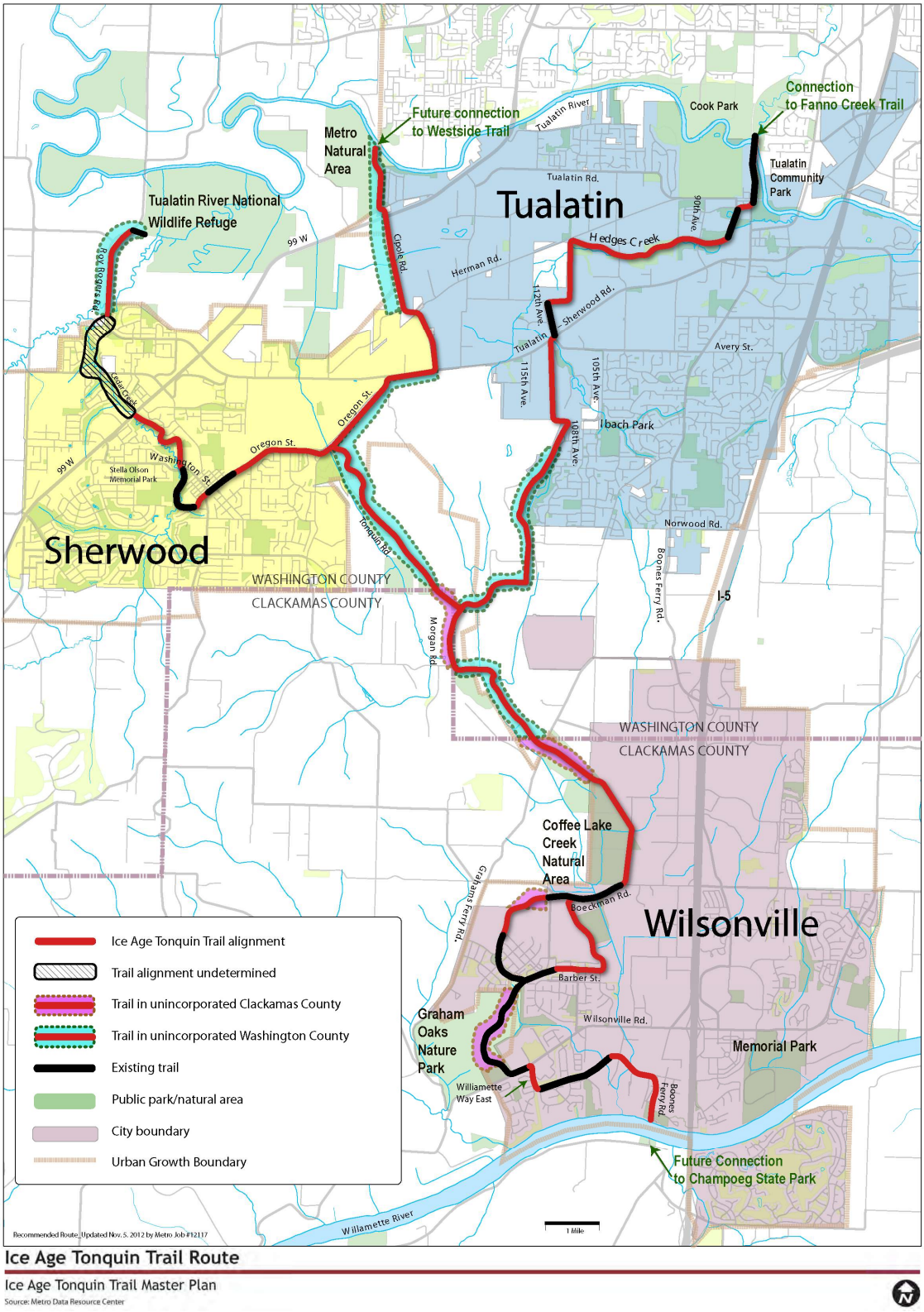
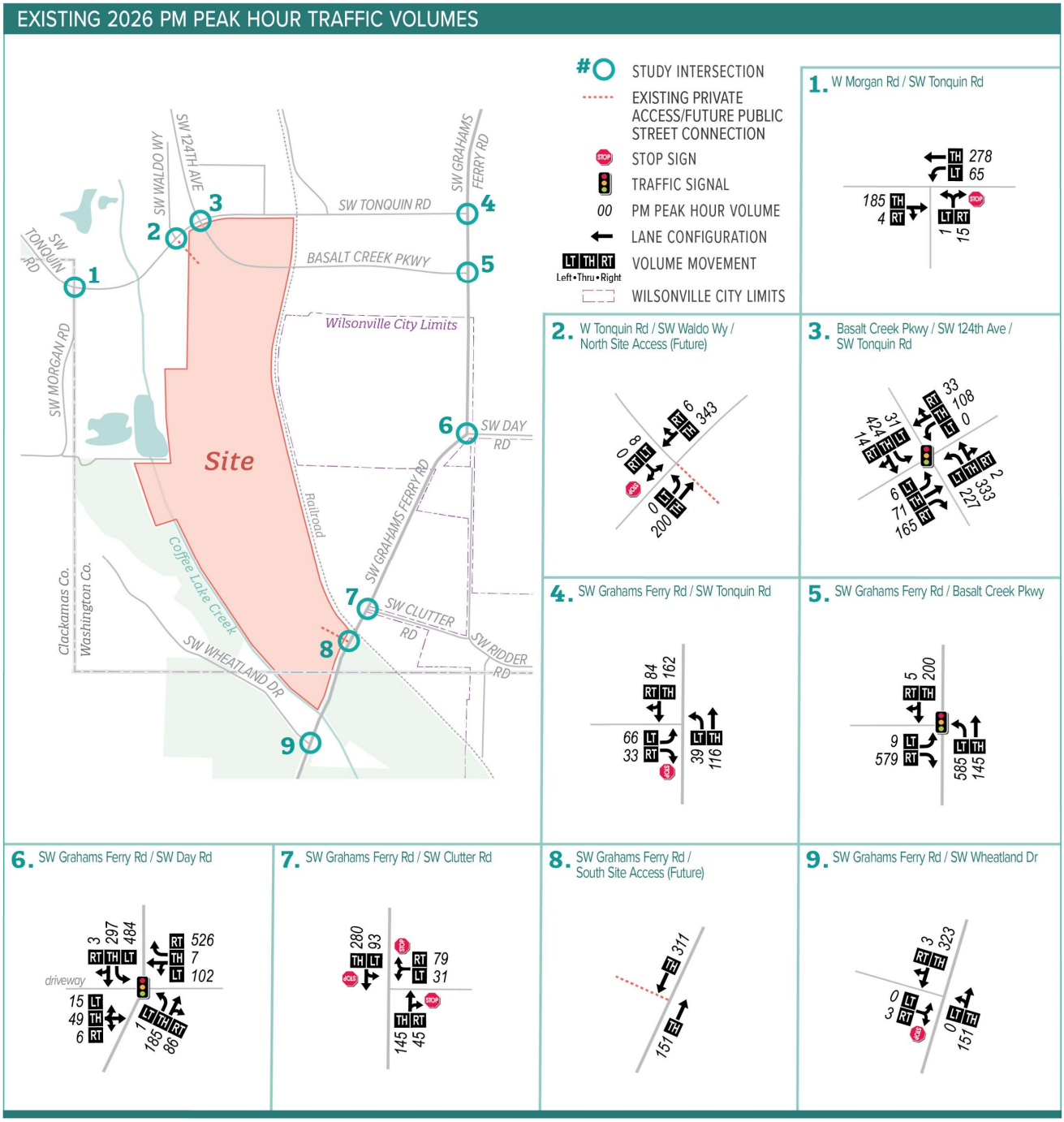


FIGURE 3: ICE AGE TONQUIN TRAIL ROUTE

Source: Ice Age Tonquin Trail Master Plan

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during the weekday PM peak period (4:00pm – 6:00pm) at the study intersections in February 2026. Figure 4 shows the existing traffic volumes.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 4: EXISTING 2026 STUDY INTERSECTION VOLUMES

INTERSECTION PERFORMANCE MEASURES

Agency operating standards often require intersections to meet level of service (LOS) or volume-to-capacity (v/c) intersection operation thresholds.

- The intersection LOS is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

City of Wilsonville: The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for the PM peak period.

Washington County: Washington County's performance standards are outlined in the Washington County Transportation System Plan (TSP).[1] County intersections within an Urban Growth Boundary, but outside city limits, are considered to be within "Other Urban Areas." Therefore, the intersection mobility standard is a v/c ratio of 0.99 and LOS E.

Clackamas County: Clackamas County's performance standards are outlined in the Clackamas County Comprehensive Plan.[2] For county rural road unsignalized intersections, the intersection mobility standard is LOS E.

EXISTING INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the existing conditions using Highway Capacity Manual (HCM) 7th Edition methodology.[3] The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 2.

[1] Table 4, Washington County Transportation System Plan. Effective November 18, 2024.

[2] Table 5-2b, Clackamas County Comprehensive Plan. Last updated March 2014.

[3] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

TABLE 2: EXISTING 2026 INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.20/0.03	7.9/10.0	A/B
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.45	17.5	B
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.08/0.14	7.9/12.7	A/B
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.60	14.2	B
GRAHAMS FERRY ROAD/ DAY ROAD	Wilsonville	Signal	LOS D	**0.98**	**77.0**	**E**
GRAHAMS FERRY ROAD/ CLUTTER ROAD	Wilsonville	AWSC	LOS D	0.54	13.1	B
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.10/0.01	0.0/10.3	A/B

Notes:

1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control
2. **Bold/Highlighted** = Does not meet mobility standards

As shown, all study intersections meet mobility standards under existing conditions, except for Grahams Ferry Road/Day Road. Today, this intersection experiences high vehicle volumes on the southbound approach during the PM peak hour and funnels traffic from Tualatin and other neighboring cities towards the I-5 interchange. The City has identified two high-priority improvement projects in their TSP at this intersection that include the realignment of the intersection and a new traffic signal or roundabout as well as the widening of Day Road to 5 lanes.[4]

[4] Wilsonville TSP Projects RW-02 and UU-08.

FUTURE CONDITIONS

To represent full buildout conditions, a background growth rate and trip generation estimates for full buildout conditions were applied to existing volumes. This methodology was used rather than future volume forecasting because the travel demand models assumed minimal growth in this area, which is no longer an accurate assumption.

TRAFFIC GROWTH ASSUMPTIONS

Existing traffic volumes were forecasted to the future year 2046 by applying a linear growth rate of 3.0% per year to the existing year traffic counts. This growth rate was derived from Washington County travel demand models. **The Washington County travel demand models are up to date and consistent with the 2023 METRO Regional Transportation Plan.**

The following transportation projects in the Wilsonville TSP within the West Railroad study area were assumed to be constructed by 2046:

- **Basalt Creek Parkway Extension: TSP Project RE-14**
  This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.
- **Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08**
  This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:
  a) include an upgraded Garden Acres Road as the intersection's south leg;
  b) construct a new west leg that will be the continuation of Grahams Ferry Road; and
  c) remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.
    - It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.
- **Grahams Ferry Road/Clutter Road Closure and Java Road Traffic Signal: TSP Project RE-13**
  Once the Java Road extension is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road. Therefore, the Clutter Road intersection will not exist in the year 2046.
- **Day Road Widening: TSP Project RW-02**
  Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

LAND USE ASSUMPTIONS

The West Railroad planning area is assumed to have four separate areas of development, as shown in the figure below. The numbering of the areas is not indicative of the expected order of development for the planning area.

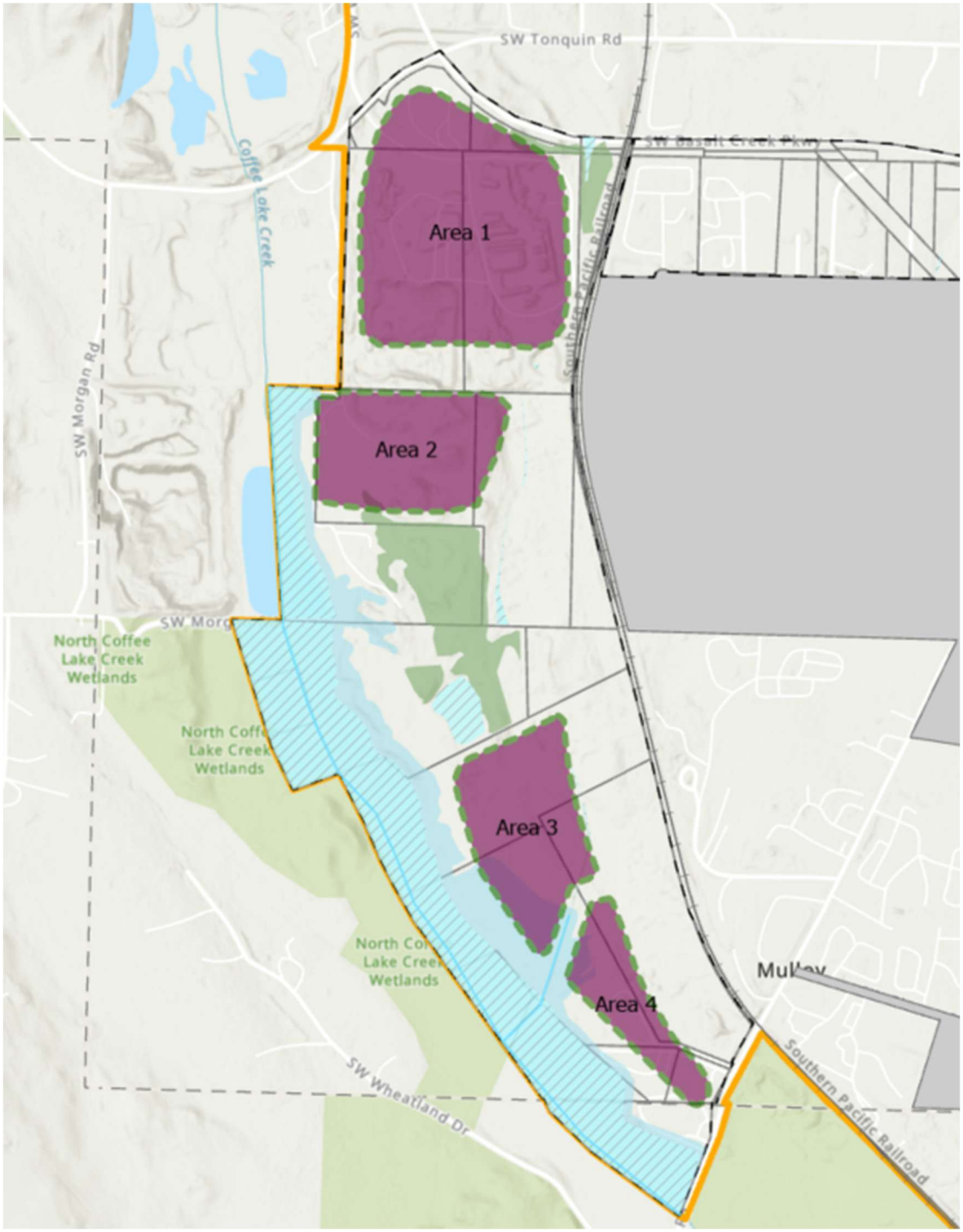


FIGURE 5: BREAKDOWN OF FUTURE EMPLOYMENT AREAS

For each of the four planning areas, trip generation was estimated for the reasonable worst-case development scenario, then added on top of the future background volumes established in the previous section. For this study, the Institute of Transportation Engineers (ITE) 12th Edition average trip generation data was used, which is based on national land use data.[5] This methodology was used in lieu of future volume forecasting because the travel demand models assumed minimal growth in this area, which does not reflect the study's assumptions.

The reasonable worst-case development scenario is based on the following assumptions:

- 35% of the overall site acreage is assumed for building footprint. The remaining 65% of the site acreage is assumed to accommodate streets, landscaping, off-street parking, and on-site circulation.
- The majority of the development is categorized as industrial, with a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail. It is intended to be a highly diverse mix of facilities that will generate mostly employment trips and a high percentage of heavy vehicle trips. This traffic study uses ITE Land Use Code (LUC) 130: Industrial Park to represent this land use.
- One restaurant/brewery about 6,000 square feet in size within Area 1. This traffic study uses ITE LUC 971: Brewery Taproom to represent this land use.

The table below shows the trip generation estimate used to represent the full buildout of the West Railroad area.

TABLE 3: FUTURE BUILDOUT TRIP GENERATION ESTIMATE

AREA	LAND USE	SIZE [A]	PM PEAK HOUR TRIPS
AREA 1	Industrial Park	562 KSF	129 (36 in, 93 out)
	Restaurant/Brewery	6 KSF	59 (41 in, 18 out)
AREA 2	Industrial Park	265 KSF	61 (17 in, 44 out)
AREA 3	Industrial Park	278 KSF	64 (18 in, 46 out)
AREA 4	Industrial Park	151 KSF	35 (10 in, 25 out)
FUTURE DEVELOPMENT TOTAL			**348** **(122 in, 226 out)**

[A] KSF = Thousand Square Feet

[5] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, 2025.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

PUBLIC STREET CONNECTIONS

Public industrial local streets were assumed to be constructed through the planning area to support connectivity and access to the future development area. Due to the railroad and environmental constraints, the planning area was assumed to be accessed via two locations: Tonquin Road at the north end of the study area and Grahams Ferry Road at the south end of the study area.

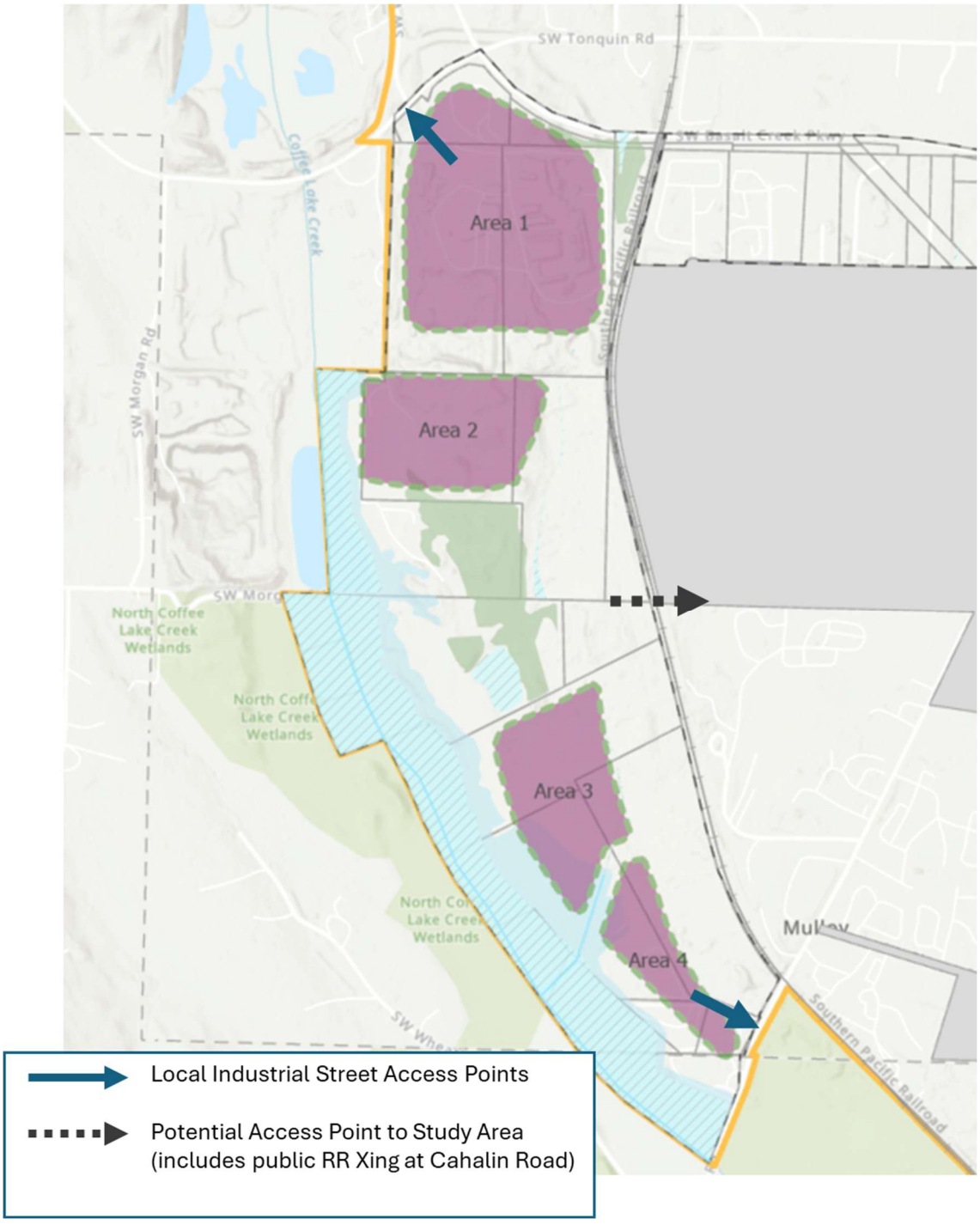


FIGURE 6: PLANNING AREA ACCESS POINTS

The City of Wilsonville is currently in conversation with Porland & Western Railroad (PNWR)[6] regarding the potential conversion of the existing private rail crossing at Cahalin Road to a public rail crossing. PNWR has stated that they would support industrial park development in the area and would be open to converting the crossing at Cahalin Road to a public crossing. The conversion would require that additional protection be added (i.e., gates, lights) at the existing private crossing as well as additional upgrades, yet to be determined, in lieu of the closure of an existing crossing.

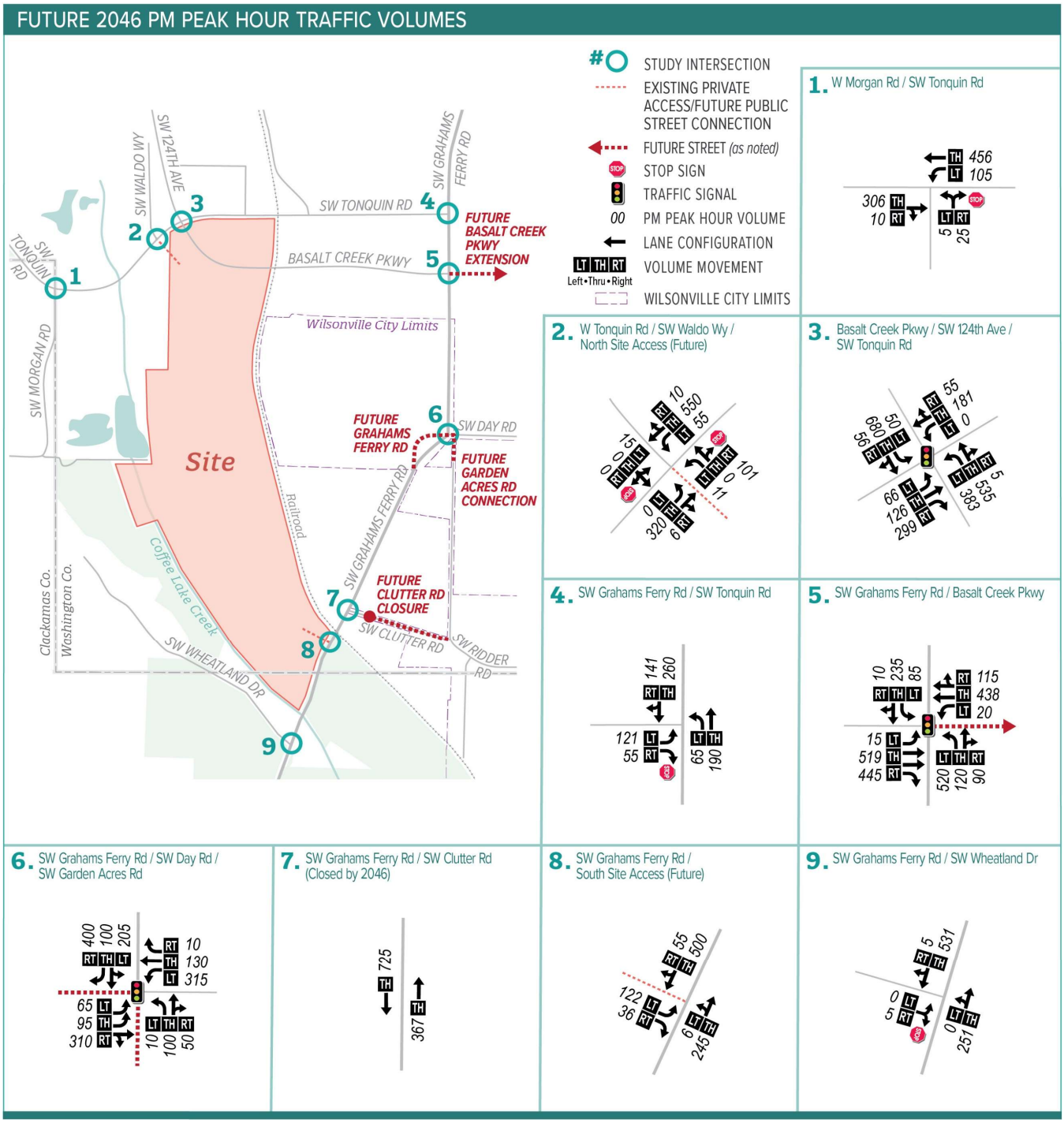
For the purposes of this traffic study, the analysis assumes that there is no public railroad crossing at Cahalin Road. However, a third public street connection to the planning area across the railroad would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR.

> *Note: Access from the planning area to Morgan Road was briefly considered by the project team. However, this connection was ultimately found to be noncrucial to provide adequate connectivity to the planning area. Additionally, a connection to this road would have required significant street improvements to Morgan Road, which is located in a rural reserve area of Clackamas County.*

FUTURE TRAFFIC VOLUMES

Figure 5 shows the future 2046 peak hour traffic volumes for the study intersections. These volumes incorporate background growth and the estimated trip generation for the worst-case future development scenario. Additionally, the study area map shows the changes to the roadway network that are expected to be completed by 2046. Lane configurations and signal timing at future intersections (including Grahams Ferry Road/Basalt Creek Parkway and Grahams Ferry Road/Day Road/Garden Acres) were assumed to be optimized for intersection operations.

[6] PNWR is a subsidiary of Genesee & Wyoming Railroad.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 7: FUTURE 2046 STUDY INTERSECTION VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for future 2046 conditions using Highway Capacity Manual (HCM) 7th Edition methodology. Operations at each study intersection are shown in Table 4.

TABLE 4: FUTURE (2046) STUDY INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.32/0.08	8.4/13.6	A/B
NORTH SITE ACCESS/ WALDO WAY/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.37/0.11	8.2/32.3	A/D
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.79	64.0	E
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.13/0.38	8.5/21.1	A/C
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.58	18.8	B
GRAHAMS FERRY ROAD/ DAY ROAD/ GARDEN ACRES ROAD	City of Wilsonville	Signal	LOS D	0.83	23.8	C
GRAHAMS FERRY ROAD/ CLUTTER ROAD	City of Wilsonville	*This intersection is assumed to be closed by the year 2046*				
GRAHAMS FERRY ROAD/ SOUTH SITE ACCESS	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.17/0.43	8.8/25.0	A/C
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.16/0.01	0.0/12.1	A/B

Notes:

1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control

As shown, all study intersections meet mobility standards under future conditions. No additional improvements beyond what is assumed in the City's Transportation System Plan or the 2023 METRO RTP are necessary to support development of the planning area.

MULTIMODAL TRANSPORTATION RECOMMENDATIONS

MOTOR VEHICLE RECOMMENDATIONS

Based on the West Railroad Transportation Analysis in this report, no additional motor vehicle improvement projects beyond the High-Priority projects in the City of Wilsonville TSP or the METRO RTP are necessary to support the full buildout of the West Railroad area.

Based on a review of the 2023 Metro RTP, there are currently two projects within the City of Wilsonville Urban Growth Boundary (current or planned) and within the BCPA that were included in the 2023 Metro RTP that are *not* included in the current Wilsonville TSP.[7] The City should discuss these projects internally and with partner agencies for inclusion in the City of Wilsonville next TSP update as Additional Projects (not High-Priority projects) as both of these projects are long-range (2045) and are unconstrained (no identified funded) projects in the RTP.

- **METRO RTP Project #11924**, Grahams Ferry Road from Tonquin Road to Day Road, Improve roadway to 5 lanes including sidewalks and bike lanes. Long-Term 2045 Strategic Project List.
  The City of Wilsonville TSP currently lists a project on Grahams Ferry Road for a three-lane roadway improvement; there is no five-lane widening project identified. Therefore, the City of Wilsonville should discuss this project internally and with Washington County and City of Tualatin to determine whether a three-lane or five-lane cross section is preferred on Grahams Ferry Road within the BCPA.
- **METRO RTP Project #11469,** 124th Ave Improvements. Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks. Long-Term 2045 Strategic Project List.

PEDESTRIAN, BICYCLE, TRANSIT TSP RECOMMENDATIONS

The following list of non-motor vehicle projects have been identified as needed to support the Basalt Creek Planning Area (BCPA) beyond what is already in the Wilsonville Transportation System Plan (TSP).

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

[7] Link to map of METRO RTP Projects.

- Alignment of the Tonquin Ice Age Trail through the West Railroad planning area consistent with the Ice Age Tonquin Trail Master Plan. The trail/pathway through the West Railroad area would serve both regional and local pedestrian and bicycle traffic.
- Provide interim connections at Tonquin Road and Grahams Ferry Road between the Ice Age Tonquin Trail and existing on-street sidewalks and on-street bike lanes adjacent to the West Railroad area. These crossing improvements could include new marked and/or enhanced crosswalks and should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

LOCAL STREET CONCEPTUAL LAYOUT

DKS identified reasonable connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. See Figure 8 for the local street concept map.

Within the West Railroad area, local street connections to Tonquin Road and to Grahams Ferry Road will be necessary to provide adequate access for the planning area under full development. The public railroad crossing at Cahalin Road was not included in this analysis and was found to be noncritical to providing adequate traffic circulation/access to the planning area. However, a third public street connection across the railroad would be desirable as it would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR. Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

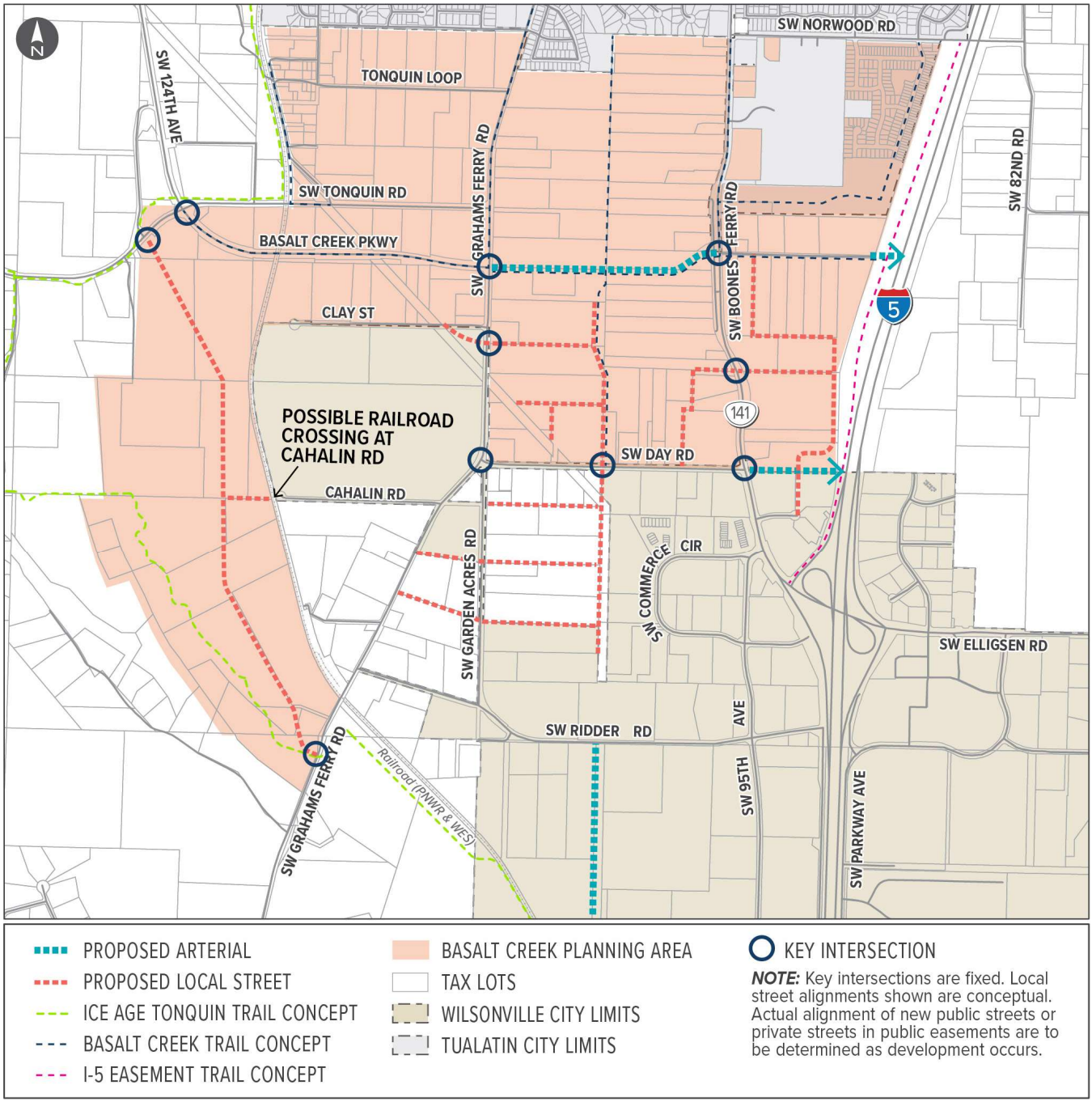


FIGURE 8: BCPA WILSONVILLE LOCAL STREET CONCEPT MAP

SUMMARY OF FINDINGS

The following summarizes the findings of this report for the Basalt Creek Planning Area in Wilsonville, Oregon.

Background

- Transportation planning efforts for the Basalt Creek Planning Area began as early as 2013 with the Transportation Refinement Plan (TRP). Recent planning efforts include the 2018 Basalt Creek Concept Plan and a 2019 amendment to the City of Wilsonville TSP.
- In 2019, the 124th Avenue extension was constructed and open for travel.
- The City of Wilsonville is currently preparing a Master Plan for the Basalt Creek Planning Area.

West Railroad Transportation Analysis

- At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to significant geographical constraints (varied terrain with wetlands habitat and steep slopes) and limited access.
- Full development of the West Railroad planning area results in an assumed 1,262,000 square feet of industrial uses, including a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail.
- Under future 2046 traffic conditions (full development), all study intersections meet applicable agency mobility standards.
- Future 2046 conditions include future transportation projects consistent with the 2023 METRO Regional Transportation Plan as well as transportation projects in the Wilsonville TSP High-Priority project list within the West Railroad.
- No additional improvements beyond what is assumed in the METRO RTP and the City's Transportation System Plan are necessary to support the full development of the West Railroad planning area.

Multimodal Transportation Recommendations

- The two projects listed on Page 18 are located within the BCPA and are included in the 2023 Metro RTP and included in the future traffic conditions analysis in this report, but are not included in the current Wilsonville TSP. These should be discussed and considered for inclusion in the City's next TSP update.
- Coordinate with SMART to expand transit service (e.g., new routes, bus stops, etc.) to the Basalt Creek Planning Area as it develops.
- Consider an enhanced pedestrian/bicycle crossing of Day Road where the south end of LT-02 (Basalt Creek Canyon Trail) would connect with the north end of the pedestrian/bicycle facilities along the Coffee Creek Supporting Street.
- Consider a trail connection (pedestrian and bicycle only) from Ridder Road north to the future Coffee Creek Supporting Street. Approximately 800 feet in length. Trail alignment would run along the west side of the BPA Substation.

- To support the Ice Age Tonquin Trail through the West Railroad planning area, connections to existing on-street sidewalks and on-street bike lanes should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

Local Street Concept

- The local street concept shown in Figure 8 shows the alignment of local and arterial streets through the Wilsonville portion of the BCPA. All alignments shown are conceptual and actual alignment will be determined at the time of development.
- Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

APPENDIX

A. 2019 Wilsonville TSP Amendment Summary (based on 2018 BCPA Concept Plan)

B. Traffic Counts

C. Existing HCM Reports

D. Trip Generation Table and Land Use Assumptions

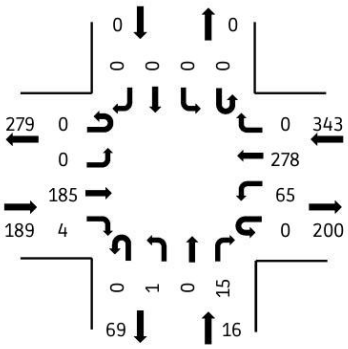
E. Future HCM Reports

TABLE A: BASALT CREEK TSP PROJECTS - 2019 TSP AMENDMENT SUMMARY

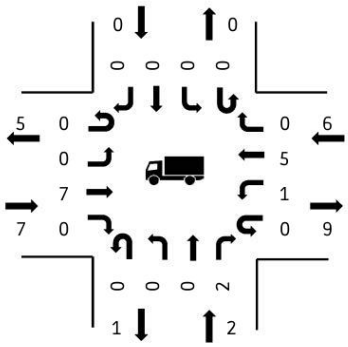
PROJECT #	PROJECT	NOTES
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11436
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway 5-lane Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11470
RW-02	Day Road Widening to 5 lanes (Grahams Ferry Road to Boones Ferry Road)	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588 (Tonquin to Day Road)
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11489
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

Location: SW Morgan Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.83

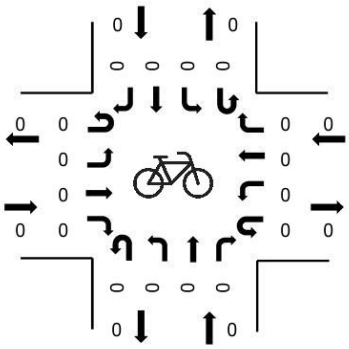
Motorized Vehicles



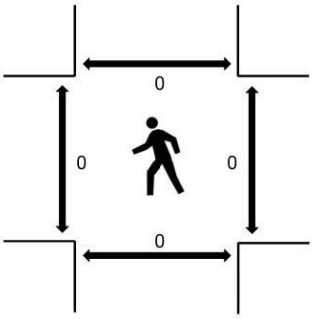
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Morgan Rd)					Southbound (SW Morgan Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	13	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0

All Vehicle Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	3	0	0	0	0	0	0	0	0	23	0	0	0	3	23	0	0	0		
04:05:00 PM	0	0	2	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	166	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	4	18	0	0	0	155	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	29	0	0	0	149	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	129	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	13	1	0	0	6	21	0	0	0	132	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	119	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	6	23	0	0	0	120	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	17	0	0	0	112	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	5	27	0	0	0	122	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	8	27	0	0	0	133	548
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	23	0	0	0	138	537
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	151	541
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	39	0	0	0	158	540
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	160	542
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	141	533
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	526
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	514
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	530
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	540
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	541
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	533
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	2	18	0	0	0	104	511

Car Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	22	0	0	0	3	22	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	162	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	0	0	0	4	17	0	0	0	152	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	27	0	0	0	145	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	125	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	12	1	0	0	6	21	0	0	0	129	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	118	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	5	23	0	0	0	116	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	16	0	0	0	108	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	5	27	0	0	0	117	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	16	0	0	0	8	27	0	0	0	130	533
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	3	23	0	0	0	135	524
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	149	529
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	38	0	0	0	156	527
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	159	531
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	140	524
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	517
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	506
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	522
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	535
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	537
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	530
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	2	18	0	0	0	103	508

Truck Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	4	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	15
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	13
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3

Bike Volumes

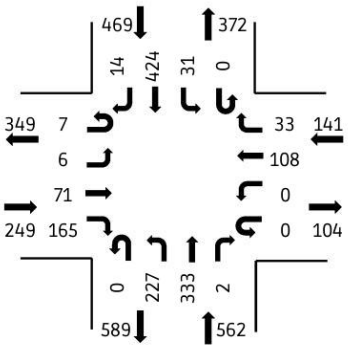
Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

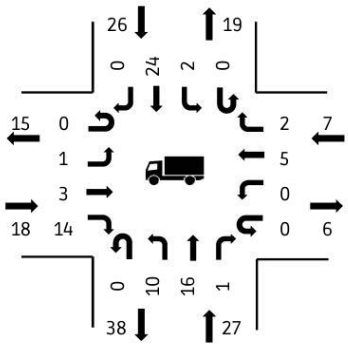
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: Basalt Creek Parkway & SW Tonquin Rd
Date: 2026-02-19
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

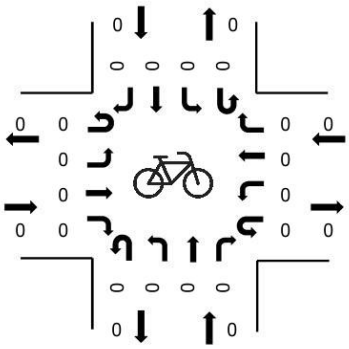
Motorized Vehicles



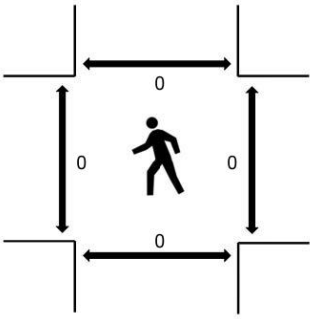
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Basalt Creek Parkway)					Southbound (Basalt Creek Parkway)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	5	50	0	0	6	6	0	0	0	17	4	8	0	0	0	5	6	0	0

All Vehicle Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	31	0	0	0	2	25	0	0	0	0	2	23	0	0	0	6	9	0	0		
04:05:00 PM	16	31	0	0	0	2	45	2	0	0	0	7	13	0	0	0	8	1	0	0		
04:10:00 PM	11	26	0	0	0	0	45	0	0	0	0	4	13	0	0	0	7	2	0	0	350	
04:15:00 PM	24	30	0	0	0	4	48	0	0	0	0	4	19	0	0	0	7	1	0	0	370	
04:20:00 PM	17	25	0	0	0	4	29	0	0	0	0	9	20	0	0	0	7	2	0	0	358	
04:25:00 PM	20	29	0	0	0	4	34	3	0	0	2	3	19	0	0	0	5	7	0	0	376	
04:30:00 PM	20	29	0	0	0	1	28	2	0	0	2	1	5	0	0	0	2	4	0	0	333	
04:35:00 PM	17	25	0	0	0	2	38	1	0	0	0	7	13	0	0	0	6	2	0	0	331	
04:40:00 PM	20	25	0	0	0	5	32	2	0	0	0	5	12	0	0	0	10	3	0	0	319	
04:45:00 PM	15	37	0	0	0	1	31	0	0	0	0	2	8	7	0	0	15	3	0	0	344	
04:50:00 PM	20	27	1	0	0	3	30	0	0	0	1	6	14	0	0	0	13	3	0	0	351	
04:55:00 PM	19	23	0	0	0	2	30	2	0	0	0	4	17	0	0	0	10	0	0	0	344	1389
05:00:00 PM	25	25	0	0	0	1	45	2	0	0	1	9	14	0	0	0	10	2	0	0	359	1406
05:05:00 PM	16	25	0	0	0	4	42	1	0	0	0	9	11	0	0	0	11	2	0	0	362	1402
05:10:00 PM	14	33	1	0	0	0	37	1	0	0	0	12	13	0	0	0	12	4	0	0	382	1421
05:15:00 PM	23	23	0	0	0	0	37	3	0	0	1	2	14	0	0	0	2	2	0	0	355	1391
05:20:00 PM	17	30	0	0	0	8	25	2	0	0	0	11	9	0	0	0	7	2	0	0	345	1389
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	324	1369
05:30:00 PM	16	14	0	0	0	3	34	1	0	0	0	1	6	0	0	0	10	1	0	0	303	1361
05:35:00 PM	22	29	0	0	0	7	21	1	0	0	1	5	13	0	0	0	8	4	0	0	303	1361
05:40:00 PM	14	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	280	1330
05:45:00 PM	8	18	0	0	0	3	31	0	0	0	0	3	9	0	0	0	4	2	0	0	272	1289
05:50:00 PM	14	22	1	0	0	1	26	1	0	0	0	0	8	0	0	0	4	3	0	0	241	1251
05:55:00 PM	18	21	0	0	0	4	20	0	0	0	0	6	10	0	0	0	4	1	0	0	242	1228

Car Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	28	0	0	0	1	24	0	0	0	0	2	20	0	0	0	6	9	0	0		
04:05:00 PM	16	28	0	0	0	2	42	2	0	0	0	7	12	0	0	0	8	1	0	0		
04:10:00 PM	11	25	0	0	0	0	43	0	0	0	0	4	13	0	0	0	7	2	0	0	332	
04:15:00 PM	21	26	0	0	0	3	47	0	0	0	0	4	17	0	0	0	7	1	0	0	349	
04:20:00 PM	16	24	0	0	0	4	28	0	0	0	0	9	19	0	0	0	7	2	0	0	340	
04:25:00 PM	19	28	0	0	0	4	30	3	0	0	1	3	19	0	0	0	5	7	0	0	354	
04:30:00 PM	20	27	0	0	0	1	26	2	0	0	2	1	3	0	0	0	2	4	0	0	316	
04:35:00 PM	17	24	0	0	0	2	33	1	0	0	0	7	11	0	0	0	5	2	0	0	309	
04:40:00 PM	19	23	0	0	0	4	31	2	0	0	0	5	11	0	0	0	10	3	0	0	298	
04:45:00 PM	14	35	0	0	0	1	29	0	0	0	0	1	7	7	0	0	13	2	0	0	319	
04:50:00 PM	19	26	0	0	0	3	29	0	0	0	1	5	12	0	0	0	13	3	0	0	328	
04:55:00 PM	18	23	0	0	0	2	27	2	0	0	0	4	17	0	0	0	10	0	0	0	323	1307
05:00:00 PM	25	25	0	0	0	1	44	2	0	0	1	9	13	0	0	0	9	2	0	0	345	1329
05:05:00 PM	15	24	0	0	0	4	41	1	0	0	0	8	10	0	0	0	11	2	0	0	350	1327
05:10:00 PM	14	32	1	0	0	0	35	1	0	0	0	12	12	0	0	0	11	3	0	0	368	1343
05:15:00 PM	23	23	0	0	0	0	36	3	0	0	1	2	13	0	0	0	2	2	0	0	342	1322
05:20:00 PM	17	30	0	0	0	8	24	2	0	0	0	10	9	0	0	0	7	2	0	0	335	1322
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	320	1309
05:30:00 PM	14	13	0	0	0	3	31	1	0	0	0	1	6	0	0	0	10	1	0	0	295	1301
05:35:00 PM	22	29	0	0	0	7	19	1	0	0	1	5	12	0	0	0	8	4	0	0	294	1307
05:40:00 PM	13	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	270	1281
05:45:00 PM	8	17	0	0	0	3	30	0	0	0	0	3	9	0	0	0	4	2	0	0	266	1248
05:50:00 PM	14	22	1	0	0	1	25	1	0	0	0	0	8	0	0	0	4	3	0	0	237	1216
05:55:00 PM	18	20	0	0	0	4	19	0	0	0	0	6	10	0	0	0	4	1	0	0	237	1195

Truck Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:15:00 PM	3	4	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	21	
04:20:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
04:25:00 PM	1	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	17	
04:35:00 PM	0	1	0	0	0	0	5	0	0	0	0	0	2	0	0	0	1	0	0	0	22	
04:40:00 PM	1	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
04:45:00 PM	1	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	2	1	0	0	25	
04:50:00 PM	1	1	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	23	
04:55:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	82
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	14	77
05:05:00 PM	1	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	12	75
05:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	14	78
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	69
05:20:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	10	67
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	60
05:30:00 PM	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	60
05:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	9	54
05:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	49
05:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	35
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33

Bike Volumes

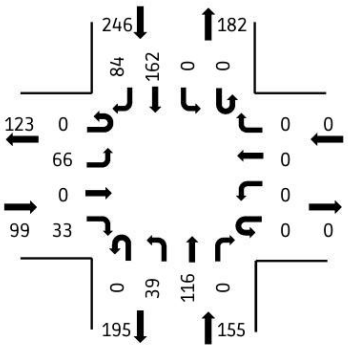
Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00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

Pedestrian Volumes

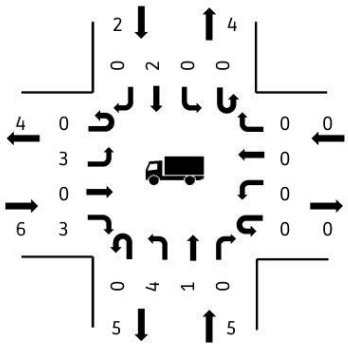
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: SW Grahams Ferry Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:30 PM
Peak Hour Factor: 0.89

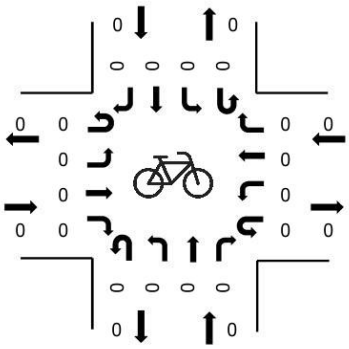
Motorized Vehicles



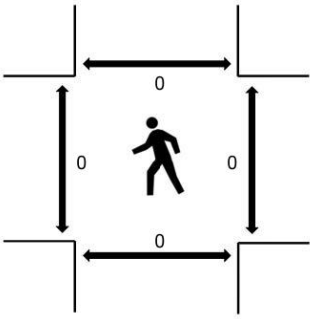
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
10	1	0	0	0	0	1	0	0	0	4	0	9	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	11	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	118	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	16	0	0	0	0	5	10	0	0	4	0	4	0	0	0	0	0	0	0	115	
04:25:00 PM	3	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	118	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	138	
04:35:00 PM	4	4	0	0	0	0	17	8	0	0	1	0	1	0	0	0	0	0	0	0	130	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	5	0	1	0	0	0	0	0	0	0	140	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	120	
04:50:00 PM	6	7	0	0	0	0	12	4	0	0	5	0	3	0	0	0	0	0	0	0	122	
04:55:00 PM	5	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	111	487
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	6	0	4	0	0	0	0	0	0	0	107	487
05:05:00 PM	1	5	0	0	0	0	8	9	0	0	9	0	8	0	0	0	0	0	0	0	110	477
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	119	488
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	135	500
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	487
05:25:00 PM	1	8	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	112	482
05:30:00 PM	6	6	0	0	0	0	9	3	0	0	5	0	0	0	0	0	0	0	0	0	92	454
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	90	447
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	82	424
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	3	0	0	0	0	0	0	0	90	424
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	94	419
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	1	0	0	0	0	0	0	0	86	399

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	10	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	117	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	15	0	0	0	0	5	10	0	0	4	0	3	0	0	0	0	0	0	0	113	
04:25:00 PM	2	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	115	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	135	
04:35:00 PM	4	4	0	0	0	0	15	8	0	0	1	0	1	0	0	0	0	0	0	0	127	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	4	0	1	0	0	0	0	0	0	0	137	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	117	
04:50:00 PM	5	7	0	0	0	0	12	4	0	0	5	0	2	0	0	0	0	0	0	0	119	
04:55:00 PM	4	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	108	477
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	5	0	4	0	0	0	0	0	0	0	103	477
05:05:00 PM	0	5	0	0	0	0	8	9	0	0	8	0	7	0	0	0	0	0	0	0	105	464
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	115	475
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	132	487
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	476
05:25:00 PM	0	7	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	110	470
05:30:00 PM	5	6	0	0	0	0	8	3	0	0	5	0	0	0	0	0	0	0	0	0	88	440
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	86	435
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	80	413
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	2	0	0	0	0	0	0	0	89	412
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	93	409
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0	84	389

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	10
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	13
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:25:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:30:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	12
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10

Bike Volumes

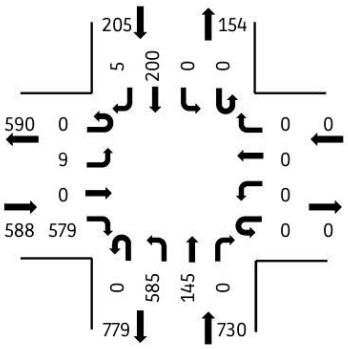
Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00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

Pedestrian Volumes

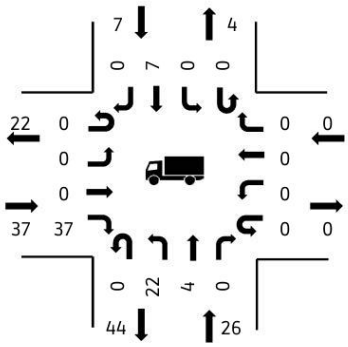
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: SW Grahams Ferry Rd & Basalt Creek Pkwy
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.93

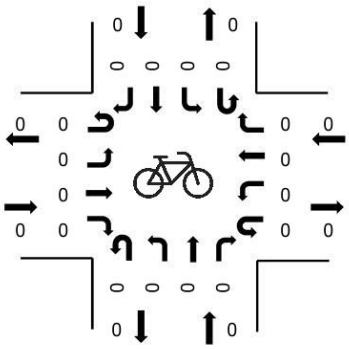
Motorized Vehicles



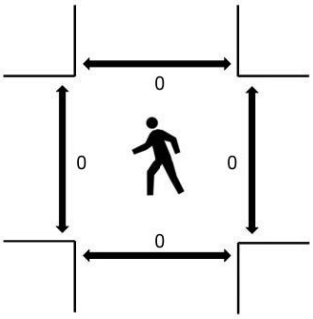
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (Basalt Creek Pkwy)					Westbound (Basalt Creek Pkwy)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	3	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	43	6	0	0	0	0	11	1	0	0	1	0	48	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	16	1	0	0	2	0	51	0	0	0	0	0	0	0		
04:10:00 PM	46	11	0	0	0	0	7	0	0	0	0	0	47	0	0	0	0	0	0	0	348	
04:15:00 PM	52	14	0	0	0	0	7	0	0	0	0	0	48	0	0	0	0	0	0	0	359	
04:20:00 PM	48	17	0	0	0	0	16	0	0	0	1	0	43	0	0	0	0	0	0	0	357	
04:25:00 PM	60	15	0	0	0	0	12	0	0	0	1	0	51	0	0	0	0	0	0	0	385	
04:30:00 PM	44	17	0	0	0	0	22	1	0	0	1	0	44	0	0	0	0	0	0	0	393	
04:35:00 PM	44	7	0	0	0	0	18	0	0	0	2	0	47	0	0	0	0	0	0	0	386	
04:40:00 PM	53	22	0	0	0	0	14	0	0	0	0	0	45	0	0	0	0	0	0	0	381	
04:45:00 PM	43	8	0	0	0	0	15	1	0	0	1	0	46	0	0	0	0	0	0	0	366	
04:50:00 PM	53	13	0	0	0	0	17	0	0	0	0	0	49	0	0	0	0	0	0	0	380	
04:55:00 PM	39	10	0	0	0	0	11	1	0	0	1	0	45	0	0	0	0	0	0	0	353	1467
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	43	0	0	0	0	0	0	0	355	1473
05:05:00 PM	44	7	0	0	0	0	5	1	0	0	0	0	51	0	0	0	0	0	0	0	331	1454
05:10:00 PM	66	10	0	0	0	0	31	0	0	0	0	0	67	0	0	0	0	0	0	0	398	1517
05:15:00 PM	41	10	0	0	0	0	25	1	0	0	2	0	48	0	0	0	0	0	0	0	409	1523
05:20:00 PM	41	8	0	0	0	0	7	1	0	0	0	0	42	0	0	0	0	0	0	0	400	1497
05:25:00 PM	47	9	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	328	1460
05:30:00 PM	47	12	0	0	0	0	12	0	0	0	0	0	35	0	0	0	0	0	0	0	307	1437
05:35:00 PM	55	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	325	1436
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	44	0	0	0	0	0	0	0	327	1406
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	308	1379
05:50:00 PM	35	12	0	0	0	0	8	0	0	0	0	0	25	0	0	0	0	0	0	0	271	1327
05:55:00 PM	28	2	0	0	0	0	6	1	0	0	1	0	35	0	0	0	0	0	0	0	240	1293

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	40	6	0	0	0	0	10	1	0	0	1	0	43	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	15	1	0	0	2	0	47	0	0	0	0	0	0	0		
04:10:00 PM	41	11	0	0	0	0	7	0	0	0	0	0	46	0	0	0	0	0	0	0	328	
04:15:00 PM	50	14	0	0	0	0	7	0	0	0	0	0	42	0	0	0	0	0	0	0	340	
04:20:00 PM	46	17	0	0	0	0	15	0	0	0	1	0	40	0	0	0	0	0	0	0	337	
04:25:00 PM	57	14	0	0	0	0	12	0	0	0	1	0	47	0	0	0	0	0	0	0	363	
04:30:00 PM	41	17	0	0	0	0	20	1	0	0	1	0	44	0	0	0	0	0	0	0	374	
04:35:00 PM	43	7	0	0	0	0	16	0	0	0	2	0	43	0	0	0	0	0	0	0	366	
04:40:00 PM	48	22	0	0	0	0	14	0	0	0	0	0	41	0	0	0	0	0	0	0	360	
04:45:00 PM	42	8	0	0	0	0	15	1	0	0	1	0	42	0	0	0	0	0	0	0	345	
04:50:00 PM	52	12	0	0	0	0	17	0	0	0	0	0	46	0	0	0	0	0	0	0	361	
04:55:00 PM	36	9	0	0	0	0	10	1	0	0	1	0	42	0	0	0	0	0	0	0	335	1386
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	40	0	0	0	0	0	0	0	339	1398
05:05:00 PM	44	6	0	0	0	0	5	1	0	0	0	0	49	0	0	0	0	0	0	0	317	1381
05:10:00 PM	64	10	0	0	0	0	30	0	0	0	0	0	65	0	0	0	0	0	0	0	387	1445
05:15:00 PM	40	10	0	0	0	0	25	1	0	0	2	0	43	0	0	0	0	0	0	0	395	1453
05:20:00 PM	40	8	0	0	0	0	7	1	0	0	0	0	40	0	0	0	0	0	0	0	386	1430
05:25:00 PM	43	7	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	313	1395
05:30:00 PM	47	11	0	0	0	0	11	0	0	0	0	0	35	0	0	0	0	0	0	0	296	1375
05:35:00 PM	54	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	316	1380
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	41	0	0	0	0	0	0	0	321	1356
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	304	1334
05:50:00 PM	35	12	0	0	0	0	7	0	0	0	0	0	23	0	0	0	0	0	0	0	265	1284
05:55:00 PM	27	2	0	0	0	0	5	1	0	0	1	0	33	0	0	0	0	0	0	0	233	1254

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	3	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
04:10:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	19	
04:20:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	20	
04:25:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	22	
04:30:00 PM	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:35:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
04:40:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:50:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	
04:55:00 PM	3	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	18	81
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	75
05:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	73
05:10:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	11	72
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	14	70
05:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	67
05:25:00 PM	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	65
05:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	62
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	56
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	50
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	6	43
05:55:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	7	39

Bike Volumes

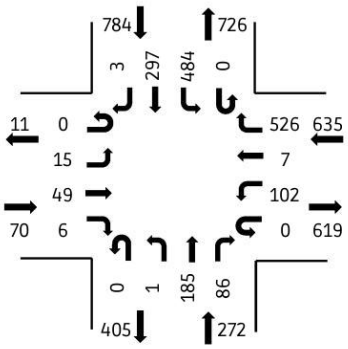
Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

Pedestrian Volumes

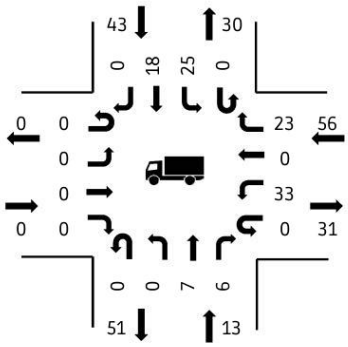
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: SW Grahams Ferry Rd & SW Day Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:20 PM
Peak Hour Factor: 0.92

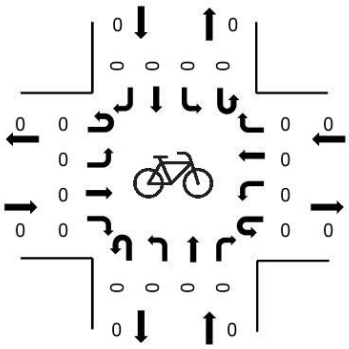
Motorized Vehicles



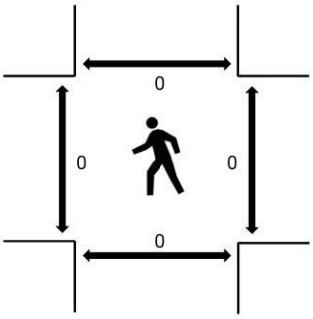
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Day Rd)					Westbound (SW Day Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	4	7	0	0	5	6	0	0	0	0	0	0	0	0	32	0	4	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	4	0	0	39	35	0	0	0	2	10	4	0	0	8	0	38	0	0		
04:05:00 PM	1	17	7	0	0	23	25	0	0	0	5	5	1	0	0	13	0	40	0	0		
04:10:00 PM	0	21	8	0	0	35	29	0	0	0	1	4	2	0	0	4	1	31	0	0	421	
04:15:00 PM	0	18	2	0	0	39	19	0	0	0	1	5	0	0	0	9	0	36	0	0	402	
04:20:00 PM	0	26	10	0	0	31	26	0	0	0	3	7	2	0	0	7	0	53	0	0	430	
04:25:00 PM	1	11	7	0	0	42	22	0	0	0	6	18	0	0	0	13	0	36	0	0	450	
04:30:00 PM	0	18	7	0	0	35	34	0	0	0	2	6	2	0	0	9	2	45	0	0	481	
04:35:00 PM	0	14	9	0	0	31	28	0	0	0	1	1	0	0	0	6	0	43	0	0	449	
04:40:00 PM	0	20	8	0	0	42	30	0	0	0	1	2	0	0	0	5	1	47	0	0	449	
04:45:00 PM	0	15	7	0	0	28	25	0	0	0	0	1	1	0	0	22	2	42	0	0	432	
04:50:00 PM	0	15	5	0	0	49	21	0	0	0	0	3	0	0	0	4	1	46	0	0	443	
04:55:00 PM	0	8	8	0	0	49	15	1	0	0	0	3	0	0	0	14	0	37	0	0	422	1742
05:00:00 PM	0	12	11	0	0	43	18	0	0	0	1	3	0	0	0	5	0	41	0	0	413	1728
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	36	0	0	385	1707
05:10:00 PM	0	10	4	0	0	50	39	1	0	0	0	2	0	0	0	7	0	63	0	0	426	1747
05:15:00 PM	0	17	5	0	0	44	26	1	0	0	1	3	0	0	0	8	1	37	0	0	435	1761
05:20:00 PM	0	12	6	0	0	46	22	0	0	0	0	0	1	0	0	10	0	39	0	0	455	1732
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	43	0	0	397	1694
05:30:00 PM	0	13	3	0	0	31	14	0	0	0	0	2	0	0	0	4	0	42	0	0	363	1643
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	10	0	46	0	0	363	1646
05:40:00 PM	0	8	8	0	0	37	17	0	0	0	1	3	0	0	0	5	0	44	0	0	368	1613
05:45:00 PM	0	8	1	0	0	26	13	2	0	0	1	4	0	0	0	8	1	43	0	0	366	1577
05:50:00 PM	0	12	3	0	0	24	5	0	0	0	1	2	0	0	0	5	3	29	0	0	314	1517
05:55:00 PM	1	2	2	0	0	42	9	0	0	0	0	1	0	0	0	1	3	28	0	0	280	1471

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	7	4	0	0	35	33	0	0	0	2	10	4	0	0	4	0	37	0	0		
04:05:00 PM	1	16	7	0	0	23	22	0	0	0	5	5	1	0	0	8	0	37	0	0		
04:10:00 PM	0	21	6	0	0	35	27	0	0	0	1	4	2	0	0	2	1	28	0	0	388	
04:15:00 PM	0	18	1	0	0	38	17	0	0	0	1	5	0	0	0	5	0	34	0	0	371	
04:20:00 PM	0	25	9	0	0	28	25	0	0	0	3	7	2	0	0	5	0	51	0	0	401	
04:25:00 PM	1	11	7	0	0	39	19	0	0	0	6	18	0	0	0	9	0	35	0	0	419	
04:30:00 PM	0	17	5	0	0	34	32	0	0	0	2	6	2	0	0	4	2	43	0	0	447	
04:35:00 PM	0	14	8	0	0	30	24	0	0	0	1	1	0	0	0	2	0	39	0	0	411	
04:40:00 PM	0	18	8	0	0	40	28	0	0	0	1	2	0	0	0	2	1	44	0	0	410	
04:45:00 PM	0	14	7	0	0	27	25	0	0	0	0	1	1	0	0	14	2	42	0	0	396	
04:50:00 PM	0	14	4	0	0	45	20	0	0	0	0	3	0	0	0	2	1	44	0	0	410	
04:55:00 PM	0	8	8	0	0	46	15	1	0	0	0	3	0	0	0	11	0	35	0	0	393	1610
05:00:00 PM	0	12	10	0	0	42	15	0	0	0	1	3	0	0	0	5	0	41	0	0	389	1603
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	35	0	0	371	1593
05:10:00 PM	0	10	4	0	0	48	37	1	0	0	0	2	0	0	0	7	0	60	0	0	413	1635
05:15:00 PM	0	16	5	0	0	40	26	1	0	0	1	3	0	0	0	6	1	34	0	0	417	1649
05:20:00 PM	0	11	5	0	0	43	21	0	0	0	0	0	1	0	0	6	0	39	0	0	428	1620
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	39	0	0	373	1589
05:30:00 PM	0	13	3	0	0	29	14	0	0	0	0	2	0	0	0	3	0	40	0	0	344	1546
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	9	0	43	0	0	350	1559
05:40:00 PM	0	8	8	0	0	37	15	0	0	0	1	3	0	0	0	4	0	44	0	0	356	1535
05:45:00 PM	0	7	1	0	0	26	13	2	0	0	1	4	0	0	0	6	1	42	0	0	355	1505
05:50:00 PM	0	12	3	0	0	22	4	0	0	0	1	2	0	0	0	4	3	28	0	0	302	1451
05:55:00 PM	1	2	2	0	0	40	7	0	0	0	0	1	0	0	0	1	3	28	0	0	267	1409

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	4	0	1	0	0		
04:05:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:10:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	33	
04:15:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	2	0	0	31	
04:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	2	0	0	29	
04:25:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	0	1	0	0	31	
04:30:00 PM	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	5	0	2	0	0	34	
04:35:00 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	4	0	4	0	0	38	
04:40:00 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3	0	3	0	0	39	
04:45:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	36	
04:50:00 PM	0	1	1	0	0	4	1	0	0	0	0	0	0	0	0	2	0	2	0	0	33	
04:55:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	2	0	0	29	132
05:00:00 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	114
05:10:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	13	112
05:15:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	3	0	0	18	112
05:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	27	112
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	24	105
05:30:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	19	97
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	13	87
05:40:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	12	78
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	11	72
05:50:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	12	66
05:55:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	62

Bike Volumes

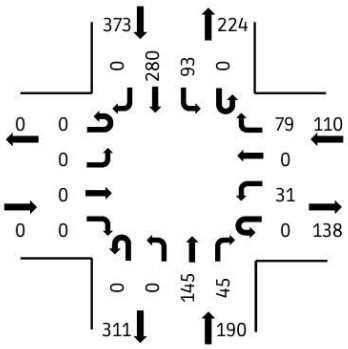
Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM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

Pedestrian Volumes

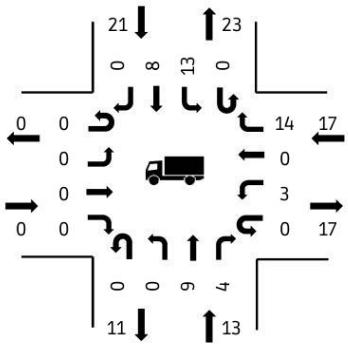
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: SW Grahams Ferry Rd & SW Clutter Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.88

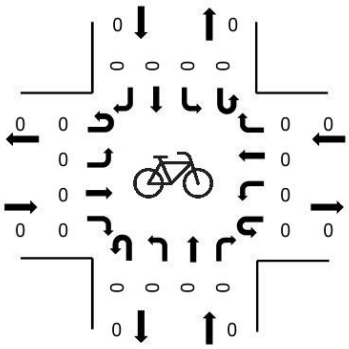
Motorized Vehicles



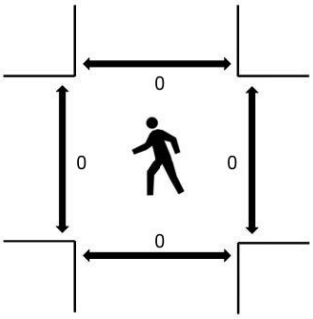
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Clutter Rd)					Westbound (SW Clutter Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	9	0	0	14	3	0	0	0	0	0	0	0	0	10	0	18	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	6	0	0	15	30	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	10	4	0	0	11	24	0	0	0	0	0	0	0	0	3	0	10	0	0		
04:10:00 PM	0	8	7	0	0	7	23	0	0	0	0	0	0	0	0	5	0	12	0	0	192	
04:15:00 PM	0	17	6	0	0	3	16	0	0	0	0	0	0	0	0	2	0	7	0	0	175	
04:20:00 PM	0	13	4	0	0	9	21	0	0	0	0	0	0	0	0	4	0	9	0	0	173	
04:25:00 PM	0	14	4	0	0	5	24	0	0	0	0	0	0	0	0	2	0	6	0	0	166	
04:30:00 PM	0	15	1	0	0	14	26	0	0	0	0	0	0	0	0	3	0	3	0	0	177	
04:35:00 PM	0	13	3	0	0	7	21	0	0	0	0	0	0	0	0	2	0	8	0	0	171	
04:40:00 PM	0	12	3	0	0	4	24	0	0	0	0	0	0	0	0	0	0	6	0	0	165	
04:45:00 PM	0	12	3	0	0	9	31	0	0	0	0	0	0	0	0	2	0	7	0	0	167	
04:50:00 PM	0	11	2	0	0	5	20	0	0	0	0	0	0	0	0	1	0	3	0	0	155	
04:55:00 PM	0	11	2	0	0	4	20	0	0	0	0	0	0	0	0	2	0	5	0	0	150	673
05:00:00 PM	0	6	2	0	0	3	17	0	0	0	0	0	0	0	0	3	0	5	0	0	122	641
05:05:00 PM	0	11	0	0	0	6	16	0	0	0	0	0	0	0	0	6	0	3	0	0	122	621
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	4	0	0	123	604
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	9	0	0	151	617
05:20:00 PM	0	10	1	0	0	4	23	0	0	0	0	0	0	0	0	1	0	5	0	0	153	601
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	148	586
05:30:00 PM	0	7	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	113	553
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	108	538
05:40:00 PM	0	12	1	0	0	2	17	0	0	0	0	0	0	0	0	1	0	1	0	0	102	523
05:45:00 PM	0	5	3	0	0	2	17	0	0	0	0	0	0	0	0	4	0	5	0	0	109	495
05:50:00 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	3	0	0	96	479
05:55:00 PM	0	1	2	0	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	0	76	449

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	6	0	0	15	28	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	9	4	0	0	8	23	0	0	0	0	0	0	0	0	2	0	6	0	0		
04:10:00 PM	0	7	5	0	0	6	23	0	0	0	0	0	0	0	0	4	0	11	0	0	173	
04:15:00 PM	0	17	6	0	0	2	16	0	0	0	0	0	0	0	0	2	0	7	0	0	158	
04:20:00 PM	0	13	4	0	0	8	21	0	0	0	0	0	0	0	0	4	0	7	0	0	163	
04:25:00 PM	0	13	3	0	0	5	23	0	0	0	0	0	0	0	0	2	0	5	0	0	158	
04:30:00 PM	0	14	1	0	0	11	26	0	0	0	0	0	0	0	0	3	0	2	0	0	165	
04:35:00 PM	0	13	3	0	0	6	20	0	0	0	0	0	0	0	0	2	0	7	0	0	159	
04:40:00 PM	0	10	3	0	0	3	22	0	0	0	0	0	0	0	0	0	0	6	0	0	152	
04:45:00 PM	0	12	3	0	0	8	30	0	0	0	0	0	0	0	0	1	0	4	0	0	153	
04:50:00 PM	0	10	1	0	0	5	20	0	0	0	0	0	0	0	0	1	0	2	0	0	141	
04:55:00 PM	0	10	2	0	0	3	20	0	0	0	0	0	0	0	0	2	0	5	0	0	139	622
05:00:00 PM	0	6	2	0	0	3	16	0	0	0	0	0	0	0	0	3	0	5	0	0	116	592
05:05:00 PM	0	11	0	0	0	6	15	0	0	0	0	0	0	0	0	6	0	3	0	0	118	581
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	3	0	0	120	569
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	4	0	0	144	578
05:20:00 PM	0	9	1	0	0	3	23	0	0	0	0	0	0	0	0	1	0	4	0	0	144	562
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	140	551
05:30:00 PM	0	6	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	109	522
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	107	510
05:40:00 PM	0	12	0	0	0	1	17	0	0	0	0	0	0	0	0	1	0	1	0	0	99	498
05:45:00 PM	0	5	0	0	0	2	16	0	0	0	0	0	0	0	0	4	0	3	0	0	101	470
05:50:00 PM	0	7	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	2	0	0	86	455
05:55:00 PM	0	1	2	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	67	426

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1	0	4	0	0		
04:10:00 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	19	
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:20:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	10	
04:25:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
04:30:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:35:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:40:00 PM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:45:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3	0	0	14	
04:50:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
04:55:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49
05:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	35
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	7	39
05:20:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	35
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	31
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28
05:40:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
05:45:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8	25
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	24
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23

Bike Volumes

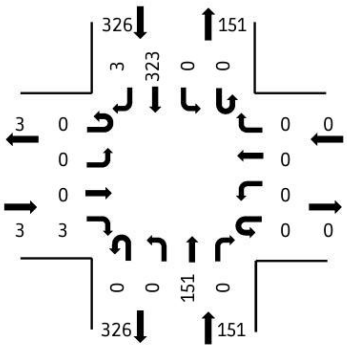
Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00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

Pedestrian Volumes

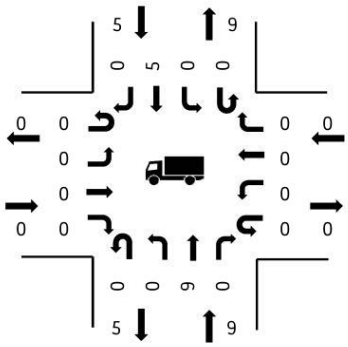
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: SW Grahams Ferry Rd & SW Wheatland Dr
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.9

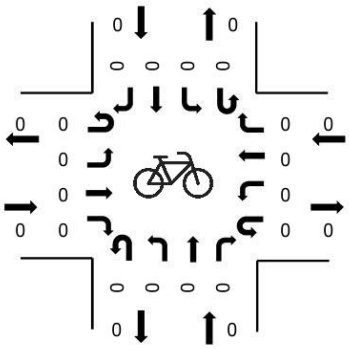
Motorized Vehicles



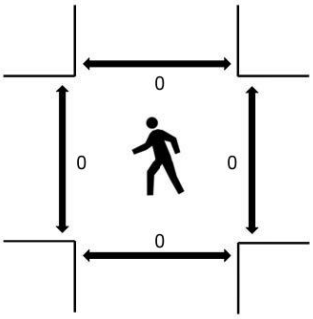
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Wheatland Dr)					Westbound (SW Wheatland Dr)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	13	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	114	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:25:00 PM	0	14	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	129	
04:35:00 PM	0	12	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	134	
04:40:00 PM	0	14	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:45:00 PM	0	13	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	118	
04:55:00 PM	0	11	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	119	480
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	101	461
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	91	457
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	448
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	458
05:20:00 PM	0	5	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	119	462
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	117	448
05:30:00 PM	0	8	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	101	430
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	92	420
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	89	418
05:45:00 PM	0	12	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	96	409
05:50:00 PM	0	7	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	87	389
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67	366

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	11	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	110	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	111	
04:25:00 PM	0	12	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
04:35:00 PM	0	12	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	130	
04:40:00 PM	0	12	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	116	
04:45:00 PM	0	13	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	113	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	115	
04:55:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	117	466
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	100	449
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	90	446
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	440
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	450
05:20:00 PM	0	4	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	118	453
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	116	442
05:30:00 PM	0	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	99	423
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	91	414
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	88	414
05:45:00 PM	0	8	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	91	401
05:50:00 PM	0	6	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	81	380
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61	358

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:45:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8

Bike Volumes

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

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Wilsonville Basalt Creek West Railroad Study
Existing Conditions
2026

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.20/0.03	7.9/10	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.13/0.02	0/14.1	A/B
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.45	17.5	B
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.08/0.14	7.9/12.7	A/B
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.60	14.2	B
6	Synchro HCM 7th Signal	Grahams Ferry Rd & Day Rd	Signal	0.98	77.0	E
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	AWSC	0.54	13.1	B
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.10/0.05	0/11.2	A/B
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.10/0.01	0/10.3	A/B

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	4	65	278	1	15
Future Vol, veh/h	185	4	65	278	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	223	5	78	335	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	717	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1341	-	382	790
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	360	790
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1341	-
HCM Lane V/C Ratio	0.026	-	-	0.058	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Future Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	222	0	0	381	7	0	0	0	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	222	0	0	603	610	222	607	607	384
Stage 1	-	-	-	-	-	-	222	222	-	384	384	-
Stage 2	-	-	-	-	-	-	381	388	-	222	222	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	404	-	403	406	-
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	14.14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1149	-	-	1323	-	-	403
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.022
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	14.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Future Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	6	76	177	0	116	35	244	358	2	33	456	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	14	406	603	3	196	59	295	843	5	62	577	19
Arrive On Green	0.01	0.23	0.23	0.00	0.15	0.15	0.17	0.46	0.46	0.04	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1739	1346	406	1739	1814	10	1725	1743	57
Grp Volume(v), veh/h	6	76	177	0	0	151	244	0	360	33	0	471
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1824	1725	0	1801
Q Serve(g_s), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Cycle Q Clear(g_c), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	14	406	603	3	0	255	295	0	848	62	0	596
V/C Ratio(X)	0.44	0.19	0.29	0.00	0.00	0.59	0.83	0.00	0.42	0.53	0.00	0.79
Avail Cap(c_a), veh/h	779	981	1090	792	0	957	475	0	1329	628	0	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	17.2	11.3	0.0	0.0	21.9	22.0	0.0	9.8	26.0	0.0	16.6
Incr Delay (d2), s/veh	8.1	0.1	0.1	0.0	0.0	0.8	2.9	0.0	0.3	2.6	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	1.3	0.0	0.0	1.7	3.0	0.0	2.4	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	17.3	11.4	0.0	0.0	22.8	25.0	0.0	10.1	28.6	0.0	19.1
LnGrp LOS	D	B	B			C	C		B	C		B
Approach Vol, veh/h		259			151			604			504	
Approach Delay, s/veh		13.7			22.8			16.1			19.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	31.0	0.0	17.9	13.3	23.7	4.4	13.5
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	20.0	40.0	25.0	30.0	15.0	40.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	3.0	9.2	0.0	6.4	9.4	15.0	2.2	6.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.1	3.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	33	39	116	162	84
Future Vol, veh/h	66	33	39	116	162	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	74	37	44	130	182	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	229	276	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	562	800	1281	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	800	1281	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.7	1.99	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1281	-	542	800	-	-
HCM Lane V/C Ratio	0.034	-	0.137	0.046	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Future Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	10	0	623	0	0	0	629	156	0	0	215	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	504	0	965	0	557	0	748	1018	0	106	277	6
Arrive On Green	0.29	0.00	0.29	0.00	0.00	0.00	0.34	0.55	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1361	0	1522	0	1900	0	1753	1841	0	1221	1806	42
Grp Volume(v), veh/h	10	0	623	0	0	0	629	156	0	0	0	220
Grp Sat Flow(s),veh/h/ln	1361	0	1522	0	1900	0	1753	1841	0	1221	0	1848
Q Serve(g_s), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	504	0	965	0	557	0	748	1018	0	106	0	284
V/C Ratio(X)	0.02	0.00	0.65	0.00	0.00	0.00	0.84	0.15	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h	664	0	1143	0	780	0	1486	2198	0	374	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	7.7	0.0	0.0	0.0	13.1	7.4	0.0	0.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.0	3.2	0.1	0.0	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.0	0.0	0.0	6.7	1.0	0.0	0.0	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	8.3	0.0	0.0	0.0	16.3	7.5	0.0	0.0	0.0	29.5
LnGrp LOS	B		A				B	A				C
Approach Vol, veh/h		633			0			785			220	
Approach Delay, s/veh		8.4			0.0			14.5			29.5	
Approach LOS		A						B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.2		25.0	27.3	16.0		25.0				
Change Period (Y+Rc), s		5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s		81.5		28.0	52.0	25.5		28.0				
Max Q Clear Time (g_c+I1), s		4.8		19.3	20.2	9.8		0.0				
Green Ext Time (p_c), s		1.2		0.7	3.1	0.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Future Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1752	1752	1752	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	16	53	7	111	8	572	1	201	93	526	323	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	10	10	10	5	5	5	6	6	6
Cap, veh/h	84	257	30	314	20	454	2	253	117	557	959	9
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.21	0.21	0.32	0.54	0.54
Sat Flow, veh/h	130	843	99	796	66	1485	1739	1181	546	1725	1791	17
Grp Volume(v), veh/h	76	0	0	119	0	572	1	0	294	526	0	326
Grp Sat Flow(s),veh/h/ln	1071	0	0	862	0	1485	1739	0	1728	1725	0	1808
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0	17.8	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Prop In Lane	0.21		0.09	0.93		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	372	0	0	334	0	454	2	0	369	557	0	968
V/C Ratio(X)	0.20	0.00	0.00	0.36	0.00	1.26	0.52	0.00	0.80	0.94	0.00	0.34
Avail Cap(c_a), veh/h	372	0	0	334	0	454	443	0	880	615	0	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	29.7	0.0	34.1	49.0	0.0	36.6	32.4	0.0	12.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	134.2	95.2	0.0	6.3	22.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.4	0.0	27.4	0.1	0.0	7.2	15.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	0.0	0.0	30.2	0.0	168.2	144.2	0.0	42.9	54.4	0.0	13.3
LnGrp LOS	C			C		F	F		D	D		B
Approach Vol, veh/h		76			691			295			852	
Approach Delay, s/veh		25.4			144.5			43.2			38.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	58.1		35.0	36.7	26.5		35.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	25.6	50.0		30.0	35.0	50.0		25.0
Max Q Clear Time (g_c+I1), s	12.1	12.0		32.0	31.2	17.8		20.1
Green Ext Time (p_c), s	0.0	3.6		0.0	0.5	3.2		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	77.0
HCM 7th LOS	E

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	79	145	45	93	280
Future Vol, veh/h	31	79	145	45	93	280
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	15	15	7	7	6	6
Mvmt Flow	35	90	165	51	106	318
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.5	9.6	13.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	25%
Vol Thru, %	76%	0%	75%
Vol Right, %	24%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	110	373
LT Vol	0	31	93
Through Vol	145	0	280
RT Vol	45	79	0
Lane Flow Rate	216	125	424
Geometry Grp	1	1	1
Degree of Util (X)	0.281	0.181	0.545
Departure Headway (Hd)	4.681	5.225	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	764	683	780
Service Time	2.729	3.287	2.665
HCM Lane V/C Ratio	0.283	0.183	0.544
HCM Control Delay, s/veh	9.6	9.5	13.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.2	0.7	3.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	0	151	311	0
Future Vol, veh/h	10	15	0	151	311	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	11	17	0	168	346	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	513	346	346	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	514	688	1191	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	688	1191	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	606	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Ctrl Dly (s/v)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	151	323	3
Future Vol, veh/h	0	3	0	151	323	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	3	0	168	359	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	361	362	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	514	689	1175	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	689	1175	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0	0
HCM LOS	B		

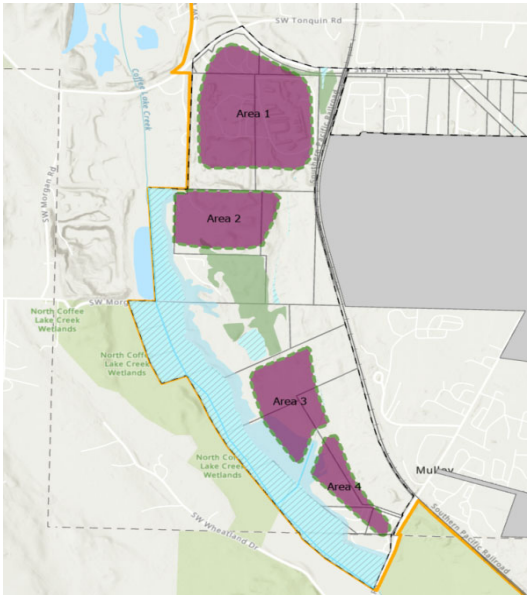
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	689	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek West Railroad Transportation Study - Land Use Assumptions and Trip Generation Table

Trip generation rates are all average rates.

Area	Land Use	amount	unit	ITE LUC	*Weekday rate*	Weekday total	Weekday in	Weekday out	*PM Peak rate*	PM Peak total	PM Peak in	PM Peak out
1	Industrial Park	561.815	KSF	**130**	*2.68*	1506	753	753	*0.23*	129	36	93
1	Restaurant/Brewery	6	KSF	**971**	*61.69*	370	185	185	*9.83*	59	41	18
2	Industrial Park	264.518	KSF	**130**	*2.68*	709	355	354	*0.23*	61	17	44
3	Industrial Park	277.935	KSF	**130**	*2.68*	745	373	372	*0.23*	64	18	46
4	Industrial Park	151.393	KSF	**130**	*2.68*	406	203	203	*0.23*	35	10	25

	weekday trips	PM trips						
Area 1 Total	50.2%	54.0%	**1876**	**938**	**938**	**188**	**77**	**111**
Area 2 Total	19.0%	17.5%	**709**	**355**	**354**	**61**	**17**	**44**
Area 3 Total	19.9%	18.4%	**745**	**373**	**372**	**64**	**18**	**46**
Area 4 Total	10.9%	10.1%	**406**	**203**	**203**	**35**	**10**	**25**
Development Total	100.0%	100.0%	**3736**	**1869**	**1867**	**348**	**122**	**226**

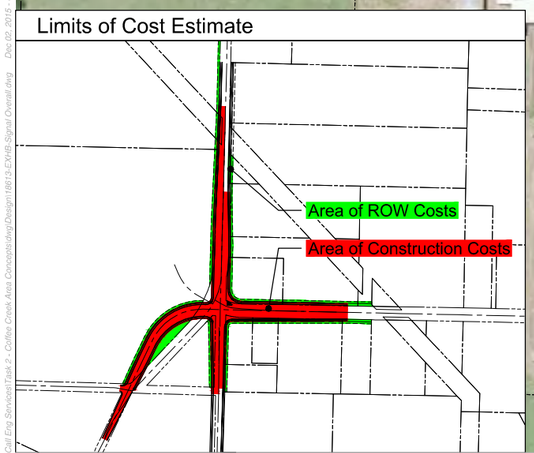


Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: December 2, 2015

12' Travel Lane
12' Travel Lane
SW Grahams Ferry Rd.
Cahalin Rd.
45:1 Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
Coffee Creek Correctional Facility
14' Turn Lane
SW Garden Acres Rd.
350' Taper
SW Grahams Ferry Rd.
630' Taper
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
300' Lane Drop
300' Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
630' Taper
SW Day Rd.
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane

Limits of Cost Estimate



SCALE: 1"=150'
150 75 0 150

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE (503) 228-5230
CONTACT Fred Wismer or Joey Bansen

Grahams Ferry Road & Day Road Signal
Wilsonville, Oregon

H:\proj\tkit18613 - City of Wilsonville On-Call Eng Services\Task 2 - Coffee Creek Area Concepts\dwg\Design\18613-ENG Signal Overall.dwg Dec 02, 2015 - 4:18pm fwismer Layout Tab: Overall

Coffee Creek Area Concepts

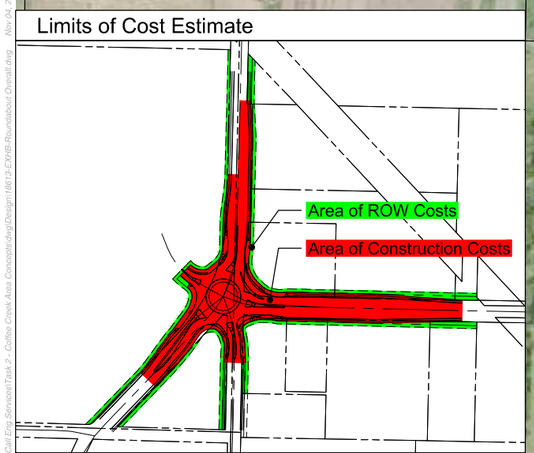
Preliminary Design Subject to Change
Date: November 4, 2015

Coffee Creek Correctional Facility

SW Grahams Ferry Rd.

14' Median
12' Travel Lane
12' Travel Lane
115' Lane Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
12' Travel Lane
14' Median
12' Travel Lane
SW Garden Acres Rd.
12' Travel Lane
12' Travel Lane
125' Queue
165' Lane Taper
SW Grahams Ferry Rd.
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Median
12' Travel Lane
325' Lane Drop
125' Taper
10' Combined Pathway (Typ.)
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
300' Drop Lane
SW Day Rd.
300' Taper to 3-lane section

Limits of Cost Estimate



SCALE: 1"=100'
100 50 0 100

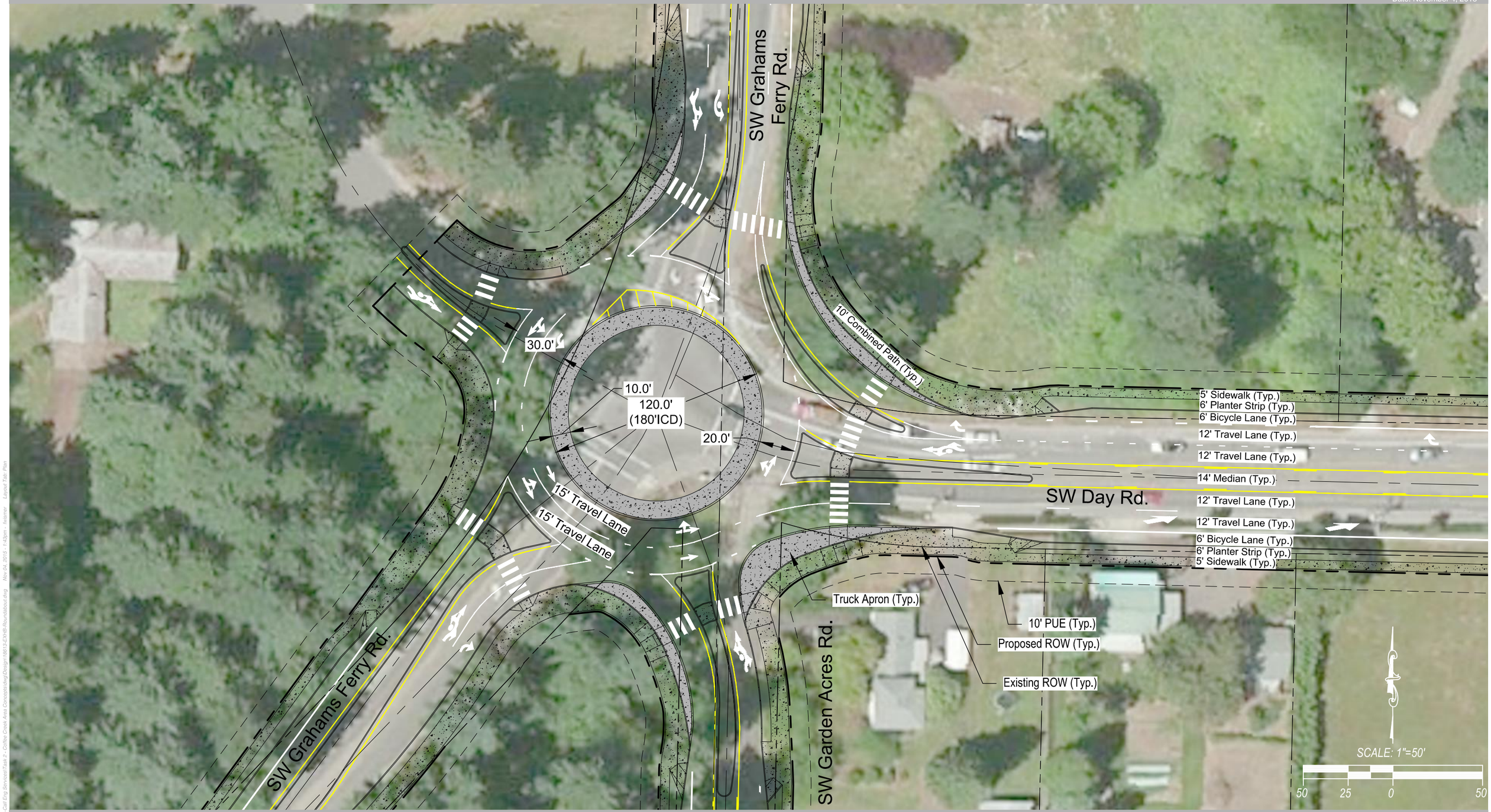
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout
Wilsonville, Oregon

H:\projfiles\19619 - City of Wilsonville On-Call Eng Services\Task 2 - Coffee Creek Area Connectivity\Design\19619_DWB Roundabout Overall.dwg Nov 04, 2015 - 1:06pm kwisner Layout Tab: Overall

Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: November 4, 2015



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout

Wilsonville, Oregon

H:\proj\Wilsn1\18013 - City of Wilsonville On-Call Eng Services\Task 2 - Coffee Creek Area Concepts\dwg\Design\18013_EXHB Roundabout.dwg Nov 04, 2015 - 1:43pm hulsker Layout: Tab: Plan

Wilsonville Basalt Creek West Railroad Study
Future Build Conditions
2046

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.32/0.08	8.4/13.6	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.37/0.11	8.2/32.3	A/D
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.79	64.0	E
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.13/0.38	8.5/21.1	A/C
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.58	18.8	B
6	Synchro HCM 7th Signal	Garden Acres Rd & Grahams Ferry Rd & Day Rd	Signal	0.83	23.8	C
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	*This intersection will be closed in 2046*			
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.17/0.43	8.8/25	A/C
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.16/0.01	0/12.1	A/B

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	105	456	5	25
Future Vol, veh/h	306	10	105	456	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	369	12	127	549	6	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	1177	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1178	-	202	650
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1178	-	180	650
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.58	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1178	-
HCM Lane V/C Ratio	0.08	-	-	0.107	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

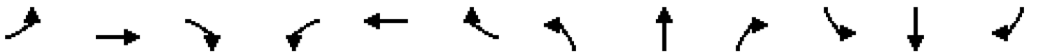
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Future Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	356	7	61	611	11	12	0	112	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	622	0	0	362	0	0	1092	1103	359	1094	1101	617
Stage 1	-	-	-	-	-	-	359	359	-	739	739	-
Stage 2	-	-	-	-	-	-	733	744	-	356	362	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	940	-	-	1175	-	-	189	208	677	188	208	483
Stage 1	-	-	-	-	-	-	651	620	-	403	418	-
Stage 2	-	-	-	-	-	-	406	415	-	654	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1175	-	-	179	197	677	149	198	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	197	-	149	198	-
Stage 1	-	-	-	-	-	-	651	620	-	382	396	-
Stage 2	-	-	-	-	-	-	385	394	-	545	618	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	12.87	32.27
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	677	940	-	-	1175	-	-	149
HCM Lane V/C Ratio	0.068	0.166	-	-	-	0.052	-	-	0.112
HCM Ctrl Dly (s/v)	26.6	11.4	0	-	-	8.2	-	-	32.3
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.6	0	-	-	0.2	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Future Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	71	135	322	0	195	59	412	575	5	54	731	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	80	414	709	1	211	64	408	1137	10	69	716	59
Arrive On Green	0.05	0.23	0.23	0.00	0.16	0.16	0.23	0.63	0.63	0.04	0.43	0.43
Sat Flow, veh/h	1711	1796	1522	1739	1346	407	1739	1807	16	1725	1651	136
Grp Volume(v), veh/h	71	135	322	0	0	254	412	0	580	54	0	791
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1823	1725	0	1787
Q Serve(g_s), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Cycle Q Clear(g_c), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	80	414	709	1	0	275	408	0	1147	69	0	775
V/C Ratio(X)	0.88	0.33	0.45	0.00	0.00	0.92	1.01	0.00	0.51	0.79	0.00	1.02
Avail Cap(c_a), veh/h	80	414	709	58	0	286	408	0	1147	116	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.6	47.7	27.0	0.0	0.0	62.0	57.1	0.0	15.1	71.0	0.0	42.2
Incr Delay (d2), s/veh	61.6	0.2	0.2	0.0	0.0	32.4	46.9	0.0	0.4	7.2	0.0	37.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.2	7.9	0.0	0.0	12.0	20.7	0.0	10.7	2.2	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.3	47.9	27.2	0.0	0.0	94.3	104.0	0.0	15.4	78.2	0.0	79.7
LnGrp LOS	F	D	C			F	F		B	E		F
Approach Vol, veh/h		528			254			992			845	
Approach Delay, s/veh		46.6			94.3			52.2			79.6	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	99.3	0.0	39.9	39.0	70.2	11.0	28.9
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	10.0	89.7	5.0	26.3	35.0	64.7	7.0	24.3
Max Q Clear Time (g_c+I1), s	6.6	27.8	0.0	23.4	37.0	66.7	8.2	23.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

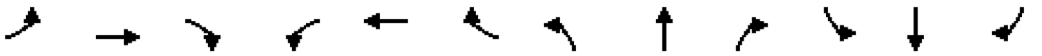
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	55	65	190	260	141
Future Vol, veh/h	121	55	65	190	260	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	136	62	73	213	292	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	371	451	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	383	666	1105	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	666	1105	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.93	2.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1105	-	358	666	-	-
HCM Lane V/C Ratio	0.066	-	0.38	0.093	-	-
HCM Ctrl Dly (s/v)	8.5	-	21.1	11	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Future Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	16	558	478	22	471	124	559	129	97	91	253	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	269	1021	790	233	847	221	591	322	242	490	338	15
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.22	0.33	0.33	0.07	0.19	0.19
Sat Flow, veh/h	790	3413	1522	553	2831	740	1753	975	733	1767	1765	77
Grp Volume(v), veh/h	16	558	478	22	299	296	559	0	226	91	0	264
Grp Sat Flow(s),veh/h/ln	790	1706	1522	553	1805	1767	1753	0	1709	1767	0	1842
Q Serve(g_s), s	0.9	6.9	11.0	1.7	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Cycle Q Clear(g_c), s	7.9	6.9	11.0	8.6	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.43	1.00		0.04
Lane Grp Cap(c), veh/h	269	1021	790	233	540	528	591	0	563	490	0	353
V/C Ratio(X)	0.06	0.55	0.61	0.09	0.55	0.56	0.95	0.00	0.40	0.19	0.00	0.75
Avail Cap(c_a), veh/h	364	1431	973	300	757	741	591	0	986	543	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	14.7	8.5	18.3	14.7	14.8	13.1	0.0	13.0	14.3	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.3	0.3	24.5	0.0	0.6	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	2.7	0.2	2.5	2.5	7.9	0.0	1.8	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	14.9	8.7	18.4	15.1	15.1	37.6	0.0	13.5	14.5	0.0	20.3
LnGrp LOS	B	B	A	B	B	B	D		B	B		C
Approach Vol, veh/h		1052			617			785			355	
Approach Delay, s/veh		12.1			15.2			30.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	22.0		20.0	15.0	15.1		20.0				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	5.1	28.9		21.0	11.0	23.5		21.0				
Max Q Clear Time (g_c+I1), s	4.0	7.1		13.0	13.0	8.8		10.6				
Green Ext Time (p_c), s	0.0	1.6		1.9	0.0	0.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Future Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	100	326	332	137	11	11	105	53	216	105	421
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	204	664	440	789	668	177	419	212	346	131	537
Arrive On Green	0.05	0.53	0.53	0.42	0.42	0.42	0.01	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	3456	386	1258	961	1870	1585	1781	1172	592	931	453	1585
Grp Volume(v), veh/h	68	0	426	332	137	11	11	0	158	321	0	421
Grp Sat Flow(s),veh/h/ln	1728	0	1644	961	1870	1585	1781	0	1764	1384	0	1585
Q Serve(g_s), s	1.5	0.0	13.0	26.5	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Cycle Q Clear(g_c), s	1.5	0.0	13.0	31.1	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.34	0.67		1.00
Lane Grp Cap(c), veh/h	170	0	868	440	789	668	177	0	631	478	0	537
V/C Ratio(X)	0.40	0.00	0.49	0.75	0.17	0.02	0.06	0.00	0.25	0.67	0.00	0.78
Avail Cap(c_a), veh/h	285	0	928	443	795	674	271	0	817	550	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	11.9	24.4	14.2	13.3	20.3	0.0	17.8	25.9	0.0	23.4
Incr Delay (d2), s/veh	1.5	0.0	0.4	7.1	0.1	0.0	0.1	0.0	0.2	2.6	0.0	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	6.5	1.5	0.1	0.1	0.0	2.0	5.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	0.0	12.3	31.6	14.3	13.3	20.4	0.0	18.1	28.5	0.0	29.1
LnGrp LOS	D		B	C	B	B	C		B	C		C
Approach Vol, veh/h		494			480			169			742	
Approach Delay, s/veh		15.8			26.2			18.2			28.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	5.4	27.4	8.4	37.7		32.7		46.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	27.0	6.5	33.5		36.5		44.5				
Max Q Clear Time (g_c+I1), s	2.3	20.8	3.5	33.1		7.0		15.0				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1		0.9		3.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	122	36	6	245	500	55
Future Vol, veh/h	122	36	6	245	500	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	136	40	7	272	556	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	586	617	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	316	503	944	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	503	944	-	-	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.18	0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	43	-	313	503	-	-
HCM Lane V/C Ratio	0.007	-	0.432	0.08	-	-
HCM Ctrl Dly (s/v)	8.8	0	25	12.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	2.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

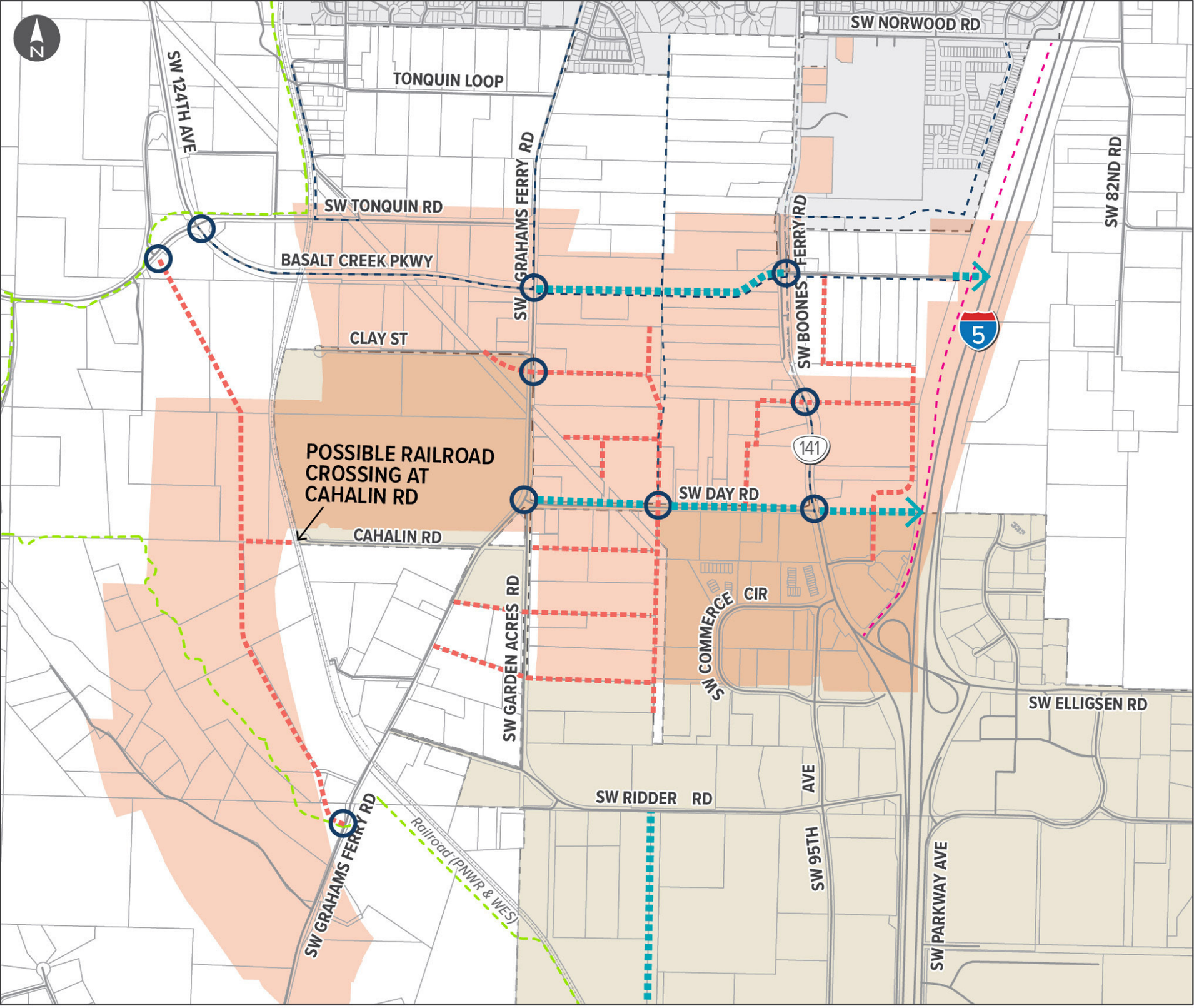
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	251	531	5
Future Vol, veh/h	0	5	0	251	531	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	6	0	279	590	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	593	596	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	324	509	961	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	509	961	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	509	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix E: Local Street Concept Map


N
SW NORWOOD RD
TONQUIN LOOP
SW 124TH AVE
SW GRAHAMS FERRY RD
SW TONQUIN RD
BASALT CREEK PKWY
SW BOONES FERRY RD
SW 82ND RD
CLAY ST
5
POSSIBLE RAILROAD CROSSING AT CAHALIN RD
141
SW DAY RD
CAHALIN RD
SW GARDEN ACRES RD
SW COMMERCE CIR
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
ICE AGE TONQUIN TRAIL CONCEPT
BASALT CREEK TRAIL CONCEPT
I-5 EASEMENT TRAIL CONCEPT
BASALT CREEK PLANNING AREA
TAX LOTS
WILSONVILLE CITY LIMITS
TUALATIN CITY LIMITS
KEY INTERSECTION
NOTE: Key intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

Appendix F: Grahams Ferry Road Freight Evaluation

Grahams Ferry Road: Freight Traffic Accommodation Evaluation

City of Wilsonville Reference No. 3000

Prepared For:

City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

Project Manager: Dan Pauly, AICP

Prepared By:

Consor North America, Inc.
670 Hawthorne Ave. SE, Suite 110
Salem, OR 97301
www.consoreng.com

Project Manager: Russ Norton, PE

FEBRUARY 2025

TABLE OF CONTENTS

Introduction 3
Evaluation Site Location and Land Use 3
Evaluation Purpose and Need 3
Existing Conditions 3
Proposed Roadway Design Standards 7
Roadway Design Considerations 7
Replacement Railroad Structure Considerations 9
Environmental Considerations 10
Stormwater Management 12
Existing Utilities 12
Right-of-Way 13
Construction Cost Estimate 13

ATTACHMENTS:

A. Existing Conditions Map
B. Roadway Design Criteria
C. Design Standards excerpts from Washington County *Road Design and Construction Standards, Ordinance 738 (2011)*
D. Design Standards excerpts from ODOT *Highway Design Manual (2025)*
E. Plan and Profile: 16'-0" Vertical Clearance
F. Plan and Profile: 17'-4" Vertical Clearance
G. Class 5 Construction Cost Estimates

Introduction

The City of Wilsonville ("City") has contracted with Consor North America, Inc. ("Consor") to evaluate the existing conditions at the SW Grahams Ferry Road undercrossing of the Portland and Western Railroad (PNWR) and prepare a planning-level cost estimate to make the following specific improvements:

- Upgrade SW Grahams Ferry Road ("GFR") from Collector to Arterial classification
- Widen GFR to meet standard cross section element widths (lane, shoulder bike lane, sidewalk)
- Provide adequate vertical clearance for freight / truck traffic on GFR beneath the PNWR overcrossing

Site Location and Land Use

The evaluation site is in the City of Wilsonville, Washington County, west of Interstate 5 (I-5) and north of the City population centers and falls within the Basalt Creek Planning Area. Land use in the area is a mix of light and heavy commercial, light industrial, and limited retail, with no residential properties along GFR or intersecting streets.

Evaluation Purpose and Need

The goal of this evaluation is to review the existing conditions, identify the development standards / criteria to achieve the City's goals, prepare preliminary horizontal and vertical alignments for the desired roadway improvements, identify the impacts to the built and natural environment within the immediate study area, and develop a Class 5 construction cost estimate.

Existing Conditions

SW Grahams Ferry Road is a north-south Collector through the west side of Wilsonville, intersecting SW Wilsonville Road on the south end and SW Boones Ferry Road in Tualatin on the north end. GFR carries a mix of residential, commercial, freight, and agricultural traffic and has several distinct segments. The focus of this evaluation will be a segment located approximately between SW Wheatland Drive and SW Day Road. This portion of GFR has a posted speed limit of 45 MPH.

Existing contours (see Attachment A – Existing Conditions Map) were generated from publicly available LiDAR data that was processed into a Digital Terrain Model (DTM). Elevations shown in the attachments and discussed in this memo are based on the DTM and are not survey-level accuracy. No field survey, physical measurements, or site visits were conducted for this evaluation.

Traffic Volumes
Current (2024) traffic volumes (AADT) on Grahams Ferry Road ~1,800' north of the evaluation site:

Traffic Count Total:	6,678 veh/day
NB Traffic:	3,093 veh/day
SB Traffic:	3,585 veh/day
Percent Trucks:	15.3%

(Source: Washington County Traffic Count Station #419)

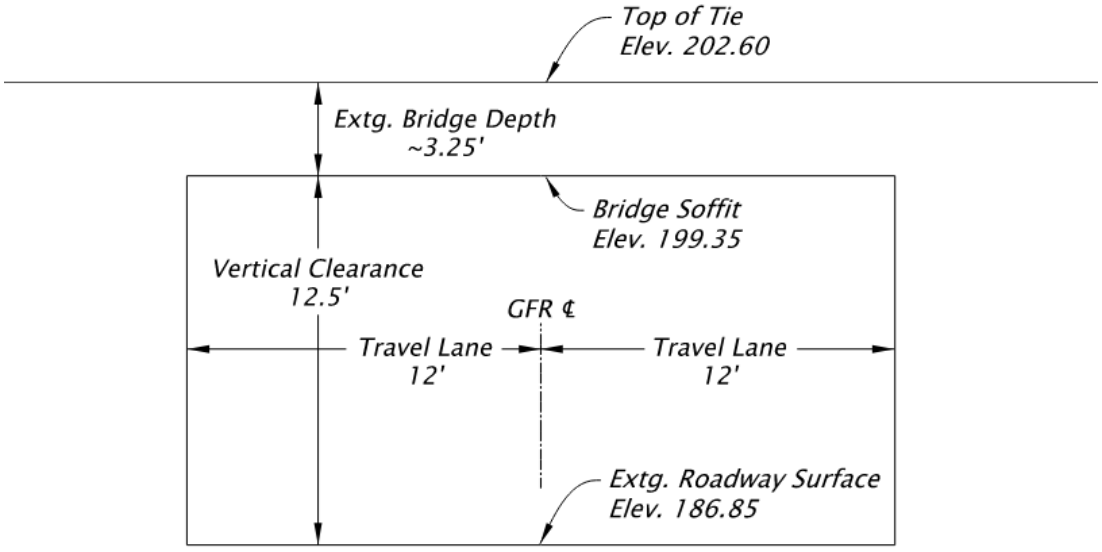
Horizontal Alignment
The existing horizontal alignment is generally within a tangent section, with the railroad undercrossing in a very flat curve. There is a substandard curve south of the PNWR undercrossing, which is within the limits of the designed vertical realignment. It is assumed that this curve would be improved along with the profile adjustment. See the Roadway Design Criteria (Attachment B) for existing and proposed geometrics.

Cross Section and Horizontal Clearance
The existing cross section consists of two 11' travel lanes with ~1'-2' gravel shoulders. Driveways connect to GFR both north and south of the crossing. The roadway pavement flares out to two 12' travel lanes beneath the PNWR bridge, with an overall horizontal clearance of 24'.

Vertical Alignment
The existing vertical alignment approaching the crossing location from the south includes a sag curve with a "K" value of 19.7, which translates to a design speed of 20 MPH. A sharp crest curve north of the crossing has a "K" value of 17.8, with a design speed of 25 MPH. Stopping sight distance in both directions is significantly less than standard for the 45-mph posted speed.

Vertical Clearance

The PNWR undercrossing is signed as 12'-6" clearance. The actual vertical clearance was not physically measured for this analysis. Therefore, the pavement elevations shown and discussed are not survey-level accuracy.



Existing SW Grahams Ferry Road Cross Section beneath PNWR overcrossing

Railroad Line and Crossing

The railroad line crossing over GFR is a single-track freight line that is leased and operated by Portland & Western Railroad (PNWR), a subsidiary of Genessee and Wyoming Railroad. The line is owned by Union Pacific Railroad.

The crossing structure consists of vertical concrete abutment walls with flared wingwalls, steel girders, and steel abutment seats, with typical timber ties and track rails.



SW Grahams Ferry Road / PNWR Railroad overcrossing (looking south)
Source: Google Maps



SW Grahams Ferry Road / PNWR Railroad overcrossing (looking north)
Source: Google Maps

Proposed Roadway Design Standards

This analysis is primarily based on *Washington County Road Design and Construction Standards, Ordinance 738 (2011),* with other considerations based on AASHTO standards, ODOT design and mobility standards, and engineering judgement. The County standards can be accessed in full at the following link:

https://www.washingtoncountyor.gov/lut/documents/road-design-and-construction-standards-ordinance/download?inline

Other County design standards, inspection forms, and standard details can be accessed at this link:

https://www.washingtoncountyor.gov/lut/road-design-and-construction-standards

The Roadway Design Criteria is included as Attachment B. Design criteria for a replacement railroad bridge were not researched for this evaluation.

Roadway Design Considerations

Cross Section

The City would like to upgrade GFR from Collector to Arterial classification. The preferred cross section for this classification is two 12' travel lanes, two 6' shoulder bike lanes, a 5' buffer, and 6' sidewalks on both sides; 58' total width. Arterials typically have two-way center turn lanes but given the constraints and the relatively low anticipated turning volumes, a center turn lane has not been considered at this location.

See "Arterial Road Section" details in Washington County Exhibit #1 (Attachment C) for additional cross section standards. The recommended cross section is shown on the Plan and Profile exhibits (Attachments E and F).

Horizontal Alignment

Except for the non-standard curve south of the PNWR undercrossing (see above for discussion), no changes were considered to the horizontal alignment due to the limited scope of the proposed improvements. Horizontal realignment would further impact private property within the project limits and is, for the most part, unnecessary.

Vertical Clearance

During preliminary discussions with the City, the ultimate vertical clearance goal was undecided. There are multiple clearance criteria that could apply to this location:

17'-4" – High Routes (ODOT HDM, Section 317)
17'-0" – NHS Non-High Routes
16'-0" – Non-NHS Non-High Routes ***(GFR falls into this category)***
14'-0" – Considered minimum clearance for non-NHS Local Agency roadways if an alternate route with 16' clearance is available

Further, any project using federal funds on Local Agency roads must have 16’ vertical clearance (ODOT HDM, Section 317.4 – see Attachment D). Therefore, the 14’-0” clearance criteria was dismissed and not evaluated.

Freight movement through the corridor is effectively non-existent currently, given the vertical clearance restriction. Future freight movement will depend on the ultimate clearances provided. Since the long-term development goals for the Basalt Creek Planning Area will improve trucking and freight access through the corridor and connecting to I-5 at both SW Wilsonville Road and SW Elligsen Road, it was agreed that this evaluation would examine the full range of vertical clearances, from 16’-0” to 17’-4”.

Vertical Alignment

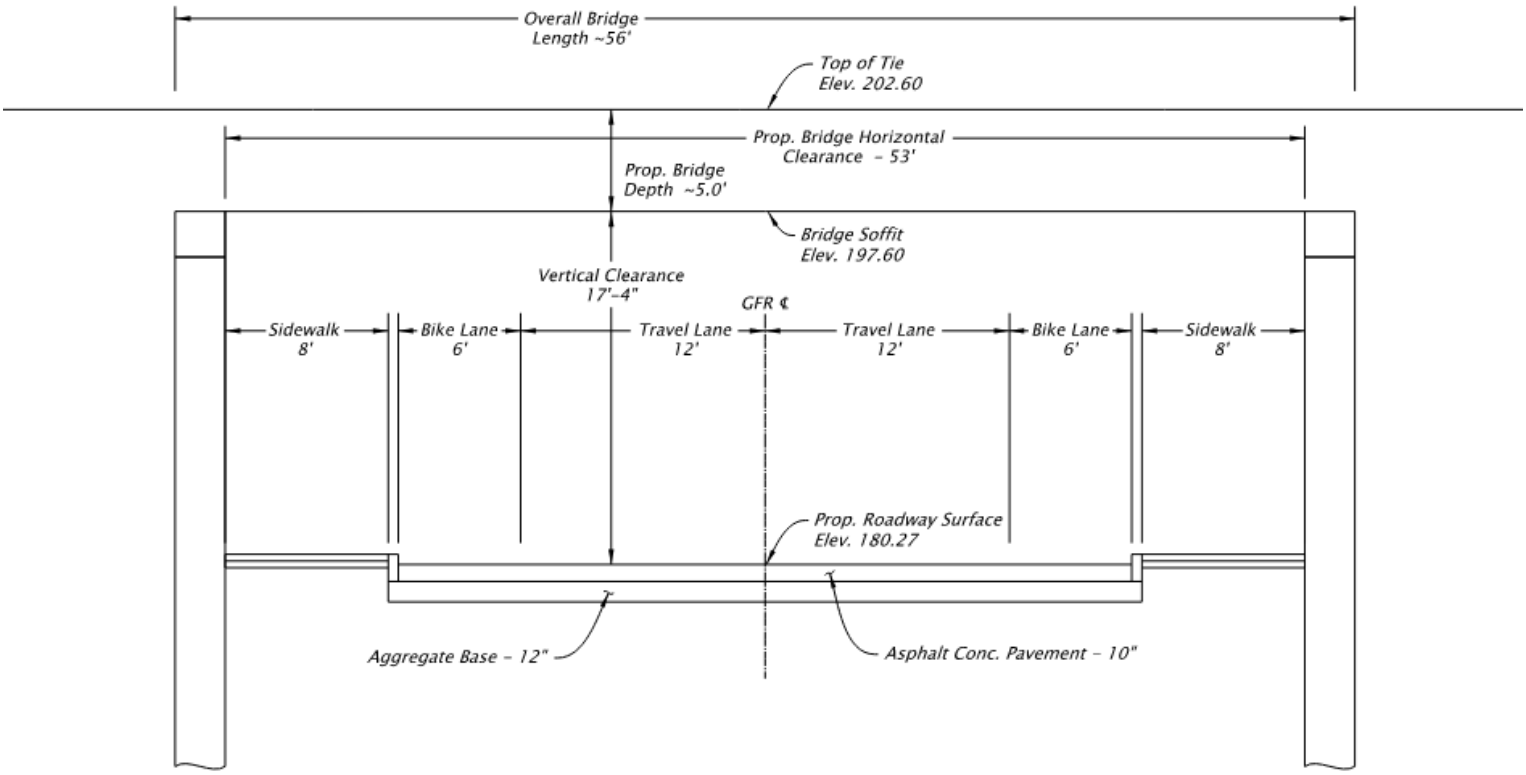
Two vertical alignments were developed for this evaluation and are shown in Attachments E and F. These profiles represent the range of possibilities and demonstrate the magnitude of a potential future project. After evaluating both alternatives, it became evident that the minor differences in excavation and retaining wall heights to provide the full 17’-4” clearance was insignificant to the overall cost of the project (see Attachment G – Class 5 Construction Cost Estimate for comparison).

Replacement Railroad Structure Considerations

Bridge Type and Size

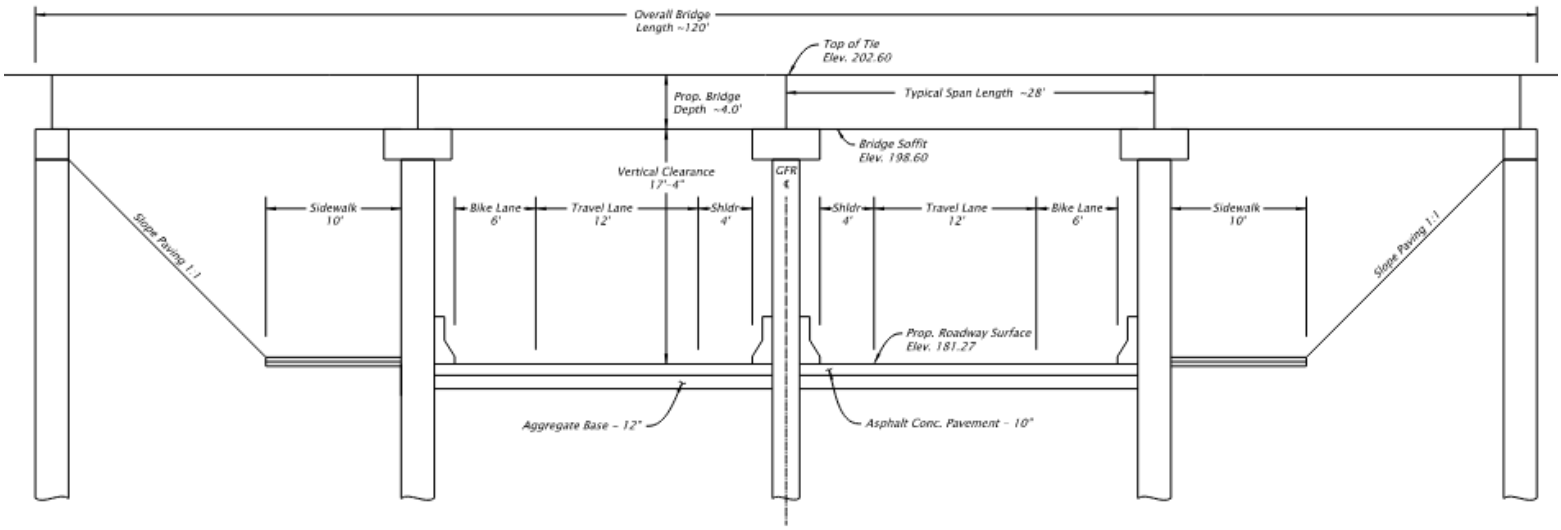
The potential replacement bridge configuration options range significantly depending upon the chosen roadway cross section. Two configurations were examined for this evaluation; a 56’ long single-span bridge and a 120’ long multi-span bridge.

- **Single Span Bridge:** This configuration removes the buffer between the curb and sidewalk and widens the sidewalk to 8’ on both sides. This is the most compact bridge configuration that meets Arterial cross section standards. The 56’ span length results in a bridge depth of ~5’ and requires more roadway excavation to lower the profile at the crossing location. This would most likely be a steel girder bridge supported on deep foundations with vertical abutment walls, similar to the existing bridge. The typical section is shown below.



Typical Single Span Section
56’ Single Span Railroad Bridge over SW Grahams Ferry Road

- **Multi-Span Bridge:** This configuration adds a centerline support along with supports at the projected curb line, separating the sidewalk from the roadway in an effort to shorten the bridge spans. This layout results in four 28’ spans. The benefit of shorter bridge spans is a more slender bridge, reducing the depth from 5’ for the single span to 4’. This bridge represents the broadest layout that should be considered, and also the most expensive. The benefit of reducing the bridge depth, and subsequently the roadway excavation, is not likely significant enough to warrant the additional bridge cost. Therefore, this bridge type represents the top of the cost estimate “band” for planning purposes (see Cost Estimate section below). The typical section is shown below.



Typical Multi-Span Section
120’ Multi-Span Railroad Bridge over SW Grahams Ferry Road

Bridge Construction Staging
Removal of the existing railroad bridge will require disruption to the track line, which must remain in service. A temporary railroad bridge will be necessary to maintain rail service during construction and will increase right-of-way impacts and project costs significantly. A “shoofly” structure will likely be the simplest option for maintaining rail service and would most likely be constructed to the south of the existing track line.

Environmental Considerations

A project of this magnitude will have significant impacts to both the built and natural environments within the project vicinity. See the Existing Conditions Map, Attachment A, for an overall project vicinity map with the existing built and natural features annotated. Below is a list and discussion of the apparent impacts from the limited design effort undertaken from this evaluation.

Built Environment

The GFR corridor is fully developed north of the railroad and also along the west side, south of the railroad. The east side, south of the railroad, is undeveloped. The proposed profile adjustment will lower the grade along GFR from SW Elligsen Road through the replacement bridge section, then matching the existing roadway grade about 800' south of the railroad.

- SW Elligsen Road intersects GFR about 950' north of the railroad. The preliminary profiles developed for this evaluation were developed to match the existing grade at this intersection; no adverse impacts to the intersection are anticipated.
- A large commercial driveway exists about 775' north of the railroad, on the west side of GFR. The roadway grade will be lowered about 1' at this location, requiring regrading of the driveway to maintain the connection.
- SW Clutter Road intersects GFR about 360' north of the railroad. With the anticipated reduction in grade of about 8', this intersection will be severed and a cul-de-sac constructed on SW Clutter Road east of GFR, and the two driveways on the west side will be closed. Alternate access to the properties in the NW quadrant will have to be established.
- A commercial driveway exists about 225' north of the railroad, on the east side of GRF. This driveway will be closed; the property currently has two other accesses onto SW Clutter Road.
- South of the railroad, there are three consecutive large commercial driveways on the west side, near the BPA towers. The grade reduction on GFR will be about 2' at the north driveway and will increase about 2' at the south driveway. All three could likely be regraded to maintain connection to GFR. The roadway should be widened to the east through this portion to reduce the impacts on the developed properties and to improve the horizontal alignment.
- An access to the BPA greenway exists about 200' south of the railroad, on the east side of GFR. This connection can likely also be regraded to maintain access.

While the preliminary roadway design effort has been minimal, it does not appear that any buildings would be in conflict with the anticipated roadway widening. Retaining walls are anticipated to be constructed at the back of walk to reduce right-of-way impacts from SW Elligsen Road through the railroad crossing; wall limits are shown on the Plan and Profile exhibits in Attachments E and F.

Natural Environment

The east side of GFR, south of the crossing, is undeveloped and heavily vegetated. Much of that quadrant appears to be a greenway beneath the BPA transmission lines. The Coffee Lake Creek floodway and wetlands exist at the bottom of the hill and are within the anticipated work limits. This portion of the project should be examined closely if the City plans to avoid impacts to jurisdictional waters/wetlands. Any expansion of GFR south of the study area will result in wetland impacts.

Stormwater Management

Conveyance

A future roadway project would likely include curbed shoulders and a structured drainage conveyance system that includes a pipe network with inlets and manholes). Given the significant grade of GFR within the study area, capturing and conveying the roadway runoff can easily be achieved using a typical drainage system.

Stormwater Treatment

No analysis of the anticipated stormwater runoff volume was conducted, nor were any stormwater treatment concepts or facilities considered. However, it should be recognized that a future project will require capturing, conveying, and treating stormwater runoff in accordance with the Endangered Species Act requirements (and likely other regulatory agency requirements (National Marine Fisheries, Oregon Dept of Environmental Quality, Division of State Lands, US Army Corps of Engineers, Fish & Wildlife, etc.)). The proximity of the Coffee Lake Creek wetlands should be considered in an effort to avoid impacts to the extent possible and to locate stormwater treatment facilities uphill from the wetlands, so that untreated runoff is not discharged into the jurisdictional wetlands/waters.

Existing Utilities

A Bonneville Power Administration (BPA) transmission line crosses GFR immediately south of the railroad tracks, with two large steel towers on the west side of GFR. An aerial fiber optic line run along the west side of GFR north of and under the railroad bridge, then crosses to the east side about 400' south of the undercrossing. Aerial power lines run along the east side of GFR, crossing over the railroad tracks, and then crossing to the west side of GFR about 600' south of the undercrossing. Both aerial lines are on wood poles. An additional aerial power line runs east/west along the south side of SW Clutter Road, north of the railroad crossing. A buried fiber optic cable line runs along the west edge of pavement, with two vaults on the north side of the railroad bridge at the edge of pavement.

A red/amber warning flasher on span wire exists at the intersection of GFR and SW Clutter Road. Overheight vehicle warning systems exist on GFR both north and south of the undercrossing.

There is no visual evidence of a water system (valves, hydrants), sanitary sewer (manholes), or natural gas (valves, meters) using Google Street View, but may exist within the GRF ROW.

The anticipated construction would conflict with the three aerial lines and the buried fiber optic line. No impacts are expected to the BPA transmission lines or towers, assuming retaining walls along the west side of GFR near the towers.

Right-of-Way

Additional Right-of-Way will be needed for the improvements on all four quadrants of the railroad bridge. The minimum Arterial roadway cross section is 64' wide, plus slopes or retaining walls on either side. See County Exhibit #1 in Attachment C for additional details.

Construction Cost Estimate

The Class 5 Construction Cost Estimate range is **$33.0M to $37.5M** (2025 dollars), including 30% Engineering Design, 10% Mobilization, 15% Construction Engineering, and 100% Contingency. Environmental Studies, Mitigation, Land Use, and Railroad permitting, right-of-way capital and acquisition, and utility relocation costs have not been included in the estimate. Detailed construction cost estimates for each bridge alternative are included in Attachment G.

Appendix G: Natural Resource Inventory

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, Oregon 97070

Telephone number: (503) 570-0800 Fax number: (503) 570-0855

Date: **November 26, 2024**

To: **Kerry Rappold**
City of Wilsonville

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

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

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

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

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

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

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

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

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

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

Results

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

Table 1. Wetland Overview

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

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

BC = Basalt Creek

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

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

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

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

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

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

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

Table 2: Riparian Area Overview

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

BC= Basalt Creek
RIP= Riparian Area

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

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

Conclusions

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

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

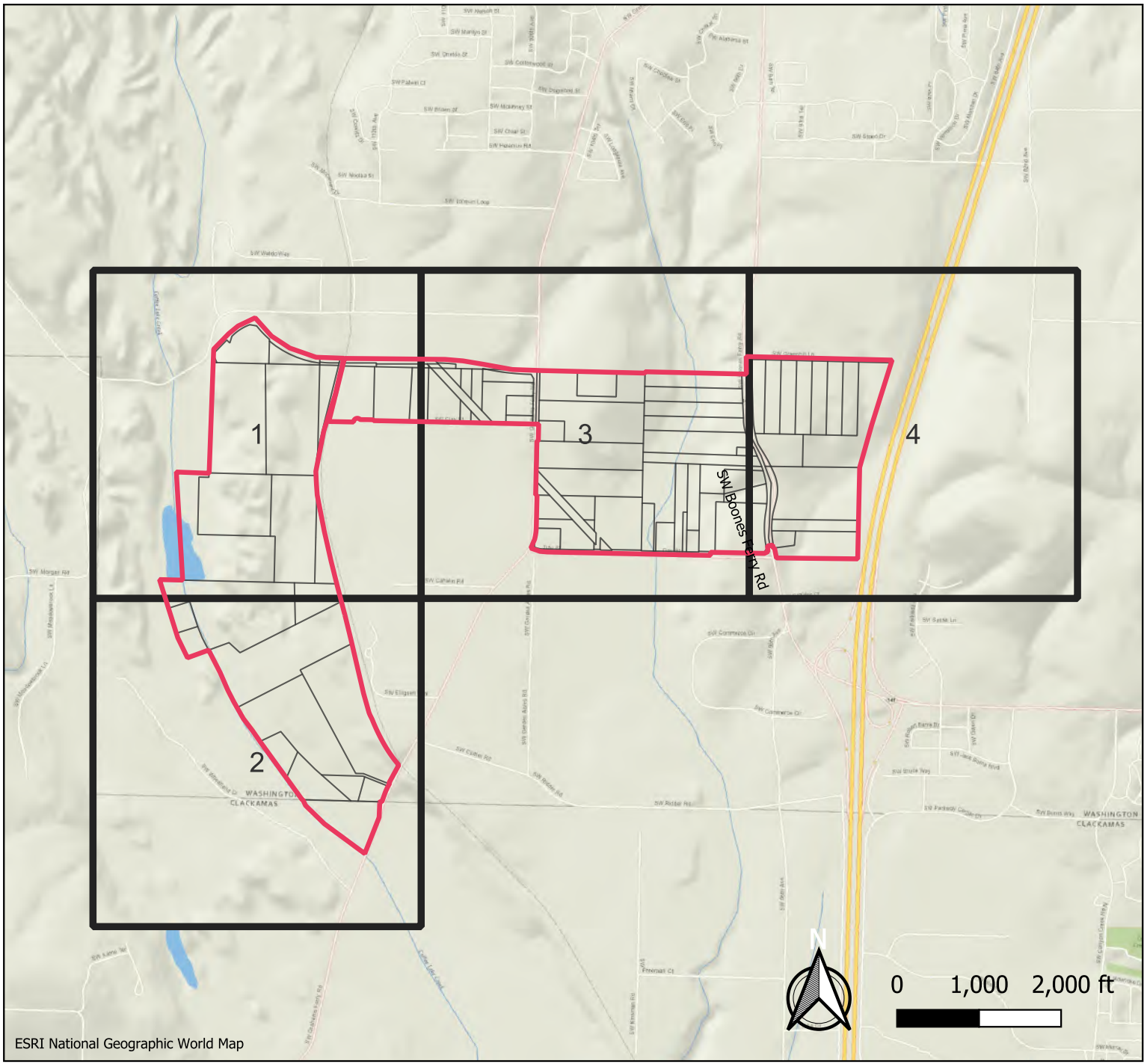
[1] (b) "Wildlife habitat" is an area upon which wildlife depend in order to meet their requirements for food, water, shelter, and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites. {OAR 660-23-110}

Appendix A

Inventory Maps



Basalt Creek DRAFT Natural Resource Inventory: Map Index Overview

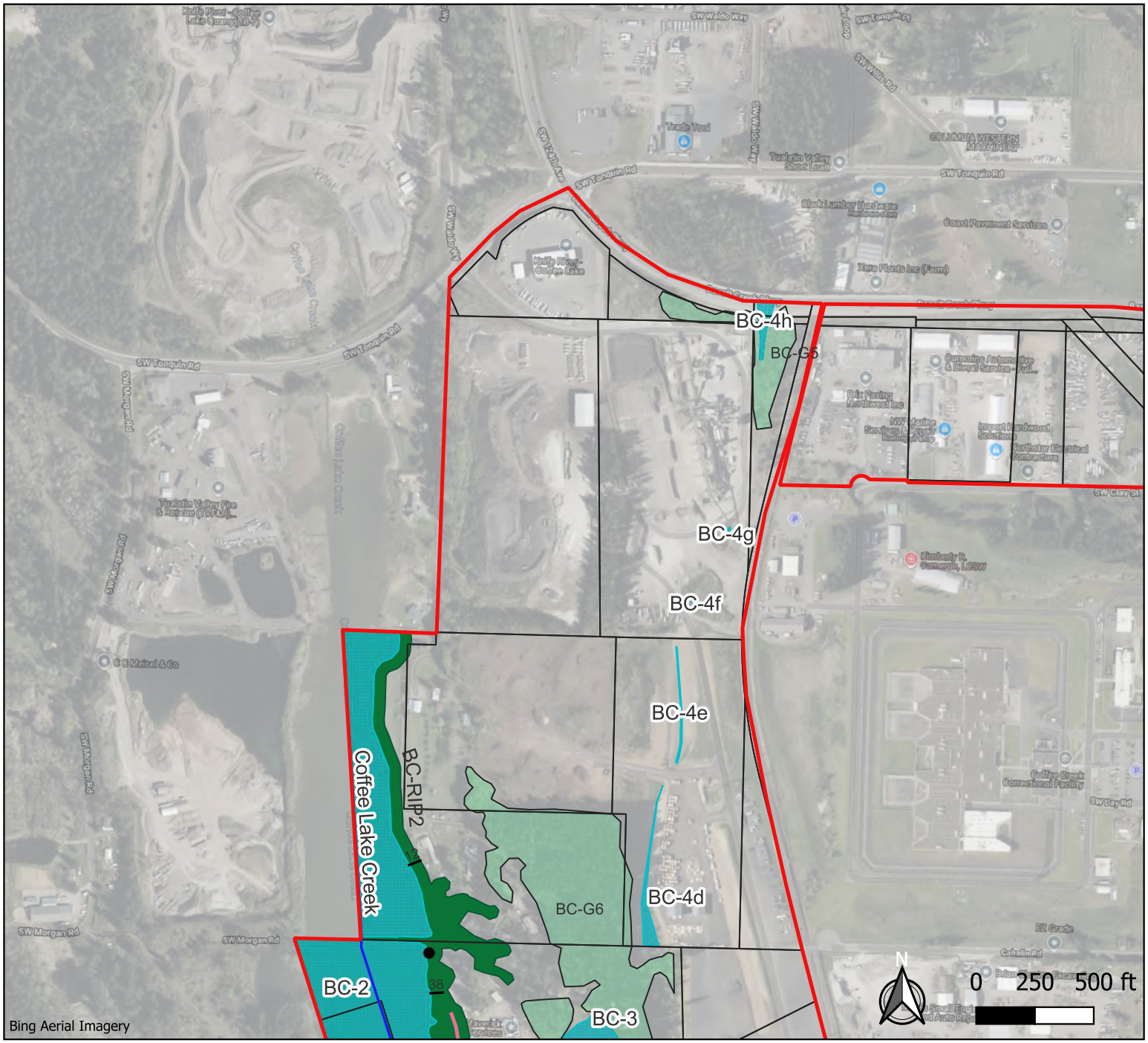


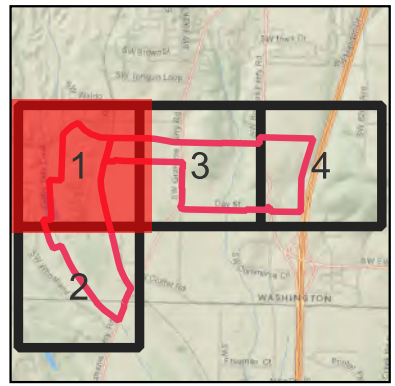
LEGEND

- Basalt Creek Study Area
- Tax Lot

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 1



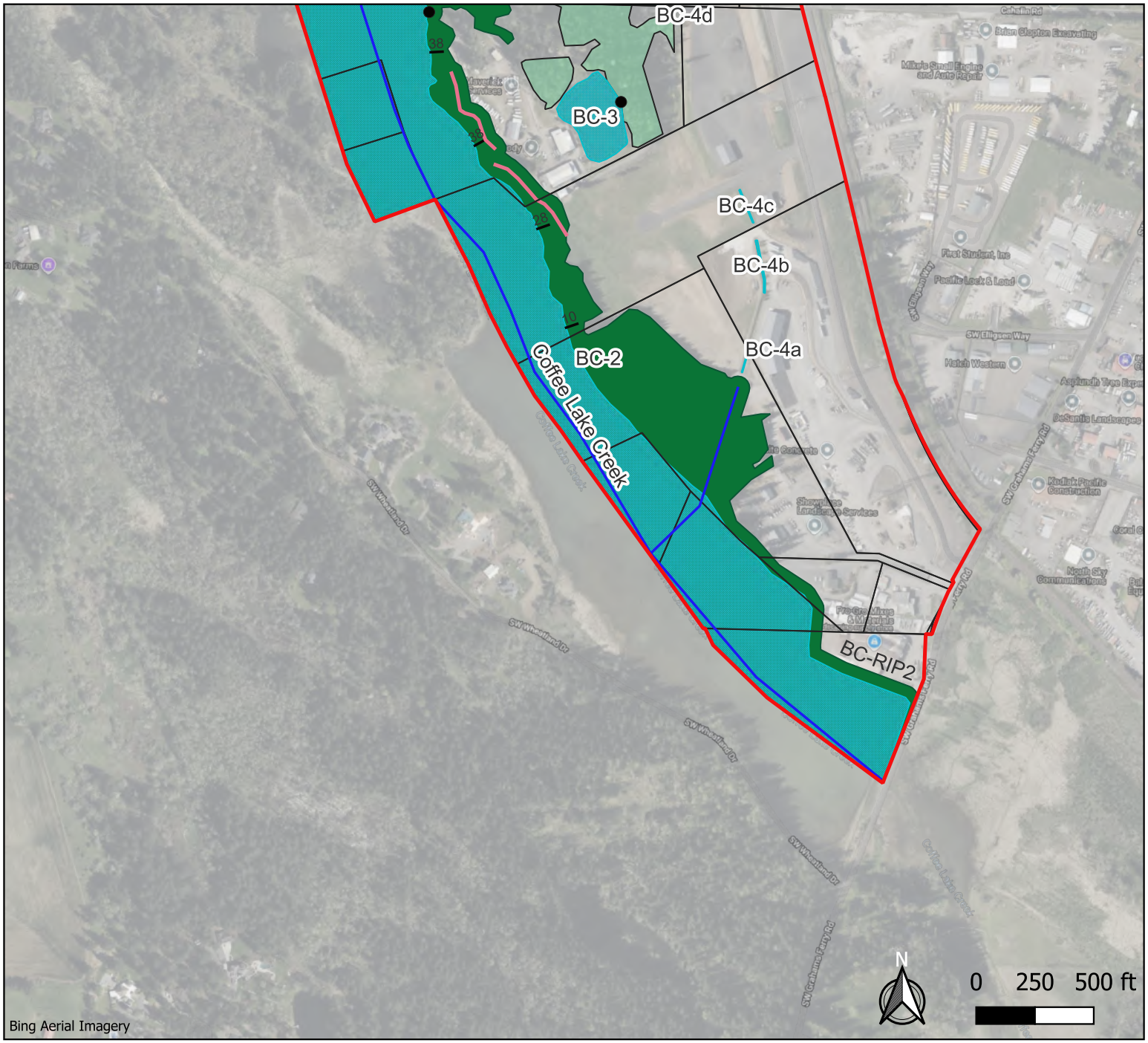


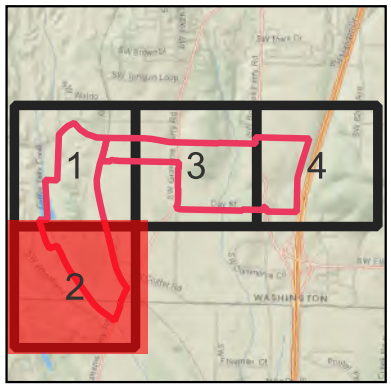
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 2



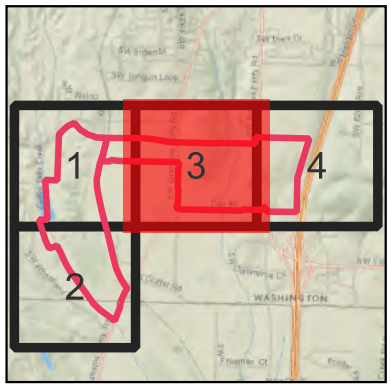


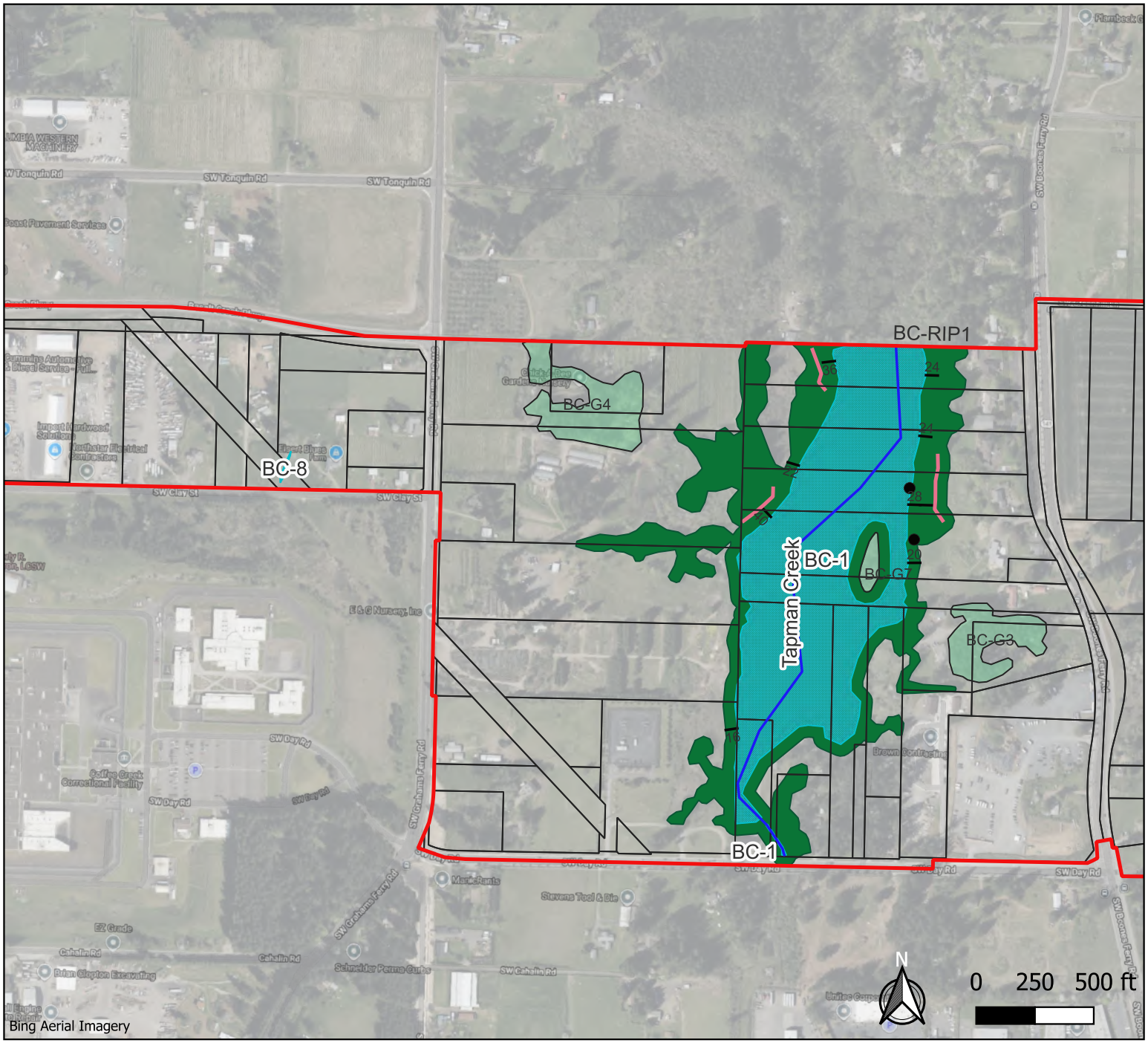
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 3



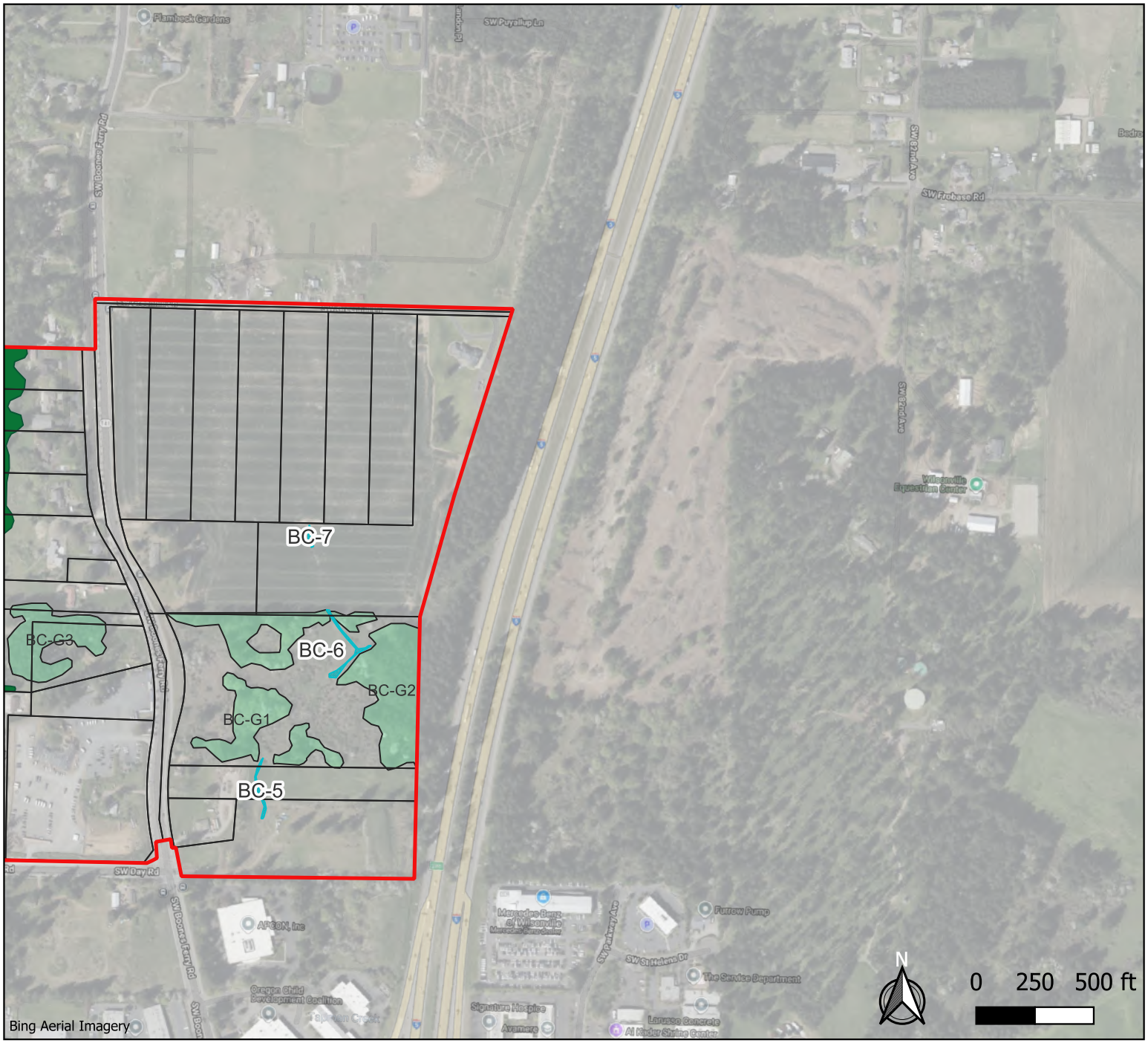


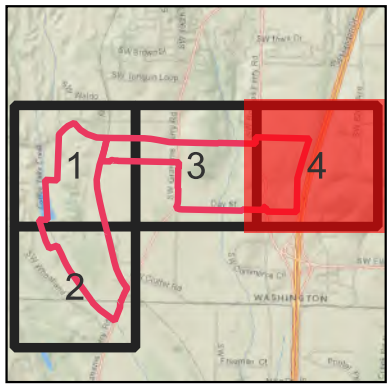
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 4





LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Appendix B

Wetland Determination Data Sheets



PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **1**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

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

Subregion (LRR): **LRR A** Lat: **45.344775** Long: **-122.777108** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: **30**)			
1 ***Fraxinus latifolia***	**30**	**X**	**FACW**
2			
3			
4			
	30	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Prunus sp***	**40**	**X**	**(FAC)**
2 ***Rosa gymnocarpa***	**15**	**X**	**FACU**
3 ***Spiraea douglasii***	**10**		**FACW**
4			
5			
	65	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**70**	**X**	**FACW**
2			
3			
4			
5			
6			
7			
8			
	70	= Total Cover	
Woody Vine Stratum (plot size: **15**)			
1 ***Toxicodendron diversilobum***	**10**	**X**	**FAC**
2			
	10	= Total Cover	

% Bare Ground in Herb Stratum **30**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **3** (A)

Total Number of Dominant Species Across All Strata: **5** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **60%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks:

SOIL PHS # **7958** Sampling Point: **1**

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

Depth	Matrix		Redox Features					
(Inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	**10YR 2/1**	**100**					**Silt Loam**	**Mucky**

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

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

	Histosol (A1)		Sandy Redox (S5)
	Histic Epipedon (A2)		Stripped Matrix (S6)
	Black Histic (A3)		Loamy Mucky Mineral (F1) **(except MLRA 1)**
X	Hydrogen Sulfide (A4)		Loamy Gleyed Matrix (F2)
	Depleted Below Dark Surface (A11)		Depleted Matrix (F3)
	Thick Dark Surface (A12)		Redox Dark Surface (F6)
	Sandy Mucky Mineral (S1)		Depleted Dark Surface (F7)
	Sandy Gleyed Matrix (S4)		Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

	2 cm Muck (A10)
	Red Parent Material (TF2)
	Very Shallow Dark Surface (TF12)
	Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes X No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Field Observations:

Surface Water Present?	Yes		No X	Depth (inches):	
Water Table Present?	Yes	X	No	Depth (inches):	4
Saturation Present? (includes capillary fringe)	Yes	X	No	Depth (inches):	2

Wetland Hydrology Present?

Yes X No

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

Remarks:

PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **2**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

Landform (hillslope, terrace, etc.:) **Slope** Local relief (concave, convex, none): **Flat** Slope (%): **~15**

Subregion (LRR): **LRR A** Lat: **45.344183** Long: **-122.777004** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **None**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		**Is Sampled Area within a Wetland?** Yes ____ No **X**
Hydric Soil Present?	Yes		No	**X**	
Wetland Hydrology Present?	Yes		No	**X**	

Remarks:

VEGETATION - Use scientific names of plants.

		absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: **30**)				
1	***Quercus garryana***	**40**	**X**	**FACU**
2				
3				
4				
		40	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)				
1				
2				
3				
4				
5				
		0	= Total Cover	
Herb Stratum (plot size: **5**)				
1	***Schedonorus arundinaceus***	**50**	**X**	**FAC**
2	***Phalaris arundinacea***	**30**	**X**	**FACW**
3	***Cirsium arvense***	**10**		**FAC**
4	***Bromus tectorum***	**5**		**(UPL)**
5	***Conium maculatum***	**5**		**FAC**
6				
7				
8				
		100	= Total Cover	
Woody Vine Stratum (plot size: ____)				
1				
2				
		0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **3** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **67%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes X** **No** ____

Remarks:

SOIL PHS # **7958** Sampling Point: **2**

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

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

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

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

- _____ Histosol (A1)
- _____ Histic Epipedon (A2)
- _____ Black Histic (A3)
- _____ Hydrogen Sulfide (A4)
- _____ Depleted Below Dark Surface (A11)
- _____ Thick Dark Surface (A12)
- _____ Sandy Mucky Mineral (S1)
- _____ Sandy Gleyed Matrix (S4)
- _____ Sandy Redox (S5)
- _____ Stripped Matrix (S6)
- _____ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- _____ Loamy Gleyed Matrix (F2)
- _____ Depleted Matrix (F3)
- _____ Redox Dark Surface (F6)
- _____ Depleted Dark Surface (F7)
- _____ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- _____ 2 cm Muck (A10)
- _____ Red Parent Material (TF2)
- _____ Very Shallow Dark Surface (TF12)
- _____ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ **No** **X**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- _____ Surface Water (A1)
- _____ High Water Table (A2)
- _____ Saturation (A3)
- _____ Water Marks (B1)
- _____ Sediment Deposits (B2)
- _____ Drift Deposits (B3)
- _____ Algal Mat or Crust (B4)
- _____ Iron Deposits (B5)
- _____ Surface Soil Cracks (B6)
- _____ Inundation Visible on Aerial Imagery (B7)
- _____ Sparsely Vegetated Concave Surface (B8)
- _____ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- _____ Salt Crust (B11)
- _____ Aquatic Invertebrates (B13)
- _____ Hydrogen Sulfide Odor (C1)
- _____ Oxidized Rhizospheres along Living Roots (C3)
- _____ Presence of Reduced Iron (C4)
- _____ Recent Iron Reduction in Plowed Soils (C6)
- _____ Stunted or Stressed Plants (D1) **(LRR A)**
- _____ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- _____ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- _____ Drainage Patterns (B10)
- _____ Dry-Season Water Table (C2)
- _____ Saturation Visible on Aerial Imagery (C9)
- _____ Geomorphic Position (D2)
- _____ Shallow Aquitard (D3)
- _____ Fac-Neutral Test (D5)
- _____ Raised Ant Mounds (D6) **(LRR A)**
- _____ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present?

Yes _____ **No** **X**

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

Remarks:

PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **3**

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

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

Subregion (LRR): **LRR A** Lat: **45.337905** Long: **-122.797160** Datum: **WGS84**

Soil Map Unit Name: **Briedwell stony silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No ____
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**5**	**X**	**FAC**
2			
3			
4			
5			
	5	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2			
3			
4			
5			
6			
7			
8			
	95	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **5**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks:

SOIL PHS # **7958** Sampling Point: **3**

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

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

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

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

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Plowed Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- **X** Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** Fac-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present? Yes X No ___

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

Remarks:

PHS # 7958

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

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

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

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

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

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

Soil Map Unit Name: **Humaquepts** NWI Classification: **PEM**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size:)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**40**	**X**	**FAC**
2			
3			
4			
5			
	40	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2 ***Spiraea douglasii***	**10**		**FACW**
3			
4			
5			
6			
7			
8			
	105	= Total Cover	
Woody Vine Stratum (plot size:)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

- _____ 1- Rapid Test for Hydrophytic Vegetation
- **X** 2- Dominance Test is >50%
- _____ 3-Prevalence Index is ≤ 3.0[1]
- _____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)
- _____ 5- Wetland Non-Vascular Plants[1]
- _____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** **X** **No** _____

Remarks:

SOIL PHS # 7958 Sampling Point: 4

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

Depth	Matrix		Redox Features					
(Inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR 2/1	95	10YR 4/6	5	C	M	Silty Clay Loam	mucky; fine

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

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

	Histosol (A1)		Sandy Redox (S5)
	Histic Epipedon (A2)		Stripped Matrix (S6)
	Black Histic (A3)		Loamy Mucky Mineral (F1) **(except MLRA 1)**
	Hydrogen Sulfide (A4)		Loamy Gleyed Matrix (F2)
	Depleted Below Dark Surface (A11)		Depleted Matrix (F3)
	Thick Dark Surface (A12)	X	Redox Dark Surface (F6)
	Sandy Mucky Mineral (S1)		Depleted Dark Surface (F7)
	Sandy Gleyed Matrix (S4)		Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

	2 cm Muck (A10)
	Red Parent Material (TF2)
	Very Shallow Dark Surface (TF12)
	Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes X **No**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Field Observations:

Surface Water Present?	Yes		No X	Depth (inches):	
Water Table Present?	Yes	X	No	Depth (inches):	8
Saturation Present? (includes capillary fringe)	Yes	X	No	Depth (inches):	4

Wetland Hydrology Present?

Yes X **No**

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

Remarks:

Appendix C

OFWAM Summary Sheets



Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
Fraxinus latifolia	***Rosa gymnocarpa***	***Toxicodendron diversilobum***	***Phalaris arundinacea***
	Spiraea douglasii		

Comments: **Locally Significant Wetland**

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

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

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
	Rubus armeniacus		***Phalaris arundinacea***
	Spiraea douglasii		***Lemna sp.***

Comments: **Locally Significant Wetland**

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

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

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
			Phalaris arundinacea

Comments:

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

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

Appendix H: Wilsonville EOA

ECOnorthwest

January 2026

City of Wilsonville
Economic Opportunities Analysis

Prepared for: City of Wilsonville

ECOnorthwest

920 SW 6th Ave · Suite 1400 · Portland, OR 97204 · 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the City of Wilsonville. This work was funded by Metro. The contents of this report do not necessarily reflect the views or policies of Metro.

Technical Advisory Committee
Nick Triska, Greater Portland Inc.
Jeff Hampton, Business Oregon
Kevin Ferrasci O'Malley, Wilsonville Chamber of Commerce
David Tetrick, Metro
Amy Pepper, City of Wilsonville
Keith Katko, City of Wilsonville

City of Wilsonville
Miranda Bateschell, Planning Director
Daniel Pauly, Planning Manager
Cindy Luxhoj, Associate Planner
Matt Lorenzen, Economic Development Manager

ECOnorthwest
Beth Goodman, Project Director
Nicole Underwood, Project Manager
Barrett Lewis, GIS Specialist

City of Wilsonville Contact:
Miranda Bateschell
Planning Director
503-570-1536
bateschell@wilsonvilleoregon.gov

ECOnorthwest Contact:
Beth Goodman, Project Director
541-505-7208
goodman@econw.com

Table of Contents

Executive Summary 1

1. Introduction 7

2. Economic Trends Shaping Wilsonville's Future 11

3. Employment Growth and Site Needs 53

4. Buildable Lands Inventory 69

5. Land Sufficiency and Conclusions 80

Appendix A. National, State, and Local Economic Trends 85

Appendix B. Buildable Lands Inventory Methodology 114

Appendix C. Economic Development Strategy 123

Executive Summary

The City of Wilsonville last completed an Economic Opportunities Analysis (EOA) in 2012. Since then, the City and the broader region have experienced significant economic changes driven by changes in the businesses located and growing in Wilsonville, evolving real estate market conditions, the COVID-19 pandemic, and shifts in national and state policies and priorities. One of Wilsonville's most important opportunities for future economic growth is the continued industrial development of the Coffee Creek area and Basalt Creek area (which includes West Railroad) which together form a key part of the Portland region's southern industrial land inventory.

This updated EOA aligns with Statewide Planning Goal 9 and the Goal 9 Administrative Rule (OAR 660-009). It provides an updated forecast of employment growth from 2026 to 2046, evaluates the City's available commercial and industrial land supply, and assesses whether it is sufficient to meet expected demand. The report also identifies the City's competitive advantages and target industries. Together, these findings form the technical foundation for the Economic Development Strategy (EDS), which offers recommendations to help Wilsonville maintain its position as a strong regional employment center.

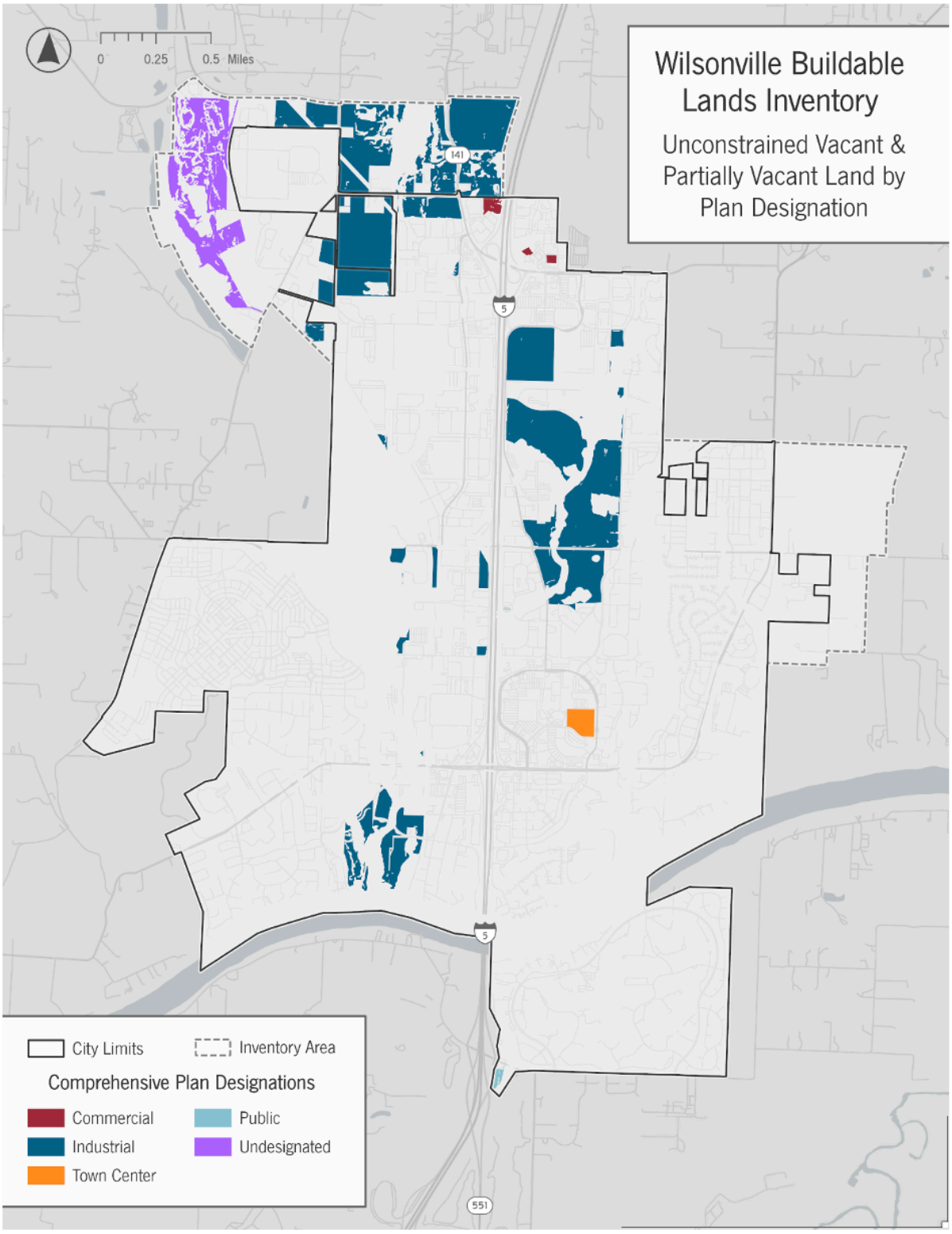
PURPOSE OF THIS ECONOMIC OPPORTUNITY ANALYSIS

- **Forecast the amount of land needed to accommodate the future employment growth within Wilsonville between 2026 and 2046.**
- **Evaluate the existing employment land supply within the City to determine if it is adequate to meet that need.**
- **Help the City understand its economic opportunities in the context of Wilsonville's competitive advantages and disadvantages.**
- **Fulfill state planning requirements for a twenty-year supply of employment land.**

How much buildable employment land does Wilsonville currently have?

Wilsonville has 2,396 acres designated for commercial or industrial use within City limits and urban growth area (UGB). Of these, approximately 366 acres (15%) are vacant, unconstrained and buildable as shown in **Exhibit 1.** Of the buildable land, 353 acres (96%) are designated for industrial development, and 13 acres (4%) are set aside for commercial uses.

Exhibit 1. Buildable Employment Land by Comprehensive Plan Designation, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Much of Wilsonville's vacant industrial land is located within the Coffee Creek and Basalt Creek planning areas which are in the northern portion of the City. Some of Coffee Creek has been annexed into the City but most is still unincorporated. The area benefits from an established Urban Renewal District that can help fund infrastructure improvements and support land assembly. Basalt Creek, which is also currently outside City limits, is in the process of having zoning established in preparation for future annexation, which would happen in conjunction with proposed development. The area faces challenges related to fragmented ownership, the presence of existing contractor establishments that provide economic activity but at lower assessed values and lower employment densities than typical urban industrial areas, and limited infrastructure to support new development.

How much growth is Wilsonville planning for?

Wilsonville's employment base is projected to grow from 33,165 employees in 2026 to 39,297 employees by 2046, an increase of about 6,132 jobs over the 20-year planning period. *(See Chapter 3, "Employment Growth and Site Needs," for methodology and additional details.)*

How much land will be required for employment?

Employment growth over the 2026-2046 period is expected to create demand for about 321 gross acres of industrial land and 110 gross acres of commercial land. *(See Chapter 3, "Employment Growth and Site Needs," for methodology and additional details.)*

Does Wilsonville have enough land to accommodate employment growth?

Wilsonville has a sufficient supply of vacant industrial land to accommodate projected growth, with a modest surplus of about 32 acres. However, many vacant industrial sites are small and/or lack urban-level infrastructure, which limits short-term development potential. Assembling larger contiguous sites and investing in infrastructure will be important to meeting long-term industrial needs.

In contrast, the City has a limited supply of vacant commercial land to accommodate forecasted employment growth but considerable redevelopment potential. Wilsonville currently has about 13 acres of vacant commercial land, compared to an estimated need of roughly 110 acres. The City can address this shortfall primarily through the redevelopment and reuse of existing properties, particularly within the Town Center and along established commercial corridors such as Wilsonville Road. Several large vacant buildings, including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, offer near-term opportunities for reuse or redevelopment. Together, these

known sites account for about 50 acres of redevelopment potential. The City may also consider allowing limited commercial uses in select industrial areas to support employment growth and help balance future land needs. *(See Chapter 4, "Buildable Lands Inventory," and Chapter 5, "Land Sufficiency and Conclusions," for detailed findings.)*

What are Wilsonville's key growth opportunities?

Wilsonville's economy is shaped by several strengths and challenges that influence its ability to attract and retain businesses.

(See Chapter 2, "Factors Affecting Future Economic Growth," for detailed discussion of regional trends and competitive position. See Chapter 3, "Employment Growth and Site Needs," for details on Wilsonville's target industries.)

KEY COMPETITIVE ADVANTAGES

- **Opportune Location:** Wilsonville's position at the southern edge of the Portland region along the I-5 corridor provides access to major transportation routes, regional labor markets, and nearby industrial employment centers in Tualatin and Sherwood. Its proximity to both urban and rural amenities enhance its appeal to employers and residents.
- **Industrial Land Supply:** The City has a substantial inventory of industrial land, with much of the vacant land located in Coffee Creek and Basalt Creek. These areas can support manufacturing, logistics, and other traded-sector businesses.
- **Established Industrial Base.** Wilsonville has a strong foundation of existing industrial and traded-sector employers, creating a stable economic base and opportunities for supply chain growth.
- **Labor Market.** Wilsonville benefits from a large and well-educated workforce drawn from both the Portland metropolitan area and the Mid-Valley labor sheds.
- **Redevelopment Potential.** Town Center and several large vacant commercial buildings, such as the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics sites, offer near-term opportunities for adaptive reuse and reinvestment in retail and service uses.

KEY CHALLENGES

- **Limited Supply of Development-Ready Industrial Sites.** Much of Wilsonville's vacant industrial land lacks urban-level infrastructure.

Fragmented ownership and small lot sizes compound this issue and create barriers to assembling larger sites more suitable for modern industrial uses.

- **Lower-Intensity Existing Uses on Industrial Land.** Contractor establishments and outdoor storage on industrial land provide some economic benefit but limit higher-intensity, higher-value development.
- **Power Supply Issues.** Some future industrial users may need more than 5 megawatts of power. Meeting this demand will require additional investment in power infrastructure and long lead times.
- **Traffic and Congestion.** The I-5 corridor experiences congestion, particularly during peak hours, which can impact key arterials in the City and delay freight movement.
- **Housing and amenities.** High regional housing costs, combined with a limited range of local services and amenities such as restaurants, shopping, and entertainment options in Wilsonville, may hinder the City's ability to attract and retain workers.

TARGET INDUSTRIES

The EOA identifies a mix of industries that are expected to drive Wilsonville's future growth:

- **Manufacturing.** Manufacturing is a cornerstone of Wilsonville's economy, supported by the region's strong workforce, established industrial employers, and proximity to suppliers and markets along I-5. Growth opportunities in this sector include advanced manufacturing, clean technology, and specialized production that build on regional strengths, the City's skilled labor force and available industrial land.
- **Wholesale Trade and Logistics.** This sector benefits from Wilsonville's central location and convenient access to both the Portland and Mid-Valley markets. Wholesale and logistics firms play a key role in regional supply chains and rely on available industrial land with strong highway access to support efficient goods movement.
- **Professional, Scientific, and Technical Services.** This diverse sector includes professional consulting, engineering, research and development, and life-science-related services that support the City's industrial and traded-sector base. Future growth is expected in smaller, flexible office or lab-flex spaces near industrial clusters or in mixed-use areas such as Town Center.
- **Local Services and Retail.** This sector includes retail, dining, healthcare, and personal service businesses that meet community needs, support local employment, and enhance Wilsonville's livability.

These industry strengths and opportunities position Wilsonville to support a balanced and diverse economy that includes both traded sector and local serving businesses.

What is the relationship between the Economic Opportunities Analysis (EOA) and the Economic Development Strategy (EDS)?

The EOA provides the technical foundation for understanding Wilsonville's employment land supply and long-term growth potential. The EDS, developed alongside this report, translates these findings into practical steps for implementation.

While the EOA identifies land capacity, site readiness, and target industries, the EDS outlines goals, policies, and actions to help the City act on those findings. The Strategy focuses on improving site readiness in Coffee Creek and Basalt Creek, addressing the commercial land deficit through redevelopment, and supporting small business and workforce development.

Together, the EOA and EDS provide a coordinated framework for guiding Wilsonville's economic growth. The EOA defines the opportunities; the EDS details how to achieve them. The EDS is included in Appendix C of this document.

1. Introduction

The City of Wilsonville last completed an Economic Opportunities Analysis (EOA) in 2012. Since that time, the City and the broader region have experienced major economic shifts influenced by changes in the businesses located and growing in Wilsonville, evolving market conditions, the COVID-19 pandemic, and shifts in state and national policy priorities. These changes highlight the need for an updated EOA that reflects Wilsonville's current economic position and identifies opportunities and challenges for supporting employment growth over the next 20 years.

Wilsonville's economic future will be greatly affected by development of key employment areas, particularly Coffee Creek and Basalt Creek. These areas are part of the Portland region's southern industrial corridor, located along I-5 with access to major freight routes, regional labor markets, and nearby employment areas in Tualatin and Sherwood. Continued buildout of these areas is important to Wilsonville's long-term competitiveness but will require addressing challenges such as fragmented land ownership, existing contractor establishments, and limited urban infrastructure, particularly in parts of Basalt Creek.

Although the majority of Coffee Creek remains outside of City limits, it benefits from an established Urban Renewal District that supports infrastructure investment and helps prepare sites for development. Basalt Creek, which also remains outside City limits, has greater challenges related to fragmented ownership, existing contractor establishments, and limited urban infrastructure. Coordinated planning and investment will be necessary to improve site readiness in both areas and to position Wilsonville to capture future regional industrial growth.

Beyond industrial growth, Wilsonville's holistic economic health also depends on redevelopment within Town Center and within established commercial corridors. With limited vacant commercial land, future growth will rely on reinvestment and reuse of existing commercial properties, including large vacant buildings such as the former Albertsons, Rite Aid, Regal Cinemas, and Fry's Electronics sites.

Updating the EOA allows the City to reassess its employment land needs and realign economic development policies with emerging opportunities. The EOA projects employment growth from 2026 to 2046 and identifies the types and amounts of land needed to support that growth. It also outlines recommendations to strengthen Wilsonville's economic foundation. The EOA provides the foundation for updates to the Comprehensive Plan and the Wilsonville Economic Development Strategy (EDS), which was prepared concurrently and presented in Appendix C of this document. Together,

these efforts ensure that land use policies, infrastructure planning, and economic priorities remain aligned.

The EOA draws on data from the Oregon Employment Department, U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics, the U.S. Census Bureau and Costar[1] along with coordination from regional and local partners. Collectively, these sources provide a detailed understanding of Wilsonville's economic trends, industry composition, and land readiness, forming the foundation for a strategic, data-driven approach to the City's economic planning.

Framework for an Economic Opportunities Analysis

The content of this report is designed to meet the requirements of Oregon Statewide Planning Goal 9 and the administrative rule that implements Goal 9 (OAR 660-009). The analysis in this report is designed to conform to the requirements for an EOA in OAR 660-009.

1. *Economic Opportunities Analysis (OAR 660-009-0015)*. The Economic Opportunities Analysis (EOA) requires communities to identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand in the planning area based on information about national, state, regional, county, or local trends; identify the number of sites by type that are reasonably expected to be needed to accommodate projected employment growth based on the site characteristics typical of expected uses; include an inventory of vacant and developed lands within the planning area designated for industrial or other employment use; and estimate the types and amounts of industrial and other employment uses likely to occur in the planning area. Local governments are also encouraged to assess community economic development potential through a visioning process or some other public input–based process in conjunction with state agencies.
2. *Industrial and commercial development policies (OAR 660-009-0020)*. Cities are required to develop commercial and industrial development policies based on the EOA. Local comprehensive plans must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Local comprehensive plans must also include policies that commit the City or county to designate an adequate number of employment sites of suitable sizes, types,

[1] Costar is a commercial real estate platform that tracks property listings, transactions, and market metrics nationwide.

and locations. The plan must also include policies to provide necessary public facilities and transportation facilities for the planning area.

3. *Designation of lands for industrial and commercial uses (OAR 660-009-0025).* Cities and counties must adopt measures to implement policies pursuant to OAR 660-009-0020. Appropriate implementation measures include amendments to plan and zone map designations, land use regulations, public facility plans, and transportation system plans. More specifically, plans must identify the approximate number, acreage, and characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies and must designate serviceable land suitable to meet identified site needs.

Stakeholder Engagement Process

The development of the EOA was informed by a Technical Advisory Committee (TAC) comprised of City staff and regional economic development professionals. The TAC met three times during the project to review key findings, provide feedback, and help shape the direction of the analysis.

The first TAC meeting focused on foundational elements of the EOA, including the buildable lands inventory, employment forecast, and analysis of Wilsonville's competitive advantages and target industries. Feedback from this meeting informed refinements to the employment forecast and buildable lands inventory. The second and third TAC meetings focused on developing and refining economic development goals, policies, and actions that will guide the City's future efforts. These discussions helped ensure consistency between the EOA, the City's Comprehensive Plan, and the EDS, which was developed concurrently and is presented in Appendix C of this document.

In addition to TAC engagement, ECOnorthwest also interviewed five business and property owners between August and October 2025. These one-on-one interviews, focused on both the industrial and commercial sectors, provided insight into local challenges and opportunities. The feedback helped assess Wilsonville's competitive position and shape recommended economic actions.

The project also included two work sessions with the Planning Commission and two work sessions with the City Council at key milestones. These public meetings provided opportunities for decision-makers to review findings, discuss economic development objectives, and ensure the analysis and recommendations aligned with Wilsonville's broader community priorities.

Organization of This Report

This report is organized as follows:

- **Chapter 2. Economic Trends Shaping Wilsonville's Future** summarizes historic economic trends that affect current and future economic conditions in Wilsonville, as well as Wilsonville's competitive advantages for economic development.
- **Chapter 3. Employment Growth and Site Needs** presents a forecast for employment growth in Wilsonville and describes potential growth industries and site needs.
- **Chapter 4. Buildable Lands Inventory** presents a summary of the inventory of employment lands.
- **Chapter 5. Land Sufficiency and Conclusions** compares the supply of employment land with the future need for land and presents conclusions.

This report also includes three appendices:

- **Appendix A. National, State, and Local Trends**
- **Appendix B. Buildable Lands Inventory Methodology**
- **Appendix C. Economic Development Strategy**

2. Economic Trends Shaping Wilsonville's Future

Wilsonville is centrally located in the southern portion of the Portland region, which includes Clackamas, Multnomah, and Washington counties. This opportune location gives Wilsonville residents access to a broad job market, both within the Portland region and extending south to Salem. It also enables local employers to draw from a larger and more diverse workforce.

The City has a strong industrial employment base. Manufacturing, wholesale trade, and construction account for over 40% of local jobs. This large industrial presence sets Wilsonville apart from many other communities in the Portland region, underscoring its distinct role in the broader regional economy.

This chapter explains the main factors driving economic growth in Wilsonville. It places the City's economy in the context of national, state, and regional trends. It also reviews Wilsonville's employment base and real estate market. Finally, it highlights Wilsonville's strengths in supporting business growth and broader economic development, as well as the obstacles that may inhibit those same outcomes.

UNDERSTANDING ECONOMIC DEVELOPMENT

What is Economic Development? Economic development refers to efforts that strengthen a community's economy by attracting investment, creating jobs, and supporting business growth. In Oregon, cities often focus on stimulating real estate development and capital investment because property tax is their primary source of revenue to fund public services. With no sales tax in Oregon, and income taxes going to the State, cities like Wilsonville prioritize facilitating new property development that grows the local tax base. Wages and jobs are important too because local payroll taxes fund public transit (SMART).

Why Do Firms Choose Certain Locations? Businesses consider multiple factors when selecting a location, including availability of skilled labor, infrastructure availability (roads, utilities, etc.), proximity to customers and suppliers, and cost factors including land, wages, taxes and the regulatory climate. Entrepreneurial environments, industry clusters, and quality of life also play a role in attracting new businesses.

Public Policy's Role in Economic Development: Government policies—including zoning, incentives, and infrastructure investments—directly impact a City's ability to attract and retain businesses.

Summary of the Effect of National, State, and Regional Trends on Economic Development in Wilsonville

This section summarizes how national, state, and regional economic trends (detailed in Appendix A) are expected to influence economic growth in Wilsonville.

- **Slowing employment growth.** Oregon is expected to continue adding jobs, although the pace of growth is projected to slow compared to previous decades. Between 2007 and 2023, Wilsonville added 2,900 jobs, representing a 15% increase. This growth rate was similar to the 16% increase seen across the Portland region.[2] Wilsonville's population is relatively young and well-educated, creating a strong base for future workforce needs. This foundation supports both ongoing industry growth and the replacement of retiring workers. However, broader demographic trends, including an aging population and slower statewide labor force growth, may lead to a tighter labor market over time.
- **Remote work and office real estate market shifts.** Remote and hybrid work have reduced demand for traditional office space nationally and regionally, leading to higher office vacancy rates. In Wilsonville, where vacancies had historically been low, rates rose above 12% in 2024, likely due to lease expirations.[3] Despite this, rents have remained steady, indicating some resilience in the suburban office market. As companies adjust to long-term hybrid work, demand is shifting toward smaller, more flexible office spaces. Peak attendance for workers is expected to stabilize at 60-70% of pre-pandemic levels, with overall occupancy leveling off by late 2025.[4] Nationwide, investor interest in traditional office buildings remains weak. In Wilsonville, this may reduce demand for conventional office development and increase interest in adaptable or mixed-use formats, especially over the five-to-ten-year timeframe.
- **Retail realignment.** Retail real estate markets across the country continue to shift toward experiential uses and categories less affected by e-commerce, including food service, entertainment, and essential goods. While retail construction has slowed nationwide, strong consumer spending has helped stabilize vacancy rates and rents. Wilsonville reflects these national patterns, with little new retail development in recent years. Although vacancy rates have increased, they remained below 5% in 2024 (similar to regional

[2] See Exhibit 2 and Exhibit 4; Oregon Employment Department, Quarterly Census of Employment and Wages, 2007–2023.
[3] CoStar Office Market Trends, 2024
[4] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

averages).[5] Retail vacancy could be explained by large anomaly vacancies, such as the former Fry's on Town Center Loop West and former Albertson's near the intersection of Wilsonville Road and Boones Ferry Road. As consumer preferences evolve, Wilsonville's high quality of life and regional accessibility may attract retail that blends experience and convenience. Much of Wilsonville's potential to support retail growth may stem from opportunities for redevelopment in Town Center, not only because of limited vacant commercial land elsewhere, but also because Town Center may offer the kind of experiential, mixed-use environment that aligns with evolving consumer and retailer preferences.

- **Industrial market strengths and constraints.** National and state trends indicate continued growth in sectors such as advanced manufacturing, logistics, and food and beverage manufacturing and warehousing. Wilsonville's industrial sector remains a core economic strength, with low vacancy rates and rising rents. However, the City faces a significant constraint: limited availability of development-ready industrial land.[6] Only 1.7% of Wilsonville's industrial space has been built in the past 10 years, compared to roughly 13% across the broader Portland region.[7] These figures highlight a relative lack of new supply of industrial space. Wilsonville is well-positioned to benefit from emerging opportunities, including semiconductor-related investments, concentrated in Washington County, and broader reshoring trends. However, without tools and strategies that facilitate land sales and the installation of infrastructure, the City may struggle to accommodate this demand and fully capitalize on its competitive advantages.
- **Shifts in manufacturing trends.** Manufacturing employment in Oregon declined by 6% between early 2019 and 2023, even as employment in manufacturing increased by 1% nationally.[8] This reflects a broader shift in the state toward productivity gains and capital investment, rather than labor-driven expansion. While manufacturing remains a vital component of Oregon's economy, its potential to drive near-term job growth may be limited. Rising costs, particularly in housing and taxes, alongside recent policy changes may be diminishing Oregon's historic appeal to manufacturers. Additionally, the shortage of development-ready industrial

[5] CoStar Retail Market Trends, 2024
[6] Development-ready land is land that is vacant with public infrastructure (e.g., water, sanitary sewer, and roads) and private infrastructure (e.g., electricity, natural gas, and internet service) sufficient to support immediate (or near-term) construction.
[7] CoStar Industrial Market Trends, 2024
[8] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.

land is frequently cited as a major barrier to expansion or relocation, prompting some businesses to consider other states.[9]

While manufacturing growth across the state may be more limited, Wilsonville is well-positioned to support future growth in the sector. Its central location in the southwest Portland region, availability of industrial land (but much of this land is not development-ready), presence of established manufacturers, and access to a skilled workforce create a strong foundation for manufacturing business growth. However, unlocking this potential will require efforts to make industrial land development ready. As of 2023, manufacturing accounted for about 16% of Wilsonville's covered employment, with an average wage of $88,469, above the Citywide average of $78,235.[10]

- **Increases in automation.** Automation continues to reshape employment across sectors, reducing demand for routine tasks while increasing the need for higher-skilled roles. In manufacturing, processes like assembly and quality control are increasingly automated, while in the service sector, tools such as self-checkout and automated ordering systems are becoming more common. Emerging applications of artificial intelligence (AI) are also extending automation into cognitive and administrative functions once considered resistant to change.

  For Wilsonville, these shifts present both challenges and opportunities. Routine roles may decline, but demand will grow for technical, supervisory, and analytical positions that complement automation. Wilsonville's location, access to I-5, and proximity to tech-driven firms in the Portland region support the City's ability to attract and retain businesses adapting to automation. Its educated workforce and regional talent pipelines further position the City to compete for the types of industries and jobs likely to grow in an increasingly automated economy.

- **Aging population and replacement needs.** Oregon's aging population mirrors national trends, with growing demand for replacement workers as older employees retire. While Wilsonville has a younger median age (38.7) than the state overall (40.1), its senior population is increasing.[11]

  Clackamas County's population is expected to continue aging, with people 60 years and older increasing from 27% of the population in 2024 to 30% of

[9] Oregon Business & Industry. *The Condition of Oregon's Manufacturing Sector*. October 2024. https://oregonbusinessindustry.com/wp-content/uploads/The-Condition-of-Oregons-Manufacturing-Sector_October-2024.pdf.
[10] See Exhibit 7; Oregon Employment Department, Quarterly Census of Employment and Wages, 2023
[11] See Exhibit 43 and Exhibit 44; U.S. Census Bureau

the population in 2044, consistent with statewide trends.[12] As workers retire, businesses need to replace them with new workers. With a comparatively young workforce, Wilsonville could be in a good position to replace retiring workers if workforce skills match job openings.

- **Growth of entrepreneurship and small business.** The creation of new businesses is essential to the economies of both Oregon and Wilsonville, driving job growth and introducing innovations to the marketplace. High inflation, rising interest rates, and recession risks, along with tighter access to venture capital and banking lending conditions, have slowed new business formation. However, several favorable factors could mitigate these impacts going forward and support continued strength in entrepreneurship and small business formation in Oregon. These include increased personal savings and home equity levels, which are common funding sources for new businesses, along with the shift toward remote work opportunities and the large millennial generation entering their prime entrepreneurial years (late 30s and early 40s, according to Census Bureau research).[13] Wilsonville's access to a relatively young, well-educated workforce both within the City and from across the Portland region presents opportunities for small businesses to grow in the City.
- **Continued increase in demand for energy.** Rising fuel prices and state-level pushes toward electric vehicle adoption may alter commuting behavior and increase demand for EV infrastructure. As energy costs climb, proximity to job centers and transportation-efficient development will become increasingly important. Wilsonville's location near I-5 and regional employment centers is a long-term advantage.

  Demand for electricity by businesses like data centers and energy-consumptive automated manufacturing processes are increasing demand and competition for electricity across the state. The availability of electricity is a challenge for development of businesses with large energy needs. Development of new energy sources and transmission infrastructure will be key to development of some businesses, including in the Portland region and Wilsonville.
- **Trade exposure and tariff vulnerability.** Oregon's economy is highly dependent on exports, with more than half of the state's goods shipped to just three countries—Mexico, China, and Canada. As a result, the state is particularly vulnerable to shifts in national trade policy and global market

[12] See Exhibit 46; Portland State University, College of Urban & Public Affairs: Population Research Center, Population Forecast, 2024

[13] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/

disruptions. During the 2018–19 trade war, Oregon's GDP growth fell by 2.5 percentage points, underscoring the potential impacts of tariff escalations.[14] Wilsonville is home to manufacturing businesses, high-tech suppliers, and logistics firms. Future trade tensions could impact export-oriented businesses and reduce demand for industrial space.

- **Labor supply and immigration policy.** Stricter immigration policies initiated by the Trump Administration are expected to reduce labor availability in several key sectors that rely heavily on foreign-born workers, including construction, agriculture, food processing, and hospitality. Given Oregon's reliance on net in-migration for workforce growth, federal immigration restrictions may exacerbate hiring challenges, limit productivity, and increase wage inflation in affected sectors. In Wilsonville, these impacts are particularly relevant given its industrial employment base in construction (3,192 covered jobs as of 2023).[15] More broadly, a shortage of construction workers may slow project timelines, raise costs, and make it harder for development to pencil financially. This will be particularly relevant to the continued development of Coffee Creek and Basalt Creek, as well as redevelopment of Town Center.
- **Inflation**. For the last several decades, inflation rates have generally stayed below 3% in the United States. Inflation started to increase in 2021, reaching 9.1% in June 2022 year-over-year, the highest level in about 40 years. [16] In December 2024 the annual inflation rate was 2.9%, a marked reduction from the 2022 inflation rate.[17] Continued high rates of inflation may slow economic growth, further erode purchasing power, discourage savings, and lead to a national recession. Consumers may start decreasing spending on nonessentials, which could particularly influence retail development and investment decisions. Recent tariff policies and trade tensions may lead to new increases in inflation in 2025 and beyond.
- **Potential impacts of global climate change on Wilsonville's economy**. Climate change is manifesting in the Pacific Northwest through more frequent and severe weather events, alongside long-term climatic shifts. Increased average temperatures, heightened wildfire risks, and more extreme weather conditions such as heat waves and droughts are becoming more

[14] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[15] See Exhibit 7; Oregon Employment Department, Quarterly Census of Employment and Wages, 2023
[16] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer prices up 9.1% over the year ended June 2022, largest increase in 40 years at https://www.bls.gov/opub/ted/2022/consumer-prices-up-9-1-percent-over-the-year-ended-june-2022-largest-increase-in-40-years.htm (visited *July 25, 2022*).
[17] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer Price Index: 2023 in Review, https://www.bls.gov/opub/ted/2024/consumer-price-index-2023-in-review.htm

common. These changes are disrupting ecosystems, reducing snowpack and water availability, and affecting air quality due to increased wildfire smoke.

For Wilsonville, the effects of climate change could strain infrastructure, energy systems, and certain sectors of the local economy. Increased wildfire smoke and rising temperatures may impact worker health and reduce outdoor labor productivity. Reduced snowpack and water availability could affect reliability of industrial water supplies. The City's proximity to agricultural and forestry areas means disruptions in those sectors—due to drought, pests, or fire—could ripple through related industries such as manufacturing and logistics.

Employment Trends in Wilsonville and the Portland Region

The City of Wilsonville last updated its Economic Opportunities Analysis (EOA) in 2012. Since then, the local economy experienced significant changes, influenced by events such as the COVID-19 pandemic. This section examines how broader economic trends over the past decade have affected Wilsonville and the Portland region.

Employment Trends in Portland Region

Exhibit 2 shows covered employment in the Portland region (Clackamas, Multnomah, and Washington counties) for 2007 and 2023.[18] Over this period, covered employment increased by 132,382, a 16% gain. The largest increases were in healthcare and social assistance (up 37,194 jobs) and professional and business services (up 24,516 jobs). In 2023, the average annual wage across the region was $76,066.[19]

Exhibit 2. Covered Employment by Industry, Portland Region, 2007–2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, Hunting & Mining	10,434	9,396	(1,038)	(0.7%)
Construction	48,646	59,114	10,468	1.2%
Manufacturing	102,778	101,508	(1,270)	(0.1%)
Wholesale Trade	50,097	46,013	(4,084)	(0.5%)
Retail Trade	87,545	90,202	2,657	0.2%
Transportation & Warehousing & Utilities	31,609	45,318	13,709	2.3%
Information	21,156	21,149	(7)	(0.0%)
Finance & Insurance	37,606	29,212	(8,394)	(1.6%)
Real Estate and Rental and Leasing	15,078	16,863	1,785	0.7%
Professional, Scientific, & Technical Services	43,880	68,396	24,516	2.8%
Management of Companies and Enterprises	21,623	37,487	15,864	3.5%
Admin, Support, Waste Management, & Remediation	51,221	55,221	4,000	0.5%
Private Education	15,201	19,126	3,925	1.4%
Health Care & Social Assistance	83,749	120,943	37,194	2.3%
Arts, Entertainment, & Recreation	11,152	14,884	3,732	1.8%
Accommodation & Food Services	68,206	81,081	12,875	1.1%
Other Services & Public Administration	31,743	36,347	4,604	0.9%
Government	100,832	112,678	11,846	0.7%
Total	**832,556**	**964,938**	**132,382**	**0.9%**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007–2023.
*AAGR = Average Annual Growth Rate

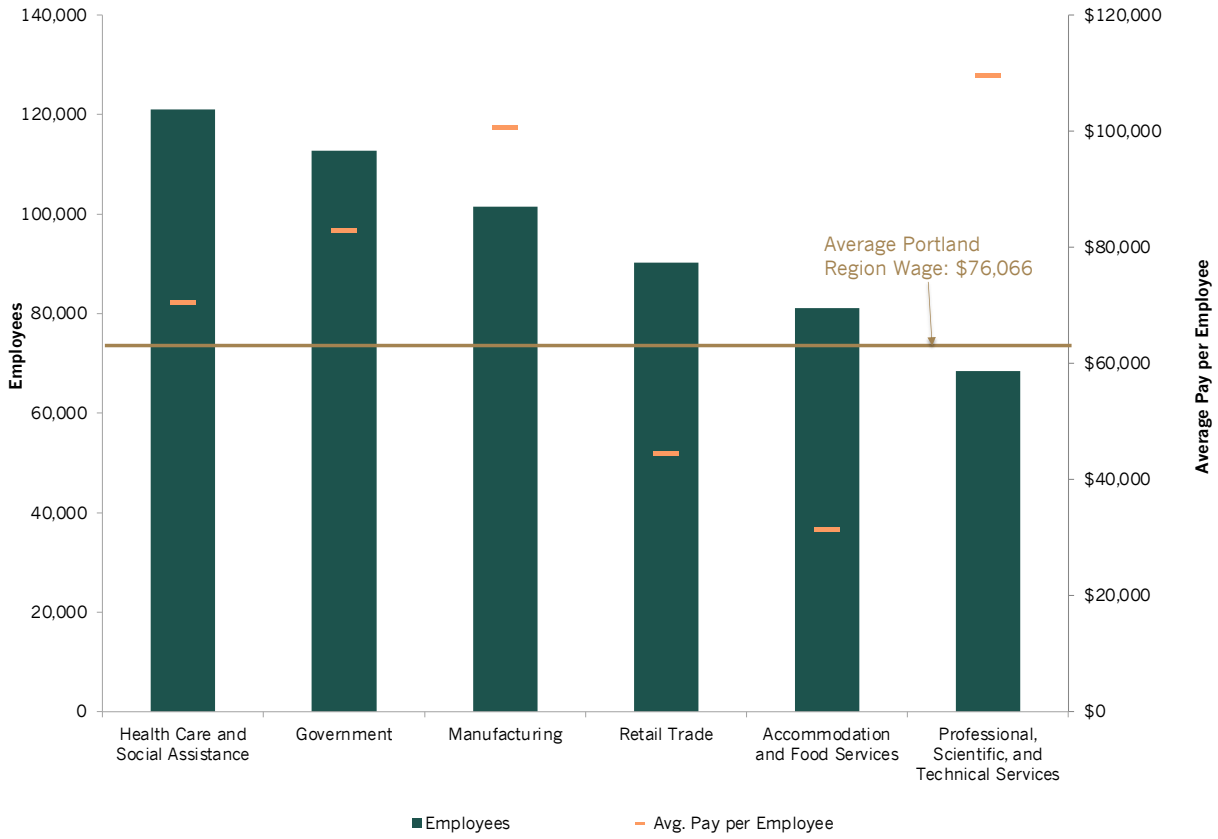
[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

[19] Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2023.

Exhibit 3 shows covered employment and average wage for the six largest sectors in the Portland region. Together these six sectors made up 60% of covered employment.

Among these six largest sectors, professional services, manufacturing, and government paid above-average wages. Other sectors such as construction, wholesale trade, management of companies and enterprises, finance and insurance, and information also had higher-than-average wages but made up a smaller share of covered employment.

Exhibit 3. Covered Employment and Average Pay by Sector, 6 Largest Sectors Portland Region, 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

Employment in Wilsonville

Between 2007 and 2023, covered employment in Wilsonville increased by 2,901 positions, representing a 15% total increase at an average annual growth rate of 0.9%, shown in **Exhibit 3.** This growth is similar to the Portland region's 16% growth and 0.9% annual rate.

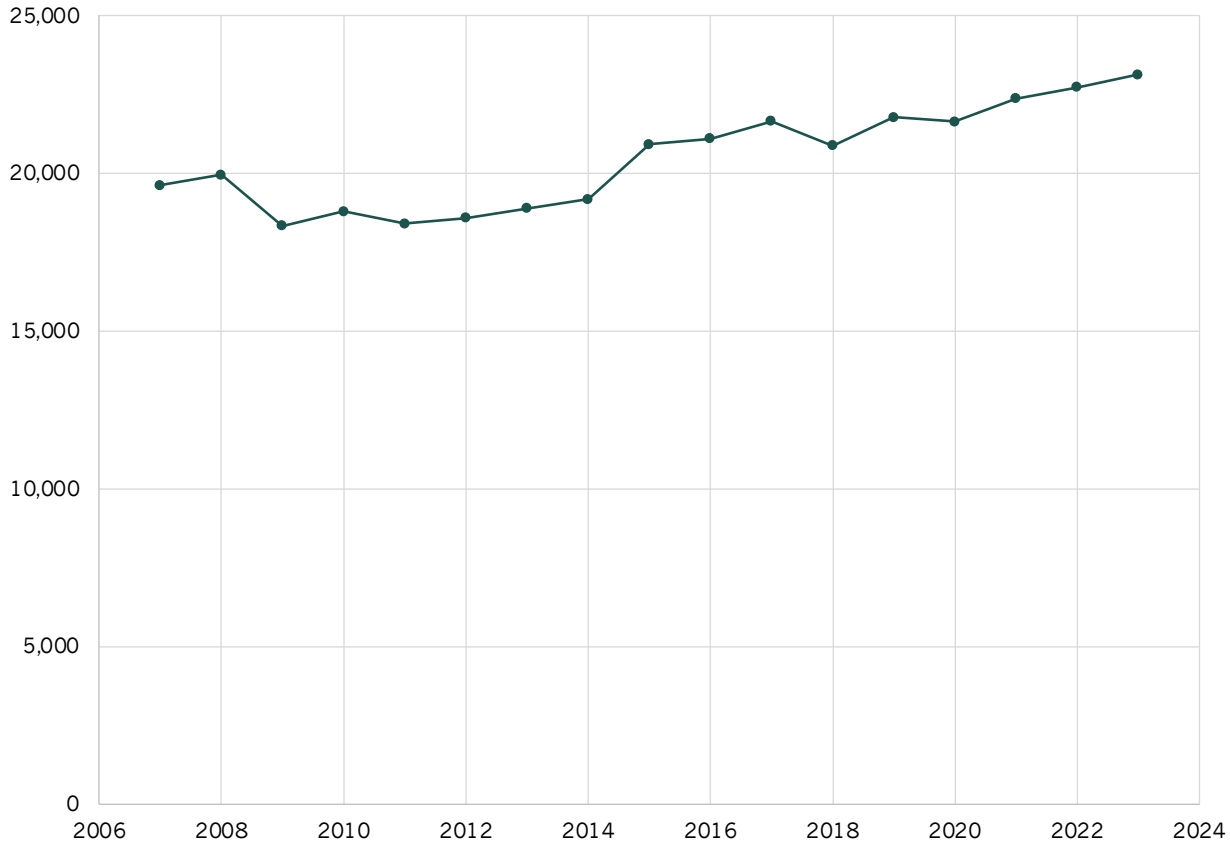
Exhibit 4. Change in Covered Employment, Wilsonville, 2007–2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, and Hunting	19	17	(2)	(0.7%)
Construction	1,008	3,010	2,002	7.1%
Manufacturing	4,225	3,719	(506)	(0.8%)
Wholesale Trade	2,424	3,318	894	2.0%
Retail Trade	1,663	2,125	462	1.5%
Transportation, Warehousing, and Utilities	1,501	864	(637)	(3.4%)
Information	130	78	(52)	(3.1%)
Finance and Insurance	297	172	(125)	(3.4%)
Real Estate and Rental and Leasing	304	233	(71)	(1.6%)
Professional, Scientific, and Technical Services	1,686	2,330	644	2.0%
Management of Companies and Enterprises	1,170	474	(696)	(5.5%)
Administrative, Support, Waste Management and Remediation	1,468	2,023	555	2.0%
Private Education	158	102	(56)	(2.7%)
Health Care and Social Assistance	1,029	989	(40)	(0.2%)
Arts, Entertainment, and Recreation	200	188	(12)	(0.4%)
Accommodation and Food Services	1,087	1,352	265	1.4%
Other Services and Public Administration	381	483	102	1.5%
Government	1,127	1,301	174	0.9%
Total	**19,877**	**22,778**	**2,901**	**0.9%**

Sectors highlighted in blue have wages higher than the City average.
*Average Annual Growth Rate
Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 and 2023.

Wilsonville's net covered employment growth between 2007 and 2023 generally reflects steady annual changes, with most years showing gains or losses between 1% and 4%. One notable exception was in 2009, when covered employment declined by 8% as a result of the Great Recession that impacted the entire nation. The strongest year for growth was 2015, when Wilsonville added 1,744 covered positions (9% increase). Much of that growth was due to the relocation of Stream Global Services to Wilsonville.[20]

Exhibit 5. Change in Covered Employment, Wilsonville, 2007 – 2023

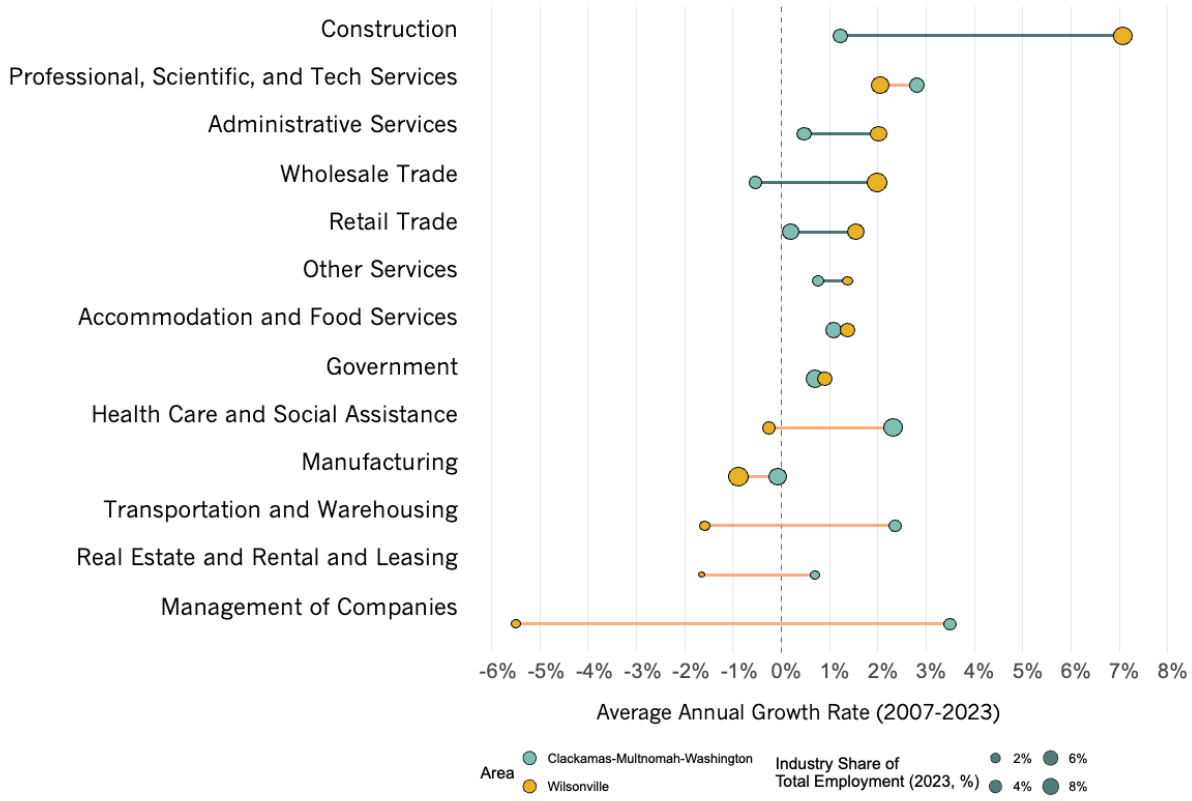


Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 to 2023.

[20] Michael Bamesberger, "Stream Global Services to Relocate from Beaverton to Wilsonville," *The Oregonian/OregonLive*, March 26, 2013, https://www.oregonlive.com/wilsonville/2013/03/stream_global_services_to_relo.html.

Since 2007, Wilsonville's employment has grown at a pace similar to the broader Portland region. **Exhibit 6** shows that the composition of that growth, however, differs by industry. Construction jobs in Wilsonville more than tripled over this period, far outpacing the region's growth in the same sector. The City also saw notable gains in professional services, administrative services, and wholesale trade. Notably, while wholesale trade employment rose in Wilsonville, it declined across the broader Portland region. At the same time, several sectors that expanded across the Portland region, such as management of companies, transportation and warehousing, health care and social assistance, and real estate experienced declines within Wilsonville.

Exhibit 6. Change in Covered Employment, Wilsonville compared to the Portland Region, 2007 – 2023*



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 to 2023.
*Exhibit only shows industries with greater than 200 employees in Wilsonville

Exhibit 7 summarizes covered employment in Wilsonville in 2023. The largest employment sectors were manufacturing (16% of employees), wholesale trade (15%), construction (13%), professional and technical services (10%), retail trade (9%), and administrative and support services (9%). The average annual wage across all employees was $78,235, slightly higher than the regional average.

Exhibit 7. Covered Employment and Average Pay by Sector, Wilsonville, 2023[21]

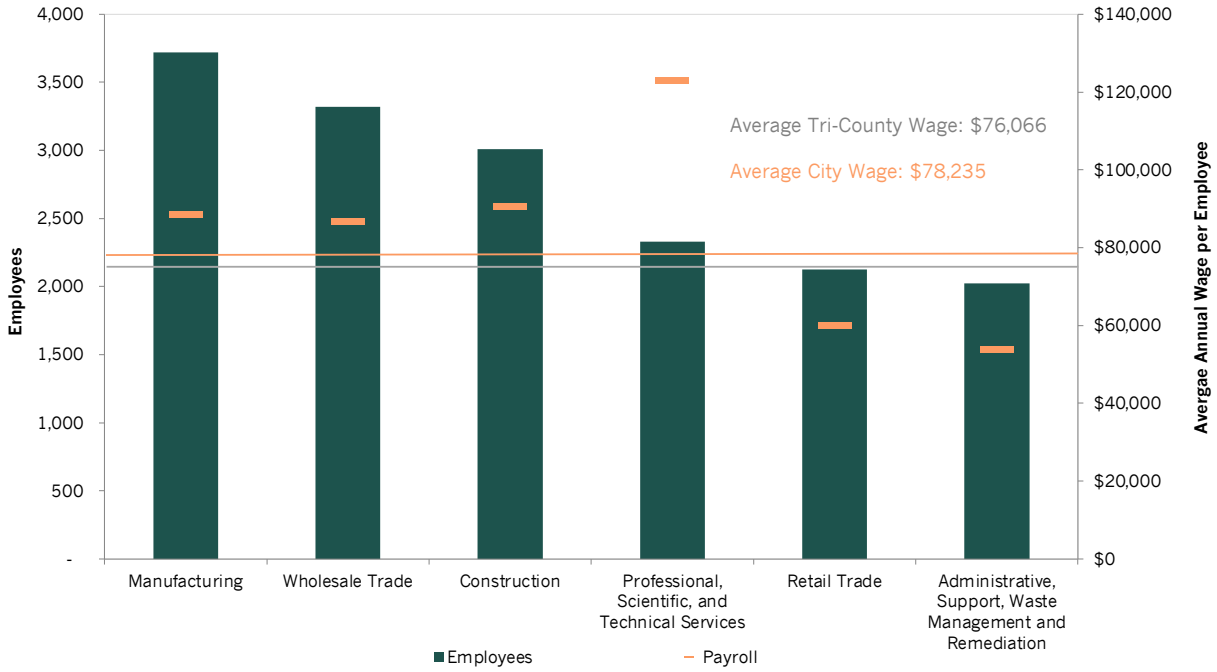
Sector	Employees	Payroll	Average Pay per Employee
Agriculture, Forestry, Fishing, and Hunting	17	$638,130	$37,537
Construction	3,010	$272,634,357	$90,576
Manufacturing	3,719	$329,017,787	$88,469
Wholesale Trade	3,318	$287,443,786	$86,632
Retail Trade	2,125	$127,210,907	$59,864
Transportation, Warehousing, and Utilities	864	$58,684,874	$67,922
Information	78	$9,193,644	$117,867
Finance and Insurance	172	$12,687,158	$73,763
Real Estate and Rental and Leasing	233	$16,287,329	$69,903
Professional, Scientific, and Technical Services	2,330	$286,426,416	$122,930
Management of Companies and Enterprises	474	$46,709,942	$98,544
Administrative, Support, Waste Management and Remediation	2,023	$108,715,935	$53,740
Private Education	102	$3,284,611	$32,202
Health Care and Social Assistance	989	$47,878,787	$48,411
Arts, Entertainment, and Recreation	188	$4,139,588	$22,019
Accommodation and Food Services	1,352	$39,210,617	$29,002
Other Services and Public Administration	483	$28,903,857	$59,842
Government	1,301	$102,958,420	$78,964
Total	**22,778**	**$1,782,026,145**	**$78,235**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

[21] The following sectors were combined due to confidentiality of QCEW data: transportation and warehousing and utilities; other services and public administration

Exhibit 8 shows covered employment and average pay per employee for the six largest sectors in Wilsonville. These six sectors account for 73% of covered employment. Of these sectors, manufacturing, wholesale trade, construction, and professional services had above-average wages, with wages for professional services considerably above the wages of other sectors. Retail trade and administrative and support services had below average wages.

Exhibit 8. Covered Employment and Average Pay for Six Largest Sectors, Wilsonville, 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

Outlook for Growth in the Portland Region

Exhibit 9 shows the Oregon Employment Department's forecast for employment growth by industry in the Portland region (Multnomah, Clackamas, and Washington Counties). Between 2023 and 2033, employment in the region is expected to grow at an average annual growth rate of 0.9%.

The sectors projected to add the most jobs are professional and business services (17,500 jobs), health care and social assistance (17,400 jobs), accommodation and food services (9,600 jobs), and construction (8,300 jobs). These four sectors are expected to add a total of 52,800 jobs, or about 56% of the region's employment growth. **Wilsonville accounts for about 3% of the Portland region's employment.**

Exhibit 9. Regional Employment Projections, 2023–2033, Portland Region (Multnomah, Clackamas, Washington Counties)

Industry Sector	2023	2033	Change 2023-2033		
			Number	Percent	AAGR
Total Private Payroll Employment	**886,600**	**970,700**	**84,100**	**9%**	**0.9%**
Natural resources and mining	9,700	10,000	300	3%	0.3%
Construction	60,300	68,600	8,300	14%	1.3%
Manufacturing	101,500	108,800	7,300	7%	0.7%
Wholesale trade	48,200	51,600	3,400	7%	0.7%
Retail trade	90,200	92,300	2,100	2%	0.2%
Transportation, warehousing, and utilities	46,100	51,700	5,600	12%	1.2%
Information	21,900	25,100	3,200	15%	1.4%
Financial activities	59,200	60,600	1,400	2%	0.2%
Professional and business services	166,600	184,100	17,500	11%	1.0%
Private educational services	21,300	24,000	2,700	13%	1.2%
Health care and social assistance	128,100	145,500	17,400	14%	1.3%
Arts, entertainment, and recreation	14,700	17,000	2,300	16%	1.5%
Accomodation and food services	81,200	90,800	9,600	12%	1.1%
Other services	37,500	40,700	3,200	9%	0.8%
Government	**119,200**	**124,700**	**5,500**	**5%**	**0.5%**
Self-employment	**65,200**	**70,200**	**5,000**	**8%**	**0.7%**
Total Employment	**1,070,900**	**1,165,700**	**94,800**	**9%**	**0.85%**

Note: AAGR is the Annual Average Growth Rate

Source: Oregon Employment Department. Employment Projections by Industry 2023-2033.

Real Estate Market Trends in Wilsonville and the Broader Portland Region

The real estate market trends in Wilsonville largely reflect broader regional and national trends (outlined in Appendix A), though local conditions, especially land availability, play a significant role in shaping development outcomes. The following trends are based on data from CoStar, a commercial real estate platform that tracks property listings, transactions, and market metrics nationwide. While CoStar offers valuable, up-to-date insights, its coverage is more limited in smaller markets and at the individual property level. It does not capture the entire market and should be viewed as a general indicator of market conditions rather than a complete inventory.

This section provides a summary of market conditions in Wilsonville, which is described in detail in the subsequent sections.

Office: Office demand in Wilsonville is expected to remain limited in the near term. High vacancy rates, ongoing negative absorption[22], and weak investor interest continue to affect both Wilsonville and the broader market. Although Wilsonville's office rents have recovered since 2020, they still lag behind those in the I-5 South submarket (see **Exhibit 10**) and the Portland region (see **Exhibit 11)**, despite briefly matching regional rates in 2024. Over the longer term, demand may grow as the market adjusts to hybrid work and as business formation and headcount increase. However, limited vacant land for commercial use (as shown in Chapter 4. Buildable Lands Inventory) could constrain new office development.

Retail: Demand for existing retail space remains steady in both the broader Portland region and Wilsonville. Relatively low vacancy rates and stable, modest rent growth suggest that Wilsonville could see new retail development in the coming years. However, while consumer demand holds, rising interest rates and higher operating costs have made retailers more cautious about expanding. Combined with Wilsonville's limited supply of vacant commercial land, retail growth is likely to remain modest near-term. Wilsonville has opportunities for retail development in areas like Town Center and other vacant large commercial buildings within the City.

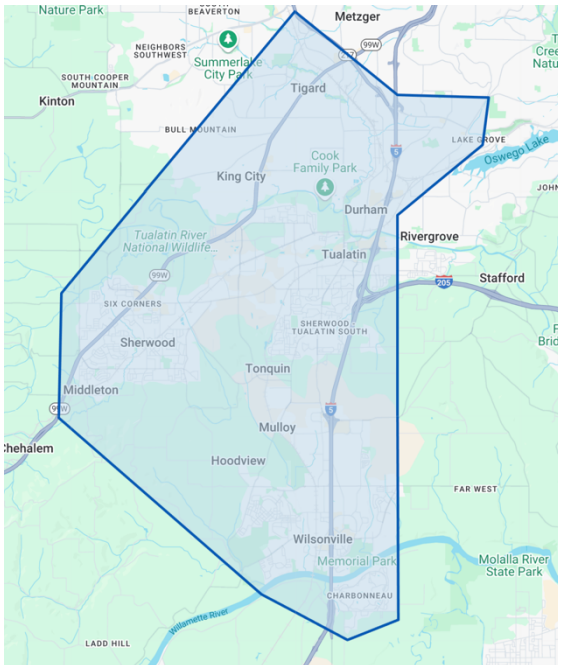
Industrial: Wilsonville's industrial market is strong but faces significant limitations to future growth. The City has very low industrial vacancy rates and higher-than-average rents, showing steady demand. However, very little new space has been built in the past decade, largely due to a shortage of *development-ready* industrial land and large sites. While regional interest in industrial space remains high—particularly in sectors like manufacturing and warehousing—most new development in the I-5 South

[22] Absorption occurs when vacant space is leased up and/or businesses take over existing leases. Negative net absorption means that more space was vacated than leased over a given period.

submarket has occurred in neighboring cities like Sherwood and Tualatin. Without more development-ready land, Wilsonville is likely to continue seeing new industrial investment occur where there are viable development sites.

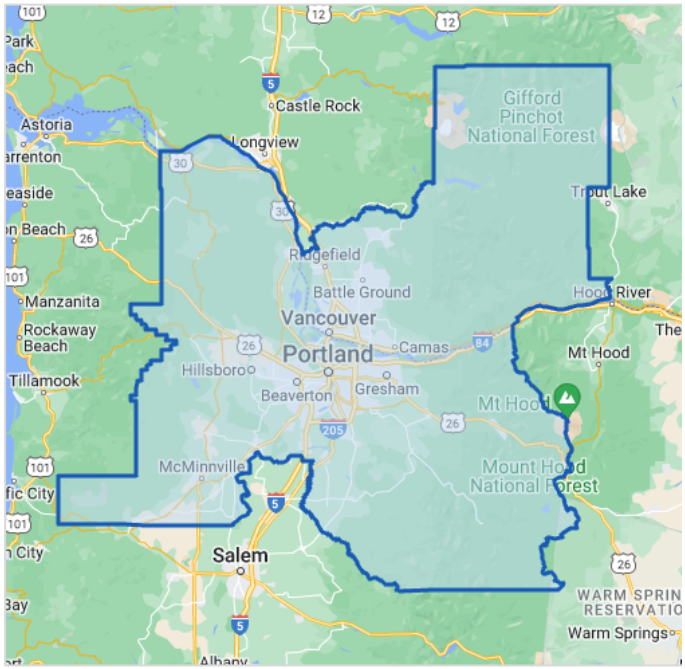
The remainder of this section provides detailed analysis of real estate trends in Wilsonville, the I-5 South submarket (**Exhibit 10)** and the broader Portland region (**Exhibit 11).**

Exhibit 10: I-5 South Submarket Boundary



Source: CoStar

Exhibit 11: Broader Portland Region CoStar Boundary



Source: CoStar

Commercial Market Trends

Broader Portland Regional Trends[23]

Similar to national trends presented in Appendix A, office spaces in the broader Portland region are experiencing high vacancy rates and lower leasing activity. Work-from-home policies and corporate downsizing have decreased the demand for office space, leading many companies to reassess the long-term space needs. Despite a small uptick in net absorption in Q4, the overall 2024 market posted another year of negative demand. With a limited construction pipeline and companies continuing to shrink footprints, vacancy rates are expected to increase, and growth in rent is projected to remain flat into 2025.

- **Vacancy rates:** Direct vacancy climbed to a record high of 13.5% in Q4 2024, continuing a steady upward trend over the past eight quarters.
- **Absorption:** While Q4 posted positive net absorption of 282,000 square feet, total net absorption for 2024 was negative 964,000 square feet, marking the fifth consecutive year of annual negative absorption in Portland's office market.
- **Leasing activity:** Q4 2024 leasing activity fell to a low of 524,000 square feet, nearly 50% lower year-over-year. Annual leasing volume totaled 3.4 million square feet, an 8.6% decline from 2023.

While the overall market remains soft, performance varies across submarkets. Portland's Central Business District continues to struggle, with a direct vacancy rate of 24%. In contrast, suburban markets are generally outperforming the core, with notably lower vacancy rates, ranging from **3% to 17%.** These patterns reflect a broader tenant shift toward decentralized, cost-effective, and flexible office space options outside the downtown core.

[23] Portland Metro Regional trends based on Kidder Matthews, Portland Office Market Report Q4 2024

Wilsonville Office Market

Wilsonville currently has roughly 1.4 million square feet of office space, representing roughly 15% of office space in the I-5 South submarket and 1% in the broader Portland region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, Eye Health Northwest, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet or roughly 2% of Wilsonville's total office space. Over the same time, the broader Portland region added a greater share (9%) of space to its office market.

Exhibit 12:Office Space Development Trends, 2015 to 2024

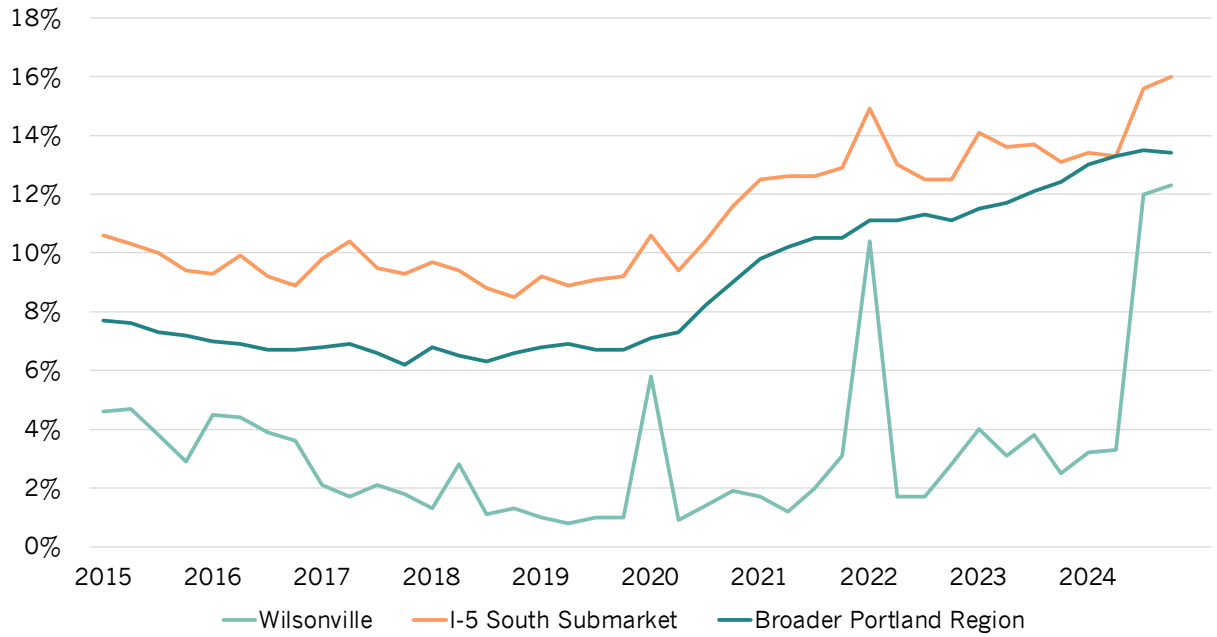
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Broader Portland Region	6,268	120,279,588	19,199
I-5 South Submarket	484	8,975,567	18,545
Wilsonville	63	1,369,151	21,733
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	159	10,765,783	67,710
I-5 South Submarket	8	74,590	9,320
Wilsonville	1	30,000	30,000

Source: CoStar, pulled February 2025

*Does not account for removal of office space from the market

Per CoStar, the I-5 South submarket office vacancy rates have been higher than the broader Portland region's vacancy rates since 2015. Both had vacancy rates above 13% at the end of 2024. While Wilsonville office vacancy rates have generally remained much lower, the end of a few leases is reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the broader Portland regional average.

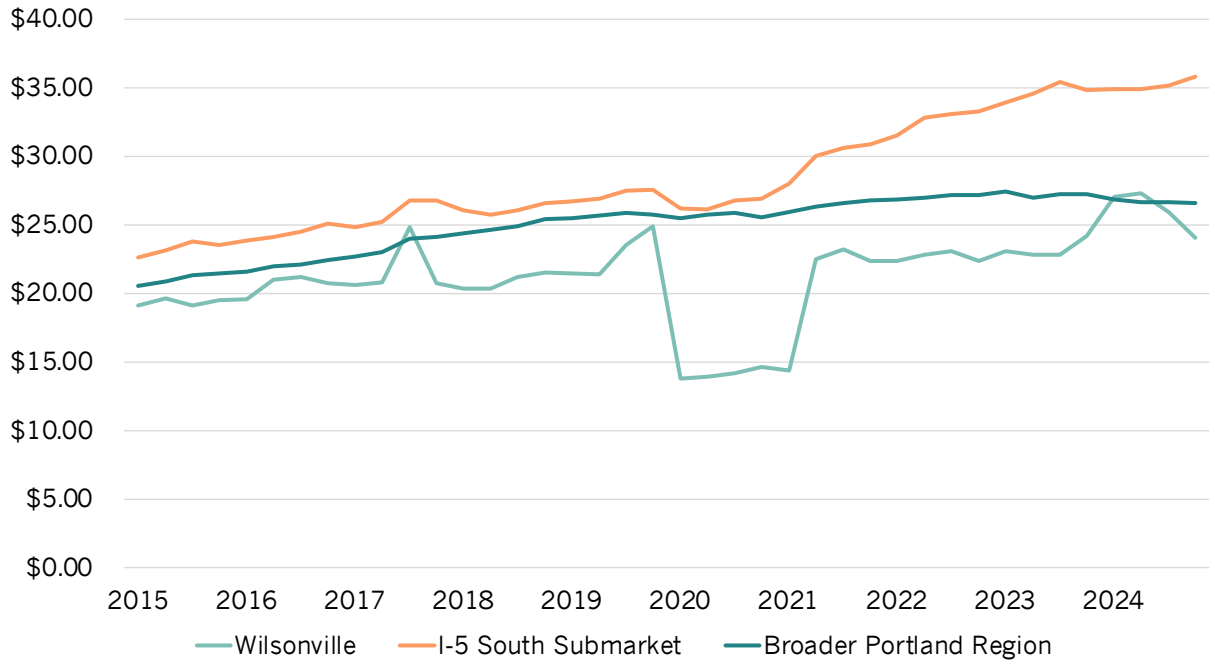
Exhibit 13: Office Vacancy Rate Trends, 2015-2024



Source: CoStar, pulled February 2025

Office rents have increased in the I-5 South submarket despite high vacancies and have been substantially above the broader Portland region's average since 2021, according to CoStar. Historically, office rents in Wilsonville have been lower than in the broader Portland region. Wilsonville's rents have recovered from the pandemic-related drop in 2020, and rents have been on par with the broader Portland region's rents at various points throughout 2024.

Exhibit 14: Office Lease Rate Trends, 2015-2024



Source: CoStar, accessed February 2025

Net absorption and delivery trends also indicate a relatively slow office market. From 2020 to 2024, net absorption was negative in all three areas: negative 4.5 million square feet in the broader Portland region, negative 555,000 square feet in the I-5 South submarket, and negative 124,000 square feet in Wilsonville.

This analysis suggests that **near-term demand for traditional office space in Wilsonville will remain limited.** High vacancy rates, ongoing negative absorption, and weak investor interest continue to affect both Wilsonville and the broader market. Although Wilsonville's office rents have recovered since 2020, they still lag behind those in the I-5 South submarket and the Portland region, despite briefly matching regional rates in 2024. Over the longer term, demand may grow as the market adjusts to hybrid work and as business formation and headcount increase. However, while there is redevelopment potential in Town Center, there is limited vacant land for commercial use (as shown in Chapter 4. Buildable Lands Inventory). Those spaces

currently vacant may fill in time but limited commercial land supply could constrain new office development in Wilsonville in the long term.

Broader Portland Regional Retail Trends[24]

Similar to national trends, development of new retail space in the broader Portland region remains limited. While consumer demand remains relatively stable, economic pressures including rising interest rates, higher operating costs, and concerns about tariffs, have led retailers to adopt more cautious expansion strategies. Vacancy rates have edged up, and leasing activity has slowed, which will place more pressure on landlords moving forward to stay competitive with lease terms, pricing and concessions. Despite these challenges, market rents continued to grow modestly, rising 3.5% year-over-year.

- **Rising vacancy rates:** The retail vacancy rate rose slightly to 3.9% in Q4 2024, up from 3.5% a year earlier.
- **Negative net absorption:** The Portland market had negative net absorption of 437,757 square feet in 2024, a reversal from the positive net absorption of 188,607 square feet in 2023.
- **Slower construction activity:** The under-construction pipeline shrank by nearly 30% year-over-year from Q4 2024.

[24] Broader Portland regional trends based on Kidder Matthews, Portland Retail Market Report Q4 2024

Wilsonville Retail Market

Wilsonville currently has 2.2 million square feet of retail space, representing 32% of all retail space in the I-5 South submarket and 2% of retail space in the broader Portland region. On average, Wilsonville's retail developments are larger with an average of 19,330 square feet, compared to 14,220 square feet in the I-5 South submarket and 10,450 square feet in the broader Portland region.

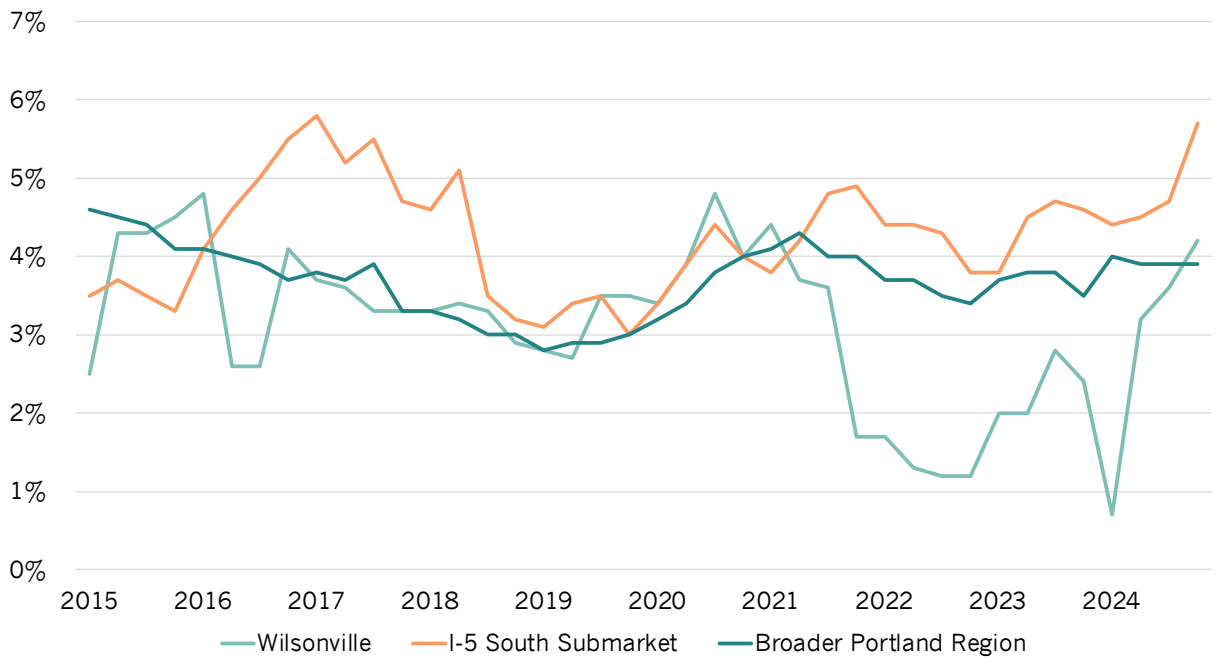
Exhibit 15: Retail Space Development Trends, 2015 - 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL RETAIL DEVELOPMENT			
Broader Portland Region	12,132	126,767,807	10,450
I-5 South Submarket	478	6,797,343	14,220
Wilsonville	112	2,165,439	19,330
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	441	5,186,720	11,760
I-5 South Submarket	23	229,939	10,000
Wilsonville	2	91,495	45,750

Source: CoStar, pulled February 2025 *Does not account for removal of retail space from the market

According to CoStar, Wilsonville's retail vacancy rates have been lower than the I-5 South Submarket and the broader Portland region since 2021. However, over the course of 2024, Wilsonville's vacancy rate has risen, reaching 4.2% by the end of 2024 similar to the broader Portland region's retail vacancy rate.

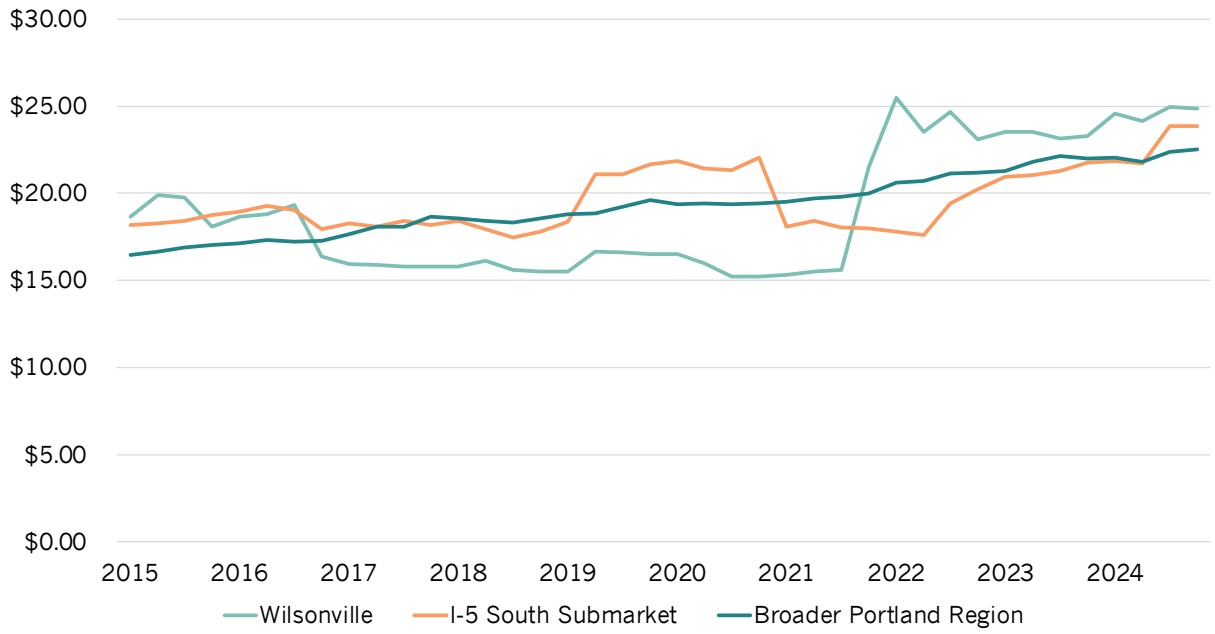
Exhibit 16: Retail Vacancy Rate Trends, 2015 - 2024



Source: CoStar, pulled February 2025

Retail rents are steadily increasing across the region, including within the submarket, and Wilsonville specifically. Wilsonville's rents surpassed and have remained slightly higher than the other markets since 2022. The low vacancy rate during this time likely contributed to the growing lease rates. Wilsonville's rents were about $24.90 by the end of 2024.

Exhibit 17: Retail Lease Rate Trends, 2015 - 2024



Source: CoStar, pulled February 2025

Despite low vacancies and rising rents in Wilsonville, there has been limited new retail development in Wilsonville in the past 10 years, and net absorption of vacant retail space has been negative for the past two years.

The relatively low vacancy rates and stable, modest rent growth suggest that Wilsonville could see new retail development in the coming years. However, while consumer demand holds, rising interest rates and higher operating costs will make retailers more cautious about expanding. While there is limited vacant land for retail development, infill and redevelopment in Town Center provide an opportunity for the new, modest square footage of retail development the market is demanding.

Wilsonville's Comprehensive Plan policy has for decades focused major retail development in commercial centers near the I-5 interchanges rather than in mixed-use centers and corridors. This focus reinforces the expectation of a very limited supply of land for retail growth. Besides the existing commercial centers, only small-scale neighborhood retail is planned within the City's Urban Growth Boundary and adjacent Urban Reserves. Retail growth is designed to occur through redevelopment of existing

commercial uses or underutilized parking areas, thus continuing to mostly limit retail to its current footprint in the City. The highest opportunity for new retail, particularly experience-based smaller-scale retail and food and beverage establishments, is anticipated through redevelopment in Town Center. This would appear to support broader trends in retail where several larger-format national retailers are reducing footprints or being cautious about expansion, while support for more local experience-based retail and food and beverage establishments is increasing.

Industrial Market

Broader Portland Regional Trends

Like the national industrial market overall, the broader Portland region industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:

- **Increasing vacancy rates:** Vacancy for industrial space in the broader Portland region has risen steadily since early 2023, and net absorption was negative in 2023 and 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, 2024 saw the lowest year-end leasing since 2018. A few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.[25]
- **Slow lease-up for new construction:** In 2024, 1.9 million square feet of new industrial space was added to the market, increasing the region's vacant supply. As of year-end, 73% of that new space remained unleased, indicating slower-than-expected tenant demand. [26]
- **Rising unemployment rates:** In 2024, Portland's unemployment rate increased to 4.1% matching and surpassing the national unemployment rate at various points through the year. Layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs are impacting the local unemployment rates.[27]

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[28] Market strengths include:

[25] CBRE, Q4 2024 Portland Industrial Market Update
[26] CBRE, Q4 2024 Portland Industrial Market Update
[27] CBRE, Q4 2024 Portland Industrial Market Update
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report

- **CHIPS Act:** In 2023, the federal government allocated $50 billion as a part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[29] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[30] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[31] As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

[29] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[30] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[31] CBRE, Q2 2024 Portland Industrial Market Update

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 38% of the I-5 South submarket and 3% of the broader Portland region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland region (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7% of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 9% of the I-5 South submarket industrial space and 13% of the broader Portland region's industrial space. This slow pace of development makes sense given the limited supply of development-ready industrial land in the City.

Exhibit 18: Industrial & Flex Space Development Trends, 2015 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Broader Portland Region	7,581	259,657,430	34,250
I-5 South Submarket	671	22,831,304	34,030
Wilsonville	136	8,592,887	63,180
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	403	33,736,304	83,710
I-5 South Submarket	40	2,096,708	52,420
Wilsonville	2[32]	145,611	72,810

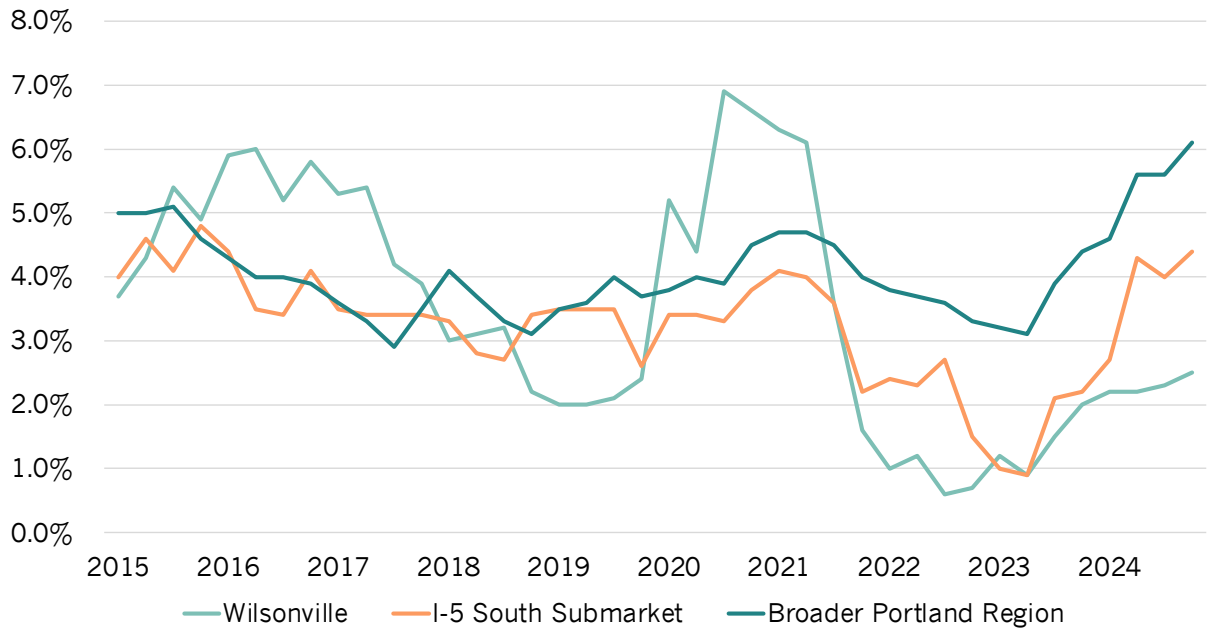
Source: CoStar, pulled February 2025

*Does not account for removal of industrial/flex space from the market

[32] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2023). However, City staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate remained below 6% for most of the past decade. In 2020 and 2021 Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1% in 2023. As of Q4 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.5% (**Exhibit 20).** Wilsonville's industrial vacancy rate has been below the broader Portland region since 2021. As of Q4 2024, the broader Portland region had a vacancy rate of 6.1% and I-5 South submarket had a vacancy rate of 4.4%.

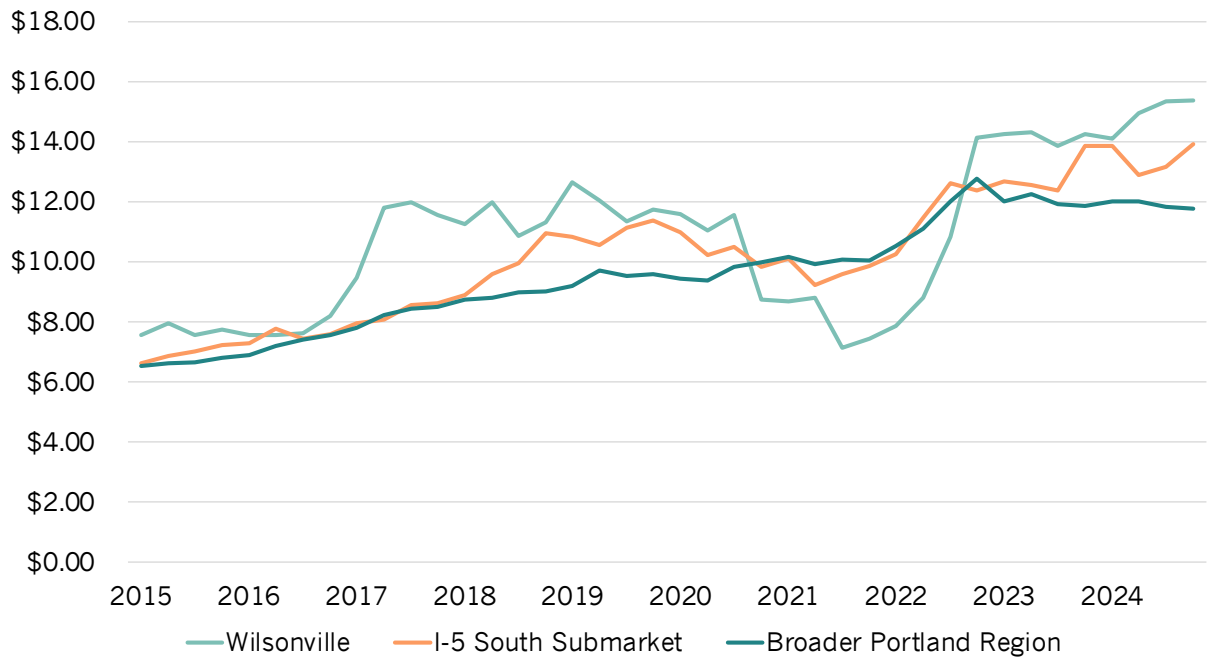
Exhibit 19: Industrial & Flex Vacancy Rate Trends, 2015-2024



Source: CoStar, pulled February 2025

Industrial/flex rents in Wilsonville increased from 2015 to 2020 and were generally higher than the broader Portland region over the period.[33] Wilsonville shows a drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2023, reaching $15.38 per square foot in Q4 2024, higher than the broader Portland region ($11.77) and I-5 South submarket ($13.93). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Exhibit 20: Industrial & Flex Rents Trends, 2015-2024

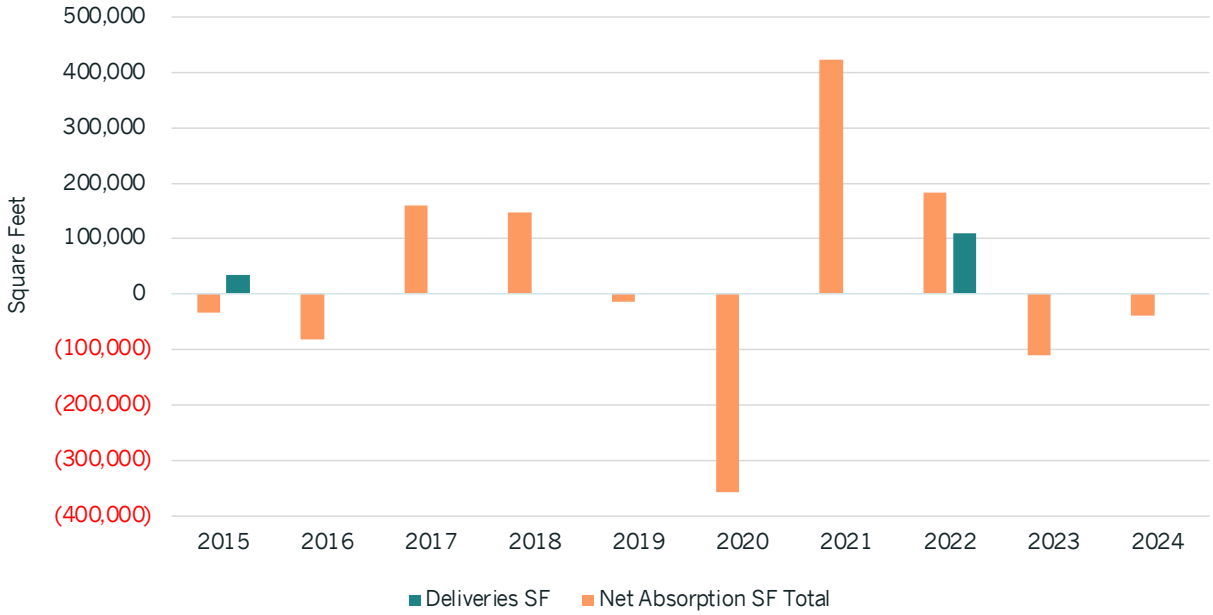


Source: CoStar, pulled February 2025

[33] Triple-Net (NNN) rents are annual rents on a per square foot basis. In a NNN lease, expenses such as taxes, insurance, and any utilities or maintenance costs, are also passed on to the tenant and paid separately from rent.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through 2024, but at a smaller magnitude than in 2020.

Exhibit 21: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled February 2025

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory, that are typically 200,000 square feet or more, have clear heights of at least 28 feet, are less than 5% office space, and have site coverage that can be up to 40%.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20% office area, have clear heights of 22 feet or greater, and have site coverage up to 50%.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50%.
- **R&D:** Flex space (see below) specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Exhibit 22 shows industrial development by submarket and secondary industrial space types. Historically, the I-5 South submarket has made up about 10.2% of all industrial space in the Portland region. Over the past decade, the I-5 South submarket's share of new construction has been a bit lower. Since 2014, 8.7% of new industrial development in the region occurred in the I-5 South submarket.

The types of industrial space being built in the I-5 South submarket have also shifted:

- Warehouse and R&D space have grown in this area. While the I-5 South submarket holds about 27% of the region's total warehouse and R&D space, it captured around 35% of the new development in these categories over the past decade.
- In contrast, I-5 South has seen less manufacturing and distribution development. It holds 27% of the region's total space for these types but only accounted for 19% of new space built in the past 10 years.

Exhibit 22: Industrial Development Trends by Secondary Market Type, Broader Portland Region and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	BROADER PORTLAND REGION	I-5 SOUTH	BROADER PORTLAND REGION	I-5 SOUTH	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

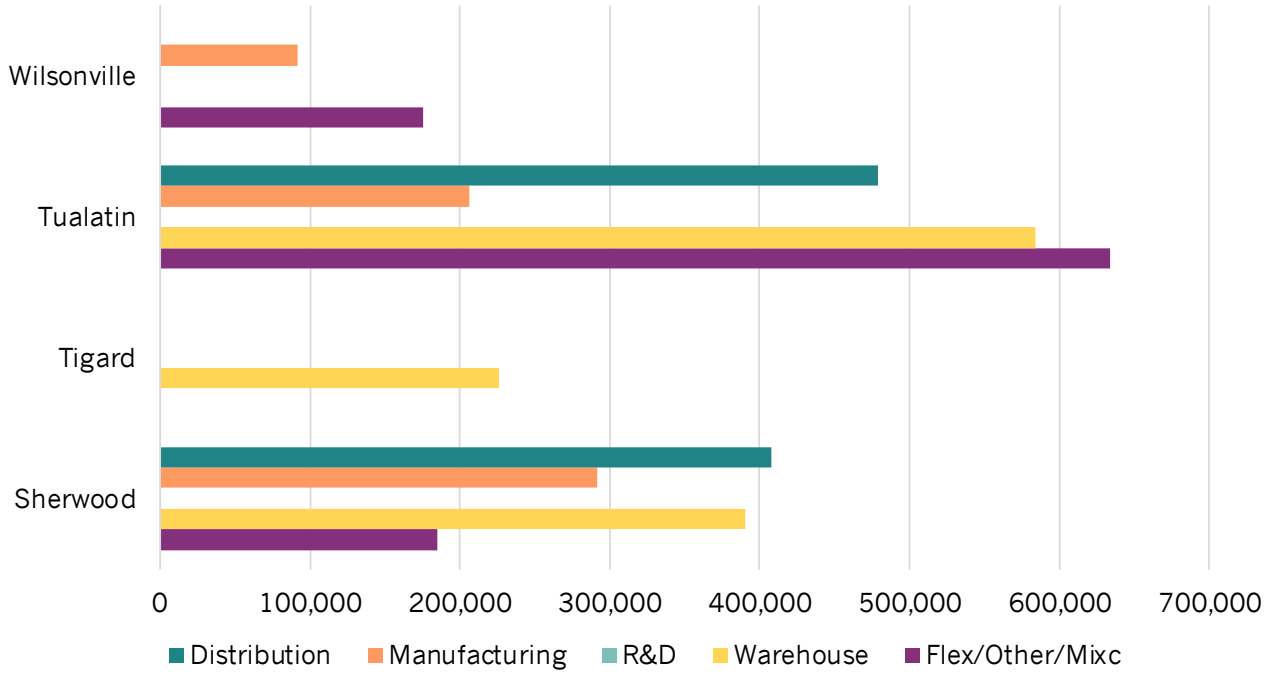
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2023 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Exhibit 23. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Real estate leasing and development data suggest that Wilsonville's industrial market is strong but faces significant limitations to future growth. The City has very low industrial vacancy rates and higher-than-average rents, showing steady demand. However, very little new space has been built in the past decade, largely due to a shortage of development-ready industrial land and large sites. While regional interest in industrial space remains high—particularly in sectors like manufacturing and warehousing—most new development in the I-5 South submarket has occurred in neighboring cities like Sherwood and Tualatin. Without more development-ready land that is ready for construction, Wilsonville is likely to continue to miss out on capturing new industrial investment.

This section provides information about common industrial development types that are tracked by CoStar. They do not include other types of development that commonly occur in on industrial land, such as indoor recreation, medical buildings, religious institutions, and government uses.

Wilsonville's Competitive Advantages and Disadvantages

Wilsonville's economic development potential is influenced by both local factors and the broader state and national economic trends. Economic conditions in Wilsonville relative to these conditions in other portions of the Portland region form Wilsonville's competitive advantage for economic development. Wilsonville's key competitive advantages include its opportune location in the southern Portland region, positioned between Portland and Salem; access to a well-educated workforce from both the Portland region and Mid-Valley labor sheds; and a supply of industrial land for employment growth, including sites near expanding job centers in Tualatin and Sherwood. The City also benefits from strong transportation connections via I-5, I-205, and Highway 217, as well as transit services. These attributes make Wilsonville an attractive choice for businesses and residents seeking a connected, high-quality place to live and work. How the City capitalizes on these strengths will be central to its future economic development.

Wilsonville's advantages for economic development include:

- **Location.** Wilsonville is located at the southern edge of the Portland region, providing excellent access to both Portland and Salem job centers and consumer markets. Its location along the I-5 corridor allows businesses to efficiently serve a broad geographic area that spans the Portland region, Mid-Willamette Valley, and Pacific Northwest. Its proximity to both urban and rural amenities add to its appeal.
- **Transportation Infrastructure.** Wilsonville has strong regional transportation access with I-5, I-205, and Highway 217 facilitating efficient freight and commuter movement. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and the South Metro Area Regional Transit (SMART).[34]

  Wilsonville is also 30 miles from the Portland International Airport and 20 from Port of Portland terminal providing connection to air and marine networks supporting container transport.
- **Foreign Trade Zone (FTZ) Access**. Wilsonville is located within Foreign Trade Zone 45 managed by the Port of Portland. Access to FTZ benefits provides advantages for firms engaged in global trade by enabling tariff deferral, duty elimination on re-exports, and logistical efficiencies. This makes Wilsonville

[34] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

particularly competitive for advanced manufacturing, semiconductor-related industries, and firms with complex international supply chains.

- **Availability of Industrial Land.** Wilsonville has 353 acres of vacant, buildable industrial land to accommodate employment growth. Much of this land is concentrated in two key employment areas:
  - **Coffee Creek:** Coffee Creek is supported by an active Urban Renewal District that funds critical infrastructure improvements. Coffee Creek's location near I-5 and other industrial areas makes it particularly attractive for industrial development.
  - **Basalt Creek:** Wilsonville's portion of Basalt Creek has a range of parcel sizes suitable for manufacturing, logistics, and supply chain uses.
- **Strong Industrial Base of Employment.** Wilsonville has a diverse and established industrial base. Manufacturing, wholesale trade, and construction account for 43% of total employment in the City, which is double the Portland region average. The City's manufacturing cluster includes high-tech, cleantech, electronics, materials, and food and beverage processing businesses. Wilsonville's industrial sectors support strong wage growth and contribute to economic resilience.
- **Proximity to other Growing Industrial Areas.** Wilsonville's industrial lands are a part of a larger cluster of industrial employment areas extending into Tualatin and Sherwood, offering supply chain efficiencies and complementary industry clustering.
- **Sustainable Water Supply**. Wilsonville has a sustainable water supply sourced from the Willamette River. This provides reliable capacity for industrial users with large water demands, including advanced manufacturing, semiconductor supply chains, cleantech, and food and beverage processors.
- **Business Support Services.** Wilsonville takes an active role in facilitating economic development, with dedicated programs and financing mechanisms that help reduce barriers to development, accelerate project readiness, and support job creation.
  - **Urban Renewal in Coffee Creek:** The Urban Renewal District plays a pivotal role in advancing infrastructure readiness and supporting new industrial development in Coffee Creek. Urban Renewal funds may be used to finance key infrastructure improvements in the Coffee Creek Industrial Area including roads, sewer, water, and stormwater systems helping make sites more marketable and development ready. To date, one infrastructure project has been completed: the construction of

Garden Acres Road to urban industrial standards. The Urban Renewal Plan also authorizes the purchase of land from willing sellers. The potential to buy, aggregate, and prepare land for development is a strategy that will be explored further in the EOA and Economic Development Strategy, and which merits discussion and consideration by policymakers.

  - **WIN Program (Wilsonville Investment Now).** The **WIN Program** is a citywide business incentive tool that provides a limited-duration, partial property tax rebate to attract and retain traded-sector employers. The program offers flexible eligibility criteria that align with the City's economic development and industrial land strategies.

- **Proactive City Planning and Policy Alignment**. Wilsonville demonstrates strong leadership in aligning land use, infrastructure, housing, and economic development policy. The City has proactively advanced the Wilsonville Industrial Land Readiness Study, Housing Needs and Capacity Analysis, Housing Production Strategy, and several area-wide master plans, among others. This coordinated planning framework helps provide a predictable environment for business investment. Wilsonville also collaborates closely with regional and statewide partners—including Business Oregon, Greater Portland Inc., Metro, and the Wilsonville Chamber of Commerce—to support economic development and local businesses.
- **Redevelopment Potential in Town Center**. Wilsonville's Town Center offers strong potential for redevelopment into a vibrant mixed-use district. The Town Center Plan envisions a walkable, transit-accessible hub with expanded retail, services, housing, and employment uses. Public realm investments, flexible zoning, and catalytic projects can help drive momentum for redevelopment and create a more active community commercial center. Placemaking is considered one of the best strategies for driving local economic development in the 21st century. **The redevelopment of Town Center represents one of the best opportunities the City has for creating a magnetic force that draws in traded sector and local businesses, as well as talent.**
- **Labor Market.** Wilsonville draws from both the Portland region and Mid-Valley labor sheds, providing access to a large, skilled, and diverse workforce. Thriving residential growth continues to expand the City's labor pool and supports talent retention. The City also benefits from proximity to major higher education institutions that strengthen its workforce pipeline, including local campuses of **Clackamas Community College** and **Oregon Institute of Technology,** as well as regional colleges and universities such as **Portland**

Community College, Chemeketa Community College, Portland State University, **University of Portland**, and **Willamette University**.

- **Quality of Life.** Wilsonville's high quality of life is a key factor in attracting and retaining both businesses and talent. The City offers a balanced living environment with well-planned neighborhoods, a variety of housing options, high-performing K-12 schools, environmental stewardship, high quality urban amenities like its parks and library, and access to outdoor recreation. Its location provides convenient access to both urban amenities in the Portland region and rural amenities in the Willamette Valley and surrounding areas.

Wilsonville's disadvantages for economic development include:

- **Limited Supply of Development-Ready Industrial Sites.** Wilsonville has over 350 acres of vacant industrial land, but much of it in Coffee Creek and Basalt Creek is not ready for development due to the absence of urban-level infrastructure. Ongoing investment is needed to support future industrial growth. In Basalt Creek in particular—especially the West Railroad area—major infrastructure gaps remain. Physical access is also constrained by limited vehicular routes and a low railroad undercrossing on Grahams Ferry Road. Addressing these constraints will require substantial investment and coordination.
- **Small Lot Sizes and Fragmented Ownership Patterns.** The City has a limited inventory of large, contiguous, buildable parcels, which are attractive to large industrial owner-users, as well as speculative developers who need the efficiencies of a large project to make the development financially feasible. Fragmented ownership, small lot sizes, and lack of coordinated property aggregation in key areas create barriers to assembling larger sites suitable for modern industrial uses.
- **Lower-Intensity Existing Uses on Industrial Land.** Many parcels in Coffee Creek and Basalt Creek are used for low-density contractor establishments and outdoor storage. These uses do not align with Wilsonville's vision for higher-intensity, urban-style employment development. Because they generate steady income for property owners, there is little incentive to sell and/or redevelop. This phenomenon has limited industrial growth and development and will continue to do so without intervention.
- **Power Supply Issues.** Some future industrial users may need more than 5 megawatts of power. Meeting this demand will require additional investment in power infrastructure, as well as long lead times. Close coordination with Portland General Electric will be essential to ensure capacity is available.

- **Traffic and Congestion.** The I-5 corridor through Wilsonville experiences congestion from regional traffic, particularly during peak hours, which then backs up onto Wilsonville key arterials. Planned transportation improvements will help but may be years in coming. Ongoing regional growth may continue to pressure transportation infrastructure and increase travel times for both freight and commuters.
- **Regional Housing Affordability Challenges.** Like many parts of the Portland region, Wilsonville faces regional housing affordability pressures that can affect workforce attraction and retention. Although the City has pursued strategies to expand housing options, affordability remains a key issue for both lower- and middle-income workers.
- **Limited Urban Amenities**. Wilsonville's suburban setting and limited mix of local amenities such as restaurants, shopping, and entertainment may make it harder to attract workers, particularly younger professionals in technology, creative, and knowledge-based fields. Strengthening live-work-play environments, like those envisioned in Town Center, will be key to maintaining the City's competitiveness for talent.

Public Facilities and Services

Provision and costs of public facilities and services can impact a firm's decision about expanding or locating in a City. One of the primary considerations about developing a site is whether it has infrastructure to or near the site, including water, wastewater, stormwater, and roads. If infrastructure is not developed to or near the site, the consideration becomes whether infrastructure can be extended in a timely manner and at a financially feasible cost.

This section describes Wilsonville's water system, storm system, wastewater system, and transportation system infrastructure. It answers the question of whether Wilsonville has or is planning to have sufficient capacity to support the amount and types of development proposed in the EOA.

WATER

Wilsonville's primary drinking water source is treated water from the Willamette River. The Willamette River Water Treatment Plant has a total treatment capacity of 20 million gallons per day (mgd). Of that capacity, 13.3 mgd (two-thirds) is owned by the City of Wilsonville, and 6.7 mgd (one-third) is owned by the City of Sherwood. The City of Wilsonville also has eight groundwater wells that serve as a backup supply.

Wilsonville currently has sufficient water supply and treatment capacity to meet existing and future employment needs. The Water Distribution System Master Plan is

being updated to evaluate capacity and distribution improvements that will support continued growth within the Wilsonville. The next major expansion of the treatment plant, which will increase total capacity to 30 mgd, is planned for the 2035 to 2040 timeframe. This expansion will ensure long-term adequacy of the water system to serve both residential and employment growth.

There are no known water capacity limitations that would restrict new industrial or commercial development in the City over the 2026 to 2046 period.

WASTEWATER

Wilsonville's Wastewater Treatment Plant has a total treatment capacity of 4 mgd. The 2023 Wastewater Treatment Plant Master Plan evaluated the capacity of individual unit processes and identified those that may exceed capacity at buildout. Upgrades to those unit processes have been incorporated into the City's capital improvement program. The first phase, improvements to the aeration basins, is currently under design.

The City recently updated its System Development Charges (SDCs) to provide funding for these capacity improvements. A Wastewater Collection System Master Plan update is scheduled for completion by 2028, which will identify additional system improvements needed to serve future development.

There are currently no known wastewater capacity limitations that would prevent new industrial or commercial development. Planned improvements will ensure the system can support anticipated employment growth through 2046.

STORMWATER

The City updated its Stormwater Master Plan in 2024. The plan provides guidance for stormwater management and identifies system improvements to address capacity and conveyance needs. There are no known stormwater capacity issues that would limit employment growth.

TRANSPORTATION

Traffic congestion on the I-5, specifically the Boone Bridge, remains the most significant transportation challenge affecting Wilsonville. The bridge serves as a critical north–south connection between the Portland and Salem metropolitan areas, carrying regional commuter and freight traffic through the City. Peak-hour congestion creates recurring delays that impact both residents and businesses.

The Oregon Department of Transportation (ODOT) is leading the I-5 Boone Bridge Replacement Project to address these issues. The project will replace the existing bridge with a new, seismically resilient structure, add a southbound auxiliary lane

between the Wilsonville Road entrance and the OR 551 exit, make safety improvements at the Charbonneau interchange, and provide new walking and biking connections across the Willamette River. The project has completed the Planning and Environmental Linkages (PEL) study phase, positioning it to move forward once funding becomes available. Because the Boone Bridge is part of the state highway system, project implementation and timing are under ODOT's jurisdiction rather than the City's direct control.

Beyond the Boone Bridge corridor, Wilsonville's local transportation network is functioning well. The City actively monitors system performance and publishes a transportation performance monitoring report every three years to track progress toward its goals. Local facilities identified in the City's Transportation System Plan have adequate capacity to support planned employment and population growth, and improvements are being implemented as needed.

There are no additional transportation limitations currently identified that would restrict employment growth over the planning period.

3. Employment Growth and Site Needs

Statewide Planning Goal 9 requires cities to estimate how much land is needed for commercial and industrial development over a 20-year period. In Wilsonville, that means identifying how much employment growth is expected by 2046 and what kinds of businesses are likely to locate here. This chapter presents an employment forecast and analysis of potential growth industries that build from recent economic trends.

Forecast of Employment Growth and Land Demand

Demand for industrial and commercial land in Wilsonville will be shaped by the expansion and relocation of existing businesses as well as the establishment of new ones. The employment projections in this section build on Wilsonville's current employment base and assume that future growth will align with the Oregon Employment Department's (OED) regional forecasts for the 2026–2046 period.

The employment forecast does not account for a major shift in employment that could occur if one or more large employers were to locate in Wilsonville during the planning period. Such a change would exceed the growth anticipated in the City's employment forecast and the associated land needs. This would be true not only for employment uses but also for housing, parks, and other community needs. While major economic events, such as the successful recruitment of a very larger employer, are difficult to incorporate into an Economic Opportunities Analysis, their implications are relatively predictable: increased demand for land (of all types) and for public services.

ECOnorthwest's approach to projecting demand for industrial and commercial land includes four steps:

1. **Establish base employment** – Begin with the estimate of covered employment in Wilsonville, as shown in **Exhibit 7.** Since covered employment does not include all workers, this number is adjusted to reflect total employment in the City.
2. **Project total employment** – Consider forecasts and other factors that may influence employment growth in Wilsonville over the 20-year planning horizon.
3. **Allocate employment** – Assign projected employment to various land use categories.

4. **Estimate land demand** – Calculate employment land demand based on projected growth and assumptions about future employment densities.

This methodology follows administrative rule requirements and incorporates input the Technical Advisory Committee (TAC) that guided this project.

Employment Base for Projection

To estimate future employment land needs, ECOnorthwest first developed a baseline of current employment in Wilsonville. This baseline provides the foundation for forecasting job growth and associated land needs through 2046.

ECOnorthwest began with covered employment[35] data from the Oregon Employment Department's confidential Quarterly Census of Employment and Wages (QCEW), which includes most wage and salary employment. According to this data, Wilsonville had approximately 22,778 covered employees in 2023 (see Exhibit 6 and Exhibit 24). This is the best and most currently available data for Wilsonville and reflects changes in employment post-COVID.

However, covered employment does not account for all workers in the economy, notably excluding sole proprietors. An analysis of the data shows that *covered* employment reported by the Oregon Employment Department for Clackamas County represents only about 68% of *total* employment reported by the U.S. Bureau of Economic Analysis. This ratio was evaluated for each employment sector in Clackamas County, and the resulting figures were used to estimate the number of noncovered employees.

Based on this methodology, ECOnorthwest estimates that Wilsonville had approximately **32,332 total jobs** in 2023 **(Exhibit 24).** This estimate serves as the starting point for evaluating future employment growth and land needs.

[35] Covered employment includes employment covered by unemployment insurance.

Exhibit 24. Estimated Total Employment by Sector, Wilsonville City Limits and UGB Area*, 2023

Sector	Covered Employment	Estimated Total Employment	Covered % of Total
Agriculture, Forestry, Fishing, and Hunting	17	30	56%
Construction	3,010	3,917	77%
Manufacturing	3,719	4,043	92%
Wholesale Trade	3,318	3,977	83%
Retail Trade	2,125	2,834	75%
Transportation, Warehousing, and Utilities	864	1,965	44%
Information	78	118	66%
Finance and Insurance	172	438	39%
Real Estate and Rental and Leasing	233	1,748	13%
Professional, Scientific, and Technical Services	2,330	4,325	54%
Management of Companies and Enterprises	474	563	84%
Administrative, Support, Waste Management an	2,023	2,763	73%
Private Education	102	196	52%
Health Care and Social Assistance	989	1,187	83%
Arts, Entertainment, and Recreation	188	441	43%
Accommodation and Food Services	1,352	1,503	90%
Other Services and Public Administration	483	902	54%
Government	1,301	1,381	94%
Total	**22,778**	**32,332**	**70%**

Source: 2023 covered employment from confidential Quarterly Census of Employment and Wage (QCEW) provided by the Oregon Employment Department. ECOnorthwest estimate for total employment.
*See Exhibit 37 for a map of the planning area.

Employment Projection

The employment forecast covers the 2026 to 2046 period, requiring an estimate of total employment for Wilsonville in 2026. The base employment starts with the estimate of 32,332 total jobs in Wilsonville in 2023, shown in **Exhibit 24.**

Wilsonville does not have an existing employment forecast, and there is no required method for employment forecasting. OAR 660-024-0040(9)(a) sets out some optional "safe harbors" that allow a City to determine employment land need.

Exhibit 25 presents four employment growth rate scenarios:

- Metro Urban Growth Report regional growth rate: 0.42% annual employment growth.
- Oregon Employment Department's (OED) regional growth rate: 0.85% annual employment growth.
- Wilsonville's historic employment growth rate (2007-2023): 0.86% annual employment growth.
- Wilsonville's Housing Needs and Capacity Analysis projected household growth rate (2024-2044): 1.2% annual growth.

The OED regional growth rate (0.85%) is the safe harbor option identified in OAR 660-024-0040(9)(a)(A).

Exhibit 25. Forecast Rate Options for Employment Growth in Wilsonville, 2026-2046

Year	Jobs grow at the rate of... Urban Growth Report (0.42%)	OED Regional Employment Growth (0.85%)	Historic Employment Growth in Wilsonville (2007-23) (0.86%)	HNCA Household Growth Rate (1.20%)
2026	32,741	33,165	33,168	33,509
2046	35,607	39,297	39,326	42,537
Change 2026 to 2046				
Employees	2,866	6,132	6,158	9,028
Percent	9%	18%	19%	27%
Growth Rate	0.42%	0.85%	0.86%	1.20%

Source: ECOnorthwest

The City selected a forecast based on the regional employment growth rate of 0.85% average annual growth, consistent with the safe harbor in OAR 660-024-0040(9)(a). This safe harbor allows the City to assume that the current number of jobs in Wilsonville will grow at the same rate as the regional employment growth rate from the most recent Oregon Employment Department forecast.[36]

Exhibit 26 shows projected employment growth in Wilsonville from 2026 to 2046, assuming an average annual growth rate of 0.85%. By 2046, Wilsonville is expected to have 39,297 employees which is an increase of 6,132 employees, or 18%, over the 20-year period.

This forecast assumes employment growth is also consistent with Wilsonville's historical rate. It is faster than the regional growth rate in Metro's Urban Growth Report but slower than the City's projected household growth rate. The projection represents a modest and realistic pace of expansion that aligns with statewide and national trends of slower employment growth. It also reflects Wilsonville's role as a regional employment center that may grow faster than the broader Portland region because of its concentration of industrial land.

In the near term, growth over the next five to ten years is expected to occur more gradually as much of Wilsonville's industrial land is not yet development-ready and will require additional infrastructure investment. Commercial growth will depend on redevelopment opportunities in Town Center and the reuse of large vacant commercial properties such as the former Albertsons and Regal Cinema sites. It may also depend on future policy changes that allow underutilized industrial land to support a broader mix of commercial uses.

Exhibit 26. Employment Growth in Wilsonville, 2026-2046

Year	Total Employment
2026	33,165
2046	39,297
Change 2025 to 2045	
Employees	6,132
Percent	18%
Growth Rate	0.85%

Source: ECOnorthwest

[36] During the EOA process, ECOnorthwest used the OED forecast rates for the 2023-2033 period.

Allocate Employment to Different Land Use Types

The next step in forecasting employment is to allocate future employment to broad categories of land use. Firms wanting to expand or locate in Wilsonville will look for a variety of site characteristics, depending on the industry and circumstances. ECOnorthwest grouped employment into four broad categories of land use based on the North American Industrial Classification System (NAICS): industrial, retail commercial, office and commercial services, and government.[37]

Exhibit 27 shows the expected share of employment by land use type in 2026 and the forecast of employment growth by land use type in 2046 in Wilsonville. The results assume that the share of employment in each category will remain the same.

Exhibit 27. Forecast of Employment Growth by Land Use Type, Wilsonville UGB, 2026–2046

Land Use Type	2026		2046		Change
	Employment	% of Total	Employment	% of Total	2026 to 2046
Industrial	14,292	43%	16,934	43%	2,642
Retail Commercial	2,907	9%	3,445	9%	538
Office & Commercial Services	14,549	44%	17,239	44%	2,690
Government	1,417	4%	1,679	4%	262
Total	**33,165**	**100%**	**39,297**	**100%**	**6,132**

Source: ECOnorthwest
Note: The shaded percentages denote an assumption about the future share of employment (as a percent of total) by land use type.

Estimate of Demand for Commercial and Industrial Land

This section shows demand for vacant (including partially vacant) land in Wilsonville over the 20-year period. The assumptions used in this analysis are:

- **Employment density**. Employment density, measured as employees per net acre, reflects the ratio of the number of employees to the amount of developed employment land.

  Based on an empirical evaluation of commercial and industrial zones in the City that are at or near buildout, this study assumes an average of 8.9 employees per acre for industrial land and 33.1 employees per acre for commercial land **(Exhibit 28).** Actual densities vary by specific use; for

[37] Industrial employment includes construction and agriculture; manufacturing; transportation and warehousing; and wholesale trade. Retail commercial is retail trade. Office and commercial includes information; finance and insurance; real estate; professional services; management of companies; administrative support and waste management; educational services; healthcare and social assistance; recreation; accommodation and food services; and other services. Government includes all employment at federal, state, local, and other governmental agencies.

example, a two-story commercial building may have a higher density, while a convenience store with a large parking lot may have a lower density. Using an average helps account for these variations.

- **Conversion from net to gross acres**. Employment density data is expressed in *net* acres, which exclude land for public rights-of-way. Future employment land needs should include both the land within tax lots for employment use and the land required for public rights-of-way. One way to estimate this total is to convert *net* acres to *gross* acres based on assumptions about the share of land dedicated to rights-of-way. [38] This conversion is expressed as the percentage of gross acres occupied by rights-of-way.

  Based on an empirical evaluation of Wilsonville's existing net-to-gross ratios in areas designated for and developed with industrial and commercial uses, ECOnorthwest applied a net-to-gross conversion factor of 8% for industrial land and 13% for commercial land.

Using these assumptions, the forecasted growth of 6,132 new employees will result in the following demand for vacant (and partially vacant) employment land: 321 gross acres of industrial land and 110 gross acres of commercial land.[39]

Exhibit 28. Demand for Vacant Land to Accommodate Employment Growth, Wilsonville, 2026–2046

Land Use Type	New Employment	Employees per Net Acre	Land Demand (Net Acres)	Land Demand (Gross Acres)
Industrial	2,642	8.9	297	321
Commercial and Retail	3,228	33.1	97.5	110
Total	**5,870**	**-**	**395**	**431**

Source: ECOnorthwest

[38] OAR 660-024-0010(6) uses the following definition of net buildable acre. "Net Buildable Acre" consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads. While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

[39] Government employment is not included when discussing employment land demand since growth in government employment does not result directly in need for more land for public uses. For instance, schools require land based on expected growth of students in the school district or replacement of existing schools, rather than as a result of growth in government employment. Local or regional governments may grow and continue to occupy existing built space or may need land based on factors other than employment growth. In addition, government employment locates in a range of zones, including commercial, residential, public, and other zones.

Target Industries

Wilsonville's economy benefits from several advantages that help attract and support a diverse mix of industries. The City's location along I-5 at the southern edge of the Portland metro area provides easy access to the broader region, Oregon's Mid-Valley, and national and international markets through nearby highway, rail, port, and air connections. Employers can draw from a large and skilled labor force across both regions, offering a strong pool of educated workers.

Wilsonville also has vacant industrial land, including potentially large sites (if aggregated) in Basalt Creek and Coffee Creek that are recognized regionally as key areas for future employment growth. These assets, combined with the City's high quality of life, well-planned neighborhoods, parks, and community amenities, help attract and retain businesses and workers.

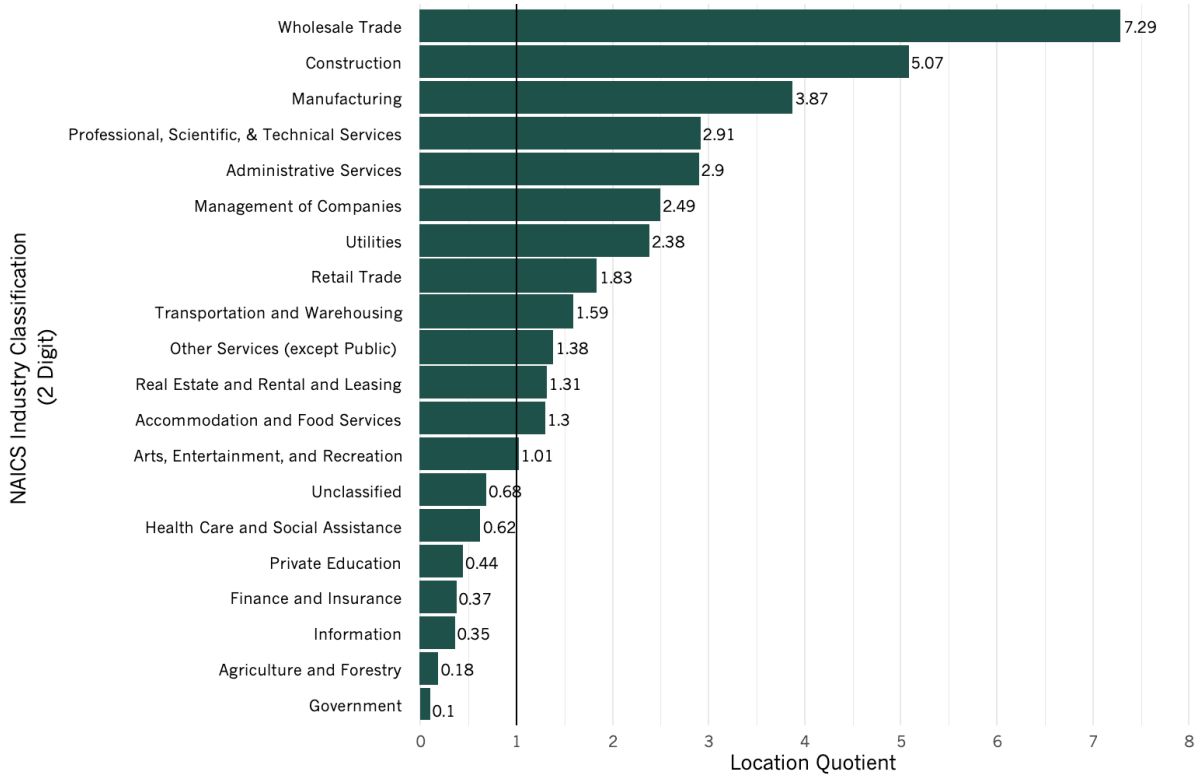
Together, these advantages have shaped an employment base with strong concentrations in wholesale trade (LQ 7.29), construction (LQ 5.07), and manufacturing (LQ 3.87), which are industries that provide higher-than-average wages.[40] For example, an LQ of 7.29 indicates that wholesale trade employment in Wilsonville is more than seven times higher than the national average. The City also shows notable specialization in professional services, administrative services, and management services, each with an LQ greater than 2.0.

By contrast, sectors such as healthcare and social assistance (LQ 0.62), educational services (LQ 0.44), finance and insurance (LQ 0.37), and information (LQ 0.35) have much lower concentrations, indicating these sectors are underrepresented in Wilsonville compared to the national average.

Exhibit 29 shows employment concentration by broad industry (2-digit NAICS) in Wilsonville compared with the United States in 2023. **Exhibit 30** provides additional detail at the 3-digit NAICS level, highlighting industries with above-average wages (light green), strong employment levels, and high location quotients that signal competitive advantage. Specialized industries in manufacturing, wholesale trade, and construction stand out as core drivers of the City's economy.

[40] A location quotient (LQ) of 1.0 indicates that the industry's share of local employment matches the U.S. average. Industries with higher concentration have more employment in Wilsonville than the national average, indicating a strength in employment in that industry. Typically, a LQ of 1.25 or greater indicates a specialization within that industry.

Exhibit 29. Employment Concentration by Industry, Wilsonville Compared to the U.S., 2023



Source: Oregon Employment Department and U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2023

Exhibit 30. Concentration of Industries and Employment, Wilsonville, 2023

	High Employment (250 employees or more)	Low Employment (at least 50 employees)
▪ High Location Quotient	▪ Computer and Electronic Product Manufacturing ▪ Nonmetallic Mineral Product Manufacturing ▪ Merchant Wholesalers, Nondurable Goods ▪ Electrical Equipment, Appliance, and Component Manufacturing ▪ Machinery Manufacturing ▪ Specialty Trade Contractors ▪ Heavy and Civil Engineering Construction ▪ Motor Vehicle and Parts Dealers ▪ Merchant Wholesalers, Durable Goods ▪ Fabricated Metal Product Manufacturing ▪ Construction of Buildings ▪ Truck Transportation ▪ General Merchandise Retailers ▪ Profession, Scientific, and Technical Services ▪ Administrative and Support Services ▪ Management of Companies and Enterprises ▪ Nursing and Residential Care Facilities ▪ Accommodation	▪ Wholesale Trade Agents and Brokers ▪ Waste Management and Remediation Services ▪ Transit and Ground Passenger Transportation ▪ Plastics and Rubber Products Manufacturing ▪ Utilities ▪ Paper Manufacturing ▪ Rental and Leasing Services ▪ Religious, Grantmaking, Civic, Professional, and Similar Organizations ▪ Miscellaneous Manufacturing ▪ Support Activities for Transportation ▪ Amusement, Gambling, and Recreation Industries ▪ Repair and Maintenance ▪ Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers
Low Location Quotient	▪ Food Services and Drinking Places ▪ Ambulatory Health Care Services	▪ Warehousing and Storage ▪ Food Manufacturing ▪ Real Estate ▪ Health and Personal Care Retailers ▪ Personal and Laundry Services ▪ Food and Beverage Retailers ▪ Gasoline Stations and Fuel =Dealers ▪ Credit Intermediation and Related Activities ▪ Educational Services ▪ Social Assistance

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.
Note: Green highlighting indicates higher than Wilsonville's average wage.

Potential Growth Industries

An analysis of potential growth industries in Wilsonville considers two core questions: (1) *Which industries are most likely to be attracted to Wilsonville?* and (2) *Which industries best support Wilsonville's economic development goals?* The selection of growth industries is informed by the City's economic development objectives, current economic conditions in Wilsonville and the broader Portland Metro region, and Wilsonville's competitive position.

The industries identified as having potential for growth in Wilsonville are:

- **Manufacturing.** Manufacturing is a cornerstone of Wilsonville's economy, accounting for roughly **16% of total covered employment in 2023**, with average annual wages well above the citywide average. The City's location along I-5, access to a skilled regional workforce, and proximity to existing industrial areas create advantages for manufacturers seeking efficient supply chain and distribution connections. Existing manufacturing industries with strong concentrations and high levels of employment include:
  - Computer and electronic products manufacturing
  - Nonmetallic mineral products manufacturing
  - Electrical equipment and components manufacturing
  - Machinery manufacturing
  - Fabricated metal product manufacturing

  Demand for manufacturing is expected to remain strong over the next two decades, driven by national and regional trends such as reshoring of production, growth in advanced manufacturing technologies, and public and private investments in sectors like semiconductors and clean technology. Rising transportation costs, the desire for supply chain resilience, Wilsonville's location at the southern part of the Portland region, Wilsonville's supply of industrial land, and Oregon's skilled labor pool further position Wilsonville to capture a share of this growth.

  The ability to sustain and grow this sector will depend on the City's capacity to assemble large, contiguous parcels and to provide the necessary infrastructure, particularly transportation, water, wastewater, and power, to support high-intensity manufacturing operations. Phase 1 of the Wilsonville Industrial Land Readiness project identified specific growth opportunities in semiconductor supply chain industries, clean technology (cleantech) such as renewable energy and sustainable manufacturing solutions, and other advanced manufacturing niches. These industries align with national and

regional investment trends and can build on Wilsonville's existing industrial base to deliver high-wage, traded-sector jobs.

- **Wholesale Trade.** Wilsonville has an established concentration of wholesale trade businesses, including both durable and nondurable goods. These firms benefit from the City's location along I-5 and its central position between the Portland metro and Mid-Valley regions, allowing efficient service to multiple markets. Wholesale trade in Wilsonville is closely tied to the City's manufacturing base, supplying inputs and moving finished products to market. While population growth in the region may be more limited in the future, demand for wholesale activity is expected to remain stable, supported by business-to-business transactions and regional supply chain needs. Continued success in this sector will depend on the availability of sites that can accommodate operational needs while managing the challenges of congestion on I-5, which affects the efficiency of freight movement.
- **Professional, Scientific, and Technical Services.** Although the office market is adjusting to hybrid work trends, there is ongoing demand for specialized professional and technical services, particularly those that support the City's industrial and traded-sector base. This category encompasses a wide range of activities, including professional consulting, engineering, scientific research, testing, and advanced technology services. In Wilsonville, it includes both traditional office-based firms and innovation-oriented businesses such as life sciences and R&D operations that often locate near industrial clusters. Future growth is most likely in flexible, smaller-scale office or lab-flex spaces located near industrial areas or in mixed-use environments such as Town Center.
- **Local Services and Retail.** As Wilsonville's population and employment base grow, demand will increase for a variety of resident-serving businesses. These include retail stores, restaurants, medical and dental offices, childcare providers, personal services, and other neighborhood-oriented establishments. Such services contribute to quality of life, provide everyday convenience, and support the City's attractiveness as a place to live and work.

  Services for residents also present opportunities for entrepreneurship and small business development. The City has expressed particular interest in attracting small-scale, distinctive retailers and restaurants that can help differentiate Wilsonville's commercial areas, especially in Town Center, from those in surrounding communities. While many of these businesses are locally serving and offer lower average wages than traded-sector industries, they play a vital role in meeting community needs and fostering a vibrant local economy.

Site Needs for Potential Growth Industries

OAR 660-009-0015(2) requires the EOA to "identify the number of sites by type reasonably expected to be needed to accommodate the expected [20-year] employment growth based on the site characteristics typical of expected uses." The Goal 9 rule does not specify how jurisdictions conduct and organize this analysis.

OAR 660-009-0015(2) does state that "industrial or other employment uses with compatible site characteristics may be grouped together into common site categories." The rule suggests, but does not require, that the City "examine existing firms in the planning area to identify the types of sites that may be needed." For example, site types can be described by (1) plan designation (e.g., heavy or light industrial), (2) general size categories that are defined locally (e.g., small, medium, or large sites), or (3) industry or use (e.g., manufacturing sites or distribution sites). For purposes of the EOA, Wilsonville groups its future employment uses into categories based on their need for land with a particular plan designation (i.e., industrial or commercial) and by their need for sites of a particular size.

The potential growth industries described in the prior section are a mixture of business sizes, which will require a mixture of site sizes. **Exhibit 31** shows the typical site needs for industrial businesses in Oregon.

Exhibit 31. Industrial Development Competitiveness Matrix, Business Oregon

INDUSTRY SECTOR	SITE SIZE (ACRES)	SITE TOPOGRAPHY (SLOPE)	TRIP GENERATION (ADT/ACRE)	SITE ACCESS (MAX DISTANCE IN MILES TO INTERSTATE OR MAJOR ARTERIAL)	RAILROAD OR PORT ACCESS	ELECTRICITY REQUIREMENTS
Clean-Tech Manufacturing	5-100+	0-5%	40 to 80	w/in 10	Preferred	4-6 MW
Heavy Industrial/Manufacturing	10-100+	0-5%	40 to 60	w/in 10	Preferred	2 MW
Food Processing	5-25+	0-5%	50 to 65	w/in 30	Preferred	2-6 MW
Advanced Manufacturing & Assembly	5-25+	0-7%	30 to 60	w/in 15	Not Required	1-2 MW
General Manufacturing	5-15+	0-5%	30 to 50	w/in 20	Preferred	0.5 MW
Business Park and R&D Campus	20-100+	0-7%	60 to 150	N/A	Preferred	0.5-1.5 MW
Business Admin Services	5-15+	0-12%	170 to 180	N/A	Not Required	0.5 MW
Regional Warehouse/Distribution	20-100+	0-5%	20 to 80	w/in 5 (only interstate or equivalent)	Preferred	1 MW
Local Warehouse / Distribution	10-25+	0-5%	20 to 80	w/in 5 (only interstate or equivalent)	Preferred	1 MW
UAV Manufacturing/Research	10-25+	0-7%	30 to 50	N/A	Not Required	0.5 MW
Data Center	10-50+	0-7%	20 to 30	w/in 30	Avoid / Not Required	5-100 MW
Rural Industrial	10-50+	0-5%	30 to 50	w/in 60	Preferred	1 MW

Source: Business Oregon, Infrastructure Finance Authority, "Industrial Development Competitiveness Matrix." Note: Items identified as "preferred" are those that increase the feasibility of the subject property and its future reuse. Items identified as "required" are factors seen as mandatory in many cases and have become industry standards.

Potential growth industries in Wilsonville will require a variety of building and site types depending on their operational needs, ranging from existing multi-tenant industrial space to large, development-ready sites for single users or business parks. Manufacturing and other industrial businesses likely to locate in Wilsonville will have diverse space needs, ranging from:

- **Existing industrial and flex space.** Most of the demand is for space in existing industrial or flex buildings that can accommodate immediate occupancy. These spaces typically serve small and mid-sized businesses, such as suppliers, logistics firms, manufacturers, and service providers, that benefit from shared facilities, lower upfront costs, and proximity to arterial corridors and other industrial users.
- **Small-scale development sites (1 to 5 acres).** Small-scale sites are typically occupied by contractors, specialized manufacturers, and service-oriented businesses that want ownership of their building and yard space. Development is usually owner-driven or by small developers constructing single buildings. These projects often feature limited office space with outdoor storage or yard areas and need convenient access to major roads and utilities.
- **Mid-sized development sites (5 to 25 acres).** Mid-sized sites accommodate larger industrial users or single-tenant buildings developed for manufacturing, assembly, or distribution. These sites can also support smaller industrial parks with multiple buildings and tenants. These sites generally require strong highway access and high-capacity infrastructure such as water, wastewater, and power to support a range of business operations.
- **Large industrial or manufacturing sites (25 acres or more).** Large-scale users, including manufacturers, logistics centers, or industrial business park and research campuses, require sites of 25 acres or more that are fully serviced and have direct access to the regional transportation network. These properties are typically developed as single-user, build-to-suit projects or as master-planned business parks designed to accommodate multiple large users. They require substantial infrastructure capacity and strong highway access. Given infrastructure and land-readiness constraints, these sites are limited in Wilsonville and throughout the region.

Commercial development in Wilsonville includes a broad mix of uses such as retail stores, restaurants, entertainment venues, offices, personal and professional services, and hospitality establishments. These businesses depend on locations with convenient access to customers, nearby neighborhoods, and other businesses. Much of Wilsonville's opportunity for new commercial development lies in the redevelopment and reuse of existing commercial properties.

- **Space in existing buildings (multi-tenant and standalone).** Many retail, restaurant, office, and service-oriented businesses prefer space in existing shopping centers, mixed-use developments, or other multi-tenant buildings. Some users, such as grocery stores, fitness centers, offices, and larger restaurants, occupy standalone buildings developed on individual sites or as part of larger centers.
- **Land for custom development (1 to 5 acres).** A smaller number of businesses, including hotels, larger retailers, larger restaurants, medical or professional offices, and auto-related services, require land for a purpose-built facility. These users typically seek one- to five-acre sites in areas with strong transportation access and available infrastructure to support higher customer traffic.

4. Buildable Lands Inventory

The **Buildable Lands Inventory (BLI)** identifies commercial and industrial lands available for employment-related development within the Wilsonville area. This area includes the City limits and Wilsonville's City limits and Wilsonville's portion of the Metro UGB.[41]

The inventory is sometimes characterized as the *supply* of land available to support future employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This section summarizes the results of the commercial and industrial buildable lands inventory for the Wilsonville City limits and UGB area. The analysis, conducted by ECOnorthwest, is based on GIS data from the City of Wilsonville, Metro, and the State of Oregon. City staff reviewed the findings.

The BLI process includes the following steps:

1. Generate Study Area "land base"
2. Classify lands by buildable area status
3. Identify constraints
4. Verify the inventory results
5. Tabulate and map results

The remainder of this section presents the results of the BLI in both tabular and map formats. Appendix A provides a detailed explanation of the inventory methodology.

[41] This area includes the Wilsonville portion of the Basalt Creek Planning Area in the northwest quadrant of the City.

Land Base

The land base for the BLI includes all tax lots within the Wilsonville City limits and UGB area that fall under comprehensive plan designations that allow for employment. **Exhibit 32** provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within Wilsonville.

Exhibit 32. Employment Land Base by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Commercial	297	32%	224	8%
Industrial	526	56%	1,819	63%
Town Center	57	6%	136	5%
Public	33	4%	480	17%
Undesignated	24	3%	216	8%
Total	**937**	**100%**	**2,876**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Note: The number of tax lots represented is greater than the actual total number of tax lots in the analysis because several tax lots have multiple plan designations on the tax lot.

Buildable Area Status

Exhibit 33 summarizes the total acres of commercial and industrial tax lots, classified by buildable area status. ECOnorthwest used a rule-based classification (described in Appendix B) to determine the initial development status. These classifications were then confirmed through a series of reviews by ECOnorthwest and City staff, based on local knowledge and review of aerial maps.

Exhibit 33. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Acres	Developed Acres	Constrained Acres	Buildable Acres
Commercial	224	194	25	4
Industrial	1,819	1,005	506	308
Town Center	136	125	2	9
Public	480	336	144	0.1
Undesignated	216	67	104	45
Total	**2,876**	**1,729**	**782**	**366**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Development Constraints

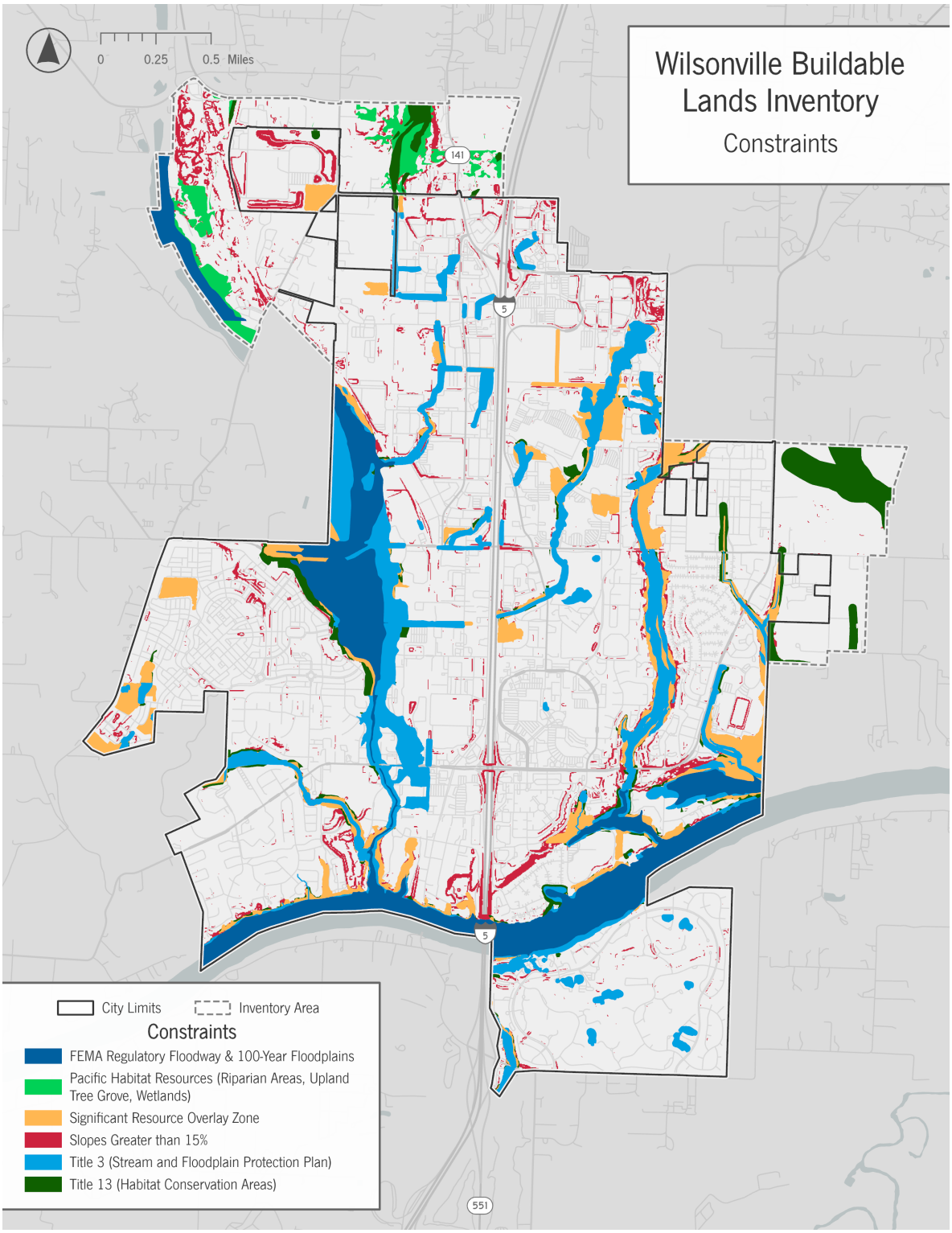
The BLI identifies the following conditions as constraints that prohibit development. These constraints are shown in Figure 1:

- FEMA 100-Year Floodplains and Regulatory Floodway
- High or very high landslide susceptibility
- Slopes greater than 15%
- Title 3 (Stream and Floodplain Protection Plan)
- Title 13 (Habitat Conservation Areas)
- Significant Resource Overlay Zone (SROZ)
- Natural Resource Areas (riparian areas, upload tree groves, or wetlands) identified by Pacific Habitat Services in the Basalt Creek area

Figure 2 shows buildable area status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

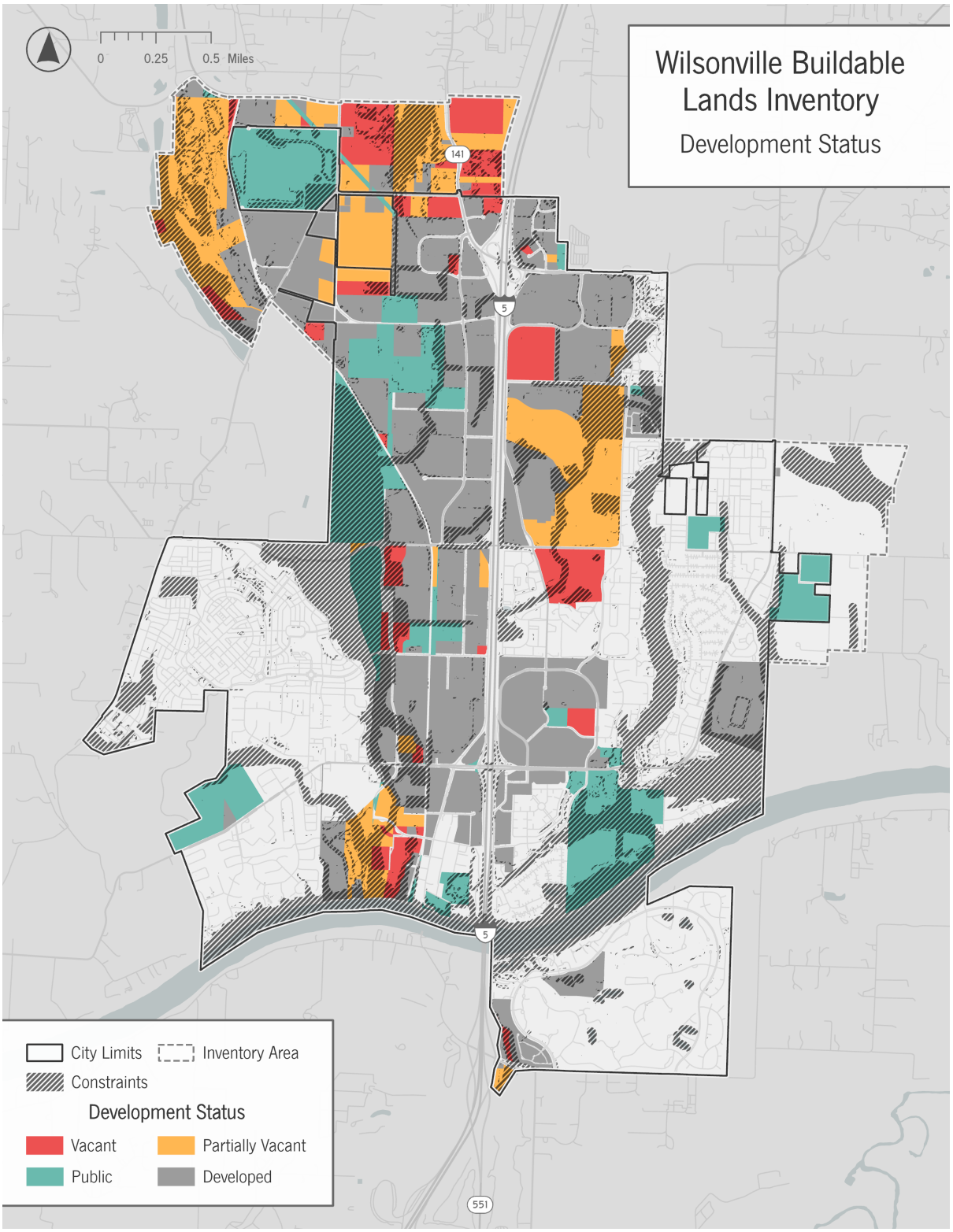
It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development. However, the buildable lands inventory database accounts for these distinctions.

Exhibit 34. Development Constraints, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro, Pacific Habitat Services, USGS

Exhibit 35. Buildable Area Status with Constraints, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the BLI involved removing portions of vacant and partially vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within wetlands, floodplains, steep slopes, etc.).

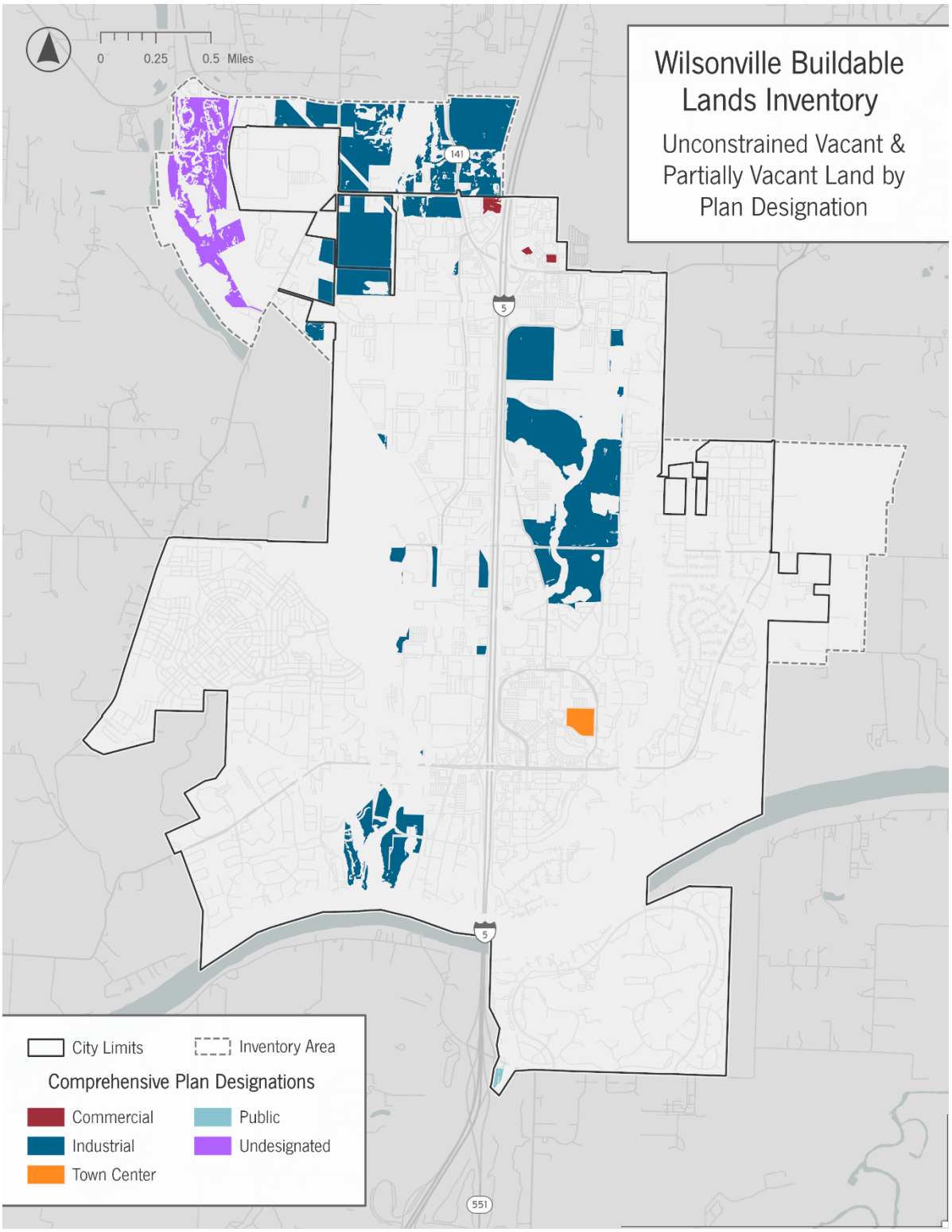
Exhibit 36 presents the total buildable acres by Comprehensive Plan designation after these constraints have been deducted. This includes both vacant and partially vacant lands in the Wilsonville City limits and UGB area. Figure 3 shows a map of the buildable commercial and industrial lands within the Wilsonville City limits and UGB area, also categorized by Comprehensive Plan designation. Overall, the Wilsonville City limits and UGB area contains 366 total buildable acres available for future development.

Exhibit 36. Buildable Acres in Vacant/Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Commercial	4	4	0.3
Industrial	308	178	130
Town Center	9	9	-
Undesignated	45	1	44
Total	**366**	**191**	**175**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 37. Buildable Employment Land by Plan Designation, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 38 shows the size of lots by plan designations for buildable employment land.

Exhibit 38. Acres of Land and Number of Tax Lots by Plan Designation, Buildable Acres, Wilsonville City limits and UGB area, 2025

Plan Designation	Buildable Sites Size						
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres	25 - 50 Acres
	Acres of Land by Plan Designation						
Commercial	0.3	1	-	3	-	-	-
Industrial	4	9	23	90	118	-	64
Town Center	-	-	2	-	7	-	-
Public	0.1	-	-	-	-	-	-
Undesignated	-	1	2	3	26	13	-
Acreage Total	**5**	**11**	**26**	**97**	**151**	**13**	**64**
	Number of Tax lots by Plan Designation						
Commercial	1	1	-	1	-	-	-
Industrial	16	12	15	28	16	-	2
Town Center	-	-	1	-	1	-	-
Public	1	-	-	-	-	-	-
Undesignated	-	2	1	1	3	1	-
Tax Lot Total	**18**	**15**	**17**	**30**	**20**	**1**	**2**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Short-term Land Supply

This section reviews Wilsonville's short-term supply of employment land within the context of state policy requirements.

Policy Context

The Goal 9 Administrative Rule (OAR 660-009) includes provisions that require certain cities to ensure an adequate short-term supply of industrial and other employment lands. OAR 660-009- 005(10) defines short term supply as follows:

> "...means suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for the short-term supply of land. Funding availability is not required. "Competitive Short-term Supply" means the short-term supply of land provides a range of site sizes and locations to accommodate the market needs of a variety of industrial and other employment uses." ∂

The Goal 9 rule also requires cities in a Metropolitan Planning Organization (MPO, which includes Wilsonville) to make a commitment to provide a competitive short-term

supply of land and establishes targets for the short-term supply of land. Specifically, OAR 660-009-0020(1)(b) states:

> "Cities and counties within a Metropolitan Planning Organization must adopt a policy stating that a competitive short-term supply of land as a community economic development objective for the industrial and other employment uses selected through the economic opportunities analysis pursuant to OAR 660-009-0015."

The rule goes on to clarify short-term land supply targets for cities in an MPO (OAR 660-009- 0025):

> (3) Short-Term Supply of Land. Plans for cities and counties within a Metropolitan Planning Organization or cities and counties that adopt policies relating to the short-term supply of land must designate suitable land to respond to economic development opportunities as they arise. Cities and counties may maintain the short-term supply of land according to the strategies adopted pursuant to OAR 660-009-0020(2).
>
> (a) Except as provided for in subsections (b) and (c), cities and counties subject to this section must provide at least 25% of the total land supply within the urban growth boundary designated for industrial and other employment uses as short-term supply.
>
> (b) Affected cities and counties that are unable to achieve the target in subsection (a) above may set an alternative target based on their economic opportunities analysis. ECONorthwest Chapter 2: Buildable Lands Inventory 2–21
>
> (c) A planning area with 10% or more of the total land supply enrolled in Oregon's industrial site certification program pursuant to ORS 284.565 satisfies the requirements of this section.

In summary, the rule requires Wilsonville to assess the short-term supply of employment land based on the criteria that land can be ready for construction within one year. The determination is based on "engineering feasibility."

Analysis of Short-term Supply of Land

City of Wilsonville staff used the results of the buildable lands inventory to identify commercial and industrial sites that meet the definition of short-term supply. Short-term land supply includes all sites within Coffee Creek and all lands located south of SW Day Road and/or within City limits.

In Basalt Creek, the area along and immediately south of SW Day Road represents the primary corridor for near-term development. These properties are considered part of the short-term supply because of their access to existing utilities and proximity to City limits. Sites in the northern portion of Basalt Creek were excluded due to utility constraints that may take longer to address, meaning development could extend beyond one year from the time a building permit is submitted. The West Railroad area of Basalt Creek is not considered short-term.

Overall, Wilsonville has 13 acres of commercial land (across 7 sites) and 200 acres of industrial land (across 59 sites) in the short-term supply. In comparison to all unconstrained vacant and partially vacant commercial and industrial land (from **Exhibit 36**) 100% of Wilsonville's commercial land (including Town Center) is in the short-term supply and 57% of industrial land (including land identified as undesignated) is in the short-term supply.

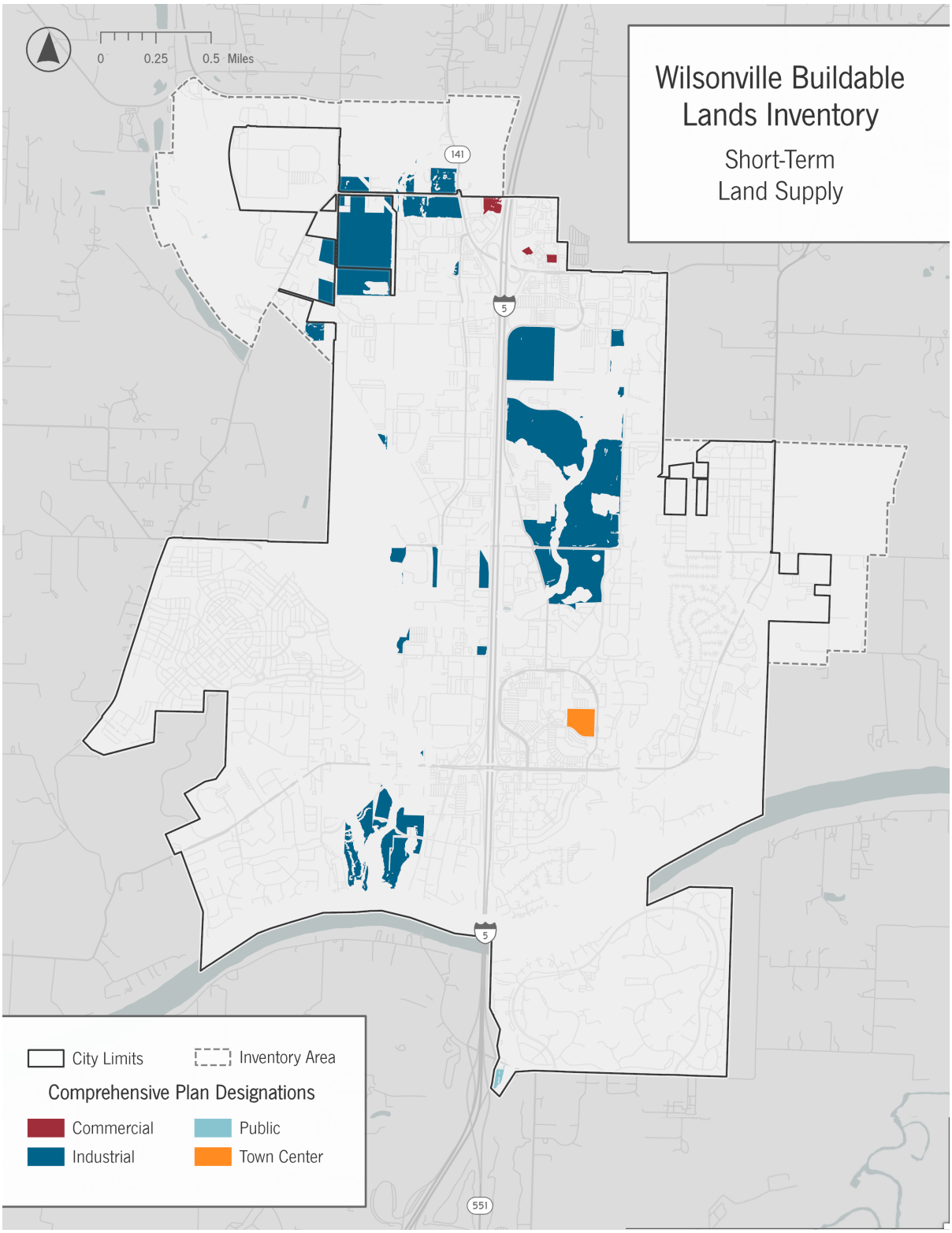
Exhibit 39 shows the short-term supply of employment land by plan designation. **Exhibit 40** shows a map of Wilsonville's short-term land supply.

Exhibit 39. Short-term Supply of Employment Land, Wilsonville City Limits and UGB Area, 2025

Plan Designation	Unconstrained Land		Short-Term Land Supply		
	Acres	Sites	Acres	Sites	Share of Unconstrained Acres
Commercial	**13**	**7**	**13**	**7**	**100%**
Commercial	4	5	4	5	100%
Town Center	9	2	9	2	100%
Industrial	**353**	**113**	**200**	**59**	**57%**
Industrial	308	98	200	59	65%
Undesignated	45	15	-	-	0%
Total	**366**	**120**	**213**	**66**	**58%**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 40. Short-term Supply of Employment Land, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

5. Land Sufficiency and Conclusions

This chapter presents conclusions about Wilsonville's employment land sufficiency for the 2026–2046 period, as well as recommendations for the City to consider for meeting its economic growth needs throughout the planning period.

Land Sufficiency

Exhibit 41 shows commercial and industrial land sufficiency within Wilsonville. It shows:

- **Vacant unconstrained land within Wilsonville's Planning Area**. This land is identified and discussed in detail in the Vacant Buildable Land section of this report. Using data from that section, **Exhibit 41** shows that Wilsonville has 353 gross acres of vacant industrial land and 13 gross acres of vacant commercial land available for development.
- **Demand for commercial and industrial land.** The Estimate of Demand for Commercial and Industrial Land section of this report describes the methodology used to identify demand. Based on assumptions described in that section, Wilsonville will need a total of 321 gross acres for industrial uses and 110 gross acres for commercial uses over the 2026-2046 period (**Exhibit 28**).
- **Land sufficiency.** When subtracting the demand for land from the supply of vacant unconstrained land, **Exhibit 41** shows that Wilsonville has:
  - A 32-acre surplus of industrial land, and
  - A 47-acre deficit of vacant unconstrained commercial land after accounting for near-term redevelopment and reuse opportunities.

  As described below, Wilsonville has several opportunities to increase the efficiency and intensity of development on existing commercial land, which will help meet the City's projected commercial land needs during the planning period.

Exhibit 41. Comparison of the Capacity of Unconstrained Vacant Land with Employment Land Demand by Land Use Type, Wilsonville, 2026-2046

Comprehensive Plan Designation	Land Supply (Gross Acres)	Land Demand (Gross Acres)	Redevelopment & Reuse Potential (Gross Acres)	Land Sufficiency (Gross Acres)
Industrial & Undesignated	353	321	N/A	32
Commercial & Town Center	13	110	50	(47)

Source: ECOnorthwest

Note: Redevelopment and reuse potential reflect known near-term opportunities in Town Center and reuse of large vacant sites such as the former Rite Aid, Albertsons, Regal Cinema, and Fry's Electronics properties. ECO did not model redevelopment of industrial sites, as the City has a surplus of industrial land within the planning period.

The target industries identified for Wilsonville include a mix of manufacturing, wholesale trade, and construction businesses, along with retail and commercial services that serve residents and employees (see *Potential Growth Industries*). Site needs for these industries range from space in existing buildings and redevelopment opportunities to large industrial sites of 25 acres or more for manufacturing and distribution (see *Site Needs for Potential Growth Industries*).

Exhibit 38 shows the following characteristics of Wilsonville's vacant, buildable employment land supply:

- **80 sites** smaller than 5 acres, including four in the commercial or Town Center designation and the remainder designated for industrial use
- **21 sites** ranging from 5 to 25 acres, with one in the Town Center designation and the rest industrial
- **2 industrial sites** between 25 and 50 acres, totaling 64 acres

Meeting future commercial land needs will depend primarily on redevelopment, particularly within Town Center. Based on this information and the analysis in **Exhibit 41**, Wilsonville has sufficient land to accommodate projected industrial growth but faces a limited supply of vacant commercial land. The City can address this gap through redevelopment, reuse of existing buildings, and targeted policy changes.

Town Center is a key redevelopment area, particularly for smaller, experience-based retail and food and beverage businesses. Several large vacant buildings, including the former Rite Aid, Albertsons, Regal Cinema, and Fry's Electronics, also offer opportunities for reuse to meet commercial needs. In addition, the City is evaluating whether certain industrial areas could support more commercial activity through zoning or policy adjustments.

Although Wilsonville has sufficient industrial land overall, much of it consists of small parcels under five acres. Assembling larger sites, either by the City or by the private sector will be important to meeting the needs of future industrial users and supporting long-term employment growth.

Conclusions

- **Wilsonville is forecasted to grow in both the commercial and industrial employment sectors.** Wilsonville is planning for growth of 6,132 new jobs in the City over the 2026 to 2046 period. About 2,642 of the jobs will be industrial, 2,690 of the jobs will be in office and commercial services, and 538 in retail. Growth of these jobs will result in demand for about 321 gross acres of industrial land and 110 gross acres of commercial land.
- **Wilsonville has a sufficient supply of industrial land to accommodate projected employment growth.** The City has approximately 353 acres of vacant, buildable industrial land compared with a forecasted demand of 321 acres, resulting in a small surplus of 32 acres.
- **Much of Wilsonville's industrial land is not development ready.** Most of the City's industrial supply is concentrated in the Coffee Creek and Basalt Creek planning areas. Coffee Creek benefits from an established Urban Renewal District that funds infrastructure improvements and enhances site readiness. In contrast, Basalt Creek faces similar challenges, including fragmented ownership, smaller parcel sizes, existing contractor establishments, and limited urban infrastructure such as water, sewer, and improved road access, but without the benefit of urban renewal. Wilsonville has about 80 vacant industrial sites that are smaller than five acres, totaling roughly 140 acres. Assembling larger, contiguous parcels and continuing infrastructure investment will be essential to unlocking Wilsonville's full industrial potential and supporting higher-intensity employment uses.
- **Wilsonville has limited vacant commercial land but strong redevelopment potential.** The City currently has about 13 acres of vacant, buildable commercial land compared to a forecasted need of 110 acres, creating a shortfall of about 97 acres. However, much of this future demand can be met through redevelopment and targeted policy adjustments. Town Center is the City's primary opportunity for new commercial and mixed-use growth, particularly for experience-based retail, food, and beverage businesses. Several large vacant buildings, including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, offer near-term opportunities for reuse or redevelopment. Together, these known sites account for about 50 acres of redevelopment potential. The City is also exploring whether certain industrial

areas could accommodate commercial uses through zoning or policy updates. These strategies will be important for maintaining a balanced employment land supply and supporting Wilsonville's long-term economic growth.

- **Wilsonville's average wages are higher than the regional average.** Wilsonville's average annual wage is approximately $78,235 compared with $76,066 for the Portland region. The City's employment base includes a concentration of higher-wage sectors such as manufacturing, wholesale trade, and construction. This distinguishes Wilsonville from nearby communities, where average wages tend to be lower. Potential growth industries in Wilsonville generally provide above-average wages, except for resident- and visitor-oriented services such as retail, food services, and accommodation.
- **Wilsonville's economic outlook is strong.** The City's opportune location along the I-5 corridor, access to regional labor markets, and industrial land supply provide a solid foundation for continued economic growth. Ongoing investment in site readiness, infrastructure, and redevelopment will be essential to maintaining Wilsonville's position as a leading employment center in the Portland metro region.

Recommendations

1. **Implement the Economic Development Strategy (EDS) as the City's primary action plan for responding to the EOA.** The EDS translates the EOA's findings into coordinated near-term and longer-term actions, including steps to improve industrial site readiness, address infrastructure constraints, and support commercial growth through redevelopment and reuse. Implementing the EDS will help the City prioritize investments and partnerships, track progress over time, and maintain a competitive short-term supply of market-ready employment land.

2. **Update the Comprehensive Plan to align with Goal 9 requirements for maintaining a competitive short-term supply of employment land.** OAR 660-009 requires jurisdictions to translate EOA findings into Comprehensive Plan policies and implementing measures (OAR 660-009-0020 and OAR 660-009-0025). The City is planning a broad update of the Comprehensive Plan in the future. Through that, the City should include a policy (required by Goal 9) to maintain a competitive short-term supply of employment land and adopt implementing measures to maintain and replenish that supply as it is developed.

EOA AND THE EDS: HOW THEY WORK TOGETHER

The EOA provides the required technical foundation for employment land planning, including employment forecasts, land demand, site needs, and an inventory of employment land supply and constraints. The companion EDS builds on the EOA by identifying implementation actions the City can pursue to address key issues such as industrial site readiness and the reliance on redevelopment to meet commercial needs. The EDS is presented in Appendix C.

Appendix A. National, State, and Local Economic Trends

The economic trends discussed in this appendix are based on long-term trends that are generally expected to continue on national, state, and regional scales.

National and State Trends

Economic development in Wilsonville over the next 20 years will occur in the context of long-run national and state trends. The most important of these trends are as follows:

- **Slower labor force growth will be offset by increased productivity gains.** According to the Oregon Office of Economic Analysis (OEA), long-term economic growth is shaped by two primary factors: the number of workers and their productivity. Oregon's labor force growth is slowing due to persistently low birth rates and ongoing shifts in migration trends—factors that have led to downward revisions in the state's population growth outlook. OEA anticipates that economic growth will be increasingly driven by gains in productivity as employers adapt to a tight labor market.
  - Employment is still expected to grow, but at a slower pace than previously forecast. Total nonfarm employment is projected to grow at an average annual rate of 0.6% through 2034, down from higher rates seen in prior decades. Productivity, meanwhile, is expected to rebound, supported by rising capital investment and the adoption of technologies like generative artificial intelligence (AI). These forces are expected to help businesses operate more efficiently and maintain economic momentum despite a slower-growing workforce.[42]
- **Manufacturing remains vital to Oregon's economy but faces near-term employment declines.** Manufacturing accounts for a slightly larger share of employment in Oregon compared to the national average, with 9.9% of jobs in the sector versus 8.4% nationally. [43] Over the long term, Oregon's manufacturing sector has experienced stronger growth than the nation. Since

[42] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[43] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.

reaching its lowest employment level in 2010, manufacturing employment in Oregon increased by 15% through 2023, compared to 13% nationally.[44]

Despite this long-term growth, recent trends have been less favorable. While most of the jobs lost during the pandemic were recovered, manufacturing employment in Oregon remains below 2019 levels and declined throughout much of 2023. Since January 2019, Oregon's manufacturing employment has decreased by 6%, while national manufacturing employment has increased by 1%.[45] Rising costs, particularly in housing and taxes, coupled with recent policy shifts, may be outweighing Oregon's traditional quality-of-life benefits for manufacturers. The lack of development-ready land is also frequently cited as a primary obstacle for manufacturers looking to expand in or relocate to Oregon, potentially driving businesses to other states.[46]

These recent setbacks are notable given the state's historical strength in manufacturing and stand in contrast to national trends, where the sector has been more resilient. Although federal investments like the CHIPS Act may offer long-term opportunities, their impacts have yet to materialize in job growth.[47] Overall, Oregon's manufacturing sector continues to reflect a broader statewide shift toward increased productivity and capital investment, rather than labor-driven expansion. It remains an essential part of the economy, but its contribution to short-term job growth is likely to be limited.[48]

- **Rising trade tensions increase risks to Oregon's export-dependent economy.** Oregon's economy is particularly sensitive to changes in national trade policy due to its high reliance on exports and manufacturing, which together account for a significant share of the state's GDP.[49] Core export sectors, including semiconductors, machinery, transportation equipment, and agricultural products, are especially vulnerable to global market disruptions.

  The state's exposure is further heightened by the concentration of its exports. More than 50% are destined for just three countries: Mexico, China, and Canada.[50] This creates a heightened risk that disruptions with any one

[44] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.
[45] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.
[46] Oregon Business & Industry. *The Condition of Oregon's Manufacturing Sector*. October 2024. https://oregonbusinessindustry.com/wp-content/uploads/The-Condition-of-Oregons-Manufacturing-Sector_October-2024.pdf.
[47] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[48] Ibid
[49] Ibid
[50] Ibid

trading partner could have broad economic impacts. Recent tariff policies introduced by the Trump Administration in early 2025 have added to these concerns.

Oregon's elevated export share of GDP places the state in a vulnerable position should trade tensions escalate. Policymakers often reference the 2018–2019 trade war as a cautionary example. During that period, rising tariffs and retaliatory measures contributed to a 2.5 percentage point decline in state economic growth.[51] A similar slowdown remains a risk if current disputes continue to intensify.

- **Tighter immigration policies may constrain Oregon's labor supply in key industries.** Stricter immigration policies initiated by the Trump Administration are expected to reduce labor availability in several key sectors that rely heavily on foreign-born workers, including construction, agriculture, food processing, and hospitality. The Oregon Office of Economic Analysis notes that immigration policies will remain a critical variable shaping the state's labor market flexibility and long-term growth prospects. Given Oregon's reliance on net in-migration for workforce growth, federal immigration restrictions may exacerbate hiring challenges, limit productivity, and increase wage inflation in affected sectors.[52]
- **Increases in automation across sectors reshapes workforce demands.** Automation has been a long-running trend in employment, leading to productivity gains across sectors. Additionally, the enhancement of artificial intelligence (AI) is expanding automation possibilities beyond routine tasks to jobs previously thought impervious, such as office and cognitive roles. However, complete job replacement due to AI is expected to be minimal with task efficiencies and shifting tasks within jobs as more likely outcomes.[53,54] The U.S. Government Accountability Office (GAO) reports that automation could be widespread, with anywhere from 9% to 47% of jobs being automated in the future according to academic research.[55]

  The GAO identified that jobs requiring a blend of soft skills (management, interpersonal), process skills, and technical expertise face lower automation

[51] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[52] Ibid
[53] BLS, Growth Trends for Selected Occupations Considered at Risk from Automation, July 2023, https://www.bls.gov/opub/mlr/2023/article/growth-trends-for-selected-occupations-considered-at-risk-from-automation.htm
[54] Manhattan Strategy Group, Job Automation Risk and the Future of Skills: Skills and Competency Change in the U.S. Workforce, May 2023, https://www.dol.gov/sites/dolgov/files/OASP/evaluation/pdf/FutureofSkillsLitScan-20230515.pdf
[55] Government Accountability Office, Workforce Automation, August 2023, https://www.gao.gov/assets/gao-22-105159.pdf

risks. Most of the top 20 in-demand jobs share this mixed skill set trait, including nurse practitioners, statisticians, occupational therapy assistants, home health aides, physical therapist assistants, medical managers, physician assistants, information security analysts, and data scientists, among others.[56] Lower-wage jobs are the most likely to be automated. The GAO reported that over 80% of jobs paying less than $20 per hour are susceptible to automation over the next two decades. About 30% of jobs paying $20 to $40 per hour and 4% of jobs paying $40 or more per hour were also identified as at risk.[57]

Oregon's automation trajectory mirrors national trends, with lower and middle-wage jobs facing higher automation potential. The state's tight labor market may further drive productivity and efficiency gains bolstered by AI's transformative potential.

- **Shifts in the national commercial and industrial real estate markets:** Following the COVID-19 pandemic, commercial and industrial real estate markets continue to face challenging development conditions. The increased cost of capital has made many projects economically infeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[58] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[59] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.
  - **Demand for office space remains soft.** The U.S. office market is in decline, driven largely by the shift to remote and hybrid work. The share of employees working from home rose from 24% in 2019 to 33% in 2024.[60] This trend has contributed to ten consecutive quarters of negative net absorption and a national reduction of 18.2 million square feet in occupied office space.[61] Office construction has slowed substantially with the development pipeline down 67% since early 2020.[62] While high-quality office spaces in prime locations continue to

[56] Government Accountability Office, Workforce Automation, August 2023.
[57] Executive Office of the President. (2016). Artificial Intelligence, Automation, and the Economy.
[58] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[59] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[60] BLS, American Time Use Survey, 2025; does not differentiate between part- and full-time workers
[61] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[62] Ibid

attract tenants, older and mid-tier properties face uncertainty, with some being repurposed.

The office sector continues to recalibrate to hybrid work with attendance stabilizing in the 60-70% range on peak attendance days, setting a new baseline for space requirements. Cushman & Wakefield projects that overall occupancy will begin to stabilize in late 2025 as demand gradually returns, supported by headcount growth and new business formation.[63] Investment interest in traditional office properties remains weak, though medical office space shows strong prospects.[64]

- **Demand for retail space remains stable:** The U.S. retail market ended 2024 on a strong note, with 1.4 million square feet of net absorption in Q4 (the highest quarterly total of the year) and a steady shopping center vacancy rate of 5.4%. While total annual absorption declined substantially from 2023, and store closures reached their highest level since 2020, retail fundamentals remain resilient. Limited new construction and solid consumer spending have helped keep vacancy rates and rents stable. Looking ahead, retail growth is expected to continue at a slower, more strategic pace, with demand increasingly concentrated among top-performing brands.[65]
- **Strong and sustained demand for industrial space.** The industrial real estate market experienced strong growth over the past decade, with investment prospects improving significantly between 2014 and 2021. Historically, fulfillment and warehouse space have been the most attractive investment options, outperforming research and development, manufacturing, and flex space. However, in recent years, these distinctions have blurred, with all industrial subtypes now holding similar investment ratings just below "good."[66]

  While the market remained strong in 2022 and 2023, 2024 has seen signs of a slowdown. Vacancy rates have risen to 6.1% but remain below historical averages, with a peak of 6.7% expected in early 2025 before declining.[67] Despite slowing, rent growth continues at 3.7% year-over-year.[68] An increase in new supply (1.2 billion square feet in 2022-2023) has contributed to rising vacancies, but construction has since dropped 46%, tightening future inventory.[69] Looking ahead, the sector is expected

[63] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[64] Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada
[65] Cushman & Wakefield Q4 2024 U.S. Retail MarketBeat report
[66] Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada
[67] Cushman & Wakefield, Industrial Marketbeat Q2 2024 U.S. National Industrial Report
[68] Ibid
[69] Ibid

to stabilize, with sustained demand driven by reshoring, e-commerce, and evolving supply chain strategies.[70] The impact of recent trade policies and tariffs on industrial real estate demand remains uncertain, as they can both stimulate reshoring and new investment while also increasing costs and risking business contraction.

- **The aging of the baby boomer generation and the need for replacement workers.** As the baby boomer generation continues to retire, the number of Social Security recipients is expected to increase from over 65 million in 2023 to over 86 million in 2045, a 32% increase. In 2023, there were 36 Social Security beneficiaries per 100 covered workers, but by 2045, there is expected to be 45 beneficiaries per 100 covered workers. This will increase the percent of the federal budget dedicated to Social Security and Medicare.[71]

  While the Bureau of Labor Statistics projects total U.S. employment to grow by 4.7 million jobs from 2023 to 2032, this job growth is unlikely to be sufficient to replace all the baby boomer retirees leaving the workforce during that period. The BLS estimates there will be 18.6 million annual job openings arising from the need to replace retiring workers and workers changing occupations, in addition to openings from newly created positions.[72] The sectors expected to grow the fastest are healthcare support, computer and mathematical occupations, healthcare practitioners, and community and social service.[73]

- **Growth of entrepreneurship and small businesses.** The creation of new businesses plays a vital role in driving Oregon's economic growth. Start-ups generate employment opportunities, introduce innovative products and services, and help better serve local communities. According to the 2023 Small Business Profile from the U.S. Small Business Administration Office of Advocacy, small businesses (defined as having between zero and 500 employees) account for 99.9% of total businesses in the United States and employ 46% of the American workforce. Oregon's performance in early-stage

[70] JLL, Q1 2024 Industrial Outlook
[71] The Board of Trustees, Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, 2023 https://www.ssa.gov/oact/TR/2023/tr2023.pdf
[72] Bureau of Labor Force Occupational Separations and Openings, 2023-2032 https://www.bls.gov/emp/tables/occupational-separations-and-openings.htm
[73] Bureau of Labor Statistics Employment Projections – 2023-2032, September 2023 https://www.bls.gov/news.release/pdf/ecopro.pdf

entrepreneurship activity, as measured by the Kauffman Early-Stage Entrepreneurship (KESE) Index, ranked 25th in the country in 2020.[74,75]

Start-up activity had been trending down for decades in Oregon and across the nation leading up to the pandemic, but since the pandemic, new business formation has increased and appears to be maintaining this higher rate.[76] In terms of outlook for start-ups, several key factors are at play. High inflation, rising interest rates, and recession risks, along with tighter venture capital and banking lending conditions, will likely slow new business formation. However, several favorable factors could mitigate these impacts and support continued strength in entrepreneurship and small business formation in Oregon. These include increased personal savings and home equity levels, which are common funding sources for new businesses, along with the shift toward remote work opportunities and the large millennial generation entering their prime entrepreneurial years (late 30s and early 40s, according to Census Bureau research).[77]

- **Continued transformation of retail.** In the last two decades, retail sales by e-commerce and warehouse clubs/supercenters (a lower-cost model to the traditional department store) have increased steadily. Online retail purchases increased from about 6% of all retail purchases in 2014 to about 16% of retail purchases in 2023.[78] Ultimately, the growth in online shopping and the increasing dominance of large supercenters has made it difficult for small and medium-sized retail firms (offering a narrower selection of goods) to compete. Declining net profits and increased competitive pressures have led many well-known retailers (e.g., JCPenney, Macy's, Sears) to declare bankruptcy or to scale back their operations.

  In the future, the importance of e-commerce will likely continue to grow. However, despite the highly publicized closures of brick-and-mortar stores, physical retail is likely to remain an important part of the retail sector as well. Since modern consumers are increasingly price sensitive, less brand loyal, and (since the advent of internet) able to substitute between retailers

[74] Kauffman Foundation. *Kauffman Indicators of Entrepreneurship*. Early-Stage Entrepreneurship. The Kauffman Index, Oregon. https://indicators.kauffman.org/.
[75] This index comprises four statistics: the rate of new entrepreneurs, the opportunity share of new entrepreneurs, start-up density, and start-up early survival rate.
[76] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/
[77] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/
[78] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales, 4th Quarter 2023 https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf

easily, retailers must be nimble and able to adjust to the changing needs of their customers if they are to remain competitive.

The types of brick-and-mortar retail and related services that are likely to remain viable are those offering goods that consumers prefer to purchase in person or goods that are difficult to ship and return, such as large furniture items. Additionally, retailers specializing in groceries, personal goods that are needed immediately, restaurants, and experiential offerings like entertainment or social activities are expected to maintain their presence. According to the Urban Land Institute, large retailers such as Macy's, Nordstrom, Kohl's, and Ikea are experimenting with downsizing storefronts to operate spaces that can be flexible to changing consumer needs. These locally scaled shops feature in-person merchandise and services that are in demand for modern consumers: curated inventory, tailored services, and e-commerce fulfillment.[79]

- **Changing places where work is being done.** The COVID-19 pandemic accelerated the shift to remote work, with the share of employees working from home increasing from 24% in 2019 to 33% in 2024, according to the Bureau of Labor Statistics' American Time Use Survey.[80] However, the ability to work remotely is not equally distributed. Those most likely to have remote work opportunities tend to have higher educational attainment, be white or Asian, and be over 25 years old.[81] This uneven access to remote work raises equity concerns, as certain demographic groups may be disadvantaged in accessing these flexible work arrangements.

  Remote work trends have consequences for downtown health and recovery. OEA found that downtown recoveries are not driven by regional economic changes but rather are impacted by the strength of three components: workers, residents, and visitors.[82] If a significant portion of previous downtown workers are now working remotely from other locations, downtowns need to capture or bolster resident and visitor spending to counteract this shift.

  In 2025, major employers like Amazon, Dell, Walmart, and federal agencies have issued full-time return-to-office (RTO) mandates to justify office costs, boost perceived productivity, and reassert control—often in response to stock

[79] Holly Dutton. "More Retailers Are Rolling out Small-Format Stores" *Urban Land Institute*, January 8, 2024. https://urbanland.uli.org/economy-markets-trends/more-retailers-are-rolling-out-small-format-stores

[80] BLS, American Time Use Survey, 2025; does not differentiate between part- and full-time workers

[81] Ben Casselman, Emma Goldberg, and Ella Koeze. "Who still works from home?" *New York Times,* March 8, 2024.

[82] Oregon Office of Economic Analysis, Downtown Recoveries 2023 Update, https://oregoneconomicanalysis.com/2023/07/18/downtown-recoveries-2023-update/

declines. Yet, remote work remains far more common than before the pandemic, with over one in four U.S. workdays in 2024 done from home, up from one in fourteen pre-pandemic. Remote job postings are down, but demand remains high: just 20% of LinkedIn listings are remote or hybrid, yet they attract 60% of applications. While the current labor market favors employers, experts expect that retirements and an aging workforce will tighten labor supply, prompting a renewed need for flexibility. Smaller firms are already using remote options to attract talent, pointing to a future where workplace flexibility is a competitive necessity.[83]

- **Continued increase in demand for energy even as the sources supplying that energy shifts.** The 2023 Inflation Reduction Act aimed to drive increased investments in climate and energy projects across the United States.[84] As a result of the renewable energy investments and subsidies, the nation's energy consumption pattern is anticipated to undergo a shift over the coming years. There is an expected move away from traditional fossil fuels like crude oil and natural gas toward renewable energy sources.[85]

  However, this shift is not expected to reduce overall energy consumption. From 2023 to 2050, the U.S. Energy Information Administration (EIA) estimates that total energy consumption will rise due to population growth and economic expansion outpacing efficiency gains. This increasing demand is anticipated to be driven primarily by the industrial sector and, to a lesser extent, transportation.

- **Impact of rising energy prices on commuting patterns.** As energy prices increase over the planning period, transportation energy consumption is expected to shift to electric or fuel-efficient vehicles.[86] The share of electric vehicles is expected to grow from less than 6% in 2023 to 19% in 2050.[87] The Energy Information Administration estimates an 8% increase in transportation energy consumption, partially attributable to increasing vehicle miles traveled (VMT) that offset efficiency upgrades. With expected increases in fuel economy, people may commute farther while consuming less energy. VMT for passenger vehicles is forecasted to increase between 12% and 33% through 2050. Lower-income households may face financial

[83] Jennifer Liu, "5 Years into the Remote Work Boom, the Return-to-Office Push Is Stronger than Ever—Here's Why," *CNBC*, March 23, 2025. https://www.cnbc.com/2025/03/23/5-years-into-the-remote-work-boom-the-return-to-office-push-is-stronger-than-everheres-why.html.

[84] Energy Information Administration, Inflation Reduction Act of 2023

[85] Energy Information Administration, Inflation Reduction Act of 2023

[86] Energy Information Administration, 2023, *Annual Energy Outlook 2023 with Projections to 2050*, U.S. Department of Energy, March 2023.

[87] Energy Information Administration, 2019, *Annual Energy Outlook 2019 with Projections to 2050*, U.S. Department of Energy, January 2019.

barriers to efficiency upgrades and tend to have longer commutes, which may force them to face the brunt of rising energy prices.

- **High rates of inflation.** For the last several decades, inflation rates have generally stayed below 3% in the United States. Inflation started to increase in 2021, reaching 9.1% in June 2022 year-over-year, the largest annual increase in about 40 years.[88] In December 2024 the annual inflation rate was 2.9%, a marked reduction from the 2022 inflation rate.[89] Continued high rates of inflation may slow economic growth, further erode purchasing power, discourage savings, and lead to a national recession. Recent tariff policies and trade tensions may lead to new increases in inflation in 2025 and beyond.
- **Income gains in Oregon.** Oregon's economic growth in the past decade has led to improvements in the state's income and wage levels relative to the rest of the nation. Notably, Oregon's median household income has surpassed the national level for the first time in over 50 years.[90] Higher incomes can have positive impacts on an economy through improved standards of living and higher consumer spending, increased tax revenue potential, and talent attraction and retention, among others.
- **Potential impacts of global climate change**. Oregon and the Pacific Northwest have been experiencing the impacts of global climate change over the past 30 years, exacerbated by extreme events such as the 2020 Labor Day fires that burned over 840,000 acres in Oregon and the June 2021 heat dome that caused temperatures to soar to 111°F in Eugene and 116°F in Portland.[91] According to the National Oceanic and Atmospheric Administration (NOAA), between 1980 and 2023, the U.S. experienced an average of 8.5 weather-related disasters per year where overall damages/costs reached or exceeded $1 billion (adjusted for inflation). However, the number of such events has increased in the last five years, with an average of 20.4 events per year.[92] The Pacific Northwest is not only experiencing an increased frequency and severity of extreme weather events but also long-term climatic changes. These long-term changes include:

[88] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer prices up 9.1% over the year ended June 2023, largest increase in 40 years at https://www.bls.gov/opub/ted/2023/consumer-prices-up-9-1-percent-over-the-year-ended-june-2023-largest-increase-in-40-years.htm (visited *July 25, 2023*).
[89] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer Price Index: 2024 in Review, https://www.bls.gov/opub/ted/2025/consumer-price-index-2024-in-review.htm
[90] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2024. Vol. XLIV, No. 1.
[91] https://www.ncei.noaa.gov/access/monitoring/monthly-report/national/202106/supplemental/page-6.
[92] https://www.ncei.noaa.gov/access/billions/#:~:text=Menu-,Overview,376%20events%20exceeds%20%242.655%20trillion.

- **Increased average annual day and nighttime temperatures.** If greenhouse gas (GHG) emissions continue at the current rate, temperatures in Oregon are projected to rise approximately 5°F by the 2050s and 8.2°F by the 2080s.[93] These higher overall temperatures can have consequences, including increased mortality rates, the spread of diseases, and the forced migration of plants and animals as ecosystems undergo changes. Vegetation may become stressed and die, leading to an accumulation of fuel loads that heighten the risk of wildfires. Some areas that were once forestlands are transitioning into shrublands after being affected by forest fires.
- **Reduced snowpack and increased drought conditions.** As temperatures increase, snowpack is anticipated to decrease, reducing stream levels and water availability in the summer months.[94] Drought conditions can reduce surface water availability, reduce hydropower generation, and reduce recreational activities.[95]
- **Increased risk of high heat events.** Climate change increases the likelihood of experiencing high heat events like the June 2021 extreme heat wave that resulted in temperatures ranging from 110°F to 120°F in Oregon and Washington. This heat event caused approximately 159 deaths in Washington and more than 100 deaths in Oregon.[96,97]
- **Increased risk of wildfire.** Changing precipitation patterns and drought conditions are increasing fuel loads in wildland areas, increasing the risk of wildfires throughout the Pacific Northwest. Wildfire intensity, duration, and size have increased.
- **More days of poor air quality from wildfire smoke.** In 2021, people in Deschutes County, Klamath County, and Jackson County experienced 83

[93] Fleishman, E., editor. 2023. Sixth Oregon Climate Assessment. Oregon Climate Change Research Institute, Oregon State University, Corvallis, Oregon. https://blogs.oregonstate.edu/occri/oregon-climate-assessments.

[94] WASHINGTON Assessment work. TBD.

[95] Bumbaco, K.A., C.L. Raymond, L.W. O'Neill, A. Mehta, D.J. Hoekema. 2023. *2023 Pacific Northwest Water Year Impacts Assessment*. A collaboration between the Office of the Washington State Climatologist, Climate Impacts Group, Oregon State Climatologist, Idaho Department of Water Resources, and NOAA National Integrated Drought Information System. https://doi.org/10.6069/T5Q5-TT59

[96] Joan A. Casey, Robbie M. Parks, Tim A. Bruckner, Alison Gemmill, and Ralph Catalano, *2023: Excess Injury Mortality in Washington State During the 2021 Heat Wave*. American Journal of Public Health 113, 657_660, https://doi.org/10.2105/AJPH.2023.307269

[97] Vital Statistics Report. Oregon: Oregon Health Authority, Public Health Division, Center for Health Statistics. Prepared September 2021; data are preliminary and subject to change.

days of air quality at or above unhealthy levels for sensitive groups due to wildfire smoke.[98]

- **More floods and atmospheric rivers.** The University of Washington's Climate Impact Group forecasts that the Pacific Northwest will experience slightly more precipitation in the fall, winter, and spring and less in the summer.[99] Extreme precipitation events are more likely to produce flooding, erosion, and landslides. These changes can threaten salmon and other species. Adaptation to extreme events could require expensive upgrades to stormwater systems.

Climate change will have a wide range of impacts on industries and communities throughout the Pacific Northwest. While some industries are more resilient to climate change, others that require predictable delivery of water, such as agriculture and hydropower, are more vulnerable to climate change. Climate change and extreme weather events also impact human health and disrupt travel. Land use decisions, in part, determine the risk that homes, businesses, schools, hospitals, and other buildings face from climate change. Development patterns in at-risk areas like tsunami zones, floodplains, wetlands, wildland-urban interfaces, and other hazardous locations will impact the economic vitality and resilience of communities as climate change accelerates.

- **Agriculture.** Climate change impacts the quality and quantity of agricultural products. For example, exposure to cold weather during dormancy is important for fruit set and quality in many perennial crops. Exposure to cold weather may increase in northern areas of the Pacific Northwest and decrease in southern areas.[100] A study by the Washington State Department of Agriculture found that a drought in 2015 caused $633 to $773 million in agricultural losses.[101] Drought and shifting precipitation patterns represent major threats, as drought reduces feed on rangelands for livestock and decreases water available for irrigation.
- **Aquatic/Fishing.** Marine heat waves impact fresh and saltwater habitats and species. In 2021, algal blooms exacerbated by increased temperatures resulted in a $641.1 million (in 2023 dollars) loss of

[98] Barnack, A. Wildfire Smoke Trends and the Air Quality Index. Oregon: Department of Environmental Quality, Laboratory and Environmental Assessment Division [cited 2023 May 5]. 24 p. Available from: https://www. oregon.gov/deq/wildfires/Documents/WildfireSmokeTrendsReport.pdf.

[99] https://express.adobe.com/page/C5CQaxjHUmGQ7/

[100] Noorazar, H., L. Kalcsits, V.P. Jones, M.S. Jones, and K. Rajagopalan, 2023: Climate change and chill accumulation: Implications for tree fruit production in cold-winter regions. *Climatic Change,* **171** (3), 34. https://doi.org/10.1007/s10584-022-03339-6

[101] Raymond, C.L, T.P. Nadreau, M. Rogers, Z. Kearl. 2023. Biophysical Climate Risks and Economic Impacts for Washington State. Report prepared for the Washington State legislature. Climate Impacts Group, University of Washington, Seattle.

commercial fishing revenue.[102] Tribes are often disproportionately impacted, accounting for half of fishery loss requests and experiencing losses from Dungeness crab fisheries. [103,104]

- **Forestry.** Forest plants and animals vulnerable to temperature and drought stresses are undergoing climate-induced die-offs. Five fir species in Oregon, Washington, and Northern California are experiencing severe mortality dubbed "Firmageddon."[105] Species at the edges of their ranges are expected to succumb first and may shift to higher elevations or northward. Die-offs include Douglas fir, a primary commercial timber species. Die-offs and stressed trees face higher risks of pest infestations and increase the risk of wildfires.
- **Human health.** With many Pacific Northwest households lacking air conditioning, higher summer temperatures and extreme heat events endanger vulnerable groups like older adults, low-income residents, those with disabilities, and individuals living alone who face heightened risks of heat stroke and death.
- **Tourism, Recreation, and Service Industries.** The Northwest tourism and recreation industry employs about 588,000 people and supports almost $60 billion (in 2023 dollars) in annual expenditures.[106] Climate impacts will vary as decreased snowpack will make trails and camping accessible later in the fall and earlier in the spring, but increased extreme events from atmospheric rivers may increase maintenance costs due to flooding and erosion. Higher temperatures will increase demand for water-based recreation; however, droughts may decrease lake, reservoir, and river levels during peak recreation season.

---

[102] Bellquist, L., V. Saccomanno, B.X. Semmens, M. Gleason, and J. Wilson, 2021: *The rise in climate change-induced federal fishery disasters in the United States*. PeerJ, 9, e11186. https://doi.org/10.7717/peerj.11186

[103] Bellquist, L., V. Saccomanno, B.X. Semmens, M. Gleason, and J. Wilson, 2021: *The rise in climate change-induced federal fishery disasters in the United States*. PeerJ, 9, e11186. https://doi.org/10.7717/peerj.11186

[104] Schlinger, C., O. Conroy-Ben, C. Cooley, N. Cooley, M. Cruz, D. Dotson, J. Doyle, M.J. Eggers, P. Hardison, M. Hatch, C. Hogue, K. Jacobson Hedin, C. Jones, K. Lanphier, D. Marks-Marino, D. Mosley, F. Olsen Jr., and M. Peacock, 2021: Ch. 4.2. Water. In: *Status of Tribes and Climate Change Report.* Marks-Marino, D., Ed. Institute for Tribal Environmental Professionals, Flagstaff, AZ, 98–141. http://nau.edu/stacc2021

105 https://www.seattletimes.com/seattle-news/climate-change-is-hastening-the-demise-of-pacific-northwest-forests/

[106] Mojica, J., K. Cousins, and T. Madsen, 2021: Economic Analysis of Outdoor Recreation in Oregon. Earth Economics, Tacoma, WA. https://static1.squarespace.com/static/561dcdc6e4b039470e9afc00/t/5ffe3084ce56a6552b7a3c71/1610494115376/EconomicAnalysisofOutdoorRecreationinOregon_OTC-EarthEconomics_SmallRes.pdf

- **Infrastructure.** Water, sewer, roads, utilities, and other infrastructure face risks if not designed to withstand climate change and extreme events. During the June 2021 heat dome, roads buckled near Everett, Washington, and a Portland streetcar cable melted.[107] Damaged power lines can lead to wildfires (a problem utility companies have started to mitigate by preemptively shutting down power when windy and dry conditions occur).[108] Rural communities relying on single water sources may be in jeopardy as droughts reduce groundwater aquifers or surface water availability. Sea level rise and flooding also threaten septic wastewater treatment systems. Atmospheric rivers and flooding can damage highways and streets through inundation and landslides, temporarily halting travel access to jobs, schools, healthcare, grocery stores, etc., necessitating expensive repairs and long detours. Additionally, the Pacific Northwest's hydropower dependency means the region may see fluctuations in electricity availability and costs as altered snowpack and precipitation patterns make the water supply less predictable.

[107] https://www.npr.org/2021/06/29/1011269025/photos-the-pacific-northwest-heatwave-is-melting-power-cables-and-buckling-roads

[108] EPI, 2023: Wildfire-Grid Risk, Power Talk. Boise State University, Energy Policy Institute. https://www.boisestate.edu/epi/upcomingevents/

Regional and Local Trends

Throughout this section, Wilsonville is compared to the Portland region and the State of Oregon. These comparisons are meant to provide context for changes in Wilsonville's socioeconomic characteristics. Additionally, information based on the 2019-2023 ACS is described as 2023 to enhance readability.

Availability of Labor

The availability of trained workers in Wilsonville will impact the development of its economy over the planning period. A skilled and educated populace can attract well-paying businesses and employers and spur the benefits that follow from a growing economy. Key trends that will affect the workforce in Wilsonville over the next 20 years include its growth in its overall population, growth in the senior population, and commuting trends.

POPULATION CHANGE

Population growth in Oregon tends to follow economic cycles. Oregon's population grew from 3.4 million people in 2000 to 4.3 million people in 2023, an increase of 830,000 people or 0.9% each year. Between 2000 and 2023, Wilsonville's population increased by 12,457 people at an average annual rate of 2.8% (**Exhibit 42**), exceeding both the Portland region's and Oregon's growth rates during the same time (1.0% and 0.9%, respectively).

Exhibit 42. Population Growth, Wilsonville, Portland Region, and Oregon, 2000–2023

	Population			Change, 2000 - 2023		
	2000	2010	2023	Number	Percent	AAGR*
Wilsonville	14,365	18,095	26,822	12,457	87%	2.8%
Portland Region	1,444,219	1,644,535	1,830,731	386,512	27%	1.0%
Oregon	3,421,399	3,831,074	4,250,027	828,628	24%	0.9%

Source: U.S. Census Bureau, 2000, and 2010. Portland State University Population Estimates, 2023.

AGE DISTRIBUTION

The number of people ages 65 and older in the United States is projected to increase from 58 million in 2023 to 82 million by 2050 (a 47% increase).[109] The economic effects of this demographic change include a slowdown of labor force growth, the need for workers to replace retirees, an aging workforce as seniors continue working after

[109] Mather, M. & Scommegna, P. (2024). Fact Sheet: Aging in the United States. https://www.prb.org/aging-unitedstates-fact-sheet/

age 65, an increased demand for healthcare services, and a larger portion of the federal budget dedicated to Social Security and Medicare.[110]

Exhibit 43 through **Exhibit 46** show the following trends:

- Wilsonville has a higher proportion of residents aged 20 – 39 compared to the Portland region and the state. While Wilsonville is growing across all age groups 5 years and older, the older age groups are experiencing much faster growth. This growth rate and the 2.5-year increase in median age between 2000 and 2023 suggests that Wilsonville is attracting or retaining older adults.
- Clackamas County's population is aging, with the population aged 60 and over projected to increase from 27% in 2024 to 30% in 2044. Clackamas County may continue to attract those in their late adult years (i.e., 60 years and older) over the planning period. While the share of retirees in these respective areas may increase over the next 20 years, the share of youth (i.e., under 20 years old) or people in their early adult lives (i.e., 20 to 39 years old) is likely to decrease. While this demographic shift can provide a valuable source of skilled labor and experienced mentorship for younger generations entering the workforce, it also raises concerns about a potential labor shortage as a significant portion of the workforce approaches retirement age.

Wilsonville saw an increase in median age between 2010 and 2023.

Wilsonville's median age was 38.7 in 2023, 1.4 years younger than the median age in Oregon and 3.4 years younger than the median age in Clackamas County

Exhibit 43. Median Age, Wilsonville, Clackamas County, Washington County and Oregon, 2010 to 2019–2023

2010	36.2 Wilsonville	40.6 Clackamas County	38.4 Oregon
2023	38.7 Wilsonville	42.1 Clackamas County	40.1 Oregon

Source: U.S. Census Bureau, 2010 Decennial Census, Table P12; American Community Survey 2019–2023 5-Year Estimates, Table B01002.

[110] The Board of Trustees, Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, 2023. The Budget and Economic Outlook: Fiscal Years 2024 to 2034, February 2024.

Wilsonville saw substantial growth across all age groups between 2010 and 2023 except for children under 5.

The age group between 25 and 44 remains the largest age group overall.

Exhibit 44. Wilsonville Population Change by Age Group, 2010 to 2019–2023



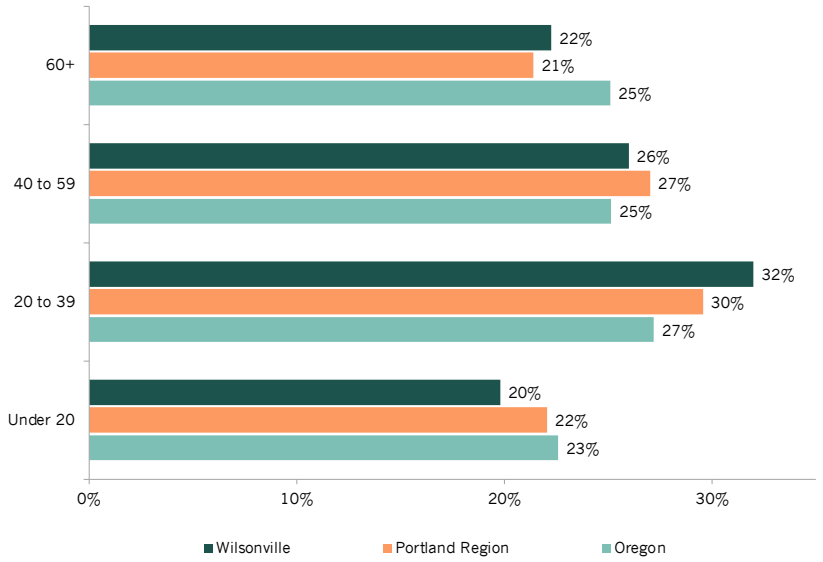
Source: U.S. Census Bureau, 2010 Summary File P12; American Community Survey 2019-2023 5-Year Estimates, Table B01001.

Nearly one-third of Wilsonville residents were between 20 and 39 years of age.

The proportion of Wilsonville's younger adults was higher than that of both the state and the Portland region.

Conversely, the proportion of Wilsonville residents under 20 years of age was lower relative to the Portland region and Oregon.

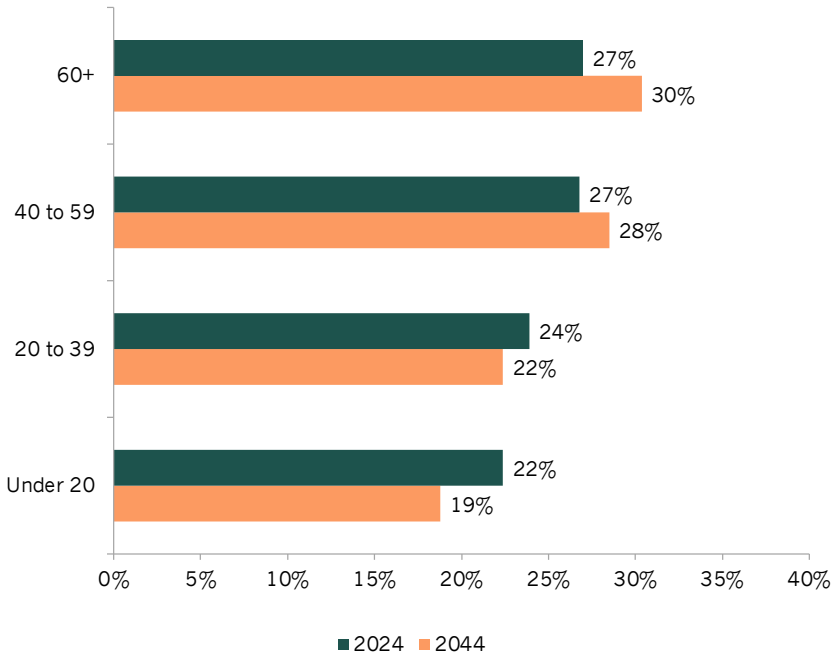
Exhibit 45. Population Distribution by Age, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey, 2019–2023 5-Year Estimates, Table B01001.

By 2044, Clackamas County residents age 40 and older will make up 58% of the county's total population, a 4% increase in share from 2024.

Exhibit 46. Population Share by Age Group, Clackamas County, 2024–2044



Source: Portland State University, College of Urban & Public Affairs: Population Research Center, Population Forecast, 2024.

RACE AND ETHNICITY

Wilsonville is becoming more racially and ethnically diverse. From 2000 to 2023, the share of the Hispanic/Latino population in Wilsonville grew from 12% to 16% of the total population, and the share of people of color increased from 15% to 25%. In the Portland region, the share of the Hispanic/Latino population rose from 12% to 14% of the total population, while the share of people of color grew from 21% to 29%.

Statewide, Hispanic and Latino Oregonians have employment rates that are average or slightly above average compared to the overall population in recent decades. However, their higher employment rates are primarily concentrated in low- and middle-wage occupations such as agriculture, building maintenance, production, construction, food preparation, and transportation and material moving.[111] Providing culturally specific services, particularly for Spanish speakers, can help improve workforce participation and economic contribution from these growing demographic groups. Such services may also facilitate the entry of Hispanic and Latino workers into higher-wage industries, enabling greater economic opportunities for these communities (if they wish to pursue them).

The population of people of color is defined as the share of the population that identifies as another race other than "white alone" according to Census definitions. The small population in Wilsonville results in small sample sizes, and thus people of color are combined into one category rather than showing individual races. The margin of error is considerable for the estimate of these populations.

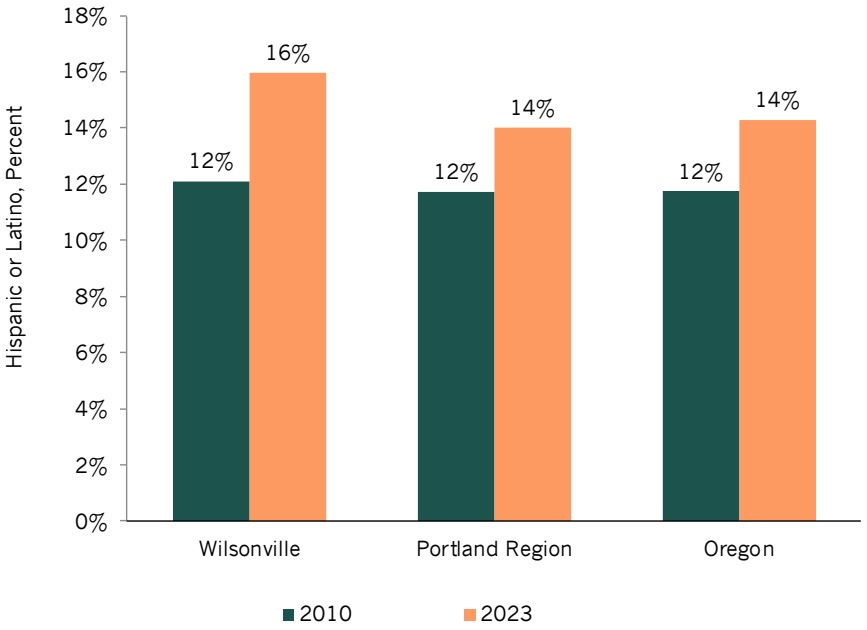
Exhibit 47 and **Exhibit 48** show the change in the share of Hispanic and Latino and people of color in Wilsonville compared to the Portland region and Oregon between 2010 and 2023. The group with the largest share of people of color in 2023 is two or more races, representing 15% and 11% of Wilsonville's and the Portland region's total populations, respectively.

[111] Lehner, Josh. "Oregon's Growing Hispanic and Latino Population." Oregon Office of Economic Analysis, 21 June 2023. https://oregoneconomicanalysis.com/2023/06/21/oregons-growing-hispanic-and-latino-population/

The share of Wilsonville residents that identified as Hispanic/Latino increased between 2010 and 2023 from 12% to 16%.

Wilsonville's growth in residents with Hispanic or Latino ethnicity outpaced the Portland region and Oregon.

Exhibit 47. Hispanic or Latino Population as a Percentage of the Total Population, Wilsonville, Portland Region, and Oregon, 2010, 2019–2023

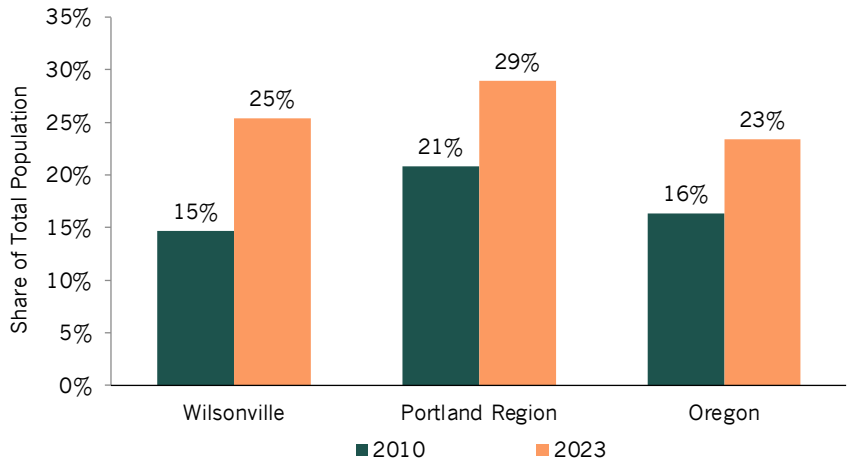


Source: U.S. Census Bureau, 2010 Decennial Census, Table P0008; 2019–2023 American Community Survey, 5-Year Estimates, Table B03002.

The share of people of color in Wilsonville increased between 2010 and 2023 from 15% to 25%.

Although Wilsonville's racial diversity increased at the fastest rate, it remains slightly less racially diverse than the Portland region.

Exhibit 48. Population of People of Color as a Percentage of the Total Population, Wilsonville, Portland Region, and Oregon, 2010, 2019–2023



Source: U.S. Census Bureau, 2010 Decennial Census Table P8; 2019–2023 American Community Survey, 5-Year Estimates, Table B02001.

INCOME AND WAGES

Income and wage levels can influence where businesses choose to locate. Industries that depend on lower-wage labor may be less likely to locate in areas with higher wages. In 2023, Wilsonville's median household income was $87,371—lower than Clackamas County's median but higher than the state median.

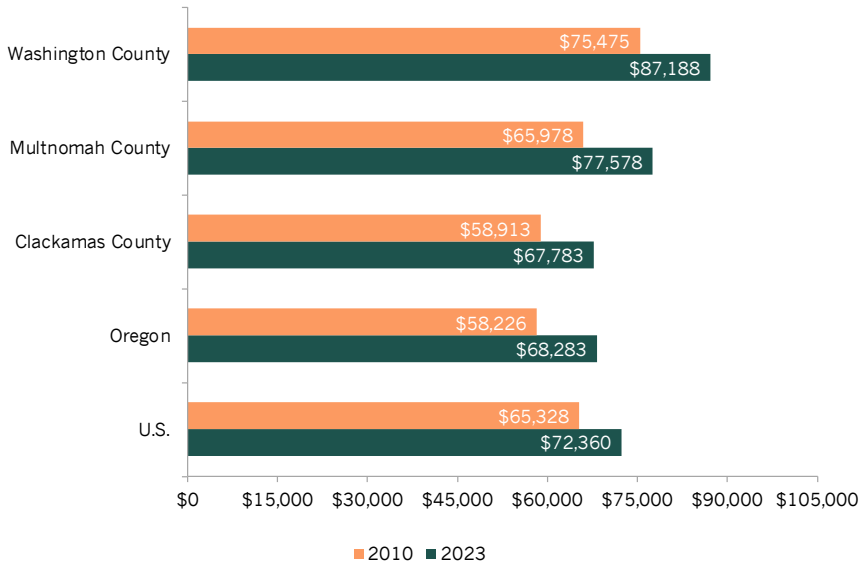
Average wages at businesses in Washington and Multnomah counties exceeded the Oregon average of $68,283, while Clackamas County's average wage was roughly in line with the state average.

From 2010 to 2023, average annual wages in Oregon and the Portland region grew faster than the national rate.

Oregon's wages rose by 17%, outpacing the 11% growth nationally. Still, Oregon's average wage in 2023 was $68,283, which remained below the U.S. average of $72,360.

Within the Portland region, average wages ranged from $67,783 in Clackamas County to $87,188 in Washington County.

Exhibit 49. Average Annual Wage, Covered Employment, Portland Region, Oregon, and U.S., 2010 to 2023, Inflation-Adjusted 2023 Dollars



Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages; State of Oregon Employment Department, Employment and Wages by Industry (QCEW).

The median household income in Wilsonville was lower than Clackamas County but higher than the state.

Exhibit 50. Median Household Income (MHI),[112] 2019–2023

$87,371	$100,360	$80,426
Wilsonville	Clackamas County	Oregon

Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19013.

[112] The Census calculated household income based on the income of all individuals 15 years old and over in the household, whether they were related or not.

Wilsonville's median family income was similar to Clackamas County and higher than the state overall.

Exhibit 51. Median Family Income,[113] 2019–2023

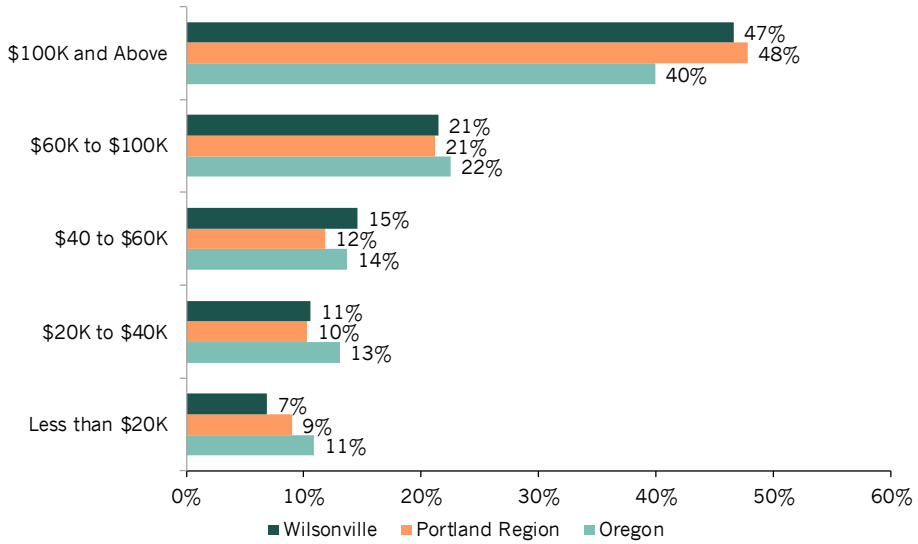
$115,941	$119,052	$98,832
Wilsonville	Clackamas County	Oregon

Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19113.

Nearly half of Wilsonville households earned more than $100,000 annually, consistent with Portland region trends.

About 18% of Wilsonville households earned less than $40,000 annually.

Exhibit 52. Household Income by Income Group, Wilsonville, Portland Region, and Oregon, 2019–2023, Inflation-Adjusted 2023 Dollars



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19001.

[113] The Census calculated family income based on the income of the head of household, as identified in the response to the Census forms, and income of all individuals 15 years old and over in the household who were related to the head of household by birth, marriage, or adoption.

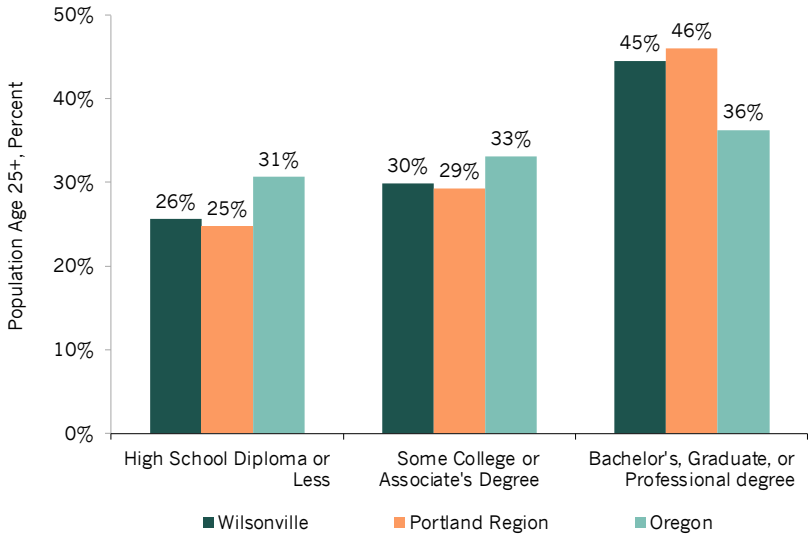
EDUCATIONAL ATTAINMENT

The educational level of a community's workforce is a crucial factor that influences the quality of labor available. Many businesses require access to employees with relevant education and training to meet their staffing needs. A community with a highly educated population is better positioned to attract and retain companies seeking skilled workers.

Wilsonville's educational attainment is higher than the state average and consistent with Portland region trends.

About 45% of Wilsonville residents hold a bachelor's, graduate, or professional degree, compared to 36% of Oregon residents statewide.

Exhibit 53. Educational Attainment for the Population 25 Years and Over, Wilsonville, Portland Region, and Oregon, 2019–2023



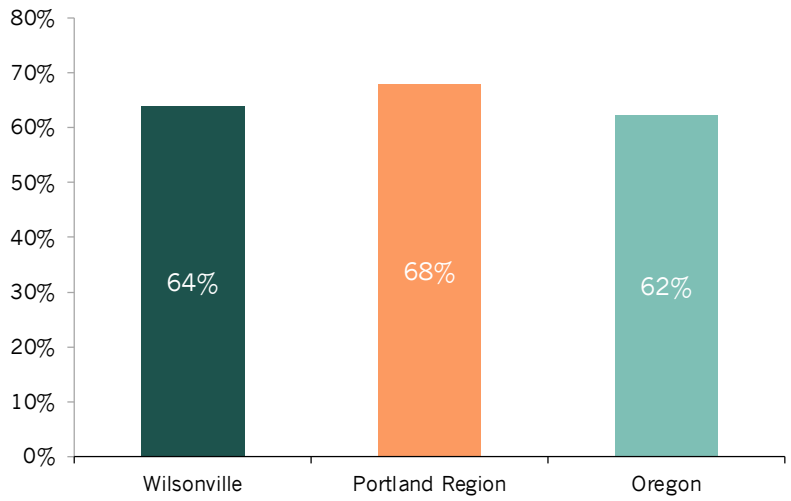
Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B15003.

LABOR FORCE PARTICIPATION AND UNEMPLOYMENT

Labor force participation is a key factor in assessing workforce availability. The labor force includes adults aged 16 and older who are either employed or actively seeking work. It does not include children, retirees, students, or others not currently looking for work. According to the 2019–2023 American Community Survey, the labor force included 1,505,127 people in the Portland region and 21,997 people in Wilsonville.

Wilsonville has a slightly lower labor force participation rate (64%) relative to the Portland region (68%).

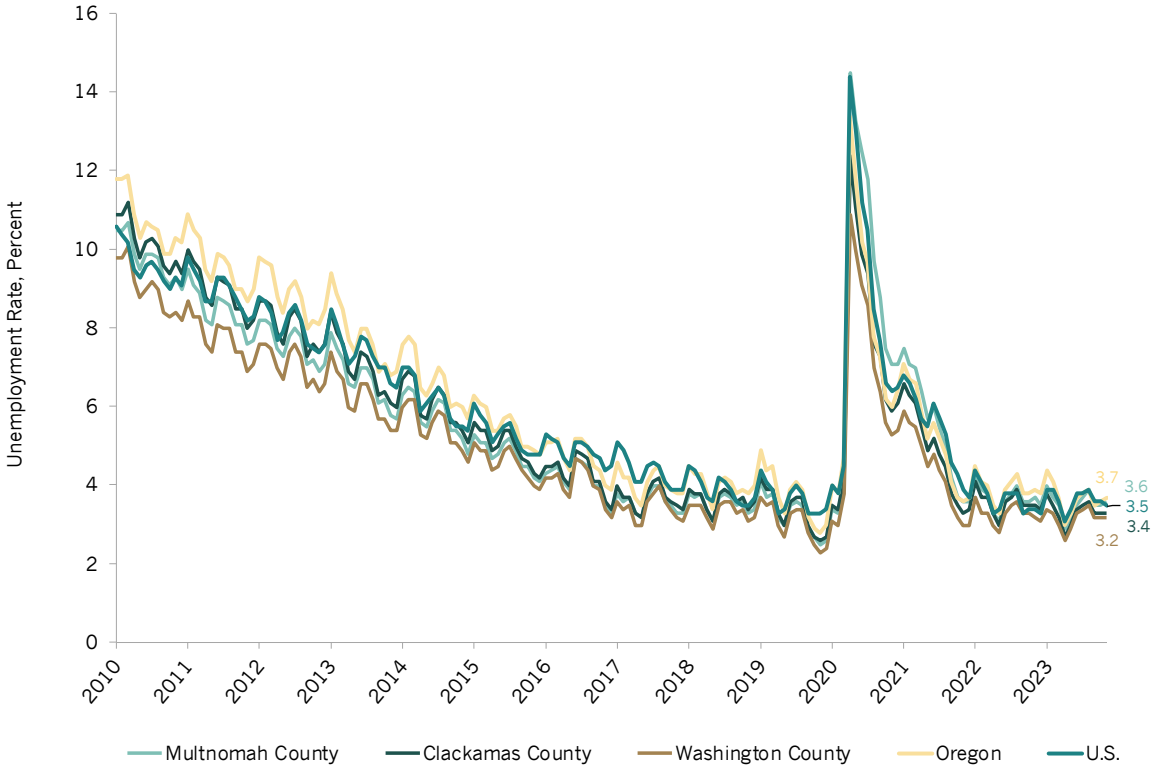
Exhibit 54. Labor Force Participation Rate, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B23001.

In 2023, unemployment rates in the Portland region were similar to state and national averages, in **Exhibit 55.** Rates ranged from 3.2% in Washington County to 3.6% in Multnomah County, compared to 3.7% for Oregon and 3.6% nationally.

Exhibit 55. Unemployment Rate, Multnomah County, Washington County, Clackamas County, Oregon, and the U.S., 2000–2023



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics, and Labor Force Statistics. Not seasonally adjusted.

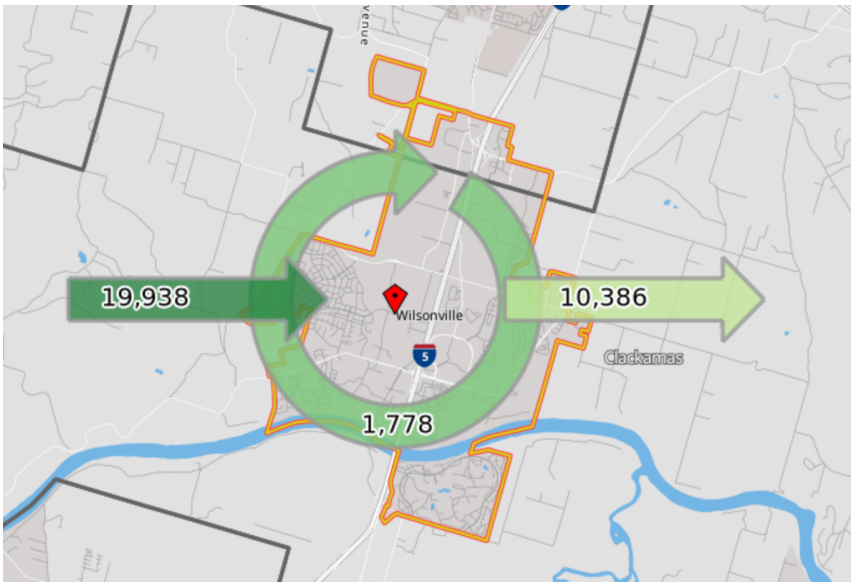
COMMUTING PATTERNS

Employers in Wilsonville benefit significantly from access to a labor pool that extends beyond City limits into neighboring areas of the Portland region, as well as Marion County. This access to a broader workforce through commuting allows businesses in Wilsonville to find suitable candidates for available positions, even if the local population alone may not provide enough qualified workers.

Wilsonville is part of an interconnected regional economy.

Nearly 20,000 people commuted into Wilsonville for work while just over 10,000 commuted out of Wilsonville for work. About 1,800 people both lived and worked in Wilsonville.

Exhibit 56. Commuting Flows, Wilsonville, 2022



Source: U.S. Census Bureau, Census On the Map.

Eight percent of all people who were employed at businesses in Wilsonville also lived in Wilsonville.

Ten percent of workers commute into Wilsonville from Portland and 5% commute from Salem.

Exhibit 57. Top Places Where Wilsonville Workers Lived, 2022

10%	8%	5%	3%
Portland	Wilsonville	Salem	Beaverton

Source: U.S. Census Bureau, Census On the Map.

About 15% of residents who lived in Wilsonville also worked in Wilsonville.

Twenty-two percent of Wilsonville residents commuted to Portland for work.

Exhibit 58. Top Places Where Wilsonville Residents Were Employed, 2022

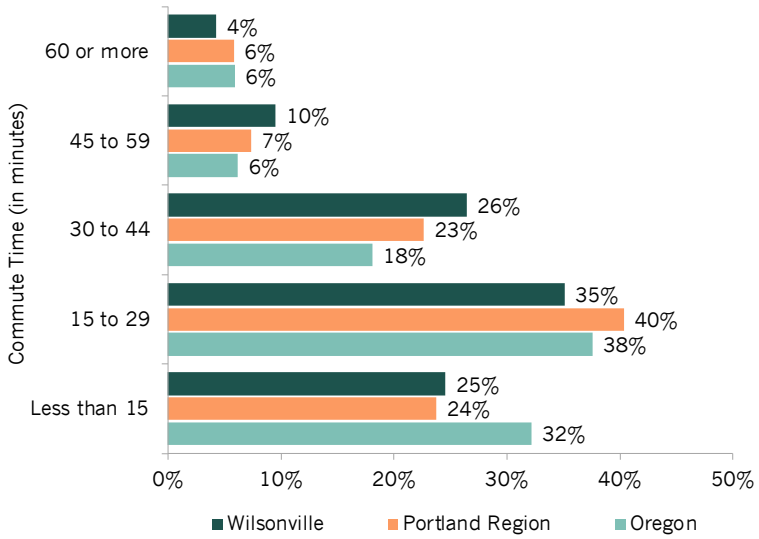
22%	15%	7%	5%
Portland	Wilsonville	Tualatin	Tigard

Source: U.S. Census Bureau, Census On the Map.

About 60% of Wilsonville residents had a commute time of less than 30 minutes.

About 26% of Wilsonville residents commute 30 to 44 minutes to work, with 14% commuting longer than 45 minutes. This distribution is similar to the broader Portland region.

Exhibit 59. Commute Time by Place of Residence, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B08303.

Tourism in Clackamas County and the Portland Region

Tourism plays a crucial role in local economies by supporting businesses, creating jobs, and generating tax revenue. Dean Runyan Associates, a travel industry research firm, provides tourism data through Travel Oregon's TravelStats dashboard.[114] According to the dashboard, the Clackamas County welcomed about 3.5 million overnight visitors in 2023, representing 28% of overnight travel to the Portland region. Visitors to Clackamas County contributed over $551 million in direct travel spending in 2023, with the largest expenditures in food services, retail, and accommodations.

Direct travel spending in the Portland Region increased 21% from 2014 to 2023.

Clackamas County's tourism spending increased by 8% over the same period.

Exhibit 60. Direct Travel Spending ($ millions), 2014 and 2023 (not inflation adjusted)

2014	**$4,417.9** Portland Region	**$551.6** Clackamas County
2023	**$5,365.9** Portland Region	**$597.6** Clackamas County

Source: Dean Runyan Associates, Oregon Travel Impacts, 2014-2023.

In 2023, the category that saw the highest level of visitor spending in Clackamas County was food services, which includes restaurants, cafés, and other establishments that provide prepared meals and beverages.

Exhibit 61. Largest Visitor Spending Categories ($ millions), Clackamas County, 2023

$174.6 Food Services	**$99.6** Retail Sales	**$92.5** Accommodations

Source: Dean Runyan Associates, Oregon Travel Impacts, 2023

[114] Travel Oregon. "Oregon Travel Impacts dashboard" Dean Runyan Associates. Retrieved March 27, 2024, from https://www.travelstats.com/impacts/oregon

The industry with the most employment generated by travel spending in the Clackamas County in 2023 was accommodations and food services.

Exhibit 62. Largest Industry Employment Generated by Travel Spending, Clackamas County, 2023

5,500 jobs	1,300 jobs	543 jobs
Accommodations & Food Services	Arts, Entertainment & Recreation	Retail

Source: Dean Runyan Associates, Oregon Travel Impacts. 2023

Appendix B. Buildable Lands Inventory Methodology

The Buildable Lands Inventory (BLI) identifies commercial and industrial lands that are available for development for employment uses within Wilsonville. This appendix presents methods and definitions used to develop the commercial and industrial buildable lands inventory for Wilsonville.

Methods and Definitions

The BLI for Wilsonville includes all land that allows commercial and industrial uses within the Wilsonville City limits and Wilsonville's portion of the Metro UGB.[115] From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the Wilsonville City limits and UGB area
2. It is inside a tax lot (as defined by Metro), and
3. Its current zoning/comprehensive plan designation allows employment uses. *Note that tax lots do not generally include roads, railroad rights-of-ways, or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate the study area "land base"
2. Classify lands by buildable area status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

[115] This area includes the Wilsonville portion of the Basalt Creek Planning Area in the northwest quadrant of the City.

Step 1: Generate Study Area "Land Base"

The commercial and industrial inventory used all tax lots within the Wilsonville City limits and UGB area with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Commercial (C)
- Industrial (I)
- Town Center (TC)
- Public (P)
- Undesignated

Figure 4 (on page 15) shows a map of these designations used in the BLI.

Step 2: Classify Lands by Buildable Area Status

In this step, ECOnorthwest classified each tax lot with an employment plan designation (based on the definitions in Table 5) into one of four mutually exclusive categories based on buildable area status:

- Vacant land
- Partially vacant land
- Public land
- Developed land

ECOnorthwest identified buildable land and classified buildable area status using a rule-based methodology, which identifies that that is buildable (vacant and partially vacant land). The rules are described in Table 5. The buildable area status classifications of the BLI land base are visualized in map format below in Figure 5.

Exhibit 63. Rules for Buildable Area Status Classification

BUILDABLE AREA STATUS	DEFINITION	STATUTORY AUTHORITY
Vacant Land	Tax lots designated as vacant by Metro based on the following criteria: 1. Fully vacant based on Metro aerial photos 2. Tax lots with less than 2,000 square feet developed AND developed area is less than 10% of lot 3. Lots 95% or more vacant from GIS vacant land inventory.	OAR 660-009-0005(5); Oregon Metro BLI Methodology (2024)[116]
Partially Vacant Land	A tax lot: 1) Between one and five acres occupied by a use that could still be further developed based on zoning; or 2) Equal to or larger than five acres where one half-acre or more is occupied by permanent buildings or improvements where excess land that could be further developed is present. This determination was based on a visual assessment and City staff verification.	No statutory definition
Public	Lands in public or semi-public ownership are considered unavailable for commercial or industrial development. This includes lands in Federal, State, County, or City ownership as well as lands owned by churches and other semi-public organizations and properties with conservation easements. These lands are identified using the Metro's definitions and categories.	No statutory definition
Developed Land	Lands not classified as vacant, partially vacant, or public/exempt are considered developed. Developed land includes lots with redevelopment capacity, which are also included in BLI.	OAR 660-009-0005(1)

[116] https://www.oregonmetro.gov/sites/default/files/2024/10/25/2024-UGR-Appendix-2-with-attachments.pdf

Step 3: Identify Constraints

As shown in Table 6, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and Metro's 2024 BLI methodology.

Exhibit 64. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Title 3 (Stream and Floodplain Protection Plan)	OAR 660-009-0005(2)	Lands within Metro-defined Title 3 areas	Metro
Title 13 (Habitat Conservation Areas)	OAR 660-009-0005(2)	Lands within Conservation Areas identified as "High" or "Very High"	Metro
Significant Resource Overlay Zone	OAR 660-009-0005(2)	Lands within the Wilsonville-defined Significant Resource Overlay Zone	City of Wilsonville
Pacific Habitat Services in Basalt Creek	OAR 660-009-0005(2)	Lands within riparian areas, upland tree groves, or wetlands, as identified by Pacific Habitat Services in the Basalt Creek area.	Pacific Habitat Resources
Natural Hazard Constraints			
FEMA Regulatory Floodway and 100-Year Floodplains	OAR 660-009-0005(2)	Lands within FEMA–defined regulatory floodway or 100-year floodplains	FEMA via National Flood Hazard Layer Interactive Viewer
Steep Slopes	OAR 660-009-0005(2)	Slopes greater than 15%	Oregon Department of Geology and Mining Industries

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 6 (page 17) shows a map of the individual constraints.

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involves reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments. The final verification included review by stakeholders, including by members of the Technical Advisory Committee.

Step 5: Tabulate and Map Results

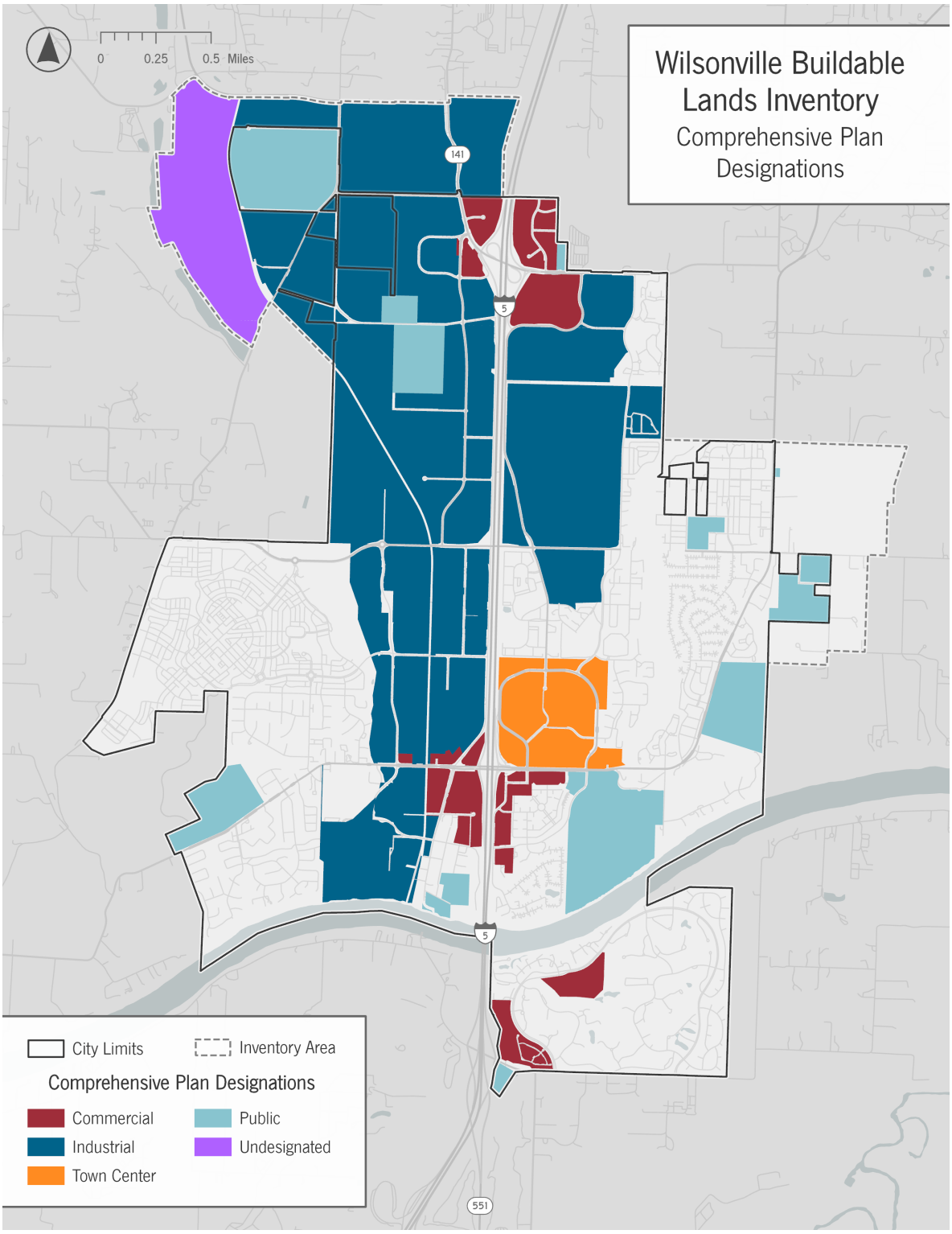
The results of the commercial and industrial BLI are presented in tabular form and maps in the remainder of this Appendix. These maps separately show the existing Comprehensive Plan designations, individual constraints used, the land base by buildable area status with aggregated constraints represented, and unconstrained vacant and partially vacant lands by Comprehensive Plan designation.

Exhibit 65. Buildable Acres in Vacant/Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Commercial	4	4	0.3
Industrial	308	178	130
Town Center	9	9	-
Undesignated	45	1	44
Total	**366**	**191**	**175**

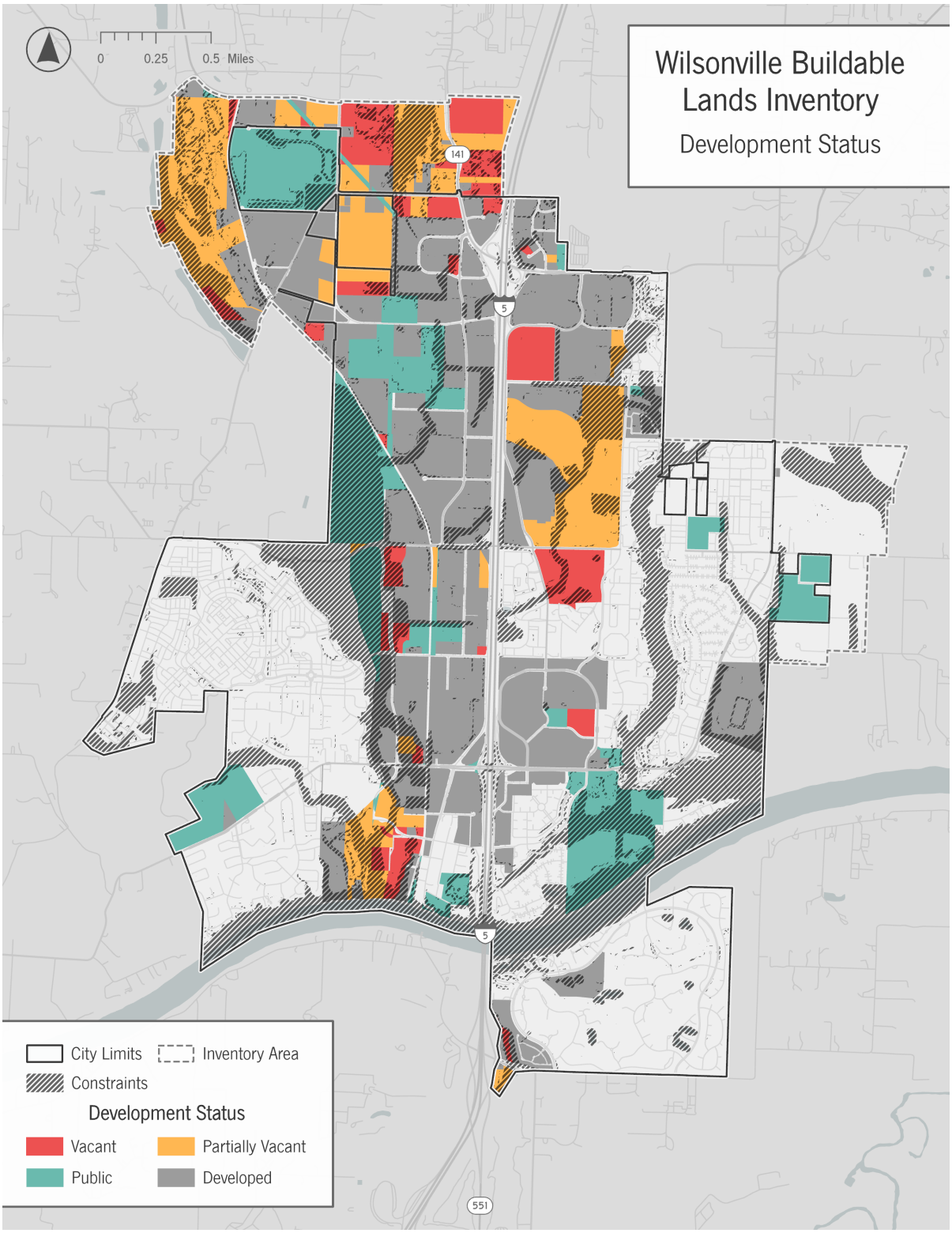
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 66. Comprehensive Plan Designations Included in the Employment Land Base, Wilsonville City Limits and UGB Area, 2025



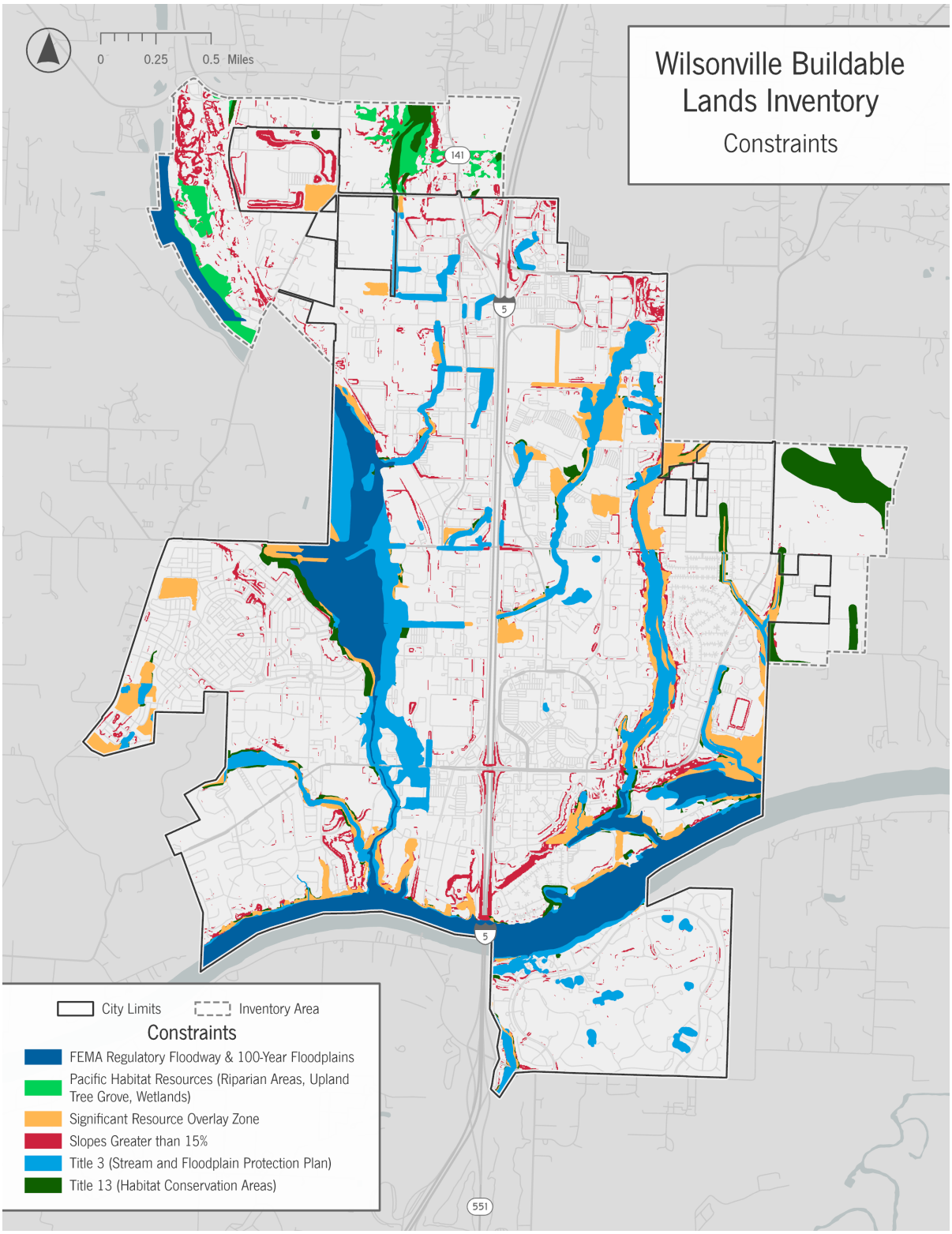
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 67. Buildable Area Status with Constraints, Wilsonville City Limits and UGB Area, 2025



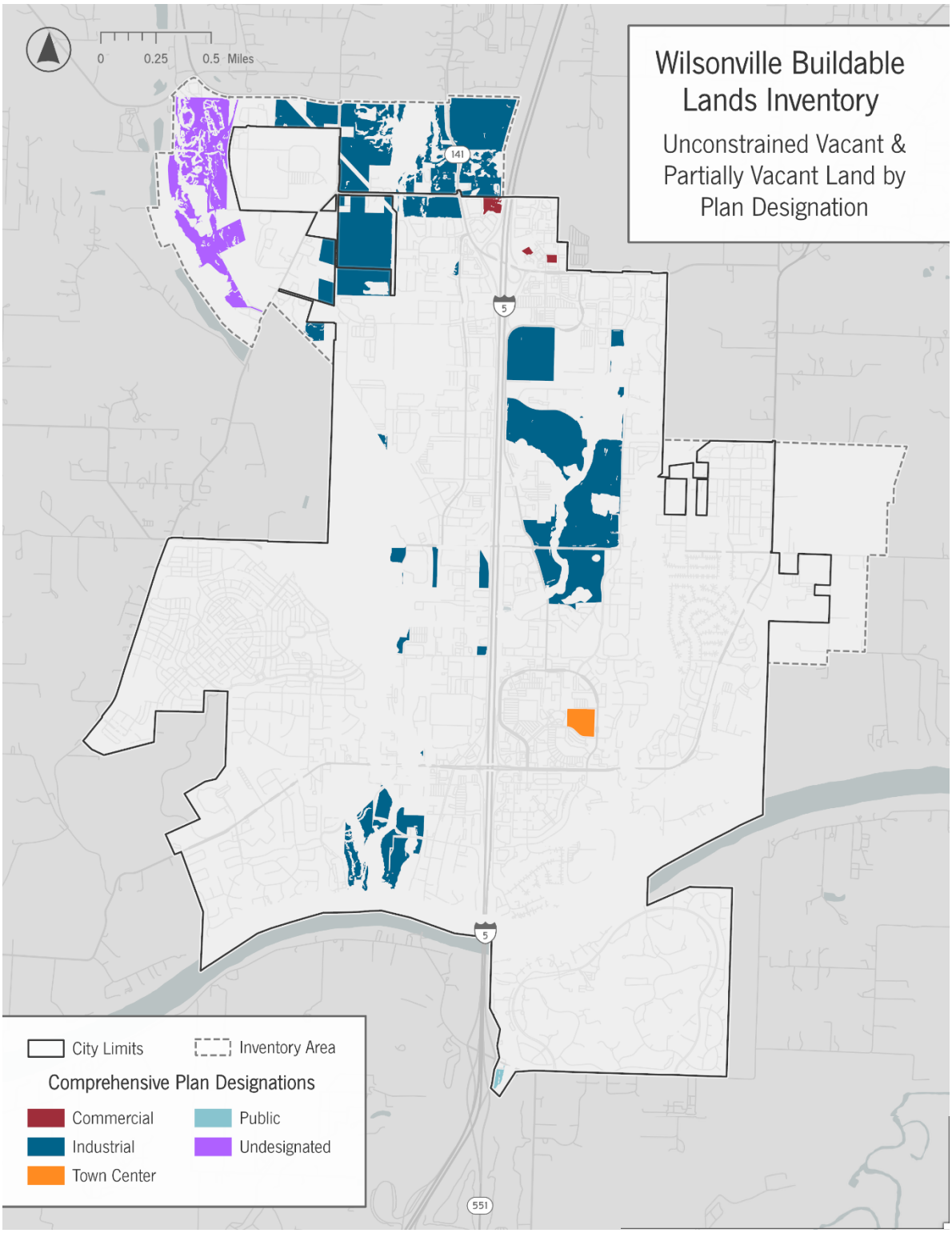
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 68. Development Constraints, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro, Pacific Habitat Services, USGS

Exhibit 69. Buildable Employment Land by Comprehensive Plan Designation, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Appendix C. Economic Development Strategy

The City of Wilsonville is a leading employment center in the southern Portland metro area. Its location along I-5 and concentration of advanced manufacturing, wholesale trade, and construction industries distinguish it from other communities in the region. Employers located in Wilsonville benefit from access to a large, skilled labor force that extends north into the Portland area and south into Oregon's Mid-Valley.

Looking ahead, Wilsonville faces key decisions about how to sustain economic growth and strengthen its role as a regional employment hub. Industrial development in Coffee Creek and Basalt Creek is constrained by small parcels, fragmented land ownership, existing contractor establishments, and limited urban-level infrastructure. At the same time, limited vacant commercial land means most new commercial growth will rely on redevelopment and reuse of existing buildings. This is particularly relevant in Town Center and within established commercial corridors where large vacant buildings present both challenges and opportunities.

These same conditions affect small businesses across the city. Rising rents and limited access to financial and technical resources make it difficult for some to remain competitive and for others to expand. Many are unaware of existing programs or find it challenging to navigate state and regional systems to access them. Across industries, mismatches between available workforce skills and employer needs also remain a persistent concern for businesses of all sizes.

This **Economic Development Strategy (EDS** or **Strategy)** provides a 10-year roadmap for maintaining and expanding Wilsonville's economic base. It builds on the findings of the Wilsonville Industrial Land Readiness (WILR) project. This work focused on industrial site readiness in Basalt Creek and included the 2025 Economic Opportunities Analysis (EOA), which assessed land capacity, employment trends, and industry strengths. The Strategy also reflects input from local businesses, property owners, developers, and regional economic development partners. It aligns with other key initiatives, such as the Town Center Plan and Tourism Development Strategy, to create a coordinated framework for advancing the City's economic goals.

Desired Outcomes

The Strategy identifies six desired outcomes that define long-term economic success for Wilsonville over the next 10-years:

- **Basalt Creek and Coffee Creek show considerable momentum,** building out with high-quality, high-value development and are home to employers that provide higher-than-average-wage job opportunities.
- **Town Center is redeveloping** with active retail, housing, and civic spaces.
- **Zoning and infrastructure investments balance** the needs of residents and target industries, supporting both community livability and economic growth.
- **Retail and restaurant offerings are expanded**, including more locally owned and experience-oriented businesses.
- **Employment opportunities with higher-than-average wages have expanded,** providing more career options for Wilsonville residents.
- **Wilsonville is recognized regionally** for its advanced industrial employment, quality of life, and high-caliber customer service.

Achieving these outcomes will require coordinated and sustained effort as well as public and private investment.

Summary of Actions

The Strategy organizes implementation work into six focus areas, each with a small set of actions the City can lead, coordinate, or support with partners. Together, the actions address priorities identified through the WILR work and stakeholder engagement, including industrial site readiness, commercial and mixed-use redevelopment, workforce connections, and support for existing and new businesses. Exhibit 70 provides a high-level summary of the actions by focus area. The Timing column indicates whether an action is expected to occur in the near term (1 to 5 years) or the longer term (6 to 10 years). The Resources column indicates whether an action can be advanced with existing staff capacity and funding or will require more staff capacity or a new funding source.

Exhibit 70. Summary of Actions

Focus Areas	Actions	Timing	Resources
Issue #1: Much of Wilsonville's undeveloped industrial land is not development ready	1.1 Launch a land aggregation and resale program in Coffee Creek	Near-term	Existing
	1.2 Conduct a feasibility study for a Basalt Creek URA	Near-term	Existing
	1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation	Near-term	Existing
	1.4 Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers	Near-term (design) Longer-term (expand)	May require new funding source
	1.5 Promote Wilsonville's industrial sites for development	Longer-term	Existing
Issue #2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment	Near-term	Exploration with existing staff
Issue #3: Vacant commercial land is limited	3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas	Near-term	Existing
	3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities	Near-term	Some priorities will require new funding source(s)
	3.3 Catalyze redevelopment of key sites in Town Center	Longer-term	New
Issue #4: Lack of unique retail and dining experiences	4.1 Incentivize local dining and retail in Town Center	Near-term (explore) Longer-term (implement)	New *if* providing financial incentives
	4.2 Explore the creation of a food cart incubation program in Town Center	Near-term (explore) Longer-term (implement)	New *if* providing seed funding
	4.3 Explore affordable commercial space models and partnerships	Near-term (explore) Longer-term (implement)	New *if* subsidizing commercial space
	4.4 Recruit unique restaurants and shops to Town Center	Longer-term	New *if* providing financial incentives or placemaking investments
Issue #5: Businesses struggle to find qualified workers	5.1 Facilitate workforce connections and support partner initiatives	Near-term	Existing
Issue #6: Perceived limited supports for small businesses	6.1 Strengthen business communication, customer service, and resource connections	Near-term	Existing
	6.2 Provide small business assistance grants for upgrades	Longer-term	New

Organization of the Economic Development Strategy

This strategy is organized as follows:

- **Framework for Action.** Presents the Strategy's implementation approach and how the City will advance the actions over time.
  - **Implementation Leadership and Partnerships.** Describes City departments' roles and the external partners needed to support delivery.
  - **Strategic Focus Areas and Actions.** Describes each focus area, the underlying issue, and the actions identified to address it.
  - **Resource Needs.** Summarizes staffing and funding considerations and identifies which actions can proceed with existing resources versus those requiring new resources.
  - **Sequencing of Actions.** Outlines near-term priorities (1-5 years) and longer-term steps (6–10 years), including actions that start with exploration and scale later.
- **Detailed Action Sheets.** Provides action-by-action implementation details, including rationale, roles, and implementation steps.

Framework for Action

The Framework for Action translates Wilsonville's desired economic outcomes into a clear plan for implementation. It defines who will lead the work, what actions the City will take and why, and when those actions will occur. This section presents actions to guide the City in managing growth, strengthening its business environment, and promoting long-term economic resilience.

Implementation Leadership and Partnerships

Implementation of the EDS will be led by the City of Wilsonville's Economic Development and Planning departments, with support from Engineering, Parks, and other City departments as needed. Close coordination among departments will be essential to align land use, infrastructure, and economic development priorities.

Success will also depend on collaboration with external partners that bring technical expertise, funding, and regional connections. Key partners include:

- **Business Oregon:** Provides state programs and resources that support infrastructure investment, industrial site development, and business investment and recruitment.
- **Greater Portland Inc. (GPI):** Supports business recruitment, foreign direct investment (FDI), marketing, and traded-sector growth in the region.
- **Metro and Washington County:** Supports coordination of infrastructure, transportation, and land-use planning.
- **Chambers of Commerce:** Provide local business support, networking, and convening to strengthen the business community.
- **Educational and workforce partners** (Clackamas Community College, Oregon Tech, Oregon Manufacturing Extension Partnership, Clackamas Workforce Partnership, Worksystems): Offers workforce training, industry engagement, and alignment of education programs with employer needs.

Note: These partners represent core collaborators but not the full list of organizations that may support implementation of the EDS actions.

Strategic Focus Areas and Actions

The Strategy focuses on six key focus areas that most influence Wilsonville's ability to achieve its desired economic outcomes. Each represents a point of leverage where the City can make measurable progress through investment, policy, and partnership.

Each focus area includes a description of the issue, followed by the specific actions identified to address it. Collectively, these actions provide a framework for the City to manage growth, strengthen its business environment, and promote long-term economic resilience.

Note: Several actions are drawn from the Town Center Plan (TCP) and Tourism Development Strategy (TDS). These existing plans include initiatives that directly advance the outcomes and focus areas identified through the WILR and engagement process. Incorporating them here ensures consistency across adopted plans and avoids duplicating existing work. When an action originates in the TCP or TDS, it is noted for reference.

FOCUS AREA 1: MUCH OF WILSONVILLE'S UNDEVELOPED INDUSTRIAL LAND IS NOT DEVELOPMENT READY

Wilsonville has more than 350 acres of vacant industrial land across the city. However, much of this land is not development ready, with the greatest readiness challenges concentrated in Coffee Creek and Basalt Creek. Many of the sites in these areas are unavailable for development of higher-intensity industrial uses because of infrastructure gaps (e.g., lack of sufficient sewer and water capacity), small parcel sizes and fragmented ownership, and existing low-intensity uses that hinder private investment.

Actions

1.1 Launch a land aggregation and resale program in Coffee Creek

Use Urban Renewal funds to acquire parcels from willing sellers in Coffee Creek, consolidate them into marketable sites, and resell them through an RFP process to industrial developers or owner-users. Land may be sold below acquisition cost (at Fair Reuse Value, as defined by ORS 457) to overcome barriers created by land fragmentation and gaps between seller price expectations and buyers' ability to pay. The price gap would be reimbursed through the Business Oregon Regionally Significant Industrial Site (RSIS) program once job thresholds are met.[117] This approach directly reduces land fragmentation and creates larger, development-ready industrial parcels.

[117] The RSIS program, administered by Business Oregon, helps local governments prepare large industrial sites for traded-sector employers. The program reimburses eligible site-readiness costs, such as land assembly, infrastructure, and environmental mitigation. Local governments fund the initial

City role: Use Urban Renewal funds to acquire and consolidate parcels, manage resale through an RFP and Disposition & Development Agreement (DDA), and pursue RSIS reimbursement for eligible costs once job performance criteria are met.

1.2 Conduct a feasibility study for a Basalt Creek Urban Renewal Area (URA)

Evaluate whether expanding the Coffee Creek URA to include Basalt Creek, or establishing a new URA for Basalt Creek, could generate sufficient tax increment to fund needed infrastructure and site readiness. The study will assess the potential to fund roads, utilities, and other urban infrastructure, as well as opportunities to support land aggregation. It will provide City Council with options and recommendations. This action directly addresses the lack of infrastructure and fragmented sites that currently limit development in Basalt Creek.

City role: Lead the feasibility study, engage with affected taxing districts, and prepare City Council for a decision on whether to expand the Coffee Creek URA or establish a new URA for Basalt Creek

1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation

Coordinate with Washington County to review development applications in the Basalt Creek area and advocate for uses that align with the Basalt Creek Concept Plan (BCCP) and the City's long-term industrial goals. Although Washington County maintains permitting authority until annexation, the City should be closely involved in pre-application meetings and development review to encourage land use decisions that support the BCCP. As an alternative approach, the City could work with Washington County to update the Urban Planning Area Agreement (UPAA) to transfer planning authority for Basalt Creek to the City, which would help ensure development approved under Washington County zoning includes required off-site improvements.

If properties are annexed, require new uses and development to comply with the City's Development Code and support the area's intended industrial character. For properties that remain under Washington County jurisdiction, prioritize clear communication with owners and transition planning. Encourage interim site and design improvements that fit the surrounding urban industrial context until such time that annexation and development occur.

City role: Coordinate with Washington County on development review in Basalt Creek, communicate expectations for BCCP-consistent development, lead any discussions about

improvements and receive reimbursement after the site meets job and wage thresholds based on new employment created.

updating the UPAA, and, after annexation, manage City Development Code compliance and provide guidance to property owners on needed changes.

1.4 Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers

Identify, evaluate, and refine a coordinated package of financial and policy tools that reduce high infrastructure costs and support industrial land development in Wilsonville. The work will clarify funding mechanisms, incentives, and partnerships that can help offset or share upfront costs of site readiness and infrastructure delivery, and package them in a way that is predictable and easy for staff and developers to use. The package could include:

- New funding mechanisms, such as Local Improvement Districts (LIDs) or latecomer agreements.
- Promotion and potential refinements to the Wilsonville Investment Now (WIN) program to better support site readiness in areas outside Coffee Creek.
- Public cost-sharing and site preparation support, including development agreements that share infrastructure or site preparation costs on strategic sites. The RSIS program could reimburse qualifying investments in areas such as Coffee Creek, Basalt Creek, and select sites east of I-5.
- State and federal funding through Business Oregon, Metro, and federal/state infrastructure programs to reduce the local funding burden.
- Regional collaboration and advocacy to align Wilsonville's needs with broader regional industrial land readiness goals and increase visibility of local infrastructure challenges in state funding discussions.

City role: Evaluate and, where appropriate, implement new funding tools, pursue state and federal grants to offset infrastructure costs, coordinate advocacy with regional partners, and maintain a clear summary of available tools for use in City discussions with property owners and developers.

1.5 Promote Wilsonville's industrial sites for development

Increase the City's promotion of Wilsonville's industrial sites by clearly communicating site readiness status, available incentives (such as the WIN program), tools developed under Action 1.4, and the City's support for traded-sector employers. Strengthen targeted outreach through regional partnerships and consistent engagement with site selectors, developers, and employers, using tools such as the developer and site selector newsletter with a regular schedule and proactive, site-specific messaging.

City role: Lead marketing of industrial sites through direct communication and outreach, maintain up-to-date information on sites and incentives, and collaborate with Greater

Portland Inc. and Business Oregon to increase the visibility of Wilsonville's opportunities in regional and state recruitment.

FOCUS AREA 2: LIMITED CITY FUNDS TO SUPPORT ECONOMIC DEVELOPMENT OUTSIDE OF COFFEE CREEK URBAN RENEWAL AREA

Wilsonville's capacity to support infrastructure, redevelopment, and business investment is constrained by a limited set of local funding tools. The Coffee Creek Urban Renewal Area (URA) provides dedicated resources for site improvements and infrastructure, but other priority areas, including Basalt Creek and Town Center, do not have comparable funding sources. This gap limits the City's ability to provide infrastructure to support the development and/or redevelopment of priority sites, attract employers, and act on other City priorities.

Actions

2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment *(Refer to Town Center Plan & Tourism Development Strategy)*

Evaluate options for creating a dedicated funding source to support commercial and mixed-use redevelopment, particularly in Town Center and along key commercial corridors. Potential tools include a Town Center Urban Renewal Area (URA), a Business Improvement District (BID), a Local Improvement District (LID), and adjustments to the Transient Lodging Tax (TLT). This action will assess feasibility, tradeoffs, and community support for these options and identify how a funding package could provide sustained resources for infrastructure, amenities, and redevelopment projects that strengthen Wilsonville as a hub for retail, dining, and tourism.

City role: Lead policy design, financial analysis, and public and stakeholder engagement; coordinate with overlapping taxing districts; and, if a tool is adopted, administer the chosen funding mechanism.

1.2. Conduct a feasibility study for a Basalt Creek URA (See Focus Area 1)

1.4. Develop a coordinated set of financial and policy tools for overcoming infrastructure barriers (See Focus Area 1)

FOCUS AREA 3: VACANT COMMERCIAL LAND IS LIMITED

Wilsonville has a limited supply of vacant commercial land to accommodate future growth. The EOA highlighted that redevelopment and policy changes, such as allowing certain commercial uses in select industrial areas, will be essential to meeting future commercial needs. Town Center represents Wilsonville's primary opportunity for new commercial and mixed-use growth. Several large vacant commercial buildings,

including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, also offer near-term opportunities for reuse.

Actions

3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas

Explore targeted updates to the Wilsonville Development Code to allow a limited range of non-retail commercial uses in carefully selected industrial areas. Potential uses could include commercial recreation (for example, gyms, climbing facilities, or indoor entertainment) and offices or coworking spaces that are not directly tied to an industrial operation but are compatible with industrial activity. This action is explicitly framed as an exploration exercise and will focus on where and how such uses might be appropriate, whether they should be allowed as conditional uses, and what safeguards are needed to protect traded-sector industrial land.

City role: Lead the exploratory analysis and stakeholder conversations, and, if appropriate, manage the Development Code amendment process.

3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities *(Refer to Town Center Plan & Tourism Development Strategy)*

Work across departments so that Economic Development helps advance key actions from the Town Center Plan and Tourism Development Strategy that align with the desired outcomes identified in this Economic Development Strategy. This includes supporting parking management, shared parking strategies, placemaking, and streetscape or public space improvements that make redevelopment more attractive and feasible.

City role: Coordinate across departments to align Economic Development, Planning, Parks and Recreation, Engineering and Public Works with Town Center and tourism strategies.

3.3 Catalyze redevelopment of key sites in Town Center *(Refer to Town Center Plan)*

Partner on select priority sites where City support could spark reinvestment and create new commercial space on underutilized land. The City could collaborate with property owners and potential developers to facilitate site readiness, assist with predevelopment analysis, and coordinate infrastructure or amenity improvements needed to attract investment. If a Town Center URA is adopted, URA-funded acquisition and disposition, SDC transfer programs, or predevelopment grants (e.g., feasibility studies, site development analysis) could be used to help catalyze projects.

City Role: Facilitate partnerships with property owners and developers, provide technical and policy support for site redevelopment, and coordinate needed infrastructure and public improvements. Offer regulatory or financial incentives, marketing support, or infrastructure cost-sharing; recruit development partners.

FOCUS AREA 4: LACK OF UNIQUE RETAIL AND DINING EXPERIENCES

Wilsonville has few distinctive, locally owned shops and restaurants that help create a strong sense of place and attract workers and visitors. Most retail centers are anchored by national chains, and smaller experience-oriented businesses face barriers such as high rents, limited appropriately sized spaces, and costly tenant improvements. These challenges make it difficult for locally owned restaurants, shops, and personal service businesses to establish and grow. Expanding opportunities for locally owned and experience-driven businesses, particularly in Town Center, would strengthen Wilsonville's identity and support local entrepreneurs. This work also offers an opportunity to broaden access for business owners from all backgrounds, including those from historically underrepresented communities, by reducing barriers to entry and increasing access to space, visibility, and customers.

Actions

4.1 Incentivize local dining and retail in Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Design and implement an incentives program to encourage local and experience-oriented dining and retail businesses to locate in Town Center. Incentives may include tenant improvement grants, limited fee reductions, or lease subsidies designed to attract small, locally owned businesses that contribute to Town Center's identity as a vibrant community destination. These incentives are intended to support businesses and entrepreneurs both in and outside of Wilsonville that are seeking to establish or expand in Town Center. This program will be coordinated with the Town Center Plan and Tourism Development Strategy to ensure alignment.

City role: Design and administer incentive programs, coordinate with property owners and tenants, and monitor outcomes to refine the program over time.

4.2 Explore the creation of a food cart incubation program in Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Explore the feasibility of a food cart incubation program in Town Center to support small-scale entrepreneurs, activate underused sites, and test market demand. The concept could draw on Tigard's Launch Pod model, which pairs lower rents withs business advising and coaching. Initial rent is low and increases over time. Business advising includes coaching and a defined "graduation" period, after which successful businesses move to other locations. The program would be open to entrepreneurs both in and outside of Wilsonville who are looking for an accessible way to launch or test a concept.

City role: Lead exploration of the concept by identifying potential sites, evaluating feasibility, and defining partner roles. If a viable model and funding source are identified, help secure resources and promote the program.

4.3 Explore affordable commercial space models and partnerships

Evaluate strategies and partnerships to increase the supply of affordable or below-market commercial space for small and locally owned businesses in Town Center and other key commercial areas, and to preserve existing affordable commercial spaces. Potential approaches include City master leasing, where the City leases ground-floor space from a property owner and subleases it to local businesses at reduced rates, and partnerships with developers that reserve a portion of new projects for local tenants. The City could also explore shared incubator spaces or micro-suites that offer low-cost entry points for start-ups. These approaches support small businesses and entrepreneurs operating in Wilsonville, including minority-owned businesses, whether they start here or relocate from elsewhere.

City role: Lead evaluation of options to support affordable commercial space; identify pilot sites and engage property owners.

4.4 Recruit unique restaurants and shops to Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Actively recruit distinctive dining and retail tenants to strengthen Town Center as a destination district. Focus recruitment on concepts that fit the Town Center Plan vision and Tourism Development Strategy, using targeted marketing materials, coordination with property owners and brokers, and direct outreach to operators whose offerings match the desired character and tenant mix. Recruitment could be paired with catalytic redevelopment efforts (Action 3.1) to ensure new businesses locate in highly visible, high-impact sites. Recruitment efforts could include outreach to both existing Wilsonville businesses that may want to expand into Town Center, and businesses from outside the city that offer concepts not currently available in Wilsonville. Recruitment should aim to bring a diversity of business types that broaden the mix of experiences, cuisines, and services available in Town Center.

City role: Market Town Center opportunity sites, lead or support outreach to targeted tenants, and coordinate with property owners, brokers, and tourism partners so recruitment is explicitly aligned with the Town Center Plan and Tourism Development Strategy and connected to City incentive tools.

FOCUS AREA 5: BUSINESSES STRUGGLE TO FIND QUALIFIED WORKERS

Employers in Wilsonville face challenges finding and retaining workers with the skills needed for manufacturing and other key industries. During the EOA engagement

process, employers and regional economic development partners also raised concerns about how artificial intelligence (AI) may affect local jobs and emphasized the importance of upskilling workers to meet evolving job requirements. These issues are particularly challenging for smaller employers that have limited resources to dedicate to in-house training. Stronger coordination between businesses, schools, and workforce partners is needed to align training programs with both current and emerging industry needs.

Actions

5.1 Facilitate workforce connections and support partner initiatives

Take a more active coordinating role in workforce efforts by working with employers, education providers, and workforce organizations so Wilsonville's needs are clearly reflected in regional programs and funding decisions. This means not only connecting partners, but also advocating for training, partnerships, and resources that align with local industry priorities.

City role: Facilitate communication between employers and workforce training partners, support partner-led initiatives that address workforce challenges, and elevate Wilsonville's workforce needs with state and regional agencies.

FOCUS AREA 6: PERCEIVED LIMITED SUPPORT FOR SMALL BUSINESSES

During the EOA engagement process, business owners and economic development partners identified several key challenges: difficulty accessing financing for small businesses, limited awareness of available business support resources, and a shortage of affordable space for startups and growing companies. Participants emphasized that developers and business owners value a proactive, service-oriented approach from the City that helps them navigate permitting and regulatory processes, connect with funding or technical assistance, and work collaboratively with staff to find solutions. This work is intended to support the needs of existing Wilsonville businesses as well as new businesses evaluating locations in the city. As part of this work, the City can use inclusive outreach strategies that ensure small businesses and entrepreneurs from a wide range of backgrounds are aware of available resources and able to access support.

Actions

6.1 Strengthen business communication, customer service, and resource connections

Continue and strengthen the City's direct engagement with local businesses by expanding outreach, improving communication, and addressing barriers identified by businesses. By coordinating across departments and maintaining regular contact with

both industrial and commercial businesses, the City can identify challenges early, connect businesses to assistance, and make City processes easier to navigate.

City role: Proactively engage businesses, identify barriers early, provide clear permitting guidance, and connect businesses to resources.

6.2 Provide small business assistance grants for upgrades

Offer small business grants to help industrial and commercial businesses make key investments that support long-term viability. Eligible activities could include energy efficiency and building systems upgrades, technology adoption, tenant improvements and façade enhancements, and technology or equipment investments tied to productivity and job retention. The grants could prioritize small businesses with limited access to capital and those in areas experiencing or anticipating redevelopment such as Town Center.

City role: Design and administer the grant offerings and use outreach from Action 6.1 to build a pipeline of businesses that could benefit.

Resource Needs

The resource needs to implement each action will depend on Council priorities and the desired level of effort. Maintaining current programs may be possible within existing capacity, while expanded outreach, new incentives, or redevelopment programs will require additional funding or staff support. Some actions, such as creating new funding tools or expanding urban renewal areas, are foundational steps that enable broader implementation.

Exhibit 71 summarizes the actions, organized by focus area, and indicates whether they can be advanced with existing staff and funding or will require additional resources.

Exhibit 71. Summary of Focus Areas, Supporting Actions, and Resource Needs

Focus Areas	Actions		Existing or New Resources
Issue #1: Much of Wilsonville's undeveloped industrial land is not development ready	1.1	Launch a land aggregation and resale program in Coffee Creek	Existing
	1.2	Conduct a feasibility study for a Basalt Creek URA	Existing
	1.3	Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation	Existing

	1.4	Develop a coordinated set of financial and policy tools for overcoming infrastructure barriers	Exploration with existing staff; *may* require establishing new funding source(s)
	1.5	Promote Wilsonville's industrial sites for development	Existing
Issue #2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	2.1	Explore a dedicated funding source to support commercial and mixed-use redevelopment *(TCP/TDS)*	Exploration with existing staff
		Conduct a feasibility study for a Basalt Creek URA **(see 1.2)**	
		Create a package of incentives for overcoming infrastructure barriers **(see 1.4)**	
Issue #3: Vacant commercial land is limited	3.1	Explore expansion of allowable non-retail commercial uses in select industrial areas	Existing
	3.2	Coordinate with other City departments to deliver on Town Center and tourism priorities *(TCP/TDS)*	*Some* priorities will require new funding source(s)
	3.3	Catalyze redevelopment of key sites in Town Center (*TCP)*	Requires new funding source
Issue #4: Lack of unique retail and dining experiences	4.1	Incentivize local dining and retail in Town Center *(TCP/ TDS)*	New funding source needed *if* providing financial incentives
	4.2	Explore the creation of a food cart incubation program in Town Center *(TCP/ TDS)*	New funding source needed *if* providing seed funding
	4.3	Explore affordable commercial space models and partnerships	New funding source needed *if* subsidizing commercial space
	4.4	Recruit unique restaurants and shops to Town Center *(TCP/ TDS)*	New funding source needed *if* providing financial incentives or placemaking investments
Issue #5: Businesses struggle to find qualified workers	5.1	Facilitate workforce connections and support partner initiatives	Existing
Issue #6: Perceived limited supports for small businesses	6.1	Strengthen business communication, customer service, and resource connections	Existing
	6.2	Provide small business assistance grants for upgrades	Requires new funding source

Sequencing of Actions

Implementation of the actions will advance in stages based on available resources, partnerships, and logical sequencing rather than fixed timelines. Some actions can begin immediately using existing capacity, while others depend on funding, feasibility studies, or enabling steps.

Dependencies between actions are a key feature of this strategy. For example:

- Developing a **dedicated funding source (2.1)** could enable future redevelopment incentives, retail activation, and small-business grants.
- Completing the **Basalt Creek URA study (1.2)** and launching the **land aggregation program (1.1)** lays the groundwork for infrastructure development and the marketing of industrial land.
- Launching **retail incentive** and **activation programs (4.1, 4.2, 4.3)** can start small with current tools and scale once funding is secured.
- **Business outreach (6.1) and Town Center coordination (3.2)** can proceed now and shape later investment decisions.

The City Council's direction on which actions to elevate (such as prioritizing industrial readiness or small-business support) will guide how staff allocate resources through work plans and budgets.

Exhibit 72 separates actions by near-term priorities, which can be initiated with existing resources, and longer-term priorities that depend on new funding or enabling actions.

Exhibit 72. Sequencing and Dependencies

Focus Area	Near-Term Priorities (Years 1 to 5)	Longer-Term Priorities (Years 6 to 10)
Focus Area 1: Much of Wilsonville's undeveloped industrial land is not development ready	**1.1** Launch land aggregation and resale program in Coffee Creek **1.2** Conduct feasibility study for a Basalt Creek URA **1.3** Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation **1.4** Evaluate and design a coordinated set of financial and polity tools for overcoming infrastructure barriers	**1.4** Expand the financial tools for overcoming infrastructure barriers if new funding mechanisms are pursued **1.5** Promote Wilsonville's industrial sites for development once incentive package and funding tools are in place
Focus Area 2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	**2.1** Explore a dedicated funding source to support commercial and mixed-use redevelopment	—
Focus Area 3: Vacant commercial land is limited	**3.1** Explore expansion of allowable non-retail commercial uses in select industrial areas **3.2** Coordinate with other City departments to deliver on Town Center and tourism priorities	**3.3** Catalyze redevelopment of key Town Center sites once funding and partnerships are secured (such as through funding from 2.1)
Focus Area 4: Lack of unique retail and dining experiences	**4.1** Pursue targeted incentives for local dining and retail in Town Center within existing resources **4.2** Explore creation of a food cart incubation program (may begin with low-cost site prep or partnerships) **4.3** Explore affordable commercial space models and partnerships	**4.1** Expand incentives for local dining and retail in Town Center, supported by new funding source from 2.1 **4.2** and **4.3** Implement full programs once additional funding or partnerships are in place **4.4** Recruit unique restaurants and shops, supported by new funding source from 2.1
Focus Area 5: Businesses struggle to find qualified workers	**5.1** Facilitate workforce connections and support partner initiatives	—
Focus Area 6: Perceived limited supports for small businesses	**6.1** Strengthen business communication, customer service, and resource connections	**6.2** Provide small business assistance grants, enabled by new funding sources such as from 2.1 or 1.2

Detailed Action Sheets

This section includes detailed action sheets for each of the actions laid out in the previous section. These sheets consolidate information on rationale, timeline, City and partner roles, resource considerations and implementation steps. These action sheets are intended to serve as working tools for City staff to guide annual work programs and inform interdepartmental coordination.

1.1 Launch a land aggregation and resale program in Coffee Creek

Description	Timeline
Use Urban Renewal funds to acquire parcels from willing sellers in Coffee Creek, consolidate them into marketable sites, and resell them through an RFP process to industrial developers or owner-users. Land may be sold below acquisition cost (at Fair Reuse Value, as defined by ORS 457) to overcome barriers created by land fragmentation and gaps between seller price expectations and buyers' ability to pay. The price gap would be reimbursed through the Business Oregon Regionally Significant Industrial Site (RSIS) program once job thresholds are met.[118]	**Near-term**

Rationale

Industrial redevelopment in Coffee Creek has been slowed by three related challenges:

- **Parcelization.** Many small, irregularly shaped lots are held by different owners, which makes it difficult to assemble sites large enough for modern industrial buildings, truck circulation, and required buffering.
- **Contractor Establishments.** Many properties are in contractor establishment uses (sites cleared of vegetation and used as outdoor laydown yards for heavy equipment, materials, and other storage) that provide strong returns with minimal management but do not align with the long-term vision for the area.
- **Land Value Discrepancies.** There is also a gap between what current owners expect for their land, often based on income-producing value, and what industrial developers can afford to pay based on project economics.

A City-led aggregation and resale effort addresses these constraints by assembling and repositioning land so that industrial projects can move forward. Similar models in Hillsboro and at the Port of Portland have successfully attracted traded-sector employers, grown the tax base, and leveraged public infrastructure investments.

City Role	Use Urban Renewal funds to acquire and consolidate parcels, manage resale through an RFP and Disposition & Development Agreement (DDA), and pursue RSIS reimbursement for eligible costs once job performance criteria are met. **Department Lead(s):** Economic Development (lead); City Attorney's Office (support)
Partners	Business Oregon; Coffee Creek property owners; industrial brokers; industrial developers and owner-users
Funding/Resource Considerations	Urban Renewal funds will cover initial acquisition and holding costs. RSIS reimbursement can offset the gap between acquisition and resale prices, and

[118] The RSIS program, administered by Business Oregon, helps local governments prepare large industrial sites for traded-sector employers. The program reimburses eligible site-readiness costs, such as land assembly, infrastructure, and environmental mitigation. Local governments fund the initial improvements and receive reimbursement after the site meets job and wage thresholds based on new employment created.

1.1	Launch a land aggregation and resale program in Coffee Creek
	other eligible costs, once employment thresholds and program requirements are met.
Implementation Steps	• Request and finalize an amendment to the City's RSIS agreement to make land assembly a reimbursable cost. • Draft and adopt an amendment to the Coffee Creek Urban Renewal Plan to add property acquisition and aggregation as eligible projects. • Conduct outreach with brokers and property owners to identify willing sellers and potential assemblies; use mapping and engagement to identify parcels of desirable size and configuration, such as several adjacent parcels. • Option or acquire land using URA funds, with City Council approval. • Issue an RFP and enter into a DDA with a qualified developer, including development standards and use requirements that align with the Coffee Creek Master Plan. • Seek RSIS reimbursement for eligible costs once job thresholds and other program criteria are met.

1.2 Conduct a feasibility study for a Basalt Creek Urban Renewal Area (URA)

Description	Timeline
Evaluate whether expanding the Coffee Creek URA to include Basalt Creek, or establishing a new URA for Basalt Creek, could generate sufficient tax increment to fund needed infrastructure and site readiness. The study will assess the potential to fund roads, utilities, and other urban infrastructure, as well as opportunities to support land aggregation. It will provide City Council with options and recommendations.	**Near-term**

Rationale

Baseline financial analysis provided by Tiberius Solutions indicates that system development charge (SDC) revenues in Basalt Creek are unlikely to cover the full cost of required infrastructure improvements to support industrial development, particularly in the early years, and in certain SDC categories. Without an additional funding tool, the area may remain partially served and less attractive for large-scale industrial development. A URA feasibility study will clarify whether tax increment financing can help close these gaps and, if so, whether that is best achieved by expanding the Coffee Creek URA or by creating a new URA tailored to Basalt Creek.

City Role	Lead the feasibility study, engage with affected taxing districts, and prepare City Council for a decision on whether to expand the Coffee Creek URA or establish a new URA for Basalt Creek **Department Lead(s):** Economic Development (lead); Finance (support)
Partners	Overlapping taxing districts; Urban Renewal Task Force
Funding/Resource Considerations	City General Fund or other one-time funds are needed to cover study costs. If the study supports creation or expansion of a URA, tax increment financing could provide long-term resources to support infrastructure and site readiness in Basalt Creek.
Implementation Steps	• Confirm and document infrastructure funding gaps based on the financial analysis completed by Tiberius Solutions. • Define and test potential URA boundary options, including expansion of the Coffee Creek URA and a standalone Basalt Creek URA. • Prepare revenue projections and assess tax increment potential for each option, including estimated funding capacity for infrastructure and land assembly. • Engage overlapping taxing districts to review findings, evaluate impacts, and identify preferred approach. • Prepare a draft feasibility report summarizing options, tradeoffs, and recommended next steps, and present it to City Council for direction. • If Council determines that a URA is viable, proceed to an advisory vote (if Council so directs) to URA plan development and adoption in coordination with taxing districts. • Engage the Urban Renewal Task Force throughout the steps noted above.

1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation

Description	Timeline
Coordinate with Washington County to review development applications in the Basalt Creek area and advocate for uses that align with the Basalt Creek Concept Plan (BCCP) and the City's long-term industrial goals. Although Washington County maintains permitting authority until annexation, the City should be closely involved in pre-application meetings and development review to encourage land use decisions that support the BCCP. As an alternative approach, the City could work with Washington County to update the Urban Planning Area Agreement (UPAA) to transfer planning authority for Basalt Creek to the City, which would help ensure development approved under Washington County zoning includes required off-site improvements. If properties are annexed, require new uses and development to comply with the City's Development Code and support the area's intended industrial character. For properties that remain under Washington County jurisdiction, prioritize clear communication with owners and transition planning. Encourage interim site and design improvements that fit the surrounding urban industrial context until such time that annexation and development occur.	**Near-term**

Rationale

Contractor establishments provide stable jobs, but many occupy parcels intended for higher-intensity industrial development under the BCCP. If new or expanded uses are approved without close coordination, it becomes harder to transition these sites to the long-term industrial vision and may increase pressure to expand the urban growth boundary in the future. Proactively working with Washington County during the application process and clearly communicating expectations before annexation will help ensure that new investment is consistent with the BCCP and make the transition into the City smoother for businesses and property owners.

City Role	Coordinate with Washington County on development review in Basalt Creek, communicate expectations for BCCP-consistent development, lead any discussions about updating the UPAA, and, after annexation, manage City Development Code compliance and provide guidance to property owners on needed changes. **Department Lead(s):** Planning
Partners	Washington County; Basalt Creek property owners; developers; business tenants
Funding/Resource Considerations	Staff time will be required to coordinate with the County, review applications, and manage compliance after annexation. No new funding source is required at this time.

1.3	Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation
Implementation Steps	• Continue to review and provide comments on all development proposals if processed by Washington County, within the Basalt Creek planning area, and participate in pre-application meetings where possible. • Evaluate whether updating the UPAA to transfer planning authority for Basalt Creek to the City is feasible and mutually beneficial; initiate discussions with Washington County if appropriate. (example: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB). • Regularly communicate the BCCP vision and City expectations for future industrial development with County staff and property owners. • Prior to annexation, communicate annexation and development standards to property owners and business tenants. • Conduct code compliance reviews and provide technical guidance to property owners on required site or building changes.

1.4	Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers	
Description		**Timeline**
Identify, evaluate, and refine a coordinated package of financial and policy tools that reduce high infrastructure costs and support industrial land development in Wilsonville. The work will clarify funding mechanisms, incentives, and partnerships that can help offset or share upfront costs of site readiness and infrastructure delivery, and package them in a way that is predictable and easy for staff and developers to use.		**Near-term**
Rationale		
Infrastructure costs remain a barrier to industrial site development and can make otherwise suitable lands financially infeasible to develop. A clear, coordinated package of financial and policy tools will give the City and developers predictable options for addressing financing gaps, improve alignment between public and private investments, and encourage development on industrial sites.		
City Role	Evaluate and, where appropriate, implement new funding tools, pursue state and federal grants to offset infrastructure costs, coordinate advocacy with regional partners, and maintain a clear summary of available tools for use in City discussions with property owners and developers. **Department Lead(s):** Economic Development (lead); Finance (support)	
Partners	Developers; industrial brokers property owners; Metro, Business Oregon, and other state agencies (grant opportunities)	
Funding/Resource Considerations	Initial exploration can occur with existing staff. Some tools may require establishing new funding sources or making long-term financial commitments, which will require City Council direction.	

Implementation Steps	• Explore and evaluate potential tools to address high infrastructure costs that limit development, including:
	  ○ New funding mechanisms, such as Local Improvement Districts (LIDs) or latecomer agreements.
	  ○ Promotion and potential refinements to the Wilsonville Investment Now (WIN) program to better support development and redevelopment in areas outside Coffee Creek.
	  ○ Public cost-sharing and site preparation support, including development agreements that share infrastructure or site preparation costs on strategic sites. The RSIS program could reimburse qualifying investments in areas such as Coffee Creek, Basalt Creek, and select sites east of I-5.
	  ○ State and federal funding through Business Oregon, Metro, and federal/state infrastructure programs to reduce the local funding burden.	

1.4	Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers
	○ Regional collaboration and advocacy to align Wilsonville's needs with broader regional industrial land readiness goals and increase visibility of local infrastructure challenges in state funding discussions. • Seek City Council direction if implementation of any new tool requires a financial commitment, policy amendment, or adjustment to existing funding programs. • Compile and document recommended tools into a coordinated package that can be shared internally and with developers, brokers, and property owners to improve awareness of available resources and how they can be used together on specific sites.

1.5 Promote Wilsonville's industrial sites for development

Description	Timeline
Increase the City's promotion of Wilsonville's industrial sites by clearly communicating site readiness status, available incentives (such as the WIN program), tools developed under Action 1.4, and the City's support for traded-sector employers. Strengthen targeted outreach through regional partnerships and consistent engagement with site selectors, developers, and employers, using tools such as the developer and site selector newsletter with a regular schedule and proactive, site-specific messaging.	**Longer-term**: After coordinated package of financial and policy tools is in place

Rationale

Wilsonville's strategic location and supply of industrial land position the City to attract traded-sector employers, but these advantages are not always visible in regional marketing and recruitment efforts. A marketing effort that showcases potential development sites, incentives, and readiness can help Wilsonville compete for high-quality projects and increase employment on its industrial lands.

City Role	Lead marketing of industrial sites through direct communication and outreach, maintain up-to-date information on sites and incentives, and collaborate with Greater Portland Inc. and Business Oregon to increase the visibility of Wilsonville's opportunities in regional and state recruitment. **Department Lead(s):** Economic Development
Partners	Greater Portland Inc.; Business Oregon; industrial brokers; developers; site selectors; property owners; traded-sector employers
Funding/Resource Considerations	Primarily staff time for outreach and materials development, supported by existing communications and technology resources. No new funding source is required at this time.
Implementation Steps	• Develop and maintain a marketing toolkit and inventory of available industrial sites, including GIS mapping, photos, zoning details, development-readiness, infrastructure, and incentive information for Coffee Creek and Basalt Creek. The toolkit should include ready-to-use materials such as one-page site sheets, maps, and standard talking points for staff and partners. • Strengthen direct outreach by maintaining a regular developer, broker, and site selector newsletter, update real estate and program information on the City's website, and regularly connect with local brokers, developers, and employers. • Share updated information and promotional materials with Greater Portland Inc. and Business Oregon so Wilsonville's opportunities are visible in regional and state recruitment efforts. • Track leads, site tours, and responses to evaluate the effectiveness of outreach and adjust messaging and tactics as needed.

2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment

Description	Timeline
Evaluate options for creating a dedicated funding source to support commercial and mixed-use redevelopment, particularly in Town Center and along key commercial corridors. Potential tools include a Town Center Urban Renewal Area (URA), a Business Improvement District (BID), a Local Improvement District (LID), and adjustments to the Transient Lodging Tax (TLT). This action will assess feasibility, tradeoffs, and community support for these options and identify how a funding package could provide sustained resources for infrastructure, amenities, and redevelopment projects that strengthen Wilsonville as a hub for retail, dining, and tourism.	**Near-term**

Rationale

The City has limited discretionary funds for commercial revitalization, which constrains its ability to implement the Town Center Plan and Tourism Development Strategy. Key projects such as streetscape improvements, public space investments, and redevelopment partnerships require a predictable local funding source to be competitive for outside grants and private investment. Establishing one or more dedicated funding tools would allow the City to make more strategic, long-term investments in Town Center and other commercial nodes. Without this, the scope and pace of City support for redevelopment in commercial areas will remain highly constrained and progress on adopted plans will depend on scattered, one-time funding.

The need for dedicated funding sources was elevated in the Town Center Plan and Tourism Development Strategy.

City Role	Lead policy design, financial analysis, and public and stakeholder engagement; coordinate with overlapping taxing districts; and, if a tool is adopted, administer the chosen funding mechanism. **Department Lead(s):** Economic Development with support from Finance
Partners	Town Center and commercial corridor property owners; business owners and tenants; residents; Chambers of Commerce; tourism partners (e.g., regional destination marketing organizations); overlapping taxing districts
Funding/Resource Considerations	Initial exploration can begin with existing staff time and may require consultant support for financial feasibility, revenue projections, and public process design. If Council adopts a tool such as a URA, BID, LID, or TLT adjustment, it will create an ongoing revenue source for Town Center and commercial corridor projects but will also require sustained staff and legal capacity to administer.
Implementation Steps	• Evaluate potential funding mechanisms, which could include:

2.1	Explore a dedicated funding source to support commercial and mixed-use redevelopment

    - A Town Center URA, which could provide the largest and most flexible funding source for a range of Town Center projects.
    - TLT adjustments, which could provide additional resources for amenity and tourism-related investments.
    - A BID, which could create a special assessment to fund ongoing services and small-scale improvements in a defined district.
    - A LID, which could provide a time-limited assessment to help fund specific infrastructure or streetscape projects.
- Engage property owners, business owners, residents, and overlapping taxing districts to gauge interest, concerns, and feasibility for each option.
- Prepare a comparative financial and policy analysis of preferred options.
- Present findings and a recommended path, which may include a preferred tool or a phased combination of tools, to City Council for direction.
- If directed by Council, initiate the formal process to create the preferred mechanism or mechanisms, such as URA plan development, BID or LID formation, or TLT code changes, including required public hearings and outreach.

3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas

Description	Timeline
Explore targeted updates to the Wilsonville Development Code to allow a limited range of non-retail commercial uses in carefully selected industrial areas. Potential uses could include commercial recreation (for example, gyms, climbing facilities, or indoor entertainment) and offices or coworking spaces that are not directly tied to an industrial operation but are compatible with industrial activity. This action is explicitly framed as an exploration exercise and will focus on where and how such uses might be appropriate, whether they should be allowed as conditional uses, and what safeguards are needed to protect prime industrial land.	**Near-term**

Rationale

Wilsonville has a limited supply of vacant commercial land, and the 2025 Economic Opportunities Analysis found that most future commercial growth will depend on redevelopment and reuse rather than new greenfield sites. At the same time, some uses, such as certain commercial recreation or indoor entertainment, are not a good fit for Town Center or neighborhood commercial locations but can function well in certain industrial settings without conflicting with industrial activity. Carefully exploring expanded allowances in select industrial areas can relieve pressure on scarce commercial sites, activate underutilized industrial property, and support a more diverse employment base while preserving industrial competitiveness.

City Role	Lead the exploratory analysis and stakeholder conversations and, if appropriate, manage the Development Code amendment process **Department Lead(s):** Planning (lead); Economic Development (support)
Partners	**Industrial property owners; developers; businesses**
Funding/Resource Considerations	This action can be implemented with existing staff resources.
Implementation Steps	• Identify “candidate” areas where additional non-retail uses might be appropriate based on existing and planned industrial uses; access, visibility, and potential for conflicts (traffic, noise, parking); and long-term industrial land readiness goals. • Evaluate whether additional uses should be allowed outright, allowed as conditional uses, or limited to specific sub-areas to preserve core industrial districts. • Conduct stakeholder outreach to test these options, understand potential benefits and concerns, and refine location and approval criteria. • If warranted, draft Development Code amendments and bring them through Planning Commission and City Council for consideration. • Monitor development patterns to ensure that expanded uses complement, rather than displace, industrial employment.

3.2	Coordinate with other City departments to deliver on Town Center and tourism priorities

Description	Timeline
Work across departments so that Economic Development helps advance key actions from the Town Center Plan and Tourism Development Strategy that align with the desired outcomes identified in this Economic Development Strategy. This includes supporting parking management, shared parking strategies, placemaking, and streetscape or public space improvements that make redevelopment more attractive and feasible.	**Near-term**

Rationale

The Town Center Plan and Tourism Development Strategy already identify projects and policy changes to support business activity and visitor spending. Whether those benefits are realized will depend on future City decisions about capital investments, street design, public space programming, parking, and signage. More fully integrating Economic Development into these decisions helps ensure that project scoping and prioritization reflect business and property-owner perspectives and that Town Center and tourism investments advance the City's broader economic development strategy.

City Role	Coordinate across departments to align Economic Development, Planning, Parks and Recreation, Engineering and Public Works with Town Center and tourism strategies. **Department Lead(s):** Economic Development as it relates to priorities that overlap with this Strategy
Partners	**Refer to Town Center Plan and Tourism Development Strategy**
Funding/Resource Considerations	Some priorities will require new funding source(s) and/or additional staff capacity. Refer to Town Center Plan and Tourism Development Strategy for actions and funding needs.
Implementation Steps	**Refer to Town Center Plan and Tourism Development Strategy**

3.3 Catalyze redevelopment of key sites in Town Center

Description	Timeline
Partner on select priority sites where City support could spark reinvestment and create new commercial space on underutilized land. The City could collaborate with property owners and potential developers to facilitate site readiness, assist with predevelopment analysis, and coordinate infrastructure or amenity improvements needed to attract investment. If a Town Center URA is adopted, URA-funded acquisition and disposition, SDC transfer programs, or predevelopment grants (e.g., feasibility studies, site development analysis) could be used to help catalyze projects.	**Longer-term**: Once funding and partnerships are secured

Rationale

Town Center provides a strong opportunity for higher-intensity mixed-use and commercial redevelopment, but property owners may face feasibility challenges, high infrastructure costs, or limited capacity to move projects forward. Concentrating effort on a small number of catalyst sites can create momentum, demonstrate visible progress on the Town Center vision, and deliver benefits such as public space, housing, and small-business opportunities. Without a new funding source, the City's role will remain limited to coordination and light-touch support; with a Town Center URA or similar tool, the City will have more ability to move priority projects forward.

City Role	Establish and maintain partnerships with property owners and developers, provide technical and policy support for site redevelopment, and coordinate needed infrastructure and public improvements. Offer regulatory or financial incentives, marketing support, or infrastructure cost-sharing; recruit development partners. **Department Lead(s):** Economic Development and Planning
Partners	Town Center property owners; developers; brokers; Chambers of Commerce; tourism partners; residents and neighborhood representatives
Funding/Resource Considerations	Requires a new funding source to move beyond light-touch predevelopment support. If a Town Center URA or similar tool is adopted through Action 2.1, URA-funded land acquisition and disposition, SDC transfer programs, or predevelopment grants could be used to help advance projects.
Implementation Steps	• Identify potential priority catalyst sites for redevelopment consistent with the Town Center Plan. • Engage property owners and potential development partners to assess interest, constraints, and redevelopment potential. • Identify financial and policy tools, including those implemented in Action 2.1, that the City can utilize to support site redevelopment. • Develop site-specific implementation strategies and bring them to City Council for direction, including any proposed public-private partnership structures and funding commitments. See Town Center Plan for ideas. • Apply the Town Center Plan's business retention and location strategies when advancing catalyst projects to support existing businesses.

4.1 Incentivize local dining and retail in Town Center

Description	Timeline
Design and implement an incentives program to encourage local and experience-oriented dining and retail businesses to locate in Town Center. Incentives may include tenant improvement grants, limited fee reductions, or lease subsidies designed to attract small, locally owned businesses that contribute to Town Center's identity as a vibrant community destination. These incentives are intended to support businesses and entrepreneurs both in and outside of Wilsonville that are seeking to establish or expand in Town Center. This program will be coordinated with the Town Center Plan and Tourism Development Strategy to ensure alignment.	**Near-term:** Pursue targeted incentives within existing resources **Longer-term:** Expand incentives, dependent on new funding

Rationale

Town Center does not have enough unique, locally owned restaurants and shops to draw regular foot traffic or create a strong sense of place. National chains add stability, but small local businesses bring character and reinforce community identity. Because high startup costs and rising rents make it hard for smaller businesses to locate here, the City can use targeted incentives to help close modest feasibility gaps. A clear, predictable incentives program would support tenants that advance Town Center and tourism goals, improve the local business mix, and keep more spending in Wilsonville.

City Role	Design and administer the incentives program, coordinate with property owners and tenants, and monitor outcomes to refine the program over time. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; property owners; business owners and tenants; business support organizations, including those serving minority-owned businesses
Funding/Resource Considerations	Program design and limited incentives could move forward with existing resources. Full-scale incentives will depend on creation of a sustainable funding mechanism through Action 2.1.
Implementation Steps	• Define program goals and target tenants focusing on locally-owned restaurants and specialty retail that align with Town Center and tourism priorities • Select a small set of tools to support the desired types of business growth and set clear eligibility and evaluation criteria. • Promote the incentives program widely, including outreach to minority-owned businesses and business support organizations as well as existing Wilsonville businesses who may want to locate in Town Center. • Track funded projects and early outcomes, and refine the program based on what works. • As funding tools from Action 2.1 are clarified, decide how to scale and sustain the program and coordinate it with other Town Center investments.

4.2 Explore the creation of a food cart incubation program in Town Center

Description	Timeline
Explore the feasibility of a food cart incubation program in Town Center to support small-scale entrepreneurs, activate underused sites, and test market demand. The concept could draw on Tigard's Launch Pod model, which pairs lower rents with business advising and coaching. Initial rent is low and increases over time. Business advising includes coaching and a defined "graduation" period, after which successful businesses move to other locations. The program would be open to entrepreneurs both within and outside of Wilsonville who are looking for an accessible way to launch or test a concept.	**Near-term**: Concept development, site and regulatory analysis **Longer-term:** Implementation, dependent on funding and capacity

Rationale

Food carts can lower the cost-of-entry for new food businesses, generate immediate activity, and provide a pathway for restaurants to brick-and-mortar locations. A well-located pod in Town Center could complement existing businesses, support diverse and minority-owned entrepreneurs, and help establish Town Center as a dining destination.

City Role	Lead exploration of the concept by identifying potential sites, evaluating feasibility, and defining partner roles. If a viable model and funding source are identified, help secure resources and promote the program. **Department Lead(s):** Economic Development
Partners	Property owners of strategic, underutilized sites; Chambers of Commerce; Small Business Development Center and other business support providers; lenders and potential grant funders; food entrepreneurs.
Funding/Resource Considerations	Staff can complete planning and coordination with existing resources. Any direct City investment in site improvements, food carts, or business services would require a dedicated funding source (e.g., URA funds or grants).
Implementation Steps	• Review Tigard's Launch Pod and similar food-business accelerator models to identify key elements that could work in Wilsonville (cohort size, rent structure, term length, coaching model, equity goals). • Identify one or more candidate sites in Town Center focusing on visibility, access, utilities, and consistency with the Town Center Plan and Tourism Development Strategy. • Assess zoning and other requirements for a pod and determine whether any code updates or clarifications are needed. • Engage property owners, business support partners and entrepreneurs to gauge interest. • Outline a preferred concept including target entrepreneurs, rent and "graduation" structure, expected costs, and basic partner roles. • Identify potential funding pathways and partner contributions and, if feasibility looks promising, prepare a concept package for City Council.

4.3 Explore affordable commercial space models and partnerships

Description	Timeline
Evaluate strategies and partnerships to increase the supply of affordable or below-market commercial space for small and locally owned businesses in Town Center and other key commercial areas, and to preserve existing affordable commercial spaces. Potential approaches include City master leasing, where the City leases ground-floor space from a property owner and subleases it to local businesses at reduced rates, and partnerships with developers that reserve a portion of new projects for local tenants. The City could also explore shared incubator spaces or micro-suites that offer low-cost entry points for start-ups. These approaches support small businesses and entrepreneurs operating in Wilsonville, including minority-owned businesses, whether they start here or relocate from elsewhere.	**Near term:** Concept development and partnership discussions **Longer term:** Implementation as funding and opportunities arise

Rationale

High rents and limited availability of small, flexible commercial spaces create barriers for small, local, and startup businesses. Increasing access to more affordable space would support entrepreneurship, strengthen the local retail and dining scene, and reinforce Town Center's role as a vibrant, experience-driven destination. This strategy aligns with the Town Center Plan's and Tourism Development Strategy's goals to increase local business diversity and help retain businesses that contribute to Wilsonville's identity and economy.

City Role	Lead evaluation of options to support affordable commercial space; identify pilot sites and engage property owners. **Department Lead(s):** Economic Development
Partners	Property owners and developers; business support organizations; lenders and potential grant funders; prospective small businesses and entrepreneurs
Funding/Resource Considerations	Initial exploration and partner outreach can occur with existing staff resources. Implementing a pilot that includes rent subsidies, buildout support, or master leasing will require a new funding source and could be coordinated with tools developed under Action 2.1.
Implementation Steps	• Assess demand and space needs for small and locally-owned businesses. • Review affordable commercial space models from other communities, including incubators, shared spaces, master leases, and set-aside agreements, and identify which are most applicable in Wilsonville. • Identify candidate sites and partners. • Outline pilot concepts, including roles, eligibility, lease terms, and how affordability would be maintained. • Evaluate potential funding tools, including those developed through Action 2.1, to support any required public contribution. • If a viable pilot emerges, prepare a concept and funding strategy for City Council review and direction on whether/how the City should participate.

4.4 Recruit unique restaurants and shops to Town Center

Description	Timeline
Actively recruit distinctive dining and retail tenants to strengthen Town Center as a destination district. Focus recruitment on concepts that fit the Town Center Plan vision and Tourism Development Strategy, using targeted marketing materials, coordination with property owners and brokers, and direct outreach to operators whose offerings match the desired character and tenant mix. Recruitment could be paired with catalytic redevelopment efforts (Action 3.1) to ensure new businesses locate in highly visible, high-impact sites. Recruitment efforts could include outreach to both existing Wilsonville businesses that may want to expand into Town Center, and businesses from outside the city that offer concepts not currently available in Wilsonville. Recruitment should aim to bring a diversity of business types that broaden the mix of experiences, cuisines, and services available in Town Center.	**Longer-term**: Enabled by new funding source from 2.1

Rationale

The Town Center Plan calls for a stronger cluster of destination dining and retail, active storefronts, and a mix of local and regional tenants. The Tourism Development Strategy emphasizes experiences that give residents and visitors a reason to choose Wilsonville and stay longer. A focused, plan-driven recruitment effort can strengthen Town Center as Wilsonville's primary dining and activity hub, complement planned public investments, and create opportunities for local and minority-owned businesses that reinforce the City's identity and visitor appeal.

City Role	Market Town Center opportunity sites, lead or support outreach to targeted tenants, and coordinate with property owners, brokers, and tourism partners so recruitment is explicitly aligned with the Town Center Plan and Tourism Development Strategy and connected to City incentive tools. **Department Lead(s):** Economic Development
Partners	Town Center property owners and brokers; developers; Chambers of Commerce; tourism partners; business support organizations; prospective tenants, including local and minority-owned businesses
Funding/Resource Considerations	Primarily staff time for outreach and marketing. Recruitment efforts will be more effective if paired with incentives, which could be supported by funding tools identified in Action 2.1.
Implementation Steps	• Develop concise recruitment materials that summarize the Town Center vision, highlight tourism-related strengths, and showcase opportunity sites and available incentives. • Coordinate with property owners and brokers to identify current and future spaces best suited for destination dining and retail. • Maintain a list of priority tenant types and target operators (local, regional, and minority-owned) and conduct proactive outreach to them.

4.4	Recruit unique restaurants and shops to Town Center
	• Use recruitment conversations to understand what tenants need to make a Town Center location feasible and coordinate that information with Actions 3.1 and 4.1. • Integrate recruitment with Town Center and tourism activation efforts, such as events and promotions (see Town Center Plan and Tourism Development Strategy), so prospective tenants can see how the district is evolving. • Track leads, new leases, and openings influenced by City outreach and periodically report progress to City Council.

5.1 Facilitate workforce connections and support partner initiatives

Description	Timeline
Take a more active coordinating role in workforce efforts by working with employers, education providers, and workforce organizations so Wilsonville's needs are clearly reflected in regional programs and funding decisions. This means not only connecting partners, but also advocating for training, partnerships, and resources that align with local industry priorities.	**Near-term**

Rationale

Through engagement, businesses reported difficulty finding qualified workers, a problem that is not unique to Wilsonville. City Council has emphasized workforce support as a priority, while recognizing that workforce funding and program design are largely controlled by regional and state entities. The City cannot close workforce gaps on its own, but the City can *add value* by convening employers and partners, communicating local needs, and advocating for programs that fit Wilsonville's key sectors (for example, advanced manufacturing and construction). A more deliberate coordination role will help partners tailor programs to local needs and give Wilsonville a stronger voice in regional workforce conversations and funding decisions.

City Role	Facilitate communication between employers and workforce partners, support partner-led initiatives that address workforce challenges, and elevate Wilsonville's workforce needs with regional and state agencies. **Department Lead(s):** Economic Development
Partners	Clackamas Workforce Partnership; Worksystems; Clackamas Community College; Oregon Tech; OMEP; Chambers of Commerce; major employers; small and locally owned businesses
Funding/Resource Considerations	Primarily staff time for outreach, coordination, and communication. Staff could spend more time on this work if it remains a City Council priority.
Implementation Steps	Work with employers and partners to identify what level of workforce coordination makes sense for Wilsonville and execute on that approach. This could include: • Developing an employer listening framework (e.g., annual survey, sector roundtables, or one-on-one visits) to ensure the City understands the workforce development needs of businesses. Make sure to engage a range of business sizes and owners, including minority-owned businesses. • Creating and maintaining a directory of workforce partners and programs relevant to Wilsonville employers. • Convening sector-focused conversations (e.g., advanced manufacturing) with employers and training providers to identify shared priorities. • Sharing employer feedback with partners and tracking follow-up where feasible (e.g., new course offerings, apprenticeships). • Coordinating with workforce partners to elevate Wilsonville-specific needs in regional workforce plans and funding proposals.

6.1 Strengthen business communication, customer service, and resource connections

Description	Timeline
Continue and strengthen the City's direct engagement with local businesses by expanding outreach, improving communication, and addressing barriers identified by businesses. By coordinating across departments and maintaining regular contact with both industrial and commercial businesses, the City can identify challenges early, connect businesses to assistance, and make City processes easier to navigate.	**Near-term**

Rationale

Businesses and developers consistently asked for a more proactive partnership with the City, especially around navigating regulations, accessing resources, and finding a clear path to "yes." Wilsonville already connects with a variety of businesses, but it is not always systematic. Clarifying priorities, ensuring small and minority-owned businesses are included, and establishing a feedback loop from business outreach to process and policy changes will help the City respond more consistently and make it easier to do business in Wilsonville.

City Role	Proactively engage businesses, identify barriers early, provide clear permitting guidance, and connect businesses to resources. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; Small Business Development Center and other business support organizations; workforce development partners; capital providers and lenders; property owners and brokers
Funding/Resource Considerations	Primarily existing staff time. The City could place more emphasis on this work if it remains a Council priority.
Implementation Steps	Develop an Economic Development business engagement workplan that: • Sets a cadence for proactive outreach (for example, business visits, roundtables, and/or surveys), with intentional outreach to small and minority-owned businesses. • Assigns responsibility for keeping the City's business resource hub (primarily the website and any printed materials) current and easy to use, consolidating key City and partner programs in one place. • Establishes basic coordination practices between Economic Development, Planning, and other departments (for example, warm hand-offs, shared notes, and internal check-ins on active projects). • Specifies how recurring issues raised by businesses and by developers will be tracked and fed into process or policy review. • Includes a simple reporting schedule to City Council on outreach activities, common themes, and resulting changes or follow-up actions. • Review and update the workplan annually based on what staff are hearing from businesses, available capacity, and City Council priorities.

6.2 Provide small business assistance grants for upgrades

Description	Timeline
Offer small business grants to help industrial and commercial businesses make key investments that support long-term viability. Eligible activities could include energy efficiency and building systems upgrades, technology adoption, tenant improvements and façade enhancements, and technology or equipment investments tied to productivity and job retention. The grants could prioritize small businesses with limited access to capital and those in areas experiencing or anticipating redevelopment such as Town Center.	**Longer-term**: Once funding is secured

Rationale

Many small businesses struggle to pay for modest but critical upgrades, especially in older industrial and commercial buildings or when owners have limited access to traditional financing. This can make it harder for them to stay competitive or remain in place as nearby investment occurs. Targeted grants for building or facility upgrades would build on the City's outreach and problem-solving (Action 6.1) by filling specific capital gaps for firms the City wants to retain and grow. Well-designed grants can stabilize and modernize existing businesses, support visible improvements that complement public investments, and advance equity by prioritizing businesses that struggle to access to capital and City incentives, including minority-owned businesses.

City Role	Design and administer the grant offerings and use outreach from Action 6.1 to build a pipeline of businesses that could benefit. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; Small Business Development Center and other business support organizations (including minority-business organizations); property owners
Funding/Resource Considerations	Implementation will require a **dedicated funding source to support grants**, potentially through a Town Center URA or other mechanisms evaluated under Actions 2.1 and 1.4.
Implementation Steps	• Identify and secure a funding source (for example, URA revenues, state or federal grants, or other local tools) and set an overall budget and timeline for grant offerings. • Define clear goals, eligibility criteria, and basic grant structure, including typical award size, eligible upgrade types, and any match expectations. • Prepare simple program guidelines and an application process. • Use existing business outreach (Action 6.1) and partner networks—including the Chamber, Small Business Development Center, minority business organizations, and property owners—to identify candidate businesses and invite them to apply. • Collect light follow-up information from recipients on key outcomes and periodically summarize results for presentation to decision makers.

Appendix I: West Railroad Water and Sewer Evaluation

Technical Memorandum

Date:	6/5/2026
To:	Chris Meyers, City of Wilsonville Senior Planner
CC:	Amy Magg, City of Wilsonville Development Engineering Manager
Prepared By:	Jason Rice, PE and Olivia Burke, EIT of Water Systems Consulting Inc.
Reviewed By:	Scott Duren, PE of Water Systems Consulting, Inc.
Subject:	Basalt Creek - West Railroad Water and Sewer Evaluation

Executive Summary

The City of Wilsonville commissioned this planning-level study to evaluate sanitary sewer and drinking water infrastructure needed to serve the West Railroad Area, a future industrial development area within the Basalt Creek Planning Area. This study developed conceptual utility layouts, estimated future wastewater and water demands, identified key constraints, and prepared AACE Class 5 planning-level cost estimates.

The proposed sanitary sewer system consists of a 10-inch gravity trunk sewer located along the eastern portion of the site to avoid environmentally sensitive areas, with 8-inch extensions serving future development. Due to site topography and existing system elevations, a lift station and force main are proposed to convey flows to the City's existing collection system. Projected peak wastewater flow is approximately 553,000 gallons per day. The total estimated construction cost for the sanitary sewer system is approximately $5.3 million, including engineering and administrative costs.

The proposed water system consists of a looped 12-inch distribution main connected to the existing City system at the north and south ends of the study area. The system is sized to meet projected industrial demands and required fire flows while maintaining City pressure standards. Maximum day demand is estimated at approximately 240,000 gallons per day, with peak hour demand of approximately 338,000 gallons per day. Total estimated construction cost for the water system is approximately $8.3 million, including engineering and administrative costs.

Key project constraints include lack of existing right-of-way, environmental resources, future development uncertainty. Overall, the study concludes that the recommended sewer and water improvements can adequately serve anticipated industrial development within the West Railroad Area and provide a foundation for future detailed design and implementation.

Document Contents

1.0 Introduction
2.0 Overview of Conceptual Utility Designs
2.1 Sanitary Sewer System
2.1.1 Sanitary Sewer Design Assumptions and Principals
2.1.2 Sanitary Sewer Flow Calculations
2.1.3 Sanitary Sewer Concept Design and Cost Estimate
2.2 Water System
2.2.1 Water Design Assumptions and Principals
2.2.2 Water Demand and Calculations
2.2.3 Water Concept Design and Cost Estimate
3.0 Challenges and Constraints
4.0 Summary
Appendix A – West Railroad Flow Calculations
Appendix B – West Railroad Sanitary Sewer Profile

1.0 Introduction

The City of Wilsonville (City) has requested a planning level study to determine the feasibility of providing City sanitary sewer and drinking water to a sub-section of the Basalt Creek Planning Area referred to as the West Railroad Area. This technical memorandum describes the West Railroad Area, estimates wastewater collection flows and water use demand, provides preliminary sizing, proposes locations for each facility, and provides AACE Class 5 planning level cost estimates for planning purposes. Detailed modeling or design was not completed as a part of this task.

The West Railroad Area is considered a sub-area to the larger Basalt Creek Planning Area, which is a tract of land located between the cities of Tualatin and Wilsonville. More specifically, the West Railroad Area is bound to the north by SW Tonquin Rd and SW Basalt Creek Parkway, to the east by the Portland & Western Railroad, to the south by SW Grahams Ferry Rd, and to the west by the City's urban growth boundary (UGB). Subsequently, this area is planned to be zoned as Industrial once annexed.

Figure 1 on the following page depicts the study area in relation to the City's current limits, Urban Growth Boundary (UGB), and treatment plants.

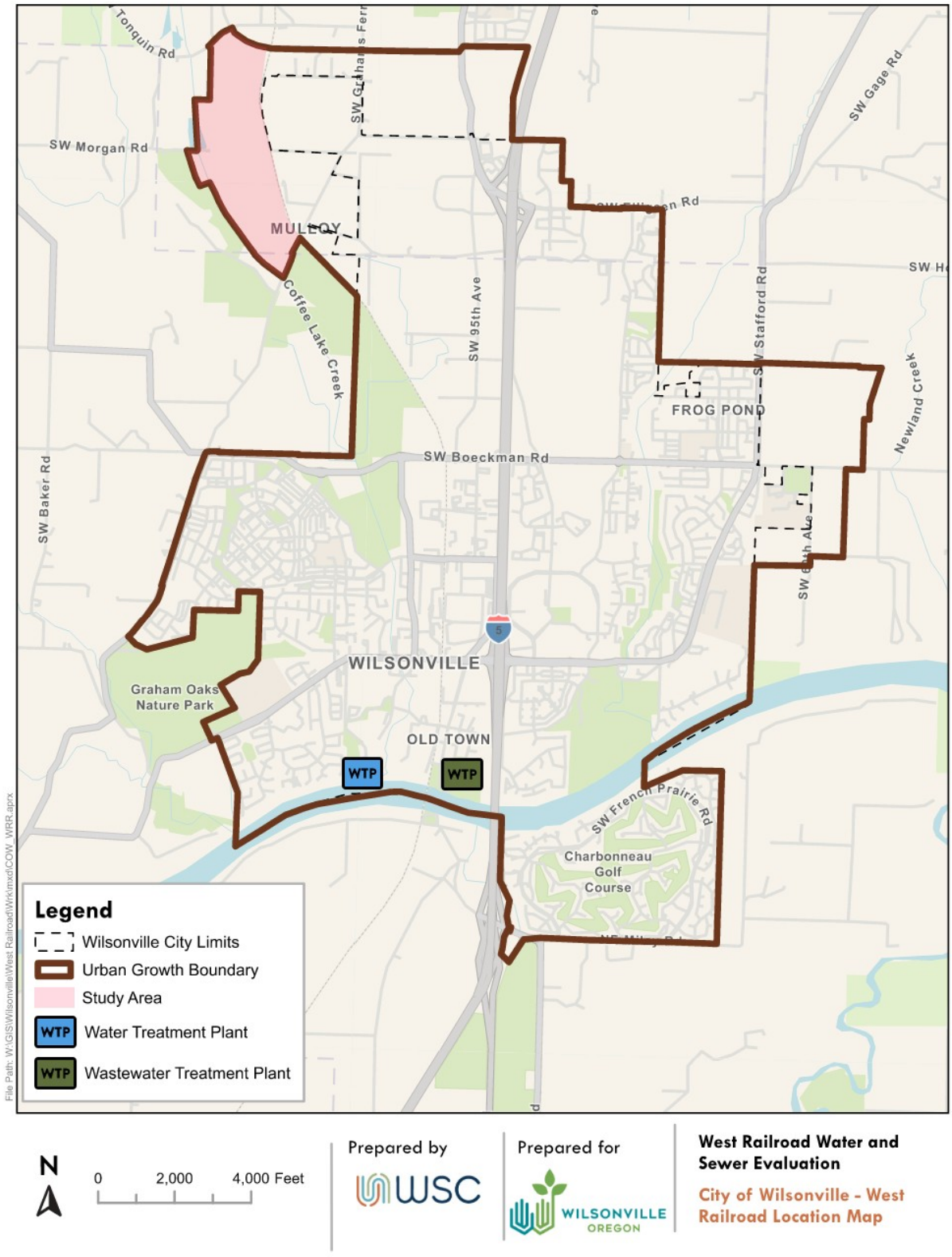


Figure 1: West Railroad Area Location Map

2.0 Overview of Conceptual Utility Designs

2.1 Sanitary Sewer System

The City's sanitary sewer system is conveyed and treated at the Wilsonville Wastewater Treatment Plant (WWTP) located at 9275 SW Tauchman Street, approximately three miles south of this planning area.

The conceptual sanitary sewer system prioritizes gravity collection and avoids sensitive areas by locating the sanitary sewer trunk line along an existing private driveway flowing southward. The planned sanitary sewer main is located on the eastern edge of the West Railroad Area to avoid Coffee Lake Creek, North Coffee Lake Creek Wetlands, and other natural areas. This eastern alignment avoids the need for more than one City maintained sanitary lift station because of variable contours throughout the site traveling North to South. The proposed sanitary sewer main trunk reaches its lowest elevation in the southeastern corner of the West Railroad Area, lower than the City's adjacent existing sanitary system on SW Clutter Street. A sanitary sewer lift station is proposed at SW Grahams Ferry Road to lift collected flows into the existing City system on SW Clutter Street. In the proposed configuration, some properties within the West Railroad Area may need to install privately maintained pump systems to lift sewage to the proposed public sanitary system.

The sanitary sewer concept is divided into segments that can be built as development occurs in the West Railroad Area. The Main Sanitary Sewer Trunkline conveys sanitary sewer flows from the entire area and is sized at 10-inch diameter. The concept for the Main Trunkline includes a lift station and force-main that crosses the railroad. The Northern, Western, and Southern Sanitary Sewer Extensions are sized at 8-inches to convey sanitary sewer flows from parcels throughout the area. The proposed sanitary sewer system is shown on the next page on Figure 2.

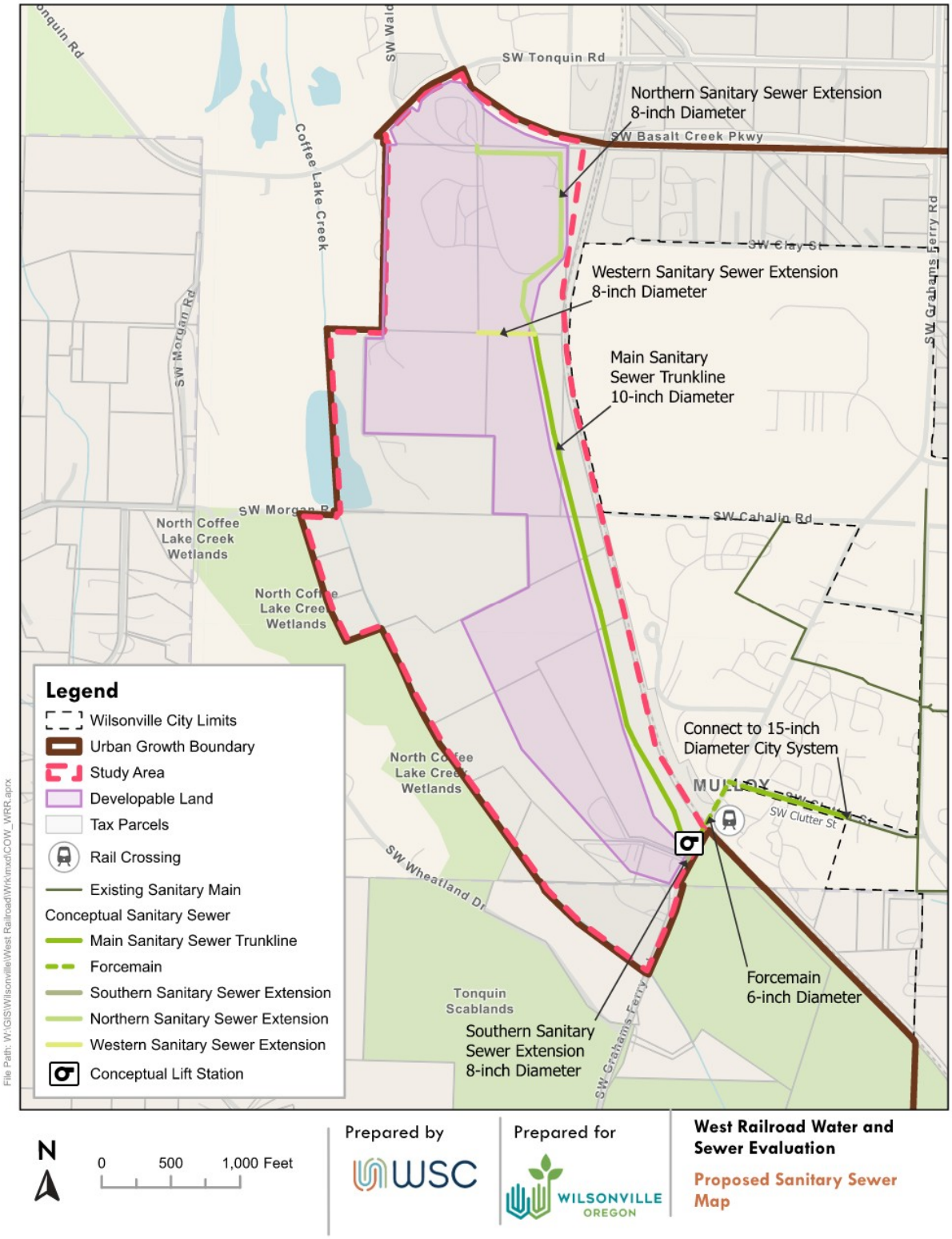


Figure 2: West Railroad Proposed Sanitary Sewer Map

2.1.1 Sanitary Sewer Design Assumptions and Principles

The following design assumptions were applied in the sanitary system design and obtained the City of Wilsonville Public Work Standards (2017). While specific lateral locations are not identified, careful layout of main lines provides service at each property within the West Railroad Area along existing driveways. Sanitary sewer mains are below the minimum 8 feet of cover, with minimum sanitary pipe grades as defined in Table 1.

Table 1: Minimum Sanitary Pipe Grades

Inside Pipe Diameter (inches)	Grade (%) (feet per 100 feet)
Sanitary Laterals	
4	2.00
6	2.00
Sanitary Mains	
8	0.40
10	0.28
12	0.22
15	0.15
18	0.12
21	0.10
24	0.08
27	0.07
30	0.06

Source: 2017 Public Works Standards Table 4.1

The sanitary system design followed these guiding principles for the layout:

- Use gravity as much as possible to reduce initial construction costs and ongoing operational costs
- Attempts to follow previously identified routes by the City
- Follows land use boundaries (not serving Undeveloped Natural Area land use areas)
- Avoid streams and significant natural areas
- Siting pump stations as far as practical from present or proposed built-up residential areas and off the traffic way of streets and alleys. (Wilsonville Public Works Standards: Section 401.3.02)

2.1.2 Sanitary Sewer Flow Calculations

Estimation of sanitary sewer collection flows was based on flow factors from the City's 2014 Wastewater Collection System Master Plan (CSMP).

Dry weather flows were calculated using the high-density industrial unit loading factor developed in the CSMP of 1,000 gallons per acre per day (gpad) (Table 5-10, CSMP (2014)). A peaking factor of 2.3 was used, and is consistent with wastewater meter data reviewed in the CSMP for the Canyon Creek basin, which is located in the upper sub-basins of the City similar to the West Railroad Area where the flow pattern is less affected by travel time and flow attenuation (Table 5-5, CSMP (2014)).

$$Peak\ Dry\ Weather\ Flow\ (DWF) = \ Developed\ area\ (ac) * 1{,}000 \frac{gal}{ac * day} * 2.3\ peak\ factor$$

Wet weather flows were calculated using an inflow and infiltration rate of 2,500 gpad, which was the maximum value computed in the CSMP (Table 5-8, CSMP (2014)). The wet weather flows were calculated using the following equation.

$$Wet\ Weather\ Flow\ (WWF) = Developed\ area\ (ac) * 2{,}500 \frac{gal}{ac\ * day}$$

The total peak flow was calculated by adding wet and dry weather flows together.

$$Peak\ Sanitary\ Sewer\ Flow = Dry\ Weather\ Flow\ (DWF) + Wet\ Weather\ Flow\ (WWF)$$

The total calculated peak sanitary sewer flow is 552,764 gallons per day (gpd). Calculations are provided in Appendix A.

2.1.3 Sanitary Sewer Concept Design and Cost Estimate

A surface profile was developed using Google Earth along the sanitary sewer alignment to evaluate sanitary sewer depth and is provided in Appendix B. The profile assumed a minimum depth from surface to pipe invert of 10 feet and used the minimum pipe slope for 10-inch pipe of 0.28 feet/feet wherever possible. To maintain gravity flow within the trunkline, some sections may be up to 30 feet deep. The lift station wet well depth was estimated at 20 feet deep to accommodate laterals connecting from the southeast properties.

The cost estimate for each segment of the proposed sanitary sewer system is provided in Table 2 through Table 5. Project costs include pipe material based on pipe bury depth, and lift station capital costs. While it is not anticipated that development within this area would require additional upgrades to the existing downstream sewer system, estimates for this work are not included in this analysis. A detailed design fee of 20% of total project cost and City engineering/admin/finance/legal fee of 15% of total project cost was applied. Because this is a planning level study, a Level 5 Association for the Advancement of Cost Engineering (AACE) estimate was performed; providing a range of total cost of construction from -50% to 100%. All cost totals are rounded up to the nearest hundred thousand.

Table 2. Main Sanitary Sewer Trunkline Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
10-inch PVC SDR 35 (8'-10' bury)	970	LF	$275	$266,750
10-inch PVC SDR 35 (10'-20' bury)	2640	LF	$330	$871,200
10-inch PVC SDR 35 (20'-30' bury)	1010	LF	$385	$388,850
6-inch DIP Sanitary Force Main (3' bury)	740	LF	$350	$259,000
Railroad Crossing	1	EA	$200,000	$200,000
Lift Station	1	EA	$1,100,000	$1,100,000
		Subtotal		**$3,085,800**
		Detailed Design	20%	$618,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$463,000
		Total Estimated Cost of Construction		$4,166,800
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$2,084,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$8,334,000**

Table 3: Southern Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (10'-20' bury)	110	LF	$300	$33,000
		Subtotal		**$33,000**
		Detailed Design	20%	$7,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$5,000
		Total Estimated Cost of Construction		$45,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$23,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$90,000**

Table 4: Northern Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (standard 10' bury)	200	LF	$250	$50,000
8-inch PVC SDR 35 (10'-20' bury)	1340	LF	$300	$402,000
8-inch PVC SDR 35 (20'-30' bury)	570	LF	$350	$199,500
		Subtotal		**$651,500**
		Detailed Design	20%	$131,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$98,000
		Total Estimated Cost of Construction		$880,500
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$441,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$1,761,000**

Table 5: Western Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (10'-20' bury)	410	LF	$300	$123,000
		Subtotal		**$123,000**
		Detailed Design	20%	$25,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$18,000
		Total Estimated Cost of Construction		**$166,000**
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$83,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$332,000**

2.2 Water System

The City's primary water supply comes from the Willamette River and is treated at the Willamette River Water Treatment Plant (WRWTP). Treated water is conveyed from the WRWTP to the distribution system. The West Railroad area is located within the existing pressure zone B. Zone B is the main pressure zone in the City and is served by Elligsen Reservoirs 1 and 2 and Westside. A comparison of City pressure data for Zone B and elevations within the study area confirmed that Zone B can provide the hydraulic pressure necessary to serve the West Railroad Area. A detailed water model was not developed for the Study.

The proposed water system is a looped system within the West Railroad Area using existing private driveways, connecting to the existing distribution system along SW Grahams Ferry Rd in the north and along SW Clutter St in the south. The proposed water system concept is divided into segments that can be built as development occurs in the West Railroad Area. The Main Water Loop delivers water for much of the area and includes two railroad crossings. The Northern and Southern Water Extensions deliver water to parcels that do not have access to the main loop and may need to loop back to the Main Water Loop when development occurs. The proposed water system is shown on the next page on Figure 3.

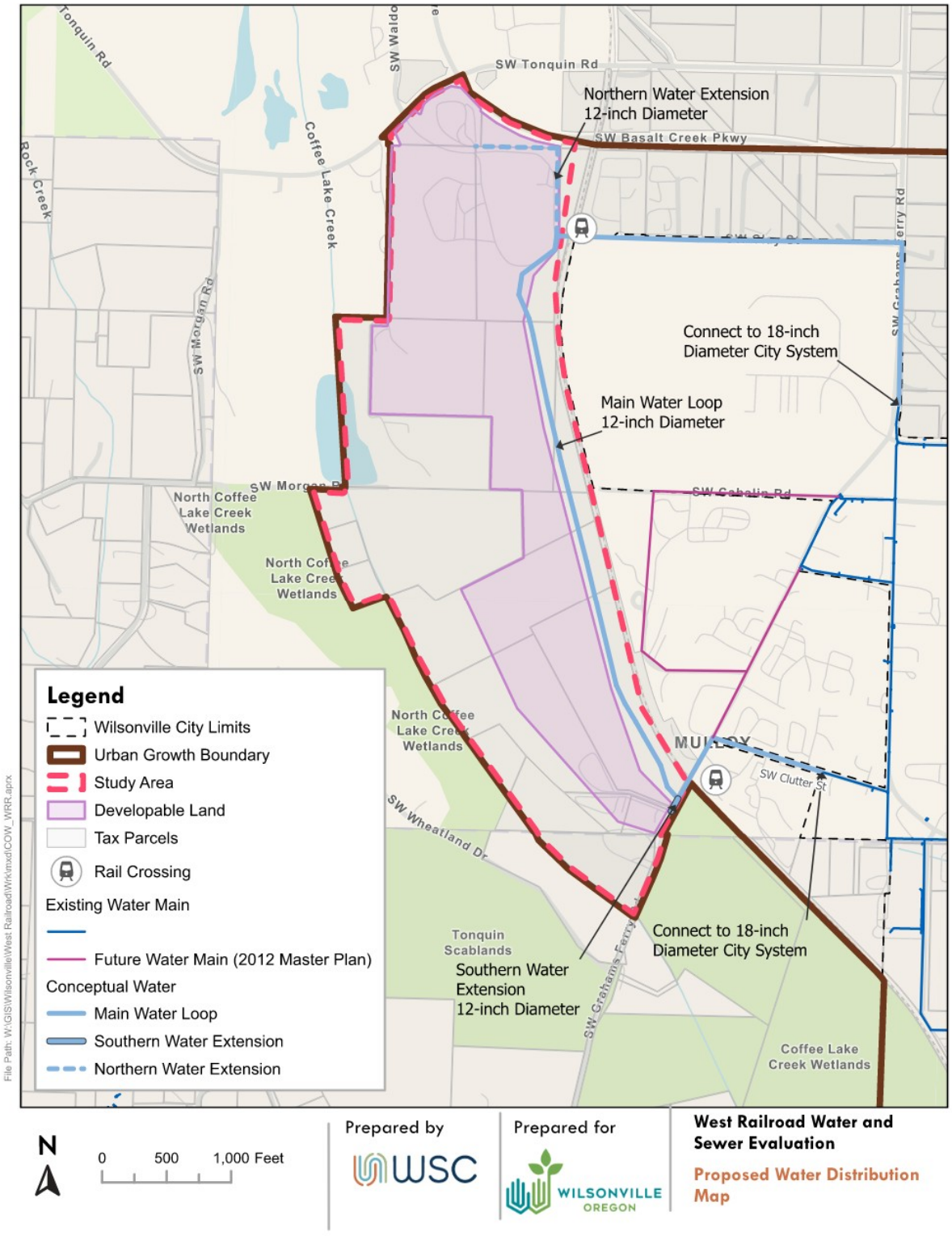


Figure 3: West Railroad Proposed Water Distribution Map

2.2.1 Water Design Assumptions and Principles

The following level of service requirements presented in Table 6 were evaluated for the proposed water system were obtained from the City's 2012 Water Distribution System Plan (WDSP) developed by Keller and Associates and cross referenced to the City's Updated Water Master Plan (WMP), currently being developed by Water Systems Consulting, Inc. Service connections are not included in the conceptual layout.

Table 6: Water Level of Service Requirements

Statement/Measure	Goal/Target	Units
Fire Flow Requirement for Industrial Areas	3,000	gpm
Minimum Pressure while delivering MDD + Fire	20	psi
Minimum Pressure while delivering PHD	40	psi
Maximum Pressure without pressure regulator	80	psi
Maximum Velocity for pipes under 12-inches under PHD or MDD + Fire	10	feet/sec

MDD = max day demand, PHD = peak hour demand

2.2.2 Water Demand Calculations

Estimation of water use demand was based on land use information provided by the City and factors developed in the WMP.

An industrial demand of 977 gpad[1] is consistent with the WMP based on historical meter usage (Table 2-9, WMP, in-progress). A conservative peaking factor of 2.13 for maximum day demand (MDD) and 3.0 for peak hour demand (PHD) was used as are consistent with the historical systemwide peaking factors (Table 2-4, WMP, in-progress).

Peak demand was calculated using the equation below.

$$MDD = Ind.Land\ Area\ (ac) * 977 \frac{gal}{ac * day} * 2.13\ peak\ factor$$

$$PHD = Ind.Land\ Area\ (ac) * 977 \frac{gal}{ac * day} * 3.0\ peak\ factor$$

[1] The industrial water demand of 977 gpad was calculated as a part of the City's Water Master Plan Update (in-progress) using the last 5 years of City water meter data. This is slightly lower than the industrial sewer discharge of 1,000 gpad as recommended in the City's 2014 Sanitary Master Plan.

The estimated demand is summarized in Table 7.

Table 7. Estimated Water Demand

Demand	gpd	Gpm
MDD	239,647	166
PHD	337,532	234

MDD = max day demand, PHD = peak hour demand

2.2.3 Water Concept Design and Cost Estimate

AFT Fathom software was used to evaluate the conceptual water system's static pressures and residual pressures at MDD + Fire Flow (MDD + FF). To evaluate static pressures, the analysis first assumed the reservoirs feeding Zone B were at their minimum operating level. Static pressure at the highest water main elevation within the Study area was above 40 psi. Static pressure was then evaluated if the reservoirs feeding Zone B were at their maximum operating level. Static pressure at the lowest water main elevation within the Study area was greater than 80 psi.

The analysis then evaluated the system's performance to convey MDD + FF. A pipe size of 12-inches was identified as the minimum pipe size to deliver MDD + FF while meeting minimum residual pressures in the system. The analysis then evaluated the 12-inch pipe at PHD. Results of the analysis are included in Table 8.

Table 8: Water Level of Service at PHD

Parameter	Value	Units
Static Pressure at Highest Elevation in Study Area, assuming Lowest Reservoir Levels	50	psi
Static Pressure at Lowest Elevation in Study Area, assuming Highest Reservoir Levels	101	psi
PHD	234	gpm
Velocity at PHD	0.66	ft/s
MDD + FF	3,166	gpm
Velocity at MDD + FF	9.7	ft/s
Residual Pressure at Highest Elevation in Study Area at MDD + FF	30	psi

MDD = max day demand, PHD = peak hour demand, FF = fire flow

The cost estimate for the water system is provided in Table 9 through Table 11. Because this is a conceptual level study, a Level 5 Association for the Advancement of Cost Engineering (AACE) estimate was performed; providing a range of total cost of construction from -50% to 100%. All cost totals are rounded up to the nearest hundred thousand.

Table 9: Main Water Loop Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	10080	LF	$500	$5,040,000
Railroad Crossing	2	EA	$200,000	$400,000
		Subtotal		**$5,440,000**
		Detailed Design	20%	$1,088,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$816,000
		Total Estimated Cost of Construction		$7,344,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$3,672,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$14,688,000**

Table 10: Southern Water Connection Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	110	LF	$500	$55,000
		Subtotal		**$55,000**
		Detailed Design	20%	$11,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$8,000
		Total Estimated Cost of Construction		$74,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$37,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$148,000**

Table 11: Northern Water Connection Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	1320	LF	$500	$660,000
		Subtotal		**$660,000**
		Detailed Design	20%	$132,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$99,000
		Total Estimated Cost of Construction		$891,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$446,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$1,782,000**

3.0 Challenges and Constraints

Area Topography

The planning area's topography ranges from approximately 229 feet in elevation at the northern boundary to 169 feet at the southern boundary, providing favorable conditions for the proposed sanitary sewer gravity main. The site also slopes downward from east to west, with an average elevation change of approximately 25 feet toward the wetlands located along Coffee Creek. To avoid impacts to these environmentally sensitive areas and existing structures, the proposed sanitary sewer main has been routed along the eastern side of the planning area. As development arises, the City may wish to evaluate locating the main further west to reduce the number of private pumping systems.

Right-of-Way and Easements

Because the planning area has no available right-of-way or existing sanitary sewer or water easements in which the City can utilize, in any alignment scenario a combination of Easements and Right-of-Way placement will need to be considered.

Maximum EDU's Under Recommended Scenario

Section 2.4.1 of the WMP established a demand per equivalent dwelling unit (EDU) of 178 gpd/EDU. The proposed 10-inch sewer main serves flow equivalent to 647 EDUs and has the capacity to serve 2,320 EDUs.

The proposed 12-inch water main serves a demand equivalent to 632 EDUs. The water main is sized to meet fire flow requirements and has capacity to serve the maximum number of EDUs the proposed 10-inch sanitary sewer can support.

Water scouring velocity due to fire flow requirements

The diameter of the water main is driven by the requirement to meet fire flow demand. Under average system demands, water velocity in the 12-inch pipe is very low. Until demand becomes higher and the water “turn-over” rate increases, the City may schedule flushing as a part of their ongoing water system maintenance program.

Sanitary Sewer Velocities for section with minimum grade

One item that should be given consideration is lower sanitary sewer scouring velocities in the upstream sections of the sewer main due to fewer connections. Some sections of the sanitary sewer main are at the City’s minimum slope to meet cover requirements. Until there are enough connections to the sewer main where there are constant flows, the City may schedule flushing to eliminate odor concerns.

4.0 Summary

This technical memorandum evaluated projected sanitary sewer flows and water demands, site constraints, and connection to existing utilities to evaluate a conceptual layout for sanitary sewer and water in the West Railroad Area. Flow and demand calculations indicate that a 10-inch sanitary sewer trunk main along with 8-inch extensions and 12-inch water main are sufficient to serve the area while meeting City Standards. Conceptual cost estimates were developed for both systems, however more detailed modeling and final design will need to be performed prior to construction.

Appendix A: West Railroad Flow Calculations

Appendix A: Flow Calculations

Pg 1

	SF	AC
Study Area	9,659,117	222
Developable Land	5,016,334	115

Sewer

Industrial Area	115	AC	
Industrial Unit (high density)	1,000	gpd/ac	Table 5-10, CSMP (2014)
Peak Factor	2.3		Table 5-5, CSMP (2014)
Peak DWF	264,866	gpd	
Industrial Area	115	AC	
RDII Rate	2,500	gal/ac/day	Table 5-8, CSMP (2014)
Peak WWF	287,898	gpd	
Peak Sewer Flow	552,764	gpd	

Water

Industrial Area	115	AC	
Industrial Unit Demand	977	gpd/ac	Table 2-9, WSMP (in progress)
Peak Factor	3.0		Table 2-4, WSMP (in progress)
Peak Water Demand	337,532	gpd	
	234	gpm	
Maximum Day Peak Factor	2.13		Table 2-4, WSMP (in progress)
Maximum Day Demand	239,647		
	166	gpm	
Industrial Peak Fire Flow	3,000	gpm	WSMP (in progress)

Appendix A: Flow Calculations

Pg 2

Sewer

Peak Sewer Flow	552,764	gpd
	384	gpm
	0.86	cfs
	0.55	MGD
Gravity Main Length	3900	LF
Gravity Main Diameter	10	inches
	0.83	ft
Minimum Slope	0.28%	

Partially Full Pipe

Minimum d/D	0.67	
Roughness	0.011	
Central Angle	3.84	rad
	220	deg
Area	0.39	SF
Perimeter	1.60	ft
Hydraulic Radius	0.24	ft
Capacity	1.08	cfs
	487	gpm

Full Pipe

Area	0.55	SF
Perimeter	2.62	ft
Hydraulic Radius	0.21	ft
Capacity	1.37	cfs
	617	gpm

Water

Peak Water Demand	337,532	gpd
PHD	234	gpm
	0.52	cfs
	0.34	MGD
Area	0.79	sf
Velocity	0.66	ft/s
Highest El. in Study Area	235	El.
Lowest El. in Study Area	161	El.

Fire Flow

3,000	gpm
6.70	cfs

Zone B Maximum Tank El.	403
Zone B Minimum Tank El.	350

Inputs *water calcs were done using AFT Fathom*

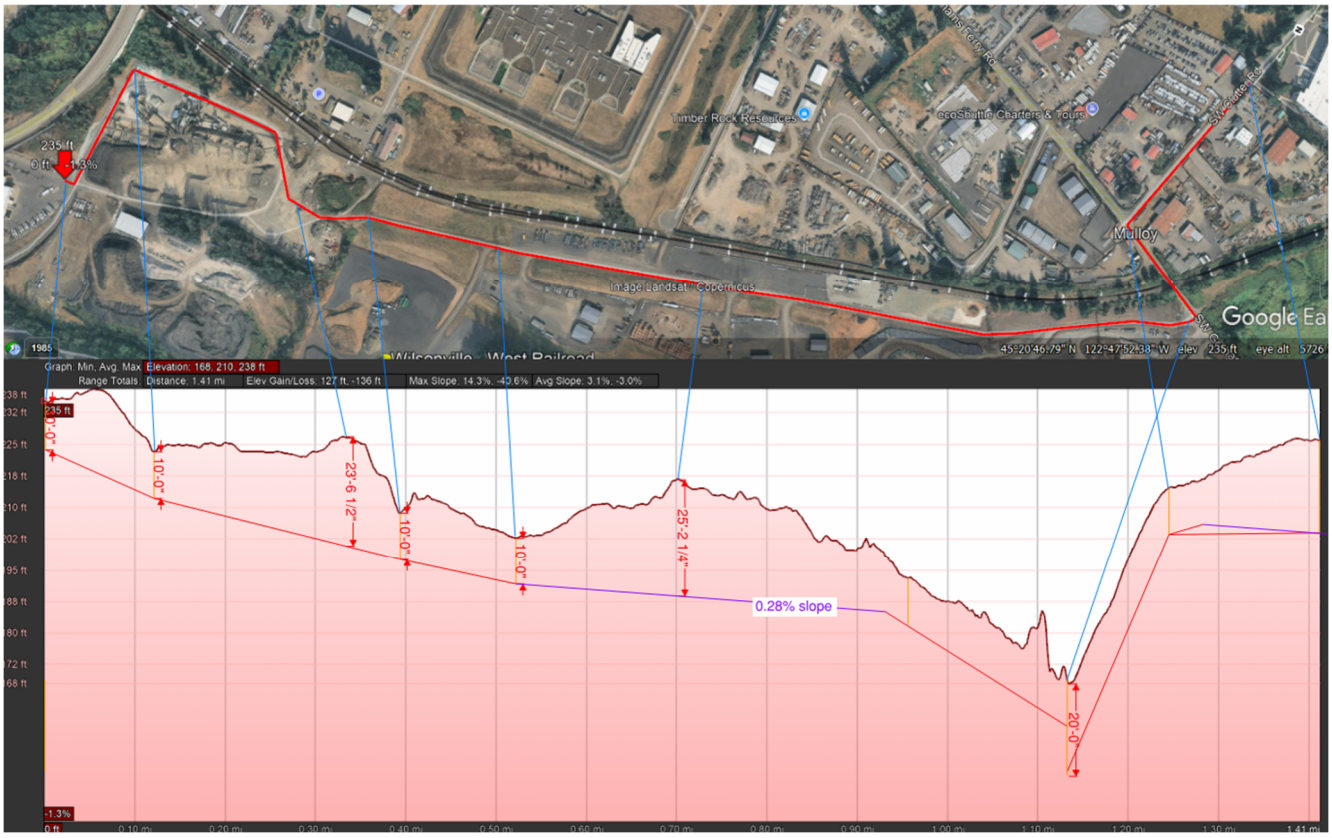
Connection Point to City	Elevation (ft)	Minimum Static Pressure (psi)	
SW Clay St	259	39	*assuming min level in reservoirs*
SW Cutter St	226	54	*assuming min level in reservoirs*

Results

Pipe Size:	12	inches	
Peak Service Elevation	235	feet	*assuming min level in reservoirs*
Static Pressure	50	psi	
Fire Flow	3,000	gpm	
Residual Pressure	30	psi	
Velocity	9.7	ft/sec	

Lowest Service Elevation	170	feet	
Static Pressure	101	psi	*assuming max level in reservoirs*
Peak Hour Demand	234	gpm	
Velocity	0.66	ft/sec	

Appendix B: West Railroad Sanitary Sewer Profile



Appendix J: Stormwater Analysis

Brown AND Caldwell

4380 S Macadam Avenue
Suite 250
Portland, OR 97239

T: 503.244.7005

Technical Memorandum

Prepared for: City of Wilsonville

Project Title: Basalt Creek Subbasin Evaluation

Project No.: 204937.001

Technical Memorandum

Subject: Greenhill Planning Area Stormwater Evaluation

Date: September 17, 2026

To: Chris Myers, Senior Planner

From: Angela Wieland, Project Manager

Copy to: Amy Maag, Development Engineering Manager

Miranda Bateschell, Planning Director

Zach Weigel, City Engineer

Prepared by: Shelby Gilmartin

Shelby Gilmartin, EIT

Reviewed by: Angela Wieland

Angela Wieland, PE

Limitations:

This document was prepared solely for the City of Wilsonville in accordance with professional standards at the time the services were performed and in accordance with the contract between the City of Wilsonville and Brown and Caldwell dated May 5, 2026. This document is governed by the specific scope of work authorized by the City of Wilsonville; it is not intended to be relied upon by any other party except for regulatory authorities contemplated by the scope of work. We have relied on information or instructions provided by the City of Wilsonville and other parties and, unless otherwise expressly indicated, have made no independent investigation as to the validity, completeness, or accuracy of such information.

Table of Contents

Section 1: Introduction and Background 1
Section 2: Stormwater Design Criteria 1
Section 3: Greenhill Planning Area Stormwater System Evaluation 3
3.1 Stormwater System Layout 4
3.2 Stormwater System Sizing and Modeling Assumptions 6
3.3 Stormwater System Sizing Results 7
3.4 Assumptions Related to Greenhill Planning Area Stormwater Collection System 8
Section 4: SW Boones Ferry Road Stormwater System Evaluation 8
4.1 Modeling Assumptions and Updates 9
4.2 Stormwater System Layout 9
4.2.1 Alternative 1: New pipe in SW Boones Ferry Road to SW 95th Ave and Seely Ditch 10
4.2.2 Alternative 2: Connect to the existing system at SW Pioneer Count 10
4.3 Stormwater System Sizing and Evaluation 11
4.4 Alternative Selection 14
Section 5: Cost Estimate Assumptions 14
Section 6: Considerations and Next Steps 15
References 17
Attachment A: Figures A-1
Attachment B: Cost Estimates B-1
Attachment C: Site Visit Photos and Notes C-1

List of Figures

Figure 1. Vicinity Map of Greenhill Planning Area 4
Figure 2. West Basalt Creek Local Street Plan 5
Figure 3. Alternative 2 - As-Built Profile of Existing Stormwater System along SW Boones Ferry Rd 11
Figure 4. Alternative 2 - Profile of Modeled Stormwater System along SW Boones Ferry Rd with Interpolated Inverts 12

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

List of Tables

Table 1. Wilsonville Drainage Standards and Design Criteria 2
Table 2. Wilsonville Design Storm Rainfall Depths 3
Table 3. Hydrologic Input Parameters - Soil Infiltration (Green-Ampt Method) 6
Table 4. Hydrologic Input Parameters - Land Use and Impervious Percentages 7
Table 5. Proposed Greenhill Area Stormwater Conveyance System 7
Table 6. Record of City-Provided As-Builts 9
Table 7. Proposed SW Boones Ferry Rd Stormwater Conveyance System Pipe Length (Alt 1 and 2) 12
Table 8. Water Surface Elevation Results Comparison – 25-year Design Storm 13
Table 9. Flow Results Comparison – 25-year Design Storm 13
Table 10. Cost Estimate Summary 15

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

List of Acronyms

AACE	Association for the Advancement of Cost Engineering
Cfs	cubic feet per second
CHI	Computational Hydraulics Inc.
City	City of Wilsonville
CP	capital project
CPP	corrugated polyethylene pipe
DIP	ductile iron pipe
Ft	feet
H/H	hydraulic/hydrologic
I-5	interstate-5
LF	linear feet
NRCS	Natural Resources Conservation Services
ODOT	Oregon Department of Transportation
PCSWMM	Personal Computer Storm Water Management Model
PHS	Pacific Habitat Services
PWS	Public Works Standards
RCP	reinforced concrete pipe
RD	record drawing
PVC	polyvinyl chloride pipe
ROW	right-of-way
SMP	stormwater master plan
SROZ	significant resource overlay zone
TM	technical memorandum
UGB	urban growth boundary
USCS	Unified Soil Classification System
USDA	United States Department of Agriculture

Section 1: Introduction and Background

The Basalt Creek Concept Planning Area includes 847 acres located between the cities of Tualatin and Wilsonville in unincorporated Washington County, within the Metro urban growth boundary (UGB). In 2018, the City of Wilsonville (City) approved the Basalt Creek Concept Plan to guide future land use and serve as an implementation strategy for urban services (transportation, water, sanitary sewer, and storm water systems), public services (such as transit, parks, and open space), and natural and cultural resource protection.

In 2024, the City completed a Stormwater Master Plan (SMP) update to evaluate stormwater system deficiencies and prioritize stormwater capital projects. The SMP evaluated stormwater flows, identified capacity deficiencies and new infrastructure needs, and resulted in the development and prioritization of capital projects (CPs). The Basalt Creek concept planning area was referenced but not explicitly addressed in the SMP update, as the area was outside of the 2024 city limits and had limited development potential at the time.

As of 2026, the pending adoption of the Basalt Creek Master Plan prompted evaluation of stormwater infrastructure needs. Potential development in a portion of the Basalt Creek Concept Planning Area, the Greenhill Planning Area, prompted additional evaluation of stormwater infrastructure needs, both within the planning area itself and downstream where the proposed, new stormwater system ties into existing infrastructure due to known downstream stormwater system constraints at Commerce Circle, as documented in the SMP. The West Railroad Planning Area, also part of the Basalt Creek Concept Planning Area, did not have the same identified downstream stormwater constraints, due to the limited size of the drainage area and stormwater capacity within the Coffee Lake Creek Wetlands.

This Technical Memorandum (TM) outlines the proposed stormwater system layout and sizing associated with 1) the Greenhill Planning Area and 2) the proposed downstream collection system along SW Boones Ferry Road. Results of the modeling evaluation to evaluate downstream stormwater system capacity and routing alternatives are also provided. Cost estimates related to proposed system infrastructure are detailed in Section 5 and Attachment B.

Section 2: Stormwater Design Criteria

Design standards and criteria related to the sizing and evaluation of stormwater infrastructure are described in the City of Wilsonville's Public Works Standards (PWS), Section 3 Stormwater & Surface Water Design and Construction Standards, as revised in December 2015.

Stormwater sizing/design criteria are used to both assess the existing stormwater system for deficiencies and guide the design of new stormwater infrastructure in the Greenhill Planning Area. Sizing and design criteria for select infrastructure components (i.e., pipe and manholes) are outlined in Table 1, and design storms referenced in the design criteria are outlined in Table 2. For this evaluation only the 25-year, 24-hour design storm was evaluated in conjunction with hydraulic and hydrologic (H/H) modeling.

Additional information related to right-of-way (ROW) utility placement is outlined in the City's Transportation Record Drawings (RD). The proposed roadway locations, roadway classifications, and proposed ROW widths were provided by the City in June 2026 for the Basalt Creek Parkway extension, Day Road extension, and associated local roadways within the Greenhill Planning Area. The record drawings were referenced to approximate the storm pipe placement in the roadway. Based on information received, the larger roadways (Basalt Creek Parkway extension and Day Road extension) are anticipated to be "major arterials" with a ROW width of 101 feet, while the narrower roads in the Greenhill Planning Area are anticipated to be "collector roads without on-street parking" with a ROW width of 72 feet.

Table 1. Wilsonville Drainage Standards and Design Criteria		
Criteria	**Source**	**Design Standard**
Conveyance System Hydraulic Standards	• PWS 301.1.13	• Conveyance shall be designed to convey and contain at least the peak runoff for the 25-year design storm. • Structures for proposed pipe systems must provide a minimum of 1 foot of freeboard between the hydraulic grade line (HGL) and the top of the structure or finish grade above pipe for the 25-year post-development peak rate of runoff. • Design surcharge in new pipe systems shall not be allowed if it will cause flooding in a habitable structure, including below-floor crawl spaces.
Storm Pipe Design	• PWS 301.8.02	• Manning's equation shall be used to calculate pipe capacity for the 25-year design storm. • Pipe size: Mainline pipe shall be at least 12-inch-diameter pipe. • Grade: All storm lines shall have sufficient slope to maintain a minimum flow velocity of 3 feet per second when flowing full. • Pipe Cover: All storm sewer pipes shall be laid at a depth sufficient to drain building storm sewers, with minimum pipe cover detailed in Table 3.8. In paved areas, pipe cover shall be measured from the finished grade to the upper surface of the pipe barrel; the pipe bell shall not intrude into the base rock. In areas without pavement, the pipe cover shall be measured from the finish grade to the upper surface of the pipe barrel.
Stormwater Pipe and Fittings	• PWS 301.9.03	• Mainline pipes should be reinforced concrete pipe (RCP), ductile iron pipe (DIP), polyvinyl chloride pipe (PVC), or corrugated polyethylene pipe (CPP). Pipe and fittings shall consist of one type of material throughout.
Pipe Cover	• PWS 301.8.02m - Table 3.8 Minimum Pipe Cover	• 36 inches of cover - Nonreinforced, RCP Class III, Other Pipe Materials. • 24 inches of cover - RCP Class IV. • 12 inches of cover - RCP Class V, AWWA C-900, AWWA C-905, DIP
Storm Pipe Location	• PWS 301.8.02.d • RD-1040 • RD-1025	• Storm sewers located within the public right-of-way shall generally be installed at or near the street centerline as indicated in the street detail drawings of these standards. All storm sewer locations shall be approved by the City's authorized representative. • Major arterials have a ROW between 95-107 ft with the storm pipe located in the center of an inner travel lane (see RD-1040). • Collection without on-street parking have a ROW between 69-77 ft with the storm pipe located in the center of the travel lane, at least 12 ft from the gutter (see RD-1025).
Manhole Design	• PWS 301.8.01	• Manholes are required at least every 400 ft (unless approved by the City Engineer). Required placement includes at every grade change, change in pipe size, change in alignment, pipe connection greater than 6 inches, and at the end of the main lines. • Manholes shall be designed such that the manhole cover is flush with the surrounding • grade in paved areas. • Maximum of four pipes entering/exiting a manhole. • Minimum free drop of 0.20 ft, maximum free drop of 1.5 ft.
Manhole Sizing	• PWS 301.8.01.f	• 48-inch-diameter manhole for pipe ≤24 inches in diameter • 60-inch-diameter manhole for pipe 27 to 36 inches in diameter and pretreatment manholes • 72-inch-diameter manhole for pipe ≥42 inches in diameter

Design storms are precipitation patterns typically used to evaluate the capacity of storm drainage systems and to design new stormwater infrastructure for the desired level of service. Design storms typically evaluated include the water quality, 10-year and 25-year recurrence interval 24-hour events storm, as listed in the City's PWS (Table 2). The rainfall distribution for these design storms is based on a Unified Soil Classification System (USCS) Type IA distribution. Again, for this evaluation, only the 25-year, 24-hour design storm was simulated to inform pipe sizing needs.

Table 2. Wilsonville Design Storm Rainfall Depths

Design storm event	Rainfall depth, inches
Water Quality Event, 24-hr	1.00
10-yr, 24-hr	3.45
25-yr, 24-hr	3.90

Section 3: Greenhill Planning Area Stormwater System Evaluation

As part of the Basant Creek Master Plan development, due to pending development within the Greenhill Planning Area and known downstream capacity deficiencies, evaluation of the Greenhill Planning Area was conducted to size proposed stormwater infrastructure and assess whether development conditions may exacerbate downstream system capacity. This area was referenced in the 2024 SMP update but capital project (CP) needs were not explicitly addressed, as the area is outside of the current city limits and development was not yet pending.

The Greenhill Planning Area is a 77-acre area, bounded by Interstate 5 (I-5) to the east, Boones Ferry Road to the west, Greenhill Lane to the north, and the future Day Road extension to the south. The area is anticipated to develop into almost exclusive industrial land use. Figure 1 shows the general location of the Greenhill Planning Area in proximity to the City of Wilsonville and City of Tualatin city limits, major roadways, streams, and existing stormwater system in the area. Note that the Greenhill Planning Area does not currently contain any stormwater infrastructure.

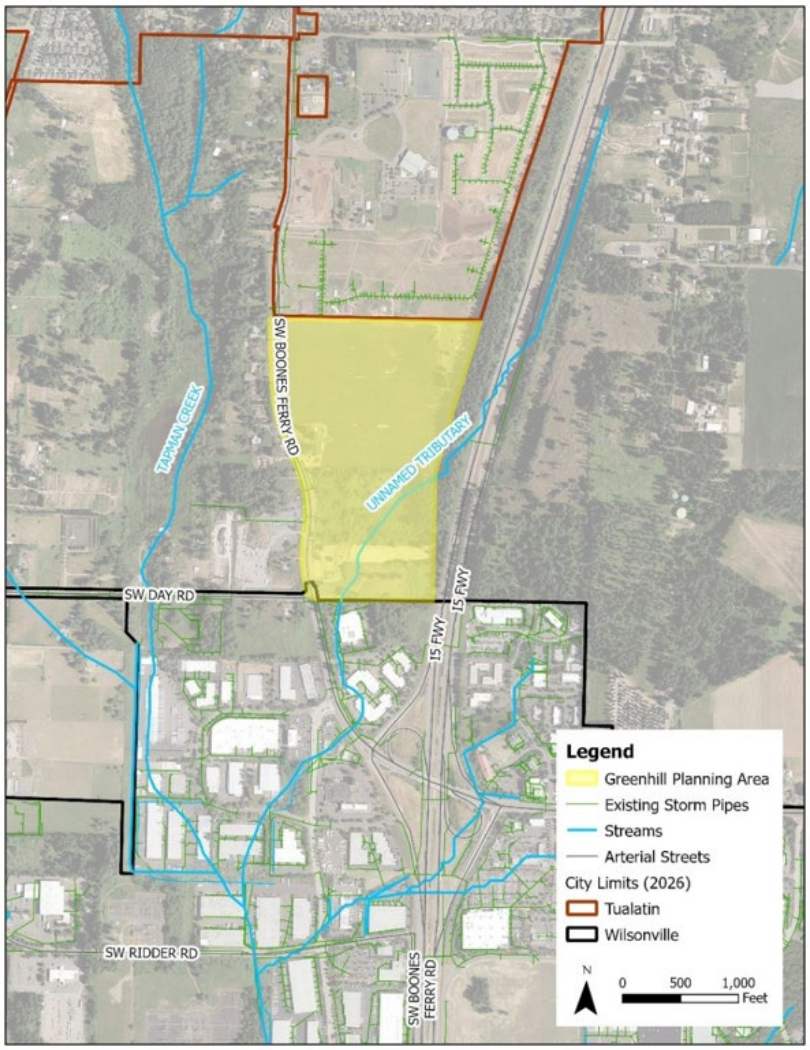


Figure 1. Vicinity Map of Greenhill Planning Area

3.1 Stormwater System Layout

The placement and alignment of the proposed stormwater collection system (i.e., trunklines) for the Greenhill Planning Area used the city-provided Local Street Plan for the Basalt Creek Planning Area, which included the location and assumed ROW widths for proposed arterial and local streets. At the time of this analysis roadway design is not finalized; therefore, the centerline of the proposed ROWs was used as an approximation to place the storm trunklines.

Figure 2 reflects the City-provided Local Street Plan for the Basalt Creek Planning Area, including the Greenhill Planning Area along the eastern boundary and reflects the proposed roadway alignment to inform the proposed stormwater system layout.

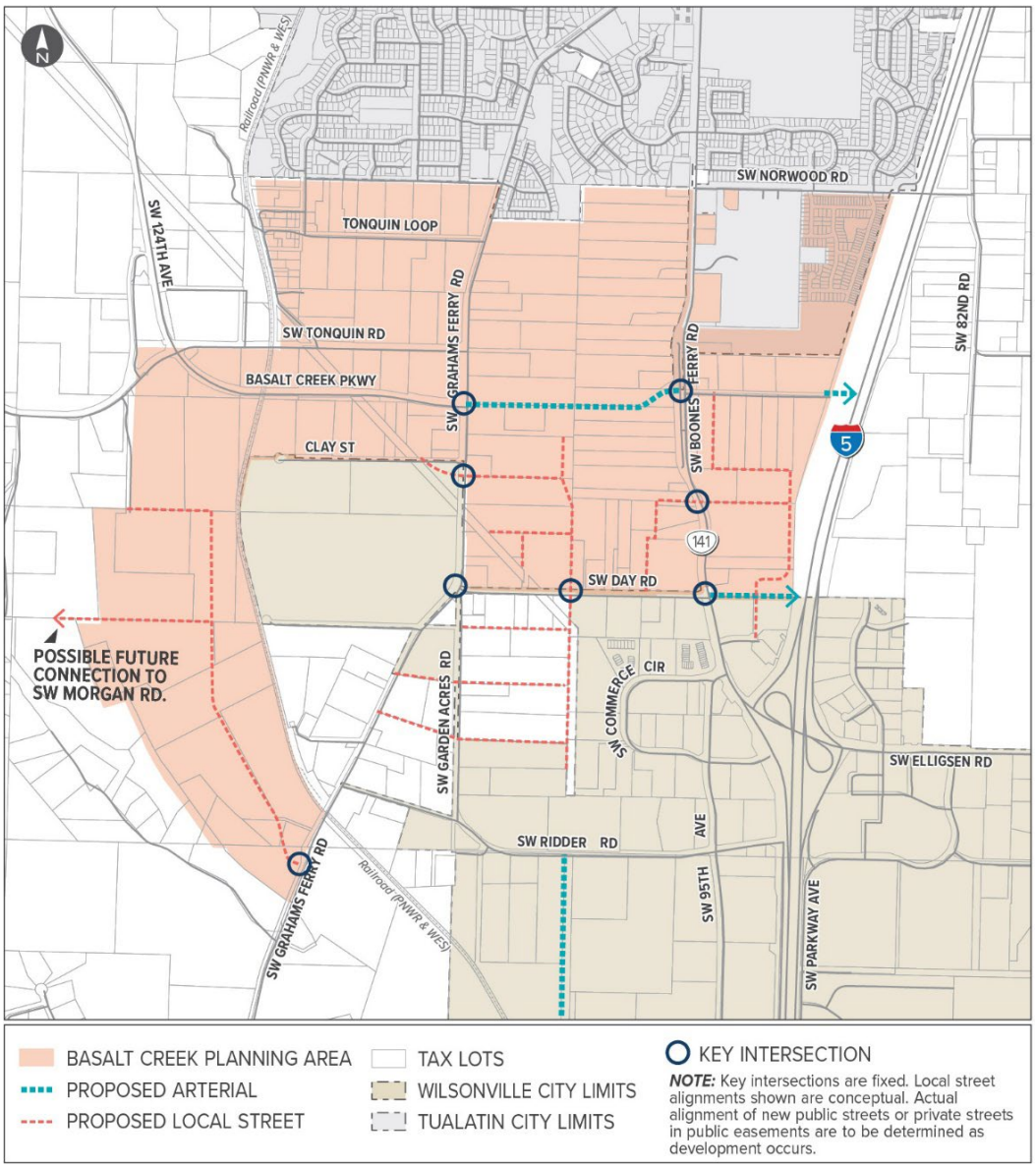


Figure 2. West Basalt Creek Local Street Plan

In addition, existing topography was used to inform drainage patterns and anticipated point of discharge from the Greenhill Planning Area. The Greenhill Planning Area currently discharges towards Tapman Creek to the west and an 'Unnamed Tributary' that bisects the southern portion of the planning area. The 'Unnamed Tributary' also conveys stormwater runoff from approximately 40 acres of the I-5 Oregon Department of Transportation (ODOT) corridor south, eventually discharging to Coffee Lake Creek and associated wetlands (refer to Figure 1). Maintaining existing drainage patterns and points of discharge was a goal of the proposed storm system layout.

Pacific Habitat Services (PHS) conducted a natural resources inventory in 2024 (i.e., identification of wetlands, tree groves, and riparian areas) for the Basalt Creek Planning Area, including the Greenhill Planning Area as part of the Basalt Creek Master Plan. Results of the natural resource inventory identified several upland tree groves and three minor wetlands (totaling 0.09 acres). The wetlands were determined to be "not locally significant, and either shallow wetland swales identified through topography, mapped hydric soils,

mapped historic wetlands, and historical aerial imagery, and/or they are wetland features visible from nearby roadways and properties with public access" (PHS 2024).

Therefore, based on the PHS findings, the City does not anticipate designating any of the Greenhill Planning Area as a Significant Resource Overlay Zone (SROZ) and all areas are considered developable land. The 'Unnamed Tributary' will be piped and conveyed as part of the overall stormwater collection system layout and sizing.

Attachment A, Figure A-1 shows the detailed stormwater system layout.

3.2 Stormwater System Sizing and Modeling Assumptions

The PCSWMM H/H model[1] developed for the 2024 SMP was used to size the stormwater system (i.e., trunklines) for the Greenhill Planning Area. Detail related to modeling methods and assumptions are provided in Appendix B of the 2024 SMP and were maintained for this study.[2]

To support the stormwater system sizing effort, existing drainage basins associated with the Greenhill Planning Area were subdivided for modeling, to more accurately represent existing topography, anticipated tax lot boundaries, and proposed roadway alignment/stormwater system layout. In addition, the existing drainage basin boundaries were refined to represent the full extent of the ODOT corridor drainage area that discharges to the 'Unnamed Tributary', as well as developed portions of the City of Tualatin that discharge to Tapman Creek as opposed to the 'Unnamed Tributary'.

Updated hydrologic parameters were calculated for each subdivided drainage basin, based on use of the RUNOFF method in PCSWMM and the Green-Ampt method for infiltration. Such hydrologic input parameters include subbasin area, slope, width, impervious percentage, hydraulic conductivity, initial moisture deficit, and suction head.

Input parameters for silt loam, loam, and silty clay loam soil texture classifications were based on the reference values in Table 3-1 of Appendix B of the City's 2024 SMP. Values relevant to the study area are listed in Table 3. An area-weighted average value was assigned to each subbasin for each input parameter based on the distribution of soil texture class within the subbasin.

Table 3. Hydrologic Input Parameters - Soil Infiltration (Green-Ampt Method)

Soil Texture Class	Saturated Hydraulic Conductivity (inches/hour)	Initial Moisture Deficit (fraction)	Suction Head (inches)
Silt loam	0.26	0.37	6.69
Stony silt loam	0.87	0.42	6.00
Loam	0.13	0.35	3.50
Gravelly silt loam	0.78	0.42	6.00
Silty clay loam	0.04	0.26	10.63

Area-weighted impervious percentages were assigned to each subbasin based on the associated land-use coverage. Land use coverage and percent imperviousness by land use were developed by the City for the

[1] PCSWMM, which stands for Personal Computer Storm Water Management Model, is a one- and two-dimensional urban catchment model for water supply, drainage and green infrastructure design, floodplain delineation, sewer overflow mitigation, water quality and integrated catchment analyses, developed by Computational Hydraulics Inc. (CHI).

[2] The full H/H modeling methodology used for the 2024 SMP is documented in the SMP Appendix B: TM#3: Stormwater Modeling Methods, Assumptions, and Results. https://www.wilsonvilleoregon.gov/natural/page/2024-stormwater-master-plan

2024 SMP using City zoning, comprehensive plan designations, developable lands/open space coverage, and floodplain and wetland area designations. A summary of the 2024 SMP land use categories and associated impervious percentages applicable to the study area are shown in Table 4. For the Greenhill Planning Area, land use coverage is assumed to be predominately industrial.

Table 4. Hydrologic Input Parameters - Land Use and Impervious Percentages

Land Use Category (from 2024 SMP)	Impervious Percentage (%)
Commercial/Government	82
Industrial	71
ODOT	48
Open Space	10

3.3 Stormwater System Sizing Results

The proposed stormwater collection system for the Greenhill Planning Area includes the installation of approximately 1.5 miles total of stormwater trunkline within the Greenhill Planning Area, conveying runoff either west to Tapman Creek or south to a new stormwater trunkline in SW Boones Ferry Road.

Approximately 22 acres of the Greenhill Planning Area will be conveyed west towards existing 12- to 24-inch Washington County storm pipe located in SW Boones Ferry Road. The Washington County stormwater system ultimately outfalls west to Tapman Creek.

Approximately 55 acres of the Greenhill Planning Area and approximately 40 acres of runoff from the I-5 ODOT corridor (outside of the planning area) will be conveyed south, ultimately discharging to SW Boones Ferry Road ROW at the proposed Day Road extension. Area that currently discharges to the 'Unnamed Tributary' is reflected in the area discharging to the new pipe alignment in SW Boones Ferry Road, thereby maintaining existing drainage patterns and points of discharge. Section 4 of this TM discusses the downstream evaluation from the intersection of SW Boones Ferry Road and Day Road to the Seely Ditch inlet.

The proposed stormwater collection system layout and sizing for the Greenhill Planning Area was presented August 12, 2026 during the Planning Commission Work Session. The proposed stormwater system is detailed by point of discharge and pipe diameter in Table 5 below, and quantities were used to inform the stormwater system cost estimation. The proposed stormwater collection systems for the Greenhill Planning Area are designed to convey peak runoff for the 25-year, 24-hour design storm for full build-out conditions.

Attachment A, Figure A-1 shows the proposed stormwater system layout with applicable pipe sizes and points of discharge.

Table 5. Proposed Greenhill Area Stormwater Conveyance System

Pipe Diameter	Conveyance to Tapman Creek (linear feet (LF))	Conveyance to City-owned pipe in Boones Ferry Road (LF)
12-inch	1,730	1,820
18-inch	--	720
24-inch	--	1,180
30-inch	--	630
36-inch	--	2,080
Total (LF)	1,730	6,430

3.4 Assumptions Related to Greenhill Planning Area Stormwater Collection System

There are several key design considerations and assumptions related to the proposed stormwater collection system for the Greenhill Planning Area:

- Existing flows in 'Unnamed Tributary' are currently unknown. Based on field investigations, flows appear to be generated exclusively from stormwater runoff within the ODOT ROW, and as such, refinement of the ODOT drainage basin boundary was used to evaluate hydrologic conditions and simulate resulting flows to the 'Unnamed Tributary'. Stream flow monitoring may be considered to confirm the presence of baseflow and resulting stormwater flows from area outside of the City's jurisdiction.
- Available as-built information for the existing Washington County storm system in SW Boones Ferry Road was reviewed and shows sufficient grade and available depth to add upstream conveyance from the Greenhill Planning Area. Modeling indicates existing capacity constraints in the upstream 600 LF of 12-inch diameter pipe associated with the Washington County stormwater system in SW Boones Ferry Road; however, there are no known flooding concerns in this area. With the introduction of additional runoff from the Greenhill Planning Area, the model continues to show capacity constraints that may require system upsizing. Additional evaluation of the Washington County storm system, including system condition, elevations, and confirmation of ownership is recommended.
- The future Basalt Creek Parkway Extension frontage drainage patterns were not evaluated as part of this analysis and will need to be determined with future roadway design, as it may influence final drainage patterns and points of discharge, specifically along the northern planning area boundary.
- The proposed stormwater collection system in the Day Road Extension is anticipated to be constructed with right-of-way improvements.
- The proposed stormwater collection system slope and pipe cover assumptions are based on current topography. Site grading may influence pipe cover and selection of pipe material.
- The new storm pipe in the Greenhill Planning Area (currently primarily undeveloped land) will assume "not in roadway" unit costs, since it is anticipated that the storm system will be installed concurrently with the new roads (using a separate funding source). Whereas new storm pipe in Boones Ferry Road will assume "in roadway" unit costs as it will require asphalt demo and replacement.
- Future designation of SROZ in this area are not anticipated due to PHS natural resource inventory study finding the wetlands in this area as not locally significant.

Section 4: SW Boones Ferry Road Stormwater System Evaluation

With development of the Greenhill Planning Area, the stormwater collection system downstream at the intersection of Boones Ferry Road and Day Road (the point of discharge from the Greenhill Planning Area) to Ridder Road was evaluated for capacity. The downstream limit of the evaluation represents Capital Project (CP) CLC-1 (Day Road Stormwater Improvements, Phase 1) from the City's 2024 SMP.

Evaluation efforts included sizing of a new stormwater trunkline south along SW Boones Ferry Road, as well as the assessment of two routing alternatives to connect the new trunkline to the existing public stormwater collection system.

4.1 Modeling Assumptions and Updates

As detailed in Section 3.2, the PCSWMM H/H model developed for the 2024 SMP, updated for the Greenhill Planning Area system evaluation, was also used to size and evaluate the downstream stormwater collection system in SW Boones Ferry Road.

The hydraulic (pipe) model extents were reviewed in the existing PCSWMM model and compared with City-provided GIS and as-built information. The existing hydraulic model in the study area was very simplified, with newer development and associated stormwater assets not reflected. Therefore, expansion of the hydraulic model extents was necessary to accurately represent existing stormwater infrastructure in the area. Areas of specific interest included commercial development along Boones Ferry Road, south of Pioneer Court. This area was added because the stormwater collection system includes a 72-inch detention pipe that notably increases storage capacity of the stormwater system. Efforts were also made to include any City-owned pipe 18-inch and larger in diameter.

Updated system hydrology to support routing of runoff to the expanded pipe system was also required. Existing drainage basins associated with the expanded hydraulic model extents were subdivided to more accurately represent existing topography, anticipated tax lot boundaries, and new pipe extents (see Attachment A, Figure A-2). Updated hydrologic parameters were calculated for each subdivided drainage basin. Modeling assumptions as outlined in Section 3.2 were consistently applied to support this update. Table 6 summarizes as-builts provided by the City and used to update the hydraulic model extents of the PCSWMM model.

Table 6. Record of City-Provided As-Builts

As-Built ID	As-Built Name	As-Built Date	Date Received
88-07-001	Stafford Distribution Center	September 20, 1988	July 23, 2026
1994-03-001	ODOT – Boones Ferry Rd. - Commerce Circle (Wilsonville) Sec. Pacific Highway	April 1995	
1994-12-002	ODOT - Stafford Intchge. & I-5 Subsidence Sec. Pacific Highway	January 1996	
96-03-001	Commerce Circle Phase 2	October 31, 2001	
87-04-001	Commerce Center South	December 28, 1987	August 7, 2026
1994-03-001	ODOT – Boones Ferry Rd. - Commerce Circle (Wilsonville) Sec. Pacific Highway (same as-built provided as above)	April 1995	
1994-12-002	ODOT - Wilsonville Intchge. (Unit 1) Sec. Pacific Highway	November 1996	
Permit # BP14.0124	Boones Ferry Point (Carl's Jr.)	January 9, 2014	August 28, 2026

4.2 Stormwater System Layout

To evaluate potential impacts to the downstream stormwater system, two conveyance system alternatives were evaluated. Existing stormwater infrastructure in SW Boones Ferry Road consists of a 12-inch diameter stormwater collection system for the immediate runoff from SW Boones Ferry Road and is undersized for the contribution of runoff from the Greenhill Planning Area. Therefore, new stormwater infrastructure is proposed in SW Boones Ferry Road.

Both alternatives start at the intersection of SW Day Road and SW Boones Ferry Road, representing the point of discharge from the Greenhill Planning Area. Both alternatives assume a new 36-inch stormwater trunkline running south approximately 400 LF along SW Boones Ferry Road. From there, Alternative 1 continues south along SW Boones Ferry Road and west along SW 95th Avenue to the Seely Ditch; whereas Alternative 2 utilizes existing public stormwater infrastructure east of SW Boones Ferry Road, including the existing 72-inch detention pipe, before crossing SW Boones Ferry Road and eventually discharging to Seely Ditch via an existing outfall.

Description of both alternatives is below. Attachment A, Figure A-2 provides an overview of the downstream stormwater collection system including both routing alternatives.

4.2.1 Alternative 1: New pipe in SW Boones Ferry Road to SW 95th Ave and Seely Ditch

Alternative 1 adds a new 36-inch diameter storm pipe in SW Boones Ferry Road from the outlet of the Greenhill Planning Area (manhole at the intersection of SW Boones Ferry Road and SW Day Road) south to SW 95th Avenue, turning west along SW 95th Avenue and continuing to a new outfall downstream of manhole ST2111.

This alternative requires the installation of approximately 1,530 LF of PVC pipe, four new manholes within the ROW, and a new outfall. Catch basins and lateral connections were not evaluated for this level of design.

4.2.2 Alternative 2: Connect to the existing system at SW Pioneer Count

Alternative 2 adds a new 36-inch diameter storm pipe in SW Boones Ferry Road from the outlet of the Greenhill Planning Area (manhole at the intersection of SW Boones Ferry Road and SW Day Road) south to SW Pioneer Court, where it connects to the existing 36-inch pipe at manhole ST2155. From there the existing stormwater collection system near the Oregon Child Development Coalition parking lot, including 250 LF of existing 72-inch detention pipe, would be utilized to the extent possible.

The existing stormwater system in this area reflects a combination of City-owned and privately owned pipe with a significant amount of uncertainty regarding the as-built information. As seen in Figure 3 below, downstream of the 72-inch detention pipe, the as-built information (used to refine the H/H model) reflects questionable elevations around manhole ST2158, as indicated by the reverse pipe grade. This pipe section is located along the eastern SW Boones Ferry Road ROW and crosses SW Boones Ferry Road and an existing ODOT swale (in the Carl's Jr. parking lot) prior to discharging to Seely Ditch.

Additionally, there is some discrepancy between the GIS asset information and as-built information provided by the City, such as varying rim and invert elevations and gaps in the GIS dataset specifically between ST2112 and ST2111, which were assets constructed in 2013. Figure 3 is a screenshot from the H/H model showing the profile of the existing stormwater system in SW Boones Ferry Road based on available as-built information. Figure 3 extends from the existing 72-inch detention pipe to downstream manhole ST2111, located west of SW Boones Ferry Road. There is a manhole in SW Boones Ferry Road missing an asset ID (labeled as "Missing" in Figure 3) that is shown as the high point in the system based on GIS provided information only. Manholes were unable to be field verified for this effort.

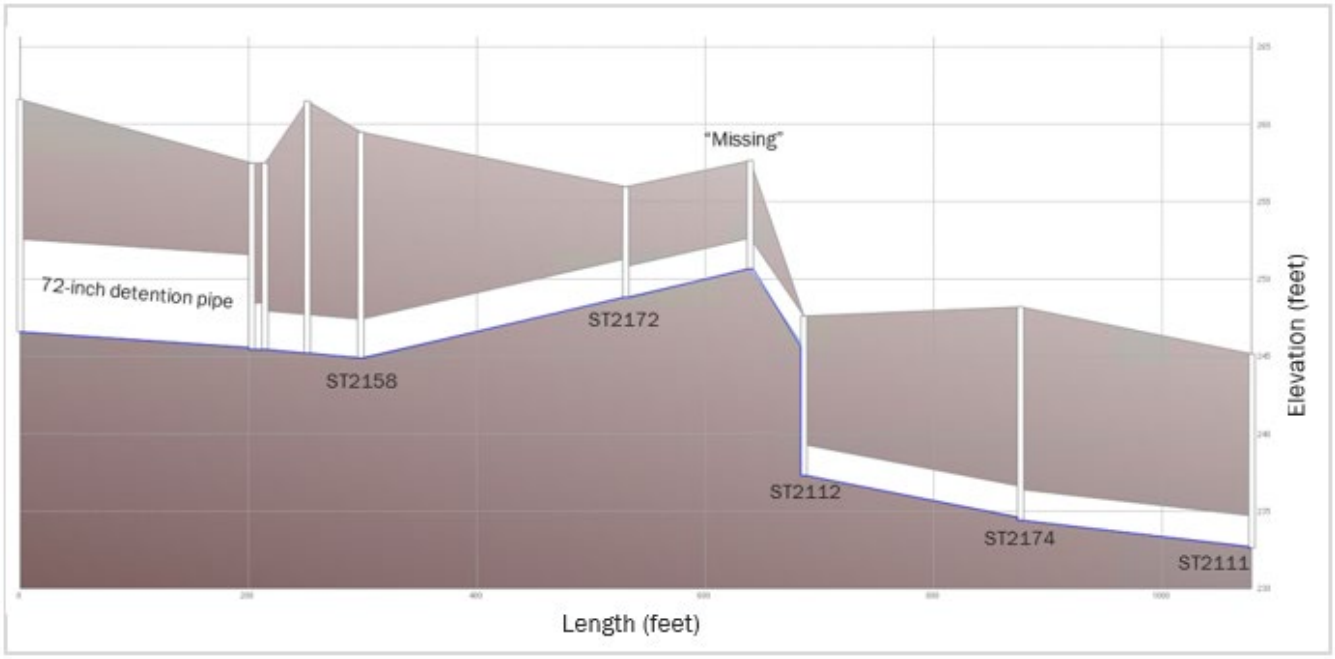


Figure 3. Alternative 2 - As-Built Profile of Existing Stormwater System along SW Boones Ferry Rd

4.3 Stormwater System Sizing and Evaluation

Alternatives 1 and 2 were simulated using the updated PCSWMM model to size new stormwater trunklines in SW Boones Ferry Road and SW 95th Avenue, as well as to evaluate changes in modeled flows and water surface elevations within the stormwater collection system downstream of Seely Ditch. This downstream analysis was conducted to determine any downstream capacity constraints, impacts to capital project sizing per the 2024 SMP, and help determine if regional detention may be required in conjunction with development of the Greenhill Planning Area.

Because as-built information for the existing stormwater collection system crossing at SW Boones Ferry Road showed questionable elevation data, Alternative 2 was modeled with interpolated elevations to represent the existing stormwater collection system, to analyze downstream impacts. Figure 4 is also a screenshot of the H/H model that reflects the system extents as represented in Figure 3. Inverts are shown as interpolated to represent a constant pipe slope. With this adjustment, system modeling indicates that approximately 300 LF of existing 24-inch diameter pipe, near Carls Jr. (Parcel #R2087171, 25300 SW 95th Ave) and downstream of the existing 72-inch detention pipe, would need to be upsized to 48-inch to convey 25-year design flows for Alternative 2. However, because this model interpolation was unable to be field verified, uncertainty exists with respect to the validity of these modeling results for Alternative 2. As such, field verification of the manhole depths would be needed to validate model results, assess system capacity/surcharging, and size any required new stormwater pipe.

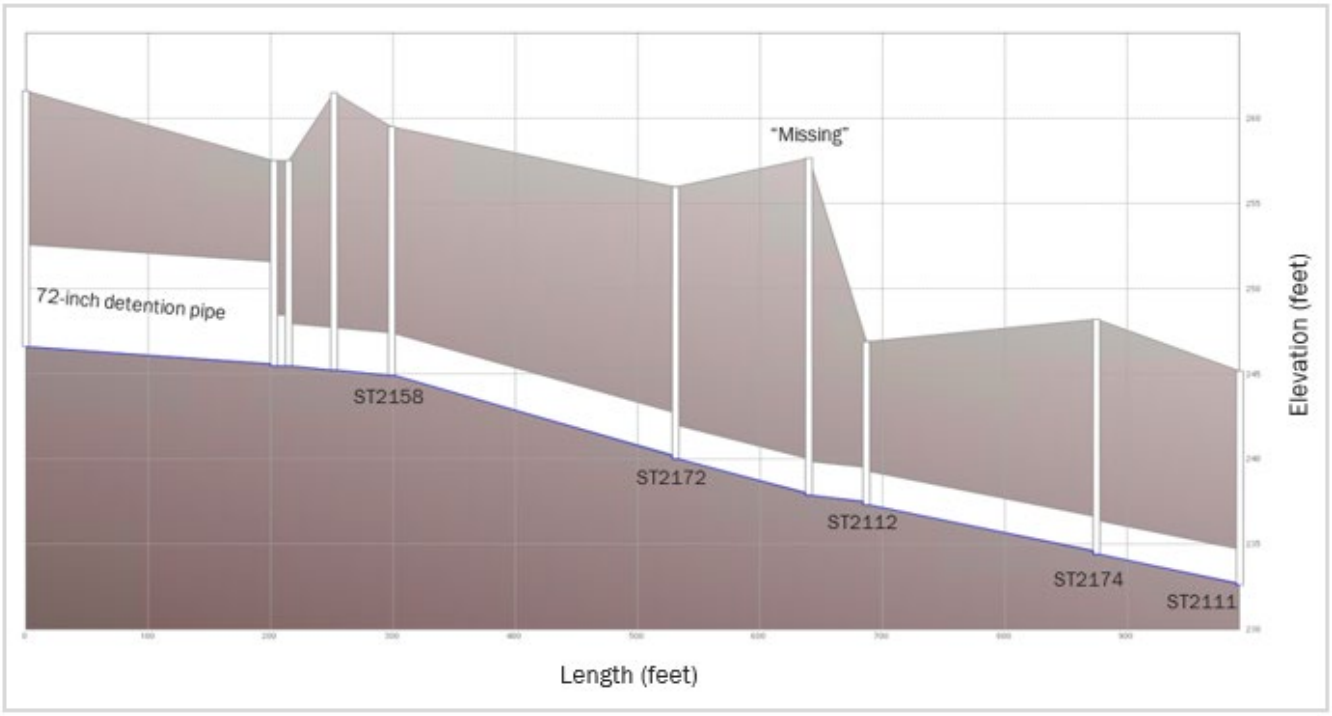


Figure 4. Alternative 2 - Profile of Modeled Stormwater System along SW Boones Ferry Rd with Interpolated Inverts

Table 7 summarizes the required length of new stormwater collection pipe by diameter for Alternatives 1 and 2. As discussed above, Alternative 1 requires the installation of approximately 1,530 LF of pipe, while Alternative 2 only requires 900 LF of pipe (300 LF of which is replacement of existing 24-inch to 48-inch pipe).

Table 7. Proposed SW Boones Ferry Rd Stormwater Conveyance System Pipe Length (Alt 1 and 2)

Pipe Diameter	Alternative 1 Pipe Length (LF)	Alternative 2 Pipe Length (LF)
36-inch	1,530	600
48-inch	--	300
Total (LF)	1,530	900

To support the downstream system evaluation and selection of a preferred system layout alternative, three flow comparison locations were identified to compare anticipated changes in flow and water surface elevation for the 25-year, 24-hour design storm against values from the 2024 SMP. The flow comparison locations are identified as yellow stars in Attachment A, Figure A-2 and include:

1. Seely Ditch Inlet – east of 95th Avenue (approx. 1,550 LF downstream of Greenhill Planning Area outlet)
2. Seely Ditch Outlet – north of Commerce Circle (approx. 2,200 LF downstream of Greenhill Planning Area outlet)
3. North of Ridder Road, at the downstream end of CP CLC-1 (Day Road Stormwater Improvements, Phase 1) – located in the green space between parking lots of Commerce Circle and Ridder Road (approx. 2,750 LF downstream of Greenhill Planning Area outlet)

Model results shown in Table 8 and Table 9 indicate relatively similar results for both alternatives. The modeled water surface elevation during the 25-year, 24-hour design storm changed by less than one tenth of a foot and modeled peak flows also did not change significantly.

As reflected in Table 8 and Table 9, the "Existing CP model" conditions for this comparison effort reflects the results of the modeling conducted to inform capital project sizing for the 2024 SMP. This model represented full buildout development conditions but not the updated ODOT contributing drainage areas nor detailed system routing associated with the Greenhill Planning Area system evaluation, as described in Section 3. Both Alternative 1 and 2 reflect full buildout conditions with the inclusion of the Greenhill Planning Area and model refinements as described above.

Table 8. Water Surface Elevation Results Comparison – 25-year Design Storm

Flow Comparison Location	Peak Water Surface Elevation (ft)		
	Existing CP Model	Alternative 1	Alternative 2
1. Seely Ditch Inlet	237.05	237.11	237.12

Table 9. Flow Results Comparison – 25-year Design Storm

Flow Comparison Location	Peak Flow (cfs)		
	Existing CP Model	Alternative 1	Alternative 2
1. Seely Ditch Inlet	74.5	89.3	91.1
2. Seely Ditch Outlet	74.4	70.3	70.0
3. Outlet of Day Road CP, Phase 1[a]	203.0	201.3	200.2

a, Flow monitoring location 3 includes flows from both CP CLC-1, Phase 1 (approx. 128 cfs) plus the varying flows calculated for each of the alternatives.

For Alternative 1, no upsizing of downstream infrastructure would be required to accommodate the 25-year flows from the Greenhill Planning Area. The increased flow would cause an approximately 0.06-foot increase in peak water surface elevation at the Seely Ditch inlet, as the outlet culvert of Seely Ditch would limit outflow. This reduces the modeled freeboard in Seely Ditch from approximately 2 ft to approximately 1.94 ft.

For Alternative 2, routing flows from the Greenhill Planning Area through the existing 72-inch detention pipe made relatively little impact on peak flow or water surface elevations, compared to Alternative 1. Slightly higher peak water surface elevation and flow rates are reflected at the Seely Ditch inlet, with slightly reduced flows at the Seely Ditch outlet and the outlet of the Day Road CP, Phase 1.

The increase in peak flow for both Alternatives 1 and 2 at the Seely Ditch inlet, as compared to the existing CP model, is expected due to the refinement of the H/H model, specifically routing flow from the Greenhill Planning Area directly, plus the addition of area (and associated stormwater flows) from the I-5 corridor that were not previously included in the Existing CP model. The H/H models show that Seely Ditch has sufficient capacity to handle the increased flow as modeled without modification, provided that the adjusted freeboard is acceptable.

4.4 Alternative Selection

System layout and evaluation results were presented to City staff on August 28, 2026, to support selection of a preferred alternative. Concerns related to the lack of available as-built information for Alternative 2 were discussed. City staff confirmed there was no updated survey or historical knowledge of the stormwater collection system in the study area to support corrections to the model at this time. Field investigation and measurement by the City's Operations and Maintenance team or a surveying contractor would be needed to determine the actual depth and slope of pipe in Boones Ferry Road to continue evaluation of Alternative 2. System evaluation results should be considered uncertain for Alternative 2.

As such, the City agreed that although Alternative 2 requires a shorter length of pipe (and lower cost) for installation, there are too many private property impacts and design uncertainties to move forward with selecting Alternative 2 as a viable option to support development of the Greenhill Planning Area at this time. As such, Alternative 1 was selected for development of a Class 5 cost estimate (discussed in Section 5).

Section 5: Cost Estimate Assumptions

Master planning-level cost estimates presented in this TM are based on the Association for the Advancement of Cost Engineering (AACE) Class 5 Conceptual Level or Project Viability Estimates. Actual costs may vary from these estimates between -50 percent to +100 percent, although changes to design may result in cost differences outside of this anticipated range.

Cost estimates have been prepared for the new stormwater collection system proposed for the Greenhill Planning Area and for the new stormwater infrastructure in SW Boones Ferry Road associated with Alternative 1. The cost estimates are based on the total capital investment necessary to complete a project (i.e., engineering through construction). Unit costs for project (construction) elements were initially developed for the 2024 SMP and updated for this cost estimate based on a historical cost index and recent bid tabs, which were escalated to represent August 2026 values.

Each project cost estimate applies a 30 percent construction contingency and multipliers of varying rates to account for traffic control/utility relocation (5 percent), erosion control (3 percent), surveying (5 percent) and mobilization (10 percent). Additional multipliers to account for engineering and permitting (20-30 percent) and construction administration (13.5 percent) are applied to the total construction cost with contingencies. The range in engineering and permitting costs is based on the anticipated permitting level of effort, such as working entirely in the ROW.

Attachment B presents the detailed unit costs and planning-level cost estimates for the Greenhill Planning Area Stormwater Collection System and SW Boones Ferry Road Stormwater Collection System. Land acquisition and easements are not included in the cost estimates, as most projects are located on City property or within the City ROW.

Table 10 provides a summary of the cost estimates for each storm system component, including the capital expense, contingencies and multipliers, design/construction administration costs, and engineering and permitting cost allowance. For planning purposes, costs were rounded to the nearest $1,000 for individual line items, and the total project cost was rounded to the nearest $10,000 for budget purposes.

Table 10. Cost Estimate Summary		
Item	Greenhill Planning Area Stormwater Collection System	Boones Ferry Road Stormwater Collection System
Capital Expense	$3,226,000	$1,753,000
Contingencies and Multipliers	$1,710,000	$929,000
Design/Construction Administration	$666,000	$362,000
Engineering and Permitting	$1,481,000	$805,000
Project Total	$7,080,000	$3,850,000

Section 6: Considerations and Next Steps

Stormwater system sizing and resulting cost estimates for each of the study areas identified in this analysis will be developed into capital project fact sheets, like those used for the 2024 SMP to support future capital improvement program planning and budgeting. These projects will be CP 1: Greenhill Planning Area Stormwater Collection System and CP 2: SW Boones Ferry Road Stormwater Collection System.

As this evaluation reflects conceptual design and master planning-level cost estimates, there are additional design details needed to support final design efforts and prior to construction. These considerations include, but are not limited to, the following by proposed capital project.

CP 1: Greenhill Planning Area Stormwater Collection System

- **Existing flow in the 'Unnamed Tributary'.** Conceptual design efforts are based on anticipated runoff generated in the ODOT corridor, but detailed review of ODOT as-builts to confirm drainage area routing was not conducted. Actual flows may vary and impact sizing. Flow monitoring is recommended prior to final design to confirm existing baseflow conditions and storm-based flow rates, as these flows will be intercepted and conveyed within the Greenhill Planning Area stormwater system.
- **Capacity verification of the existing Washington County owned stormwater system in SW Boones Ferry Road.** A portion of the Greenhill Planning Area will connect to the Washington County storm system and ultimately outfall to Tapman Creek per existing drainage patterns. Existing flows to the Washington County system were estimated based on topography, and potential capacity limitations were identified, but system design information and existing flows should be validated by Washington County prior to connection to their system during subsequent design phases.
- **Pipe alignment for the Greenhill Planning Area.** The proposed layout is based on City provided information on preliminary street layouts, ROW widths, and future land use, as well as existing topography. Development schedules may result in modification to any of these elements, and changes could impact the required pipe layout, lengths, and overall project cost.
- **Pipe depth for the Greenhill Planning Area.** The proposed pipe depths for the Greenhill Planning Area stormwater system design were based on existing topography, which reflects a high point near Greenhill Lane and slopes towards the future Day Road extension. Site grading associated with development activity is anticipated to influence required system depth and total pipe cover, and the level of excavation and regrading is unknown at this time.

CP 2: Boones Ferry Road Stormwater Collection System

- **Incomplete Survey of Stormwater Assets in SW Boones Ferry Road.** Based on review of as-builts and existing stormwater GIS data, a detailed survey of the existing stormwater system in SW Boones Ferry Road, specifically those assets south of the existing 72-inch detention pipe and crossing SW Boones Ferry Road is needed if additional evaluation of Alternative 2 is considered.
- **Utility locates for SW Boones Ferry Road and SW 95th Avenue**. Existing utility placement and elevations were not evaluated as part of this conceptual sizing effort and would be needed to ensure adequate spacing for the new 36-inch stormwater trunkline south within the ROW of SW Boones Ferry Road and SW 95th Avenue.
- **Final design elevations for the SW Boones Ferry Road trunkline.** The proposed stormwater collection system sizing and depths are estimated based on the flows and inverts associated with from CP 1 in Greenhill Planning Area. Any change in those values would require re-evaluation of this downstream system.

References

City of Wilsonville. 2014. Minor Arterial – Drawing # RD-1035. https://www.wilsonvilleoregon.gov/engineering/page/detail-drawings#docaccess-093427e0b2417144b75116c5d1aa45311106fa8e1b1ca2ebc93063f7a9ce914a

City of Wilsonville. 2014. Major Arterial – Drawing # RD-1040. https://www.wilsonvilleoregon.gov/engineering/page/detail-drawings#docaccess-8bb954ad7b78d694f707706069795a9805640a4205153e5d3dbecf347612472e

City of Wilsonville. 2014. Collector without On-Street Parking – Drawing # RD-1025. https://www.wilsonvilleoregon.gov/engineering/page/detail-drawings#docaccess-211048510f8ca83e4d4889876ea52717d7e0580df44b4a81d8228abafed21b37

City of Wilsonville. 2015. Stormwater & Surface Water Design & Construction Standards. Section 3 – Public Works Standards. https://www.wilsonvilleoregon.gov/sites/default/files/fileattachments/engineering/page/11761/2015_stormwater_and_surface_water_standards_section_3.pdf

City of Wilsonville. 2016. Low Impact Development Local Street – Drawing # RD-1020. https://www.wilsonvilleoregon.gov/engineering/page/detail-drawings#docaccess-73c0c2d1dd5ccfd6b7a17576c35b515aa7a2a94b449de36090f26ee-aac7eedb0

City of Wilsonville. 2018. Basalt Creek Planning Area Documents. https://www.wilsonvilleoregon.gov/planning/page/basalt-creek-documents

City of Wilsonville. 2022. Frog Pond East & South Master Plan. https://www.wilsonvilleoregon.gov/planning/page/frog-pond-east-and-south-master-plan-0

City of Wilsonville. 2024. 2024 Stormwater Master Plan. https://www.wilsonvilleoregon.gov/natural/page/2024-stormwater-master-plan

DKS Associates. 2024. Wilsonville Basalt Creek Plan – Wilsonville TSP Update Evaluation.

DKS Associates. 2026. WVBasaltCreek – Local Street Plan (JPEG).

Pacific Habitat Services, Inc. (PHS). 2024. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville.

United States Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS). 2019. Web Soil Survey. https://websoilsurvey.nrcs.usda.gov/app/

Attachment A: Figures

Figure A-1. Proposed Stormwater Collection System in Greenhill Planning Area

Figure A-2. Greenhill Planning Area Downstream Evaluation

Legend

- Greenhill Planning Area
- Streams

Basins
- Tapman Creek
- Unnamed Tributary to Boones Ferry Road

Proposed Pipes by Diameter
- 12"
- 18"
- 24"
- 30"
- 36"

- Proposed Manholes

Proposed Basalt Creek Roads
- Proposed Major Arterial ROW (101')
- Proposed Collector Street ROW (72')

COW Storm Infrastructure
- STM Outfall
- STM Manholes

STM Inlets
- Undefined
- Private
- Public

Existing Storm Pipes by Owner
- COW
- Tualatin
- ODOT
- Private
- Wash Co

Basalt Creek Pkwy Extension

Basalt Creek Pkwy Extension

Future Basalt Creek Pkwy I-5 Overpass

Basalt Creek Pkwy Extension frontage drainage pattern to be determined at build out

SW BOONES FERRY RD

Potential capacity limitations in Washington County 12-inch pipe with proposed development.

Manhole located to pipe "Unnamed Tributary" runoff south along proposed local street. Unnamed tributary currently routes ODOT runoff to Wilsonville.

Unnamed Tributary

I5 FWY

Proposed connection to existing Washington County storm system.

Proposed Day Road stormwater collection system, to be constructed with ROW improvements.

Proposed connection of Day Road stormwater collection system to new stormwater system on Boones Ferry Road.

Day Rd Extension

Notes:

Spatial Reference
Name: NAD 1983 HARN Oregon Statewide Lambert Feet Intl

N

0 205 410 US Feet

City of Wilsonville

Basalt Creek Subbasin Evaluation

Brown AND Caldwell

WILSONVILLE OREGON

Figure A-1. Proposed Stormwater Collection System in Greenhill Planning Area

Project # 204937

Date Saved: 9/11/2026 1:35 PM
User: Sgilmartin
Z:\Shared\Clients\Wilsonville_City of-OR\157689 - Wilsonville Basalt Planning Study\120 Data Ref Info\03 Data\GIS_Internal BC\APRX\Basalt Creek Planning Study\Basalt Creek Planning Study.aprx

Legend

- Flow Comparison Locations
- Greenhill Planning Area

Proposed Alignment Alternatives

- Alternative #1
- Alternative #2

Model Elements

- Model Junctions
- Model Pipe Additions
- Proposed Greenhill Planning Area Stormwater Collection System
- Existing Modeled Pipe
- Subcatchment Delineation

City GIS

- STM Outfall
- STM Manholes

STM Inlets

- Private
- Public

Existing Storm Pipes by Owner

- COW
- ODOT
- Private
- Wash Co

SW BOONES FERRY RD
SW DAY RD
SW COMMERCE CIR
SW 95TH AVE
SW ELLIGSEN RD
I5 FWY
18-in
24-in
36-in
72-in
36-in
30-in
24-in
Seely Ditch Inlet
Seely Ditch Outlet
Outlet of Day Road Capital Project, Phase 1

Date Saved: 9/11/2026 2:09 PM

User: Sgilmartin

Z:\Shared\Clients\Wilsonville_City of-OR\157689 - Wilsonville Basalt Creek Planning Study\120 Data Ref Info\03 Data\GIS_Internal BC\APRX\Basalt Creek Planning Study\Basalt Creek Planning Study_MB.aprx

Notes:

Spatial Reference
Name: NAD 1983 Oregon Statewide Lambert Feet Intl

N

0 230 460 US Feet

City of Wilsonville

Basalt Creek Model Update

Brown AND Caldwell

WILSONVILLE OREGON

Figure A-2. Greenhill Planning Area Downstream Evaluation

Project # 204937

Attachment B: Cost Estimates

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Wilsonville Basalt Creek - Greenhill Planning Area Unit Cost Table			
Item	**Unit**	**Unit Costs (Aug 2026)**	**Notes, Unit Cost August 2026**
Structure Installation			
Precast Concrete Manhole (48", 0-8' deep)	EA	6,540	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026. Compared to ODOT 2025 A1-Q2 Ave, Item 0470-0100000E (Concrete Manhole, Sanitary 48 inch Diameter) = $9,937 (depth unknown). ODOT 2025 A1-Q2 Ave, Item 0470-0101000E (Concrete Storm Sewer Manholes) = $8,381 (depth unknown).
Precast Concrete Manhole (48", 9-12' deep)	EA	8,820	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Precast Concrete Manhole (48", 13-20' deep)	EA	12,960	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Precast Concrete Manhole (60", 0-8' deep)	EA	8,820	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Precast Concrete Manhole (60", 9-12' deep)	EA	11,870	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Precast Concrete Manhole (60", 13-20' deep)	EA	17,640	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Connection to Existing Structure (all types, includes lateral connections)	EA	1,750	Source: ODOT 2025 Avg, Item 0490-0104000E (Connection to Existing Structure). Escalated to August 2026.
Abandon Existing Pipe, no excavation (ALL SIZES)	FT	0	Use pipe plugs priced below or fill with grout item
Abandon Existing Pipe, fill with grout	CF	10	Source: BC cost estimating team, escalated from 2023 unit cost. Escalated to August 2026.
Abandon Existing Structure	EA	4,650	Source: ODOT 2025 Q1-Q2 Avg, Item 0490-0117000E (Filling Abandoned Structures). Escalated to August 2026.
Demo pipe	LF	30	Assumes 12" RCP pipe. Does not include excavation. Source: BC Assembly using RSMeans pricing, escalated from 2023 unit cost to August 2026.
Remove structure	EA	3,510	Source: ODOT 2025 Q1-Q2, Item 0310-0105000E (Removal of Manholes). Escalated to August 2026.
Plug Existing Pipe, up to 18" diameter, at manhole	EA	1,960	Source: BC Assembly using RSMeans pricing, escalated from 2023 unit costs. Escalated to August 2026.
Plug Existing Pipe, up to 36" diameter, at manhole	EA	2,510	Source: BC Assembly using RSMeans pricing, escalated from 2023 unit costs. Escalated to August 2026.
Outfall Improvements	EA	3,760 - 12,540	Source: BC cost estimating team, escalated from 2023 unit cost to August 2026.
Pipe Unit Cost			
PVC, 12", 10' to invert, in road	LF	451	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 12", 15' to invert, in road	LF	519	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 12", 20' to invert, in road	LF	587	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 15", 10' to invert, in road	LF	503	Interpolated between 12" and 18"
PVC, 15", 15' to invert, in road	LF	569	Interpolated between 12" and 18"
PVC, 18", 10' to invert, in road	LF	554	Interpolated between 12" and 24"
PVC, 18", 15' to invert, in road	LF	683	Interpolated between 12" and 24"
PVC, 21", 10' to invert, in road	LF	398	Interpolated between 18" and 24"
PVC, 21", 15' to invert, in road	LF	436	Interpolated between 18" and 24"
PVC, 24", 10' to invert, in road	LF	657	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 24", 15' to invert, in road	LF	718	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 24", 20' to invert, in road	LF	780	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 10' to invert, in road	LF	793	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 15' to invert, in road	LF	935	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 20' to invert, in road	LF	1,078	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 10' to invert, in road	LF	946	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 15' to invert, in road	LF	1,102	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 20' to invert, in road	LF	1,258	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 12", 10' to invert, not in road	LF	171	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 12", 15' to invert, not in road	LF	178	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 12", 20' to invert, not in road	LF	186	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 15", 10' to invert, not in road	LF	201	Interpolated between 12" and 18"
PVC, 15", 15' to invert, not in road	LF	210	Interpolated between 12" and 18"
PVC, 18", 10' to invert, not in road	LF	232	Interpolated between 12" and 24"
PVC, 18", 15' to invert, not in road	LF	241	Interpolated between 12" and 24"
PVC, 21", 15' to invert, not in road	LF	464	Interpolated between 18" and 24"
PVC, 24", 10' to invert, not in road	LF	294	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 24", 15' to invert, not in road	LF	304	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 24", 20' to invert, not in road	LF	314	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 10' to invert, not in road	LF	420	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 15' to invert, not in road	LF	436	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 30", 20' to invert, not in road	LF	452	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 10' to invert, not in road	LF	529	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 15' to invert, not in road	LF	541	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
PVC, 36", 20' to invert, not in road	LF	554	Source: BC cost estimating team, RSMeans July 2025, escalated to August 2026
Contingencies and Multipliers			
Mobilization/Demobilization	LS	10%	Multiplier from the City of Wilsonville 2024 SMP.
Erosion and Sediment Control	LS	3%	Multiplier from the City of Wilsonville 2024 SMP.
Contingency	LS	30%	Multiplier from the City of Wilsonville 2024 SMP.
Traffic Control/Utility Relocation	LS	5%	Multiplier from the City of Wilsonville 2024 SMP.
Surveying	LS	5%	Multiplier from the City of Wilsonville 2024 SMP.
Capital Expense Total (including contingency)			
Design/Construction Administration (%)	LS	13.5%	Multiplier from the City of Wilsonville 2024 SMP. Reflects City staff technical and administrative needs to execute the project. Per City of Wilsonville, assume minimum of $35,000.
Engineering and Permitting (%)	LS	20-30%	Multiplier from the City of Wilsonville 2024 SMP. Per City of Wilsonville, minimum of $75,000.

CP 1: Greenhill Planning Area Stormwater Collection System

Key Project Elements

- Install 3,550 LF of 12-inch PVC.
- Install 720 LF of 18-inch PVC.
- Install 1,180 LF of 24-inch PVC.
- Install 630 LF of 30-inch PVC.
- Install 2,080 LF of 36-inch PVC.
- Install 22 new 48-inch manholes.
- Install 11 new 60-inch manholes.
- Replace 1 existing Washington County manhole with a new 48-inch manhole.
- Remove 3 existing Washington County catch basins and replace them with 3 new 48-inch manholes.
- Connect to the existing Washington County stormwater system in Boones Ferry Road that outfalls to Tapman Creek. City to coordinate with County to determine responsibility of this portion of the system.

Design Assumptions

- The Greenhill stormwater collection system is to convey flows both within the Greenhill opportunity area as well as approximately 40 acres of runoff from the ODOT corridor that enters the area via the "Unnamed Tributary" to the east.
- Pipe sizing was developed based on future land use conditions (industrial), soil conditions, topography, and flow path. Existing flows in 'Unnamed Tributary' that currently bisects the Greenhill basin are currently unknown; flow monitoring (not accounted for in project budget) is recommended to confirm required stormwater system sizing.
- The Basalt Creek Parkway Extension frontage drainage pattern was not evaluated as part of this analysis and will need to be determined, as it may influence final drainage patterns and points of dis-charge, specifically along the northern planning area boundary.
- The proposed stormwater collection system in the Day Road Extension is anticipated to be constructed with right-of-way improvements.
- Proposed pipe upsizing meets current design standards of 12-inch minimum diameter for gravity mainline pipe.
- PVC is assumed, based on a pipe minimum cover (36-inches).
- Manhole and pipe depth is based on current site conditions. Site grading may influence pipe cover and selection of pipe material, as well as assumed cost estimates based on depths.
- New storm pipe in Greenhill opportunity area (undeveloped land) is estimated using "not in roadway" unit costs, since it is anticipated that the storm system will be installed concurrently with the new roads (using a separate funding source). New storm pipe in Boones Ferry Road (approximately 920 LF of 12" PVC) is estimated using "in roadway" unit costs as it will require asphalt demo and replacement.
- Proposed pipe is located in anticipated ROW of future paved roadways (based on transportation plans from the City). Actual pipe location and lengths may vary based on final roadway construction to maintain center of travel lane placement.
- Contingencies and multipliers are consistent with the 2024 Stormwater Master Plan capital projects.
- Manholes are proposed every 400 LF maximum or at every changein diamter, grade, or alignment.
- Catch basins and lateral connections are not included.

Item	Unit	Unit Cost (2026)	Quantity	Total Cost
Structure Installation				
Precast Concrete Manhole (48", 0-8' deep)	EA	6,540	9	$58,860
Precast Concrete Manhole (48", 9-12' deep)	EA	8,820	2	$17,640
Precast Concrete Manhole (48", 13-20' deep)	EA	12,960	11	$142,560
Precast Concrete Manhole (60", 9-12' deep)	EA	11,870	6	$71,220
Precast Concrete Manhole (60", 13-20' deep)	EA	17,640	5	$88,200
Connection to Existing Structure (all types, includes lateral connections)	EA	1,750	4	$7,000
Remove structure	EA	3,510	4	$14,040
Pipe Unit Cost				
PVC, 12", 10' to invert, in road	LF	451	920	$415,030
PVC, 12", 10' to invert, not in road	LF	171	170	$29,010
PVC, 12", 15' to invert, not in road	LF	178	830	$147,860
PVC, 12", 20' to invert, not in road	LF	186	1,620	$300,760
PVC, 18", 10' to invert, not in road	LF	232	720	$167,210
PVC, 24", 20' to invert, not in road	LF	314	1,180	$370,410
PVC, 30", 10' to invert, not in road	LF	420	240	$100,830
PVC, 30", 20' to invert, not in road	LF	452	390	$176,260
PVC, 36", 10' to invert, not in road	LF	529	850	$449,670
PVC, 36", 15' to invert, not in road	LF	541	970	$525,160
PVC, 36", 20' to invert, not in road	LF	554	260	$143,980
Project Sub-Total				$3,226,000
Contingencies and Multipliers				
Mobilization/Demobilization	LS	10%		$322,600
Erosion and Sediment Control	LS	3%		$96,780
Contingency	LS	30%		$967,800
Traffic Control/Utility Relocation	LS	5%		$161,300
Surveying	LS	5%		$161,300
Capital Expense Total (including contingency)				$4,936,000
Design/Construction Administration (%)	LS	13.5%		$666,000
Engineering and Permitting (%)	LS	30%		$1,481,000
			TOTAL	$7,080,000

CP 2: Boones Ferry Road Stormwater Collection System

Key Project Elements

- Install 1,530 LF of 36-inch PVC in the ROW on Boone's Ferry Road and SW 95th Ave.
- Install 4 new 60-inch manholes.
- Connect to existing structure ST2111.

Design Assumptions

- Catch basins and lateral connections are not included. Assumed that existing storm systems capture ROW runoff in this area, and that this pipe strictly conveys flow from the Greenhill opportunity area.
- Construct a new outfall to Seely ditch, downstream of manhole ST2111.
- Proposed pipe upsizing meets current design standards of 12-inch minimum diameter for gravity mainline pipe.
- PVC is assumed, based on a pipe minimum cover (36-inches).
- Contingencies and multipliers are consistent with the 2024 Stormwater Master Plan capital projects.
- Manholes are proposed every 400 LF maximum or at every changein diamter, grade, or alignment.
- Design based on available as-built and GIS information in the area. Field verification of measurements recommended.

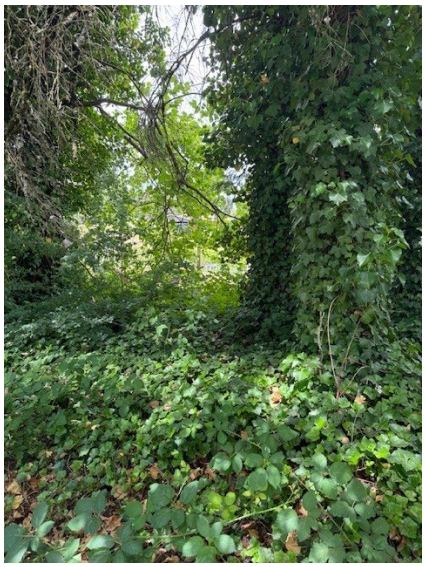
Item	Unit	Unit Cost (2026)	Quantity	Total Cost
Structure Installation				
Precast Concrete Manhole (60", 9-12' deep)	EA	11,870	3	$35,610
Precast Concrete Manhole (60", 13-20' deep)	EA	17,640	1	$17,640
Connection to Existing Structure (all types, includes lateral connections)	EA	1,750	1	$1,750
Outfall Improvements	EA	12,500	1	$12,500
Pipe Unit Cost				
PVC, 36", 15' to invert, in road	LF	1,102	1,530	$1,685,830
Project Sub-Total				$1,753,000
Contingencies and Multipliers				
Mobilization/Demobilization	LS	10%		$175,300
Erosion and Sediment Control	LS	3%		$52,590
Contingency	LS	30%		$525,900
Traffic Control/Utility Relocation	LS	5%		$87,650
Surveying	LS	5%		$87,650
Capital Expense Total (including contingency)				$2,682,000
Design/Construction Administration (%)	LS	13.5%		$362,000
Engineering and Permitting (%)	LS	30%		$805,000
			TOTAL	$3,850,000

Attachment C: Site Visit Photos and Notes

The Greenhill Planning Area site visit was conducted by two BC staff on June 5, 2026.

June 5, 2026 - Site Visit Photo Log	
Location	Greenhill Lane
Description	Publicly accessible portion of SW Greenhill Lane, between the new multi-family housing development (City of Tualatin) and the undeveloped fields (City of Wilsonville).
Photo Number: Description:	Site_Visit_1.jpg On Greenhill Lane looking towards the highest point in the field (approx. elevation of 350 feet based on GIS). 
Photo Number: Description:	Site_Visit_2.jpg On Greenhill Lane looking across the undeveloped field towards the southeast. 

June 5, 2026 - Site Visit Photo Log	
Photo Number:	**Site_Visit_3.jpg**
Description:	**On Greenhill Lane looking east towards existing home (appears to be single family residence) in the northeast portion of the study area.**
	
Photo Number:	**Site_Visit_4.jpg**
Description:	**On Greenhill Lane looking west towards SW Boones Ferry Road. New housing development visible to the right.**
	

June 5, 2026 - Site Visit Photo Log	
Location	APCON, Inc. parking lot
Description	Standing in the APCON, Inc. parking lot looking north to the future SW Day Road extension. Very dense vegetation and private property made accessing most of this area infeasible. Images taken from the parking lot only.
Photo Number: Description:	Site_Visit_5.jpg In the APCON, Inc. parking lot looking north towards the Unnamed Tributary. There was no visual or auditory evidence of stream activity during the site visit. 
Photo Number: Description:	Site_Visit_6.jpg In the APCON, Inc. parking lot looking north towards the Unnamed Tributary. There was no visual or auditory evidence of stream activity during the site visit. 

June 5, 2026 - Site Visit Photo Log	
Photo Number:	**Site_Visit_7.jpg**
Description:	**Catch basin in the APCON, Inc. parking lot where the outlet from the 'Unnamed Tributary' enters the piped collection system. This catch basin connects a series of private and public stormwater pipes in this commercial parking lot area. The catch basin grate is bolted in place and full of debris. There was no visual or auditory evidence of stream activity during the site visit.**



Appendix K: Basalt Creek Funding Analysis

This page intentionally left blank

City of Wilsonville

Basalt Creek
Infrastructure Funding Analysis

TIBERIUS SOLUTIONS

Prepared for City of Wilsonville
Prepared by Tiberius Solutions LLC
August 2026

Acknowledgments

This report was prepared for the City of Wilsonville (City) by Tiberius Solutions, a limited liability company headquartered in Portland, Oregon. Tiberius Solutions specializes in infrastructure funding and tax increment financing analysis, helping clients achieve their economic and financial goals. Margaret Raimann, an independent contractor, contributed on the project, conducting spatial and other analysis.

Tiberius Solutions is not a registered municipal advisor as defined in Section 15B of the Securities Exchange Act, as amended by Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act. The contents of this report are intended to provide factual information and are not intended to be construed as advice or recommendations regarding any specific municipal financial products. The City should discuss any information and material contained in this report with any and all internal or external advisors and experts that the City deems appropriate before acting on this information.

Tiberius Solutions acknowledges the assistance and data provided by staff at the City who were involved in the preparation of this report, providing input on key assumptions and review of all analysis.

This page intentionally left blank

Table of Contents

SUMMARY VI

1 FRAMEWORK FOR THE EVALUATION 1

1.1 Background and Purpose 1
1.2 Study Area Boundary 1
1.3 Public Services Included in the Analysis 2
1.4 Funding Sources Included in the Analysis 3

2 ANALYSIS 6

2.1 Development Capacity 6
2.2 SDC Revenue 10
2.3 TIF Revenue 21
2.4 Infrastructure Needs 28
2.5 Cash Flow 29

3 CONCLUSIONS 38

ATTACHMENT A: DETAILED CASH FLOWS 40

This page intentionally left blank

Summary

This document provides an Infrastructure Funding Analysis for Basalt Creek. The purpose of the Infrastructure Funding Analysis is to identify infrastructure challenges that could hinder development within the Basalt Creek Study Area (Study Area), and to suggest approaches for overcoming those challenges. This analysis focused on two primary sources of infrastructure funding: system development charges (SDCs) and tax increment financing (TIF).

This analysis was originally conducted in 2025, with the draft report completed in December of 2025. Subsequently, in July of 2026, additional analysis was completed to examine the possibility of funding infrastructure in the West Railroad area, adjacent to Basalt Creek. This updated financial analysis is described in Appendix B. The main body of the report, however, remains limited to the original analysis of Basalt Creek.

City engineering staff provided a list of necessary infrastructure projects to support development within the Study Area. Total project costs are estimated to be $61.8 million in constant 2025 dollars, with the City's share of those costs estimated to be $24.5 million. The majority of the City's share of costs, $18.5 million, are estimated to be eligible for SDC funds.

Projected cash flows were analyzed that show the combined revenues and expenditures for the Study Area over time. Four different scenarios were evaluated that considered full buildout versus 50% buildout of the Study Area, and whether the Grahams Ferry Assemblage or Greenhill opportunity sites would be first to develop. We draw the following conclusions from this analysis:

- SDCs alone are insufficient to fund the necessary infrastructure in the Study Area. The City is estimated to have over $6.0 million in project costs that are the City's responsibility but are not SDC eligible. Additionally, water and parks SDC revenue projected in the area are less than the SDC eligible share of project costs in the area at full buildout.
- Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are estimated to be responsibility of developers.
- A funding strategy that includes both TIF and SDCs generates sufficient revenue long-term, but still results in temporary funding shortfalls that would need to be addressed. There are multiple strategies that the City could consider to address these shortfalls, including delaying projects, relying on developer-led construction, using alternative financing options, or obtaining other funding sources.
- The biggest funding challenges are early on. The City will need to carefully coordinate early phases of development with private development partners.
- Developer-led construction of public infrastructure projects is an advantageous strategy to resolve the City's short-term funding gaps.
- Funding capacity for TIF is greater than the infrastructure funding gaps that have been identified in the area.
- The finance scenarios that assumed full buildout of the Study Area resulted in significantly better cash flows than scenarios assuming only 50 percent buildout over the same timeframe.
- All things being equal, the Greenhill opportunity site is less challenging to fund upfront than the Grahams Ferry Assemblage opportunity site.

- State funding through RSIS is uncertain but worth pursuing. Because Wilsonville has already been accepted into the RSIS program, it seems likely that infrastructure projects in the Study Area could receive State funding through the program.
- TIF also involves uncertainty. Because the City typically seeks an advisory vote before creating a new TIF district, any funding strategy that relies on TIF revenues is contingent on public approval. [1]

[1] Subsequent to the completion of this draft report, the City Charter was amended to require voter approval of any new TIF district, specifically requiring the public votes to occur in a Primary or General election during even numbered years.

1 Framework for the Evaluation

1.1 Background and Purpose

The Basalt Creek Planning Area (BCPA) includes 847 acres of unincorporated land in Washington County between the Cities of Wilsonville and Tualatin. The BCPA was added to the urban growth boundary (UGB) by Metro in 2004. In 2011, both cities, Metro, and Washington County entered into an intergovernmental agreement to coordinate planning efforts for the BCPA. These efforts culminated in a Basalt Creek Concept Plan, adopted by the Cities of Wilsonville and Tualatin in August 2018. The City of Wilsonville is now working to prepare a Basalt Creek Master Plan and Code amendments to adopt zoning for the Wilsonville portion of the planning area, which will allow for development to occur. For that development to be successful, however, significant infrastructure improvements are necessary.

This document provides an Infrastructure Funding Analysis for Basalt Creek. This Infrastructure Funding Analysis:

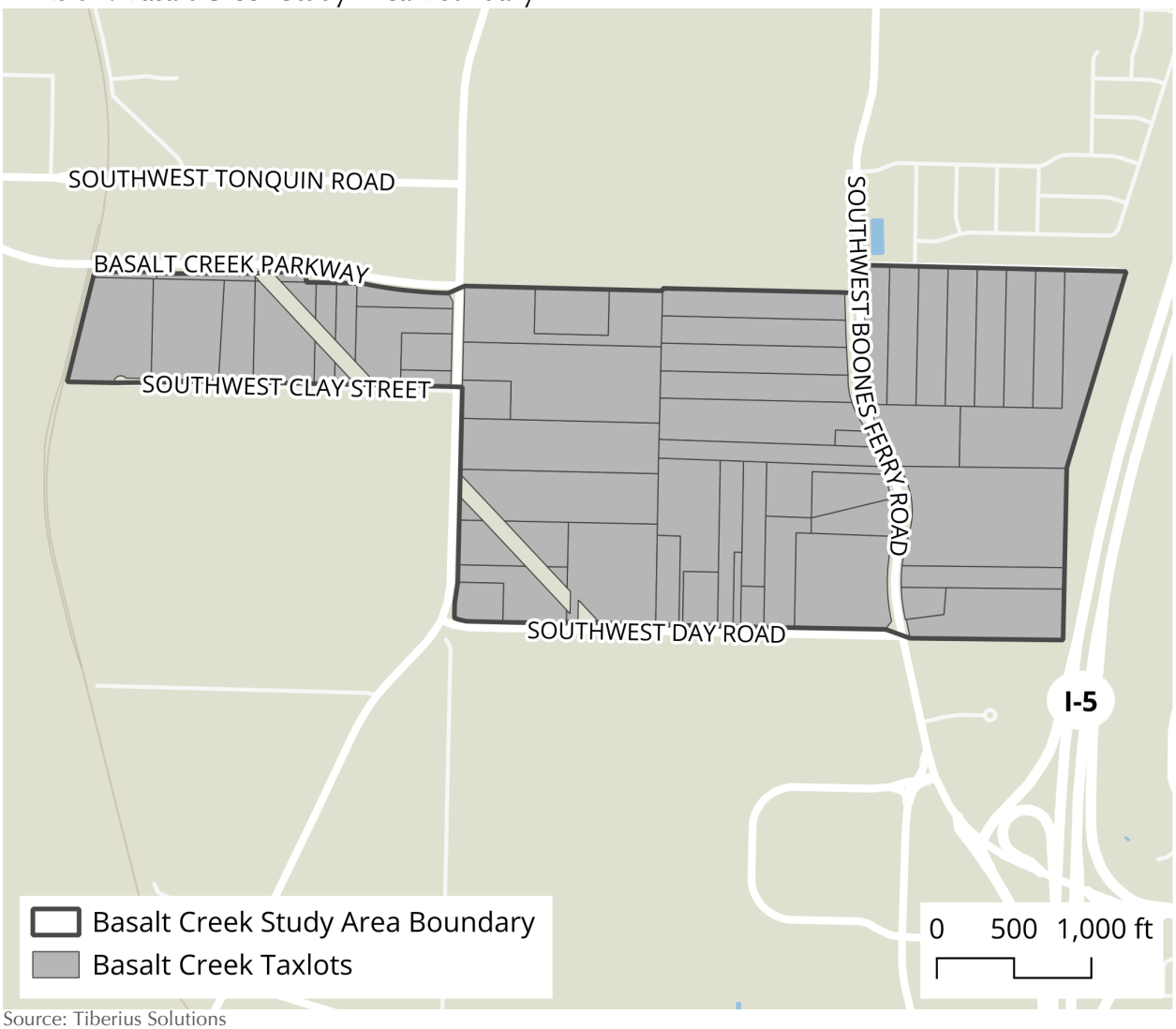
- Defines a subarea of the BCPA as the Basalt Creek Study Area ("Study Area") to be used for the analysis,
- Estimates future development activity within that Study Area,
- Forecasts likely sources of City infrastructure funding that would be generated by future development,
- Estimates the cost of infrastructure projects needed for development to occur, and
- Conducts a cash flow analysis to show the timing of infrastructure investments relative to the timing of revenue generated by development in the Study Area.

The purpose of the Infrastructure Funding Analysis is to identify infrastructure challenges that could hinder development within the Study Area, and to suggest approaches for overcoming those challenges.

1.2 Study Area Boundary

The Study Area used for this analysis is a subarea within the larger BCPA, limited to the portion of the BCPA within the City of Wilsonville's urban growth management area, and excluding the West Railroad subarea, which is being treated separately. The Study Area is generally bound by the City of Wilsonville urban growth management boundary to the North, Interstate 5 to the East, SW Day Road, and SW Clay Street on the South, and the Portland and Western Railroad to the West. The Study Area boundary encompasses 247 acres and is shown in Exhibit 1.

Exhibit 1. Basalt Creek Study Area Boundary



Source: Tiberius Solutions

1.3 Public Services Included in the Analysis

The costs of infrastructure included in the analysis was limited to services provided by the City of Wilsonville that require additional improvements for development within the Study Area to occur. The analysis included:

- Stormwater
- Trails (Parks and Recreation)
- Transportation
- Wastewater
- Water

Other City services, such as library and police, were excluded from the analysis, as no new public infrastructure investments are planned to specifically serve this Study Area. Additionally, services provided by other government partners, such as schools, fire and emergency response, are excluded from

the analysis, as they are not funded directly by the City of Wilsonville, and there are no plans to make additional infrastructure investments in this area by those service providers.

1.4 Funding Sources Included in the Analysis

This analysis focused on two primary sources of infrastructure funding: system development charges (SDCs) and tax increment financing (TIF). SDCs are an existing funding source imposed by the City on new construction with revenue restricted to pay for infrastructure improvements that serve new development. In some situations, SDCs may be sufficient to cover the entire cost of infrastructure related to new development. But in many cases, SDCs are insufficient, and additional funding sources are needed. For this analysis, we examined the potential use of TIF to augment SDC revenues. TIF was selected because of its local control, flexibility of use, and ability to generate revenue through the division of taxes, rather than by imposing additional taxes.

1.4.1 Systems Development Charges

SDCs are one-time charges imposed on new development. SDC revenues are used to fund capacity-increasing utility infrastructure in the City. Each new development must pay SDCs for Parks, Sewer/Wastewater, Water, Transportation, and Stormwater, based on their calculated impact on the City's utility capacity.

Allowed and regulated by Oregon Revised Statutes (ORS) 223, SDCs can only be used to fund capital projects that add capacity to accommodate new development, and must be on an adopted SDC project list. Collected SDCs are deposited into individual SDC funds, which can be spent citywide on eligible projects as needed. SDC funds are utility-specific. For example, water SDCs can only be used on water projects, and transportation SDCs can only be used on transportation projects.

1.4.2 Tax Increment Financing

Urban Renewal, also known as Tax Increment Financing (TIF), is an economic development and redevelopment financing tool permitted by ORS 457. TIF allows municipalities across Oregon to collect the incremental property tax revenues in an urban renewal area (URA), also known as a TIF district, and spend that revenue on infrastructure and economic development projects and programs within the TIF district. The City has two TIF districts that currently collect revenue, the Coffee Creek TIF district adopted in 2016, and the Twist Bioscience TIF District, which was adopted in 2021 as part of the City's site-specific urban renewal program, WIN, or "Wilsonville Investment Now."

Urban Renewal Plans

To establish a TIF district, a municipality must adopt an Urban Renewal Plan. ORS 457 defines the specific requirements of Urban Renewal Plans. Key elements of Urban Renewal Plans include:

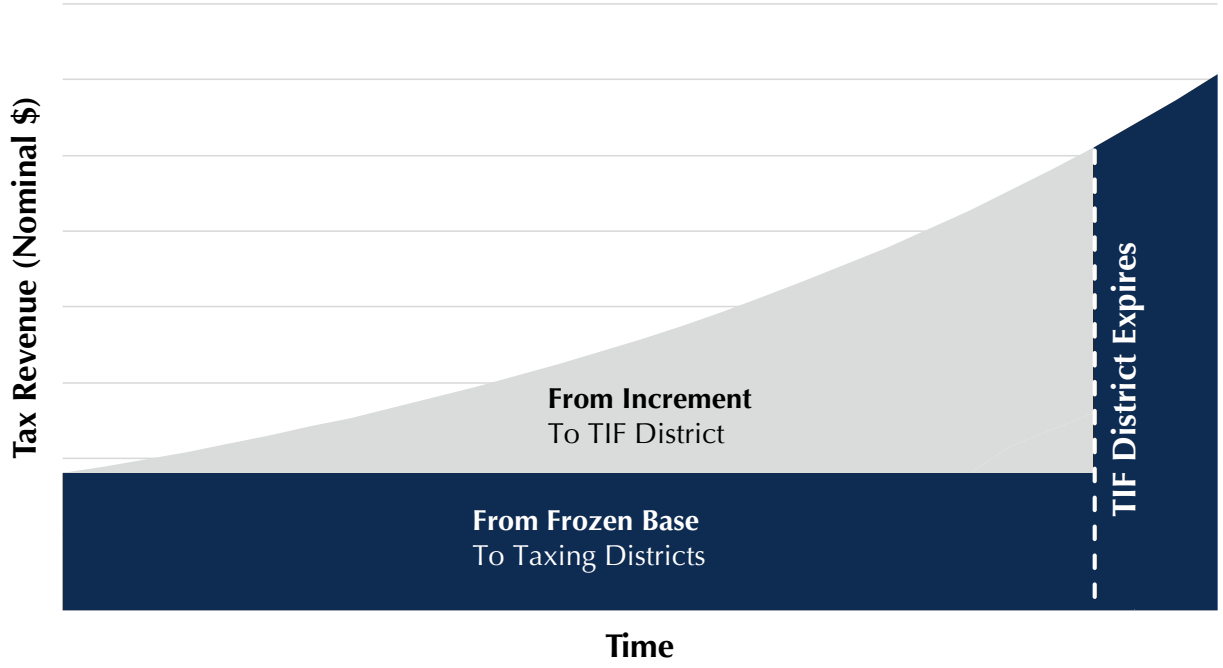
- Boundary of the TIF district, including a map and legal description
- Goals and objectives for the TIF district
- Eligible projects to be funded in the TIF district
- Findings of "Blight" within the TIF district as defined in ORS 457.010
- The dollar limit on the cumulative amount of indebtedness that the TIF district may incur, known as "Maximum Indebtedness"

ORS also limits the cumulative acreage and value that may be included in TIF districts to no more than 25% of the citywide total. Additionally, once a TIF district is established, future amendments may not add acreage equal to more than 20% of the original boundary area.

Tax Increment Financing

Urban renewal allows municipalities to use TIF revenue to service debt incurred to fund projects and programs within a TIF district. When a TIF district is established, the existing assessed value in the TIF district is certified as the "Frozen Base" value. As assessed value in the TIF district increases over time, the difference between the frozen base and the growing total assessed value is considered "Increment" assessed value. Each year, property tax revenue generated by the frozen base of the TIF district is distributed normally to all overlapping taxing districts, and the URA receives all the property tax revenue generated from the increment, called TIF revenue. Exhibit 2 illustrates the general tax revenue distribution within a TIF district boundary over the life of the URA.

Exhibit 2. Example Tax Revenue Distribution in a TIF District



Source: Tiberius Solutions

Maximum Indebtedness

Each TIF District must establish a maximum indebtedness amount when adopted. Once a TIF district has incurred the full amount of maximum indebtedness, it cannot incur additional debt, and once a TIF district has collected sufficient TIF revenue to fully repay the maximum indebtedness, the TIF district loses its authority to collect TIF revenue, effectively resulting in the termination of the TIF district.

Consolidated Tax Rate

Oregon statutes governing TIF have been amended over time, resulting in different types of Urban Renewal Plans. A key difference is the determination of which tax rates are included in the calculation of TIF revenue. All new Urban Renewal Plans established after September 29, 2019 are "permanent rate" plans. The consolidated tax rate is equal to the sum of all permanent tax rates. Local option levies and

general obligation bond levies are not permanent rates, and thus are not impacted by new Urban Renewal Plans.

Revenue Sharing

Plans initially approved or substantially amended to increase maximum indebtedness on or after January 1, 2010 are subject to additional provisions in ORS regarding revenue sharing. Revenue sharing, when a TIF district shares a portion of its TIF revenue with other "overlapping" taxing districts, is required when a plan achieves certain thresholds of annual TIF revenue, relative to the maximum indebtedness of the plan.[2]

[2]Formulas for calculating required Revenue Sharing are defined in ORS 457.470. For most Urban Renewal Plans in Oregon, the formulas refer to the initial Maximum Indebtedness of a Plan.

2 Analysis

This section describes the methods, assumptions, and results of the analysis, organized into five main tasks:

- Development capacity
- SDC revenue
- TIF revenue
- Infrastructure needs
- Cash flow

2.1 Development Capacity

A forecast of future development capacity was essential for understanding what infrastructure improvements are needed in the Study Area, when those improvements would be needed, and how much revenue would be generated from SDCs and TIF.

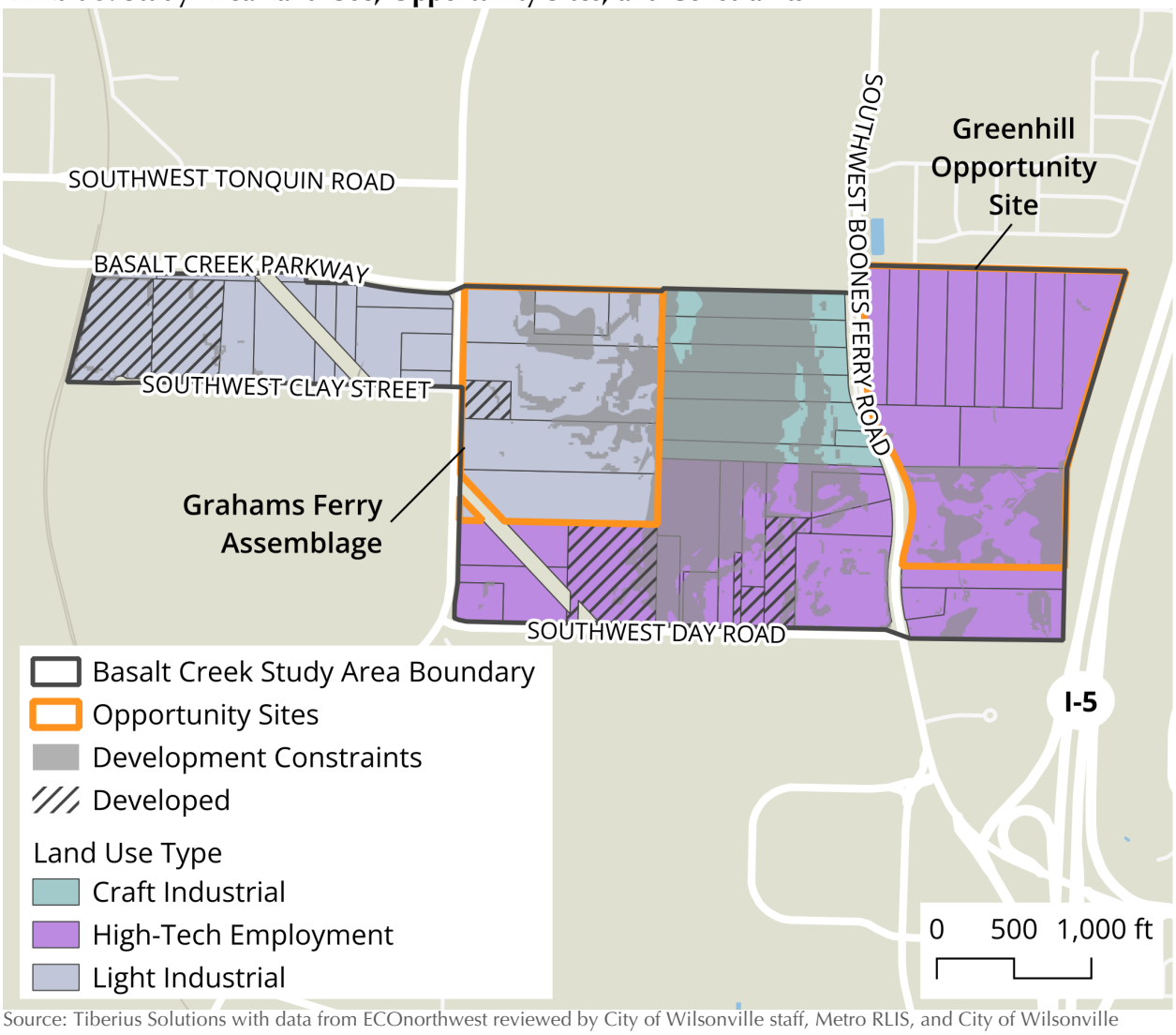
The analysis first identified the number of developable acres. Total acreage of all tax accounts in the Study Area was reduced to account for already developed tax lots that are unlikely to redevelop in the foreseeable future, and for constrained land, such as wetlands, riparian areas, steep slopes, and other constraints.[3]

The developable acres were then separated by assumed future land use, based on the Land Use Concept Map included in the Basalt Creek Concept Plan, and as refined by more recent land use planning work. Furthermore, City staff identified two "opportunity sites" within the Study Area, where collections of tax lots are expected to develop before the remainder of the area, due to existing uses and the interests of property owners. This resulted in estimates of the total developable acreage by land use and by opportunity site.

Exhibit 3 shows a breakdown of the Study Area by land use, opportunity sites, and site constraints.

[3]Data on development constraints was obtained from the Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, completed by ECOnorthwest.

Exhibit 3. Study Area Land Use, Opportunity Sites, and Constraints



Source: Tiberius Solutions with data from ECOnorthwest reviewed by City of Wilsonville staff, Metro RLIS, and City of Wilsonville

Exhibit 4 summarizes the developable acres in the Study Area by land use type. The opportunity sites, most primed for development, are composed of 31.8 acres of light industrial property and 50.4 acres of high-tech employment property for a total of 82.2 acres. The other developable land in the Study Area, which is likely to develop after the opportunity sites, is composed of 7.8 acres of craft industrial property, 20.8 acres of light industrial property, and 33.7 acres of high-tech employment property, for a total of 85.9 acres. Overall, 144.6 acres of land is considered developable in the Study Area.

Exhibit 4. Developable Acres

	Opportunity Sites	Other Sites	Total	Percent
Craft Industrial	0.0	7.8	**7.8**	**5%**
Light Industrial	31.8	20.8	**52.6**	**36%**
High-Tech Employment	50.4	33.7	**84.1**	**58%**
Total	**82.2**	**62.4**	**144.6**	**100%**

Source: Tiberius Solutions

Through conversations with City staff, assumptions were made on the likely timing of development in the area, including the number of acres of development by land use by year. This assumes that the opportunity sites develop first, from 2028 through 2037. Once the opportunity sites are fully built out, the analysis assumes the remaining light industrial and high-tech employment sites will begin to develop over the next 18 years, reaching full buildout by 2055. The craft industrial parcels are forecast to take 10 years to develop, beginning in 2046, also reaching full buildout by 2055.

The forecast of developed acres per year were translated into the number of individual buildings and the number of built square feet per year for each land use type. Assumptions on the number of buildings were informed by the Basalt Creek Concept Plan development scenarios. This previous analysis showed the hypothetical building footprints of assumed future development, overlayed on a map of tax lots within the Study Area, providing data on both the number and size of buildings within each opportunity site and within each assumed future land use. Comparing the total estimated built square footage to the total estimated developable acres within each assumed land use resulted in an estimated floor-to-area (FAR) ratio for each land use, which was applied to the forecast of acres of development each year to estimate the square footage of development each year.

The forecast of developed acres per year were also translated into new impervious surface area, assuming 85% of each developed acre would be impervious. This assumption was based on conversations with City staff, recognizing applicable zoning for the area is likely to require a minimum of 15% of each site to be dedicated to landscaping.

Exhibit 5 shows the resulting acres developed, built square feet of development, impervious square feet of development, and number of buildings developed each year by land use type, assuming the area is fully built out by 2055. In total, the 144.6 developable acres resulted in 2.3 million of built square feet over 28 buildings, with 5.4 million square feet of impervious surface area.

These development assumptions result in projections for the average number of buildings and average built square feet per year over the time horizons. These assumptions result in fractions of a building being completed each year, and a steady level of development activity. In reality, the pace of development is likely to be much more volatile, including some years with large amounts of development, and some years with no development. These even assumptions are for planning purposes, to broadly estimate the revenue generated by potential development in the Study Area, in the absence of specific assumptions on the exact size and timing of future construction.

Exhibit 5. Development by Year, Full Buildout

	Craft Industrial				High-Tech Employment				Light Industrial			
Year	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings
2028	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2029	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2030	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2031	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2032	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2033	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2034	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2035	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2036	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2037	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2038	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2039	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2040	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2041	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2042	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2043	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2044	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2045	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2046	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2047	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2048	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2049	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2050	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2051	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2052	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2053	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2054	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2055	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
Total	**7.8**	**127,000**	**290,008**	**5.0**	**84.1**	**1,534,400**	**3,112,110**	**16.0**	**52.7**	**678,300**	**1,949,530**	**7.0**

Source: Tiberius Solutions

An alternative more conservative analysis was also conducted, assuming *only 50%* of the full buildout is achieved through 2055, with half of the number of acres of development assumed for each year of the forecast period as compared to the full buildout scenario. Exhibit 6 shows the resulting acres developed, built square feet of development, impervious square feet of development, and number of buildings developed each year by land use type, assuming the area is 50% built out by 2055. This scenario results in 1.2 million built square feet in 14 buildings, with 2.7 million square feet of impervious surface area by 2055.

Exhibit 6. Development by Year, 50% Buildout

	Craft Industrial				High-Tech Employment				Light Industrial			
Year	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings
2028	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2029	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2030	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2031	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2032	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2033	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2034	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2035	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2036	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2037	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2038	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2039	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2040	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2041	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2042	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2043	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2044	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2045	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2046	0.4	6,326	14,440	0.2	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2047	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2048	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2049	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2050	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2051	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2052	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2053	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2054	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2055	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
Total	**3.9**	**63,500**	**144,944**	**2.5**	**42.1**	**767,200**	**1,559,387**	**8.0**	**26.3**	**339,150**	**974,765**	**3.5**

Source: Tiberius Solutions

2.2 SDC Revenue

This analysis forecasts future SDC revenue generated by development in the Study Area from 2026 through 2055. The analysis included results in both 2025 constant dollars and nominal (i.e., "future") dollars, based on assumed 3.0 percent annual inflation. The City provided information on current rates for all relevant SDCs for FYE 2026. The basis of the charge varies by type of SDC. Assumptions on each SDC rate are described in this section.

2.2.1 Parks

Parks SDCs are imposed on a rate per thousand gross square feet of development. That rate varies by land use type. The list of land uses in the parks SDC rate table is more detailed than the broad land use categories assumed in this analysis. We identified 19 employment land use categories on the parks SDC rate table, and applied the average rate of those 19 categories to all development within the Study Area. This resulted in an assumed average rate of $490 per 1,000 built square feet. The full list of development types included in the calculation of average parks SDC rate is shown in Exhibit 7.

Exhibit 7. Parks SDC Rates by Development Type, FYE 2026

Development Type	Fee Per Unit		Unit
Manufacturing SIC 36, 38: Electrical Machinery, Equipment	$	918	TGSF
SIC 81-89: Educational, Social & Membership Services	$	787	TGSF
SIC 70-79: Non-Health Services	$	745	TGSF
Manfacturing SIC 37: Transportation Equipment	$	689	TGSF
Manufacturing SIC 28-31: Chemicals, Petroleum, Rubber, Leather	$	612	TGSF
Manufacturing SIC 35: Machinery Equipment	$	612	TGSF
SIC 50, 51: Wholesale Trade	$	599	TGSF
SIC 60-68: Finance, Insurance & Real Estate	$	587	TGSF
SIC 80: Health Services	$	538	TGSF
Manufacturing SIC 20: Food & Kindred Products	$	467	TGSF
Manufacturing SIC 22, 23: Textile & Apparel	$	437	TGSF
Manufacturing SIC 25, 32, 39: Furniture; Clay, Stone & Glass; Misc	$	431	TGSF
TCPU SIC 40-42, 44, 45, 47: Transportatoin & Warehousing	$	394	TGSF
Manufacturing SIC 33, 34: Primary & Fabricated Metals	$	383	TGSF
Manufacturing SIC 26: Paper & Allied	$	363	TGSF
Manufacturing SIC 24: Lumber & Wood	$	296	TGSF
SIC 52-59: Retail Trade	$	198	TGSF
Manufacturing SIC 27: Printing, Publishing, & Allied	$	172	TGSF
TCPU SIC 43, 46, 48, 49: Communications & Public Utility	$	84	TGSF
Average	**$**	**490**	

Source: City of Wilsonville, Systems Development Charges rate sheet, 7/1/2025

Exhibit 8 and Exhibit 9 show the forecast of parks SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $1.1 million of parks SDCs in 2025 dollars and $1.7 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $570,000 of parks SDCs in 2025 dollars and $860,000 in nominal dollars.

Exhibit 8. Parks SDC Revenue Forecast, Full Buildout

	Built SF (1,000's)					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2027	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2028	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 69,114**
2029	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 71,188**
2030	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 73,323**
2031	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 75,523**
2032	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 77,789**
2033	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 80,122**
2034	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 82,526**
2035	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 85,002**
2036	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 87,552**
2037	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 90,178**
2038	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 34,297**
2039	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 35,325**
2040	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 36,385**
2041	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 37,477**
2042	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 38,601**
2043	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 39,759**
2044	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 40,952**
2045	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 42,180**
2046	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 54,688**
2047	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 56,328**
2048	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 58,018**
2049	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 59,759**
2050	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 61,552**
2051	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 63,398**
2052	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 65,300**
2053	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 67,259**
2054	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 69,277**
2055	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 71,355**
Total	**127.0**	**1,534.4**	**678.3**	**2,339.7**		**$ 1,146,699**	**$ 1,724,227**

Source: Tiberius Solutions

Exhibit 9. Parks SDC Revenue Forecast, 50% Buildout

	Built SF (1,000's)					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2027	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2028	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 34,506**
2029	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 35,541**
2030	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 36,607**
2031	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 37,706**
2032	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 38,837**
2033	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 40,002**
2034	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 41,202**
2035	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 42,438**
2036	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 43,711**
2037	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 45,022**
2038	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 17,186**
2039	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 17,702**
2040	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 18,233**
2041	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 18,780**
2042	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 19,344**
2043	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 19,924**
2044	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 20,522**
2045	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 21,137**
2046	6.3	17.1	7.5	**30.9**	$ 490	**$ 15,155**	**$ 27,371**
2047	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 28,216**
2048	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 29,063**
2049	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 29,935**
2050	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 30,833**
2051	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 31,758**
2052	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 32,711**
2053	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 33,692**
2054	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 34,703**
2055	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 35,744**
Total	**63.5**	**767.2**	**339.2**	**1,169.9**		**$ 573,350**	**$ 862,424**

Source: Tiberius Solutions

2.2.2 Transportation

Transportation SDCs are imposed on a rate per thousand gross square feet of development. That rate varies by land use type. The list of land uses in the transportation SDC rate table is more detailed than the broad land use categories assumed in this analysis. This analysis used the following assumptions for transportation SDC rates by land use category:

- For high-tech employment development, we assumed the "Industrial Parks" land use would apply, with a rate of $12,523 per thousand gross square feet.

- For craft industrial and light industrial development, we assumed an average of the rates for "Industrial Parks" ($12,523) and "Manufacturing" ($7,004), resulting in a rate of $9,764 per thousand gross square feet.

Exhibit 10 and Exhibit 11 show the forecast of Transportation SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $27.1 million of transportation SDCs in 2025 dollars and $40.6 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $13.5 million of transportation SDCs in 2025 dollars and $20.3 million in nominal dollars.

Exhibit 10. Transportation SDC Revenue Forecast, Full Buildout

	Craft Industrial			High Tech Employment			Light Industrial			Total SDC	
Year	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	2025 $	Nominal $
2026	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	**$ -**	**$ -**
2027	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	**$ -**	**$ -**
2028	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,646,151**
2029	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,695,536**
2030	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,746,402**
2031	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,798,794**
2032	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,852,758**
2033	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,908,341**
2034	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 1,965,591**
2035	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 2,024,558**
2036	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 2,085,295**
2037	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	**$ 1,551,655**	**$ 2,147,854**
2038	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 817,541**
2039	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 842,067**
2040	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 867,329**
2041	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 893,349**
2042	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 920,149**
2043	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 947,754**
2044	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 976,186**
2045	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 573,407**	**$ 1,005,472**
2046	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,259,587**
2047	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,297,375**
2048	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,336,296**
2049	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,376,385**
2050	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,417,677**
2051	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,460,207**
2052	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,504,013**
2053	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,549,134**
2054	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,595,608**
2055	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	**$ 697,403**	**$ 1,643,476**
Total	**127.0**		**$ 1,239,965**	**1,534.4**		**$19,215,291**	**678.3**		**$ 6,622,582**	**$ 27,077,838**	**$ 40,580,885**

Source: Tiberius Solutions

Exhibit 11. Transportation SDC Revenue Forecast, 50% Buildout

	Craft Industrial			High Tech Employment			Light Industrial			Total SDC	
Year	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	2025 $	Nominal $
2026	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2027	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2028	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 821,770
2029	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 846,423
2030	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 871,816
2031	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 897,970
2032	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 924,909
2033	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 952,656
2034	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 981,236
2035	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,010,673
2036	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,040,993
2037	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,072,223
2038	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 409,745
2039	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 422,038
2040	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 434,699
2041	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 447,740
2042	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 461,172
2043	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 475,007
2044	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 489,257
2045	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 503,935
2046	6.3	$ 9,764	$ 61,766	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,153	$ 630,610
2047	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 650,008
2048	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 669,508
2049	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 689,593
2050	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 710,281
2051	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 731,589
2052	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 753,537
2053	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 776,143
2054	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 799,427
2055	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 823,410
Total	**63.5**		**$ 619,982**	**767.2**		**$ 9,607,646**	**339.2**		**$ 3,311,291**	**$ 13,538,919**	**$ 20,298,369**

Source: Tiberius Solutions

2.2.3 Stormwater

Stormwater SDCs are imposed on a rate of $1.28 per impervious square foot. Exhibit 12 and Exhibit 13 show the forecast of Stormwater SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $6.9 million of stormwater SDCs in 2025 dollars and $10.3 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $3.4 million of stormwater SDCs in 2025 dollars and $5.2 million in nominal dollars.

Exhibit 12. Stormwater SDC Forecast, Full Buildout

	Impervious SF					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0	0	0	0	$ 1.28	**$ -**	**$ -**
2027	0	0	0	0	$ 1.28	**$ -**	**$ -**
2028	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 414,530**
2029	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 426,966**
2030	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 439,775**
2031	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 452,968**
2032	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 466,557**
2033	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 480,554**
2034	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 494,971**
2035	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 509,820**
2036	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 525,115**
2037	0	186,581	117,643	304,224	$ 1.28	**$ 390,735**	**$ 540,868**
2038	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 205,440**
2039	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 211,603**
2040	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 217,951**
2041	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 224,489**
2042	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 231,224**
2043	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 238,161**
2044	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 245,306**
2045	0	69,239	42,950	112,189	$ 1.28	**$ 144,091**	**$ 252,665**
2046	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 327,518**
2047	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 337,344**
2048	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 347,464**
2049	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 357,888**
2050	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 368,624**
2051	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 379,683**
2052	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 391,074**
2053	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 402,806**
2054	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 414,890**
2055	29,001	69,239	42,950	141,190	$ 1.28	**$ 181,339**	**$ 427,337**
Total	**290,008**	**3,112,110**	**1,949,530**	**5,351,648**		**$ 6,873,462**	**$ 10,333,589**

Source: Tiberius Solutions

Exhibit 13. Stormwater SDC Forecast, 50% Buildout

Year	Impervious SF				Rate per 1,000 SF	Total SDC	
	Craft Industrial	High-Tech Employment	Light Industrial	Total		2025 $	Nominal $
2026	0	0	0	0	$ 1.28	$ -	$ -
2027	0	0	0	0	$ 1.28	$ -	$ -
2028	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 207,265
2029	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 213,483
2030	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 219,888
2031	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 226,484
2032	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 233,279
2033	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 240,277
2034	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 247,485
2035	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 254,910
2036	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 262,557
2037	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 270,434
2038	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 103,059
2039	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 106,151
2040	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 109,335
2041	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 112,615
2042	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 115,994
2043	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 119,473
2044	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 123,058
2045	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 126,749
2046	14,440	34,804	21,475	70,720	$ 1.28	$ 90,830	$ 164,049
2047	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 169,114
2048	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 174,188
2049	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 179,413
2050	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 184,796
2051	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 190,339
2052	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 196,050
2053	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 201,931
2054	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 207,989
2055	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 214,229
Total	**144,944**	**1,559,387**	**974,765**	**2,679,096**		**$ 3,440,934**	**$ 5,174,593**

Source: Tiberius Solutions

2.2.4 Water

Water SDCs are imposed based on the number and size of water meters installed with the development. Based on assumptions provided by City staff, this analysis assumes each craft industrial building would have a 1" water meter installed, and each high-tech employment or light industrial building would have a 1.5" water meter installed. In addition, all buildings would have another 1" water meter installed for irrigation purposes. The applicable water SDC rates for each water meter size are:

- 1" meter: $31,101
- 1.5" meter: $62,203

Exhibit 14 and Exhibit 15 show the forecast of water SDC revenue in the Study Area through 2055. At full buildout, development in the Study Area is forecast to generate $2.5 million of water SDCs in 2025

dollars and $3.8 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $1.2 million of water SDCs in 2025 dollars and $1.9 million in nominal dollars.

Exhibit 14. Water SDC Forecast, Full Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 31,101	$ 62,203	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 31,101	$ 62,203	$ -	$ -
2028	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 136,766
2029	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 140,869
2030	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 145,095
2031	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 149,447
2032	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 153,931
2033	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 158,549
2034	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 163,305
2035	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 168,204
2036	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 173,251
2037	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 178,448
2038	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 67,870
2039	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 69,906
2040	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 72,003
2041	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 74,163
2042	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 76,388
2043	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 78,680
2044	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 81,040
2045	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 83,471
2046	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 142,147
2047	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 146,412
2048	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 150,804
2049	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 155,328
2050	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 159,988
2051	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 164,788
2052	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 169,731
2053	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 174,823
2054	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 180,068
2055	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 185,470
Total	**5.0**	**16.0**	**7.0**	**28.0**	**33.0**	**23.0**			**$ 2,457,002**	**$ 3,800,945**

Source: Tiberius Solutions

Exhibit 15. Water SDC Forecast, 50% Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$31,101	$62,203	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$31,101	$62,203	$ -	$ -
2028	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 68,281
2029	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 70,330
2030	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 72,440
2031	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 74,613
2032	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 76,851
2033	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 79,157
2034	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 81,531
2035	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 83,977
2036	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 86,497
2037	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 89,092
2038	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 34,011
2039	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 35,031
2040	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 36,082
2041	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 37,164
2042	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 38,279
2043	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 39,428
2044	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 40,610
2045	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 41,829
2046	0.2	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,347	$ 71,065
2047	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 73,317
2048	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 75,516
2049	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 77,782
2050	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 80,115
2051	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 82,519
2052	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 84,994
2053	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 87,544
2054	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 90,170
2055	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 92,875
Total	**2.5**	**8.0**	**3.5**	**14.0**	**16.5**	**11.5**			**$ 1,228,501**	**$ 1,901,100**

Source: Tiberius Solutions

2.2.5 Wastewater/Sewer

Wastewater SDCs are imposed based on the number and size of water meters installed with the development, excluding water meters installed for irrigation. This analysis again assumes each Craft Industrial building would have a 1" water meter installed, and each high-tech employment or light industrial building would have a 1.5" water meter installed.

The applicable Wastewater SDC rates for each water meter size are:

- 1" meter: $38,396
- 1.5" meter: $76,792

Exhibit 16 shows the forecast of Wastewater SDC revenue in the Study Area through 2055. At full buildout, development in the Study Area is forecast to generate $2.0 million of wastewater SDCs in 2025 dollars and $3.0 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $1.0 million of wastewater SDCs in 2025 dollars and $1.5 million in nominal dollars.

Exhibit 16. Wastewater SDC Revenue Forecast, Full Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2028	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 112,562
2029	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 115,939
2030	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 119,417
2031	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 123,000
2032	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 126,690
2033	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 130,490
2034	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 134,405
2035	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 138,437
2036	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 142,590
2037	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 146,868
2038	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 55,859
2039	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 57,535
2040	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 59,261
2041	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 61,039
2042	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 62,870
2043	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 64,756
2044	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 66,698
2045	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 68,699
2046	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 105,434
2047	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 108,597
2048	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 111,855
2049	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 115,211
2050	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 118,667
2051	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 122,227
2052	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 125,894
2053	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 129,671
2054	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 133,561
2055	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 137,568
Total	**5.0**	**16.0**	**7.0**	**28.0**	**5.0**	**23.0**			**$ 1,958,196**	**$ 2,995,799**

Source: Tiberius Solutions

Exhibit 17. Wastewater SDC Revenue Forecast, 50% Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2028	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 56,198
2029	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 57,884
2030	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 59,620
2031	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 61,409
2032	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 63,251
2033	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 65,148
2034	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 67,103
2035	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 69,116
2036	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 71,189
2037	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 73,325
2038	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 27,992
2039	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 28,832
2040	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 29,696
2041	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 30,587
2042	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 31,505
2043	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 32,450
2044	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 33,424
2045	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 34,426
2046	0.2	0.2	0.1	0.5	0.2	0.3	$ 38,396	$ 76,792	$ 29,196	$ 52,731
2047	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 54,387
2048	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 56,019
2049	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 57,700
2050	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 59,430
2051	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 61,213
2052	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 63,050
2053	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 64,941
2054	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 66,890
2055	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 68,896
Total	**2.5**	**8.0**	**3.5**	**14.0**	**2.5**	**11.5**			**$ 979,098**	**$ 1,498,413**

Source: Tiberius Solutions

2.3 TIF Revenue

This analysis forecasts future TIF revenue generated by the Study Area for 30 years, from FYE 2029 through FYE 2058. This time-frame was selected because FYE 2029 is assumed to be the first year that new construction activity inside the Study Area would come on the tax rolls, and 30-years is a common duration for TIF districts in Oregon. The analysis included results in both 2025 dollars and nominal (i.e., "future") dollars, based on assumed 3.0 percent annual inflation.

2.3.1 Evaluating Boundary Options

The analysis initially considered two potential approaches for using TIF to fund infrastructure in the Study Area: (1) amending the nearby Coffee Creek TIF District to expand the boundary into the Basalt Creek Study Area, and (2) adopting a new TIF district focused on Basalt Creek.

Amending the Coffee Creek TIF District Boundary

The Study Area is directly adjacent to the existing Coffee Creek TIF district, with Day Road serving as the dividing line. The Coffee Creek Urban Renewal Plan was adopted in 2016, establishing the 258.3-

acre TIF District with a $67 million maximum indebtedness amount. In theory, the existing plan could be amended to expand the boundary to include a portion of the Basalt Creek Study Area.

Expanding an existing TIF district boundary has advantages compared to establishing a new TIF district. TIF districts typically take a long time to begin generating revenue. The process to adopt a new TIF district may take a year or more, depending on stakeholder involvement and public outreach efforts. Once a TIF district is established, it then takes another year or more before it receives its first allocation of TIF revenue, as the County Assessor must first establish the frozen base value of the TIF district, and then calculate increment value in the following fiscal year. The initial tax increment value is often low when there is not already substantial development occurring in the area before the TIF district is created. In the Coffee Creek TIF District, for example, there was little development in place when it was adopted in 2016, and nearly a decade later it still has not generated more than $1 million in revenue in any given year.

Expanding the Coffee Creek TIF District to encompass the Study Area would effectively "jump start" the financial capacity of the Study Area. This would allow the existing Coffee Creek cash flow to be used to finance infrastructure investments in Basalt Creek immediately, without waiting years for the increment value of a new TIF District to slowly build up.

This approach does have drawbacks. Redirecting the Coffee Creek financial capacity to support Basalt Creek projects would diminish the City's ability to invest in Coffee Creek. Additionally, the Coffee Creek TIF district has an established maximum indebtedness limit. This means that any dollar spent on a Basalt Creek project would directly reduce the amount of funding capacity for Coffee Creek projects. The Coffee Creek Urban Renewal Plan could be amended to increase the maximum indebtedness. However, State Statutes limit the amount of any maximum indebtedness increase to no more than 20 percent of the original amount (adjusted for inflation). Exceeding this limit on the maximum indebtedness can only be done with "concurrence," meaning the official approval of 75 percent of the impacted taxing districts, as measured by permanent rate levies.

The most significant drawback to this approach is the statutory limit on the amount of acreage that can be added to an existing TIF district boundary. ORS 457.220(3) limits the cumulative amount of land that can be added to a TIF district boundary to no more than 20 percent of the original acreage. This calculation cannot take into account any reductions of the original boundary, so removing acreage does not free up additional capacity to add more. ORS provides no exceptions to this limitation on expanding TIF district boundaries.

The original acreage of the Coffee Creek TIF District is 258.3 acres, and thus the 20-percent limit would restrict any boundary expansion to only 51.7 acres. The Basalt Creek Study Area is 247 acres in size. Therefore, only about 20 percent of the Study Area could be included in an expanded version of the Coffee Creek TIF District. Given the inability to include a significant portion of the Study Area in an expanded Coffee Creek TIF District boundary, no further analysis was conducted on this approach.

Adopting a New Basalt Creek TIF District

To form a TIF district, the City must follow a series of steps required by ORS 457. These include drafting an urban renewal plan and report accompanying the urban renewal plan, presenting the plan to the Urban Renewal Agency, Planning Commission, County Commission, and City Council, completing additional public involvement, and consulting and conferring with impacted taxing districts. Although not required by statute, the City of Wilsonville has historically sought input from key stakeholders on an Urban Renewal Task Force and has sought approval from all City voters via an advisory vote.

The new TIF district would need to comply with ORS restrictions on the total acreage and assessed value that can be included in TIF districts citywide. For cities with a population under 50,000, like the City of Wilsonville, total acreage in TIF districts cannot exceed 25% of total city acreage and total frozen base assessed value in TIF districts cannot exceed 25% of city assessed value (less increment value in TIF districts). A new TIF district that encompasses the Study Area would be well within these limits, bringing the total percentages to 10.1% of City acreage and 2.6% of City assessed value, shown in Exhibit 18.

Exhibit 18. TIF District Acreage and Assessed Value Statutory Limit Calculations

Statutory Limit Verification	
Acreage Calculation	
A. City of Wilsonville Total Acreage	5,051
B. Total Frozen Base of all TIF Districts	
Coffee Creek	258
Twist Bioscience WIN Zone	4
Total	*263*
C. Study Area Acreage	247
D. TIF District Acreage as % of City Acreage	10.1%
Assessed Value Calculation	
A. City of Wilsonville Total Assessed Value	$ 5,220,493,688
B. Total Frozen Base of Existing TIF Districts	
Coffee Creek	$ 99,003,704
Twist Bioscience WIN Zone	$ 3,661,005
Total	*$ 102,664,709*
C. Assessed Value of Study Area	$ 30,334,297
D. Total Increment of Existing TIF Districts	
Coffee Creek	$ 70,627,749
Twist Bioscience WIN Zone	$ 71,814,162
Total	*$ 142,441,911*
E. Frozen Base as % of City AV: (B+C)/(A-C)	2.6%

Source: Tiberius Solutions with data from City of Wilsonville and Washington County and Clackamas County Departments of Assessment and Taxation

Although TIF districts do not raise taxes, it is a complicated financing tool that is not well understood by the public. Additionally, the tool redirects tax revenues. For these reasons, there can be general public skepticism towards the use of the tool. Community support is generally tied to enthusiasm for the vision and projects that would be implemented with TIF. In May 2024, the City held an advisory vote on whether to implement a TIF district for the Town Center area. The vote was narrowly defeated by just 54 votes citywide, with a final margin of 49.6% in favor and 50.4% opposed. That recent history demonstrates the challenge that the City faces in pursuing a new TIF district.

2.3.2 Revenue Projections

To forecast TIF revenue, the consolidated tax rate is multiplied by the increment assessed value of the TIF district.

Consolidated Tax Rate

As described earlier in this report, the consolidated tax rate of a new TIF district is equal to the sum of all permanent tax levy rates that overlap the boundary. Local option levies and general obligation bond levies are not impacted by new urban renewal plans. The Study Area, currently outside City limits, would be

located in two tax code areas: 088.13 and 088.14. However, properties are anticipated to annex into the City upon development. Exhibit 19 shows the consolidated tax rate for the two current Study Area TCAs in FYE 2026, along with the new consolidated tax rate for annexed properties.

Exhibit 19. Consolidated Tax Rate

	Tax Code Area		
Taxing District	**88.13**	**88.14**	**After Annexation**
General Government			
Washington County	$ 2.2484	$ 2.2484	$ 2.2484
Metro	$ 0.0966	$ -	$ 0.0966
TVF&R	$ 1.5252	$ 1.5252	$ 1.5252
Tualatin Soil & Water	$ 0.0900	$ 0.0900	$ 0.0900
Port of Portland	$ 0.0701	$ 0.0701	$ 0.0701
Tri-Met	$ -	$ -	$ -
City of Wilsonville	$ -	$ -	$ 2.5206
Subtotal	***$ 4.0303***	***$ 3.9337***	***$ 6.5509***
Education			
Sherwood School District	$ 4.8123	$ 4.8123	$ 4.8123
Portland Community College	$ 0.2828	$ 0.2828	$ 0.2828
NW Regional ESD	$ 0.1538	$ 0.1538	$ 0.1538
Subtotal	***$ 5.2489***	***$ 5.2489***	***$ 5.2489***
Total	**$ 9.2792**	**$ 9.1826**	**$ 11.7998**

Source: Tiberius Solutions

Assessed Value Growth

The forecast of assessed value within the Area includes increases from appreciation of existing real property value (limited by the Oregon Constitution to a maximum of 3% annually)[4], and from new construction (not subject to the 3% limit). The estimates of developed acreage in the Study Area were translated into estimates of the real market value of improvements in the area. City staff identified a list of 29 comparable properties from elsewhere in the region, reflecting the range of land use types anticipated in the Study Area. For each comparable property, the total acreage and improvement value were documented from the applicable county's assessment data. Outliers with abnormally high or low improvement values per acre were excluded from the dataset, and the remaining 22 comparable properties were used to estimate the average improvement value per acre for each land use category. Exhibit 20 and Exhibit 21 show the total improvement value of the forecast development in the full buildout and 50% buildout scenarios. In the full buildout scenario, total improvement value totals $338.5 million, and in the 50% buildout scenario, improvement value totals $169.4 million.

[4] This forecast conservatively assumes existing personal property accounts experience a 0% growth rate, and there is no utility value in the Study Area.

Exhibit 20. Value of New Development, Full Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2029	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2030	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2031	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2032	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2033	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2034	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2035	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2036	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2037	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2038	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2039	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2040	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2041	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2042	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2043	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2044	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2045	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2046	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2047	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2048	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2049	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2050	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2051	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2052	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2053	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2054	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2055	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
Total	**7.8**	**$79,319,151**	**$ 20,709,046**	**84.1**	**$ 49,734,212**	**$ 139,342,016**	**52.7**	**$ 101,650,473**	**$ 178,406,791**	**$ 338,457,853**

Source: Tiberius Solutions

Exhibit 21. Value of New Development, 50% Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2029	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2030	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2031	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2032	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2033	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2034	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2035	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2036	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2037	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2038	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2039	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2040	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2041	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2042	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2043	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2044	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2045	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2046	0.4	$ 2,643,972	$ 1,031,149	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,554,730**
2047	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2048	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2049	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2050	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2051	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2052	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2053	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2054	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2055	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
Total	**3.9**	**$79,319,151**	**$ 10,350,220**	**42.1**	**$ 49,734,212**	**$ 69,820,210**	**26.3**	**$ 101,650,473**	**$ 89,203,396**	**$ 169,373,826**

Source: Tiberius Solutions

There is a delay between when a development receives its certificate of occupancy and when the value is reflected on the tax roll. For the purposes of this analysis, we assume the full amount of assessed value from new construction is added to the tax roll in the next fiscal year following the calendar year in which construction is completed.

TIF Forecast

Exhibit 22 and Exhibit 23 show the forecast of TIF revenues for the Study Area under full buildout and 50% buildout scenarios. The analysis assumes the effective date of the proposed Study Area would be between January 1, 2027 and October 1, 2027. Therefore, the frozen base would be calculated using the FYE 2027 tax roll, and the first year that the potential TIF district would collect TIF would be FYE 2029. This analysis assumes the potential TIF district would collect revenue for 30 years, through FYE 2058. Assuming full buildout, a TIF district in the Study Area could collect $152.6 million in TIF revenue. Assuming 50% buildout, a TIF district in the Study Area could collect $78.4 million in TIF revenue.

Exhibit 22. TIF Forecast, Full Buildout

	Assessed Value				TIF Revenue				
FYE	Total	Frozen Base	Increment	Tax Rate	Gross	Adjustments	Net (Current)	Net (Prior)	Net (Total)
2025	$ 30,334,297	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2026	$ 30,968,545	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2027	$ 31,621,821	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2028	$ 31,541,199	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2029	$ 53,803,156	$ 31,621,821	$ 22,181,335	$ 11.6519	$ 258,454	$ (12,923)	$ 245,531	$ -	$ 245,531
2030	$ 77,406,922	$ 31,621,821	$ 45,785,101	$ 11.6942	$ 535,419	$ (26,771)	$ 508,648	$ 3,683	$ 512,331
2031	$ 102,414,565	$ 31,621,821	$ 70,792,744	$ 11.7104	$ 829,011	$ (41,451)	$ 787,561	$ 7,630	$ 795,190
2032	$ 128,890,770	$ 31,621,821	$ 97,268,949	$ 11.7201	$ 1,139,998	$ (57,000)	$ 1,082,999	$ 11,813	$ 1,094,812
2033	$ 156,902,937	$ 31,621,821	$ 125,281,116	$ 11.7271	$ 1,469,180	$ (73,459)	$ 1,395,721	$ 16,245	$ 1,411,966
2034	$ 186,521,301	$ 31,621,821	$ 154,899,480	$ 11.7327	$ 1,817,388	$ (90,869)	$ 1,726,519	$ 20,936	$ 1,747,455
2035	$ 217,819,047	$ 31,621,821	$ 186,197,226	$ 11.7375	$ 2,185,492	$ (109,275)	$ 2,076,217	$ 25,898	$ 2,102,115
2036	$ 250,872,424	$ 31,621,821	$ 219,250,603	$ 11.7418	$ 2,574,394	$ (128,720)	$ 2,445,674	$ 31,143	$ 2,476,818
2037	$ 285,760,876	$ 31,621,821	$ 254,139,055	$ 11.7457	$ 2,985,038	$ (149,252)	$ 2,835,786	$ 36,685	$ 2,872,471
2038	$ 323,206,416	$ 31,621,821	$ 291,584,595	$ 11.7481	$ 3,425,559	$ (171,278)	$ 3,254,281	$ 42,537	$ 3,296,818
2039	$ 343,441,414	$ 31,621,821	$ 311,819,593	$ 11.7472	$ 3,663,006	$ (183,150)	$ 3,479,856	$ 48,814	$ 3,528,670
2040	$ 364,625,353	$ 31,621,821	$ 333,003,532	$ 11.7466	$ 3,911,659	$ (195,583)	$ 3,716,076	$ 52,198	$ 3,768,273
2041	$ 386,798,019	$ 31,621,821	$ 355,176,198	$ 11.7462	$ 4,171,987	$ (208,599)	$ 3,963,387	$ 55,741	$ 4,019,128
2042	$ 410,000,797	$ 31,621,821	$ 378,378,976	$ 11.7461	$ 4,444,480	$ (222,224)	$ 4,222,256	$ 59,451	$ 4,281,707
2043	$ 434,276,738	$ 31,621,821	$ 402,654,917	$ 11.7462	$ 4,729,648	$ (236,482)	$ 4,493,166	$ 63,334	$ 4,556,500
2044	$ 459,670,614	$ 31,621,821	$ 428,048,793	$ 11.7464	$ 5,028,021	$ (251,401)	$ 4,776,620	$ 67,397	$ 4,844,017
2045	$ 486,229,002	$ 31,621,821	$ 454,607,181	$ 11.7467	$ 5,340,149	$ (267,007)	$ 5,073,141	$ 71,649	$ 5,144,791
2046	$ 513,174,741	$ 31,621,821	$ 481,552,920	$ 11.7490	$ 5,657,748	$ (282,887)	$ 5,374,861	$ 76,097	$ 5,450,958
2047	$ 546,864,261	$ 31,621,821	$ 515,242,440	$ 11.7519	$ 6,055,069	$ (302,753)	$ 5,752,316	$ 80,623	$ 5,832,939
2048	$ 582,222,447	$ 31,621,821	$ 550,600,626	$ 11.7549	$ 6,472,230	$ (323,611)	$ 6,148,618	$ 86,285	$ 6,234,903
2049	$ 619,300,006	$ 31,621,821	$ 587,678,185	$ 11.7579	$ 6,909,835	$ (345,492)	$ 6,564,344	$ 92,229	$ 6,656,573
2050	$ 658,173,259	$ 31,621,821	$ 626,551,438	$ 11.7609	$ 7,368,796	$ (368,440)	$ 7,000,356	$ 98,465	$ 7,098,821
2051	$ 698,921,862	$ 31,621,821	$ 667,300,041	$ 11.7639	$ 7,850,058	$ (392,503)	$ 7,457,555	$ 105,005	$ 7,562,560
2052	$ 741,628,956	$ 31,621,821	$ 710,007,135	$ 11.7669	$ 8,354,612	$ (417,731)	$ 7,936,881	$ 111,863	$ 8,048,744
2053	$ 786,381,323	$ 31,621,821	$ 754,759,502	$ 11.7700	$ 8,883,490	$ (444,175)	$ 8,439,316	$ 119,053	$ 8,558,369
2054	$ 833,269,556	$ 31,621,821	$ 801,647,735	$ 11.7730	$ 9,437,772	$ (471,889)	$ 8,965,883	$ 126,590	$ 9,092,473
2055	$ 882,388,221	$ 31,621,821	$ 850,766,400	$ 11.7759	$ 10,018,581	$ (500,929)	$ 9,517,652	$ 134,488	$ 9,652,140
2056	$ 935,585,902	$ 31,621,821	$ 903,964,081	$ 11.7763	$ 10,645,320	$ (532,266)	$ 10,113,054	$ 142,765	$ 10,255,819
2057	$ 963,377,698	$ 31,621,821	$ 931,755,877	$ 11.7759	$ 10,972,245	$ (548,612)	$ 10,423,633	$ 151,696	$ 10,575,329
2058	$ 992,003,248	$ 31,621,821	$ 960,381,427	$ 11.7755	$ 11,308,978	$ (565,449)	$ 10,743,529	$ 156,355	$ 10,899,884
Total					**$ 158,443,615**	**$ (7,922,181)**	**$ 150,521,434**	**$ 2,096,669**	**$ 152,618,103**

Source: Tiberius Solutions

Notes: The blended tax rate increases over time as more property annexes into the City and therefore is subject to a higher consolidated tax rate; adjustments include prior year taxes and losses from delinquent taxes, discounts from early payment, compression, and truncation.

Exhibit 23. TIF Forecast, 50% Buildout

	Assessed Value				TIF Revenue				
FYE	Total	Frozen Base	Increment	Blended Tax Rate	Gross	Adjustments	Net (Current)	Net (Prior)	Net (Total)
2025	$ 30,334,297	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2026	$ 30,968,545	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2027	$ 31,621,821	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2028	$ 31,918,436	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2029	$ 43,395,914	$ 31,621,821	$ 11,774,093	$ 11.5125	$ 135,549	$ (6,777)	$ 128,772	$ -	$ 128,772
2030	$ 55,554,671	$ 31,621,821	$ 23,932,850	$ 11.5879	$ 277,333	$ (13,867)	$ 263,466	$ 1,932	$ 265,398
2031	$ 68,426,053	$ 31,621,821	$ 36,804,232	$ 11.6163	$ 427,529	$ (21,376)	$ 406,152	$ 3,952	$ 410,104
2032	$ 82,042,721	$ 31,621,821	$ 50,420,900	$ 11.6325	$ 586,524	$ (29,326)	$ 557,197	$ 6,092	$ 563,290
2033	$ 96,438,704	$ 31,621,821	$ 64,816,883	$ 11.6439	$ 754,720	$ (37,736)	$ 716,984	$ 8,358	$ 725,342
2034	$ 111,649,456	$ 31,621,821	$ 80,027,635	$ 11.6527	$ 932,539	$ (46,627)	$ 885,912	$ 10,755	$ 896,667
2035	$ 127,711,918	$ 31,621,821	$ 96,090,097	$ 11.6601	$ 1,120,416	$ (56,021)	$ 1,064,395	$ 13,289	$ 1,077,684
2036	$ 144,664,575	$ 31,621,821	$ 113,042,754	$ 11.6664	$ 1,318,807	$ (65,940)	$ 1,252,867	$ 15,966	$ 1,268,833
2037	$ 162,547,517	$ 31,621,821	$ 130,925,696	$ 11.6722	$ 1,528,187	$ (76,409)	$ 1,451,778	$ 18,793	$ 1,470,571
2038	$ 181,721,105	$ 31,621,821	$ 150,099,284	$ 11.6764	$ 1,752,615	$ (87,631)	$ 1,664,984	$ 21,777	$ 1,686,761
2039	$ 192,316,967	$ 31,621,821	$ 160,695,146	$ 11.6730	$ 1,875,796	$ (93,790)	$ 1,782,006	$ 24,975	$ 1,806,981
2040	$ 203,402,046	$ 31,621,821	$ 171,780,225	$ 11.6703	$ 2,004,719	$ (100,236)	$ 1,904,483	$ 26,730	$ 1,931,213
2041	$ 214,996,693	$ 31,621,821	$ 183,374,872	$ 11.6680	$ 2,139,622	$ (106,981)	$ 2,032,641	$ 28,567	$ 2,061,208
2042	$ 227,122,072	$ 31,621,821	$ 195,500,251	$ 11.6663	$ 2,280,756	$ (114,038)	$ 2,166,718	$ 30,490	$ 2,197,207
2043	$ 239,800,191	$ 31,621,821	$ 208,178,370	$ 11.6649	$ 2,428,378	$ (121,419)	$ 2,306,959	$ 32,501	$ 2,339,460
2044	$ 253,053,935	$ 31,621,821	$ 221,432,114	$ 11.6639	$ 2,582,760	$ (129,138)	$ 2,453,622	$ 34,604	$ 2,488,226
2045	$ 266,907,107	$ 31,621,821	$ 235,285,286	$ 11.6632	$ 2,744,181	$ (137,209)	$ 2,606,972	$ 36,804	$ 2,643,776
2046	$ 280,971,658	$ 31,621,821	$ 249,349,837	$ 11.6644	$ 2,908,505	$ (145,425)	$ 2,763,080	$ 39,105	$ 2,802,185
2047	$ 298,426,349	$ 31,621,821	$ 266,804,528	$ 11.6672	$ 3,112,862	$ (155,643)	$ 2,957,219	$ 41,446	$ 2,998,665
2048	$ 316,734,187	$ 31,621,821	$ 285,112,366	$ 11.6702	$ 3,327,316	$ (166,366)	$ 3,160,950	$ 44,358	$ 3,205,309
2049	$ 335,921,107	$ 31,621,821	$ 304,299,286	$ 11.6733	$ 3,552,176	$ (177,609)	$ 3,374,567	$ 47,414	$ 3,421,981
2050	$ 356,025,870	$ 31,621,821	$ 324,404,049	$ 11.6765	$ 3,787,901	$ (189,395)	$ 3,598,506	$ 50,619	$ 3,649,125
2051	$ 377,088,922	$ 31,621,821	$ 345,467,101	$ 11.6798	$ 4,034,972	$ (201,749)	$ 3,833,224	$ 53,978	$ 3,887,201
2052	$ 399,152,470	$ 31,621,821	$ 367,530,649	$ 11.6831	$ 4,293,890	$ (214,694)	$ 4,079,195	$ 57,498	$ 4,136,693
2053	$ 422,260,562	$ 31,621,821	$ 390,638,741	$ 11.6864	$ 4,565,176	$ (228,259)	$ 4,336,918	$ 61,188	$ 4,398,105
2054	$ 446,459,174	$ 31,621,821	$ 414,837,353	$ 11.6898	$ 4,849,378	$ (242,469)	$ 4,606,909	$ 65,054	$ 4,671,963
2055	$ 471,796,286	$ 31,621,821	$ 440,174,465	$ 11.6932	$ 5,147,064	$ (257,353)	$ 4,889,711	$ 69,104	$ 4,958,815
2056	$ 499,197,535	$ 31,621,821	$ 467,575,714	$ 11.6942	$ 5,467,939	$ (273,397)	$ 5,194,542	$ 73,346	$ 5,267,888
2057	$ 513,897,681	$ 31,621,821	$ 482,275,860	$ 11.6922	$ 5,638,870	$ (281,944)	$ 5,356,927	$ 77,918	$ 5,434,845
2058	$ 529,038,830	$ 31,621,821	$ 497,417,009	$ 11.6902	$ 5,814,929	$ (290,746)	$ 5,524,182	$ 80,354	$ 5,604,536
Total					**$ 81,391,410**	**$ (4,069,571)**	**$ 77,321,839**	**$ 1,076,965**	**$ 78,398,804**

Source: Tiberius Solutions

Notes: The blended tax rate increases over time as more property annexes into the City and therefore is subject to a higher consolidated tax rate; adjustments include prior year taxes and losses from delinquent taxes, discounts from early payment, compression, and truncation.

2.4 Infrastructure Needs

City engineering staff provided a list of necessary infrastructure projects to support development within the Study Area. For each project, the City provided a brief description, cost estimate, determination of City versus developer share of funding responsibility, and share of project costs that are eligible for SDC funding. Additionally, City staff specified whether the improvements would be necessary for development of the Grahams Ferry Assemblage or Greenhill opportunity sites. The list of necessary infrastructure projects is shown in Exhibit 24. Total project costs are estimated to be $61.8 million in constant 2025 dollars, with the City's share of those costs estimated to be $24.5 million. The majority of the City's share of costs, $17.8 million, are estimated to be eligible for SDC funds.

Exhibit 24. Summary of Needed Infrastructure in Basalt Creek Study Area

	Project Category	Project Name	Project Cost Total	Developer Share	Remaining Share City	City SDC Eligible Share	City Non-SDC Eligible Share	Opportunity Sites
1	Roads	RW-05. Grahams Ferry Road widening	$ 2,768,468	100%	$ -	$ -	$ -	
2	Roads	RW-04. Boones Ferry Road widening	$ 1,661,081	100%	$ -	$ -	$ -	
3	Roads	Looping Greenhill Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
4	Roads	Pioneer Court Extension - Local	$ -	50%	$ -	$ -	$ -	
5	Roads	Looping Day Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
6	Roads	Day Rd to Clay St - Local	$ -	100%	$ -	$ -	$ -	
7	Roads	Day Rd to Garden Acres Rd and Grahams Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
8	Roads	Grahams Ferry Rd to Tonquin Rd - Local	$ -	100%	$ -	$ -	$ -	
9	Roads	Cahalin Extension - Local	$ -	100%	$ -	$ -	$ -	
10	Water	Booster Station -	$ 4,520,000	0%	$ 4,520,000	$ 4,520,000	$ -	Grahams Ferry Assemblage
11	Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ 2,224,800	33%	$ 1,490,616	$ 1,490,616	$ -	Grahams Ferry Assemblage
12	Water	Boones Ferry Road - 12-inch pipe	$ 1,158,751	33%	$ 776,363	$ 776,363	$ -	Greenhill
13	Water	East of Boones Ferry Road - 12-inch pipe	$ 1,205,100	33%	$ 807,417	$ 807,417	$ -	Greenhill
14	Water	Clay Street - 12-inch pipe	$ 1,019,700	33%	$ 683,199	$ 683,199	$ -	
15	Water	Unnamed - 8-inch pipe	$ -	100%	$ -	$ -	$ -	
16	Wastewater	B-3 Day Road - varies	$ 4,059,778	0%	$ 4,059,778	$ -	$ 4,059,778	Both
17	Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ 346,276	91%	$ 32,481	$ 32,481	$ -	Greenhill
18	Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ 847,777	85%	$ 124,708	$ 124,708	$ -	Greenhill
19	Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ 835,836	91%	$ 78,401	$ 78,401	$ -	
20	Wastewater	B-6 Unnamed Road to Future Day - 10-inch pipe	$ 400,008	91%	$ 37,521	$ 37,521	$ -	
21	Wastewater	B-6 Unnamed Road to Future Day - 12-inch pipe	$ 913,450	85%	$ 134,368	$ 134,368	$ -	
22	Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ 1,074,647	85%	$ 158,081	$ 158,081	$ -	
23	Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 2,985,130	81%	$ 580,309	$ 580,309	$ -	
24	Wastewater	B-9 Clay Rd - 10-inch pipe	$ 513,443	91%	$ 48,161	$ 48,161	$ -	
25	Wastewater	B-9 Clay Rd - 12-inch pipe	$ 358,216	85%	$ 52,694	$ 52,694	$ -	
26	Wastewater	B-9 Clay Rd - 15-inch pipe	$ 2,029,889	81%	$ 394,610	$ 394,610	$ -	
27	Wastewater	Conceptual Sewer System - 8-inch pipe	$ 17,393,121	100%	$ -	$ -	$ -	
28	Stormwater	Day Road Phase 1 -	$ 8,260,600	0%	$ 8,260,600	$ 3,139,028	$ 5,121,572	
29	Stormwater	Day Road Phase 2 -	$ 4,047,900	0%	$ 4,047,900	$ 1,538,202	$ 2,509,698	
30	Trails	Basalt Creek Regional Trail -	$ 3,182,700	0%	$ 3,182,700	$ 3,182,700	$ -	Grahams Ferry Assemblage
Total			**$ 61,806,671**		**$ 29,469,907**	**$17,778,859**	**$ 11,691,048**	

Source: City of Wilsonville

2.5 Cash Flow

The final step in the analysis was to prepare cash flows that show the combined revenues and expenditures for the Study Area over time. Four different cash flow scenarios were prepared:

- Full buildout, Grahams Ferry Assemblage opportunity site develops first
- Full buildout, Greenhill opportunity site develops first
- 50% buildout, Grahams Ferry Assemblage opportunity site develops first
- 50% buildout, Greenhill opportunity site develops first

2.5.1 Key Assumptions

Although each cash flow scenario is unique, they share a common set of key assumptions:

- To facilitate the assumed timeline of private development, it is assumed infrastructure for one opportunity site would need to be in place in FYE 2027, and infrastructure for the second opportunity site would need to be in place by FYE 2032. For infrastructure projects that were not deemed critical for opportunity site development to occur, the timing is more flexible, with projects receiving funding when resources are available.
- When possible, the timing of public improvements should coincide with sufficient SDC revenues being generated within the Study Area. This approach generally assumes that projects within the Study Area cannot rely on SDC fund balances generated by development elsewhere in the City, and that TIF should not be used to fund project costs, if that share of project costs are SDC eligible. However, each scenario faced challenges that required exceptions to this approach. In particular, early infrastructure investments to facilitate opportunity site development must occur prior to the receipt of significant SDC revenues. Thus, in some situations, TIF is assumed to be used to pay for SDC eligible project costs, and in other situations we assume citywide SDC funds would be necessary to pay for specific projects.
- When necessary to achieve the desired timing of public improvement, it is assumed the City would incur debt backed by TIF revenue. The assumed terms of indebtedness include:
  - Level debt service payments that are the same each year of the amortization period.
  - Amortization period as long as possible (not-to-exceed 20 years) to reduce the size of annual payments.
  - Interest rate of 5.0 percent.
  - Financing fees for each borrowing are assumed to be equal to 2 percent of the principal amount of indebtedness.
- The TIF district is assumed to incur administrative costs of $100,000 per year (adjusted 3.0 percent annually for inflation) for the duration of the TIF district.

2.5.2 Cash Flow Projections

This section summarizes the cash flow projection results for each scenario, excluding projects not funded by SDC or TIF revenues generated in the Study Area. Appendix A shows the detailed sources, uses, and fund balances for each revenue source and project for each scenario.

Scenario 1: Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

In Scenario 1, summarized in Exhibit 25, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Grahams Ferry Assemblage opportunity site, it is assumed that the TIF district would incur $10 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2035, with a maximum deficit of $2.3 million (2025 dollars) estimated to occur in FYE 2031. Long-term, TIF revenues are expected to exceed obligations by $54.1 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced to bring the projected revenues in line with the estimated infrastructure costs.

The cash flow projection also shows there would be a temporary deficit of water SDC revenues. This would require the City to fund early water infrastructure projects in the Study Area with SDC funds generated elsewhere in the City. This results in a maximum deficit of $900,000 (2025 dollars) projected to occur in FYE 2032 to allow for development of the opportunity sites. Long-term, it is projected that water SDC revenues generated in the Study Area would be sufficient to repay this deficit, resulting in a surplus of $190,000 (2025 dollars) revenue over the forecast period.

No other categories of SDCs are anticipated to have a shortfall in this cash flow scenario, though water and stormwater projects are funded by TIF revenue in 2027, avoiding shortfalls in these SDC categories.

Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are expected to be the responsibility of developers, and transportation SDC revenues are anticipated to be substantial, totaling $27.1 million over the forecast period. These transportation SDC revenues would be available for the City to spend on eligible transportation improvements elsewhere in the City. This is true for transportation SDCs across all four cash flow scenarios.

Exhibit 25. Cash Flow Summary, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2053	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2029	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2029	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2027	$ -	$ 3,182,700
Total					**$8,585,543**	**$16,824,586**

Source: Tiberius Solutions

Scenario 2: Full Buildout, Greenhill Opportunity Site Develops First

In Scenario 2, summarized in Exhibit 26, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Greenhill opportunity site, it is assumed that the TIF district would incur $1.9 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a temporary deficit of TIF resources through FYE 2030, with a maximum deficit of $300,000 (2025 dollars) estimated to occur in FYE 2039. Long-term, TIF revenues are expected to

exceed obligations by $52.5 million (2025 dollars) over the forecast period. This fund surplus suggests that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

Unlike Scenario 1, Scenario 2 does not predict a temporary deficit of water SDC revenues. In this scenario, the City would not be required to fund early water infrastructure projects in the Study Area with SDC funds generated elsewhere in the City. No other categories of SDCs are anticipated to have a shortfall in this cash flow scenario. Surplus transportation SDCs are estimated to total $27.1 million (2025 dollars) over the forecast period.

Exhibit 26. Cash Flow Summary, Full Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 640,000	$ 3,880,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417
14	**Water**	Clay Street - 12-inch pipe		2036	$ -	$ 683,199
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -
20	**Wastewater**	B-6 Unnamed Road to Future Day - 10-inch pipe		2031	$ 37,521	$ -
21	**Wastewater**	B-6 Unnamed Road to Future Day - 12-inch pipe		2031	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2038	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 325,000	$ 2,857,700
Total					**$7,126,375**	**$ 18,283,754**

Source: Tiberius Solutions

Scenario 3: 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

In Scenario 3, summarized in Exhibit 27, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Grahams Ferry Assemblage opportunity site, it is assumed that the TIF district would incur $8 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2038, with a maximum deficit of $2.3 million (2025 dollars) estimated to occur in FYE 2032. Long-term,

TIF revenues are expected to exceed obligations by $12.6 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

No categories of SDCs are anticipated to have a shortfall in this cash flow scenario. This is achieved by relying on TIF revenues when SDC funds are insufficient and delaying funding for projects later than in the full buildout scenario. In particular, the Basalt Creek Regional Trail is identified as a project that should be constructed prior to development of the Grahams Ferry Assemblage opportunity site. However, given the lack of funding in the early years, it is not feasible to fund this project on that timeline with SDC and TIF dollars. Instead, this scenario pushes the Basalt Creek Regional Trail project out until FYE 2050 as one of the final projects to receive funding in the Study Area.

Surplus transportation SDCs are estimated to total $13.5 million (2025 dollars) over the forecast period.

Exhibit 27. Cash Flow Summary, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 321,000	$ 455,363
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ -	$ 807,417
14	**Water**	Clay Street - 12-inch pipe		2040	$ 394,000	$ 289,199
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2030	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2030	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2032	$ 78,401	$ -
20	**Wastewater**	B-6 Unnamed Road to Future Day - 10-inch pipe		2035	$ 37,521	$ -
21	**Wastewater**	B-6 Unnamed Road to Future Day - 12-inch pipe		2035	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2039	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ -	$ 580,309
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 166,000	$ 228,610
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2050	$ 497,000	$ 2,685,700
Total					**$5,030,415**	**$ 20,379,714**

Source: Tiberius Solutions

Scenario 4: 50% Buildout, Greenhill Opportunity Site Develops First

In Scenario 4, summarized in Exhibit 28, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Greenhill

opportunity site, it is assumed that the TIF district would incur $1.9 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2039, with a maximum deficit of $1.0 million (2025 dollars) estimated to occur in FYE 2035. Long-term, TIF revenues are expected to exceed obligations by $12.2 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

No categories of SDCs are anticipated to have a shortfall in this cash flow scenario. This is achieved by relying on TIF revenues when SDC funds are insufficient, and delaying funding for projects later than in the full buildout scenario, at the time of TIF district borrowings. Surplus transportation SDCs are estimated to total $13.5 million (2025 dollars) over the forecast period.

Exhibit 28. Cash Flow Summary, 50% Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 321,000	$ 4,199,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417
14	**Water**	Clay Street - 12-inch pipe		2050	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2029	$ 78,401	$ -
20	**Wastewater**	B-6 Unnamed Road to Future Day - 10-inch pipe		2032	$ 37,521	$ -
21	**Wastewater**	B-6 Unnamed Road to Future Day - 12-inch pipe		2032	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2035	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2043	$ 239,000	$ 341,309
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 143,000	$ 251,610
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 162,000	$ 3,020,700
Total					**$5,043,425**	**$ 20,366,704**

Source: Tiberius Solutions

2.5.3 Options for Addressing Funding Shortfalls

Each of the four cash flow scenarios included in the analysis demonstrate some level of funding shortfall, particularly in the early years. There are several strategies the City could employ to address these shortfalls:

- Delaying the timing of public improvements
- Relying on developer-led construction of public improvements
- Using creative financing options
- Obtaining other funding sources

Delaying Public Improvements

Most of the funding shortfalls observed in the cash flow analysis are due to the timing of projects, rather than the long-term financial capacity of the Study Area. Thus, a potential option for addressing funding shortfalls is to delay certain projects until more funding is available. However, this approach has its limits. Some projects are required to be in place for private development to occur. Delaying a critical public infrastructure project may result in a lack of future development activity that would translate to lower SDC and TIF revenue projections. In the worst-case scenario, a "chicken and the egg" situation occurs, where no infrastructure can be funded due to a lack of development-derived funding sources, and no development can occur due to a lack of infrastructure.

Developer-Led Construction

Many of the infrastructure projects needed in the Study Area could be developer led. Even though a large share of certain project costs may be the City's responsibility, it is common for developers to build infrastructure themselves, obtaining SDC credits for the portion of the project above and beyond their legal responsibility. If the City lacks upfront funding for a certain project that a developer is willing to take the lead on, that solves the funding gap for the City. This approach does result in less SDC revenue being collected over time, as the SDC credits are used to offset the developer's SDC obligations, or may even be sold to neighboring developers to offset the obligations of others.

This approach can be challenging for higher cost projects that may be too costly for a private development project to absorb, and for projects where the SDC credits are substantially more than a developer is obligated to pay. This approach also has challenges for infrastructure improvements on frontages of properties that are not expected to develop in the near future, which can result in gaps in the infrastructure, and an inefficient, piece-meal approach to infrastructure construction.

Alternative Financing Options

Financing allows the City to shift the timing of when the costs of infrastructure need to be paid. The financing assumptions used in this analysis are fairly standard, but there are other alternative financing terms that could be used to mitigate the funding shortfalls seen in the cash flow analysis. However, borrowing strategies that result in lower annual debt service obligations early on, ultimately result in greater risk to the City or higher long-term costs of debt service. Some alternative finance options include:

- Longer amortization period. This analysis capped all assumed borrowings to an amortization period of 20 years or less. However, it may be possible to incur debt with a 25 or 30-year amortization period. Generally speaking, the longer the term of the loan, the lower than annual payments. Though these annual savings are offset by higher total costs long-term.

- Capitalized interest. It may be possible to increase size of a borrowing to include extra debt proceeds that are used to pay the cost of interest in the early years. This results in higher annual debt service payments, but also a dedicated source of funds to make those payments in the early years.
- Interest only payments. Some lenders may structure loans so that payments in the early years are interest-only, with amortized principal repayment beginning several years later. This can significantly reduce debt service payments at the outset, while having little effect on the total long-term cost of the loan.
- Escalating payments. Not all debt is structured with level debt service payments (i.e., paying the same amount each year). The debt could be structured with escalating payment amounts, so that the payments increase over time, to better align with the expected growth in TIF revenues. However, an escalating payment structure results in greater risk to the City, as speculative future revenue growth is necessary for revenues to keep up with the growing payments.
- Balloon payments. A particular form of escalating payments is a balloon payment, where the annual debt service payments are decreased over the life of the borrowing, in exchange for a very large final payment. Balloon payments also result in greater risk to the City, as revenue must be carefully planned for and set aside to ensure sufficient funds available for the balloon payment (or potentially refinanced at a later date).
- Lower interest rates. This is not as much an "alternative" financing approach, as it is a different financing assumption that could significantly improve the financial feasibility of the cash flows. The analysis in this document assumes any debt incurred would have a 5.0 percent interest rate. But if actual interest rates are lower, it would result in lower annual debt service payments.

Ultimately the City finance staff will want to collaborate with financial advisors to evaluate different borrowing options and to select the borrowing option that best helps the City achieve its goals.

Other Funding Sources

The City could pursue additional funding sources either directly under the City's control or from outside funding partners, such as the State or Federal government. There are several local funding tools the City could consider to augment SDCs and TIF funding. When it comes to State and Federal funds, the most likely program is the State of Oregon's Regionally Significant Industrial Sites (RSIS) program.

REGIONALLY SIGNIFICANT INDUSTRIAL SITES PROGRAM

RSIS is managed by Business Oregon, in accordance with ORS 285B.626 and OAR 123-097, and provides tax reimbursements to assist local jurisdictions with costs to develop industrial land. Broadly, sponsoring jurisdictions (e.g., local governments) must provide characteristics of the site, demonstrate the projected costs that would qualify for tax reimbursements, as well as estimate jobs that will be created as part of new development in the RSIS area in their application for RSIS designation (a full description of the criteria is provided in OAR 123-097). Additionally, as part of the qualifications for the program, cities within Metro are required to identify land within Metro's definition for regionally significant industrial areas. Business Oregon lists the types of projects that qualify for RSIS to include: "land assembly, site preparation, utility and transportation improvements, environmental remediation and mitigation, and financing costs."[5]

The City of Wilsonville previously applied for, and was accepted into, the RSIS program with a 809.13 acre "site" comprised of the Coffee Creek and Basalt Creek industrial areas, as well as select industrial

[5] https://www.oregon.gov/biz/programs/RSIS/Pages/default.aspx

sites east of Interstate 5. The projected costs requested for tax reimbursement through the program are $299,240,000, and the area is projected to create 5,609 jobs.

Unless or until Business Oregon provides for an 'upfront' funding mechanism, which does not currently exist, sponsoring jurisdictions such as Wilsonville must expend local funds first in order to spur development and job creation within the site area, through eligible activities such as land assembly, utility and infrastructure improvements. Then, when development occurs and jobs are created within the site area, the costs of the completed site improvement activities become eligible for reimbursement. In short, the City could recover up to 100% of its costs to construct the projects identified in Exhibit 24, but such cost recovery would occur piecemeal annually, with a significant timing delay, and would be contingent upon the specifics of the jobs created within the site area. The City would need to provide for near-term debt-service (through SDCs and TIF). Reimbursement revenue through RSIS could be a source of funds to service debt years after infrastructure is complete and the site is generating development (property tax) and jobs (income tax).

LOCAL FUNDING TOOLS

Although there are dozens of funding tools used by municipalities in Oregon, most are ill-suited for the purpose of funding specific infrastructure projects in an area like the Basalt Creek Study Area. The four tools with the most promise are:

- Supplemental SDCs: An additional SDC imposed on a specific subarea on top of the citywide SDC. These funds would be restricted to a specific project list adopted by the City, and the eligible portion of project costs cannot already be included in the calculation of the citywide SDC rate.
- Local Improvement District (LID): An additional assessment on specific properties that benefit from a specified infrastructure project. The City could provide financing options for property owners subject to the LID.
- Public Service Fee: A recurring fee (typically billed monthly or quarterly) like a utility bill, with funding to pay for a specific list of projects or services. The rate of the fee must be tied in some way to the benefits received by each property owner subject to the fee.
- General Obligation Bond: A temporary increase in property tax levy to pay for a specified list of projects. GO bonds must be enacted citywide, and must be approved by a public vote.

Many jurisdictions across Oregon have used each of these tools to fund infrastructure projects. However, the challenge with each of these tools is that they increase costs, either on new development, or on taxpayers citywide. That can make these tools an impediment to the development they are trying to encourage, and politically unpopular with voters. TIF is a unique local tool, in that it does not increase costs on developers or taxpayers.

3 Conclusions

We draw the following conclusions from this analysis:

- SDCs alone are insufficient to fund the necessary infrastructure in the Study Area. The City is estimated to have over $6.0 million in project costs that are the City's responsibility but are not SDC eligible. Additionally, water and parks SDC revenue projected in the area are less than the SDC eligible share of project costs in the area at full buildout. Even for wastewater and stormwater infrastructure, where total SDC revenue is expected to exceed the SDC eligible share of project costs, there may be timing constraints that prevent projects from being completed.
- Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are estimated to be responsibility of developers, and transportation SDC revenues are anticipated to be substantial, totaling $27.1 million (2025 dollars) at full buildout over the forecast period. These transportation SDC revenues would be available for the City to spend on eligible transportation improvements elsewhere in the City, for example on projects that serve industrial traffic in the northwest area of the City.
- A funding strategy that includes both TIF and SDCs generates sufficient revenue long-term, but still results in temporary funding shortfalls that would need to be addressed. There are multiple strategies that the City could consider to address these shortfalls, including delaying projects, relying on developer-led construction, using alternative financing options, or obtaining other funding sources.
- As is common with urbanizing areas that lack infrastructure, the biggest funding challenges are early on. The City will need to carefully coordinate early phases of development with private development partners to ensure the City will receive adequate resources to pay for the upfront infrastructure investments, and that private developers will have the infrastructure in place to allow for private development to occur.
- Developer-led construction of public infrastructure projects is an advantageous strategy to resolve the City's short-term funding gaps. To the extent that private developers are willing to pay for these early projects in exchange for SDC credits, it would greatly improve the financial feasibility of the cash flow. Understanding which projects that developers of key opportunity sites would be willing and able to build themselves will be helpful to finalizing an infrastructure funding plan.
- Funding capacity for TIF is greater than the infrastructure funding gaps that have been identified in the area. The amount of surplus TIF capacity is estimated to range from $12.2 million to $54.1 million across the different cash flow scenarios. These funds could be used to pay for other economic development activities in the area, such as land assembly. Alternatively, the City could potentially terminate the proposed TIF district in a shorter timeframe than the 30-years assumed in this analysis.
- The finance scenarios that assumed full buildout of the Study Area resulted in significantly better cash flows than scenarios assuming only 50 percent buildout over the same timeframe. This is expected as the funding scenario relies entirely on development derived resources. Actions the City can take to ensure faster absorption will payoff through accelerated revenues (both SDCs and TIF).
- All things being equal, the Greenhill opportunity site is less challenging to fund upfront than the Grahams Ferry Assemblage opportunity site. The specific package of infrastructure projects needed for the Greenhill opportunity site costs less than the necessary package for Grahams Ferry Assemblage. However, all things may not be equal, and the development readiness of property

owners may play a large role in which opportunity site is ready to advance first. If both opportunity sites were ready to develop simultaneously, it would present greater financial challenges, but also more rapid revenue generation in the early years.

- State funding through RSIS is uncertain but worth pursuing. Because Wilsonville has already been accepted into the RSIS program, it seems likely that infrastructure projects in the Study Area could receive State funding through the program. Actually receiving RSIS funds, however, will depend upon the specifics of the jobs created by private development in the area, which makes the funding source difficult to count on at this stage of the planning process.
- TIF also involves uncertainty. Because the City typically seeks an advisory vote before creating a new TIF district, any funding strategy that relies on TIF revenues is contingent on public approval.[6] The recent narrow defeat of the proposed Town Center TIF district demonstrates how challenging it can be to secure sufficient voter support for this tool. If TIF is intended to be a major component of the final Basalt Creek infrastructure funding plan, substantial public outreach and education will likely be required.

[6] Subsequent to the completion of this draft report, the City Charter was amended to require voter approval of any new TIF district, specifically requiring the public votes to occur in a Primary or General election during even numbered years.

Attachment A: Detailed Cash Flows

Exhibit 29. Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,583,780	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 157,189	$ 78,401	$ 171,889	$ -	$ 158,081
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 9,193,316	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 9,193,316**	**$ -**	**$ 157,189**	**$ 78,401**	**$ 171,889**	**$ 1,583,780**	**$ 158,081**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ 4,520,000	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ 1,490,616	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 776,363	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 807,417	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 158,081
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ 3,182,700	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 9,193,316**	**$ -**	**$ 157,189**	**$ 78,401**	**$ 171,889**	**$ 1,583,780**	**$ 158,081**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 1,551,655	$ 3,103,311	$ 4,654,966	$ 6,206,622	$ 7,758,277	$ 9,309,933
Water SDC		$ -	$ -	$ -	$ 128,915	$ 257,829	$ 386,744	$ 515,659	$ (939,207)	$ (810,292)
Wastewater SDC		$ -	$ -	$ -	$ 106,101	$ 55,012	$ 82,712	$ 16,924	$ 123,024	$ 71,044
Stormwater SDC		$ -	$ -	$ -	$ 390,735	$ 781,469	$ 1,172,204	$ 1,562,938	$ 1,953,673	$ 2,344,407
Parks SDC		$ -	$ -	$ -	$ 65,147	$ 130,293	$ 195,440	$ 260,587	$ 325,733	$ 390,880
TIF		$ -	$ -	$ (712,239)	$ (1,428,251)	$ (1,987,287)	$ (2,288,154)	$ (2,337,565)	$ (2,142,069)	$ (1,707,836)

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Stormwater SDC		$ -	$ -	$ 3,139,028	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 5,121,572	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**	**$ -**	**$ 580,309**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ 8,260,600	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**	**$ -**	**$ 580,309**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$10,861,588	$12,413,244	$13,964,899	$15,516,555	$16,089,961	$16,663,368	$17,236,775	$17,810,181	$18,383,588
Water SDC		$ (681,377)	$ (552,463)	$ (423,548)	$ (294,633)	$ (247,031)	$ (199,428)	$ (151,826)	$ (104,223)	$ (56,621)
Wastewater SDC		$ 177,145	$ 283,245	$ 389,346	$ 495,447	$ 534,625	$ 573,803	$ 32,672	$ 71,851	$ 111,029
Stormwater SDC		$ 2,735,142	$ 3,125,876	$ 377,583	$ 768,317	$ 912,408	$ 1,056,500	$ 1,200,591	$ 1,344,682	$ 1,488,773
Parks SDC		$ 456,027	$ 521,174	$ 586,320	$ 651,467	$ 675,522	$ 699,577	$ 723,632	$ 747,687	$ 771,742
TIF		$ (1,041,047)	$ (147,639)	$ 720,235	$ 1,650,062	$ 2,838,842	$ 4,143,328	$ 5,560,676	$ 7,090,191	$ 8,731,153

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 495,465	$ -
Stormwater SDC		$ 1,538,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 2,509,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ 4,047,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Ending Fund Balances										
Transportation SDC		$18,956,994	$19,530,401	$20,103,807	$20,801,210	$21,498,614	$22,196,017	$22,893,420	$23,590,823	$24,288,226
Water SDC		$ (9,018)	$ 38,584	$ 86,187	$ 164,890	$ 243,594	$ 322,297	$ 401,001	$ 479,704	$ 558,408
Wastewater SDC		$ 150,207	$ 189,386	$ 228,564	$ 286,940	$ 345,317	$ 403,693	$ 462,069	$ 24,980	$ 83,357
Stormwater SDC		$ 94,662	$ 238,753	$ 382,845	$ 564,183	$ 745,522	$ 926,861	$ 1,108,200	$ 1,289,539	$ 1,470,877
Parks SDC		$ 795,797	$ 819,852	$ 843,906	$ 874,186	$ 904,465	$ 934,744	$ 965,024	$ 995,303	$ 1,025,582
TIF		$ 7,973,108	$ 9,834,768	$11,805,831	$13,881,132	$16,511,218	$19,265,436	$22,143,965	$25,146,936	$28,274,582

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ 683,199**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 683,199**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$24,985,629	$25,683,032	$26,380,435	$27,077,838	$27,077,838	$27,077,838	$27,077,838
Water SDC		$ 637,111	$ 32,616	$ 111,319	$ 190,023	$ 190,023	$ 190,023	$ 190,023
Wastewater SDC		$ 141,733	$ 200,109	$ 258,486	$ 316,862	$ 316,862	$ 316,862	$ 316,862
Stormwater SDC		$ 1,652,216	$ 1,833,555	$ 2,014,894	$ 2,196,232	$ 2,196,232	$ 2,196,232	$ 2,196,232
Parks SDC		$ 1,055,861	$ 1,086,141	$ 1,116,420	$ 1,146,699	$ 1,146,699	$ 1,146,699	$ 1,146,699
TIF		$31,527,089	$34,904,754	$38,407,832	$42,036,541	$46,038,868	$50,045,792	$54,055,389

Source: Tiberius Solutions

Exhibit 30. Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 640,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ 78,401	$ 171,889	$ -	$ 158,081
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 325,000	$ -
TIF		$ -	$ -	$ 1,740,969	$ -	$ -	$ -	$ -	$ 8,228,316	$ -
Total Sources		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ -**	**$ 78,401**	**$ 171,889**	**$ 9,193,316**	**$ 158,081**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,520,000	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,490,616	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 776,363	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 807,417	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 158,081
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ -**	**$ 78,401**	**$ 171,889**	**$ 9,193,316**	**$ 158,081**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 1,551,655	$ 3,103,311	$ 4,654,966	$ 6,206,622	$ 7,758,277	$ 9,309,933
Water SDC		$ -	$ -	$ -	$ 128,915	$ 257,829	$ 386,744	$ 515,659	$ 4,573	$ 133,488
Wastewater SDC		$ -	$ -	$ -	$ 106,101	$ 212,201	$ 239,901	$ 174,113	$ 280,213	$ 228,233
Stormwater SDC		$ -	$ -	$ -	$ 390,735	$ 781,469	$ 1,172,204	$ 1,562,938	$ 1,953,673	$ 2,344,407
Parks SDC		$ -	$ -	$ -	$ 65,147	$ 130,293	$ 195,440	$ 260,587	$ 733	$ 65,880
TIF		$ -	$ -	$ (129,564)	$ (265,606)	$ (276,119)	$ (58,646)	$ 381,376	$ 134,957	$ 395,771

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ 3,139,028	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 5,804,771	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 8,943,799**	**$ -**	**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ 8,260,600	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 8,943,799**	**$ -**	**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$10,861,588	$12,413,244	$13,964,899	$15,516,555	$16,089,961	$16,663,368	$17,236,775	$17,810,181	$18,383,588
Water SDC		$ 262,403	$ 391,317	$ 520,232	$ 649,147	$ 696,749	$ 744,352	$ 791,954	$ 839,557	$ 887,159
Wastewater SDC		$ 334,334	$ 440,434	$ 546,535	$ 652,636	$ 111,505	$ 150,683	$ 189,861	$ 229,040	$ 268,218
Stormwater SDC		$ 2,735,142	$ 3,125,876	$ 377,583	$ 768,317	$ 912,408	$ 1,056,500	$ 1,200,591	$ 1,344,682	$ 1,488,773
Parks SDC		$ 131,027	$ 196,174	$ 261,320	$ 326,467	$ 350,522	$ 374,577	$ 398,632	$ 422,687	$ 446,742
TIF		$ 903,196	$ 1,656,852	$ 426,692	$ 1,362,148	$ 2,556,391	$ 3,866,182	$ 5,288,680	$ 6,823,196	$ 8,469,013

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 495,465	$ -
Stormwater SDC		$ 1,538,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 2,509,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ 4,047,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Ending Fund Balances										
Transportation SDC		$18,956,994	$19,530,401	$20,103,807	$20,801,210	$21,498,614	$22,196,017	$22,893,420	$23,590,823	$24,288,226
Water SDC		$ 934,762	$ 982,364	$ 1,029,967	$ 1,108,670	$ 1,187,374	$ 1,266,077	$ 1,344,781	$ 1,423,484	$ 1,502,188
Wastewater SDC		$ 307,396	$ 346,575	$ 385,753	$ 444,129	$ 502,506	$ 560,882	$ 619,258	$ 182,169	$ 240,546
Stormwater SDC		$ 94,662	$ 238,753	$ 382,845	$ 564,183	$ 745,522	$ 926,861	$ 1,108,200	$ 1,289,539	$ 1,470,877
Parks SDC		$ 470,797	$ 494,852	$ 518,906	$ 549,186	$ 579,465	$ 609,744	$ 640,024	$ 670,303	$ 700,582
TIF		$ 7,715,681	$ 9,581,918	$11,557,423	$13,637,038	$15,932,100	$18,361,054	$20,923,791	$23,620,171	$26,450,154

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$24,985,629	$25,683,032	$26,380,435	$27,077,838	$27,077,838	$27,077,838	$27,077,838
Water SDC		$ 1,580,891	$ 1,659,595	$ 1,738,298	$ 1,817,002	$ 1,817,002	$ 1,817,002	$ 1,817,002
Wastewater SDC		$ 298,922	$ 357,298	$ 415,675	$ 474,051	$ 474,051	$ 474,051	$ 474,051
Stormwater SDC		$ 1,652,216	$ 1,833,555	$ 2,014,894	$ 2,196,232	$ 2,196,232	$ 2,196,232	$ 2,196,232
Parks SDC		$ 730,861	$ 761,141	$ 791,420	$ 821,699	$ 821,699	$ 821,699	$ 821,699
TIF		$29,774,910	$33,222,720	$36,793,901	$40,488,728	$44,491,056	$48,497,980	$52,507,577

Source: Tiberius Solutions

Exhibit 31. Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 321,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ 157,189	$ -	$ 78,401	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 6,010,616	$ -	$ -	$ -	$ -	$ 1,262,780	$ -
Total Sources		**$ -**	**$ -**	**$ 6,010,616**	**$ -**	**$ -**	**$ 157,189**	**$ -**	**$ 1,662,181**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ 4,520,000	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ 1,490,616	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 776,363	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 807,417	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 32,481	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 124,708	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 6,010,616**	**$ -**	**$ -**	**$ 157,189**	**$ -**	**$ 1,662,181**	**$ -**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 774,597	$ 1,549,194	$ 2,323,790	$ 3,098,387	$ 3,872,984	$ 4,647,581
Water SDC		$ -	$ -	$ -	$ 64,362	$ 128,723	$ 193,085	$ 257,447	$ 809	$ 65,170
Wastewater SDC		$ -	$ -	$ -	$ 52,972	$ 105,943	$ 1,726	$ 54,697	$ 29,268	$ 82,240
Stormwater SDC		$ -	$ -	$ -	$ 195,367	$ 390,735	$ 586,102	$ 781,469	$ 976,836	$ 1,172,204
Parks SDC		$ -	$ -	$ -	$ 32,525	$ 65,050	$ 97,576	$ 130,101	$ 162,626	$ 195,151
TIF		$ -	$ -	$ 774,245	$ 201,436	$ (325,902)	$ (709,264)	$ (952,686)	$ (2,322,855)	$ (2,297,803)

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 394,000	$ -	$ -
Wastewater SDC		$ -	$ 171,889	$ -	$ -	$ -	$ 158,081	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,170,000	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ 6,960,108	$ -	$ -
Total Sources		**$ -**	**$ 171,889**	**$ -**	**$ -**	**$ -**	**$ 158,081**	**$ 9,524,108**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ 37,521	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ 134,368	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 158,081	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,260,600	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 171,889**	**$ -**	**$ -**	**$ -**	**$ 158,081**	**$ 9,524,108**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 5,422,178	$ 6,196,775	$ 6,971,371	$ 7,745,968	$ 8,033,355	$ 8,320,743	$ 8,608,130	$ 8,895,517	$ 9,182,904
Water SDC		$ 129,532	$ 193,894	$ 258,255	$ 322,617	$ 346,471	$ 370,326	$ 180	$ 24,035	$ 47,889
Wastewater SDC		$ 135,211	$ 16,294	$ 69,266	$ 122,237	$ 141,870	$ 3,422	$ 23,055	$ 42,688	$ 62,321
Stormwater SDC		$ 1,367,571	$ 1,562,938	$ 1,758,305	$ 1,953,673	$ 2,025,956	$ 2,098,239	$ 523	$ 72,806	$ 145,089
Parks SDC		$ 227,676	$ 260,201	$ 292,727	$ 325,252	$ 337,306	$ 349,360	$ 361,414	$ 373,469	$ 385,523
TIF		$ (2,143,988)	$ (1,864,954)	$ (1,463,992)	$ (944,448)	$ (307,187)	$ 373,335	$ 2,779,271	$ 2,790,253	$ 2,880,289

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 266,855	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 816,000	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 497,000	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,146,210	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,726,065**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,047,900	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,726,065**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 9,470,291	$ 9,757,678	$10,045,065	$10,394,219	$10,743,630	$11,093,041	$11,442,452	$11,791,863	$12,141,274
Water SDC		$ 71,743	$ 95,598	$ 119,452	$ 158,799	$ 198,210	$ 237,622	$ 277,033	$ 316,444	$ 355,856
Wastewater SDC		$ 81,953	$ 101,586	$ 121,219	$ 150,415	$ 179,651	$ 208,887	$ 238,123	$ 504	$ 29,740
Stormwater SDC		$ 217,373	$ 289,656	$ 361,940	$ 452,769	$ 543,676	$ 634,584	$ 725,491	$ 398	$ 91,305
Parks SDC		$ 397,577	$ 409,631	$ 421,686	$ 436,840	$ 452,008	$ 467,176	$ 482,343	$ 511	$ 15,679
TIF		$ 3,048,348	$ 3,293,435	$ 3,614,597	$ 4,008,641	$ 4,825,863	$ 5,721,067	$ 6,693,876	$ 1,597,704	$ 2,724,647

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$12,490,685	$12,840,097	$13,189,508	$13,538,919	$13,538,919	$13,538,919	$13,538,919
Water SDC		$ 395,267	$ 434,678	$ 474,090	$ 513,501	$ 513,501	$ 513,501	$ 513,501
Wastewater SDC		$ 58,975	$ 88,211	$ 117,447	$ 146,683	$ 146,683	$ 146,683	$ 146,683
Stormwater SDC		$ 182,212	$ 273,119	$ 364,027	$ 454,934	$ 454,934	$ 454,934	$ 454,934
Parks SDC		$ 30,847	$ 46,014	$ 61,182	$ 76,350	$ 76,350	$ 76,350	$ 76,350
TIF		$ 3,928,171	$ 5,208,009	$ 6,563,892	$ 7,995,549	$ 9,506,234	$11,034,844	$12,579,967

Source: Tiberius Solutions

Exhibit 32. Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 321,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ 171,889	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 162,000	$ -
TIF		$ -	$ -	$ 1,740,969	$ -	$ -	$ -	$ -	$ 8,710,316	$ -
Total Sources		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ 78,401**	**$ -**	**$ -**	**$ 9,365,205**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,520,000	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,490,616	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 776,363	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 807,417	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ 78,401**	**$ -**	**$ -**	**$ 9,365,205**	**$ -**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 774,597	$ 1,549,194	$ 2,323,790	$ 3,098,387	$ 3,872,984	$ 4,647,581
Water SDC		$ -	$ -	$ -	$ 64,362	$ 128,723	$ 193,085	$ 257,447	$ 809	$ 65,170
Wastewater SDC		$ -	$ -	$ -	$ 52,972	$ 27,542	$ 80,514	$ 133,485	$ 14,568	$ 67,540
Stormwater SDC		$ -	$ -	$ -	$ 195,367	$ 390,735	$ 586,102	$ 781,469	$ 976,836	$ 1,172,204
Parks SDC		$ -	$ -	$ -	$ 32,525	$ 65,050	$ 97,576	$ 130,101	$ 626	$ 33,151
TIF		$ -	$ -	$ (129,564)	$ (265,606)	$ (379,859)	$ (372,867)	$ (247,703)	$ (377,741)	$ (737,675)

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ 158,081	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,170,000	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ 6,090,600	$ -	$ -
Total Sources		**$ -**	**$ 158,081**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ 158,081	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,260,600	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 158,081**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 5,422,178	$ 6,196,775	$ 6,971,371	$ 7,745,968	$ 8,033,355	$ 8,320,743	$ 8,608,130	$ 8,895,517	$ 9,182,904
Water SDC		$ 129,532	$ 193,894	$ 258,255	$ 322,617	$ 346,471	$ 370,326	$ 394,180	$ 418,035	$ 441,889
Wastewater SDC		$ 120,511	$ 15,402	$ 68,374	$ 121,345	$ 140,978	$ 160,611	$ 180,244	$ 199,877	$ 219,510
Stormwater SDC		$ 1,367,571	$ 1,562,938	$ 1,758,305	$ 1,953,673	$ 2,025,956	$ 2,098,239	$ 523	$ 72,806	$ 145,089
Parks SDC		$ 65,676	$ 98,201	$ 130,727	$ 163,252	$ 175,306	$ 187,360	$ 199,414	$ 211,469	$ 223,523
TIF		$ (949,713)	$ (1,018,135)	$ (947,010)	$ (740,355)	$ (399,711)	$ (158)	$ 123,589	$ 127,366	$ 210,408

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -
Wastewater SDC		$ 239,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 243,855	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 816,000	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 341,309	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,483,510	$ -
Total Sources		**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,226,564**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 580,309	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,047,900	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,226,564**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 9,470,291	$ 9,757,678	$10,045,065	$10,394,219	$10,743,630	$11,093,041	$11,442,452	$11,791,863	$12,141,274
Water SDC		$ 465,743	$ 489,598	$ 513,452	$ 552,799	$ 592,210	$ 631,622	$ 671,033	$ 27,245	$ 66,657
Wastewater SDC		$ 142	$ 19,775	$ 39,408	$ 68,604	$ 97,840	$ 127,076	$ 156,312	$ (58,307)	$ (29,071)
Stormwater SDC		$ 217,373	$ 289,656	$ 361,940	$ 452,769	$ 543,676	$ 634,584	$ 725,491	$ 398	$ 91,305
Parks SDC		$ 235,577	$ 247,631	$ 259,686	$ 274,840	$ 290,008	$ 305,176	$ 320,343	$ 335,511	$ 350,679
TIF		$ 30,367	$ 268,862	$ 583,623	$ 971,452	$ 1,527,185	$ 2,168,517	$ 2,894,848	$ 222,079	$ 1,116,693

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$12,490,685	$12,840,097	$13,189,508	$13,538,919	$13,538,919	$13,538,919	$ 13,538,919
Water SDC		$ 106,068	$ 145,479	$ 184,891	$ 224,302	$ 224,302	$ 224,302	$ 224,302
Wastewater SDC		$ 164	$ 29,400	$ 58,636	$ 87,872	$ 87,872	$ 87,872	$ 87,872
Stormwater SDC		$ 182,212	$ 273,119	$ 364,027	$ 454,934	$ 454,934	$ 454,934	$ 454,934
Parks SDC		$ 365,847	$ 381,014	$ 396,182	$ 411,350	$ 411,350	$ 411,350	$ 411,350
TIF		$ 2,506,471	$ 3,967,140	$ 5,498,591	$ 7,100,702	$ 8,776,877	$10,466,156	$ 12,167,267

Source: Tiberius Solution

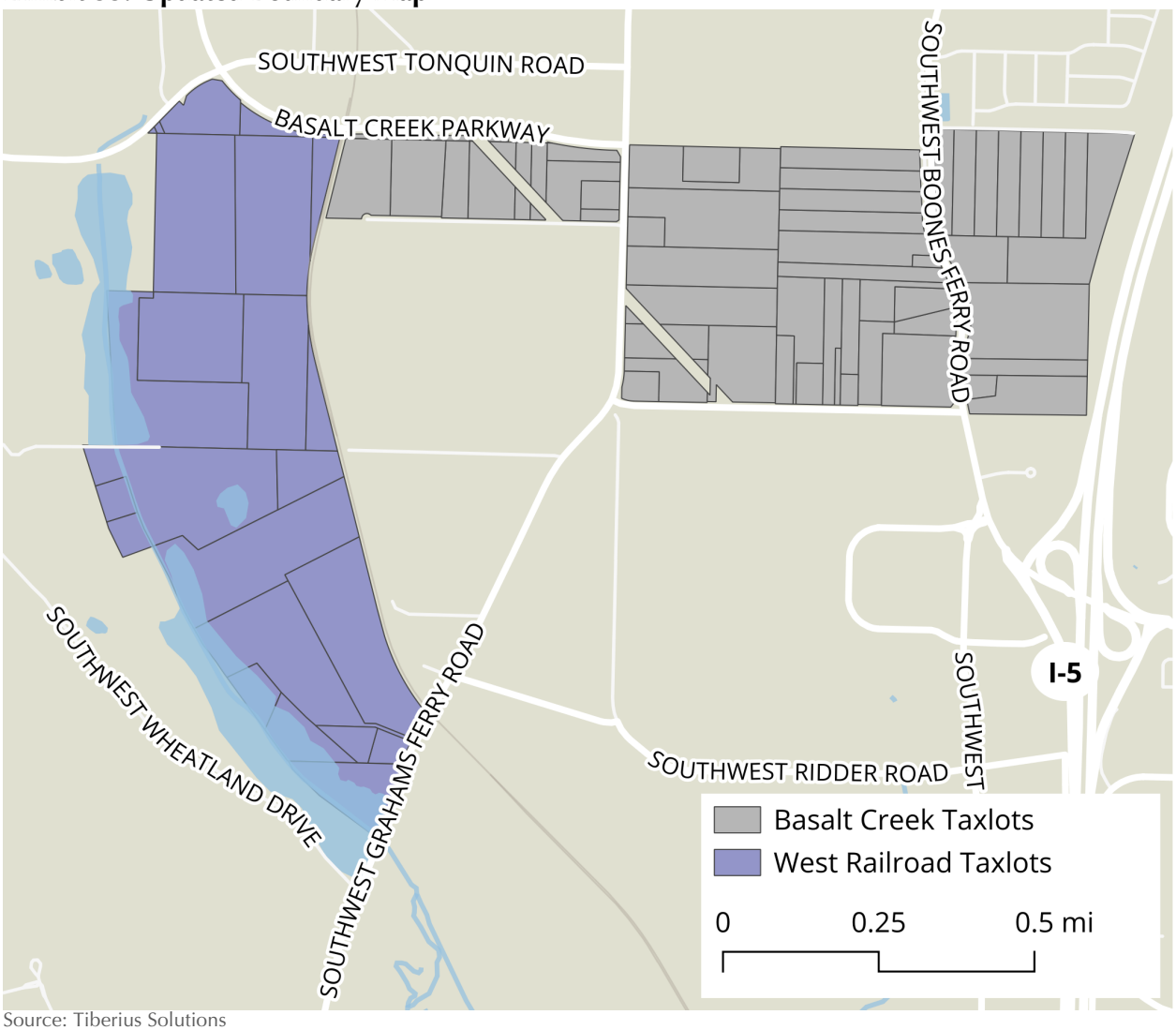
Attachment B: August 2026 Update

After completing the Basalt Creek Infrastructure Funding Analysis in December 2025, the City requested additional analysis of scenarios that included a larger boundary, encompassing the West Railroad subarea. This memorandum summarizes the results of the additional analysis. It includes the same four basic scenarios:

1. Full buildout, Grahams Ferry Assemblage opportunity site develops first
2. Full buildout, Greenhill opportunity site develops first
3. 50% buildout, Grahams Ferry Assemblage opportunity site develops first
4. 50% buildout, Greenhill opportunity site develops first

Each of these scenarios have been updated to account for additional private development potential within the West Railroad subarea, as well as an additional list of public improvements necessary for the West Railroad area to develop.

Exhibit 33. Updated Boundary Map



Source: Tiberius Solutions

Exhibit 34. Updated TIF District Acreage and Assessed Value Statutory Limit Calculations

Statutory Limit Verification	
Acreage Calculation	
A. City of Wilsonville Total Acreage	5,051
B. Total Frozen Base of all TIF Districts	
Coffee Creek	258
Twist Bioscience WIN Zone	4
Total	*263*
C. Study Area Acreage	463
D. TIF District Acreage as % of City Acreage	14.4%
Assessed Value Calculation	
A. City of Wilsonville Total Assessed Value	$ 5,220,493,688
B. Total Frozen Base of Existing TIF Districts	
Coffee Creek	$ 99,003,704
Twist Bioscience WIN Zone	$ 3,661,005
Total	*$ 102,664,709*
C. Assessed Value of Study Area	$ 41,231,497
D. Total Increment of Existing TIF Districts	
Coffee Creek	$ 70,627,749
Twist Bioscience WIN Zone	$ 71,814,162
Total	*$ 142,441,911*
E. Frozen Base as % of City AV: (B+C)/(A-C)	2.8%

Source: Tiberius Solutions with data from City of Wilsonville and Washington County and Clackamas County Departments of Assessment and Taxation

Exhibit 35. Updated Value of New Development, Full Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2029	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2030	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2031	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2032	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2033	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2034	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2035	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2036	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2037	0.3	$ 2,643,972	$ 914,160	5.0	$ 1,657,807	$ 8,354,023	6.7	$ 3,388,349	$ 22,545,582	**$ 31,813,766**
2038	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2039	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2040	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2041	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2042	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2043	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2044	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2045	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2046	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2047	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2048	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2049	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2050	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2051	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2052	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2053	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2054	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2055	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2056	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	3.5	$ 3,388,349	$ 11,779,776	**$ 11,779,776**
Total	**8.2**	**$81,963,122**	**$ 21,623,206**	**84.1**	**$ 51,392,019**	**$ 139,342,016**	**122.2**	**$ 105,038,822**	**$ 414,002,314**	**$ 574,967,536**

Exhibit 36. Updated Value of New Development, 50% Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2029	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2030	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2031	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2032	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2033	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2034	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2035	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2036	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2037	0.2	$ 2,643,972	$ 457,080	2.5	$ 1,657,807	$ 4,177,011	3.3	$ 3,388,349	$ 11,272,791	**$ 15,906,883**
2038	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2039	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2040	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2041	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2042	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2043	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2044	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2045	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2046	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2047	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2048	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2049	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2050	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2051	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2052	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2053	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2054	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2055	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2056	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	1.7	$ 3,388,349	$ 5,889,888	**$ 5,889,888**
Total	**4.1**	**$81,963,122**	**$ 10,811,603**	**42.0**	**$ 51,392,019**	**$ 69,671,008**	**61.1**	**$ 105,038,822**	**$ 207,001,157**	**$ 287,483,768**

Exhibit 37. Updated Summary of Needed Infrastructure in Basalt Creek Study Area (2025 $)

	Project Category	Project Name	Project Cost Total	Developer Share	Remaining Share City	City SDC Eligible Share	City Non-SDC Eligible Share	Opportunity Sites
1	Roads	RW-05. Grahams Ferry Road widening	$ 2,768,468	100%	$ -	$ -	$ -	
2	Roads	RW-04. Boones Ferry Road widening	$ 1,661,081	100%	$ -	$ -	$ -	
3	Roads	Looping Greenhill Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
4	Roads	Pioneer Court Extension - Local	$ -	50%	$ -	$ -	$ -	
5	Roads	Looping Day Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
6	Roads	Day Rd to Clay St - Local	$ -	100%	$ -	$ -	$ -	
7	Roads	Day Rd to Garden Acres Rd and Grahams Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
8	Roads	Grahams Ferry Rd to Tonquin Rd - Local	$ -	100%	$ -	$ -	$ -	
9	Roads	Cahalin Extension - Local	$ -	100%	$ -	$ -	$ -	
10	Water	Booster Station -	$ 4,520,000	0%	$ 4,520,000	$ 4,520,000	$ -	GFA
11	Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ 2,224,800	33%	$ 1,490,616	$ 1,490,616	$ -	GFA
12	Water	Boones Ferry Road - 12-inch pipe	$ 1,158,751	33%	$ 776,363	$ 776,363	$ -	Greenhill
13	Water	East of Boones Ferry Road - 12-inch pipe	$ 1,205,100	33%	$ 807,417	$ 807,417	$ -	Greenhill
14	Water	Clay Street - 12-inch pipe	$ 1,019,700	33%	$ 683,199	$ 683,199	$ -	
15	Water	Unnamed - 8-inch pipe	$ -	100%	$ -	$ -	$ -	
16	Wastewater	B-3 Day Road - varies	$ 4,059,778	0%	$ 4,059,778	$ -	$ 4,059,778	Both
17	Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ 346,276	91%	$ 32,481	$ 32,481	$ -	Greenhill
18	Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ 847,777	85%	$ 124,708	$ 124,708	$ -	Greenhill
19	Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ 835,836	91%	$ 78,401	$ 78,401	$ -	
20	Wastewater	B-6 Unnamed Road to Future Day - 10-inch pipe	$ 400,008	91%	$ 37,521	$ 37,521	$ -	
21	Wastewater	B-6 Unnamed Road to Future Day - 12-inch pipe	$ 913,450	85%	$ 134,368	$ 134,368	$ -	
22	Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ 1,074,647	85%	$ 158,081	$ 158,081	$ -	
23	Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 2,985,130	81%	$ 580,309	$ 580,309	$ -	
24	Wastewater	B-9 Clay Rd - 10-inch pipe	$ 513,443	91%	$ 48,161	$ 48,161	$ -	
25	Wastewater	B-9 Clay Rd - 12-inch pipe	$ 358,216	85%	$ 52,694	$ 52,694	$ -	
26	Wastewater	B-9 Clay Rd - 15-inch pipe	$ 2,029,889	81%	$ 394,610	$ 394,610	$ -	
27	Wastewater	Conceptual Sewer System - 8-inch pipe	$ 17,393,121	100%	$ -	$ -	$ -	
28	Stormwater	Day Road Phase 1 -	$ 8,260,600	0%	$ 8,260,600	$ 3,139,028	$ 5,121,572	
29	Stormwater	Day Road Phase 2 -	$ 4,047,900	0%	$ 4,047,900	$ 1,538,202	$ 2,509,698	
30	Trails	Basalt Creek Regional Trail -	$ 3,182,700	0%	$ 3,182,700	$ 3,182,700	$ -	GFA
31	Roads	West RailRoad Undercrossing - Undercrossing	$ 38,175,134	0%	$ 38,175,134	$ 2,672,259	$ 35,502,875	
32	Wastewater	West Railroad 10" - 10-inch	$ 3,180,243	90%	$ 318,024	$ 318,024	$ -	
33	Wastewater	West Railroad Pump Station and Force Main - Force Main	$ 3,816,241	100%	$ -	$ -	$ -	
34	Wastewater	West Railroad South Extension - 8-inch pipe	$ 84,834	100%	$ -	$ -	$ -	
35	Wastewater	West Railroad North Extension - 8-inch pipe	$ 1,659,911	100%	$ -	$ -	$ -	
36	Wastewater	West Railroad Western Extension - 8-inch pipe	$ 312,942	100%	$ -	$ -	$ -	
37	Water	West Railroad Main Loop - 12-inch pipe	$ 13,844,849	67%	$ 4,568,800	$ 4,568,800	$ -	
38	Water	West Railroad Southern Connection - 12-inch pipe	$ 139,504	67%	$ 46,036	$ 46,036	$ -	
39	Water	West Railroad Northern Connection - 12-inch pipe	$ 1,679,706	67%	$ 554,303	$ 554,303	$ -	
40	Trails	Ice Age Tonquin Trail -	$ 6,786,691	0%	$ 6,786,691	$ 6,786,691	$ -	
Total			**$ 131,486,726**		**$ 79,918,896**	**$ 32,724,972**	**$ 47,193,923**	

Source: City of Wilsonville
Note: GFA = Grahams Ferry Assemblage

Exhibit 38. Updated Cash Flow Summary, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 776,363	$ -	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 807,417	$ -	$ -
14	**Water**	Clay Street - 12-inch pipe		2053	$ 683,199	$ -	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2029	$ 32,481	$ -	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2029	$ 124,708	$ -	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ 580,309	$ -	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572	$ -
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2027	$ -	$ 3,182,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2046	$ 2,672,259	$ 35,502,875	$ -
32	**Wastewater**	West Railroad 10" - 10-inch		2041	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2045	$ 692,614	$ 3,876,186	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2039	$ -	$ 46,036	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2040	$ -	$ 554,303	$ -
40	**Trails**	Ice Age Tonquin Trail -		2049	$ 1,368,086	$ 5,418,605	$ -
Total					**$ 13,636,526**	**$ 62,222,591**	**$ -**

Source: Tiberius Solutions

Exhibit 39. Updated Cash Flow Summary, Full Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 640,000	$ 3,880,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2036	$ -	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2039	$ 580,309	$ -	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572	$ -
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 325,000	$ 2,857,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2046	$ 2,672,259	$ 35,502,875	$ -
32	**Wastewater**	West Railroad 10" - 10-inch		2034	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2036	$ 520,232	$ 4,048,568	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2037	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2041	$ 554,303	$ -	$ -
40	**Trails**	Ice Age Tonquin Trail -		2050	$ 1,104,144	$ 5,682,547	$ -
Total					**$ 12,341,373**	**$ 63,517,744**	**$ -**

Source: Tiberius Solutions

Exhibit 40. Updated Cash Flow Summary, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 321,000	$ 455,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2040	$ 394,000	$ 289,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2030	$ 32,481	$ -	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2030	$ 124,708	$ -	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2032	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2035	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2035	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2039	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ -	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 166,000	$ 228,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600	$ -
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2050	$ 497,000	$ 2,685,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2058	$ 2,672,259	$ 18,039,664	$ 17,463,211
32	**Wastewater**	West Railroad 10" - 10-inch		2044	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2050	$ 771,129	$ 3,797,671	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2051	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2058	$ 332,132	$ 222,171	$ -
40	**Trails**	Ice Age Tonquin Trail -		2058	$ 385,606	$ 6,401,085	$ -
Total					**$ 9,555,601**	**$ 48,840,305**	**$ 17,463,211**

Source: Tiberius Solutions

Exhibit 41. Updated Cash Flow Summary, 50% Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 321,000	$ 4,199,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2050	$ 683,199	$ -	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2029	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2032	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2032	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2035	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2043	$ 239,000	$ 341,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 143,000	$ 251,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600	$ -
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 162,000	$ 3,020,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2058	$ 2,672,259	$ 17,675,267	$ 17,827,608
32	**Wastewater**	West Railroad 10" - 10-inch		2051	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2050	$ 481,930	$ 4,086,870	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2051	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2058	$ 332,132	$ 222,171	$ -
40	**Trails**	Ice Age Tonquin Trail -		2058	$ 720,606	$ 6,066,085	$ -
Total					**$ 9,614,412**	**$ 48,417,097**	**$17,827,608**

Source: Tiberius Solutions

Conclusions

We draw the following conclusions from this analysis:

- SDC revenues remain insufficient to fund the necessary infrastructure in the Study Area. In all scenarios, SDC revenue projected to be generated in the area for water and parks projects are less than the SDC-eligible share of project costs in the area. The same is true for wastewater SDCs in the 50% buildout scenarios (though wastewater SDC funding is projected to be sufficient in full buildout scenarios). Although stormwater SDCs are expected to be sufficient in all scenarios, there may still be timing constraints that prevent projects from being completed on the desired schedule.
- Transportation SDCs remain an anomaly; at full buildout, the area is estimated to generate $39.4 million in transportation SDC revenues, while only requiring $2.7 million of SDC-eligible project costs. Only one transportation project in the boundary (the West Railroad undercrossing) is expected to be partially eligible for SDC funding, and only a small share of that project cost is expected to be eligible for SDC funds.
- For scenarios that assume full buildout of the area, the biggest financial challenges remain early in the development timeline. However, the West Railroad area is not expected to experience private development for at least the next 10 years (until 2036 or beyond). Additionally, the West Railroad area does not require expensive, City-funded capital projects prior to development occurring. A wastewater pump station and force main is the only capital project that must occur prior to development, and this project is anticipated to be the responsibility of private developers to fund. This means the inclusion of West Railroad in the infrastructure funding plan does not exacerbate the early year funding challenges of Basalt Creek.
- For scenarios that assume only 50% buildout of the area, the biggest challenge now becomes insufficient resources for major capital projects in the West Railroad area. In particular, the West Railroad undercrossing project has a total estimated project cost of $38.2 million in 2025 dollars. This is also assumed to be one of the last projects to receive funding in the area. The long delay before the project receives funding will result in significant cost increases from inflation. In the 50% buildout scenarios, the railroad undercrossing project is forecast to have a funding gap of $17.5 to $17.8 million dollars (2025 dollars).
- There are several potential strategies the City could pursue to close the potential funding gap:
  - Encouraging full buildout within Basalt Creek and West Railroad. In scenarios where full buildout occurs, there is no projected funding gap. The more the City can do to encourage private development to occur, the more SDC and TIF revenue will be generated, minimizing or eliminating the potential funding gap.
  - Pursuing State and Federal grants. This analysis assumed all projects rely on local funding. To the extent that the City is successful at securing external grants, it can free up local resources to help fill the potential funding gap.
  - Pursuing a TIF District with a larger maximum indebtedness (and likely a longer duration), would result in additional financial capacity that could be devoted to the railroad undercrossing project. The financial capacity of the TIF District in this analysis was limited by an assumed 30-year duration. If the City is comfortable with a longer duration, the TIF District could generate significantly more financial capacity.
- Ultimately, including the West Railroad area in a potential new TIF District is likely the best chance that the City has to generate funding for the railroad undercrossing project. The project is too expensive for private development to pay for, and does not qualify for a significant amount of

transportation SDC funding. While it is possible that State and Federal grants may contribute to the project, any such grants are likely to require a substantial match of local funding. A TIF District can provide that local funding. Urban renewal also works best for projects that have a long timeline for implementation, as it can take decades for a TIF District to reach its full financial capacity. The railroad undercrossing project aligns well with a TIF District, given there is relatively little urgency in completing the undercrossing project, although it is an important long-term priority for the City.

Attachment 2

Basalt Creek Master Plan – Development Code Edits - September 2026

Proposed added language ***bold italics underline.*** Proposed removed language ~~struck through~~.

ADMINISTRATION

Section 4.001. Definitions

The following definitions will be added or amended to this section. All subsequent definitions will be renumbered

Accessory Retail Sales. Retail sales that are incidental and subordinate to a permitted primary use and are conducted on the same site. Accessory retail sales shall be limited primarily to goods or products manufactured, fabricated, assembled, processed, crafted, repaired, or substantially modified on the premises, and may include merchandise directly related to the primary use. Accessory retail sales are not intended to function as a stand-alone retail establishment.

Addressing street*:* A major existing or planned street within the ~~Coffee Creek~~ ***Northwest Industrial (NWI)*** ~~Design Overlay District~~ ***Zone*** as defined in Section 4.134.

Artisan Food and Beverage Production: A craft industrial use involving the small-scale production, processing, preparation, packaging, or distribution of food and beverage products. These uses are characterized by limited-batch production, specialty or handcrafted products, and may incorporate customer-oriented activities such as tasting rooms, retail sales, demonstrations, classes, tours, and similar experiences that support the primary production use. Artisan Food and Beverage Production does not include large-scale food processing, regional distribution centers, or industrial-scale manufacturing operations.

Contractor Establishment: A site used for the storage, maintenance, dispatch, and staging of equipment, vehicles, tools, and materials associated with construction and contracting activities. Such uses are characterized by the active deployment of personnel, equipment, and materials to off-site work locations and may include offices, workshops, maintenance facilities, storage buildings, and outdoor storage yards.

Craft Studio. A facility used for the creation, production, fabrication, assembly, repair, or finishing of handcrafted or small-batch goods by artists, artisans, designers, or skilled tradespersons. Uses may include studios, workshops, demonstration areas, classrooms, and limited accessory retail sales of goods produced on-site.

Data Center: The remote storage, processing, management, transmission, or distribution of digital data in a facility that houses, operates, and/or maintains networked computer systems, servers, data storage systems, and associated equipment, such as cooling systems, electrical equipment, backup generators, energy-storage systems, telecommunications infrastructure, and security systems. This definition does not include typical office computer systems and workstations meant for individual human users relying on basic room climate control.

Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics: A light industrial use involving the receipt, storage, sorting, packaging, and shipment of goods directly to individual consumers, typically in response to online, catalog, or similar retail purchases. Such uses are characterized by high volumes of small-package outbound deliveries and frequent last-mile distribution activity and are distinct

from traditional wholesale warehousing and distribution facilities that primarily serve commercial customers or retail establishments.

Home Business*:* A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit, ***except in the Craft Industrial (CI) Zone which allows a home business outright as a typically permitted use (see Section 4.137(.03)A.).***

Incubator. A building or portion of a building that provides flexible workspace, shared facilities, and common support services for multiple startup or early-stage businesses. Incubators may include offices, workshops, laboratories, production areas, shared equipment, meeting rooms, and similar spaces intended to support entrepreneurship, product development, innovation, fabrication, or small-scale manufacturing.

Industrial Services: Establishments that provide repair, maintenance, testing, fabrication, installation, technical support, or other services for industrial equipment, products, facilities, or operations.

Innovation Hub. A facility that brings together businesses, entrepreneurs, researchers, educational institutions, investors, or other organizations to support collaboration, research, product development, technology commercialization, workforce development, or entrepreneurial activities. Innovation hubs may include offices, laboratories, meeting spaces, classrooms, collaborative workspaces, and shared support facilities.

Light Manufacturing*:* ~~Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a Residential Village environment.~~

A manufacturing, processing, fabrication, assembly, and/or packaging, that occurs primarily within enclosed buildings where the primary activity is the conversion of raw materials or parts into finished products and produces minimal noise, vibration, dust, odor, glare, hazardous materials, or other off-site impacts. Typical uses may include the production of consumer goods, electronics, food products, apparel, furniture, and similar products. In Residential Village, exhibits benign external characteristics compatible with the character and overall design of the Village zone.

Master Plan: A plan with a series of detailed components covering one or more distinct areas. ***For example see:***

- ~~See~~ Villebois Village Master Plan.
- ~~See~~ Coffee Creek ~~Design Overlay District~~***Master Plan****.*

Maker Space. A shared workspace that provides access to tools, equipment, technology, and work areas for individuals or businesses engaged in designing, prototyping, fabricating, repairing, or producing products. Maker spaces may include workshops, fabrication equipment, digital manufacturing technologies, classrooms, and collaborative work areas.

Micro-Mobility Vehicle. A small, lightweight vehicle designed for individual transportation that is powered by human power, electric power, or a combination of both, and is intended for use on streets, bicycle facilities, shared-use paths, or other designated transportation facilities. Micro-mobility vehicles include, but are not limited to, bicycles, electric bicycles, electric scooters, cargo bicycles, and similar devices intended for short-distance travel.

Parcel: (1) A unit of land resulting from a partition and (2) Within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone,*** areas bounded by addressing streets, supporting streets and/or through connections are defined as a parcel.

Pattern Book: An illustrative document that depicts the site development, landscaped design, and/ or architectural character of a proposed development. ***For example see:***

- ~~See~~ Section 4.125.15, Pattern Book for projects in Villebois.
- ~~See~~ Section 4.134(.06) ~~F~~***D***., Pattern Book for projects in the ***Northwest Industrial (NWI) Zone.*** ~~Coffee Creek Design Overlay District~~.

Professional—~~Type~~ Services: ***Services catering to daily customers in an office setting*** ~~A "professional-type service" shall include activities~~ such as those offered by a physician, surgeon, dentist, lawyer, architect, engineer, accountant, artist, teacher, real estate and insurance sales.

Regulating Plan: A plan that organizes the system of existing and future streets and multi-use paths within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone.***

Retail. A commercial use engaged primarily in selling, leasing, renting, displaying, or distributing goods, merchandise, or products directly to consumers or end users. Retail uses may include customer service, product demonstration, order pickup, and other activities customarily associated with the direct sale of goods, but do not include manufacturing, fabrication, processing, warehousing, or wholesale distribution as the primary use.

Service Commercial: – Establishments providing commercial services catering to daily customers, such as automobile service stations, automobile repair, salons, banking, dry cleaners, laundromats, studios, pet services, equipment rental, and self-storage.

Supporting streets: New streets within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone,*** which may be located within public rights-of-way or public easements.

Through connections*:* New streets, multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They are located within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone*** and may be located within public rights-of-way or public easements.

No additional changes proposed in this section

Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

(.01) *Authority of Planning Director.* The Planning Director shall have authority over the daily administration and enforcement of the provisions of this Chapter, including dealing with non-discretionary matters, and shall have specific authority as follows:

A. A Class I application shall be processed as a ministerial action without public hearing, shall not require public notice, and shall not be subject to appeal by anyone other than the applicant or call-up, except as noted below. Pursuant to Class I procedures set forth in Section 4.035, and upon finding that a proposal is consistent with the provisions of this Code and any applicable Conditions of Approval, shall approve the following, with or without conditions:

1. Minor site clearing and grading, prior to the approval of a Site Development Plan, provided that:

a. No clearing or grading occurs within the Significant Resource Overlay Zone. Clearing or grading in the Significant Resource Overlay Zone shall require, at a minimum, approval of a Class II permit through the procedures specified below;

b. No clearing or grading occurs within 25 feet of an area that has been identified by the City as a wetland;

c. Not more than three trees are proposed to be removed;

d. No fill or removal is proposed;

e. Adequate measures are utilized to control erosion and runoff from the site and that the applicant will submit a final Site Development application within seven days of submitting

the minor site grading application. All grading activities require compliance with the requirements of the applicable building code and City Public Works standards.

2. Class I Sign Permits, and Temporary Sign Permits for 30 days or less.

3. Architectural, landscape, tree removal, grading and building plans that substantially conform to the plans approved by the Development Review Board and/or City Council. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

4. Building permits for single family dwellings, middle housing, and in the Village zone, row houses or apartments, meeting zoning requirements and located on lots that have been legally created. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

5. Lot line adjustments, where none of the lots increase in area by 50 percent or more, subject to the standards specified in Section 4.233.

6. A temporary use permit for not more than 30 days. Permitted days may or may not be consecutive, but shall not exceed 30 days within the calendar year for which the permit was applied. Temporary use permits are subject to the following standards:

    a. The applicant has the written permission of the property owner to use the site;

    b. The proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property;

    c. Adequate parking is provided;

    d. Signs shall meet the standards of Section 4.156.09; and

    e. The proposed use has the approval of the Fire Marshal.

7. Determination that an existing use or structure is a non-conforming use or non-conforming structure, as defined in this Code. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the history of the property, choose to process such determinations through the Class II procedures below.

8. Actions taken subject to Site Development Permits which have been approved by the appropriate decision-making body of the City.

9. Final plats for condominiums, subdivisions, or partitions that are substantially the same as tentative plats approved by the City and which are submitted for review and signature prior to recordation with the appropriate county.

10. Type A tree removal permits as provided in Section 4.600.

11. Determination, based upon consultation with the City Attorney, whether a given development application is quasi-judicial or legislative. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the nature of the application, choose to process such determinations through the Class II procedures below.

12. Expedited land divisions and middle housing land divisions requiring expedited review under state law. Applications for expedited land divisions and middle housing land divisions requiring expedited review under state law, as provided for in Section 4.232 of this Code and ORS Chapter 197 shall be processed without public hearing, and shall be subject to appeal through the special appeal procedures specified in Section 4.232.

    a. Authority of Planning Director. The Planning Director shall have authority to review applications for expedited land divisions and middle housing land divisions requiring

expedited review under state law and to take action approving, approving with conditions, or denying such applications, based on findings of fact.

b. Tentative Plat Requirements for Expedited Land Divisions and middle housing land divisions requiring expedited review under state law. Tentative plats and all other application requirements for expedited land divisions and middle housing land divisions requiring expedited review under state law shall be the same as for other forms of land divisions, except as those requirements are specifically altered by the Oregon Revised Statutes.

c. Administrative Relief Not Available. In taking action on an application for an expedited land division or middle housing land divisions requiring expedited review under state law, the Planning Director is not authorized to grant Variances or waivers from the requirements of the Code.

d. Residential Areas Only. As specified in ORS 197, expedited land divisions shall only be approved in areas zoned for residential use.

13. Development approval extensions as provided in Section 4.023.

B. A Class II application shall be processed as an administrative action, with or without a public hearing, shall require public notice, and shall be subject to appeal or call-up, as specified in Section 4.022 and noted below. Class II residential development applications shall be processed without a public hearing. Pursuant to Class II procedures set forth in Section 4.035, the Director shall approve, approve with conditions, deny, or refer the application to the Development Review Board (as applicable) for a hearing:

1. Minor alterations to existing buildings or site improvements of less than 25 percent of the previous floor area of a building, but not to exceed 10,000 square feet. Minor modifications to approved Architectural and Site Development Plans may also be approved, subject to the same standards.

2. Residential accessory buildings or structures with less than 120 square feet of floor area located within the Willamette River Greenway Boundary pursuant to Section 4.500 and subject to the flood plain development standards of Section 4.172. Approval of such accessory structures in the Greenway shall be based on all of the following findings of fact:

a. The building or structure is located so that the maximum amount of landscape area, open space and/or vegetation is provided between the river and the building;

b. Public access to the river is preserved or is provided in accordance with an approved and adopted plan; and

c. That the change of use, intensification of use, or development will be directed away from the river to the greatest possible degree while allowing a reasonable use of the property.

3. Written interpretations of the text or maps of this Code, the Comprehensive Plan or sub elements of the Comprehensive Plan, subject to appeal as provided in Section 4.022. The Planning Director may review and interpret the provisions and standards of Chapter 4 (Planning) of the Wilsonville Code upon receiving the required filing fee along with a specific written request. The Director shall publish and mail notice to affected parties and shall inform the Planning Commission and City Attorney prior to making a final written decision. The Director's letter and notice of decision shall be provided to the applicant, the Planning Commission, the City Council, and City Attorney and the notice shall clearly state that the decision may be appealed in accordance with Section 4.022 (Appeal Procedures). A log of such interpretations shall be kept in the office of the Planning Department for public review.

4. A permit to locate an accessory use on a lot adjacent to the site of the principal use.

5. Residential subdivisions, subdivisions located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~**,** and land partitions, other than expedited land divisions, pursuant to Section 4.210. Approval shall be based on all of the following findings of fact:

    a. The applicant has made a complete submittal of materials for the Director to review, as required in Section 4.210;

    b. The proposed plan meets the requirements of the Code regarding minimum lot size and yard setbacks;

    c. The approval will not block the orderly development of any adjoining property or access thereto;

    d. The public right-of-way bordering the lots or parcels will meet City standards;

    e. Any required public dedications of land have been approved for acceptance by the City and will be recorded with the County at the time of final plat approval;

    f. Adequate easements are proposed where an existing utility line crosses or encroaches upon any other parcel to be created by the partition;

    g. All public utilities and facilities are available or can be provided prior to the issuance of any development permit for any lot or parcel; and

    h. Roads extended or created as a result of the land division will meet City standards.

6. Decisions on the following:

    a. Lot line adjustments, where any of the lots increase by more than 50 percent in area, subject to the provisions of Section 4.233.

    b. Temporary use permits for periods exceeding 30 days but not more than 120 days. Permitted days may or may not be consecutive, but shall not exceed 120 days within the calendar year for which the permit was applied. Temporary use permits may allow specific activities associated with the primary use or business located on the property for up to 120 days provided that:

        i. the property owners have given written permission;

        ii. no structure, sign or any other object shall exceed 20 feet in height;

        iii. adequate parking is provided in designated spaces;

        iv. signs shall meet the standards of Section 4.156.09;

        v. electrical and building permits are obtained as required;

        vi. undue traffic congestion will not result and, if traffic congestion is expected, a traffic control plan is submitted along with the application that identifies the traffic control procedures that will be used;

        vii. the activity and/or use shall not unduly interfere with motorists driving on adjacent roads and streets, including I-5; and

        viii. public notice has been provided and the comments of interested parties have been considered in the action that has been taken;

        ix. the proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property; and

        x. the proposed use has the approval of the Fire Marshal.

7. Solar access permits, as specified in Section 4.137.3.

8. Class II Sign Permits.

9. Site design review, as authorized in Section 4.400 for residential development or properties located within the ***Northwest Industrial (NWI) Zone***, ~~Coffee Creek Design Overlay District,~~ which satisfy all applicable standards and adjustment criteria in Section 4.134~~.10~~.

10. Review of Stage I and Stage II Planned Development applications for properties located within the NWI Zone, which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Review of Stage I and Stage II Planned Development applications for residential development which satisfy all applicable standards.

12. ~~11.~~ Type B tree removal permits as provided in Section 4.600.

13. ~~12.~~ Type C tree removal permits as provided in Section 4.600 for properties located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~ or associated with applications for residential development.

14. ~~13.~~ Architectural and site plans, including modifications and remodels, for multi-family residential structures in residential zones with seven or more units not subject to Site Design Review, meeting clear and objective zoning, siting, and design standards, and located on lots that have previously been legally created.

15. ~~14.~~ ***Waivers, refinements, and variances for residential development subject to the criteria in Sections 4.119, 4.125, and 4.196.***

16. ~~15.~~ **Zone Map Amendments that increase density for residential development.**

No additional changes proposed in this section

Section 4.110. Zoning—Zones.

(.01) The following Base Zones are established by this Code:

A. Residential Agricultural H Holding, which shall be designated "RA-H".

B. Residential, which shall be designated "R".

C. Planned Development Residential, which shall be designated "PDR," and further divided into:

PDR-1

PDR-2

PDR-3

PDR-4

PDR-5

PDR-6

PDR-7

D. Planned Development Commercial, which shall be designated "PDC."

E. Planned Development Industrial, which shall be designated "PDI."

F. Public Facility, which shall be designated "PF."

G. Public Facility - Corrections, which shall be designated "PF-C."

H. Village, which shall be designated "V".

I. Residential Neighborhood, which shall be designated "RN". The RN ~~zone~~ ***Zone*** is a Planned Development Residential zone.

J. Town Center, which shall be designated "TC". The TC ~~zone~~ ***Zone*** is a Planned Development zone.

K. Craft Industrial (CI), which shall be designated "CI". The CI Zone is a Planned Development zone.

L. Northwest Industrial (NWI), which shall be designated "NWI". The NWI Zone is a Planned Development zone.

(.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.

A. Solar-Friendly (S) overlay zone;

B. Screening and Buffering (SB) overlay zone; ***and***

C. Old Town (O) overlay zone~~.; and~~

~~D. Coffee Creek Industrial Design Overlay District (CCDOD).~~

(.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.

(.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

(Ord. No. 557, 9-5-2003; Ord. No. 806, 7-17-2017; Ord. No. 812, 2-22-2018; Ord. No. 835, 6-5-2019)

No additional changes proposed in this section

Section 4.117. Standards Applying to Industrial Developments in any Zone.

(.01) ~~All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).~~

(.01) Performance Standards. If not otherwise specified in the Planning and Development Code, all industrial developments, uses, or activities are subject to the following performance standards. These standards are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design Review, or Administrative Review.

B. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.

C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.

D. Any open storage shall comply with the provisions of Section 4.176, and this Section.

E. No building customarily used for night operation, such as a baker, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.

F. Heat and Glare:

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.

2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.

G. Dangerous Substances. Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

H. Liquid and Solid Wastes:

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.

3. No connection with any public sewer or public stormwater system shall be made or maintained in violation of applicable City or State standards.

4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer or public stormwater system in violation of applicable City or State standards.

5. ~~All drainage permitted to discharge int a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary public sewer and stormwater sewer discharges.

I. Noise. Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. Electrical Disturbances. Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. Discharge Standards. There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. ~~Material~~ ***Outdoor Storage:***

1. Outdoor ~~material~~ ***storage must be maintained in an orderly manner at all times.***

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. Landscaping:

1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.

2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion, cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.

3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

No additional changes proposed in this section

Section 4.130 CI—Craft Industrial Zone.

(.01) Purpose. The purpose of the Craft Industrial (CI) Zone is to support a diverse range of small-scale industrial and creative enterprises such as incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses accessory to the typically permitted uses that serve as a transition to and support more intense urban uses nearby.

(.02) The CI Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Sections 4.118 and 4.140). Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Section shall apply.

(.03) Uses that are typically permitted:

A. Home Businesses that include any of the uses listed below.

B. Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).

C. Studios and Creative Workspaces.

D. Artisan Food and Beverage Production and Food-Related Businesses, with or without accessory on-site tasting rooms or eateries subject to the limitations for Retail and Service Commercial Uses of Subsection 4.130.

E. Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan goods and handcrafted items.

F. Custom Fabrication and Printing Services, including sign fabrication.

G. Small-scale Light Manufacturing and Assembly of small machinery and appliances, micro-mobility vehicles, precision tools, or other electrical or mechanical items.

H. Industrial Office and Laboratory Uses, including research, development, testing, or product training and support.

I. Repair, Finishing, and Testing Services of products manufactured or assembled within the zone.

J. Service Commercial and Professional Services uses shall not exceed 5,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.

K. Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.

L. Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.

M. Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.

(.04) Performance Standards. The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.05) Design and Development Standards:

A. The standards of Section 4.134(.11), Development Standards Table, excepting the front yard setback provisions, for properties with frontage on SW Boones Ferry Road located north of SW Day Road, where the setback standards of Section 4.130(08) shall apply; or

B. The standards of the PDC zone, Section 4.131(.03), for all other properties.

(.07) Block and access standards. The CI zone shall be subject to:

A. The block and access standards of Section 4.134(.10), Development Standards Table, for properties with frontage on SW Boones Ferry Road located north of SW Day Road; or

B. The block and access standards of the PDC zone, Section 4.131(.03), for all other properties.

(.08) Other Standards:

A. Minimum Individual Lot Size. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

C. Minimum Front Yard Setback. None required except when front yard abuts a more restrictive district, in which case the front yard setback shall be a minimum of half the same and a maximum of the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City Transportation System Plan (TSP).

D. Minimum Rear and Side Yard Setback. None required except when rear and side yards abut a more restrictive district, in which case setbacks shall be the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City TSP.

E. No setback is required when side or rear yards abut a railroad siding.

F. Corner Vision. Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

No additional changes proposed in this section

Section 4.134. ~~Coffee Creek Industrial Design Overlay District~~ *Northwest Industrial (NWI) Zone.*

(.01) *Purpose.* ~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD)~~ is an overlay district within ~~the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone~~ Section 4.135.5. ~~.~~ The purpose of ~~this Coffee Creek DOD~~ ***the Northwest Industrial (NWI) Zone*** is to implement the Coffee Creek Industrial Area Master Plan (2007) ***and Basalt Creek Master Plan (2026) by establishing standards for street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master planned areas. These standards are intended to result in:***

A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.

B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern industrial district.

C. Preservation of trees and natural features.

D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.

E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.

F. Creation of a pleasant and functional industrial district for employees and visitors.

G. A predictable and timely process for reviewing industrial development applications.

(.02) *Applicability.* ~~The Coffee Creek DOD shall apply to all properties within the Coffee Creek Industrial Area Master Plan as shown in the Regulating Plan (Figure CC-1). The provisions of this section shall apply to~~: ***The NWI Zone shall apply to all properties within the Coffee Creek Industrial Area Master Plan and Basalt Creek Master Plan areas as shown in the Regulating Plan (Figure NWI-2).***

A. All new building construction.

B. Any exterior modifications to ***or expansions of*** existing, non-residential buildings~~, subject to Section 4.134(.03)~~.

C. All development of site improvements, including but not limited to, new paved parking lots, outdoor storage, display areas, signs, and landscaping.

~~D. All building expansions greater than 1,250 square feet.~~

(.03) ***Subdistricts. The NWI Zone includes four subdistricts (Figure NWI-1):*** ~~*Exceptions.* This section does not apply to the following:~~

~~A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to an approved color palette, reroofing, or residing with the same or similar materials.~~

~~B. Interior remodeling.~~

~~C. Maintenance of existing dwellings and accessory buildings.~~

~~D. Maintenance of agricultural buildings.~~

A. ***<u>Coffee Creek. Properties in the Coffee Creek Master Plan area located south of SW Day Road.</u>***

B. ***<u>High-Tech Employment. Properties located in the Basalt Creek Master Plan area north of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road.</u>***

C. ***<u>Light Industrial. Properties located in the Basalt Creek Master Plan area north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of properties along Boones Ferry Road in the Craft Industrial (CI) Zone.</u>***

D. ***<u>West Railroad. Properties located in the Basalt Creek Master Plan area west of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.</u>***

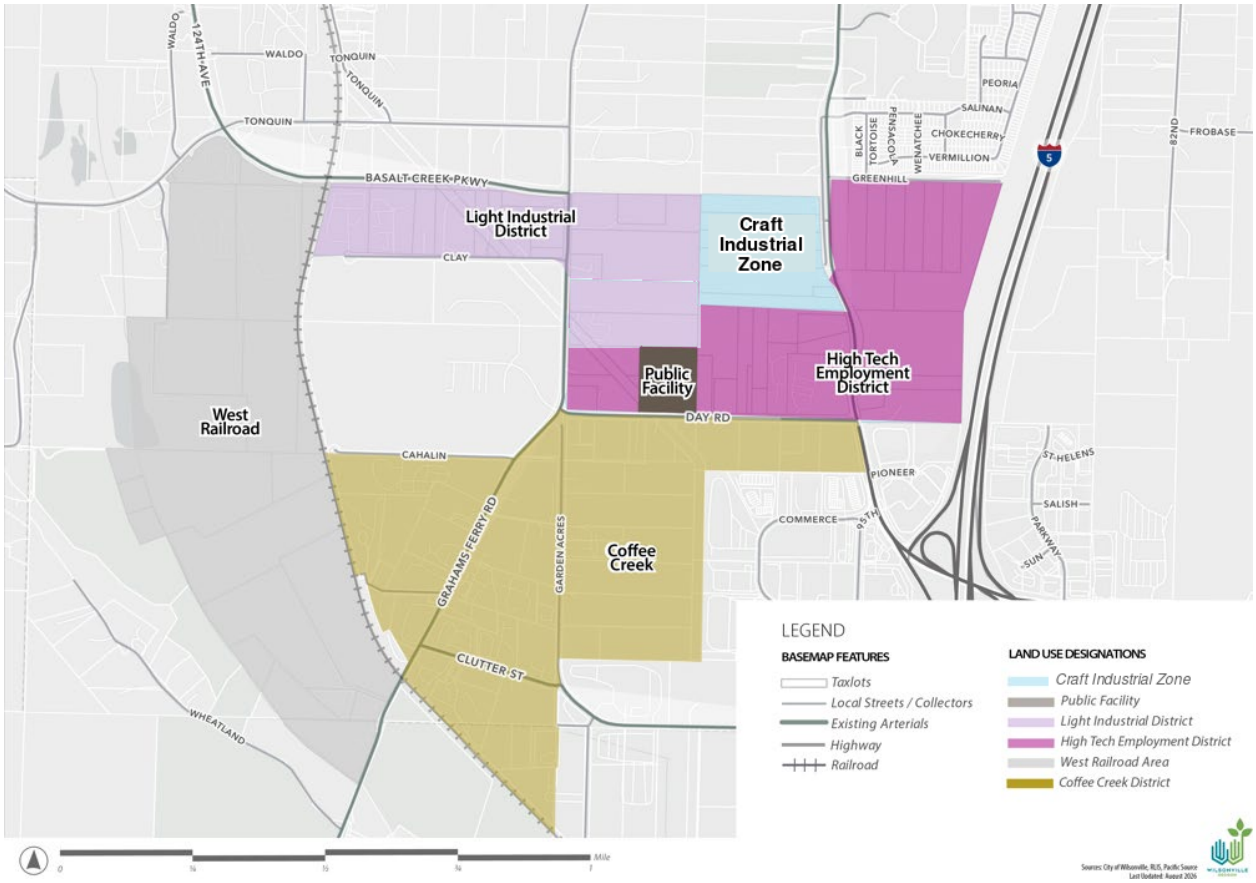


Figure ~~CC 1~~ ***<u>NWI-1.</u>*** Subdistricts

Table NWI-1. Allowed Uses				
Abbreviations:				
A	Allowed			
R	Allowed with Restrictions			
C	Conditional			
P	Prohibited			
Subdistricts:	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
See Figure NWI-1	Properties in the Coffee Creek Master Plan area located south of SW Day Road	North of SW Day Road, south of the Light Industrial subdistrict, and east of SW Boones Ferry Road	North of SW Clay Street, west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of the Craft Industrial (CI) Zone	West of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.
Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
Manufacturing, Processing, Assembly, and Packaging of products.	A	A	A	A
Fabrication.	P	A	A	A
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A	A	A	A
Research and Development.	R No single building on a site dedicated to this use may be less than 75,000 square feet in size. This use is also allowed as an accessory use to a primary use without the same minimum size requirement.	A	A	A
Laboratories.	A	A	A	A
Residential Hospital: A live-in healthcare facility where patients stay full-time to receive medical care, or similar hospital uses, where daily trips to and from the facility are almost entirely caused by employees.	C	C	A	A
Warehousing and Distribution, except Direct to Consumer (DTC) E-commerce Fulfillment or Logistics.	A	A	A	A
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics.	P	P	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.
Industrial Services.	P	P	A	A
Motor Vehicle Services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.	A	A	A	A
Specialty Automotive Services.	P	P	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
Corporate Headquarters.	R Must have more than 20 employees.	A	A	A
Office Complex-Technology, other than Call Center or Data Center.	A	A	A	A
Call Center.	R Must have more than 20 employees.	R Must have more than 20 employees.	A	A
Data Center.	P	C Only allowed as an accessory use on the same parcel as the primary use, a data center shall not exceed 7.5 percent of the combined gross floor area of all primary-use buildings on the parcel, and is limited to maximum of 25,000 square feet. No retail, wholesale, or hyperscale centers allowed. Requires infrastructure analyses as part of the CUP process, including water, wastewater, and electrical demand and capacity.	C Only allowed as an accessory use on the same parcel as the primary use, a data center shall not exceed 7.5 percent of the combined gross floor area of all primary-use buildings on the parcel, and is limited to maximum of 25,000 square feet. No retail, wholesale, or hyperscale centers allowed. Requires infrastructure analyses as part of the CUP process, including water, wastewater, and electrical demand and capacity.	C Only allowed as an accessory use on the same parcel as the primary use, a data center shall not exceed 7.5 percent of the combined gross floor area of all primary-use buildings on the parcel, and is limited to maximum of 25,000 square feet. No retail, wholesale, or hyperscale centers allowed. Requires infrastructure analyses as part of the CUP process, including water, wastewater, and electrical demand and capacity.
Training Facilities and Vocational Schools providing education to meet industrial workforce needs.	A	A	A	A
Public Facilities.	A	A	A	A
Residential use.	R Shall not exceed 10 percent of total floor area.	P	P	P
Accessory Uses, Buildings and Structures customarily inciental to any permitted use.	A	A	A	A
Temporary Buildings or Structures for uses incidential to construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.
Expansion of a Building, Structure or Use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.	A	P	P	P
Similar Uses to those listed as typically allowed.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.
Any use allowed in the PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use, planned and developed in a manner consistent with the purposes and objectives of Section 4.130 to 4.140, and subject to the follwoing criteria:				
Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.
Professional Services or Service Commercial with regular customers (daily or more than 3 per week) including small medical/dental offices.	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
Combined Professional Services, Service Commercial, and Retail uses including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

(.04) *Uses that are Allowed:* ~~The uses permitted shall be governed by Section 4.135.5(.03).~~

(.05) *Prohibited Uses:* The uses prohibited shall be governed ***by Table NWI-1*** and Section 4.135.5(.04).

(.06) ~~*Overview of Coffee Creek DOD Standards:*~~ ***Overview of Northwest Industrial Zone Standards:***

A. *Section 4.134(.09) Regulating Plan.* The Regulating Plan organizes all existing and future streets, drives, and shared-use paths within the ~~Coffee Creek Industrial Area~~ ***NWI Zone*** into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.

B. *Section 4.134(.10) Connectivity Standards:*

1. New Supporting Streets and Through Connections are required within the ~~Coffee Creek DOD~~ ***NWI Zone*** to meet Connectivity Requirements as shown on Figure ~~CC-4~~ ***NWI-5.***

2. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications apply to both existing and proposed new streets. A range of cross sections for Supporting Streets and Through Connections is permitted and detailed in Figures ~~CC-2 and CC-3~~ ***NWI-3 and NWI-4.***

C. *Section 4.134(.11) Development Standards Table:*

1. The Development Standards Table provides an overview of all applicable development standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table ~~CC-1~~ ***NWI-2.***

2. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5***, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. ~~Coffee Creek DOD Pattern Book~~ ***NWI Zone Pattern Book.*** ~~The Coffee Creek DOD Pattern Book.~~***The NWI Zone Pattern Book*** provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the ~~Coffee Creek DOD~~ ***NWI Zone.***

(.07) *Review Process.* Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

~~B. Section 4.198 Comprehensive Plan Changes.~~

~~C~~***B.*** Section 4.700 Annexation and Urban Growth Boundary Amendments.

~~D~~***C.*** Section 4.140 Planned Development Regulations.

(.08) *Waivers.* The Development Review Board may waive standards as listed in Section 4.134(.11), consistent with the provisions of Section 4.119.

A. The following standards shall not be waived, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. Required minimum building height as provided in Section 4.134(.11) Table ~~CC-4~~ ***NWI-5;***

2. Parking location and design along Addressing Streets in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***; and

3. Parcel pedestrian access as listed in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***.

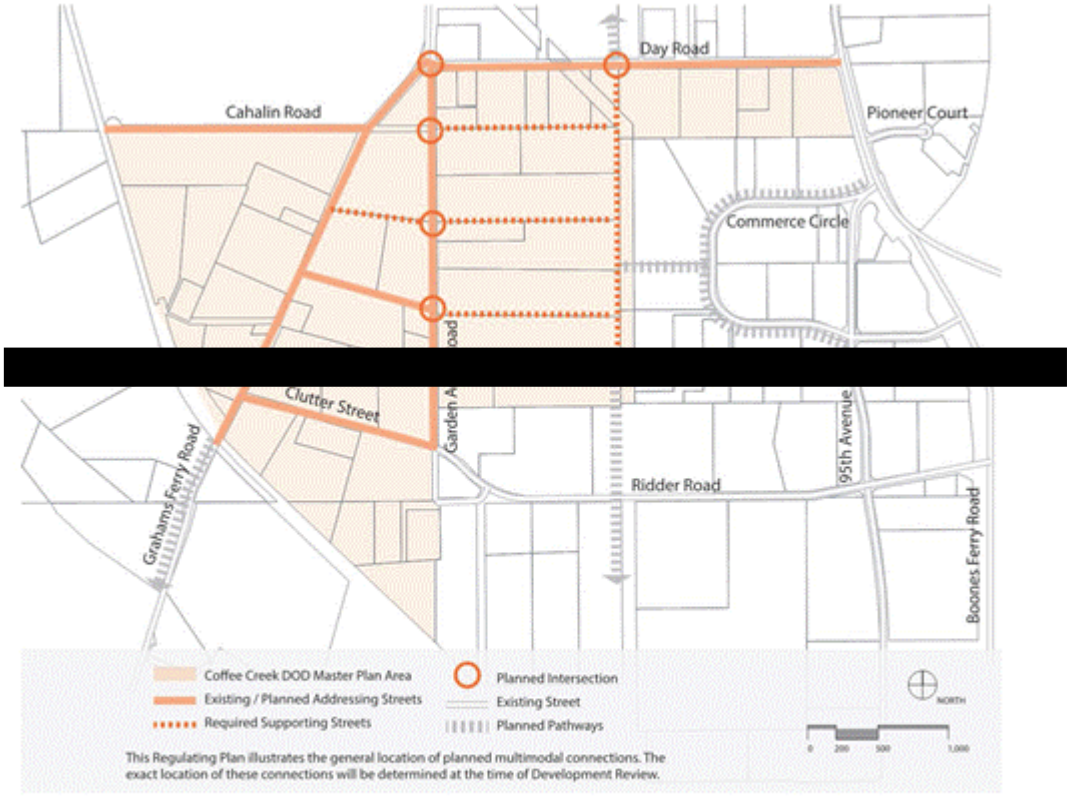
B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the NWI Zone must be found to be consistent with the intent of the ~~Coffee Creek DOD~~ ***NWI Zone*** Pattern Book.

(.09) ~~*Coffee Creek DOD*~~ ***NWI Zone*** *Regulating Plan, Figure* ~~*CC-1*~~ ***NWI-2:***

A. *Components of the Regulating Plan Map:*

1. *Addressing Streets.* Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include ***Boones Ferry Road***, Cahalin Road, ***Clay Street***, Day Road, Clutter Street, Grahams Ferry Road, ***and*** Garden Acres Road~~, and "Future" Street"~~. ***For the purposes of this Subsection, the Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets as referred to in Tables NWI-2 through NWI-5.***

2. ~~*Overlay District.* Land area identified within the Coffee Creek DOD on Figure CC-1 is subject to additional Connectivity Standards as detailed in Figure CC-4 and Table CC-1.~~ **Regulating Plan Area. Land area identified within the NWI Zone on Figure NWI-2 is subject to additional Connectivity Standards as detailed in Figure NWI-5 and Table NWI-2.**



~~Figure CC-1 - Regulating Plan~~

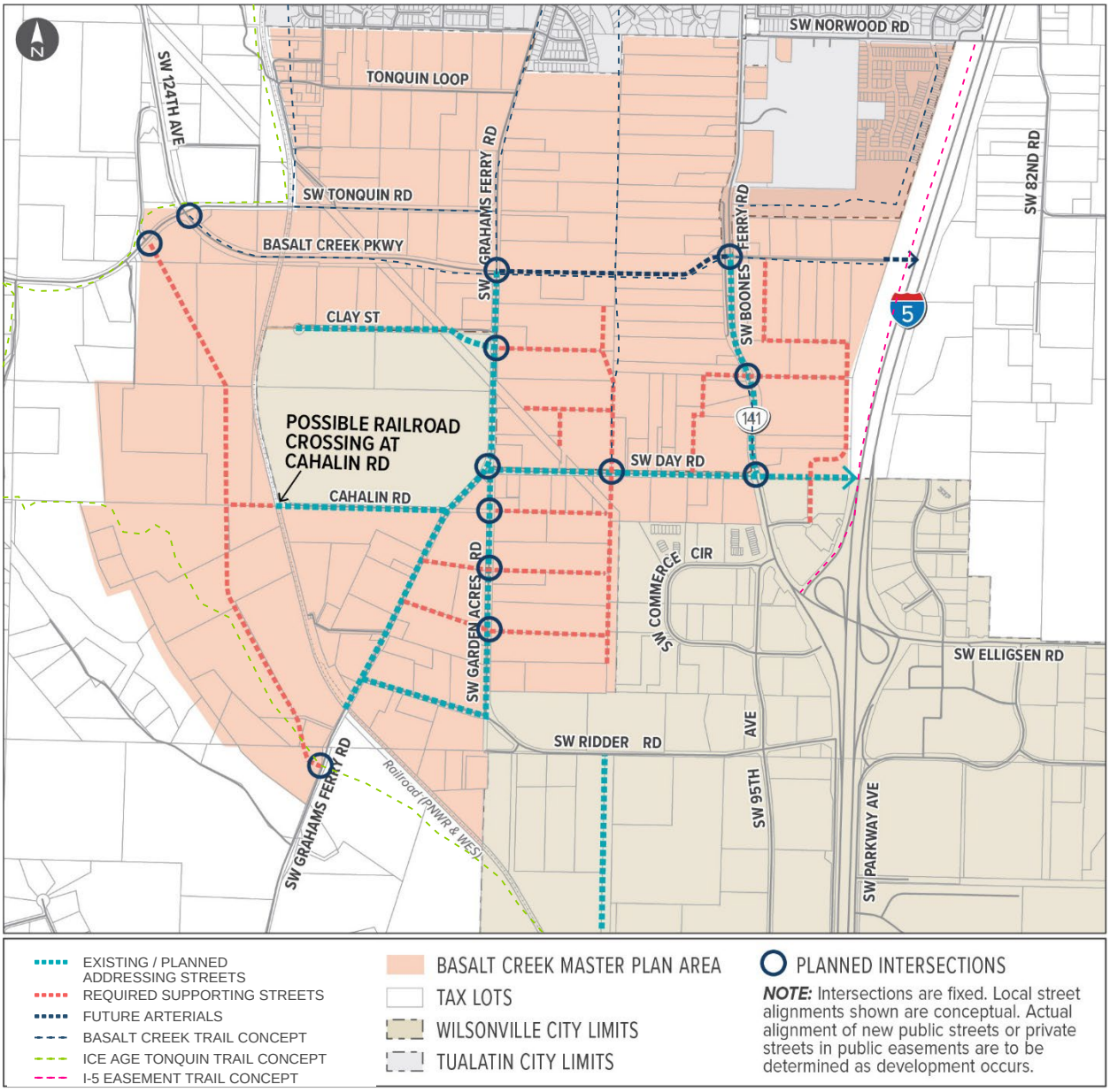


Figure ~~CC-1~~ ***NWI-2.*** Regulating Plan

(.10) ~~Coffee Creek Connectivity Standards:~~ ***NWI Zone Connectivity Standards:***

A. *Street Types, ~~Figure CC-1~~ **NWI-2**.* Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross-section standards. New connections may be one of the following types:

1. *Supporting Streets.* Supporting Streets are new public streets or private streets in public easements. They shall meet the development standards set out in Figure ~~CC-2~~ ***NWI-3.***

a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure ~~CC-1~~ ***NWI-2.*** The exact location and design of these connections will be determined at the time of development review.

b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets and Planned Pathways, as generally shown in Figure ~~CC-1~~ ***NWI-2.***

2. *Through Connections.* Through Connections are new public streets or private streets in public easements with multi-use paths, or streets or public easements that combine characteristics of streets and multi-use paths. They shall meet the Development Standards set out in Figure ~~CC-3~~ ***NWI-4.***

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure ~~CC-1~~ ***NWI-2***. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-4.***

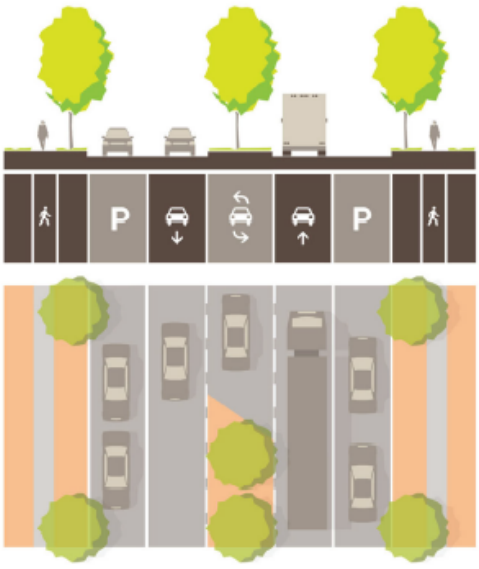
C. *Maximum Connection Spacing:*

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table ~~CC-1~~ ***NWI-2.***

2. Internal Supporting Streets and Through Connections. See Figures ~~CC-4 and Table CC-1.~~***NWI-3 and NWI-4 and Table NWI-2.***

D. *Required Connectivity Master Plan.* Connectivity Master Plans are required for all development within the ~~Coffee Creek DOD~~ ***NWI Zone***. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



*The Regulating Plan (Figure ~~CC-1~~ ***NWI-2***) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure ~~CC-2~~ ***NWI-3*** – Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permitted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

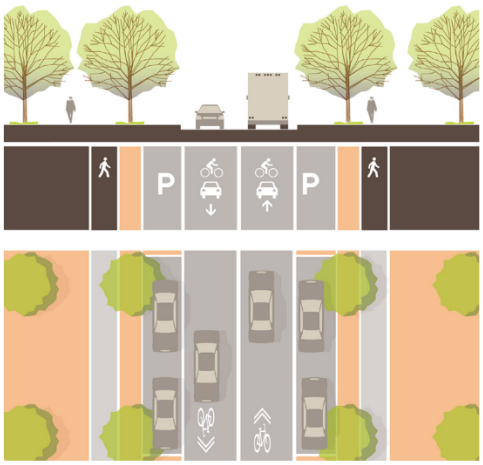


Figure ~~CC-3~~ ***NWI-4*** – Through Connections Standards

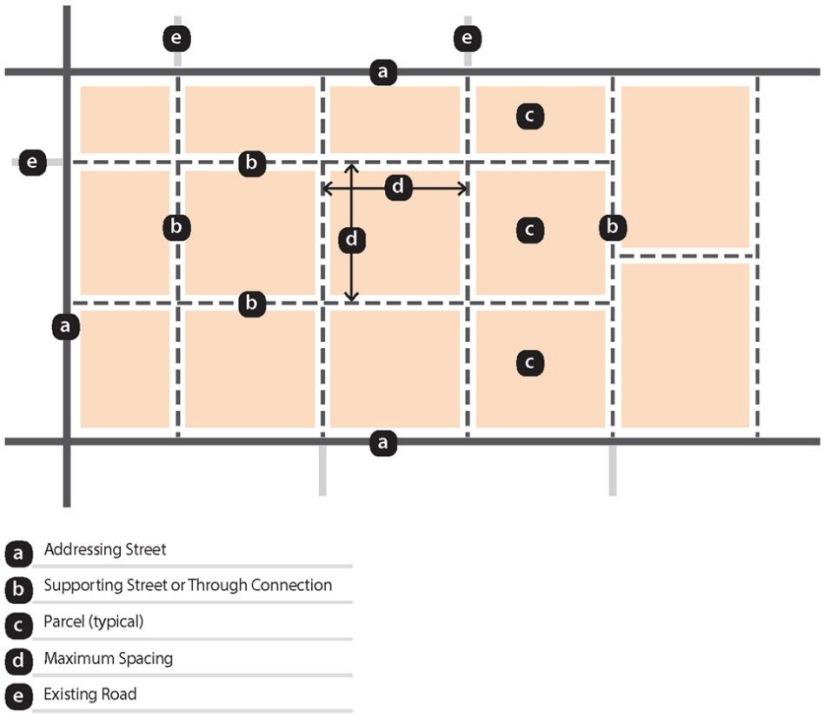


Figure ~~CC-4~~ ***NWI-5*** – Connectivity Standards

(.11) *Development Standards Table.* Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5.***

Table ~~CC 1~~ ***NWI-2*: Street Design and Connectivity**			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road***, Boones Ferry Road, and Grahams Ferry Road Addressing Streets*** as shown on Figure ~~CC 1~~ ***NWI-2***, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, ***Boones Ferry Road,*** Cahalin Road, ***Clay Street,*** Garden Acres Road, ***and*** Clutter Street***.*** ~~and "Future" Street.~~	Supporting Streets are those meeting Specifications, Figure ~~CC 2~~ ***NWI-3***. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure ~~CC 3~~ ***NWI-4***. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure ~~CC 5~~ ***NWI-6***.		

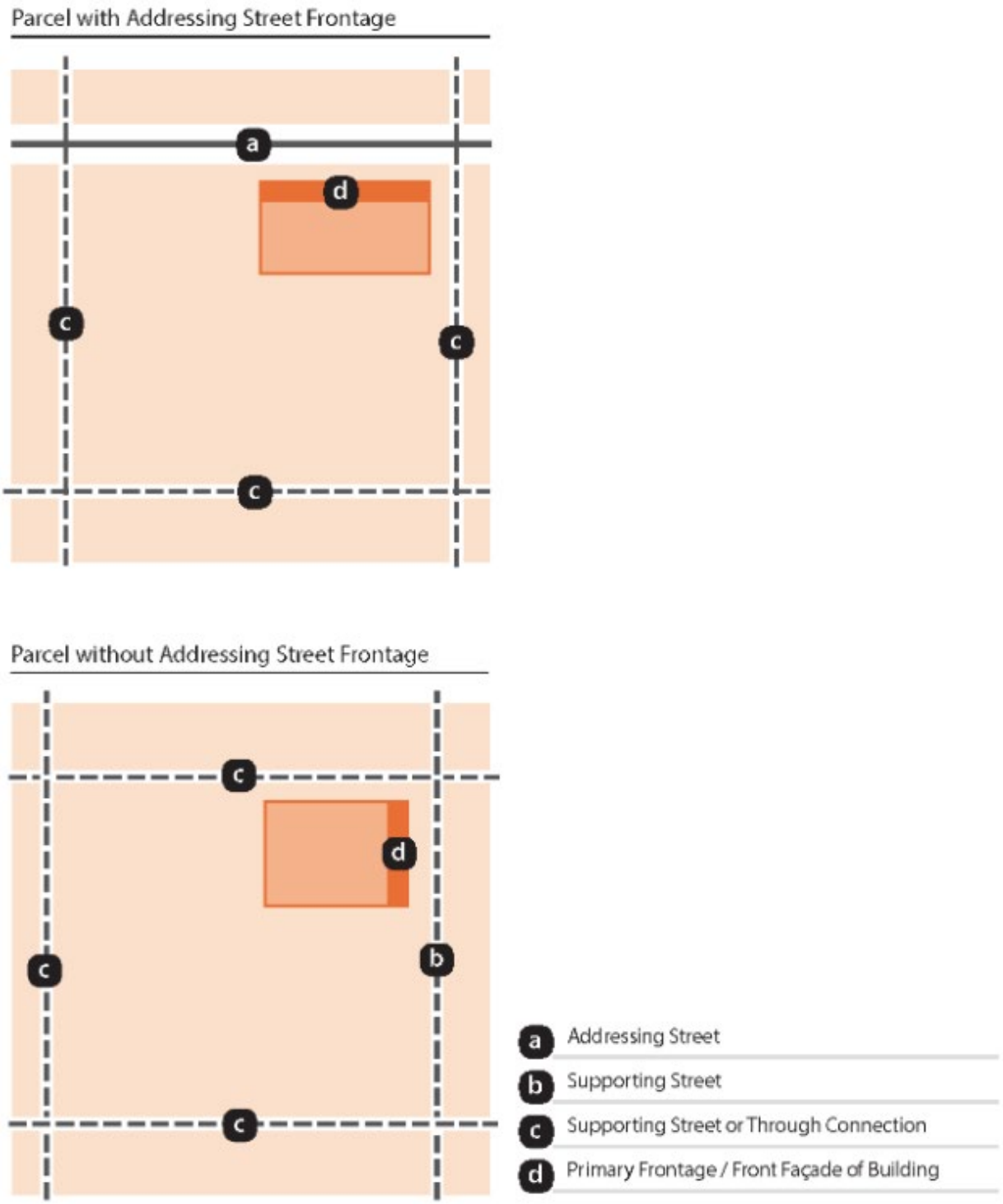


Figure ~~CC-5~~ ***NWI-6*** – Connection Hierarchy and Primary Frontage

Table ~~CC-2~~ ***NWI-3***: District-Wide Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10(.01)C. for consideration of development alternatives to preserve wooded areas & trees.		

Table ~~CC-3~~***NWI-4:*** Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open space • Section 4.167 (.01) for points of access		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).		
Parcel Pedestrian Access to Transit	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space.		
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure ~~CC-5~~ ***NWI-6***.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary	No minimum	

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	Frontage occupied by a building shall be limited only by required side yard setbacks.		
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
			Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.	No limitation. Shall meet minimum standards in Section 4.155(.05).	
Carpool and Vanpool Parking	No limitation		

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be ~~48 inches tall maximum when visible from adjacent streets and~~ 60 inches tall maximum ~~when visible only to users from within a site~~. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176(.02 C. Low Berm Standard, Section 4.176(.02)E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section 4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, equipment, and outdoor	Site and building service, utility equipment, and	No limitation

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.	

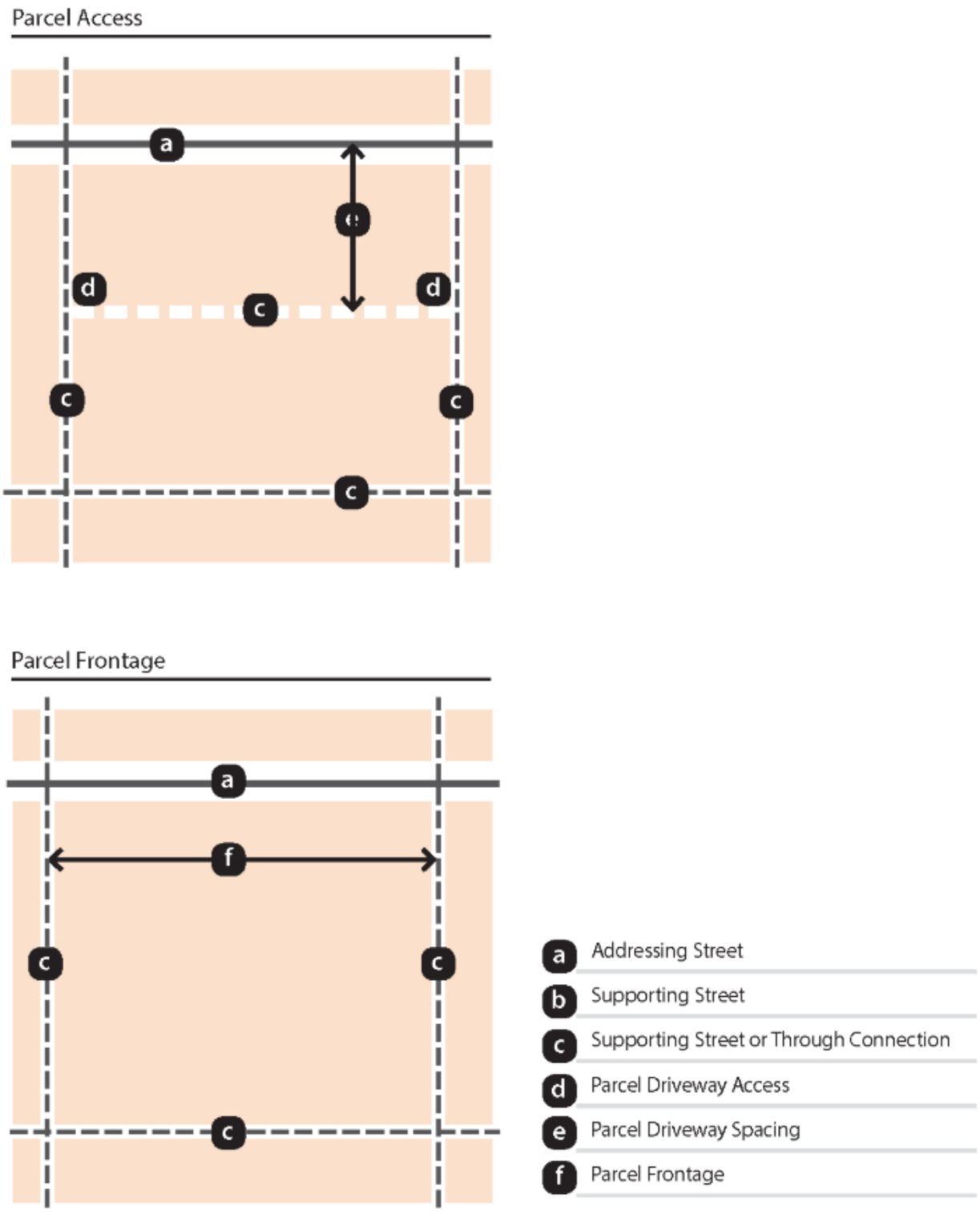


Figure ~~CC-6~~ ***NWI-7***-Site Design – Parcel Access

Table ~~CC-4~~ ***NWI-5***: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure ~~CC-5~~ ***NWI-8***.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance *	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure ~~CC-7~~ ***NWI-8***.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure ~~CC-7~~ ***NWI-8***.	

Table ~~CC-4~~ *NWI-5*: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy *	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance *	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and e. The standards for site design and accessibility are met.	Not applicable	Not applicable

Table ~~CC-4~~ *NWI-5*: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Required Minimum Height	30 feet minimum.		
Ground Floor Height *	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): i. The base shall be 30 inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. b. For Buildings between 30 feet and 5 stories in height: i. The base shall be 30 inches, minimum; 2 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. c. For Buildings greater than 6 stories in height: i. The base shall be 1 story, minimum, 3 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum.		
Base Design	The design of the building Base shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Base projects beyond the Body of the building by 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.		
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1½ inches, minimum.		
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.		

* When an applicant elects to use the allowed adjustment to reduce Required Canopy height to less than 15 feet, corresponding reduction in minimum height is allowed for Accessible Entrance, Allowance of Primary Building Entrance, and Ground Floor Height.

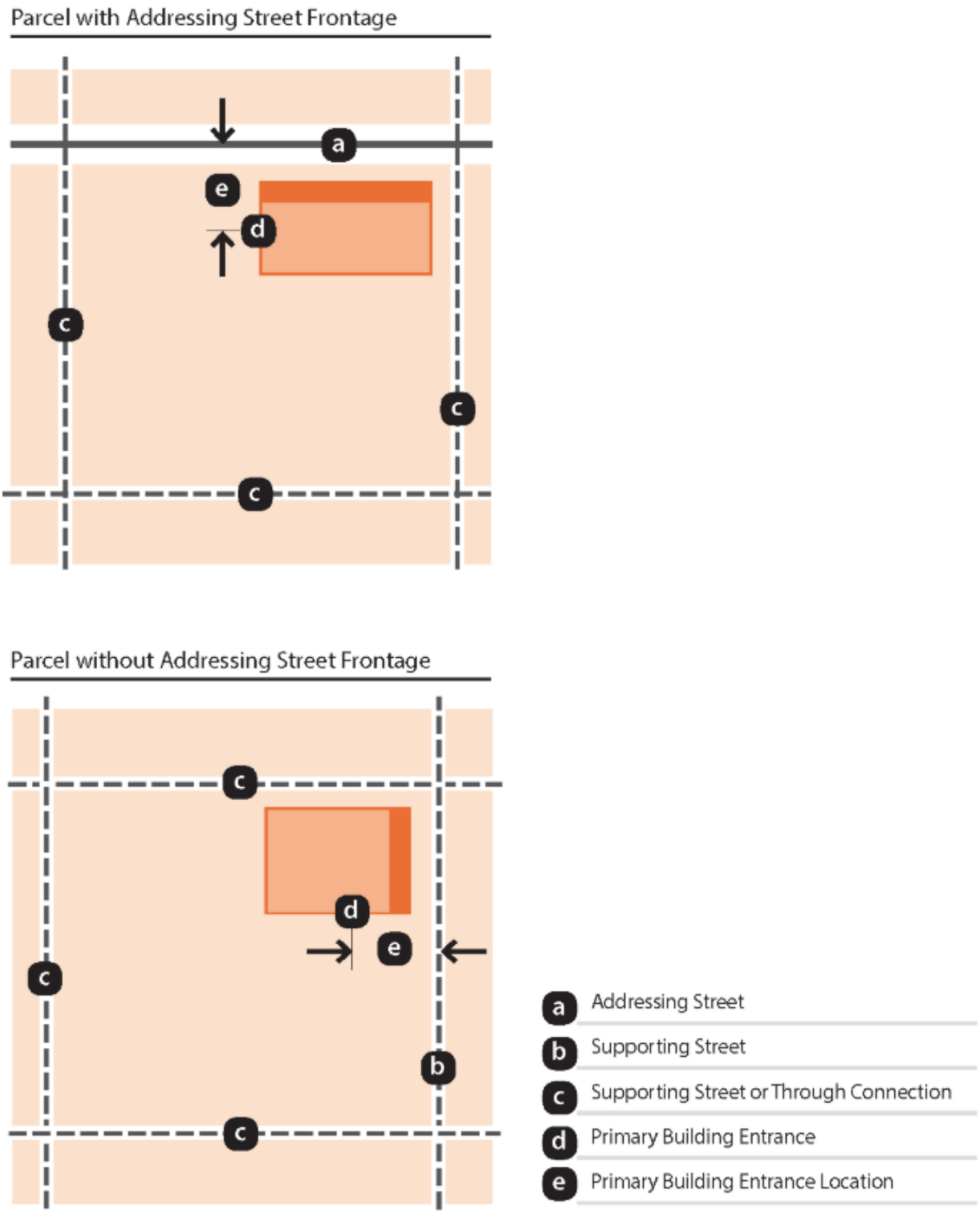


Figure ~~CC-7~~ ***NWI-8*** – Building Design – Primary Building Entrance

(.12) *Waysides*:

A. *Purpose*. This section consists of standards and regulations for use throughout the ***Northwest Industrial Zone*** ~~Coffee Creek Design Overlay District~~. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1. Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;
2. Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;
3. Connect Industrial Waysides to transit;
4. Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting;
5. Provide access. Provide access to the employees and the public between the hours of 6:00 a.m. and 8:00 p.m.;
6. Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;
7. Provide facilities appropriate for the scale of the proposed development; and
8. Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B. *Applicability.* All projects in the ***Northwest Industrial Zone*** ~~Coffee Creek Master Plan Area~~ shall provide waysides according to the standards in Table ~~CC-5~~ ***NWI-6***

C. General. The following development standards apply to all Waysides:

1. Required Wayside Area is exclusive of required landscape screening.
2. Required Minimum Dimension of 20 feet (either width or depth).

D. *Criteria.* Waysides shall meet the following criteria:

1. *Perimeter Landscaping.* In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176(.02). Permitted screening includes: Section 4.176(.02)D. Low Screen Landscaping Standard; Section 4.176(.02)E. Low Berm Standard; or Section 4.176(.02)F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.
2. *Visibility.* Industrial Waysides shall be visible from and accessible to Addressing Streets.
3. *Accessible Pathway.* A paved walking surface, width: Five feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.
4. *Accessible Surface.* Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions ten feet, minimum meeting ADA standards.
5. *Required Amenities:*
    a. *Seating.* Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:
        i. Free standing outdoor benches consistent with the standards; or
        ii. Seating incorporated into low walls, berms, or raised planters.

b. *Landscaping.* The landscaping must be planted and maintained according to Section 4.176(.02)

c. *Lighting.*

d. *Recycling/ Waste Receptacle.* Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.

6. *Installation and Maintenance.* Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176(.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.

7. *Solar Access.* Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00 a.m. and 2:00 p.m. local time.

8. *Lighting.* Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be so arranged and shielded so as not to shine into adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. *Optional Amenities include the following:*

1. Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;
2. Arbors or trellises;
3. Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;
4. Sculpture and other works of art;
5. Bicycle repair stations;
6. Exercise stations; or
7. Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table ~~CC-5~~ *NWI-6*: Waysides

Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.

Table ~~CC-5~~ ***NWI-6***: Waysides			
Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

*‡ In the future when SMART serves **Northwest Industrial Zone** ~~Coffee Creek~~, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:*

**Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

***Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

****For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to 50 percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.*

(.13) *Signs:*

A. *Applicability.* PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the ***Northwest Industrial Zone*** ~~Coffee Creek DOD~~ with the following modifications and adjustments.

B. *General:*

1. Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2. Monument-style signs are required. Pole-style freestanding signs are not permitted.
3. Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4. Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

No additional changes proposed in this section

Section 4.135. PDI—Planned Development Industrial Zone.

(.01) *Purpose.* The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

(.03) *Uses that are typically permitted:*

A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.

B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.

C. Assembly and packing of products for wholesale shipment.

D. Manufacturing and processing.

E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.

F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.

G. Fabrication.

H. Office complexes—Technology.

I. Corporate headquarters.

J. Call centers.

K. Research and development.

L. Laboratories.

M. Repair, finishing and testing of product types manufactured or fabricated within the zone.

N. Industrial services.

O. Any use allowed in a PDC Zone, subject to the following limitations:

1. Service Commercial **and Professional Services** uses ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

2. Office Complex Use (as defined in Section 4.001) shall not exceed 30 percent of total floor area within a project site.

3. Retail uses, not to exceed 5,000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

P. Training facilities whose primary purpose is to provide training to meet industrial needs.

Q. *Public facilities.*

R. Accessory uses, buildings and structures customarily incidental to any permitted uses.

S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.

T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

(.04) *Block and access standards.* The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

(.05) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01) shall*** apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration.* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176, and this Section.~~

~~E. No building customarily used for night operation, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances.* Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having~~

~~similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

~~6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.~~

~~I. *Noise.* Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.~~

~~J. *Electrical Disturbances.* Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.~~

~~K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.~~

~~L. Open burning is prohibited.~~

~~M. *Storage:*~~

~~1. Outdoor storage must be maintained in an orderly manner at all times.~~

~~2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.~~

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping:*~~

~~1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.135.5. Planned Development Industrial—Regionally Significant Industrial Area.

No prior changes proposed in this section

(.03) *Uses that are typically permitted:*

A. Wholesale houses, storage units, and warehouses.

B. Laboratories, storage buildings, warehouses, and cold storage plants.

C. Assembly of electrical equipment, including the manufacture of small parts.

D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.

E. Office Complexes-Technology (as defined in Section 4.001).

F. Experimental, film or testing laboratories.

G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.

H. Motor vehicle service facilities complementary or incidental to permitted uses.

I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:

1. Service Commercial **and Professional Services uses** ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ shall not exceed 3,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.

2. Office Use (as defined in Section 4.001) shall not exceed 20 percent of total floor area within a project site.

3. Retail uses not to exceed 3,000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under I.1 and 3. above shall not exceed a total of 3,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

J. Residential uses shall not exceed ten percent of total floor area.

K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.

L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.

M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.

N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) *Prohibited uses:*

A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple

buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.

B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) *Block and Access Standards.* The PDI-RSIA Zone shall be subject to:

A. The same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)] ~~for properties located outside of the Coffee Creek Industrial Design Overlay District; or~~

B. ~~The access and block size standards in Section 4.134 for those properties located within the Coffee Creek Industrial Design Overlay District.~~

(.06) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01)*** apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration:* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176 and this Section.~~

~~E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances:* Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.

I. *Noise:* Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7-16-2007]

J. *Electrical Disturbances.* Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.

K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. *Storage.*

1. Outdoor storage must be maintained in an orderly manner at all times.

2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. *Landscaping.*

1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.

2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.

3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

No additional changes proposed in this section

Section 4.140. Planned Development Regulations.

No prior changes proposed in this section

(.05) *Planned Development Permit Process:*

A. All parcels of land exceeding two acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;

2. Obtain a planned development permit; and

3. Obtain Planning Director, Development Review Board, or, on appeal, City Council approval.

B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197.

C. Site Design Review approval is governed by Sections 4.400 to 4.450.

D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

1. Pre-application conference with Planning Department;

2. Preliminary (Stage I) review by the review authority. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval; and

3. Final (Stage II) review by the review authority.

4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for residential development or properties within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone***, which may receive separate zone map amendment approvals.

(.06) *Staff Report:*

A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

B. The applicant may proceed to apply for Stage I—Preliminary Approval - upon determination by the review authority that the use contemplated is consistent with the Comprehensive Plan.

(.07) *Preliminary Approval (Stage One):*

A. Applications for preliminary approval for planned developments shall:

1. Be made by the owner of all affected property or the owner's authorized agent; and

2. Be filed on a form prescribed by the City Planning Department and filed with said Department.

3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.

4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.

2. Topographic information as set forth in Section 4.035.

3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.

4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two years of receiving Stage I approval, and to commence construction within two years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.

5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.

6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.

7. Statement of anticipated waivers from any of the applicable site development standards.

C. An application for a Stage I approval shall be considered by the Development Review Board as follows:

1. A public hearing as provided in Section 4.013.

2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.

4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.

D. As provided in Section 4.134, an application for a Stage I approval within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone*** may be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in his or her judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in his or her discretion, authorize submission of the final development plan in stages, corresponding to

different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

E. An application for a Stage I approval for residential development shall be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in their judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in their discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. Unless otherwise specified by State law, a final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

(.09) *Final Approval (Stage Two):*

A. Unless an extension has been granted by the Planning Director, not later than two years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013, except that an application for a Stage II approval for residential development, or within the ~~Coffee Creek Industrial Design Overlay District~~***NWI Zone as provided in Section 4.134,*** must be considered by the Planning Director without a public hearing as a Class II Administrative Review as provided in Section 4.035(.03).

No additional changes proposed in this section

Section 4.156.02. Sign Review Process and General Requirements

No prior changes proposed in this section

(.05) *Class II Sign Permit.* Sign permit requests for meeting one or more of the descriptions listed in A. through C. below shall be processed as a Class II Sign Permit when the request does not conform with a Master Sign Plan or other previous sign approval but meets the requirements of the applicable sign regulations, unless the request would modify a condition of approval specifically imposed by the DRB or City Council:

A. Existing residential development;

B. Existing non-residential development with less than three tenants unless the request involves a freestanding or ground mounted sign greater than eight feet in height in a new location;

C. New development or redevelopment in the ~~Coffee Creek~~ ***Northwest*** Industrial ***(NWI)*** ~~Design Overlay District~~ ***Zone*** subject to a Class II administrative review process;

D. Major Adjustments to a Master Sign Plan when all of the following criteria are met:

1. The request is compatible with the pattern of signage established in the sign plan in terms of locations, placement on buildings, proportionality to fascia and building facade, architectural design, and materials used;

2. The request is due to special conditions or circumstances that make it difficult to comply with the established Master Sign Plan;

3. The request involves signs for a single tenant, a single multi-tenant freestanding or ground mounted sign, or a series of similar related multi-tenant freestanding or ground mounted signs in the same development; and

4. The request does not involve a freestanding or ground mounted sign greater than eight feet in height at a new location.

E. *Class II Sign Permit Submission Requirements:* Application for a Class II Sign Permit shall include two paper copies and one electronic copy of the following in addition to all required fees:

1. Completed application form prescribed by the City and signed by the property owner or their authorized representative;

2. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas, lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;

3. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;

4. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed; and

5. Narrative describing the scope of the project, including written findings addressing all applicable review criteria, along with any other information showing how the proposed signage conforms with requirements for the applicable zone.

F. *Class II Sign Permit Review Criteria.* Class II Sign Permits shall satisfy the sign regulations for the applicable zoning district and the Site Design Review Criteria in Sections 4.400 through 4.421, as well as the following criteria:

1. The proposed signage is compatible with developments or uses permitted in the zone in terms of design, materials used, color schemes, proportionality, and location, so that it does not interfere with or detract from the visual appearance of surrounding development;

2. The proposed signage will not create a nuisance or result in a significant reduction in the value or usefulness of surrounding development; and

3. Special attention is paid to the interface between signs and other site elements including building architecture and landscaping, including trees.

No additional changes proposed in this section

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

(.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:

A. Into any required yard:

1. Architectural features may project into the required yard not more than two inches for each foot of required setback.

2. Architectural features on buildings within the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone*** shall be subject to the applicable requirements in Section 4.134.

3. Open, unenclosed fire escapes may project a distance not exceeding 48 inches.

B. Into any required yard, adjoining a street or tract with a private drive:

1. Architectural features may project a distance not exceeding 40 inches.

2. An uncovered porch, terrace, or patio extending no more than two and one-half feet above the finished elevation may extend within three feet of an interior side lot line, or within ten feet of a front lot line or of an exterior side lot line.

No additional changes proposed in this section

Section 4.197. Zone Changes and Amendments to This Code—Procedures.

No prior changes proposed in this section

(.02) The following procedures shall be followed for zone map amendments.

A. When a requested quasi-judicial zone map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with the adopted or concurrently proposed Comprehensive Plan Map designation and only one option exists for a zone map amendment consistent with the Comprehensive Plan Map the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

1. The Zoning Order adopting such zone map amendments shall state the zone map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the zone map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

2. Notwithstanding the process described above an applicant may elect to have the zone map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

3. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested zone map amendment's compliance with the Comprehensive Plan the Planning Director may require the zone map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

B. When a requested quasi-judicial zone map amendment will increase residential density, the amendment shall be reviewed by the Planning Director in a Class II administrative review process without a public hearing.

C. All other quasi-judicial zone map amendments shall be reviewed by the Development Review Board to make a recommendation to City Council and all legislative zone map amendments shall be reviewed by the Planning Commission to make a recommendation to City Council.

D. In recommending approval or denial of a proposed zone map amendment, the review authority shall at a minimum, adopt findings addressing the following criteria:

1. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and

2. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

3. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and

4. That the existing primary public facilities, including roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The review authority shall utilize adopted City Standards to ensure that all facilities are available and are adequately sized; and

5. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the review authority shall apply conditions pursuant to Sections 4.139.00 through 4.139.11 and 4.171 to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone; and

6. That the application includes a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change; and

7. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards; and

8. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

No additional changes proposed in this section

Section 4.198. Comprehensive Plan Changes—Adoption by the City Council.

No prior changes proposed in this section

(.02) When a requested quasi-judicial Comprehensive Plan Map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with an adopted master plan that is a sub-element of the Comprehensive Plan and only one option exists for a Comprehensive Plan Map amendment consistent with the adopted area plan the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

A. The ordinance adopting such Comprehensive Plan Map amendments shall state the Comprehensive Plan Map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the Comprehensive Plan Map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

B. Notwithstanding the process described above an applicant may elect to have the Comprehensive Plan Map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

C. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested Comprehensive Plan Map amendment's compliance with the adopted master plan the Planning Director may require the Comprehensive Plan Map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Section 4.610.00. Application Review Procedure.

No prior changes proposed in this section

(.03) *Review Authority.*

A. *Type A or B.* Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to the DRB under the Class II administrative review procedures of this Chapter. The decision to grant or deny a permit shall be governed by the applicable review standards enumerated in WC 4.610.10.

B. *Type C.* Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council. For site development applications subject to a Class II administrative review process in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential development, the Planning Director shall be responsible for the granting or denial of the Tree Removal Permit application.

C. *Type D.* Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules and Statutes. The Planning Director shall make the decision to grant or deny an application for a Type D permit.

No additional changes proposed in this section

Section 4.610.40. Type C Permit.

(.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential

development, where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.

No additional changes proposed in this section

Section 4.700. Procedures Relating to the Processing of Requests for Annexation and Urban Growth Boundary Amendments.

No prior changes proposed in this section

(.02) Each quasi-judicial request shall be reviewed by the Development Review Board, which shall make a recommendation to the City Council after concluding a public hearing on the proposal, except in the following circumstances:

A. When an annexation in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is requested concurrent with a quasi-judicial Comprehensive Plan Map amendment and/or zone map amendment as specified in Section 4.197 (.02)A. and Section 4.198(.02), or when an annexation is for residential development consistent with an adopted Legislative Master Plan, the annexation shall be reviewed by the City Council without prior review or recommendation by the Development Review Board.

a. The ordinance adopting such annexation request shall state the annexation expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the annexation. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

b. Notwithstanding the process described above an applicant in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone*** may elect to have the annexation reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

c. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested annexation's compliance with the applicable criteria the Planning Director may require the annexation be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Note: Any section references affected by the proposed amendments throughout the Development Code will be renumbered accordingly.

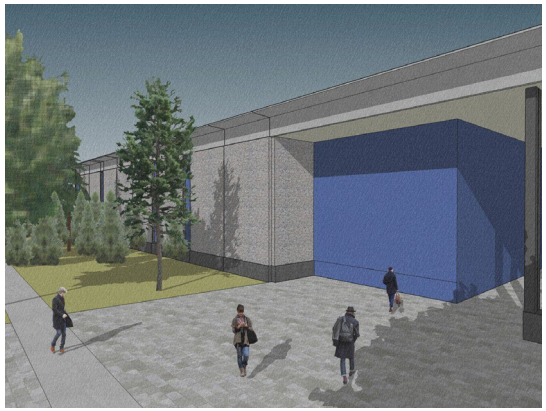
Attachment 3

~~COFFEE CREEK~~*NORTHWEST* INDUSTRIAL ~~DESIGN OVERLAY DISTRICT~~*ZONE*

(formerly Coffee Creek Industrial Design Overlay District)

PATTERN BOOK

DECEMBER 2017; ***REVISED JUNE*** ~~JANUARY~~2026


WILSONVILLE
OREGON

CITY OF WILSONVILLE | TRANSPORTATION GROWTH MANAGEMENT (TGM) URBSWORKS INC | BAINBRIDGE.

CONTENTS

Introduction

Goals of the Pattern Book 1

Relationship to the Wilsonville Code 3

Overview of the Design Guidelines 4

Overview of the Two Track System 8

Relationship of the Design Guidelines to Section 4.134 Development Standards 9

How to Use the Pattern Book 12

Design Guidelines

Connectivity and Street Design 14

District-wide Site Planning and Landscaping 20

Site Design 24

Building Design 30

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Final December 2017; **Updated** June 2026

Patterns and Typologies

Overview of the Prototypes 39

Connectivity and Street Design Patterns 40

Site Design Patterns 42

Supporting Street Typology 44

Through Connection Typology 46

Addressing Street Typology 48

Prototype 1 50

Prototype 2 52

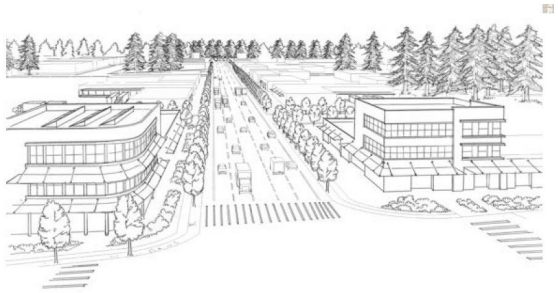
Prototype 3 54

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)



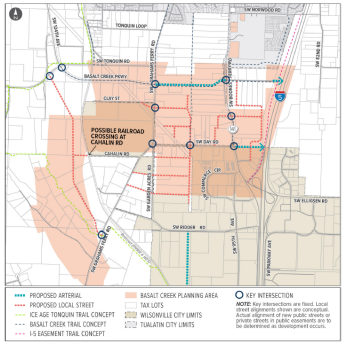
INTRODUCTION

Introduction



Rendering of the Coffee Creek Master Plan area

~~Coffee Creek DOD Regulating Plan~~



Regulating Plan from Section 4.134
Northwest Industrial Zone

GOALS OF THE PATTERN BOOK

~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5 of the Wilsonville Code.~~ It is the purpose of the ~~Coffee Creek DOD~~ ***Northwest Industrial (NWI) Zone is*** to implement the Coffee Creek Industrial Area Master Plan (2007) ***and the Basalt Creek Master Plan (2026)*** by establishing standards and guidelines for development. Wilsonville Code Section 4.134 (~~Form-based Code, or FBC~~) ***NWI Zone*** and the Pattern Book together establish regulations and guidelines for ***allowed uses,*** street design and connectivity, site design and circulation, building form, and building architecture and landscape of all development ~~located~~ within the ~~Coffee Creek Industrial Area Master Plan area~~ ***NWI Zone***. Together, or separately, the clear and objective standards of the ~~FBC~~***NWI Zone*** and the Pattern Book (Design Guidelines) are intended to result in:

- A multi-modal transportation network that accommodates pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial district;
- A complete network of existing and new streets, paths, and trails that will support a sense of place and identity within the City of Wilsonville;
- An industrial district featuring cohesive and high-quality site, landscape, and building design through a de-emphasis on building design and more appropriate emphasis on the design of the public realm;
- Minimization of the visibility of vehicular parking, circulation, and loading areas;
- Public realm design that considers the contribution that landscape design has made to the design quality of other industrial lands in Wilsonville, where landscaping is effective at breaking down the scale of industrial development and providing a human scale to the public realm;
- Preservation of trees and natural features, which supports the creation of a special place with a distinctive image and identity;
- Minimization of adverse impacts on adjacent properties from development that detracts from the character and appearance of the area; and
- Connectivity requirements that achieve City policy objectives but are appropriate for industrial scale sites and buildings, establish connectivity between parcels, and address challenges of shared site access between landlocked parcels.

RELATIONSHIP TO THE WILSONVILLE CODE

The ~~Form-based Code~~ ***design and development standards (form-based code) in Section 4.134 NWI Zone*** ~~for industrial areas~~ set the standards for development and define~~s~~ the essential determinants for design that are critical to development. These standards are clear, objective, and represent a baseline minimum for the sound development of employment uses in industrial areas. Because the community standards for design are high, the expectation for the design for all new development is correspondingly high. The design guidelines in this Pattern Book encourage and promote the design of buildings and landscapes that exceed the minimum functional standards established in the Wilsonville Code. The design guidelines illustrate how the ~~-~~provisions of the ~~Form-based~~ Code can be practically applied with examples from specific context zones. However, no single guideline or illustration is capable of representing the full, complete, and exhaustive range of possible design solutions. Rather than representing an ultimate design, the design guidelines and their illustrative examples are intended to promote a creative response to the development regulations and foster a collaborative discussion of design that includes City staff and members of the Development Review Board.

The City of Wilsonville expects new development in industrial areas to be successful contributors to the quality of life in the city by:

- Constructing well-designed, high-quality buildings that serve current needs and are adaptable to future uses;
- Integrating industrial land uses with all modes of transportation including active modes of transportation of walking, biking, and transit;
- Preserving existing trees and natural features and enhancing the character and qualities of a unique landscape with a distinctive image and identity;
- Preserving existing jobs and creating new ones; and
- Creating a quality workplace for employees.

OVERVIEW OF THE DESIGN GUIDELINES

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
A | Street Design and Connectivity	1. Network	1.1 Connection spacing 1.2 Large parcels
	2. Addressing Streets	2.1 Park-like character 2.2 Serving multiple modes 2.3 Prominent address 2.4 Enclosed public realm
	3. Supporting Streets	3.1 Role of Supporting Streets. 3.2 High-quality Supporting Streets 3.3 Extension of the public realm 3.4 Supporting Street as the primary access 3.5 Supporting Street as the secondary access
	4. Through Connections	4.1 Balancing extension of the public realm with flexible design 4.2 Serving pedestrians 4.3 Serving bicyclists 4.4 Wayfinding 4.5 Flexible alignment 4.6 Flexible width

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
B | District-Wide Planning and Landscaping	1. The Natural Landscape	1.1 Water flow to Coffee Lake Creek 1.2 Natural landscape as visual unifier 1.3 Naturalistic landscape, native planting 1.4 Access to nature 1.5 Ice Age artifacts 1.6 Tree preservation within setbacks 1.7 Informal park-like landscaping
	2. Special Landscape Features	2.1 City of Wilsonville themes 2.2 Existing tree groves at points of access 2.3 Water features 2.4 Selective use of non-native plants 2.5 Intentional aesthetic use of industrial materials
	3. Strong Gateways	3.1 ***NWI*** ~~Coffee Creek~~ gateways 3.2 Buildings as gateway markers 3.3 Monument signs 3.4 Iconic elements

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
C | Site Design	1. Parcel Access	1.1 Distinctive identity of visitor arrival point 1.2 Converging parcel access points 1.3 Formal landscape design that contrasts 1.4 Parcel access from an Addressing Street 1.5 Parcel access from a Supporting Street 1.6 Parcel access from a Through Connection 1.7 Pedestrian and bicycle access network 1.8 Accessible paths 1.9 Adjust paths to incorporate site features 1.10 Front yards that contribute to the public realm 1.11 Signs 1.12 Outdoor rooms
	2. Parking Location and Design	2.1 Front yard surface parking on an Addressing Street 2.2 Through Connections that provide parking 2.3 Surface parking 2.4 From the parking spot to the primary entry 2.5 Stormwater run-off 2.6 Planting
	3. Location and Screening of Utilities and Services	3.1 Geometry 3.2 Screening materials 3.3 Native plant material
	4. Exterior Lighting	4.1 Nighttime safety 4.2 Highlighting 4.3 No flood lighting 4.4 Sustainable lighting 4.5 Addressing and Supporting streets at night 4.6 Through Connections at night 4.7 Fixture heights 4.8 Night sky

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
D | Building Design	1. Primary Building Orientation and Entries	1.1 Primary building entry relationship to Addressing Street 1.2 Primary entry as significant building feature 1.3 Primary entry characteristics 1.4 Visual interest and human scale
	2. Building Façades	2.1 Façade articulation 2.2 Office building façades 2.3 Multi-story building façades 2.4 Addressing Street façades 2.5 Addressing Street enclosure and street wall
	3. Roof Forms	3.1 Fifth elevation 3.2 Natural light 3.3 Roof edge 3.4 Roof forms 3.5 Incorporation of mechanical systems 3.6 Roof stormwater
	4. Materials and Colors	4.1 ~~Coffee Creek~~***Northwest Industrial*** colors 4.2 Emphasize base, body, and top 4.3 Muted color palette
	5. Sustainable Building Design	5.1 Solar advantage and daylight 5.2 Shading 5.3 Non-mechanical light and ventilation 5.4 Minimal site alteration

OVERVIEW OF THE TWO TRACK SYSTEM

The Two Tracks

TRACK ONE

The Planning Director determines your project complies with all Development Standards, or ~~***that***~~

Your project complies with all Development Standards and all needed Adjustment Allowances.

Your project will be approved by the Planning Director.

TRACK TWO

Your project does not comply with all Development Standards.

Your project must comply with some or all Design Guidelines in the Pattern Book.

Your project is reviewed and may be approved by the Development Review Board.

Track One: Reduced timeline, approval certainty

Track Two: Design flexibility

HOW THE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES ARE INTENDED TO BE USED

The clear and objective standards in Section 4.134, found within Chapter 4 of the Wilsonville Planning and Land Development Code, are written to allow streamlined development approval. As long as a proposed development meets the numerical standards it will be approved.

The Design Guidelines within this Pattern Book provide the basis for an optional "waiver track." An applicant may elect to apply for the waiver track, instead of the clear and objective track. In this case, the Design Guidelines, including the Intent Statements and other contents of this Pattern Book, will guide approval of the project.

TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

~~Track One is a ministerial review process, intended to result in automatic project approval if all criteria are met.~~

~~The development applicant must meet Development Standards (numerical standards) for Connectivity, District-wide Planning, Site Design, Building Design, Waysides and Signage. Limited adjustments are permitted, as noted in Section 4.134.~~

Track One provides an administrative approval process for projects that comply with the clear and objective standards of Section 4.134. If an application meets all applicable development standards, the project is approved without discretionary design review.

Applicable standards include requirements for connectivity, site planning, building design, landscaping, waysides, and signage. Limited adjustments to specific numerical standards may be granted where authorized by Section 4.134.

TRACK TWO: WAIVER TRACK

~~Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134.~~

~~When choosing this track, applicants must meet Design Guidelines within the Pattern Book for development standards to be waived. Clear and objective standards eligible for the waiver track are found in subsections~~
~~2) District-wide Planning and Landscaping, 3) Site Design, and 4) Building Design.~~

~~The clear and objective standards of subsection 1) Street Design and Connectivity, may elect to use the~~ pattern book.

Track Two is a discretionary review process available to applicants proposing development that does not meet all of the clear and objective standards of Section 4.134. Under this track, applicants must demonstrate that the proposed alternative design satisfies the intent and objectives of the Northwest Industrial Zone through compliance with the applicable Design Guidelines contained in the NWI Pattern Book.

Standards eligible for waiver review include selected provisions within District-wide Planning and Landscaping, Site Design, and Building Design, as specifically identified in Section 4.134 and 4.119 of the Wilsonville Development Code. Standards that are not identified as adjustable or eligible for waiver review shall remain applicable.

Applicants seeking flexibility from Street Design and Connectivity standards must demonstrate how the proposed development will achieve the connectivity, circulation, and public realm objectives of the Northwest Industrial Zone and consistency with the Design Guidelines and recommendations contained in the NWI Pattern Book.

Approval of a waiver request is discretionary and requires a finding that the proposed alternative design meets or exceeds the intent of the applicable standards and contributes to the overall vision and objectives of the Northwest Industrial Zone.

RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS

TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

Track One is a***n*** ~~ministerial~~ ***administrative*** review process, intended to result in automatic project approval if all criteria are met. The development applicant must meet **Development Standards** (numerical standards) for Connectivity, District-wide Planning, Site Design, and Building Design. Projects will be approved by the **Planning Director.**

TRACK TWO: WAIVER TRACK

Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134. The development applicant must meet **Design Guidelines** for the applicable waiver track section. Projects are reviewed and may be approved by the **Development Review Board.**



Section 4.134 ~~Coffee Creek~~*Northwest Industrial* ~~Design Overlay District~~*Zone*



TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

~~CC~~***NWI - 2***~~1~~ | Street Design and Connectivity

- Connection Spacing
- Connection Type
- Connection Hierarchy and Primary Frontage

~~CC~~***NWI*** - ***2***~~1~~ | Street Design and Connectivity

Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".

~~CC~~***NWI*** - ***3***~~2~~ | ~~District-wide~~ Planning and Landscaping

- Tree Removal
- Tree Protection

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)

Waiver Track only permitted using the Connectivity Master Plan (see below)

A | Street Design and Connectivity

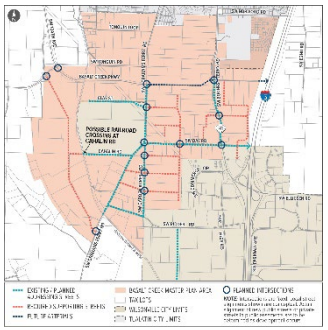
- Network
- Addressing Streets
- Supporting Streets
- Through Connections

B | ~~District-wide~~ Planning and Landscaping

- The Natural Landscape
- Special Landscape Features
- Strong Gateways

1

Section 4.134 ~~Coffee Creek Industrial Design Overlay District~~*Northwest Industrial Zone*



TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

***NWI*~~CC – 3 – 4~~ | Site Design**

- Parcel Access (Adjustable)
- Parcel Pedestrian Access
- Parcel Frontage
- Parking Location and Design (Adjustable)
- Grading and Retaining Walls (Adjustable)
- Planting
- Location and Screening of Utilities

~~CC – 4 – *NWI* – 5~~ | Building Design

- Building Orientation
- Primary Building Entrance
- Overall Building Massing (Adjustable)

(.12) | Waysides

- Size and Dimensions
- Perimeter Landscaping
- Required and Optional Amenities

(.13) | Signs

- Applicability
- General

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)



C | Site Design

- Parcel Access
- Parking Location and Design
- Location and Screening of Utilities and Services
- Exterior Lighting

D | Building Design

- Primary Building Orientation and Entries
- Building Façades
- Roof Forms
- Materials and Colors
- Sustainable Building Design

Per Section 4.134 (.07)

Per Section 4.156.02 (.08)

EXAMPLE 1

Approval using Clear and Objective Track only.

Section 4.134 Northwest-Industrial *Zone*

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
NW*I - *1 | Street Design and Connectivity • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see
CC - 1 | Street Design and Connectivity Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and • Network • Addressing Streets • Supporting Streets
NW*I - *2 | District-wide Planning and Landscaping • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features • Strong Gateways
NW*I - *3 | Site Design • Parcel Access (Adjustable) • Parcel Pedestrian Access • Parcel Frontage • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
NWI - 4 | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing (Adjustable)	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • Size and Dimensions • Perimeter Landscaping • Required and Optional Amenities	
(.13) | Signage • Applicability • General	Per Section 4.156.02 (.08)
Waiver Track Not Permitted	

EXAMPLE 2

Approval using both Clear and Objective and Waiver Tracks.

Section 4.134 *Northwest* Industrial *Zone*~~Design Overlay District~~

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
CC - 1 | Street Design and Connectivity • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see below)
NWI*~~CC~~* - *1* | Street Design and Connectivity Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and Connectivity • Network • Addressing Streets • Supporting Streets • Through Connections
NWI - *2* | District-wide Planning and Landscaping • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features
~~CC – 3~~ ***NWI - 4*** | Site Design • Parcel Access (Adjustable) • Parcel Pedestrian Access • Parcel Frontage • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
~~CC – 4~~ ***NWI - 5*** | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • Size and Dimensions • Perimeter Landscaping • Required and Optional Amenities	
(13) | Signage • Applicability • General	Per Section 4.156.02 (.08)
	Waiver Track Not Permitted

HOW TO USE THE PATTERN BOOK

This Pattern Book ~~for Coffee Creek~~uses design guidelines and prototypes to illustrate the principles that inform the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial Zone.*** For those projects where the clear and objective standards of the Form- based Code***Section 4.134*** do not provide sufficient flexibility to address specific issues for site design, landscape design, or building design the Pattern Book provides guidance to the applicant and the Development Review Board.

What is an Intent Statement? Intent statements summarize the fundamental principles for the four primary patterns and their typologies that guide development in ~~Coffee Creek~~***the Northwest Industrial Zone.***

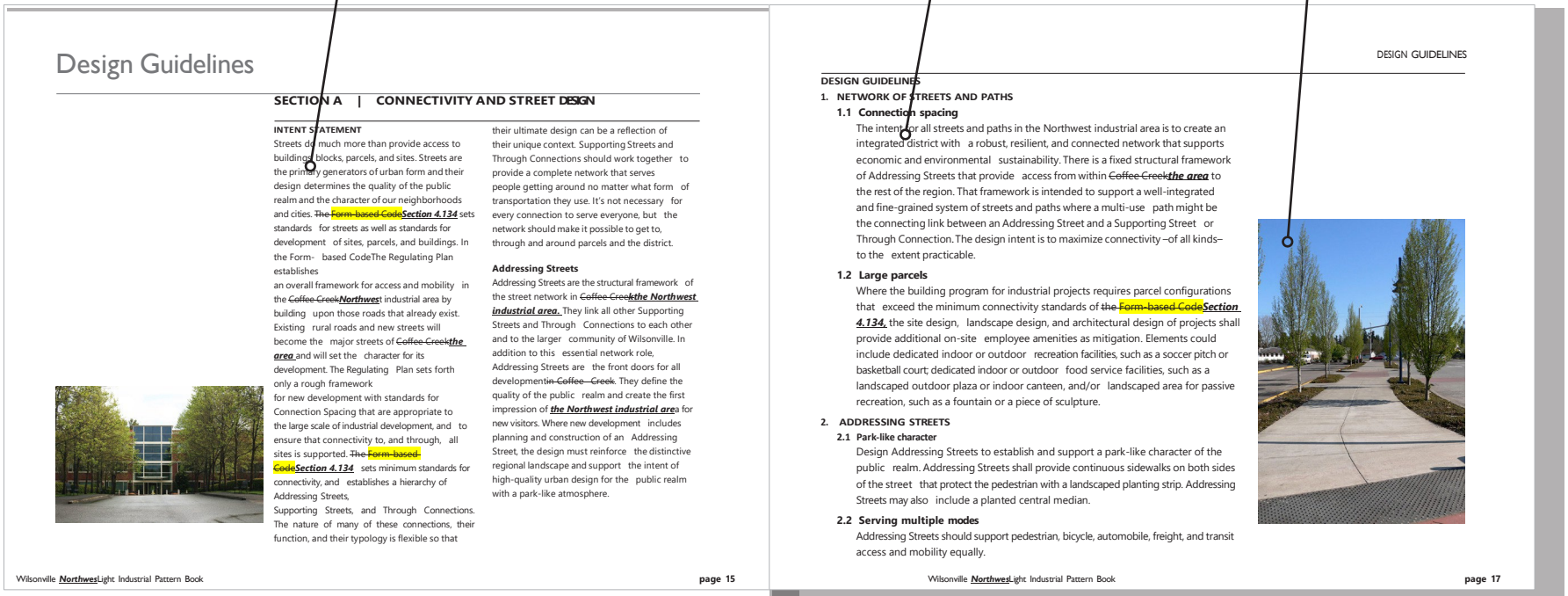
What is a Design Guideline? Every design guideline is intended to promote a carefully articulated and well-crafted design response that is consistent with the principles of the Intent Statement.

What is a Precedent Photo? Each image is intended to provide a visual reference to the text that represents a level of quality and aesthetics appropriate to the industrial context of ~~Coffee Creek~~***the Northwest Industrial Zone.*** They are intended to inspire creativity and a thoughtful, considered design response to addressing the unique conditions of street, site, building, and landscape design.

Intent Statement

Design Guideline

Precedent photo



Design Guidelines

SECTION A | CONNECTIVITY AND STREET DESIGN

INTENT STATEMENT

Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form-based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based CodeThe Regulating Plan establishes an overall framework for access and mobility in the ~~Coffee Creek~~***Northwest*** industrial area by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ~~Coffee Creek~~***the area*** and will set the character for its development. The Regulating Plan sets forth only a rough framework for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. ~~The Form-based Code~~***Section 4.134*** sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It's not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets

Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area.*** They link all other Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development~~in Coffee Creek~~. They define the quality of the public realm and create the first impression of ***the Northwest industrial area*** for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.

Wilsonville ***Northwest***Light Industrial Pattern Book page 15

DESIGN GUIDELINES

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in the Northwest industrial area is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent practicable.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of ~~the Form-based Code~~***Section 4.134,*** the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer pitch or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.

Wilsonville ***Northwest***Light Industrial Pattern Book page 17

Example projects, or Prototypes—representing a range of possible building and development typologies—are modeled in dimensionally accurate illustrations. Each of the prototypes illustrates how a development may comply with the Design Guidelines and Intent Statements.

In the Patterns and Prototypes section starting on page 33, Prototypes and Design Guidelines are arrayed side-by-side to demonstrate different ways that a project may comply with the Design Guidelines.

What is a Prototype? Prototypes are models of possible development, designed to-scale for a particular context. Development prototypes are used in a wide variety of applications—to illustrate design objectives, to test development capacity for a specific site, to model a real estate development proforma, or to test proposed
zoning designations and development standards. Prototypes provide an easy-to-understand visual representation of complex spatial information and are often drawn in three dimensions to help users visualize results. The ~~Coffee Creek~~***Northwest***

Industrial prototypes are aimed at City staff, the Development Review Board, developers who want clear guidance about the type of development that is permitted by the ~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone,*** and neighborhood representatives trying to visualize the effect of the zoning.

Excerpts from Design Guidelines

PATTERNS AND TYPOLOGIES

Prototype 2

A. 2.1 PARK-LIKE CHARACTER
Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS
Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous planted landscape strip.

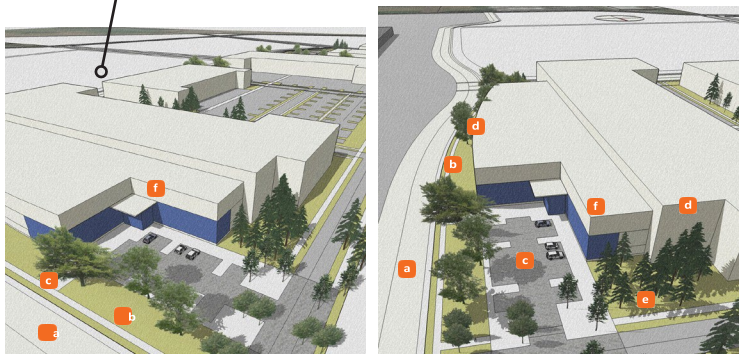
A. 2.4 ENCLOSE THE PUBLIC REALM
Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive frame for the streets, and support the sense of place in ***the area.***

A. 3.3 EXTENSION OF PUBLIC REALM
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

SECTION C. INTENT STATEMENT
Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. The landscape design, installation, and maintenance help to define the ~~Coffee Creek~~***Northwest*** industrial ~~district~~ ***area*** and to diminish the large-scale industrial buildings. It also helps
to define and direct people to building entries. The native plant material are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

Prototype illustration demonstrating compliance with Design Guidelines



a Primary Addressing Street
b Addressing Street park-like character
c Front door on the Addressing Street as front door
d Enclosure of the public realm
e Native trees in the setback
f Visual interest and human scale

SECTION A | STREET DESIGN AND CONNECTIVITY

INTENT STATEMENT

Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form-based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based Code, the Regulating Plan establishes

an overall framework for access and mobility in the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ***the area***~~Coffee Creek~~ and will set the character for its development. The Regulating Plan sets forth only a rough framework

for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. The Form-based Code sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It is not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets

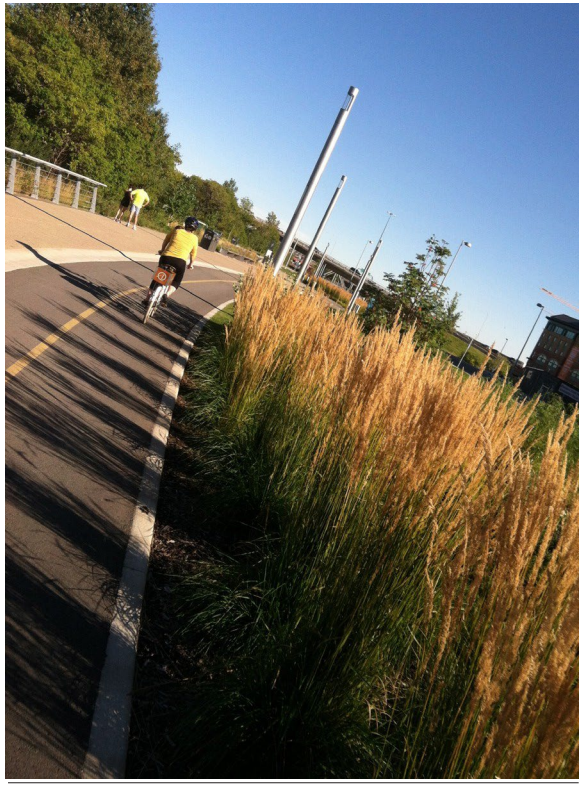
Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area***. They link Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development in ~~Coffee Creek~~***the area.*** They define the quality of the public realm and create the first impression of ~~Coffee Creek~~***the industrial area*** for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.



Example of a Supporting Street

On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)



Example of a Through Connection
Through Connections may serve as a multi-use path ~~bicycles~~***for bicycles*** and pedestrians.

Supporting Streets

Supporting Streets are primarily intended to be the flexible links between Addressing Streets and destinations. They play a significant role in supporting freight and automobile access, but they also connect people on foot or bike to transit. They have a fundamental role in providing fine-grained connectivity within the large scale of industrial blocks. On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel. Where they do, Supporting Streets should contribute to the overall urban design quality of ~~Coffee Creek~~***the area.*** Design elements of Supporting Streets may share many of the same characteristics as Addressing Streets: continuous sidewalks on both sides of the street protected by landscaped park strips.

In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

Through Connections

Through Connections offer a broad range of design possibilities that support specific needs for access and mobility. Through Connections may look like Addressing Streets or Supporting Streets and function like any other street; they may look like a street and at the same time function as access to parking within a surface parking lot. They may serve as a multi-use path for bicycles and pedestrians; or they may look and function like a sidewalk. Regardless of their ultimate appearance or configuration, Through Connections are intended to link ***the*** ~~the Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea together as a network of streets, routes, and paths that support multi-modal transportation. Through Connections are also intended to link ~~Coffee Creek~~***the area*** to other local and regional destinations, such as the Ice Age Tonquin Trail or Coffee Lake Creek Natural Area.

The design of the landscape along Through Connections is intended primarily as a visual relief from the large-scale industrial development. A simple, natural landscape of native plant materials will result in an attractive contribution to the quality of this limited part of the public realm.

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in ~~Coffee Creek~~ ***the Northwest Industrial area*** is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity of all kinds to the extent feasible.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of the Form-based Code, the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer field or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.



Example of a Through Connection

Through Connections may function as access to parking within a surface parking lot.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

2.3 Prominent address

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

2.4 Enclosed public realm

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in ~~Coffee Creek~~***the Northwest Industrial area.***

3. SUPPORTING STREETS

3.1 Role of Supporting Streets

Supporting Streets are the flexible links between Addressing Streets and destinations throughout the ~~Coffee Creek~~ area. Supporting Streets may sometimes function as the "front door" or "address for new buildings and development. In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

3.2 High-quality Supporting Streets

Where appropriate to the master plan for large development sites, design Supporting Streets to the same standards as Addressing Streets. Match street design standards for Addressing Streets, including street profiles, street trees, and sidewalks.

3.3 Extension of the public realm

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.4 Supporting Street as the primary access

If the Supporting Street serves as the development's primary access street, it should be developed to the same standards as Addressing Streets and serve as the "front door" or "address" for new buildings and development.



Extension of public realm
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.5 Supporting Street as the secondary access

If the Supporting Streets does not serve as the development's primary access street, it should be developed as a secondary service connection from the designated Addressing Streets.

4. THROUGH CONNECTIONS

4.1 Balancing extension of the public realm with flexible design

Design Through Connections to fully support the extension of the public realm while responding to a wide range of functions.

4.2 Serving pedestrians

Through Connections must serve pedestrians and function as an extension of the sidewalk network in ~~Coffee Creek~~***the Northwest Industrial area.***

4.3 Serving bicyclists

Through Connections must serve as multi-use paths and support the effective use of bicycles for transportation

4.4 Wayfinding

Install a system of signage that serves to orient people to their location and assist them in wayfinding to their destination.

4.5 Flexible alignment

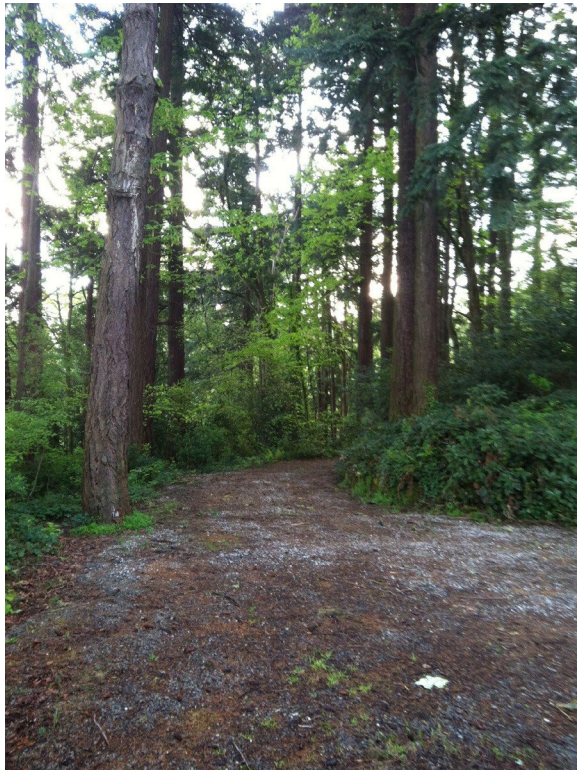
Adjust the alignment of Through Connections to accommodate natural features and resources.

4.6 Flexible width

Increase the width of a Through Connection designed as a multi-use path to incorporate amenities such as benches, lighting, or trash receptacles, and to create visual interest.



Serving pedestrians
Through Connections must serve pedestrians and function as an extension of the sidewalk network in ***the Northwest Industrial area***~~Coffee Creek.~~



Naturalistic landscape, native planting
Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner

SECTION B | DISTRICT-WIDE SITE PLANNING AND LANDSCAPING





Trees
Trees help to define place and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea.

INTENT STATEMENT

The impact of the Ice Age floods on the Willamette Valley defies the imagination. The cataclysmic effects of the Missoula Floods created the modern-day landscape that includes ***the Basalt Creek Canyon, Tonquin Scablands***, Coffee Lake Wetlands and Coffee Lake Creek. These remnants of the geologic events of 12,000 years ago and the landscape that has emerged since that time are authentic elements that establish our sense of place and contribute to creating a distinctive image and identity that is unique to the City of Wilsonville. In ~~Coffee Creek~~***the Northwest Industrial area,*** the oak savanna is the most distinctive and significant landscape feature visible today that emerged as a result of the Missoula Floods. The effects of settlement have diminished the extent of this oak forest and groves of fir trees are now a distinctive part of the skyline. There may well be elements of the floods still to be discovered; the glacial erratics of the Willamette Valley were scattered here as the ice rafts that they arrived with melted.

The City's commitment to preserving and enhancing the heritage of this distinctive landscape is reflected in several of the patterns and guidelines. At the scale of the district, the City expects development to promote visual and physical connections from the industrial district to the ***Basalt Creek Canyon, Tonquin Scablands,*** Coffee Lake Creek Natural Area and the future Tonquin Ice Age Trail.

The themes that express the unique character, quality, and culture of ~~Coffee Creek~~***the area*** are still emerging as the ***Northwest Industrial*** district becomes fully integrated with the larger, more established city. Existing stands of Douglas Fir acknowledge both the city's status as a Tree City USA and its commitment to maintaining its natural beauty. The city is also home to three water features by the celebrated Pacific Northwest landscape architect Bob Murase: water features are ~~strongly~~encouraged as part of the ***Coffee Creek Industrial Master Plan and Basalt Creek Master Plan, particularly in future industrial waysides.***

Within the ~~Coffee Creek~~***Northwest*** Industrial Area the design of individual buildings should be linked by unifying elements. The public realm of Addressing Streets provides unity to the district by establishing a pastoral character of place with the regular planting of street trees, sidewalks, and front yard setbacks. Trees help to define place, and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area.

Improving existing and providing new pedestrian and bicycle connections to and through natural areas strengthens the sense of place by developing the character of place.

Gateways reinforce a sense of arrival or departure and mark the transition from one precinct of the city to another.

GUIDELINES

1. THE NATURAL LANDSCAPE

1.1 Water flow to Coffee Lake Creek

Design landscapes to acknowledge the Ice Age heritage of ~~Coffee Creek~~***the Northwest Industrial area*** by orienting patterns of new landscape plantings reflecting the natural flows of water from the industrial district to Coffee Lake Creek ***and Basalt Creek.***

1.2 Natural landscape as visual unifier

Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

1.3 Naturalistic landscape, native planting

Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner.

1.4 Access to nature

Pedestrian and bicycle connection is critical and incorporating public connections through large-scale industrial sites is encouraged. Access connections to the creeks, natural areas, and greenway trails should be clearly marked and provide safe and convenient passage.

1.5 Ice Age artifacts

Identify, preserve, and enhance any Ice Age elements found on site, such as erratics the foreign boulders carried to the site on ice rafts, as elements that influence site design and development.

1.6 Tree preservation within setbacks

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

1.7 Informal park-like landscaping

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal,



Tree preservation within setbacks
Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

natural, and original landscape that preceded development and persists in places across the site.

2. SPECIAL LANDSCAPE FEATURES

2.1 City of Wilsonville themes

Integrate the themes related to the City of Wilsonville as unifying elements in the conceptual design for new development, and into the landscape design.

2.2 Existing tree groves at points of access

Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.

2.3 Water features

Integrate fountains and water features to emphasize important places, such as parcel access, building entries, and employee amenities.

2.4 Selective use of non-native plants

Non-native, ornamental plants, shrubs, and trees should be used sparingly and strategically as elements that accent special elements of the site or building, such as entries.

2.5 Intentional aesthetic use of industrial materials

Integrate the materials of industry at an industrial scale. This guideline may be accomplished by designing buildings, enclosures, and retaining walls with the simple, natural, unembellished materials common to industry. Use unfinished steel, raw aluminum, and plain concrete as the finish materials for the construction of site and building elements.

3. STRENGTHEN GATEWAYS

3.1 ~~Coffee Creek~~*Northwest Industrial* gateways

Design gateway locations to promote a sense of place and to reinforce the distinct identity of ~~Coffee Creek~~***the Northwest Industrial area.*** This guideline may be accomplished by placing new buildings strategically at areas that define boundaries and edges to create gateways in conjunction with other buildings or with significant landscape features.



Existing tree groves at points of access
Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.



Informal park-like landscaping
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

3.2 Buildings as gateway markers

Develop gateway buildings at strategic intersections.

3.3 Monument signs

Use freestanding monument signs to mark gateways.

3.4 Iconic elements

Install iconic elements within the right-of-way, such as signs, monuments, or art, that help identify a specific address as a district-wide or site-specific gateway to ~~Coffee Creek~~***the area.***



Natural landscape as visual unifier
Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

SECTION C | SITE DESIGN

INTENT STATEMENT

Access and mobility

Access and mobility are essential elements of successful industrial development. We tend to think of tractor-trailer rigs as essential to industry, and they are, but equally essential to industry is an educated work force that can get to their shifts with a full range of transportation options: options that offer employees real choices that include driving alone, but also support and encourage transit, walking, and biking.

Automobile and freight access from Addressing Streets and Supporting Streets to a parcel should be obvious, clear, simple, and safe. Parcel access provides an opportunity to create a gateway and reinforce a strong sense of place.

Bicycle and pedestrian access to a parcel from Addressing Streets and Supporting Streets can also reinforce the sense of place ~~in Coffee Creek.~~ Bicycle and pedestrian access from an Addressing Street to a parcel should be convenient, direct, and complete. Cyclists and walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Access and mobility are for all people. The pedestrian system is successful only when all people can conveniently reach their destinations. Universal and equitable barrier- free design is most successful when designed and developed systematically from initial site design through final building design and construction.

Parking Design

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

Ensure that the parking lot landscape is planned, installed, and maintained to promote the informal design character associated with each landscape frontage type.

Design that Contributes to the Site Minimize site grading to preserve the natural character of the site. Contoured slopes are generally preferred to the installation of retaining walls. Where retaining walls are necessary to support site development, ensure that they facilitate surface drainage, limit soil erosion, and avoid increasing instability of



Access from an Addressing Street
Walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

native soils. Integrate retaining walls with other site design features, such as stairs, ramps, and planters wherever possible.

To the extent possible, site development should maintain and enhance natural drainage patterns. Incorporate features for the storage, cleaning, transport, and re-infiltration of stormwater into site design and landscaping. Stormwater facilities such as swales should be designed to reinforce the natural quality and visual continuity of the landscape at the scale of the site and the district.

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~Area~~. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~District~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials
are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

Industrial building types typically need extensive, relatively flat surfaces for buildings, parking lots, service yards, access lanes, and truck maneuvering areas. It may still be possible to fit a multistory building into the terrain of Coffee Creek. Integrating buildings with their sites is strongly encouraged.

Landscape that Contributes to the Building
Building designs should acknowledge and respect the natural character of their
sites. The ***Northwest Industria Zone*** ~~Coffee Creek Industrial Area~~ has a strong character that derives from context, topography, and native vegetation. New site development, landscaping, and building design can reinforce this distinctive character.

Provide a consistent and high-quality environment for the ***Northwest*** ~~Coffee Creek~~ ***Industrial Zone*** ~~Area~~ by obscuring views of loading areas, work yards, above-grade utilities and services, and recycling and refuse areas from Addressing Streets, Supporting Streets and Through Connections. Whenever possible, group utilities and services to minimize visual clutter.

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone***. ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

GUIDELINES

1. PARCEL ACCESS

1.1 Distinctive identity of visitor arrival point

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.

1.2 Converging parcel access points

Use routes providing parcel access to build active intersections where pedestrians, bicyclists, and motorists have access to site amenities.

1.3 Formal landscape design that contrasts

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.

1.4 Parcel access from an Addressing Street

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

1.5 Parcel access from a Supporting Street

Where parcel access from a Supporting Street is the primary automobile access to a building for visitors use landscaping and signage to create a distinctive sense of arrival.

1.6 Parcel access from a Through Connection

Where parcel access connects only with a pedestrian walkway or multi-use path with the ~~Coffee Creek~~ pedestrian and bicycle network, design the walkway or multi-use path for safety, comfort, and convenience of pedestrians and cyclists.

1.7 Pedestrian and bicycle access network

Develop an integrated system for pedestrians and bicycles that includes good connections to other parts of the ~~Coffee Creek~~ Industrial Area and to the larger city beyond.

1.8 Accessible paths

Make paths accessible for all.

1.9 Adjust paths to incorporate site features

Add character and interest to the path by adjusting its direction and/ or width to incorporate unique natural features of the site, such as streams, pools, or rock outcroppings.

1.10 Front yards that contribute to the public realm

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

1.11 Signs

Plan the size and location of signs and their structure so that they do not detract from the natural quality of the native landscape.

1.12 Outdoor rooms

Establish and maintain a sense of the public realm as an outdoor room where building elevations serve as walls and the streets, sidewalks, and landscape serve as the floor. Use buildings to create and maintain a sense of urban enclosure.

2. PARKING LOCATION AND DESIGN

2.1 Front yard surface parking on an Addressing Street

Surface parking is permitted in the front yard setback for development along Addressing Streets and Supporting Streets with limitations. Design parking lots to result in an attractive and functional experience for staff and visitors arriving by car. To enhance the design quality of parking lots in front yards along Addressing Streets, consider increasing the quality of the materials used and treating the surface of the parking lot and walkway system as a plaza that connects to, and integrates with, the primary building entrance.

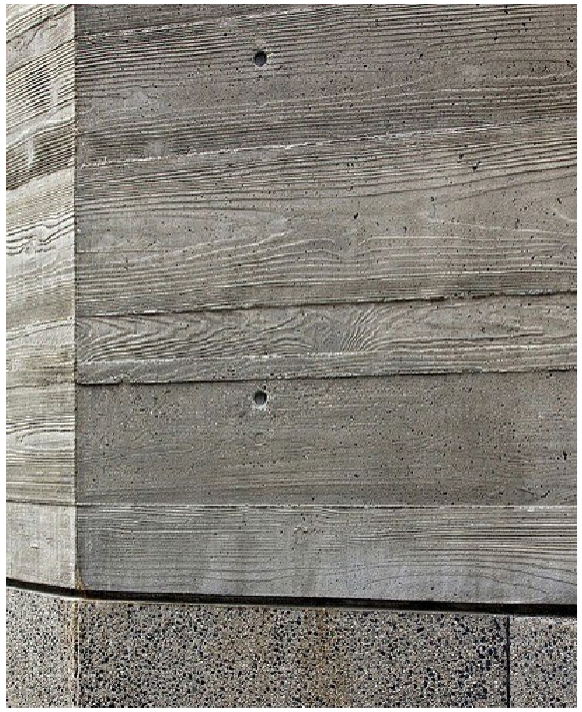
2.2 Through Connections that provide parking

Through Connections can support a wide range of on street parking options including parallel, diagonal, or perpendicular parking. Choose the type of parking most appropriate to the context: consider natural features and resources as well as programmatic needs associated with building use. Adjust the layout of parking lots to accommodate natural features and resources.

2.3 Surface parking

Vary the scale of parking lots, the pattern of landscape elements and lighting to add visual





Screening materials
Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in- place or board-formed concrete.

interest and reduce the monotonous effect of large extents of surface parking.

2.4 From the parking spot to the primary entry

Design parking lots for the comfort and convenience of visitors and the disabled. The accessible route from one's parking spot to the primary building entrances should be clear, obvious, and unobstructed.

2.5 Stormwater run-off

Consider the integration of permeable paving to reduce stormwater run-off.

2.6 Planting

Design and install new landscapes with plantings grouped in natural, irregular masses to establish and support a continuous, integrated, and natural district-wide appearance. Landscapes and plant materials shall be maintained throughout the year.

3. LOCATION AND SCREENING OF UTILITIES AND SERVICES

3.1 Geometry

Organize above-grade services elements, such as transformers, with the geometry of the adjacent streets or nearby site elements and buildings.

3.2 Screening materials

Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in-place or board-formed concrete. Long extents of fencing should be modulated with the use of reveals and other techniques. Where required, service access gates and doors should be constructed of high-quality, durable materials that complement the design of screening walls and receive regular maintenance.

3.3 Native plant material

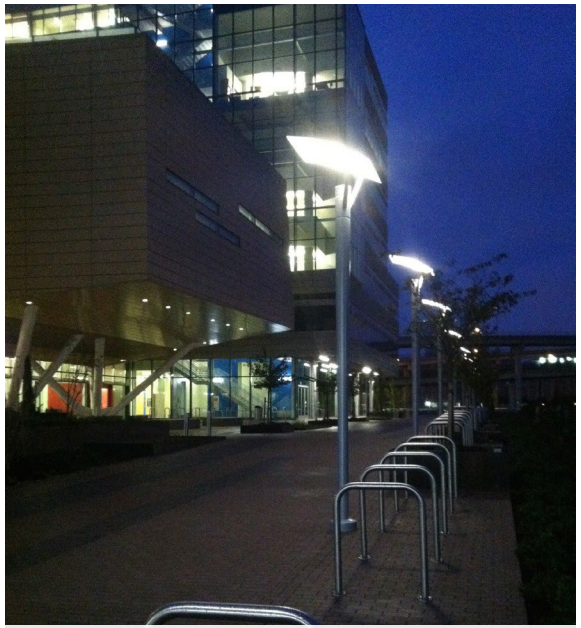
Where appropriate, screening walls should be enhanced with native plant material to diminish the visual mass and integrate with the landscape.

4. EXTERIOR LIGHTING

4.1 Nighttime safety

Exterior lighting should support safe access and use of sites in the evening and nighttime.





Nighttime safety
Exterior lighting should support safe access and use of sites in the evening and nighttime.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

4.2 Highlighting

The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

4.3 Flood lighting

Surface parking lots, building entries and courtyards, and loading areas and service yards should be illuminated, but the use of flood lighting is discouraged.

4.4 Sustainable lighting

Exterior lighting should be selected for maximum energy-efficiency, durability, and maintainability.

4.5 Addressing and Supporting Streets at night

Lighting plays a significant role in supporting the design character of Addressing Streets and Supporting Streets in the evening and nighttime by encouraging the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape frontages required along Addressing Streets.

4.6 Through Connections at night

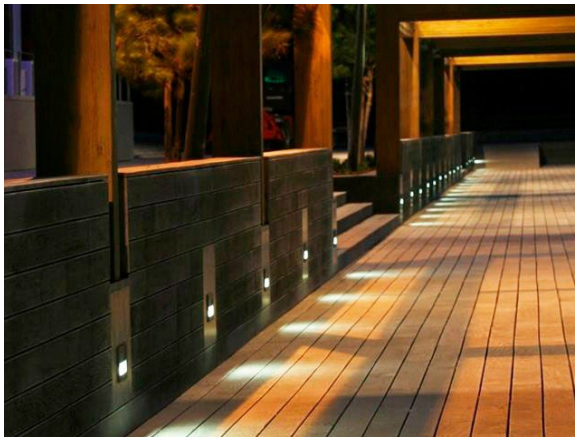
Lighting plays a supporting role in the design character of Through Connections in the evening and nighttime by promoting safety and security along routes of pedestrian access as well as the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements.

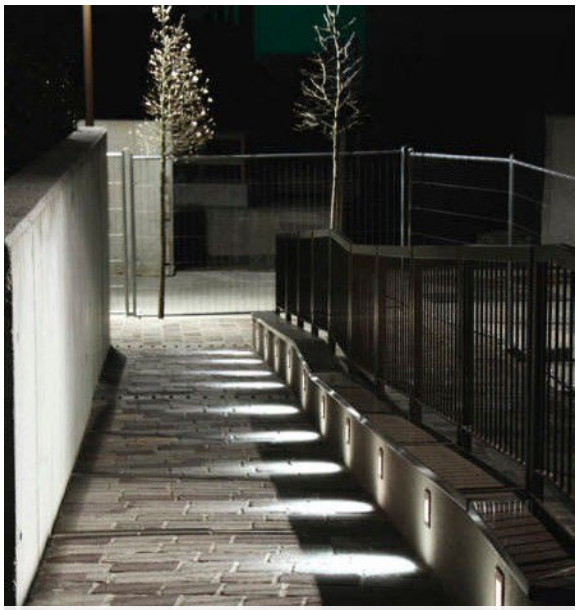
4.7 Fixture heights

Fixture heights of 15-20' are preferred for surface parking lots and loading areas and service yards. Through Connections, internal walks, courtyards, and paths should be illuminated with pedestrian-scaled lighting.

4.8 Night sky

Lighting shall protect night skies, and not extend beyond site boundaries. Light fixtures shall be cast downward with full cut-off shades. In-ground up-lighting should be avoided.





Highlighting
The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

SECTION D | BUILDING DESIGN

INTENT STATEMENT

Building massing and the architectural expression of building design elements define the scale, quality, and character of the built environment. The design guidelines for buildings focus on the following elements:

- Prominent building entrance visible from an Addressing Street
- Overall building mass and bulk
- Composition of building elevations
- Roof forms
- Materials and colors
- Sustainable building design

The massive size, enormous bulk, and large surface areas of many industrial buildings represent design challenges and opportunities. Not all of the buildings developed in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ will be warehouses or factories. Some will be office buildings or industrial hybrid buildings that incorporate office, research, assembly, manufacturing, distribution or warehousing. Buildings designed to support industrial or warehouse functions should have strong, simple forms and use windows and doors to create visual interest. Office buildings may have more varied forms that emphasize windows into, and views from, the office floors. While methods for reducing building bulk, mass, and scale will differ, the design for all buildings should consider architectural techniques that reduce their perceived scale along streets and adjacent to public spaces and help them blend into the district-wide landscape context for the aesthetic benefit of motorists, bicyclists, and pedestrians.

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial Zone***. ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.





Visual connection to the public realm
Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/ break rooms, as well as related outdoor seating areas.
Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Every address, business, and destination in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ deserves a good entrance. Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.





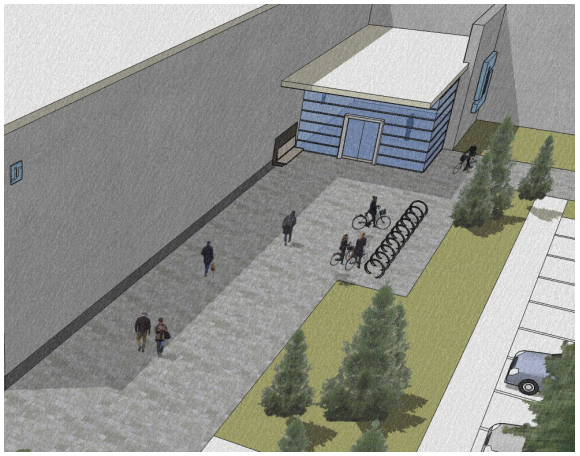


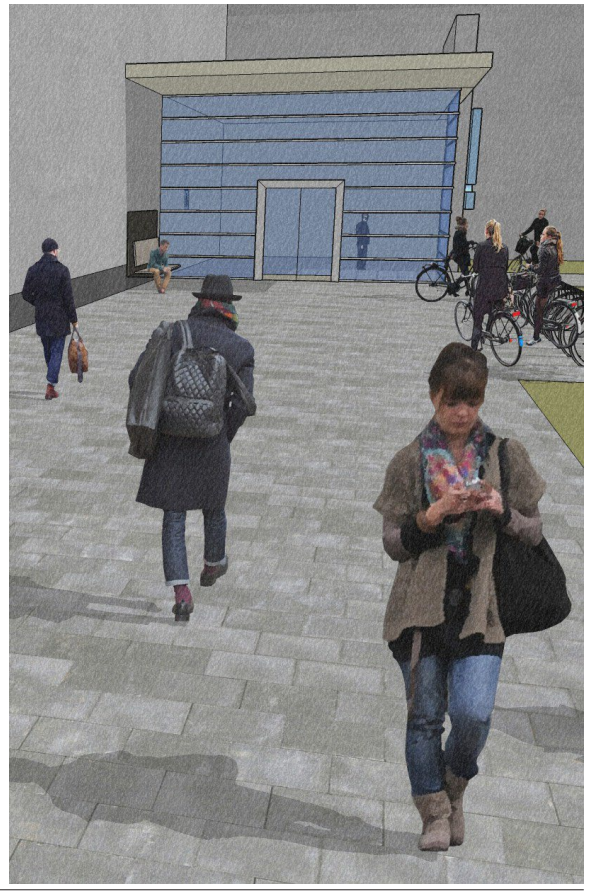


Primary entry as significant building feature

Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.







Primary entry as significant building feature
Example of prominent entrance that is visible from Addressing Street, sidewalks and parking areas. Entrance is human-scaled with transparent vestibule, weather protection and a generous pedestrian walkway.

GUIDELINES

1. BUILDING ORIENTATION AND ENTRIES

1.1 Primary building entry relationship to Addressing Street

The primary building entrance shall be visible to and accessible from an Addressing Street.

1.2 Primary entry as significant building feature

Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

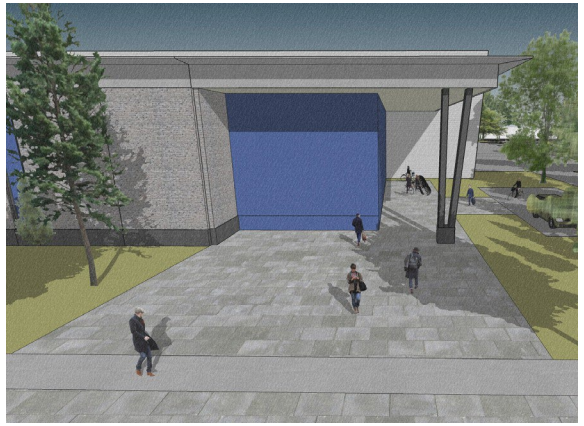
1.3 Visual interest and human scale

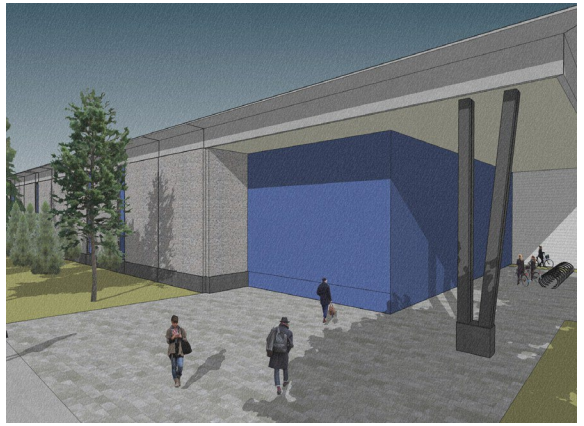
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

2. BUILDING FAÇADES

2.1 Façade articulation

Articulate façades with a sense of depth by including design elements that create shadow lines, change color or materials, or incorporate other details that together with the required landscape breakdown large expanses of flat, unembellished surfaces.





Building entrance
Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.

2.2 Office building façades

Office building windows and doors offer opportunities to decrease apparent building mass and promote a sense of the human scale. Express the programmatic elements of office buildings including lobbies, conference rooms, lunch rooms, and fitness centers as distinct elements on the building exterior, especially the front façade.

2.3 Multi-story building façades

Because their building program is more flexible than industrial or warehouse projects, multi-story office buildings in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ should incorporate elements such as jogs or offsets in street-facing building elevations, building step-backs at upper floor levels,
projections that create shadow lines, deep roof overhangs, major recesses in the building elevation to mark entries, or the bold expression of the building's structural system.

2.4 Addressing Street façades

Building elevations fronting Addressing Streets offer an initial impression of design quality and deserve special design attention. The design for all elevations for all buildings facing an Addressing Street shall clearly delineate a distinctive three-part design of base, body, and top. The intent of this guideline is to visually ground all buildings in the ~~Coffee Creek~~ landscape and provide a distinctive silhouette of each building against the skyline.

2.5 Addressing Street enclosure and street wall

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

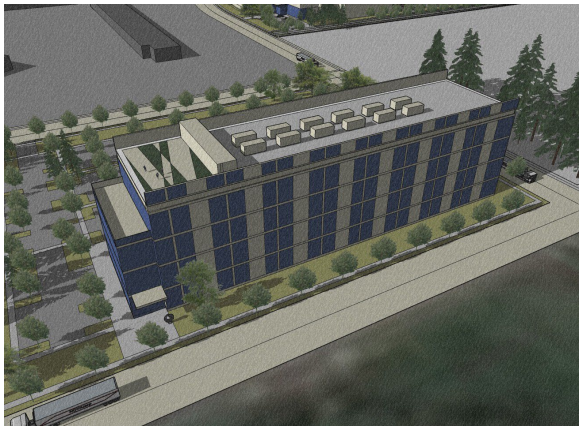
3. ROOF FORMS

3.1 Fifth elevation

The roof forms of office buildings and industrial buildings in the ~~Coffee Creek~~ Industrial Area should be considered as the "fifth elevation" of the building and their design should be fully considered as one element in the overall design of any building.

3.2 Natural light

For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.





Roof forms
The roof forms of buildings should be considered as the "fifth elevation" and their design should be fully considered as one element in the overall design.
Collection, storage, and discharge of stormwater should be expressed as architectural features.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

3.3 Roof edge

At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm. In the case of warehouse or factory buildings with large floor plates, the roof may not be visible from grade and other elements of the building –the primary building entry, landscape plantings, signage, or elements of the building façade will be the prominent design features.

3.4 Roof forms

Buildings in the ~~Coffee Creek~~***Northwest*** Industrial ***Zone***~~Area~~ are encouraged to include prominent roof forms. This guideline may be accomplished by accentuating the required building top with upturned eaves or projections, using sloped roofs, extending roofs beyond the building elevation to create deep overhangs, adding architectural elements like braces or brackets, and prominent vertical features such as towers or vertical circulation.

3.5 Incorporation of mechanical systems

Design roof forms to incorporate a building's mechanical systems and fully screen roof-mounted equipment from view from the public realm. Minimize any visual clutter of multiple, isolated roof-top equipment by grouping such elements and screening them from view with architectural elements.

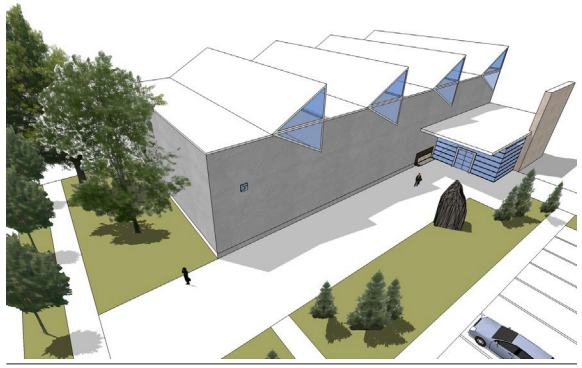
3.6 Roof stormwater

Collection, storage, and discharge of stormwater from building roofs should be expressed as distinct architectural features, integrated into building design using the design of sloping roofs, gutters, scuppers, downspouts, and cisterns that collect and store rain water. Green roof technologies could be appropriate in new buildings in ~~Coffee Creek~~ ***the NWI Zone*** as an integrated element in stormwater management.

4. MATERIALS AND COLORS

4.1 ~~Coffee Creek~~***Northwest*** Industrial ***Zone***~~Area~~ colors

Use of authentic, durable, and sustainable materials that derive their color from the natural setting of ~~Coffee Creek~~***the Northwest*** Industrial ***Zone***~~Area~~ support a consistent image and identity of the industrial area as a high-quality employment hub of the City of Wilsonville. Simple, basic, industrial materials, such as board-formed or cast-in-place concrete, architectural metal panels, corrugated steel, brick masonry, and architecturally-finished concrete masonry units are encouraged.



Natural light
For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.



Roof edge
At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm.

4.2 Emphasize base, body, and top

Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

4.3 Muted color palette

Site features and buildings should incorporate the subtle color palette derived from the natural landscape. Larger building forms can be made less prominent by employing a muted color palette drawn from the colors prevalent on the site.

5. SUSTAINABLE BUILDING DESIGN

5.1 Solar advantage and daylight

Sustainable building practices help to create healthy communities and ecosystems. To the extent possible, building orientation should consider solar exposure and capture the energy of the sun in a passive manner. Entries and public spaces should be sited where they can benefit from daylight.

5.2 Shading

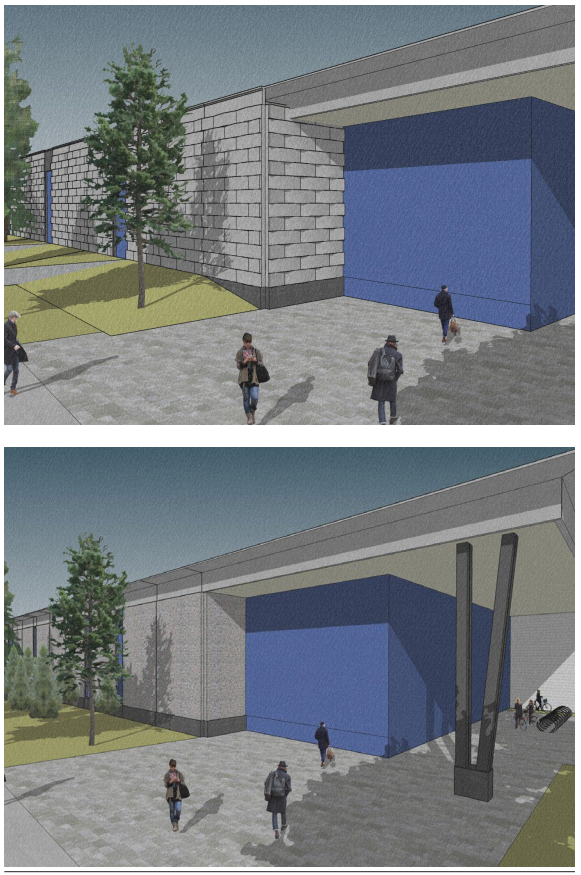
Building elevations facing south and west should incorporate deep roof overhangs, projections, or sun shading devices.

5.3 Non-mechanical light and ventilation

Introduce natural light into buildings using clerestory windows and skylights. In those areas, such as offices, operable windows, and natural ventilation is encouraged.

5.4 Minimal site alteration

Where possible, buildings, surface parking lots, drive aisles, service yards, and loading areas should merge with the existing grades, rather than significantly altering them.



Base, body, and top
Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~Coffee Creek Light Industrial~~ ***Northwest Industrial*** Patterns and Typologies

Prototypes

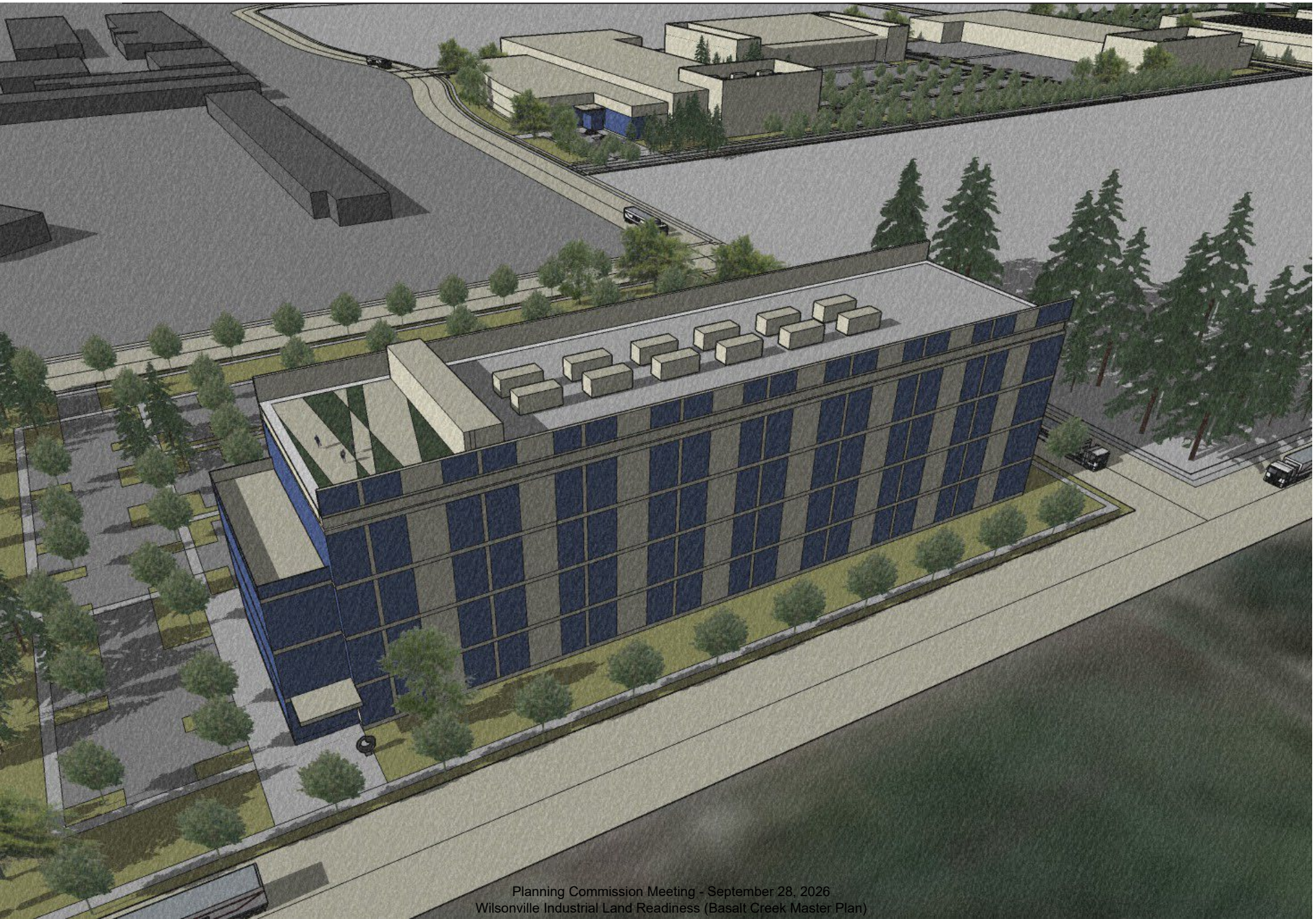
Connectivity and Street Design Patterns

Street and Path Typology

Site Design Patterns

Building Design Patterns

PATTERNS AND TYPOLOGIES

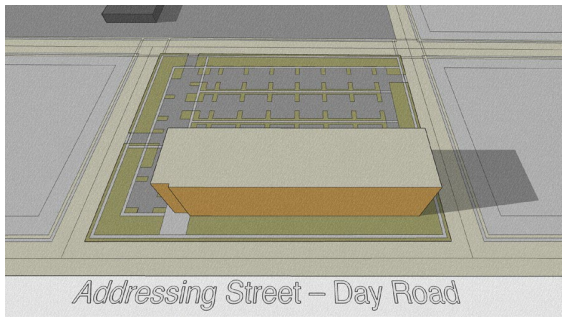


Overview of the Prototypes

Prototype 1

HYPOTHETICAL SITE AND BUILDING PROGRAM

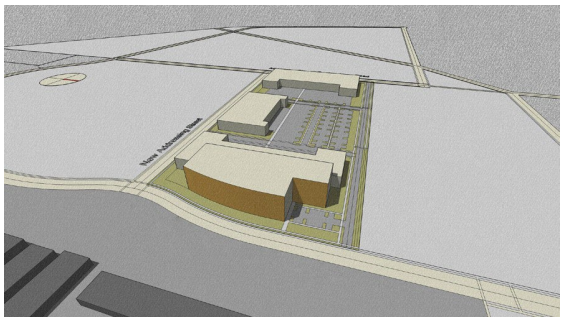
- 142,000 square feet located on Day Road
- Multi-story office building
- 40,000 square feet for office, research, lab, fabrication
- Building footprint of 20,000 square feet



Prototype 2

HYPOTHETICAL SITE AND BUILDING PROGRAM

- 700,000 square feet located on Garden Acres Road
- Industrial / warehouse building with loading docks and service bays
- 400,000 square feet for warehouse, office



Prototype 3

HYPOTHETICAL SITE AND BUILDING PROGRAM

- Existing 525,000 square foot industrial site on Grahams Ferry Road
- Combines existing structures with new development
- Hypothetical: 261,000 square feet for industrial fabrication and office



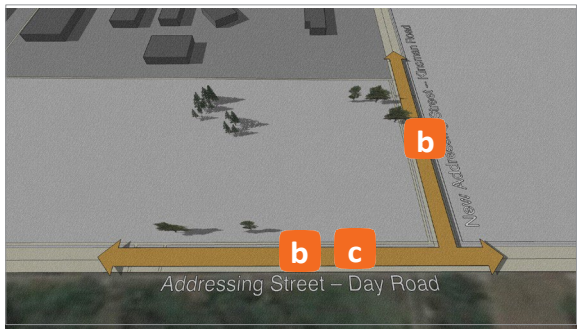
Connectivity and Street Design Patterns

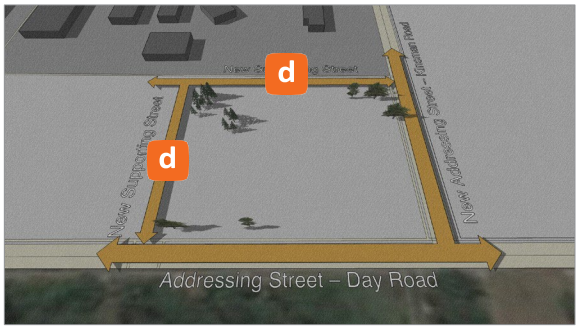
A.1.1 CONNECTION SPACING

The intent for all streets and paths in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provides access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent feasible.

- Potential ~~industrial~~ development site
- b Location of nearest existing or planned Addressing Street
- c Priority Addressing Street
- d Location of Through Connections



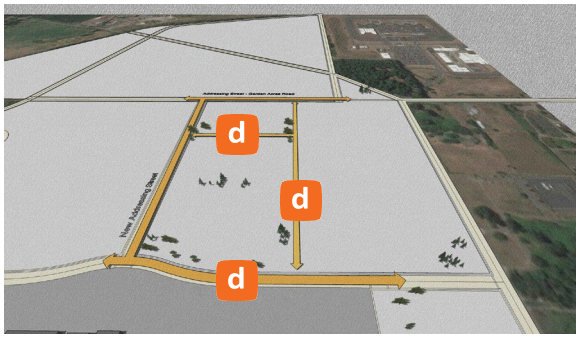




Prototype 1

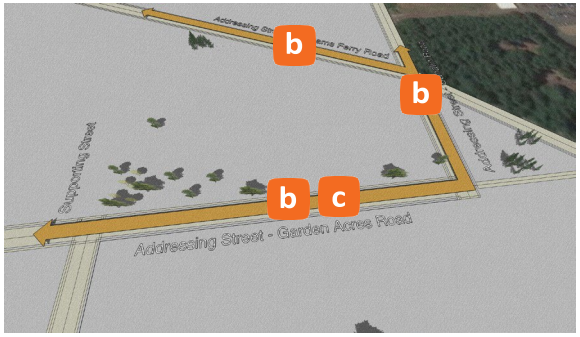






Prototype 2







Prototype 3

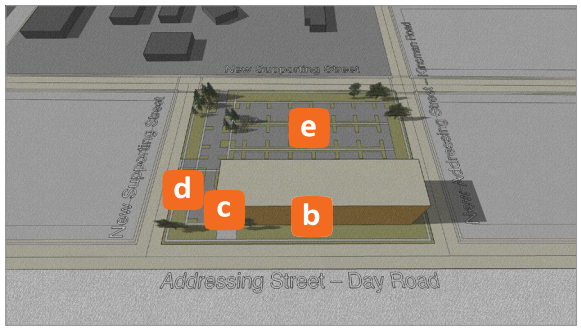
Site Design Patterns

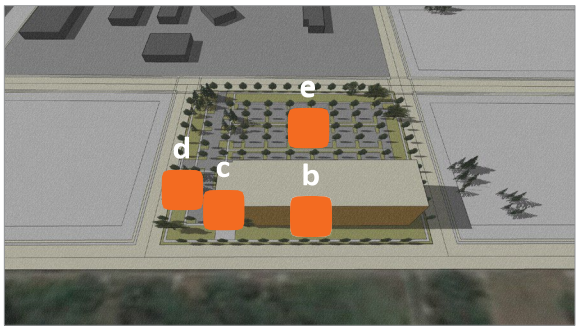
SECTION C. INTENT STATEMENT

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

- **a** Development parcel delineated by Addressing and Supporting Streets
- **b** Primary building frontage
- **c** Primary entrance
- **d** Location of limited front yard surface parking
- **e** Surface parking







Prototype 1

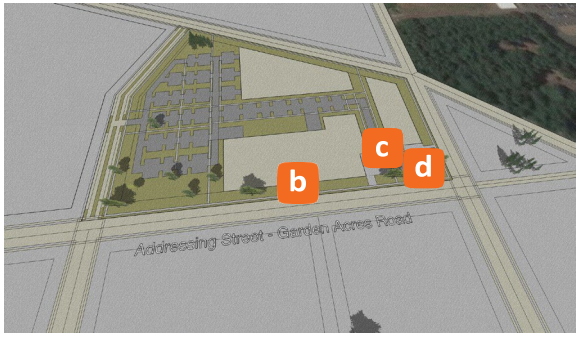






Prototype 2

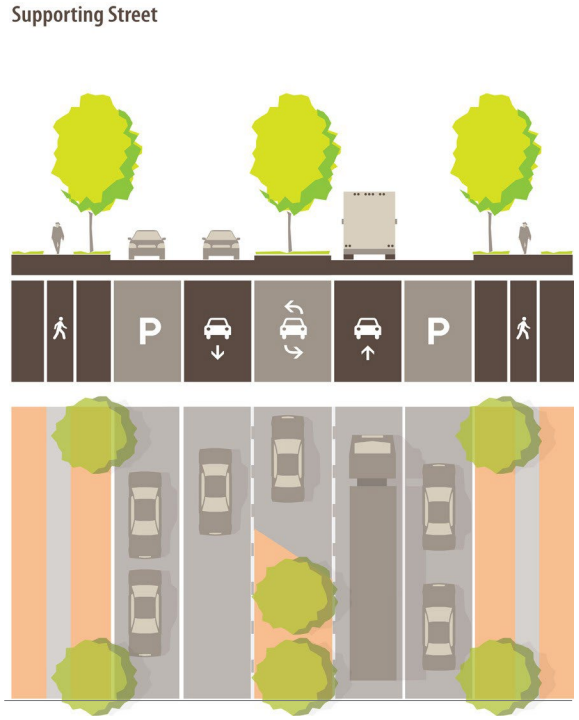




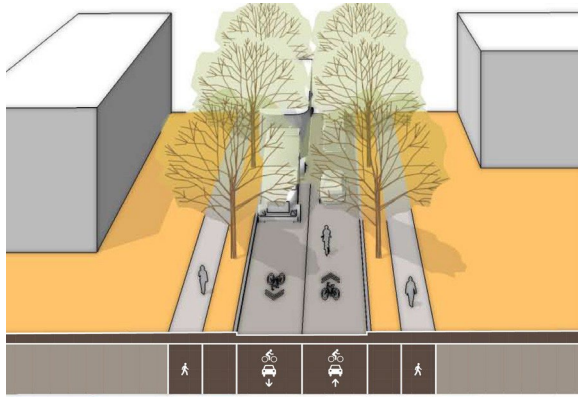


Prototype 3

Supporting Street Typology

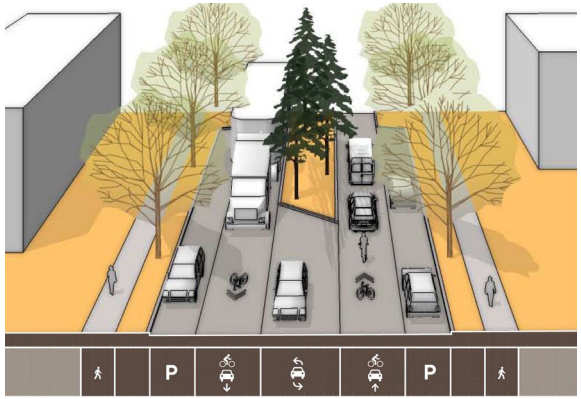


Supporting Street—Possible street section and plan



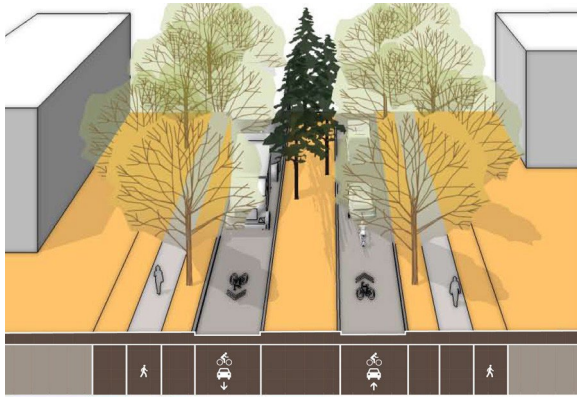
Minimal

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☐ Planted median
- ☐ Left turn lane
- ☐ On-street parking



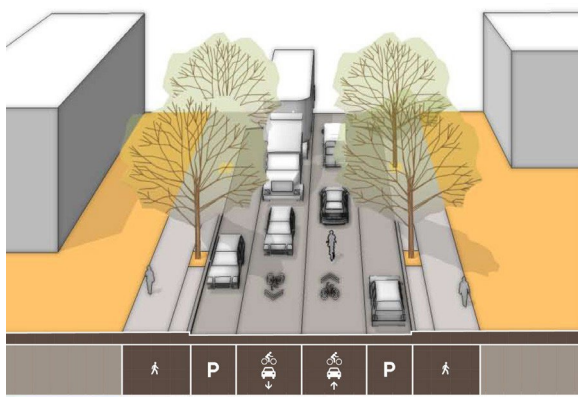
Monumental

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☑ Left turn lane
- ☑ On-street parking



Park-like character

- ☑ Vehicular access
- ☑ Pedestrian access—sidewalks
- ☑ Bicycle access—shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☐ Left turn lane
- ☐ On-street parking

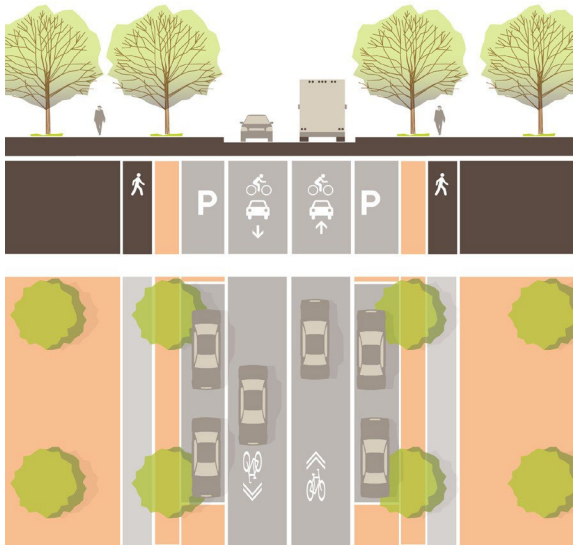


Urban character

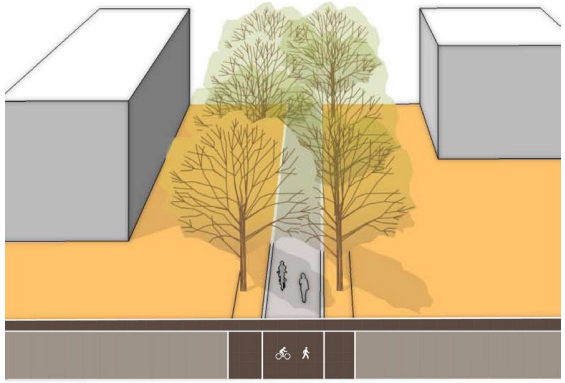
- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in tree wells
- ☐ Planted median
- ☐ Left turn lane
- ☑ On-street parking

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Through Connection Typology

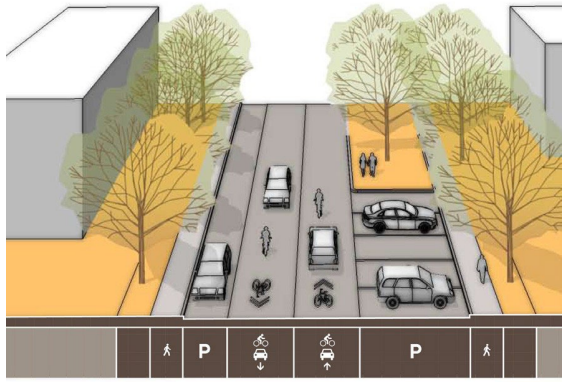


Through Connection—Possible street section and plan



Minimal bike-ped

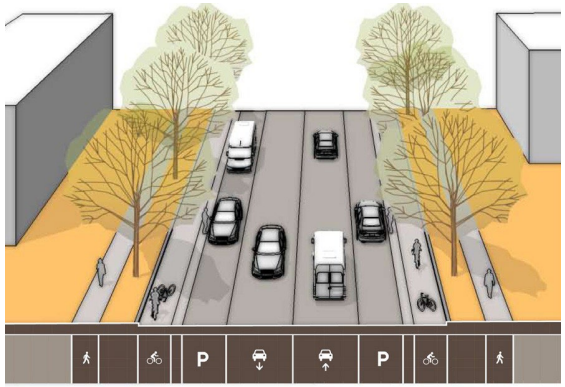
- ☐ Vehicular access
- ☑ Pedestrian access—in multi-use path
- ☑ Bicycle access—in multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☐ On-street parking



Park-like

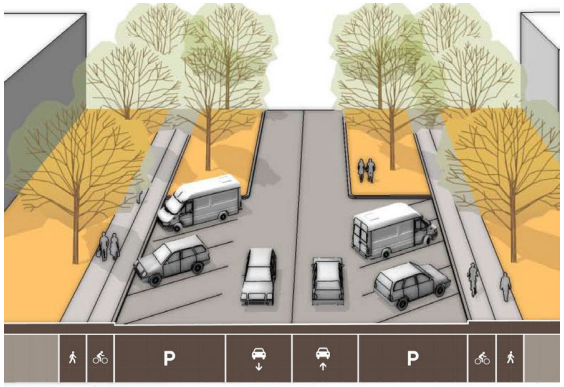
- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—head-in

*A "parklet" is a pocket park within the parking width



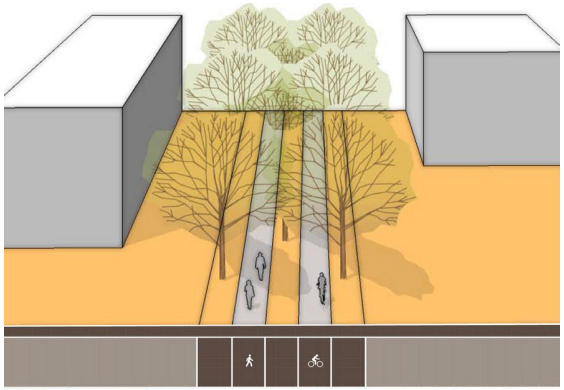
Bike priority

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalk
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☑ On-street parking—parallel



Maximum parking

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—diagonal

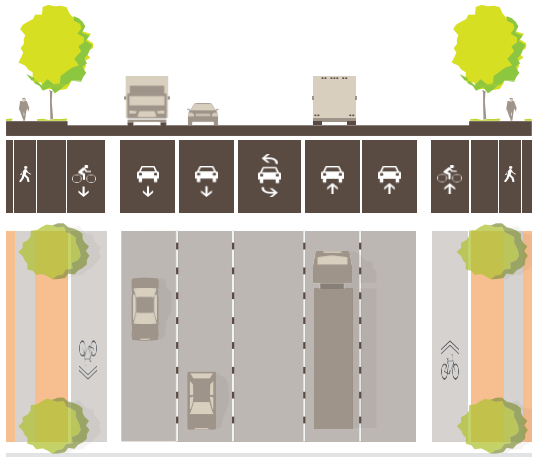


Bike-ped

- ☐ Vehicular access
- ☑ Pedestrian access—multi-use path
- ☑ Bicycle access—multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks—in parklets*
- ☑ Planted median
- ☐ On-street parking

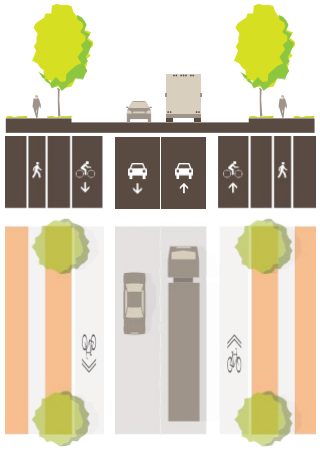
*A "parklet" is a pocket park within the parking width

Addressing Street Typology



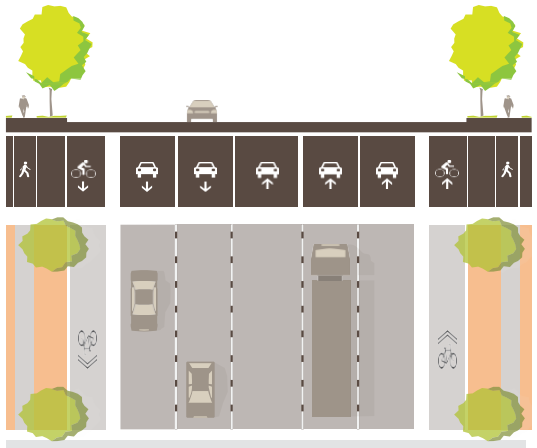
Day Road

Type	Major Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 35 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



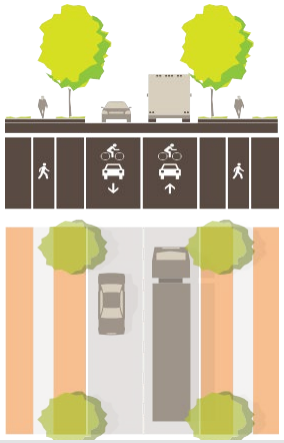
Cahalin Road

Type	Local Street
Role in Network	Bike Route
Design Speed	Under 20 mph
Right-of-Way Easement	72 feet
Curb-to-Curb Width	44 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



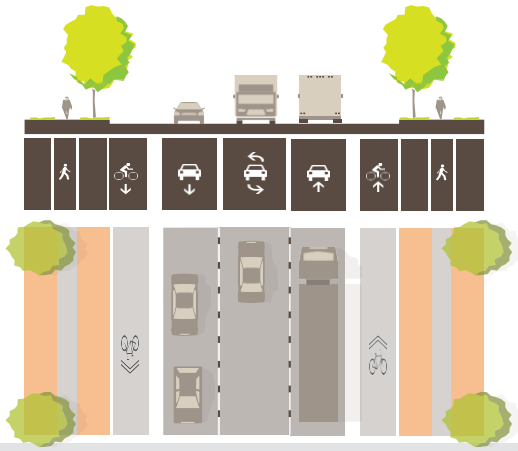
Grahams Ferry Rd

Type	Minor Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 30 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



~~Garden Acres Rd~~

~~Type~~	~~Minor Arterial~~
~~Role in Network~~	
~~Design Speed~~	~~Under 25 mph~~
~~Right-of-Way Easement~~	~~52 feet~~
~~Curb-to-Curb Width~~	~~24 feet~~
~~Travel Lanes (number)~~	~~2~~
~~Travel Lane Width~~	~~10-11 feet~~
~~Center Turn Lane Width~~	~~NA~~
~~Parking Lane Width~~	~~0~~
~~Bike Facilities Width~~	~~Cycle track~~
~~Sidewalk Width~~	~~6 feet each side~~
~~Planting Strip Width~~	~~8 feet~~



~~Clutter Road~~

~~Type~~	~~Collector~~
~~Role in Network~~	~~Freight Route~~
~~Design Speed~~	~~Under 25 mph~~
~~Right-of-Way Easement~~	~~86 feet~~
~~Curb-to-Curb Width~~	~~58 feet~~
~~Travel Lanes (number)~~	~~2~~
~~Travel Lane Width~~	~~10-12 feet~~
~~Center Turn Lane Width~~	~~14 feet~~
~~Parking Lane Width~~	~~0~~
~~Bike Facilities Width~~	~~10 feet Buffered Bike Lane~~
~~Sidewalk Width~~	~~6 feet each side~~
~~Planting Strip Width~~	~~8 feet~~

Addressing Streets

Existing and planned public streets within the Regulating Plan Area are called Addressing Streets and include Boones Ferry Road, Cahalin Road, Clay Street, Day Road, Clutter Street, Grahams Ferry Road, and Garden Acres Road. Supporting Streets and Through Connections have design options and flexibility as depicted above. Addressing Street cross-sections will be designed consistent with the Wilsonville Transportation System Plan and Public Works Standards. The Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets.

Prototype 1

B. 2.2 EXISTING TREE GROVES AT POINTS OF ACCESS

Incorporate elements such as existing stands of native trees to emphasize points of site access and building access.

C. 1.4 PARCEL ACCESS FROM AN ADDRESSING STREET

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

C. 1.10 FRONT YARDS THAT CONTRIBUTE TO THE PUBLIC REALM

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

SECTION D. INTENT STATEMENT

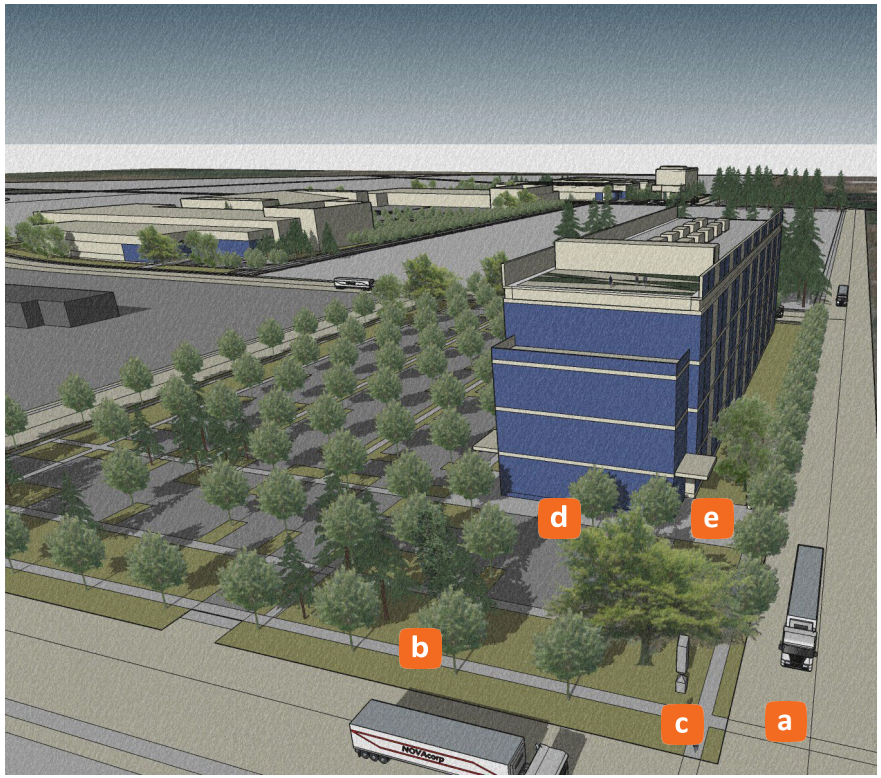
Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial area.*** ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

D. 1.2 PRIMARY ENTRY AS SIGNIFICANT BUILDING FEATURE

Make the primary building entry a significant element of building design in ***the Northwest Industrial Zone.*** ~~Coffee Creek~~. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

D. 2.5 ADDRESSING STREET ENCLOSURE AND STREET WALL

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.





- **a** Primary Addressing Street
- **b** Existing tree groves at points of access
- **c** Front yards that contribute to the public realm
- **d** Enhanced public realm safety through interaction of public and private spaces
- **e** Primary building entry relationship to Addressing Street
- **f** Primary entrance

Prototype 2

A. 2.1 PARK-LIKE CHARACTER

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

A. 2.4 ENCLOSED PUBLIC REALM

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in the ***Northwest Industrial Zone.*** ~~Coffee Creek.~~

A. 3.3 EXTENSION OF PUBLIC REALM

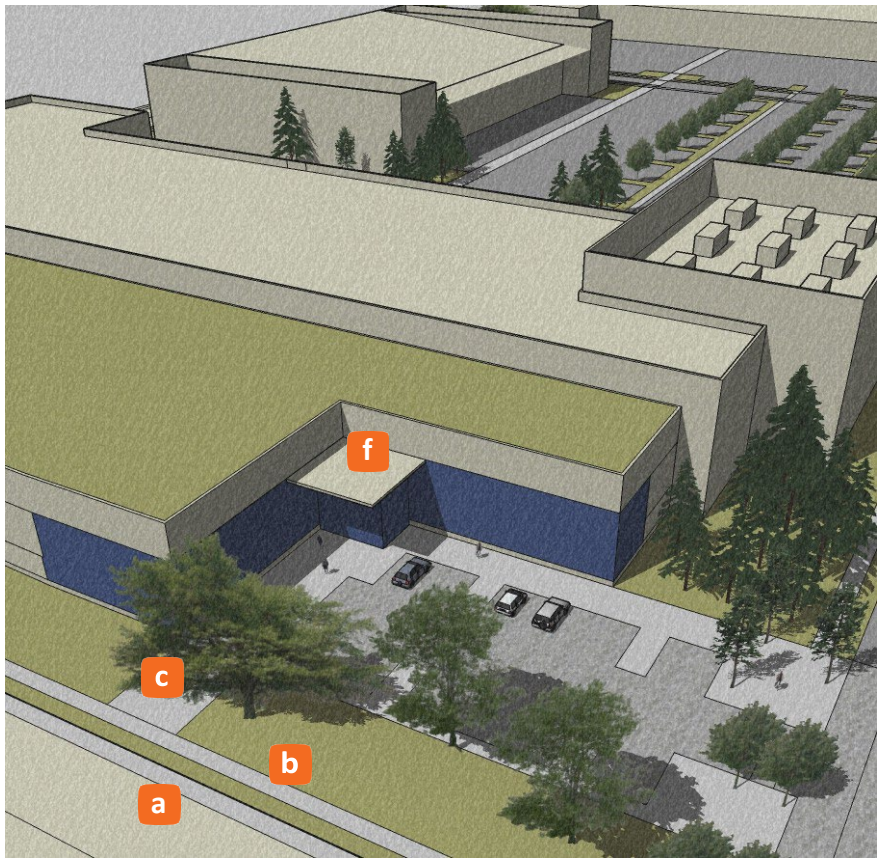
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

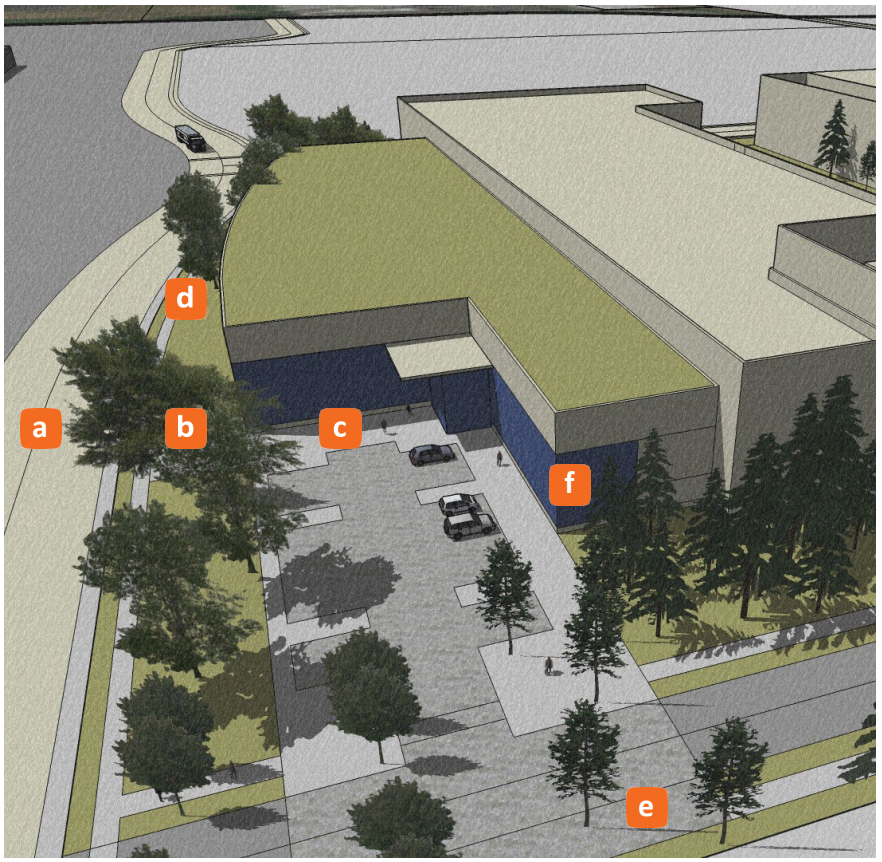
SECTION C. INTENT STATEMENT

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~ Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. Expressing the smaller-scale of these programmatic functions on the ground floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.





- **a** Primary Addressing Street
- **b** Addressing Street park-like character
- **c** Addressing Street as front door
- **d** Enclosed public realm
- **e** Native trees in the setback
- **f** Visual interest and human scale

Prototype 3

B. 1.6 TREE PRESERVATION WITHIN SETBACKS

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

B. 1.7 INFORMAL PARK-LIKE LANDSCAPING

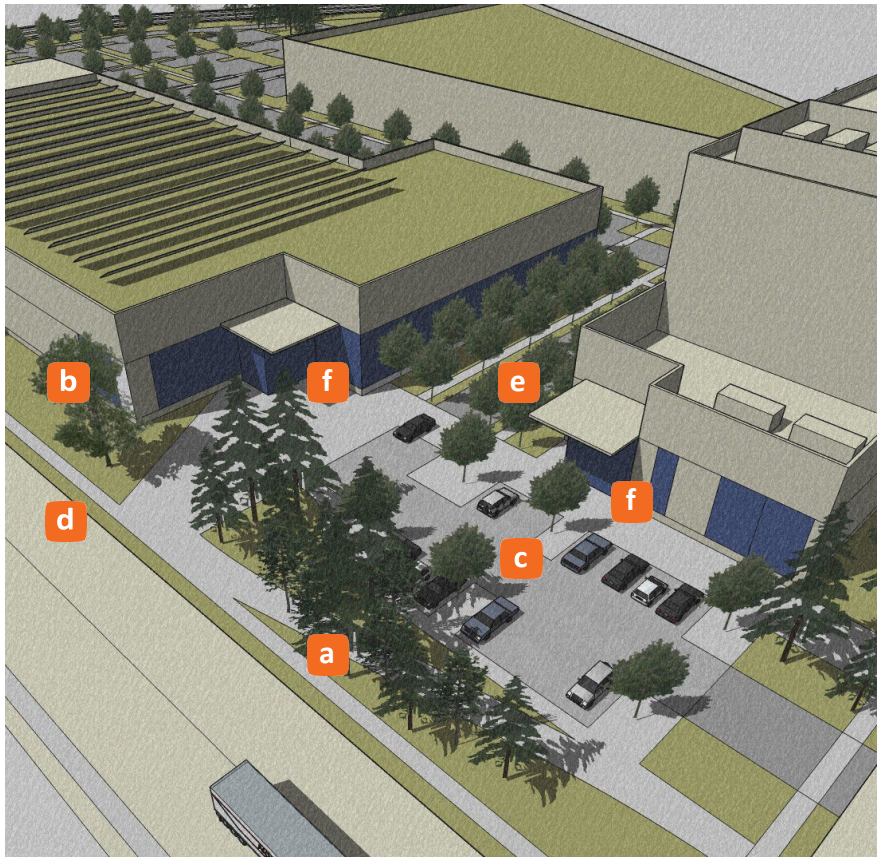
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

SECTION C. INTENT STATEMENT

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries only. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

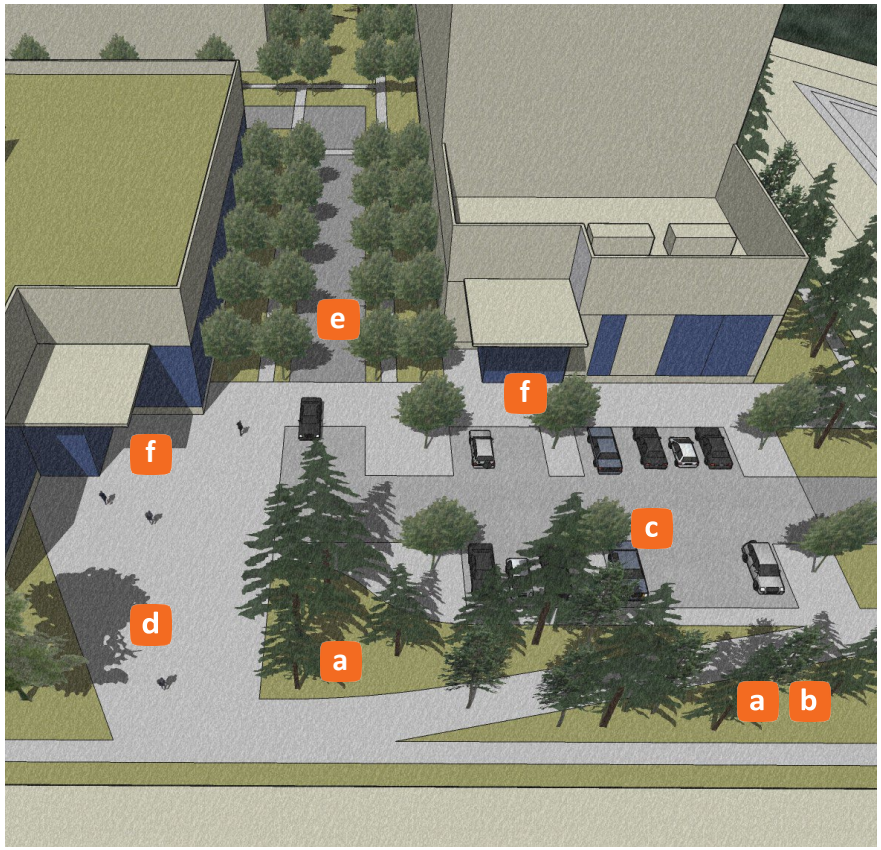
C. 1.1 DISTINCTIVE IDENTITY OF VISITOR ARRIVAL POINT

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.



C. 1.3 FORMAL LANDSCAPE DESIGN THAT CONTRASTS

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.





D. 1.1 PRIMARY BUILDING ENTRY RELATIONSHIP TO ADDRESSING STREET

The primary building entrance shall be visible to and accessible from an Addressing Street.

- **a** Tree preservation within setbacks
- **b** Informal park-like landscaping
- **c** Limited surface parking in the front setback
- **d** Distinctive identity of visitor arrival point
- **e** Formal landscaping that contrasts
- **f** Primary entrance

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Basalt Creek Master Plan – Proposed Comprehensive Plan Text Amendments – DRAFT August 2026

Proposed added language ***bold underline italics*****.** Proposed removed language ~~struck through~~.

COMPREHENSIVE PLAN[1]

The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ord. No. 517 on October 16, 2000. It has been amended since then by the ordinances and resolutions below. These ordinances have been incorporated into the July 2024 Comprehensive Plan.

Legislative Amendments

Ord. No.	Description	Adoption Date
907	***Basalt Creek Master Plan Adoption and Comprehensive Plan and Map Amendments***	***11-2-2026***
901	2026 Economic Opportunities Analysis (EOA) And The Accompanying Economic Development Strategy (EDS) As A Sub-Element Of The Wilsonville Comprehensive Plan.	3-2-2026
898	City of Wilsonville 2025-2045 Housing Needs and Capacity Analysis Adoption and Comprehensive Plan Text Amendments	6-16-2025
890	Stormwater Master Plan Adoption	4-15-2024
888	Wastewater Treatment Plant Master Plan Adoption	1-18-2024
880	Transit Master Plan Adoption	7-17-2023
877	Frog Pond East and South Master Plan - Transportation System Plan Amendments	5-1-2023
871	Aurora Airport Good Neighbor Policies - Comprehensive Plan Text and Map Amendments	12-19-2022
870	Frog Pond East and South Master Plan Adoption and Comprehensive Plan Text and Map Amendments	12-19-2022
851	Middle Housing in Wilsonville - Comprehensive Plan Text Amendments, Frog Pond West Master Plan Amendments, Villebois Village Master Plan Amendments	10-18-2021
850	Town Center Plan - Town Center Streetscape Plan Adoption	10-18-2021
846	Town Center Plan - Transportation System Plan Amendments	11-16-2020
841	Residential Density Clarification - Comprehensive Plan Text and Map Amendments	5-4-2020

[1]Editor's note(s)—Printed herein is the Comprehensive Plan of the City of Wilsonville revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances listed in the table of legislative amendments. These ordinances have been incorporated into the current Comprehensive Plan. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. Additions made for clarity are indicated by brackets.

835	Town Center Plan Adoption and Comprehensive Plan Map and Text Amendments	6-5-2019
834	Basalt Creek Concept Plan - Comprehensive Plan and Map Amendments, Transportation System Plan Amendments	4-15-2019
828	Transit Master Plan Amendments (Program Enhancement Strategy)	10-15-2018
826	Parks and Recreation Comprehensive Master Plan Adoption	10-15-2018
825	Accessory Dwelling Units Senate Bill 1051 (2017) Compliance-Comprehensive Plan Text Amendments	10-15-2018
815	Water Treatment Plan Master Plan Adoption	5-7-2018
806	Frog Pond West Master Plan Adoption and Comprehensive Plan Text and Map Amendments	7-17-2017
805	Transit Master Plan Adoption *(Replaced by Ord. No. 880, adopted 1-18-2024)*	7-17-2017
789	Transportation Plan Amendments (2016 minor amendments)	5-16-2016
Res. 2536	Parks and Recreation Master Plan - Updated Master Plan for Memorial Park Improvements Adoption	6-1-2015
766	Wastewater Collection System Master Plan Adoption	2-19-2015
742	Wilsonville Residential Land Study Adoption ***(Replaced by Ord. No. ___, adopted [add date])***	5-19-2014
724	Villebois Village Master Plan Amendments (Adoption of plan for southwest "Future Study Area" aka SAP S PDP 7 "Grande Pointe")	10-21-2013
718	Transportation System Plan Adoption and Comprehensive Plan Text Amendments	6-17-2013
707	Water System Master Plan Adoption	9-6-2012
700	Stormwater Master Plan Adoption *(Replaced by Ord. No. 890, adopted 4-15-2024)*	2-23-2012
681	Villebois Village Master Plan Amendments (relocation of primary school)	7-19-2010
676	Accessory Dwelling Units—Comprehensive Plan Text Amendments	3-3-2010
674	Metro Title 13 Nature in Neighborhoods—Comprehensive Plan Text Amendments	11-16-2009
671	Transportation/IAMP—Comprehensive Plan Text Amendments	11-16-2009
670	Transportation System Plan Amendments (integration of I-5/Wilsonville Road Interchange Area Management Plan (IAMP))	11-16-2009
658	Transportation System Plan Amendment (reclassification of SW Bailey Street east of SW Boones Ferry from local to minor collector)	12-29-2008
653	Transit Master Plan Adoption *(Replaced by Ord. No. 805, adopted 6-17-2017)*	7-7-2008
638	Statewide Planning Goal 9: Economic Opportunities Analysis Adoption	12-3-2007
637	Coffee Creek 1 Master Plan Adoption *(Repeals Area H)*	10-15-2007
625	Parks and Recreation Master Plan Adoption *(Replaced by Ord. No. 826, adopted 10-15-2018)*	9-17-2007
623	Bicycle and Pedestrian Master Plan Adoption	12-20-2006

612	Transportation Plan Amendment (minor amendment for placement of curb extensions in Villebois Village Center)	6-19-2006
609	Villebois Village Master Plan Amendments (parks and stormwater)	5-15-2006
608	Stormwater Master Plan Amendments *(Replaced by Ord. No. 700, adopted 2-23-2012)*	4-6-2006
594	Villebois Village Master Plan Amendments (land use, street pattern, parks, school site)	12-3-2005
591	Wastewater Facility Plan Amendments *(Replaced by Ord. No. 888, adopted 1-18-2024)*	11-7-2005
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land and Creation of Regionally Significant Industrial Land Designation - Comprehensive Plan Text and Map Amendments	11-1-2004
573	Memorial Park Master Plan—Memorial Park Trails Plan Adoption	10-4-2004
571	Wastewater Facility Plan Adoption	8-30-2004
566	Villebois Village Master Plan Amendments (revised land use map)	6-21-2004
556	Villebois Village Master Plan Adoption	8-18-2003
552	Transportation Systems Plan Adoption *(Replaced by Ord. No. 718, adopted 6-17-2012)*	6-2-2003
555	Villebois Village Concept Plan—Comprehensive Plan Map Amendment	6-2-2003
554	Villebois Village Concept Plan—Comprehensive Plan Text Amendments	6-2-2003
549	Metro Title 5 Compliance—Comprehensive Plan Text Amendments	10-21-2002
547	Transportation System Plan (1991) Amendment (SW Elligsen Road widening for Argyle Square)	10-7-2002
531	Water System Master Plan Adoption *(Replaced by Ord. No. 707, adopted 9-6-2012)*	1-24-2002
530	Wastewater Collection System Master Plan *(Replaced by Ord. No. 766, adopted 2-19-2015)*	7-17-2001
515	Stormwater Master Plan Adoption *(Replaced by Ord. No. 700, adopted 2-23-2012)*	6-7-2001
516	Natural Resources Plan Adoption and Comprehensive Plan Text and Map Amendments	6-7-2001

No additional changes proposed in this section*

ECONOMIC DEVELOPMENT

~~Industrial development has been the primary element in Wilsonville's growth in recent years. However, commercial development, particularly professional offices, has begun to be of interest to business developers. Housing development has also increased substantially. Metro has now projected growth that will more than double both the number of housing units and the number of jobs in Wilsonville between the year 2000 and approximately 2020. If this growth occurs as predicted, the existing imbalance between jobs and housing (estimated at more than three jobs for each housing unit in 1996) will continue into the future.~~

~~Economic trends have fluctuated significantly, although perhaps cyclically, since Wilsonville was incorporated in 1969. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.~~

~~Commercial and industrial developments accounted for a total local employment that exceeded 17,000 jobs in 1996 (Metro data - ES 202). As of October 1999, the ten top employers within the City had a total of approximately 5,200 employees. Of those top-ten employers, only one was a retail store. The rest would be considered to be industrial uses of one kind or another. Although the number of workers in the ten largest local employers was impressive for a City of less than 15,000 residents, it also indicated how many smaller companies were employing people in Wilsonville. This is a clear indication of the economic diversity that the community now enjoys.~~

Economic conditions in Wilsonville and the broader Portland metropolitan region have fluctuated over time in response to national, regional, and global economic cycles. Wilsonville's economy has evolved from its early industrial base into a diverse employment center that includes advanced manufacturing, logistics, technology, professional services, health-related industries, and commercial services. Recent economic studies indicate that Wilsonville continues to benefit from its strategic location along the Interstate 5 corridor, proximity to regional freight infrastructure, and supply of industrial employment land. The City remains one of the region's primary employment centers and continues to attract a broad range of businesses and industries that contribute to long-term economic resiliency and diversification.

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (e.g., doctors, lawyers, food, clothing, etc.) for local residents and workers. It should be noted that having adequate commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for air quality and traffic congestion.

While commercial and industrial developments are generally associated with economic growth, housing is also an important element of the local economy. Housing development provides employment in planning, engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market. The first

section of this element of the Plan is oriented to commercial and industrial development. However, this Plan recognizes the importance of providing housing commensurate with the social and economic needs of local employees and is, therefore, followed by a section on housing.

The State's Economic Development Goal (Goal 9) is, "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." Prior to adoption of this statewide goal, Wilsonville had developed the 1971 General Plan. The 1971 General Plan's goals and objectives included:

> To develop an attractive and economically sound community.
>
> Encourage commercial and industrial development to provide a balanced tax base and take advantage of the City's strategic location along I-5 and the rail line.
>
> Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth.
>
> Protect industrial lands from incompatible uses.
>
> Encourage only industries interested in and willing to participate in development and preservation of a high-quality environment.
>
> Encourage incorporation of large office complexes in industrial parks.
>
> Develop performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial uses.
>
> Plan for industry to take advantage of the railroad and I-5 where necessary services can be provided.

These goals and objectives are still as much value today, as they were in 1971. In addition, the 1971 Plan attempted to provide for a reasonable amount of commercial facilities in a planned relationship to the people they will serve. Commercial areas were designated to reinforce existing development patterns and to be centered along Wilsonville Road and the north freeway interchange.

Existing commercial and industrial development has generally conformed to these guidelines and the 1988 Plan reaffirmed them as desirable objectives. The Comprehensive Plan continues to retain a focus on commercial development in the form of centers, rather than strip development.

~~Wilsonville is strategically located on the fringe of the metropolitan area, just south of the confluence of the I-5 and I-205 freeways, making it very desirable for economic development. Because of this, the City has an excellent opportunity to actively plan and guide its commercial and industrial development rather than remain in a passive review role. In this way, the City can ensure the type of development it wishes to occur.~~

In 2026, these goals and objectives continue to resonate and remain foundational to Wilsonville's long-term economic vision. Completion of the City's Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) reaffirmed the importance of maintaining a strong industrial

and employment base while also identifying additional opportunities and focus areas intended to support long-term economic resiliency, competitiveness, and community vitality. The EDS emphasizes the importance of maintaining development-ready industrial lands, coordinating strategic infrastructure investments, supporting commercial and mixed-use redevelopment opportunities, and fostering a diverse range of employment sectors, including advanced manufacturing, logistics, technology, professional services, and small business entrepreneurship. The EDS also highlights the importance of supporting tourism, local-serving businesses, unique commercial destinations, and small-scale business opportunities that contribute to Wilsonville's economic identity, quality of life, and fiscal sustainability. Together, these planning efforts reinforce the City's commitment to balancing economic growth, infrastructure readiness, environmental stewardship, and high-quality urban development.

Wilsonville is strategically located within the southern portion of the Portland metropolitan region near the confluence of Interstate 5 and Interstate 205, major freight corridors, rail infrastructure, and regional employment centers. This strategic location continues to make the City highly attractive for industrial, commercial, and employment development. As a result, Wilsonville has a significant opportunity to proactively guide future growth and redevelopment through coordinated land use planning, infrastructure investment, and economic development policies rather than relying solely on market-driven development patterns. Through implementation of the Comprehensive Plan, Economic Development Strategy, infrastructure master plans, and area-specific planning efforts such as the Coffee Creek and Basalt Creek Master Plans, the City can help ensure that future growth supports a strong and diverse economy, development-ready employment lands, high-quality industrial and commercial districts, mixed-use redevelopment opportunities, multimodal transportation systems, and a vibrant community that supports residents, businesses, employees, and visitors alike.

No additional changes proposed in this section

INDUSTRIAL DEVELOPMENT

GOAL 4.1

~~Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation.~~

Wilsonville shall support a range of industrial and employment designations to accommodate advanced manufacturing, research and development, industrial office, craft industrial, logistics, and other employment uses. Industrial and employment areas shall function as high-quality employment districts that balance economic competitiveness, environmental constraints, infrastructure efficiency, and urban design.

~~Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.~~

Policy 4.1.3 The City of Wilsonville shall encourage a range of employment and industrial uses compatible with the urban nature of the City, including advanced manufacturing, research and development, industrial office, logistics, craft industrial uses, and warehousing where appropriate. The City shall emphasize job density, family-wage jobs, economic productivity, land efficiency, and high-quality urban design within employment districts.

Implementation Measure 4.1.3.a. Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b. Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

~~Implementation Measure 4.1.3.c. Favor capital intensive, rather than labor intensive, industries within the City.~~ ***Implementation Measure 4.1.3.c. Encourage employment uses that maximize economic productivity, job density, capital investments, innovation, and long-term adaptability.***

Implementation Measure 4.1.3.d. Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e. Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f. Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g. Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for

commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i. The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j. All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k. Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

~~Implementation Measure 4.1.3.l. Encourage growth in industrial business types prevalent in the region but new to the City, such as "craft" manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into "craft" manufacturing areas.~~

Implementation Measure 4.1.3.l. Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

Implementation Measure 4.1.3.m. Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n. Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Implementation Measure 4.1.3.o. Encourage development-ready parcels that support multiple building types, multiple tenants, incremental development, and long-term adaptability.

Implementation Measure 4.1.3.p. Encourage interconnected street networks and avoid superblock industrial campuses where feasible.

Implementation Measure 4.1.3.q. Support freight mobility, pedestrian and bicycle circulation, and transit-supportive design within employment districts.

Implementation Measure 4.1.3.r. Coordinate development with sewer, water, stormwater, and transportation infrastructure improvements making strategic investments to make industrial land development-ready.

Implementation Measure 4.1.3.s. Encourage high-quality industrial site and building design, including building orientation toward streets, screened parking and loading, and pedestrian-accessible frontages.

Implementation Measure 4.1.3.t. Support trails, shared-use paths, open spaces, and employee amenities within industrial and employment districts.

Implementation Measure 4.1.3.u. Utilize specialized zoning districts or subdistricts, including the Northwest Industrial (NWI) Zone and Craft Industrial (CI) Zone, to implement area Master Plans and the Comprehensive Plan vision for newly developing employment districts.

Implementation Measure 4.1.3.v. Industrial development shall integrate wetlands, streams, buffers, open space systems, trails, recreational opportunities and green infrastructure where feasible.

***No additional changes proposed in this section**

AREAS OF SPECIAL CONCERN

AREA M

~~This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.~~

~~The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.~~

~~The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.~~

~~• High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.~~

~~• Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.~~

~~• Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.~~

~~The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.~~

~~Design Objectives~~

~~1.~~

~~Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.~~

~~2.~~

~~Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.~~

~~3.~~

~~Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.~~

~~4.~~

~~Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.~~

(Added per Ord. No. 834, 4-15-2019)
(Deleted per Ord. No. 907, 11-2-2026)

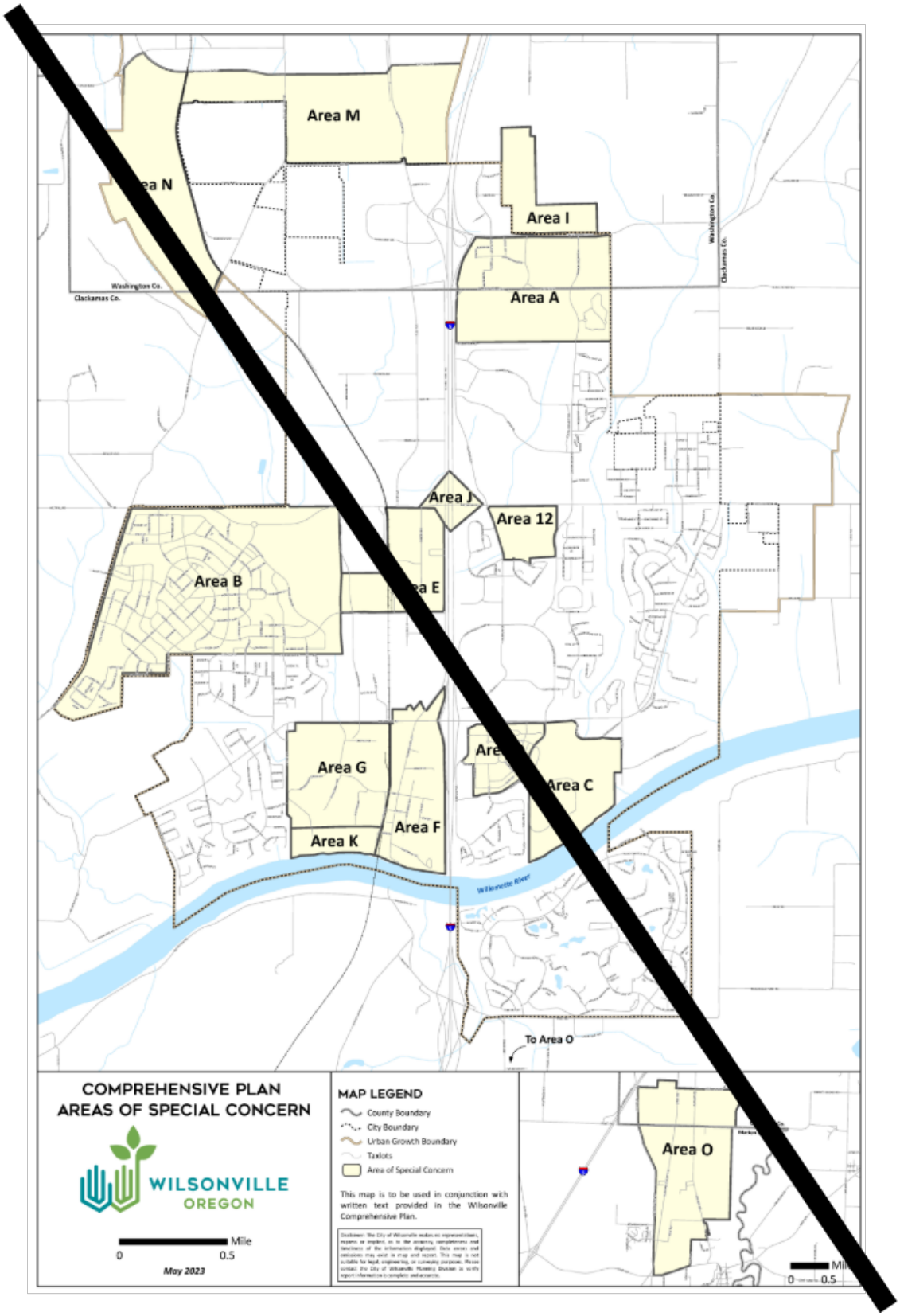
AREA N

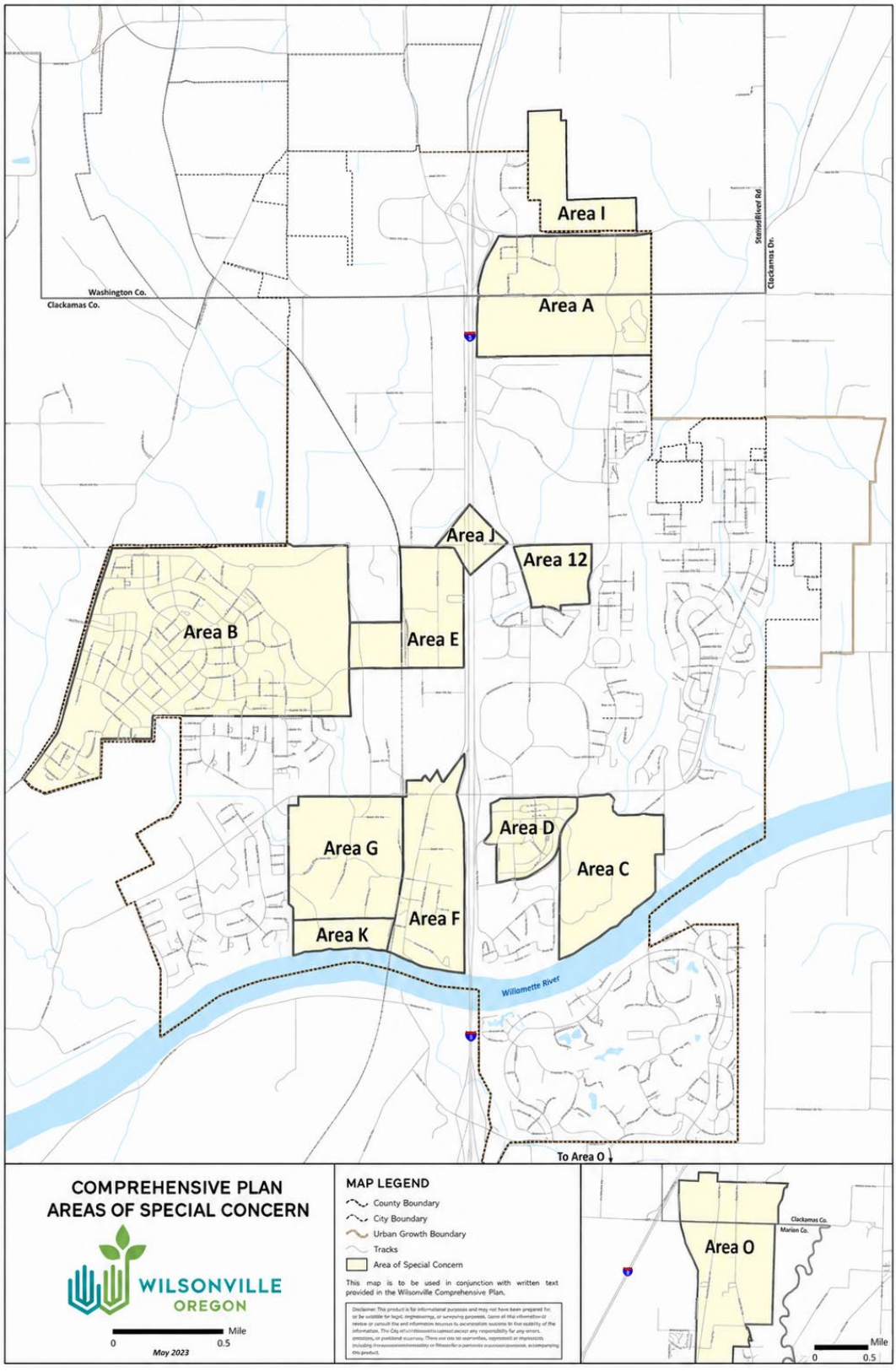
~~This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat, steep slopes, limited access, and fragmented property ownership. Without addressing any of these constraints, development potential is limited, and initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure. However, once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. The area also has potential for resource conservation and future public access to nature. The area will require master planning before any development occurs.~~

(Added per Ord. No. 834, 4-15-2019)
(Deleted per Ord. No. 907, 11-2-2026)

AREAS OF SPECIAL CONCERN MAP

Areas of Special Concern Map is dated ~~May 11, 2023~~ ***November 2, 2026*** to accommodate adopted ~~Ord. No. 871~~ ***Ord. No. 907*** and does not include amendments made to the Map after that date.


Area M
Area N
Area I
Area A
Area J
Area 12
Area B
Area E
Area G
Area K
Area F
Area C
To Area O
COMPREHENSIVE PLAN
AREAS OF SPECIAL CONCERN
WILSONVILLE
OREGON
Mile
0
0.5
May 2023
MAP LEGEND
County Boundary
City Boundary
Urban Growth Boundary
Taxlots
Area of Special Concern
This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.
Area O
0
0.5


Area I
Area A
Area J
Area 12
Area B
Area E
Area G
Area D
Area C
Area F
Area K
Willomette River
To Area O
Washington Co.
Clackamas Co.
Stafford Road
Clackamas Dr.
COMPREHENSIVE PLAN
AREAS OF SPECIAL CONCERN
WILSONVILLE
OREGON
Mile
0
0.5
May 2023
MAP LEGEND
County Boundary
City Boundary
Urban Growth Boundary
Tracks
Area of Special Concern
This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.
Area O
Clackamas Co.
Marion Co.
Mile
0
0.5

No additional changes proposed in this section

COMPREHENSIVE PLAN MAP AMENDMENT

COMPREHENSIVE PLAN MAP AMENDMENT FINDINGS

Basalt Creek Master Plan Planning File LP26-0004

Request and Recommendation

The City proposes to amend the Wilsonville Comprehensive Plan Map by applying the Industrial designation to the West Railroad Area shown in Attachment 1. This is the only Comprehensive Plan Map designation change within the Basalt Creek Planning Area. The amendment is part of the coordinated Basalt Creek Master Plan adoption package, which also includes Comprehensive Plan text amendments, Development Code amendments, the Northwest Industrial Zone and Pattern Book, the Craft Industrial Zone, and a separate Zoning Map amendment.

Amendment Summary

Planning file	LP26-0004
Amendment type	City-initiated legislative Comprehensive Plan Map amendment
Mapped amendment area	West Railroad Area of the Basalt Creek Planning Area
Current map status	The current City map does not show the West Railroad Area with an Industrial designation
Proposed designation	Industrial

Attachments: 1. Comprehensive Plan Map Amendment; 2. Existing Basalt Creek Planning Area Areas of Special Concern Map; 3. Amended Areas of Special Concern Map; and 4. Comprehensive Plan Implementing Zone Map.

Wilsonville Development Code Findings

B1. General Application Procedures

Criterion: *Wilsonville Development Code Section 4.008 establishes general procedures for land-use applications and legislative reviews.*

Finding: The criterion is satisfied.

Response: The City is processing LP26-0004 through the applicable public review procedures. The record includes public notice, staff reports, Planning Commission and City Council work sessions, and opportunities for written and oral testimony. The Planning Commission public hearing is scheduled for September 28, 2026, followed by City Council consideration.

B2. Planning Commission Authority

Criterion: *Section 4.033 authorizes the Planning Commission to review legislative Comprehensive Plan amendments and make recommendations to the City Council.*

Finding: The criterion is satisfied.

Response: The Planning Commission reviewed the BCMP and implementing amendments through multiple work sessions and is scheduled to conduct a public hearing on September 28, 2026. Its recommendation and record will be forwarded to the City Council, which is the final decision-maker by ordinance.

B3. Comprehensive Plan Procedures and Criteria

Criterion: *Section 4.198(.01) requires proposed Comprehensive Plan amendments to follow the procedures and criteria contained in the Comprehensive Plan.*

Finding: The criterion is satisfied.

Response: The amendment is evaluated against the Comprehensive Plan's Plan Amendment provisions and applicable goals, policies, and implementation measures in these findings. The City has followed the legislative review and notice procedures applicable to the proposal.

B4. Identified Public Need

Criterion: *Section 4.198(.01)(A) requires findings that the proposed amendment meets an identified public need.*

Finding: The criterion is satisfied.

Response: The City's adopted Economic Opportunities Analysis and Economic Development Strategy identify the need to prepare employment land for development and remove barriers to industrial investment. The BCMP responds to that need by establishing a coordinated land-use and infrastructure framework. Applying the Industrial designation to the West Railroad Area completes the planned industrial designation pattern within the Basalt Creek Planning Area and supports future employment development.

B5. Reasonable Alternative

Criterion: *Section 4.198(.01)(B) requires findings that the amendment meets the identified public need at least as well as another amendment or change that could reasonably be made.*

Finding: The criterion is satisfied.

Response: The Industrial designation is the reasonable designation that implements the BCMP's employment land strategy for the West Railroad Area. Retaining the current map status would leave the area without the City designation needed to implement the adopted planning direction. Residential, commercial, or public designations would not meet the identified industrial land-readiness need or reflect the area's planned role.

B6. Statewide Planning Goals

Criterion: *Section 4.198(.01)(C) requires the amendment to support applicable Statewide Planning Goals or be supported by an appropriate goal exception.*

Finding: The criterion is satisfied.

Response: As detailed in Findings B17 through B23, the amendment supports the applicable Statewide Planning Goals. No new goal exception is required. The amendment applies an urban

industrial designation within the Metro urban growth boundary and is supported by coordinated land-use, economic, natural-resource, public-facility, and transportation analyses.

B7. No Conflict with Unamended Plan Provisions

Criterion: *Section 4.198(.01)(D) requires findings that the change will not conflict with portions of the Comprehensive Plan that are not being amended.*

Finding: The criterion is satisfied.

Response: The Industrial designation is consistent with the Comprehensive Plan's economic-development and industrial-land direction and with the companion BCMP text amendments. The map amendment does not remove or supersede the Significant Resource Overlay Zone or other applicable City, state, or federal requirements. No conflict with an unamended portion of the Comprehensive Plan has been identified.

B8. Review by Planning Commission and City Council

Criterion: *Section 4.198(.02) requires Planning Commission review and recommendation before City Council consideration of a legislative Comprehensive Plan amendment.*

Finding: The criterion is satisfied.

Response: The scheduled sequence places the Planning Commission public hearing and recommendation before the City Council public hearing and ordinance. Upon completion of that sequence, this requirement will be satisfied. The final ordinance should identify the adopted Planning Commission resolution and hearing dates.

Comprehensive Plan Amendment Findings

B9. Authority to Initiate

Criterion: *The Comprehensive Plan Introduction, Plan Amendments, allows the City Council or Planning Commission to initiate a legislative Plan amendment.*

Finding: The criterion is satisfied.

Response: LP26-0004 is a City-initiated legislative amendment. A private property-owner application and application fee are therefore not required.

B10. Consideration of Plan Amendments

Criterion: *The Comprehensive Plan requires City Council consideration after a Planning Commission recommendation and sufficient time for public notice, staff analysis, and consideration of Statewide Planning Goals and applicable Metro requirements.*

Finding: The criterion is satisfied.

Response: The City has provided the required notice and staff analysis and scheduled City Council consideration after the Planning Commission hearing and recommendation. The record addresses the Statewide Planning Goals and applicable Metro requirements.

B11. Conformance with the Comprehensive Plan

Criterion: *The proposed amendment must conform to portions of the Comprehensive Plan not being amended.*

Finding: The criterion is satisfied.

Response: The amendment advances the Comprehensive Plan's economic-development direction by designating land for industrial employment and coordinating the designation with infrastructure, transportation, and environmental protections. The amendment is limited to the West Railroad Area and does not change other mapped designations.

B12. Public Interest

Criterion: *The granting of a Comprehensive Plan amendment must be in the public interest.*

Finding: The criterion is satisfied.

Response: The amendment is in the public interest because it implements long-range planning for employment land, provides predictability for future development and infrastructure decisions, supports the City's economic base, and retains applicable natural-resource and development-review protections. It does not approve a specific project or commit public funding.

B13. Timing

Criterion: *The public interest must be best served by granting the amendment at the proposed time.*

Finding: The criterion is satisfied.

Response: The timing is appropriate because the City has completed the BCMP technical and policy work, recently adopted updated economic-opportunity findings, and is considering the map amendment concurrently with the implementing Comprehensive Plan text, Development Code, Pattern Book, and Zoning Map amendments. Concurrent adoption avoids gaps or inconsistencies among the implementing documents.

B14. Factors Considered

Criterion: *The Comprehensive Plan directs the City to consider suitability for proposed land uses, existing uses and improvements, development trends and density, property values, future economic-enterprise needs, transportation access, natural resources, and healthful, safe, and attractive surroundings.*

Finding: The criterion is satisfied.

Response: The BCMP record addresses these factors through its existing-conditions work, land-use framework, transportation analysis, water and sanitary-sewer analysis, infrastructure funding analysis, economic-development work, and natural-resource policies. For West Railroad, the record recognizes the active railroad, Coffee Lake Creek wetlands, steep slopes, varied terrain, constrained access, interim access from Tonquin Road, and the long-term Morgan Road connection. These conditions inform the regulating plan and future development requirements; they do not make the Industrial designation inappropriate.

B15. Metro Requirements

Criterion: *Comprehensive Plan amendments may not conflict with applicable Metro requirements.*

Finding: The criterion is satisfied.

Response: The amendment supports Metro's employment-land framework by applying an Industrial designation to land planned for employment use. The BCMP and implementing code protect industrial capacity, manage non-industrial uses, and establish a framework for transportation and public facilities. No conflict with an applicable Metro requirement has been identified.

B16. Public Notice and Participation

Criterion: *The Comprehensive Plan and Development Code require notice and public-hearing opportunities for legislative amendments.*

Finding: The criterion is satisfied.

Response: The City provided notice to affected agencies, interested parties, and the public and has provided or scheduled opportunities to participate through project outreach, work sessions, and public hearings. Notice of the September 28, 2026, Planning Commission hearing identifies Planning File LP26-0004 and the scope of the BCMP adoption package.

Statewide Planning Goal Findings

B17. Goal 1 Citizen Involvement

Criterion: *Goal 1 requires opportunities for citizens to be involved in all phases of the planning process.*

Finding: The criterion is satisfied.

Response: The BCMP process includes public outreach, stakeholder coordination, Planning Commission and City Council work sessions, published materials, and scheduled public hearings. Interested persons have opportunities to review the proposal and submit testimony.

B18. Goal 2 Land Use Planning

Criterion: *Goal 2 requires a factual basis and coordinated land-use planning process.*

Finding: The criterion is satisfied.

Response: The map amendment is supported by the BCMP, adopted economic-opportunity work, infrastructure and transportation analyses, and findings addressing the applicable criteria. The City coordinated with affected agencies and jurisdictions and is adopting the amendment through the established legislative process.

B19. Goal 5 Natural Resources

Criterion: *Goal 5 requires local programs to protect inventoried natural resources.*

Finding: The criterion is satisfied.

Response: The amendment does not remove or weaken existing protections for wetlands, riparian areas, upland groves, wildlife habitat, Coffee Lake Creek, or Basalt Creek Canyon. The Significant Resource Overlay Zone remains in effect, and future development must comply with applicable City, state, and federal requirements. The BCMP regulating framework also identifies trails and environmental considerations that must be addressed as development occurs.

B20. Goal 9 Economic Development

Criterion: *Goal 9 requires an adequate supply of sites suitable for a variety of industrial and other employment uses.*

Finding: The criterion is satisfied.

Response: Designating the West Railroad Area Industrial directly implements the City's Economic Opportunities Analysis and Economic Development Strategy and helps establish a usable supply of planned industrial land. The companion Northwest Industrial regulations provide for modern industrial, manufacturing, logistics, contractor, craft, and innovation uses while managing accessory and non-industrial uses.

B21. Goal 11 Public Facilities and Services

Criterion: *Goal 11 requires timely, orderly, and efficient arrangements for public facilities and services.*

Finding: The criterion is satisfied.

Response: The BCMP includes water and sanitary-sewer analysis and an infrastructure funding analysis. Those documents identify the facilities and funding considerations associated with long-term development. The designation establishes long-range land-use direction but does not itself authorize development or obligate the City to fund infrastructure.

B22. Goal 12 Transportation

Criterion: *Goal 12 requires a safe, convenient, and economic transportation system for all modes.*

Finding: The criterion is satisfied.

Response: The BCMP transportation analysis and regulating plan establish a hierarchy of addressing, supporting, and through connections for freight, motor vehicles, pedestrians, bicycles, and other active modes. The framework addresses interim and long-term access to West Railroad, supports SMART and regional transit coordination, and requires future development to comply with applicable transportation standards and the Transportation Planning Rule.

B23. Goal 14 Urbanization

Criterion: *Goal 14 provides for an orderly and efficient transition from rural to urban land use within urban growth boundaries.*

Finding: The criterion is satisfied.

Response: The West Railroad Area lies within the Metro urban growth boundary and is planned through the BCMP for urban employment use. Applying the Industrial designation coordinates the area with the City's long-range land-use, infrastructure, and transportation framework and does not expand the urban growth boundary.

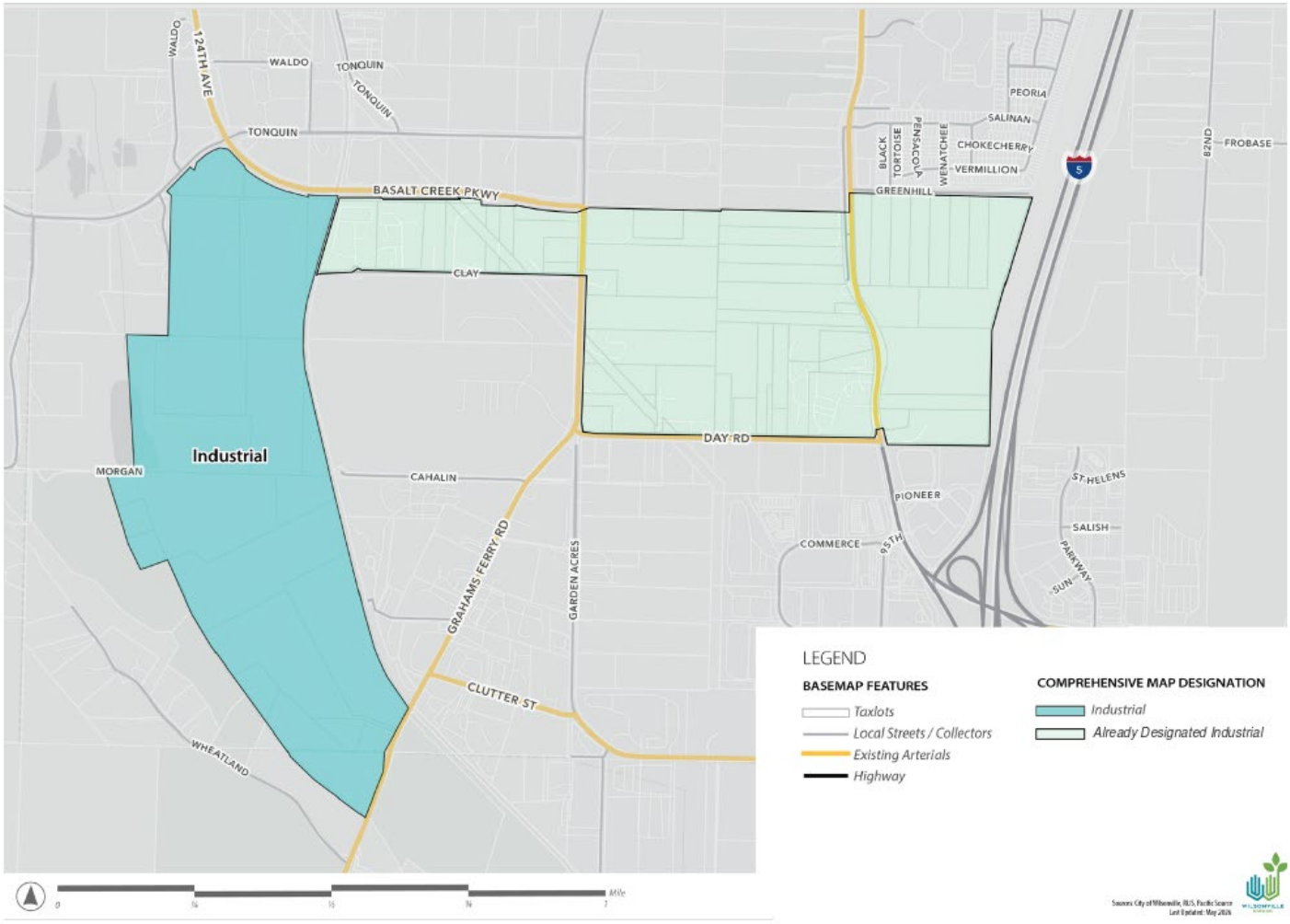
Conclusion

The City Council finds that the proposed Comprehensive Plan Map amendment for the West Railroad Area and the removal of Areas M and N from the Comprehensive Plan Areas of Special Concern Map satisfy Wilsonville Development Code Section 4.198, the Comprehensive Plan's Plan Amendment provisions, applicable Comprehensive Plan policies, the applicable Statewide Planning Goals, and Metro requirements. The amendments should therefore be approved as shown in Attachments 1 and 3. Attachment 2 documents the existing Areas of Special Concern, and Attachment 4 identifies the Wilsonville zones that will implement the Industrial Comprehensive Plan designation within the Basalt Creek Planning Area.

ATTACHMENT 1

MAP DEPICTING THE COMPREHENSIVE PLAN MAP AMENDMENT

Planning File LP26-0004



Mapped Amendment Area	Proposed Comprehensive Plan Designation
West Railroad Area	Industrial

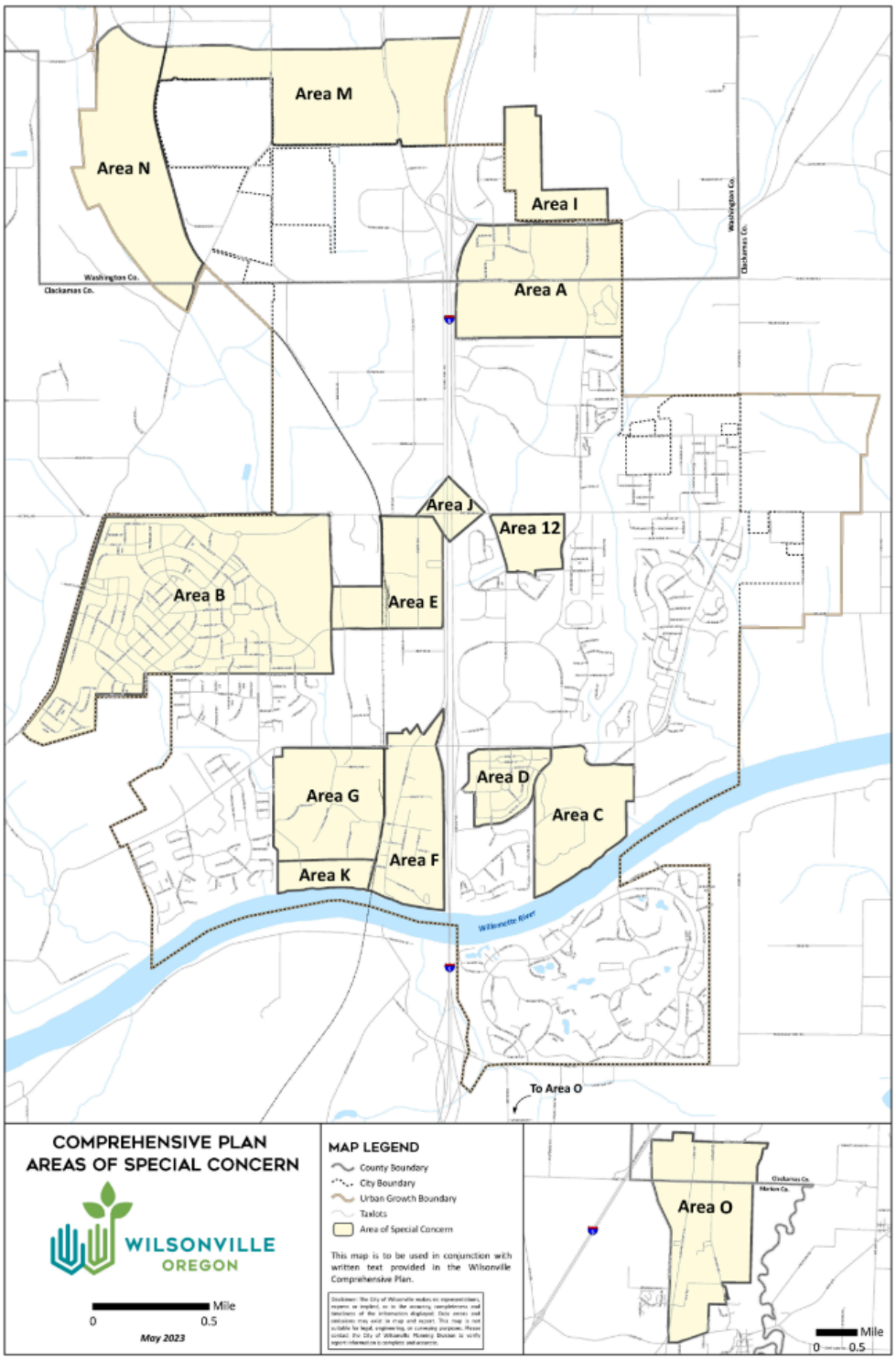
Amendment scope: Only the West Railroad Area changes to the Industrial Comprehensive Plan designation. All other Basalt Creek Planning Area properties retain their existing Industrial designation.

ATTACHMENT 2

EXISTING BASALT CREEK PLANNING AREA AREAS OF SPECIAL CONCERN MAP

Planning File LP26-0004

Areas M and N currently cover portions of the Basalt Creek Planning Area. The proposed amendment removes Areas M and N from the Comprehensive Plan Areas of Special Concern Map. Future planning and development in these areas will be governed by the Basalt Creek Master Plan and its implementing Comprehensive Plan and Development Code provisions.

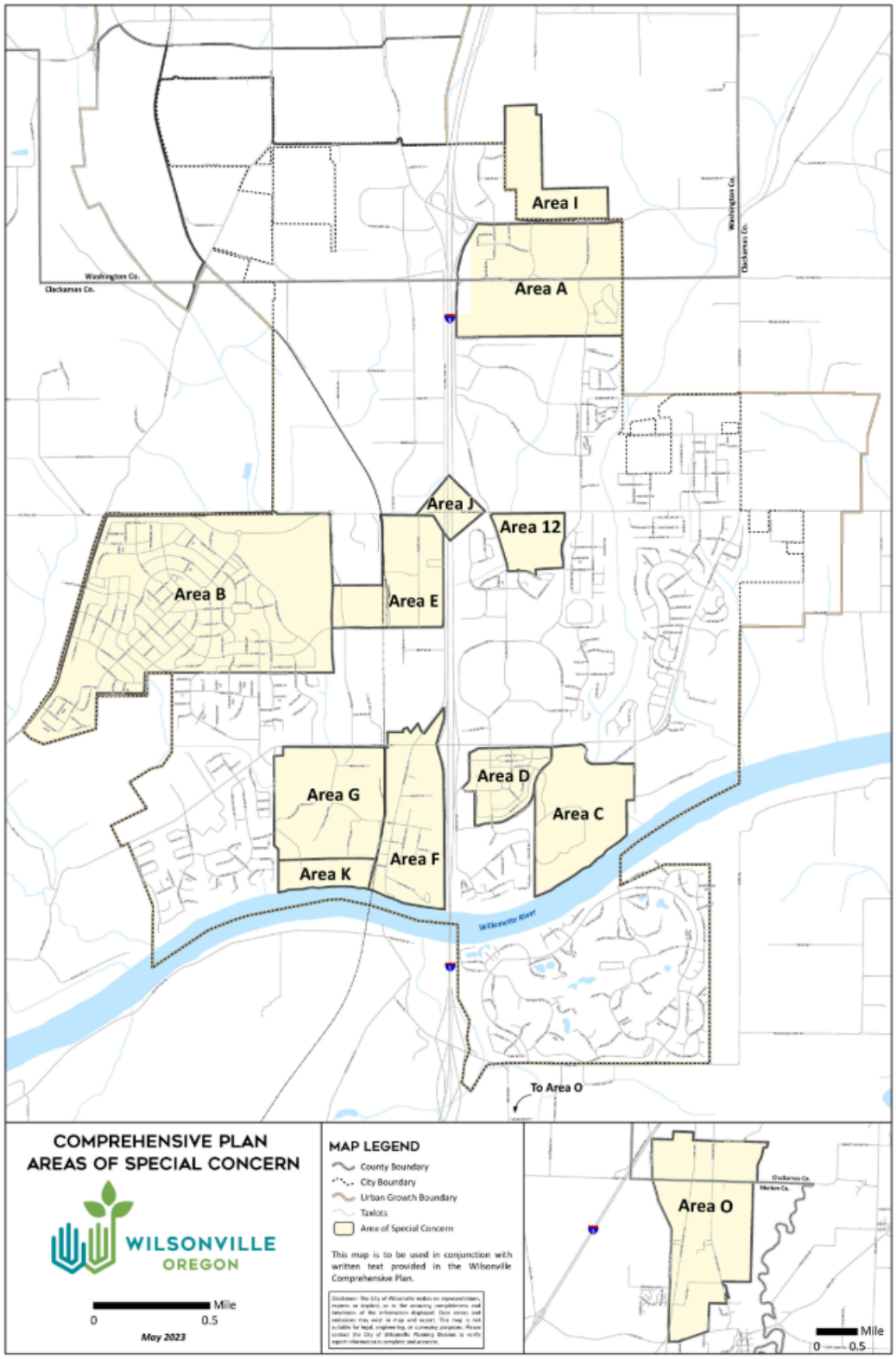


ATTACHMENT 3

AMENDED COMPREHENSIVE PLAN AREAS OF SPECIAL CONCERN MAP

Planning File LP26-0004

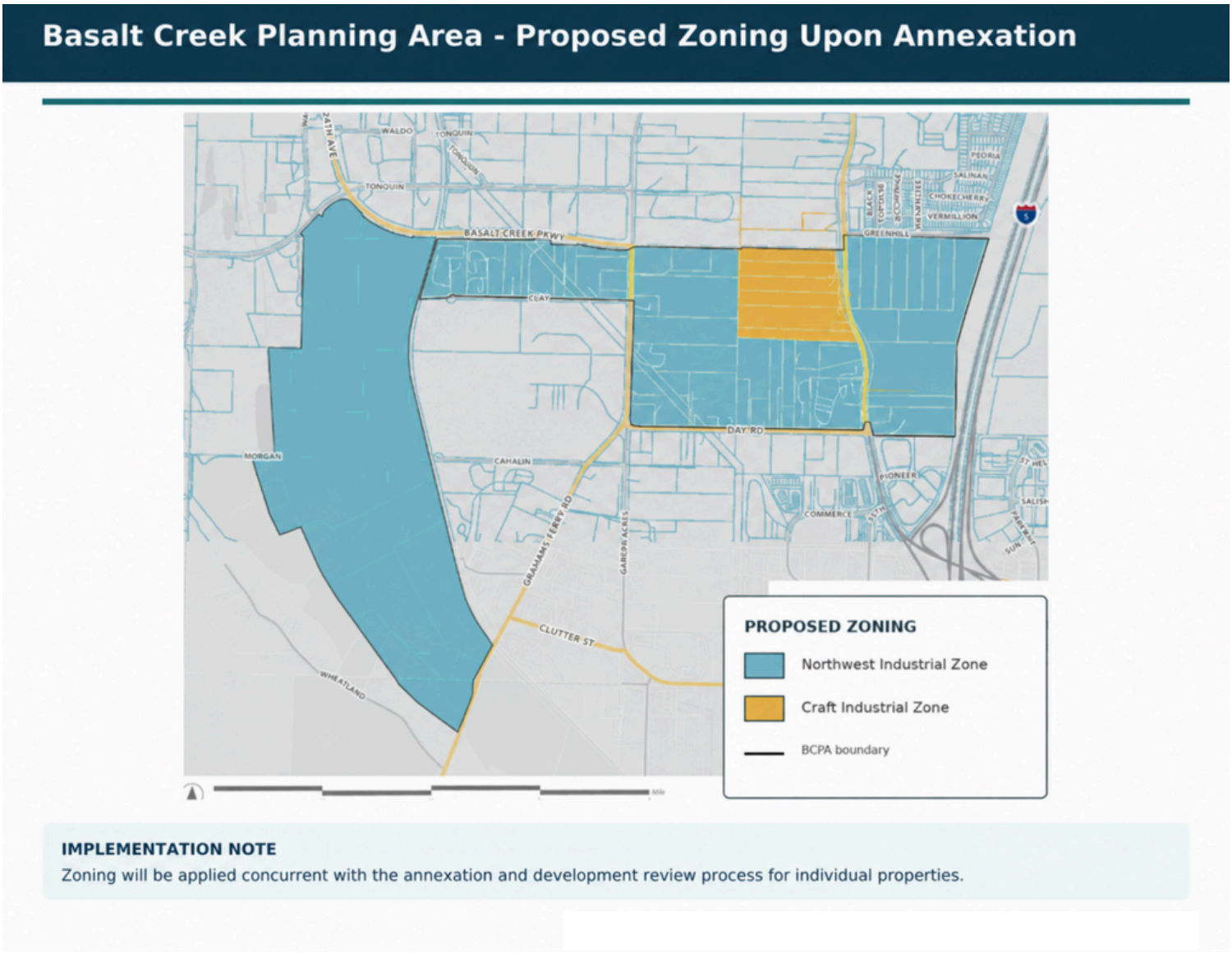
The amended map removes Areas M and N, which apply to the Basalt Creek Planning Area. All other Areas of Special Concern remain unchanged.



ATTACHMENT 4

COMPREHENSIVE PLAN IMPLEMENTING ZONE MAP

Planning File LP26-0004



BEFORE THE CITY COUNCIL OF
THE CITY OF WILSONVILLE,
OREGON

In the Matter of the Application of CITY OF WILSONVILLE for a Rezoning of Land and Amendment of the City of Wilsonville Zoning Map Incorporated in Section 4.102 of the Wilsonville Code.	))))))	**ZONING ORDER LP26-0004**

The above-entitled matter is before the Council to consider City-initiated File No. LP26-0004, for a Zone Map Amendment and an Order amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code, to implement the Basalt Creek Master Plan (BCMP).

The Council finds that the land subject to this Order ("Property") is located within the City of Wilsonville and the Coffee Creek Industrial Area. The Property is depicted on the attached zoning map and identified in the attached schedule and currently has the City zoning designation Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA).

The Council, having heard and considered all matters relevant to the Zone Map Amendment, including the Planning Commission record and recommendation and the findings adopted by Ordinance No. 907, finds that the amendment satisfies the applicable approval criteria and should be approved.

THEREFORE IT IS HEREBY ORDERED that the Property within the City of Wilsonville, Washington County, Oregon, as more particularly depicted and described in Attachments 1 and 2, is hereby rezoned from Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) to Northwest Industrial Zone (NWI), subject to conditions detailed in this Order's adopting Ordinance.

The foregoing rezoning is declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this order. This Order does not rezone property located outside the City of Wilsonville.

Dated: This 2nd day of November, 2026.

_____
Shawn O'Neil, MAYOR

APPROVED AS TO FORM:

_____

Amanda Guile-Hinman, City Attorney

ATTEST:

_____

Kimberly Veliz, City Recorder

Attachments:

1. Schedule of Land/Territory to be Rezoned
2. BCMP Zoning Map Amendment

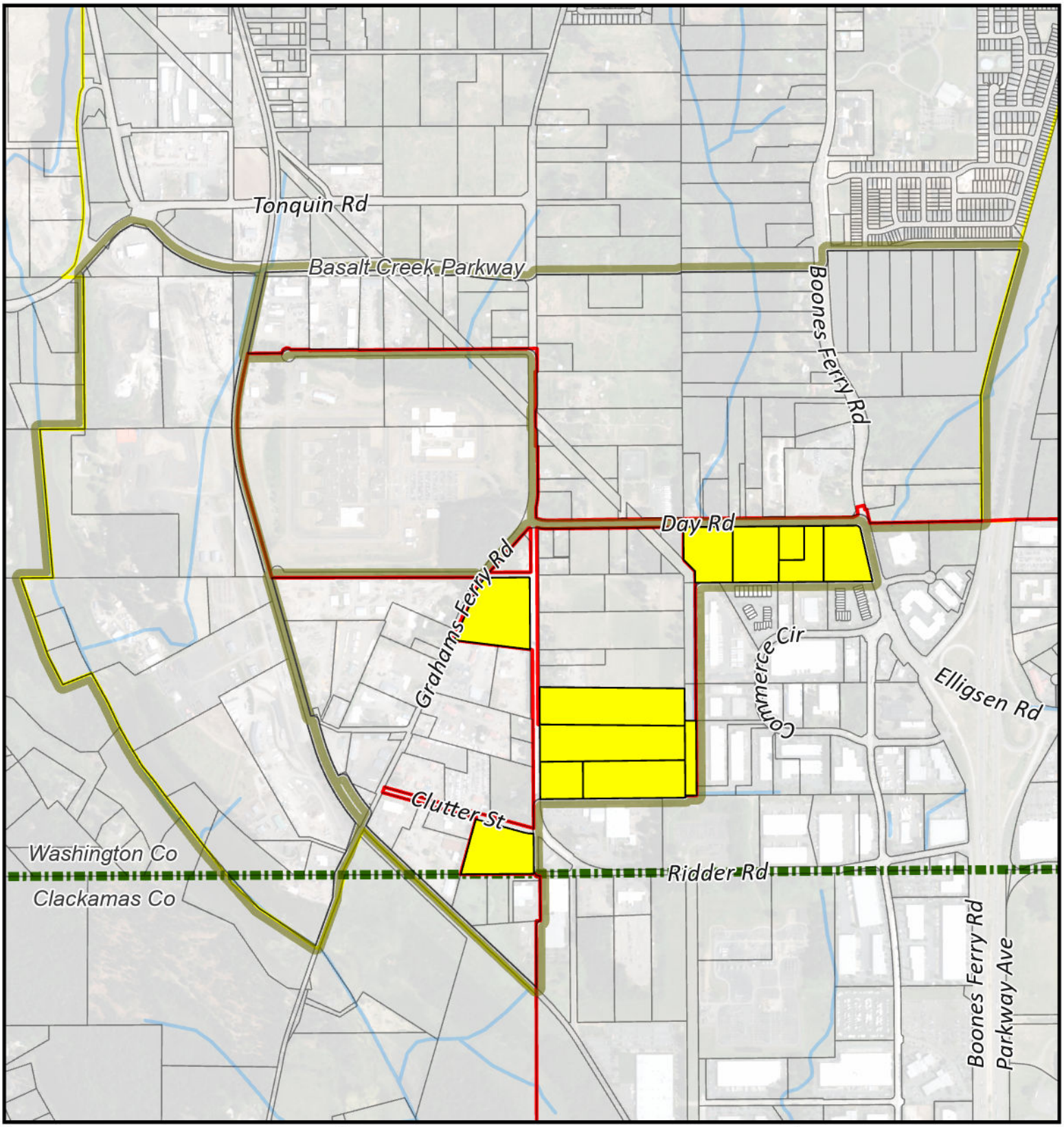
ATTACHMENT 1
SCHEDULE OF LAND/TERRITORY TO BE REZONED

Planning File LP26-0004

Affected territory: Property within the City of Wilsonville currently zoned PDI-RSIA, as identified in this schedule and depicted in Attachment 2.

TAX LOT ID	OWNER	EXISTING CITY ZONING	TERRITORY REZONED	PROPOSED ZONING
3S102B000400	DAY ROAD ASSOCIATES LLC	PDI-RSIA	Entire tax lot	NWI
3S102B000500	DAY ROAD ASSOCIATES LLC	PDI-RSIA	Entire tax lot	NWI
3S102B000501	DAY ROAD ASSOCIATES LLC	PDI-RSIA	Entire tax lot	NWI
3S102B000600	GARYDEL LLC	PDI-RSIA	Entire tax lot	NWI
3S102B000601	GARYDEL LLC	PDI-RSIA	Entire tax lot	NWI
3S102C000401	WIEDEMANN BROTHERS LP	PDI-RSIA	City PDI-RSIA portion only	NWI
3S102C000500	PCT NW PROPERTIES OR LLC	PDI-RSIA	Entire tax lot	NWI
3S102C000600	WILLAMETTE RESOURCES INC	PDI-RSIA	Entire tax lot	NWI
3S102C000601	WILLAMETTE RESOURCES INC	PDI-RSIA	Entire tax lot	NWI
3S102CD00700	US DEPARTMENT OF ENERGY	PDI-RSIA	City PDI-RSIA portion only; PF unchanged	NWI
3S103D000100	BTC III GRAHAMS FERRY IC LLC	PDI-RSIA	Entire tax lot	NWI
3S103D002100	AIREIT COFFEE CREEK CC LLC	PDI-RSIA	Entire tax lot	NWI

ATTACHMENT 2



The City of Wilsonville, Oregon

Clackamas and Washington Counties

WILSONVILLE OREGON

BCMP Zoning Map Amendment

- Planning Area
- Properties In Wilsonville Zone PDI-RSIA
- Wilsonville City Limits
- County Boundary
- UGB

WILSONVILLE GIS

9/18/2026

Feet

0 1,000

M:\projects\2026\091826_BCPA\BCPA.aprx

BASALT CREEK MASTER PLAN

FINDINGS REPORT

Planning File LP26-0004
September 28, 2026

1. INTRODUCTION

This Findings Report documents how the City of Wilsonville's proposed legislative land use action for the Basalt Creek Master Plan (BCMP) complies with applicable City, Metro, and State policies, regulations, and approval criteria. The BCMP, its technical appendices, the proposed Comprehensive Plan text and map amendments, the proposed Development Code amendments, the Northwest Industrial (NWI) Pattern Book, the proposed Zoning Map amendments, the Planning Commission and City Council staff reports, and the full project record provide the factual basis and substantial evidence supporting these findings.

The proposed action would adopt the BCMP as a sub-element of the Wilsonville Comprehensive Plan and establish the policy, land-use, transportation, utility, natural-resource, funding, and implementation framework for long-term industrial and employment development in Wilsonville's portion of the Basalt Creek Planning Area (BCPA). The action would also apply an Industrial Comprehensive Plan designation to the West Railroad area; update Comprehensive Plan text as necessary to recognize and implement the BCMP and recently adopted Economic Opportunity Analysis; establish the Craft Industrial Zone and NWI Zone and associated design framework; and amend the Zoning Map consistent with the adopted land-use framework.

The BCMP does not approve a specific development proposal or authorize construction. Future development will remain subject to property owner-initiated annexation, applicable land-use review, environmental permitting, infrastructure availability, transportation analysis, and compliance with all applicable City standards. Roadway alignments and utility improvements shown in the BCMP are planning level concepts that will be refined through subsequent engineering and development review.

2. DESCRIPTION OF THE PROPOSAL

The BCMP builds upon the jointly adopted 2018 Basalt Creek Concept Plan (BCCP), the 2019 amendments to Wilsonville's Comprehensive Plan and Transportation System Plan, the 2026 Economic Opportunities Analysis (EOA), and the 2026 Economic Development Strategy (EDS). It converts the concept level vision into a Wilsonville specific master plan and implementing regulatory package.

BCMP and appendices: Adopts the long-range land-use, transportation, water, sanitary sewer, stormwater, natural-resource, infrastructure funding, and implementation framework for Wilsonville's portion of the BCPA.

Comprehensive Plan text: Recognizes the BCMP as a Comprehensive Plan sub-element and refines industrial-development direction for the BCPA, including the relationship to Areas of Special Concern (AOSC) M and N.

Comprehensive Plan Map: Designates the West Railroad area Industrial, consistent with its planned long-term employment role and the land-use framework in the BCMP.

Development Code: Establishes the NWI Zone; updates definitions, use provisions, development standards, review procedures, street and connectivity requirements, and conforming references. Establishes the Craft Industrial Zone for highly constrained properties along Boones Ferry Road consistent with the Basalt Creek Concept Plan and AOSC M.

NWI Pattern Book: Provides the clear-and-objective Track One design framework and guidance for alternative Track Two review, including addressing, supporting, and through connections; building orientation; multimodal access; landscaping; and site design.

Zoning Map: Rezones property currently within the City in the Coffee Creek area from Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) to the Northwest Industrial (NWI) Zone. Property in the Coffee Creek and Basalt Creek planning areas that remains outside the City is not rezoned by this action and will receive an applicable City zoning designation through future annexation and zone-map review.

3. BACKGROUND

In 2018, Wilsonville and Tualatin jointly adopted the BCCP, establishing the preferred land-use pattern, transportation system, infrastructure concepts, natural-resource considerations, and implementation strategy for the larger Basalt Creek Planning Area.

In 2019, Wilsonville amended its Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to implement the BCCP and provide interim direction for Areas of Special Concern M (Basalt Creek) and N (West Railroad).

The City prepared the BCMP through the Wilsonville Industrial Land Readiness project. Technical work included employment-land analysis, transportation analysis by DKS Associates, water and sanitary sewer analysis, natural-resource review, infrastructure-funding analysis, and coordinated review by City departments and consultant teams.

The Planning Commission reviewed and provided feedback on the project over a dozen public work sessions, including April 8, June 10, July 8, and August 12, 2026. There was a joint Planning Commission and City Council work session in October 2025 to consider concepts for the West Railroad portion of the Basalt Creek Planning Area that could then advance into master planning. City Council reviewed key policy choices and the West Railroad concept through work sessions, including April 20 and the BCMP on August 17, 2026. The project also included technical advisory committee meetings, stakeholder interviews, property-owner outreach, and opportunities for written and oral public comment.

The Planning Commission public hearing is scheduled for September 28, 2026. Following the hearing, the Commission will consider a resolution recommending that City Council approve, approve with revisions, or deny the legislative adoption package. City Council hearings are scheduled for October 19 and November 2, 2026.

4. OREGON STATEWIDE PLANNING GOALS

The following findings address the Statewide Planning Goals applicable to this legislative action. Goals 3 and 4 do not apply because the affected lands are within the acknowledged urban growth boundary and are planned for urban development. Goals 15 through 19 do not apply because the proposal does not affect the Willamette River Greenway, estuarine resources, coastal shorelands, beaches and dunes, or ocean resources.

GOAL 1 – CITIZEN INVOLVEMENT

Goal 1 requires a citizen involvement program that provides opportunities for participation in all phases of the planning process.

Response: The project included publicly noticed Planning Commission and City Council work sessions, a Technical Advisory Committee, stakeholder interviews, property owner outreach, published draft documents, opportunities for written and oral comment, and the upcoming September 28, 2026 Planning Commission Public Hearing and October 19, 2026 City Council Public Hearing. Comments received during the process informed revisions to the BCMP, NWI Code, Pattern Book, transportation concepts, definitions, and use provisions.

Statewide Planning Goal 1 is met.

GOAL 2 – LAND USE PLANNING

Goal 2 requires a coordinated land-use planning process and decisions supported by an adequate factual base.

Response: The proposal is the product of a coordinated planning process involving City planning, engineering, natural resources, economic development, public works, and legal staff, as well as Metro and regional economic development partners, property owners, consultants, and affected agencies. The Basalt Creek Concept Plan (BCCP), EOA, EDS, buildable lands work, transportation analysis, utility analyses, environmental review, funding analysis, and full public record constitute an adequate factual base. The proposed maps, policies, standards, and implementation actions are internally coordinated.

Statewide Planning Goal 2 is met.

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

Goal 5 protects significant natural resources and requires local programs to address inventoried resources.

Response: The BCMP incorporates the updated PHS 2024 Natural Resources Inventory, documented in Appendix G, Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville. The inventory identifies and maps wetlands, riparian corridors, upland tree groves, wildlife habitat areas, Coffee Lake Creek, Basalt Creek Canyon, and other environmentally constrained lands within the Planning Area.

Chapter 3, Existing Conditions & Future Needs, describes these resources and the environmental conditions affecting future development. Chapter 4, Master Plan for Basalt Creek, directs development toward buildable areas and provides for resource protection, buffering, restoration, and coordination with trails and open spaces. Chapter 5, Implementation & Phasing Strategy, identifies measures for carrying these protections forward as development occurs.

Adoption of the BCMP does not remove or modify existing Significant Resource Overlay Zone protections or authorize impacts to regulated natural resources. Future development remains subject to applicable City, State, and federal resource protection requirements. The proposal therefore maintains the City's acknowledged Goal 5 program while incorporating updated resource information and providing more detailed guidance for future development.

Statewide Planning Goal 5 is met.

GOAL 6 – AIR, WATER, AND LAND RESOURCES QUALITY

Goal 6 requires plans and regulations to maintain and improve the quality of air, water, and land resources.

Response: The BCMP coordinates land use with sanitary sewer, water, stormwater, transportation, and natural resource systems. The NWI standards address environmental performance, outdoor storage, waste, erosion control, landscaping, and dangerous substances. Future development must comply with applicable water quality, stormwater, air-quality, and waste disposal regulations. Planned multimodal facilities and compact, coordinated infrastructure also reduce avoidable environmental impacts.

Statewide Planning Goal 6 is met.

GOAL 7 – AREAS SUBJECT TO NATURAL HAZARDS

Goal 7 requires local governments to protect people and property from natural hazards.

Response: The technical record identifies floodplains, steep slopes, landslide susceptibility, wetlands, stream corridors, and other constrained areas. The BCMP avoids relying on constrained acreage for development capacity and requires site specific review under existing floodplain, grading, geotechnical,

stormwater, and natural resource standards. The proposal does not weaken any adopted hazard-protection regulation.

Statewide Planning Goal 7 is met.

GOAL 8 – RECREATIONAL NEEDS

Goal 8 requires planning for recreational needs in coordination with other land uses.

Response: The BCMP preserves the planned regional and local trail framework, provides multimodal connections to employment districts, and encourages active urban green spaces, linear parks, pocket parks, and employee-serving open spaces. Final trail alignments and improvements will be coordinated with development, natural-resource protection, and applicable parks and transportation plans.

Statewide Planning Goal 8 is met.

GOAL 9 – ECONOMIC DEVELOPMENT

Goal 9 requires an adequate supply of sites suitable for a variety of industrial and other employment uses and policies supporting economic opportunity.

Response: The 2026 EOA is the primary Goal 9 factual basis. It forecasts approximately 6,132 additional jobs from 2026 to 2046 and demand for approximately 321 gross industrial acres. The EOA identifies Wilsonville's competitive advantages, target industries, site readiness challenges, and the importance of Basalt Creek to the City's industrial land supply. The BCMP and NWI regulations implement that analysis by establishing distinct but flexible employment districts, protecting industrial development potential, identifying infrastructure needs, and planning for advanced manufacturing, logistics, research and development, technology, craft industrial, and supporting employment uses. Designating West Railroad Industrial increases long-term certainty for an important employment area.

Statewide Planning Goal 9 is met.

GOAL 10 – HOUSING

Goal 10 requires jurisdictions to provide for needed housing.

Response: The proposal primarily concerns employment land and does not redesignate acknowledged residential land or reduce the City's residential buildable land supply. The Craft Industrial District retains limited opportunities for compatible live/work or work/live concepts where allowed by implementing regulations. The proposal does not alter the conclusions of the City's adopted Housing Needs Analysis.

Statewide Planning Goal 10 is met.

GOAL 11 – PUBLIC FACILITIES AND SERVICES

Goal 11 requires timely, orderly, and efficient provision of public facilities and services.

Response: The BCMP includes planning level analyses of water, sanitary sewer, stormwater, transportation, and other infrastructure needed for urban development. It identifies major system improvements, phasing considerations, coordination responsibilities, and potential funding tools. Development is expressly conditioned on annexation, adequate facilities, environmental permitting, and construction or funding of required improvements. This framework prevents premature urban development and supports efficient extension of services.

Statewide Planning Goal 11 is met.

GOAL 12 – TRANSPORTATION

Goal 12 requires a safe, convenient, and economic transportation system for all modes.

Response: The transportation appendices evaluate projected trips and system needs for Basalt Creek and West Railroad; identify a connected hierarchy of arterial, collector, local, freight, bicycle, pedestrian,

transit, and trail facilities; and establish critical access points and long-term improvements. The BCMP retains Basalt Creek Parkway and other adopted Transportation System Plan facilities, recognizes interim and long-term access constraints, and coordinates freight movement with safe multimodal circulation. The BCMP also anticipates future service by South Metro Area Regional Transit (SMART), Wilsonville's local transit provider, as the Planning Area develops and employment and travel demand increase.

The NWI standards require addressing, supporting, and through connections and allow waivers only when the intended network function is maintained. Together, these provisions support a safe, convenient, and coordinated transportation system serving multiple modes. Findings addressing OAR 660-012-0060 are included below.

Statewide Planning Goal 12 is met.

GOAL 13 – ENERGY CONSERVATION

Goal 13 encourages land-use and transportation patterns that conserve energy.

Response: The proposal plans employment land near I-5, existing and planned regional transportation facilities, and Wilsonville's urban service area. A connected street and multimodal network, compact employment districts, transit-supportive design, and coordinated infrastructure reduce unnecessary vehicle travel and inefficient extension of facilities. Building and site standards permit flexible industrial forms while requiring pedestrian connections and functional site planning.

Statewide Planning Goal 13 is met.

GOAL 14 – URBANIZATION

Goal 14 requires an orderly and efficient transition from rural to urban land use.

Response: The BCPA is within the regional urban growth boundary and has been the subject of coordinated concept planning and urban planning area agreements. The BCMP provides the detailed framework required before urban development occurs. Property owner requested annexation, City zoning, adequate facilities, and development review will precede urban development. The proposal therefore supports an orderly transition without expanding the UGB.

Statewide Planning Goal 14 is met.

5. OREGON ADMINISTRATIVE RULES

OAR CHAPTER 660, DIVISION 9 – ECONOMIC DEVELOPMENT

Division 9 implements Goal 9 and requires planning for an adequate supply of suitable industrial and other employment sites, appropriate policies, and implementing measures.

Response: The City adopted its 2026 EOA after determining compliance with OAR 660-009-0015, -0020, and -0025. The BCMP uses acknowledged analysis and advances its implementation. The Industrial designation for West Railroad, the NWI Zone, district-specific use framework, site and connectivity standards, and infrastructure strategies protect employment capacity and improve site readiness. Limited supporting commercial uses are scaled and located so they do not displace industrial development potential. The action does not convert industrial land to non-employment use.

OAR Chapter 660, Division 9 is satisfied.

OAR CHAPTER 660, DIVISION 11 – PUBLIC FACILITIES PLANNING

Division 11 requires public facility planning to support urban development in a timely, orderly, and efficient manner.

Response: The BCMP's water, sewer, stormwater, and transportation analyses, infrastructure funding analysis, and implementation program identify the facilities necessary to serve planned urban employment uses. The BCMP is a planning framework, not a construction authorization. Facility sizing, financing, permitting, and final engineering will occur before or concurrently with development, and no development may proceed without adequate service.

OAR Chapter 660, Division 11 is satisfied.

OAR 660-012-0060 – PLAN AND LAND USE REGULATION AMENDMENTS

The Transportation Planning Rule requires evaluation of whether a plan or land-use-regulation amendment would significantly affect an existing or planned transportation facility and, if so, requires measures that maintain consistency between allowed land uses and transportation-system performance.

Response: The BCMP carries forward the basic land-use and transportation framework established by the BCCP and Wilsonville TSP, refines local connections, and identifies improvements necessary to serve long-term development. When the Comprehensive Plan and TSP Amendments were adopted in 2019, a traffic analysis for OAR 660-012-0060 was conducted jointly with Washington County and the Cities of Tualatin and Wilsonville. Conclusory Findings are in record LP19-0001, Attachment C. The NWI regulations regulate site design and connectivity but do not independently authorize development beyond the planned employment capacity. Future development remains subject to applicable transportation analysis and concurrency requirements. Based on the transportation record, the amendments either do not significantly affect a transportation facility within the meaning of OAR 660-012-0060 or are supported by identified system improvements and implementing measures adequate to maintain consistency. The final transportation memorandum will be incorporated by reference in the hearing record.

OAR 660-012-0060 is satisfied based on the transportation analysis in the record.

6. METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 3 – WATER QUALITY AND FLOOD MANAGEMENT

Title 3 protects water quality resource areas and flood-management areas.

Response: The BCMP maps and recognizes streams, wetlands, flood-prone areas, riparian corridors, and associated constraints. It does not amend Metro Title 3 maps or reduce existing City protections. Future development must comply with applicable Title 3 implementing regulations, SROZ requirements, stormwater standards, and environmental permits.

This Metro Functional Plan requirement is met.

TITLE 4 – INDUSTRIAL AND OTHER EMPLOYMENT AREAS

Title 4 protects industrial and employment areas from incompatible non-industrial uses and supports freight mobility and industry clustering.

Response: The proposal protects and expands the certainty of planned industrial land, establishes an industrial focused NWI Zone, limits and scales supporting commercial uses, provides distinct subdistricts for target industries, and plans a freight capable transportation network. The Industrial designation for West Railroad and the BCMP's employment focus are consistent with Title 4. The proposal does not amend Metro Industrial or Regionally Significant Industrial Area designations.

This Metro Functional Plan requirement is met.

TITLE 8 – COMPLIANCE PROCEDURES

Title 8 establishes procedures for demonstrating compliance with the Functional Plan.

Response: The City has processed the proposal as a legislative plan and land-use regulation amendment, provided notice and public hearing opportunities, and prepared findings addressing applicable Functional Plan titles. Required post-adoption notice and materials will be provided to Metro and DLCD.

This Metro Functional Plan requirement is met.

TITLE 11 – PLANNING FOR NEW URBAN AREAS

Title 11 requires concept planning before urbanization of land added to the UGB and coordination of land use, transportation, natural resources, and public facilities.

Response: The 2018 BCCP supplied the coordinated concept plan for the broader planning area. The BCMP refines and implements that framework for Wilsonville's portion through more detailed land-use districts, infrastructure analyses, transportation concepts, natural-resource direction, and an implementation program. The plan maintains the BCCP's employment emphasis and does not expand the UGB.

This Metro Functional Plan requirement is met.

TITLE 13 – NATURE IN NEIGHBORHOODS

Title 13 promotes conservation of regionally significant fish and wildlife habitat.

Response: The BCMP identifies habitat, wetlands, riparian corridors, tree groves, and open-space connections and directs development away from constrained resources. It retains the City's existing habitat and SROZ protections and calls for restoration, buffering, and context-sensitive trail planning where appropriate.

This Metro Functional Plan requirement is met.

7. WILSONVILLE COMPREHENSIVE PLAN

The proposal is consistent with the Comprehensive Plan as a whole. The following findings address the Plan themes most directly implicated by the BCMP and implementing amendments. The complete Comprehensive Plan, BCMP, technical appendices, and record are incorporated by reference.

CITIZEN INVOLVEMENT

The Plan calls for broad public participation and opportunities to review legislative planning proposals.

Response: As described under Goal 1, the City provided multiple work sessions, advisory and stakeholder engagement, property-owner outreach, public access to draft materials, and noticed hearings. The Planning Commission serves as the Committee for Citizen Involvement and will make a recommendation based on the public record.

The proposal substantially complies with these Comprehensive Plan provisions.

LAND USE AND DEVELOPMENT – GENERAL

The Plan calls for orderly development, coordinated public facilities, compatibility, efficient land use, and implementation through plans and regulations.

Response: The BCMP establishes a coordinated, long-range development framework tied to infrastructure, natural-resource constraints, annexation, and implementing standards. It improves predictability while reserving site-specific review for future applications.

The proposal substantially complies with these Comprehensive Plan provisions.

ECONOMIC DEVELOPMENT AND INDUSTRIAL DEVELOPMENT

The Plan seeks a high-quality, diversified industrial base, protection of industrial lands, compatible light industry, job dense employment districts, and appropriate supporting uses.

Response: The BCMP directly implements these policies. It creates Light Industrial, High-Tech Employment, Craft Industrial, and West Railroad districts, protects industrial capacity; accommodates manufacturing, logistics, research and development, technology, industrial services, and innovation uses, limits supporting retail and office uses, and applies high quality site, building, landscape, access, and environmental performance standards.

The proposal substantially complies with these Comprehensive Plan provisions.

IMPLEMENTATION MEASURES 4.1.3.J–N

These measures address industrial planned development, non-industrial uses, high-growth and innovative industries, job density, and active urban green spaces.

Response: The district use tables and NWI standards allow industrial and employment uses suited to the identified target industries, prevent non-industrial uses from limiting industrial potential, support craft and maker businesses, promote employment density, and incorporate trails, landscaping, buffers, and green-space concepts.

The proposal substantially complies with these Comprehensive Plan provisions.

AREAS OF SPECIAL CONCERN M AND N

Areas M and N provide location specific direction for Basalt Creek and West Railroad pending more detailed planning.

Response: The BCMP completes the detailed planning anticipated by Areas of Special Concern M and N. The Comprehensive Plan text amendments delete the interim Area M and Area N descriptions because the adopted BCMP now provides the more current and detailed policy framework for land use, freight and multimodal access, utilities, natural resources, property ownership, and long-term phasing. The amendments also update Policy 4.1.3 and Implementation Measures 4.1.3.c and 4.1.3.l and add Implementation Measures 4.1.3.o through 4.1.3.v to implement the City's updated industrial and employment strategy and the BCMP.

The proposal substantially complies with these Comprehensive Plan provisions.

TRANSPORTATION

The Plan and TSP promote a safe, connected, multimodal system coordinated with land use and development.

Response: The BCMP carries forward adopted regional facilities, identifies a connected local network, distinguishes freight oriented and multimodal street functions, preserves future connections, and links development timing to transportation capacity and improvement obligations.

The proposal substantially complies with these Comprehensive Plan provisions.

PUBLIC FACILITIES AND SERVICES

The Plan requires adequate water, sewer, stormwater, transportation, and public services to support urban development.

Response: The technical appendices identify facility needs and potential funding and phasing strategies. Annexation and development remain contingent on adequate services and applicable facility plans. The BCMP does not promise or authorize development in advance of service availability.

The proposal substantially complies with these Comprehensive Plan provisions.

NATURAL RESOURCES, OPEN SPACE, AND HAZARDS

The Plan protects significant resources, water quality, habitat, open space, and people and property from hazards.

Response: The BCMP recognizes environmental constraints in its buildable land assumptions and land-use framework, retains existing regulatory protections, and calls for resource sensitive infrastructure, buffers, restoration, trails, and site design.

The proposal substantially complies with these Comprehensive Plan provisions.

8. WILSONVILLE CODE APPROVAL CRITERIA

Section 4.198 – Comprehensive Plan Changes

SECTION 4.198(.01)A – IDENTIFIED PUBLIC NEED

The amendment must meet an identified public need.

Response: The identified need is to convert the 2018 concept plan into a Wilsonville specific, development ready framework, maintain an adequate and competitive industrial land supply, plan needed infrastructure, protect natural resources, and establish clear implementing regulations. The EOA, EDS, BCCP, infrastructure analyses, Council goals, and public record document this need.

This criterion is met.

SECTION 4.198(.01)B – REASONABLE ALTERNATIVES

The amendment must meet the public need at least as well as any other amendment or change that could reasonably be made.

Response: The City considered alternative land-use configurations, transportation access concepts, West Railroad scenarios, district boundaries, allowed-use approaches, street-spacing standards, waiver procedures, and infrastructure strategies. The selected package best integrates the BCCP vision, updated market information, infrastructure feasibility, environmental constraints, industrial-land protection, flexibility, and high-quality design. Retaining only the existing concept-level framework would not provide equivalent development certainty or implementation detail.

This criterion is met.

SECTION 4.198(.01)C – STATEWIDE PLANNING GOALS

The amendment must support applicable Statewide Planning Goals unless an exception is justified.

Response: Section 4 of this report demonstrates compliance with applicable Statewide Planning Goals. No Goal exception is proposed or required.

This criterion is met.

SECTION 4.198(.01)D – INTERNAL COMPREHENSIVE PLAN CONSISTENCY

The change must not conflict with portions of the Comprehensive Plan that are not amended.

Response: The BCMP implements existing economic-development, industrial, transportation, public-facility, natural-resource, and urbanization policies. The Industrial designation for West Railroad and proposed text refinements are consistent with the long-planned employment role of the BCPA. Existing policies continue to apply unless expressly amended. No unresolvable conflict is created.

This criterion is met.

Section 4.197(.01) – Zone Changes and Amendments to the Code

SECTION 4.197(.01)B.1 – PROCEDURE

The proposal must comply with WC 4.008 procedures.

Response: The City initiated and processed the amendments as a legislative action, provided required agency and public notice, made draft materials available, and scheduled Planning Commission and City Council hearings. The record will document final notice dates and affidavits.

This criterion is met.

SECTION 4.197(.01)B.2 – COMPREHENSIVE PLAN COMPLIANCE

The amendment must substantially comply with applicable Comprehensive Plan goals, policies, and objectives.

Response: As demonstrated in Section 7, the proposed amendments substantially comply with the applicable Comprehensive Plan goals, policies, and objectives. The Comprehensive Plan's Economic Development policies and industrial land-use measures establish the policy direction for employment growth, industrial development, infrastructure, connectivity, environmental protection, and high-quality site and building design within the Basalt Creek Planning Area. The NWI Zone implements that direction through clear and objective use, development, design, connectivity, and environmental performance standards.

The Northwest Industrial Pattern Book is not adopted as part of the Comprehensive Plan and does not independently establish binding Comprehensive Plan policy. Instead, it describes the purpose and intent of the NWI standards and provides guidance for applicants pursuing a Track Two or waiver process. When an applicant proposes an alternative to a clear and objective standard, the Pattern Book assists the City in determining whether the alternative remains consistent with the intended design and functional outcomes of the NWI Zone.

The proposed amendments therefore substantially comply with the applicable Comprehensive Plan goals, policies, and objectives.

This criterion is met.

SECTION 4.197(.01)B.3 – NO MATERIAL CODE CONFLICT

The amendment must not materially conflict with or endanger other Code provisions.

Response: The amendments include conforming edits to definitions, zoning classifications, review procedures, design overlay references, zone change procedures, annexation provisions, and other affected sections. The NWI framework continues to rely on generally applicable standards unless specifically modified. The alternative Track Two and waiver provisions contain criteria that preserve the purpose and function of the standards.

This criterion is met.

SECTION 4.197(.01)B.4 – STATEWIDE GOALS AND RULES

If applicable, the amendment must comply with Statewide Planning Goals and related administrative rules.

Response: Sections 4 and 5 demonstrate compliance with applicable Goals and rules.

This criterion is met.

SECTION 4.197(.01)B.5 – MANDATED LAW

If applicable, the amendment must ensure compliance with State or federal law.

Response: The amendments are not primarily mandated by a new State or federal statute. This criterion is therefore not independently applicable. The proposal nevertheless preserves requirements for environmental permitting, accessibility, transportation analysis, and other applicable law.

This criterion is met.

SECTION 4.197(.02) – LEGISLATIVE ZONING MAP AMENDMENTS

WC 4.197(.02)B requires legislative Zoning Map amendments to be reviewed by the Planning Commission for a recommendation to City Council. The proposed legislative amendment directly rezones property currently within the City in the Coffee Creek area from PDI-RSIA to NWI, as shown in the Zoning Map Order and its attachments. It does not rezone property outside the City; zoning for those properties will be addressed through future annexation and applicable zone-map review. The following findings address the criteria in WC 4.197(.02)C to the extent applicable to this City-initiated legislative map amendment. Criteria written for a site-specific applicant or development schedule are addressed in that context.

SECTION 4.197(.02)C.1 – PROCEDURE

The map amendment must follow applicable procedures.

Response: The City has processed the map amendment concurrently with the BCMP, Comprehensive Plan amendments, and Development Code amendments through the legislative hearing process and Section 4.008, and Section 4.125.

This criterion is met.

SECTION 4.197(.02)C.2 – PLAN CONSISTENCY

The proposed zoning must be consistent with the Comprehensive Plan Map and substantially comply with applicable Plan provisions.

Response: The NWI Zone is an industrial planned development designation that implements the existing Industrial Comprehensive Plan designation for the incorporated Coffee Creek properties subject to the Zoning Map amendment. The amendment rezones those properties from PDI-RSIA to NWI. Property outside the City is not rezoned by this action and will receive an applicable City zoning designation through future annexation and zone-map review consistent with the Comprehensive Plan and BCMP.

This criterion is met.

SECTION 4.197(.02)C.3 – RESIDENTIAL FINDINGS

Additional findings apply where property is designated Residential.

Response: The affected lands are planned for industrial and employment use. No Residential-designated land is proposed for rezoning; this criterion is not applicable.

This criterion is met.

SECTION 4.197(.02)C.4 – PRIMARY PUBLIC FACILITIES

Existing roads, sidewalks, water, sewer, and storm sewer must be adequate, or adequate facilities must be provided with development.

Response: The BCMP identifies existing limitations and the facilities needed for urban development. The legislative designation does not authorize immediate construction. Future development must demonstrate that adequate facilities exist or will be provided concurrently, consistent with the BCMP, facility plans, and development review.

This criterion is met.

SECTION 4.197(.02)C.5 – RESOURCES AND HAZARDS

Development must avoid significant adverse effects on SROZ resources and identified hazards or provide mitigation.

Response: The map framework and BCMP identify constrained lands and retain existing SROZ, floodplain, grading, and hazard regulations. Future site specific development must avoid, minimize, or mitigate impacts through applicable review and permitting.

This criterion is met.

SECTION 4.197(.02)C.6 – DEVELOPMENT SCHEDULE

The applicant must demonstrate development is reasonably expected to begin within two years.

Response: This criterion is directed to applicant-initiated, site-specific rezoning tied to a development proposal. The present action is a City-initiated legislative amendment that directly rezones incorporated Coffee Creek properties and establishes the long-term zoning framework for an approximately 20-year master-plan horizon. No single applicant or development schedule exists; therefore, the criterion is not applicable in its literal form. Development timing will depend on property-owner action, infrastructure, market demand, and permitting. For properties outside the City, annexation and applicable zone-map review must occur before urban development.

This criterion is met.

SECTION 4.197(.02)C.7 – DEVELOPMENT STANDARDS

Uses must be capable of complying with applicable development standards.

Response: The NWI Code and Pattern Book establish standards tailored to the planned employment districts. Future development will be reviewed for compliance through Track One or, where authorized, Track Two and applicable waiver procedures. No evidence shows that planned industrial and employment uses cannot comply.

This criterion is met.

SECTION 4.197(.02)C.8 – FACILITIES, SERVICES, AND TRANSPORTATION

Adequate facilities, services, and transportation must exist or be planned concurrently, and the Transportation Planning Rule must be addressed.

Response: The BCMP and appendices identify planned transportation and utility networks, improvement needs, phasing, and funding considerations. Section 5 addresses OAR 660-012-0060. Future projects remain subject to site specific transportation and infrastructure review.

This criterion is met.

9. CONCLUSION

Based on the BCMP and its technical appendices, the 2018 BCCP, the 2026 EOA and EDS, the proposed Comprehensive Plan text and map amendments, the proposed Development Code amendments, the NWI Pattern Book, the proposed Zoning Map amendments, staff reports, public testimony, and the full record, the City finds that the proposed legislative adoption package is supported by an adequate factual base and complies with applicable Statewide Planning Goals, Oregon Administrative Rules, Metro Urban Growth Management Functional Plan requirements, Wilsonville Comprehensive Plan provisions, and Wilsonville Code Sections 4.197 and 4.198.

The proposal establishes a coordinated and legally supportable framework for long-term employment development, infrastructure investment, multimodal transportation, natural resource protection, and orderly urbanization in Wilsonville's portion of the Basalt Creek Planning Area.

LP26-0004
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Public Hearing Record Index
September 28, 2026

PLANNING COMMISSION AND CITY COUNCIL MEETINGS

September 28, 2026 - Planning Commission Public Hearing
- Resolution LP26-0004 w/Staff Report and Attachments (as approved, see above)
- PowerPoint Presentation *(will be available after hearing)*
- Affidavit of Notice of Hearing

August 17, 2026 - City Council Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Action Minutes

August 12, 2026 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

July 8, 2026 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

June 10, 2026 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

April 20, 2026 - City Council Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Action Minutes

April 8, 2026 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

October 6, 2025 - Joint Planning Commission/City Council Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

September 10, 2025 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

LP26-0004
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Public Hearing Record Index
September 28, 2026

June 2, 2025 - City Council Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Action Minutes

May 19, 2025 - City Council Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Action Minutes

May 14, 2025 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

March 12, 2025 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

February 12, 2025 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

December 11, 2024 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

October 9, 2024 - Planning Commission Work Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

September 11, 2024 - Planning Commission Informational Session
- Staff Report and Attachments
- PowerPoint Presentation
- Minutes Excerpt

PUBLIC ENGAGEMENT

Technical Advisory Committee (TAC) Member List

Technical Advisory Committee (TAC) Presentations
- Meeting #1, May 6, 2025
- Meeting #2, June 25, 2025
- Meeting #3, October 1, 2025

LP26-0004
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Public Hearing Record Index
September 28, 2026

Public Engagement Summary
- Technical Advisory Committee (TAC)
  - Meeting #1, May 6, 2025
  - Meeting #2, June 25, 2025
  - Meeting #3, October 1, 2025
- Stakeholder Interviews (Summer-Fall 2025)

ARTICLES

None

PUBLIC COMMENTS

Ryan Schera Email and Attachment on July 8, 2026 – Include per request
Ryan Schera Email and Attachment on July 7, 2026 – Include per request
Ryan Schera Email and Attachment on June 30, 2025

PLANNING COMMISSION

MONDAY, SEPTEMBER 28, 2026

PUBLIC HEARING

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)(60 Minutes)

AFFIDAVIT OF MAILING AND POSTING NOTICE OF PUBLIC HEARING IN THE CITY OF WILSONVILLE

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Mandi Simmons, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the originals of the following that I did cause to be mailed/emailed/displayed copies of said public hearing in the exact form hereto attached:

- Single-paged notice was mailed on September 4, 2026 to the attached list of property owners
- Single-paged notice was emailed on September 4, 2026 to the attached list of affected agencies
- The content of the notice was sent to the Wilsonville Review for publication in the September 16, 2026 newspaper issue
- The content of the notice was posted on September 4, 2026 on the City's website
- Single-paged notice was posted at physical locations listed below on September 4, 2026
  - City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
  - Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
  - Library, 8200 SW Wilsonville Road, Wilsonville OR 97070

Witness my hand this 15th **day of September 2026**

Mandi Simmons, Administrative Assistant

Acknowledged before me this 15th **day of September 2026, in Clackamas County, Oregon**

Noelle Colleen Edwards
Signature of Oregon Notary

Noelle Colleen Edwards
Printed Notary Name

OFFICIAL STAMP
NOELLE COLLEEN EDWARDS
NOTARY PUBLIC - OREGON
COMMISSION NO. 1036468
MY COMMISSION EXPIRES MAY 01, 2027

NOTARY PUBLIC

My Commission Expires 5-1-27

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION AND CITY COUNCIL: WILSONVILLE INDUSTRIAL LAND READINESS (BASALT CREEK MASTER PLAN), CASE FILE LP26-0004

OREGON STATE LAW ORS 227.186. The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners as required.

PLANNING COMMISSION

On **Monday, September 28, 2026, beginning at 6 pm,** the Planning Commission will hold a public hearing regarding the **Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)**, and will consider whether to recommend to City Council adoption of the plan.

You will not receive another notice unless you: submit a request in writing or by phone, or submit testimony or sign -in at the hearing.

CITY COUNCIL

On **Monday, October 19, 2026, beginning at 7 pm,** the City Council will hold a public hearing regarding the **Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)**, after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall**, 29799 SW Town Center Loop East. A complete copy of the project record, including staff report, findings, and recommendations, will be available online and at City Hall for viewing seven (7) days prior to each public hearing.

SUMMARY OF PROPOSAL

The Basalt Creek Master Plan establishes a long-term framework for future employment and industrial development within the Wilsonville portion of the Basalt Creek Planning Area. Building upon the jointly adopted 2018 Basalt Creek Concept Plan, the Master Plan identifies the planned land uses, transportation improvements, utility infrastructure, funding strategies, and natural resource considerations needed to support development over the next 20 years. The Master Plan supports the City's recently adopted economic development goals by expanding opportunities for future manufacturing, logistics, and other employment uses.

The proposal is a legislative action that includes adoption of the Basalt Creek Master Plan, Comprehensive Plan text and map amendments, Development Code amendments, and a Zone Map amendment. Together, these actions will establish the policy framework, land use designations, zoning, and development standards necessary to implement the Master Plan and guide future development within the Planning Area.

Development will occur over time and will depend on property owner participation, infrastructure funding, market demand, environmental permitting, utility coordination, and regional transportation improvements. Properties currently outside the City will be annexed at the request of property owners, generally in conjunction with proposals to develop consistent with the Master Plan and applicable Development Code requirements.

HOW TO COMMENT: Oral or written testimony may be presented at the public hearings. Written comment on the proposal is also welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received no later than 2 pm on September 17, 2026. Otherwise, written comments must be received no later than 2 pm the day of the hearing to be considered. Any written testimony received after the deadline will be rejected. **Direct written comments to** Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@wilsonvilleoregon.gov

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. ***The City will endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting.*** *To obtain such services, please call Mandi Simmons, Administrative Assistant at (503) 682-4960.*

1210 OREGON LLC
2600 A EAST SELTICE WAY #200
POST FALLS, ID 83854

AIREIT COFFEE CREEK CC LLC
PO BOX 250329
ATLANTA, GA 30325

ANDREWS DAVID GEORGE
22025 SW 70TH AVE
TUALATIN, OR 97062

ANGIN JONATHAN & BRIDGET TRUST
PO BOX 2413
TUALATIN, OR 97062

BALFOUR LAND CO LLC
24925 SW GARDEN ACRES RD
SHERWOOD, OR 97140

BOONES WILSONVILLE LLC
PO BOX 15523
SEATTLE, WA 98115

BORDERS EDNA R
15525 SOUTH LELAND RD
BEAVERCREEK, OR 97004

BRAUN PROPERTIES LLC
24805 SW GAGE RD
WILSONVILLE, OR 97070

BRIX PROPERTIES LLC & CLAY STREET PROPERTIES LLC
2250 TURNER RD
WEST LINN, OR 97068

BTC III GRAHAMS FERRY IC LLC
1200 17TH ST 29TH FL
DENVER, CO 80202

C&L LANG LLC
8536 SW ST HELENS DR STE D
WILSONVILLE, OR 97070

CCC PROPERTIES LLC
25350 SW GARDEN ACRES RD
SHERWOOD, OR 97140

CENTRAL OREGON CONSTRUCTION SERVICES LLC
10780 SW CLUTTER RD
SHERWOOD, OR 97140

CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA
9000 SW GREENHILL LN
TUALATIN, OR 97062

CHAMBERLAIN PARTNERS LLC
10340 SW TUALATIN RD
TUALATIN, OR 97062

CHRISS MARK STEPHEN
25350 SW GARDEN ACRES RD
SHERWOOD, OR 97140

CLARK & COOL LLC
19743 SW CHAPMAN RD
SHERWOOD, OR 97140

CLOPTON FAMILY TRUST
26262 S MERIDIAN RD
AURORA, OR 97002

CLUTTER RD LLC
PO BOX 1130
WILSONVILLE, OR 97070

COLLINS ROGER M
24355 SW BOONES FERRY RD
TUALATIN, OR 97062

CRT LEASING LLC
PO BOX 116
WILSONVILLE, OR 97070

CULP JESSE
11055 SW CLAY ST
SHERWOOD, OR 97140

DAWSON GARY S
PO BOX 4322
TUALATIN, OR 97062

DAY ROAD ASSOCIATES LLC
9760 SW FREEMAN DR
WILSONVILLE, OR 97070

DELCO HOLDINGS LLC
9835 SW COMMERCE CIR
WILSONVILLE, OR 97070

DO-BIZ LLC
25619 NE GLASS RD
AURORA, OR 97002

DO-BIZ LLC
PO BOX 746
WILSONVILLE, OR 97070

EATON LARRY A REV LIV TRUST
10935 SW CLAY ST
SHERWOOD, OR 97140

EISERT CLARK & EISERT STEPHANIE
10685 SW CLAY ST
SHERWOOD, OR 97140

EMRICK INVESTMENTS LLC
PO BOX 26439
EUGENE, OR 97402

FLANNERY LOUIS W & IRENE M REV TRUST
10555 SW CLUTTER ST
SHERWOOD, OR 97140

FRITH INVESTMENTS LLC
PO BOX 789
WILSONVILLE, OR 97070

G&D HOLDINGS LLC
22025 SW 70TH AVE
TUALATIN, OR 97062

GARSTKA PHILIP & KAYRON REVOCABLE TRUST
24737 SW LADD HILL RD
SHERWOOD, OR 97140

GARYDEL LLC
34525 NE WILSONVILLE RD
NEWBERG, OR 97132

GJJ LLC
19828 SW SEELY LN
SHERWOOD, OR 97140

GJJ LLC
25525 SW GARDEN ACRES RD
SHERWOOD, OR 97140

GRAHAM'S FERRY LLC
PO BOX 746
WILSONVILLE, OR 97070

HAMAD LINDA DEEBAJ & DEEBAJ VERA B
3702 MARONEAL ST
HOUSTON, TX 77025

HARMSEN MICHELLE & WYATT CHARLES
PO BOX 781
WILSONVILLE, OR 97070

HARSCH INVESTMENT PROPERTIES LLC
1121 SW SALMON ST STE 500
PORTLAND, OR 97205

HATCH ROBERT
PO BOX 4070
WILSONVILLE, OR 97070

HUTONG PROPERTY LLC
2245 RIVER HEIGHTS CIR
WEST LINN, OR 97068

INDUSTRIAL PROPERTIES LLC
PO BOX 4322
TUALATIN, OR 97062

JACKIE MATHYS & STEVE ZIMMERMAN FAMILY TRUST
24305 SW BOONES FERRY RD
TUALATIN, OR 97062

JDF PROPERTIES LLC
PO BOX 1381
TUALATIN, OR 97062

JONAS BOB
PO BOX 1130
WILSONVILLE, OR 97070

KNIFE RIVER CORPORATION NW
32260 OLD HWY 34
TANGENT, OR 97389

KRUGER WALTER & CLOPTON FAMILY TRUST
26262 S MERIDIAN RD
AURORA, OR 97002

KWRS LLC
PO BOX 4007
WILSONVILLE, OR 97070

MCCLENDON ERIC E & MCCLENDON LINDSEY & MCCLENDON TINA TRUST
24415 SW BOONES FERRY RD
TUALATIN, OR 97062

MOLINA FERNANDO
24970 SW GARDEN ACRES RD
SHERWOOD, OR 97140

MORRISON CONSTRUCTION LLC
25275 SW MEADOWBROOK LN
SHERWOOD, OR 97140

MORSE BROS INC
32260 OLD HIGHWAY 34
TANGENT, OR 97389

MTA HOLDINGS LLC
22025 SW 70TH AVE
TUALATIN, OR 97062

NEBS PROPERTIES LLC & FRONTAGE PROPERTIES LLC
19301 SE KAY ST
MILWAUKIE, OR 97267

ODOMS LIVING TRUST
PO BOX 2446
TUALATIN, OR 97062

O'NEAL WILLIAM E III & O'NEAL STEPHANIE PERRY
24245 SW BOONES FERRY RD
TUALATIN, OR 97062

OREGON GLASS COMPANY
10450 SW RIDDER RD
WILSONVILLE, OR 97070

OREGON STATE OF DEPT OF CORRECTIONS
355 CAPITOL ST NE ROOM 420
SALEM, OR 97301

OREGON STATE OF DEPT OF TRANSPORTATION
4040 FAIRVIEW INDUSTRIAL DR SE MS #2
SALEM, OR 97302

PAGE JERRY L
10420 SW DAY ST
SHERWOOD, OR 97140

PCT NW PROPERTIES OR LLC
PO BOX 387
WILSONVILLE, OR 97070

PENNINGTON MELANIE T
10365 SW DAY RD
SHERWOOD, OR 97140

PORTLAND GENERAL ELECTRIC CO
121 SW SALMON ST
PORTLAND, OR 97204

ROMAN CATHOLIC ARCHBISHOP OF PORTLAND IN OREGON
2838 E BURNSIDE ST
PORTLAND, OR 97214

SCHNITZER PROPERTIES LLC
1121 SW SALMON ST FL 5TH STE 500
PORTLAND, OR 97205

SCOTT JOAN D
PO BOX 2594
TUALATIN, OR 97062

SHARP JEROLD L TRUST & SHARP SHARRON A TRUST
23100 NE OLD YAMHILL RD
NEWBERG, OR 97132

SINGER RANDY RAY
PO BOX 1368
SHERWOOD, OR 97140

SNYDER RONALD & CATHERINE REV LIV TRUST
14970 SW HIGHPOINT DR
SHERWOOD, OR 97140

STEVENS DOUGLAS
10140 SW DAY RD
SHERWOOD, OR 97140

STIVAHTIS TEDDY & STIVAHTIS ROBERTA LEE
10460 SW DAY RD
SHERWOOD, OR 97140

SUDAL PROPERTY LLC
PO BOX 1130
WILSONVILLE, OR 97070

TAIWAN GLASS USA SALES CORP
PO BOX 1856
LAKE OSWEGO, OR 97035

TUALATIN CITY OF
18880 SW MARTINAZZI AVE
TUALATIN, OR 97062

UNITED STATES OF AMERICA
1002 NE HOLLADAY ST
PORTLAND, OR 97232

US DEPARTMENT OF ENERGY
PO BOX 3621
PORTLAND, OR 97208

USA DEPT OF ENERGY BONNEVILLE POWER ADMINISTRATION
PO BOX 3621
PORTLAND, OR 97208

WASHINGTON COUNTY
1400 SW WALNUT ST MS 18
HILLSBORO, OR 97123

WIEDEMANN BROTHERS LP
25400 SW GARDEN ACRES RD
SHERWOOD, OR 97140

WILLAMETTE RESOURCES INC
PO BOX 29246
PHOENIX, AZ 85038

WILSONVILLE ASSEMBLAGE 5 LLC
1121 SW SALMON ST 5TH FL
PORTLAND, OR 97205

WOOD AM LLC
PO BOX 230819
TIGARD, OR 97281

DLCD List of Affected Agencies – e-mail distribution list 05.2026

Remo Douglas West Linn/Wilsonville School District	douglasr@wlwv.k12.or.us
Erin Wardell, Planning and Development Services Manager Washington County	Erin_Wardell@washingtoncountyor.gov
Teresa Montalvo City of Tualatin	tmontalvo@tualatin.gov
Attn: Development Review ODOT Region 1	ODOT_R1_DevRev@odot.oregon.gov
Ben Baldwin Tri-Met Project Planning Dept.	Development_Review@trimet.org
Travis Kelly, NW Region Manager Oregon Water Resources Department	Travis.N.KELLY@water.oregon.gov
Dr. Kathy Ludwig West Linn/Wilsonville School District 3J	ludwigk@wlwv.k12.or.us
Portland General Electric: David Underwood Dumitri Ilioi Tod Shattuck	 david.underwood@pgn.com Dumitru.Ilioi@pgn.com Tod.Shattuck@pgn.com
Land Use Contact, Planning Department METRO	landusenotifications@oregonmetro.gov
Nina Carlson NW Natural Gas	nina.carlson@nwnatural.com
Trey Richardson Republic Services of Clackamas & Washington Counties	RRichardson2@RepublicServices.com
Planning Director City of Canby	planningapps@canbyoregon.gov
Anh Le Clean Water Services	lea@cleanwaterservices.org
Department of Corrections	DOCRealPropertyManager@doc.oregon.gov

DLCD List of Affected Agencies – e-mail distribution list 05.2026

Department of State Lands:	Support.SERVICES@dsl.oregon.gov
Ben Hemson, Director of Policy & Government Affairs Home Building Association of Greater Portland	Benh@hbapdx.org
Brady Strutz, Interim Chief Operations Officer Sherwood School District Admin Office	bstrutz@sherwood.k12.or.us
Martha Fritzie Clackamas County Principal Planner	MFritzie@Clackamas.us
Christine Svetkovich Oregon Department of Environmental Quality	christine.svetkovich@deq.oregon.gov
Sam Kaufmann Tualatin Valley Water District	Sam.Kaufmann@tvwd.org
Planning Director City of Sherwood	planning@sherwoodoregon.gov
Darin Smith BPA, Realty Department	dxsmith@bpa.gov
Heidi Hicks (Contact for both stations per Alexander McGladrey) Tualatin Valley Fire and Rescue (Kinsman) Tualatin Valley Fire and Rescue (Elligsen)	Heidi.Hicks@tvfr.com

Your Local News Source
CMGOregon

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Bren Swogger prior to deadline at or Bren.Swogger@youroregonnews.com.

Date:	09/09/26
Account #:	108863
File #:	LP26-0004
Company Name:	WILSONVILLE, CITY OF
Contact:	
Address:	29799 SW TOWN CENTER LOOP E WILSONVILLE
Telephone:	(503) 570-1510
Fax:	(503) 682-1015

Ad ID:	394273
Start:	09/16/26
Stop:	09/16/26
Total Cost:	$286.37
Columns Wide:	1
Ad Class:	1202
Phone #	
Email:	Bren.Swogger@youroregonnews.com
Amount Due:	$286.37

Run Dates

The Review09/16/26

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE WILSONVILLE PLANNING COMMISSION AND CITY COUNCIL: WILSONVILLE INDUSTRIAL LAND READINESS (BASALT CREEK MASTER PLAN), CASE FILE LP26-0004

The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners as required.

PLANNING COMMISSION:

On **Monday, September 28, 2026, beginning at 6 pm,** the Planning Commission will hold a public hearing regarding the **Wilsonville Industrial Land Readiness (Basalt Creek Master Plan),** and will consider whether to recommend to City Council adoption of the plan.

You will not receive another notice unless you: submit a request in writing or by phone, or submit testimony or sign-in at the hearing.

CITY COUNCIL:

On **Monday, October 19, 2026, beginning at 7 pm,** the City Council will hold a public hearing regarding the **Wilsonville Industrial Land Readiness (Basalt Creek Master Plan),** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall,** 29799 SW Town Center Loop East. A complete copy of the project record, including staff report, findings, and recommendations, will be available online and at City Hall for viewing seven (7) days prior to each public hearing.

SUMMARY OF PROPOSAL:

The Basalt Creek Master Plan establishes a long-term framework for future employment and industrial development within the Wilsonville portion of the Basalt Creek Planning Area. Building upon the jointly adopted 2018 Basalt Creek Concept Plan, the Master Plan identifies the planned land uses, transportation improvements, utility infrastructure, funding strategies, and natural resource considerations needed to support development over the next 20 years. The Master Plan supports the City's recently adopted economic development goals by expanding opportunities for future manufacturing, logistics, and other employment uses.

The proposal is a legislative action that includes adoption of the Basalt Creek Master Plan, Comprehensive Plan text and map amendments, Development Code amendments, and a Zone Map amendment. Together, these actions will establish the policy framework, land use designations, zoning, and development standards necessary to implement the Master Plan and guide future development within the Planning Area.

Development will occur over time and will depend on property owner participation, infrastructure funding, market demand, environmental permitting, utility coordination, and regional transportation improvements. Properties currently outside the City will be annexed at the request of property owners, generally in conjunction with proposals to develop consistent with the Master Plan and applicable Development Code requirements.

HOW TO COMMENT:

Oral or written testimony may be presented at the public hearings. Written comment on the proposal is also welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received no later than 2 pm on September 17, 2026. Otherwise, written comments must be received no later than 2 pm the day of the hearing to be considered. Any written testimony received after the deadline will be rejected. **Direct written comments to** Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@wilsonvilleoregon.gov

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Mandi Simmons, Administrative Assistant at (503) 682-4960.

Publish September 16, 2026 WS394273

CITY COUNCIL

MONDAY, AUGUST 17, 2026

WORK SESSION

Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 17, 2026	**Subject: Basalt Creek Master Plan and Implementing Amendments** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager; **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide direction on the draft Basalt Creek Master Plan, supporting technical analyses, and implementing Comprehensive Plan and Development Code amendments.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COUNCIL

Staff is seeking Council feedback on whether the draft Basalt Creek Master Plan (BCMP) and associated implementation package establish an appropriate framework for long-term industrial and employment development in the Wilsonville portion of the Basalt Creek Planning Area. Staff

is also seeking direction on any revisions that should be completed before the package advances through the Planning Commission and City Council public hearings.

EXECUTIVE SUMMARY

The draft BCMP establishes a coordinated 10-to-20-year framework for transitioning the Basalt Creek Planning Area from rural land at the edge of the City into development ready industrial and employment districts. The Plan identifies the intended land use pattern, transportation network, water and sanitary sewer needs, infrastructure funding considerations, natural resource protections, and implementation measures needed to support development over time. The Plan does not approve individual development proposals or commit the City to construct all identified infrastructure.

Adoption requires a coordinated legislative package consisting of the BCMP; Comprehensive Plan text and map amendments; a Zoning Map amendment; and Development Code amendments. Together, these documents establish the policy direction, land use designations, zoning, and development standards necessary to make the area ready for future development.

Background

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), establishing a long-term vision and conceptual framework for urbanization of the Basalt Creek Planning Area. The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies. Since adoption, Wilsonville has completed key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan.

The BCMP focuses specifically on the Wilsonville portion of the planning area. It carries the jointly adopted concept forward into a more detailed, Wilsonville-specific framework informed by updated economic, transportation, utility, environmental, and funding analysis. As a component of the City's Comprehensive Plan, the BCMP will guide future development within the area. Properties currently outside the City will be annexed at the request of property owners, generally in conjunction with proposals to develop consistent with the Master Plan and applicable Development Code requirements.

The BCMP is also an implementation measure of the City's Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS), adopted by City Council in March 2026. Those efforts identified Basalt Creek as one of Wilsonville's most significant long-term employment growth areas and emphasized the need to expand opportunities for manufacturing, logistics, research and development, technology, and other traded sector employment uses.

Planning Commission Review

Over the past two years, the Planning Commission has had 11 work sessions on the various components on the Master Plan and implementing amendments. Since the last City Council

work session, the Planning Commission has held three work sessions on the BCMP, each focused on a different part of the planning and implementation package:

- June 10, 2026 — The Commission reviewed the proposed, draft BCMP, Comprehensive Plan amendments, transportation analysis, land use framework, infrastructure concepts, and implementation approach. Discussion included the Transportation System Plan, local and regional network, railroad undercrossing, roundabout suitability, wildlife crossings, and the long-term land use vision for the employment area.
- July 8, 2026 — The Commission reviewed the final proposed Development Code amendments and Northwest Industrial (NWI) Pattern Book. Discussion focused on previous feedback from the Commission on permitted uses, data centers, and the Regulating Plan as well as questions around freight and multimodal street design, and the Two-Track review processes.
- August 12, 2026 — The Commission is scheduled to conduct its final work session review of the complete draft package, including revisions made in response to prior Commission direction and public comments, which is also included in this Council packet. Staff will provide City Council with a verbal update regarding any additional direction received at that meeting.

Proposed Master Plan Framework

Land Use and Economic Development

The BCMP organizes the planning area into four employment subdistricts under a Northwest Industrial Zone - Coffee Creek, High-Tech Employment, Light Industrial, and West Railroad – and a Craft Industrial Zone. The subdistrict approach responds to differences in location, access, parcel pattern, infrastructure, and intended development character while maintaining an overall focus on high quality industrial and employment development and flexibility through a broad list of allowed uses. The framework is intended to preserve land for employment generating uses, provide opportunities for a range of business types and sizes, and limit supporting commercial uses so they remain subordinate to the primary employment function of the district.

Transportation and Multimodal Connectivity

The transportation framework builds upon the adopted Basalt Creek Transportation Refinement Plan and identifies a connected network of addressing streets, supporting streets, and through connections. The network is intended to accommodate freight movement while also providing safe and direct access for employees and visitors traveling by foot, bicycle, micromobility device, transit, or automobile. The proposed standards establish a predictable connectivity framework while allowing alternatives for site-specific development applications when conditions warrant and the intended network function is maintained.

The West Railroad Area Transportation Analysis evaluated interim and long-term access for the area west of the railroad. It identifies interim access from Tonquin Road, long-term access from Morgan Road, secondary access and internal connectivity needs, and a future railroad undercrossing. Because several improvements extend beyond the planning area in scale and

cost, implementation will require phased development, interagency coordination, and a combination of public and private funding.

Water, Sanitary Sewer, Stormwater, and Funding
The supporting utility analyses identify the water and sanitary sewer facilities needed to serve future development and describe potential phasing considerations. Stormwater management and natural resource protection will be addressed through future capital planning, environmental review, and site-specific development requirements. The Infrastructure Funding Analysis evaluates potential tools and funding strategies for major improvements.

Natural Resources and Open Space
The BCMP recognizes wetlands, streams, habitat areas, topography, and other environmental resources as fundamental considerations in the future development pattern. The Plan coordinates the anticipated street and utility network with these resources and retains existing environmental review and permitting requirements. Future development proposals will be required to demonstrate compliance with applicable local, state, and federal standards; integrate natural resources into the employment district; and make connections to regional trails.

Implementing Amendments

Comprehensive Plan and Map Amendments
The proposed Comprehensive Plan text and map amendments incorporate the BCMP into the City's long-range policy framework, remove these areas from the Areas of Special Concerns Map, apply an industrial Comprehensive Plan designation to the land in the West Railroad subdistrict (as previously applied in the rest of Basalt Creek Planning Area), and align the Comprehensive Plan with the recently adopted Economic Opportunity Analysis and Economic Development Strategy. The amendments establish the foundation for allowing annexation and development.

Northwest Industrial Zone (NWI)
The Development Code amendments establish the Northwest Industrial Zone as a standalone Planned Development zoning district, extending and updating the framework currently used in Coffee Creek. A new use matrix, the basis of which comes from the City's existing Planned Development Industrial (PDI) and Metro designated Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) zones, organizes permitted uses by subdistrict, modernizes industrial use classifications, addresses emerging employment uses, and maintains distinctions among areas intended for high-tech employment, light industrial, logistics, and other industrial activities.

At the last work session with City Council, concerns were expressed related to the inclusion of Contractor Establishments in the Allowed Uses table, with and without restrictions. Since that time, City staff learned of a pending policy review and potential code update by Washington County. As a result, Contractor Establishments have been removed from the proposed use table

pending the outcome of that work. Staff anticipate returning to Council later for this specific issue.

Pattern Book and Alternative Design Process
When the Coffee Creek Design Overlay District was adopted, to be business-friendly, the City created a streamlined, administrative review process for industrial development based on clear and objective standards, which are not required in the State for industrial development. The clear and objective standards established criteria for the desired vision for development in the area. For development not meeting those standards, applications are processed through the standard review. In that case, a pattern book was established to allow an applicant to propose an alternative design based on Pattern Book guidelines when unusual site conditions or a different design approach can meet the intent of the district. Feedback to maintain this process has resulted in an updated name, the Northwest Industrial (NWI) Pattern Book. It translates the Coffee Creek and Basalt Creek Master Plans' design direction into street, site, building, open-space, and multimodal design guidance.

Discussion Questions
Staff recommend focusing discussion on the following policy-level considerations:

- Is there further feedback on the framework presented for long-term development in the draft Basalt Creek Master Plan?
- Is there anything else that would best implement the City Council's vision for a high-quality industrial and employment district directed in the 2026 Wilsonville Economic Development Strategy?
- Are there specific revisions Council would like staff to address before the public hearings?

EXPECTED RESULTS
Council direction will guide final refinement of the BCMP and implementing documents before the adoption hearings. No motion is requested at this work session.

TIMELINE

- City Council Work Session - August 17, 2026
- Planning Commission Public Hearing - September 9, 2026
- City Council Public Hearing and First Reading - October 5, 2026
- City Council Second Reading - October 19, 2026

CURRENT YEAR BUDGET IMPACTS
Work on the BCMP is funded through a Community Planning and Development Grant from Metro and previously authorized Planning Division project funding. Additional water and stormwater analysis is being conducted through the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and capital improvement project (CIP) 3000 funds. Adoption of the BCMP will not itself authorize or obligate funding for the capital improvements identified in the Plan or technical appendices. Future expenditures will be considered through the City's capital improvement and budget processes.

COMMUNITY INVOLVEMENT PROCESS

The BCMP engagement has included Technical Advisory Committee meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and hearings, City Council work sessions and hearings, and opportunities for written and oral public comment. The Technical Advisory Committee included representatives from the City, Business Oregon, Greater Portland Inc., Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. The City also conducted outreach to property owners in the West Railroad area regarding development opportunities, proposed Comprehensive Plan changes, infrastructure needs, and Development Code amendments.

Key themes included workforce development challenges, limited land and building availability, high development and operating costs, demand for local retail and services, infrastructure constraints, and the importance of a proactive and collaborative City business relationship. Staff recently prepared a memorandum addressing public comments and requested changes to NWI standards (Attachment 6). Public and property owner comments have informed revisions to the Master Plan, NWI Zone, Pattern Book, and supporting analyses.

POTENTIAL IMPACTS OR BENEFITS TO THE COMMUNITY

The BCMP provides a long-term framework for coordinated economic growth, infrastructure investment, and land use planning in one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary. By coordinating land use, transportation, utilities, funding, and environmental considerations, the Plan can reduce piecemeal development and provide greater predictability for property owners, businesses, service providers, and the community. Over time, implementation can expand employment opportunities, strengthen and diversify the local tax base, support business growth, and improve economic resilience. The proposed framework also supports high-quality site design, multimodal access, open space, and protection of significant natural resources. These benefits will depend on successful phasing, infrastructure investment, environmental permitting, regional coordination, and private development decisions.

ALTERNATIVES

Council may direct staff to proceed with the draft package as presented or identify targeted revisions before the public hearings, on the proposed land use, transportation, infrastructure, or regulatory framework. Significant changes would affect the adoption schedule and could require additional technical analysis or public review.

ATTACHMENTS

1. Basalt Creek Master Plan Draft and Appendices
2. Basalt Creek Master Plan Proposed NWI Code Edits
3. Basalt Creek Master Plan Proposed NWI Pattern Book
4. Basalt Creek Master Plan Proposed Comprehensive Plan Amendments

Basalt Creek Master Plan

and

Implementing Amendments

Attachment 1

Basalt Creek Master Plan Draft and Appendices

Link:
https://www.wilsonvilleoregon.gov/sites/default/files/basalt_creek_master_plan_draft_and_appendices_attachment_1.pdf

Attachment 2

Basalt Creek Master Plan – Proposed Development Code Edits – Draft June 2026

Proposed added language ***bold italics underline.*** Proposed removed language ~~struck through.~~

ADMINISTRATION

Section 4.001. Definitions

The following definitions will be added or amended to this section. All subsequent definitions will be renumbered

Accessory Retail Sales. Retail sales that are incidental and subordinate to a permitted primary use and are conducted on the same site. Accessory retail sales shall be limited primarily to goods or products manufactured, fabricated, assembled, processed, crafted, repaired, or substantially modified on the premises, and may include merchandise directly related to the primary use. Accessory retail sales are not intended to function as a stand-alone retail establishment.

Addressing street*:* A major existing or planned street within the ~~Coffee Creek~~ ***Northwest Industrial (NWI)*** ~~Design Overlay District~~ ***Zone*** as defined in Section 4.134.

Artisan Food and Beverage Production: A craft industrial use involving the small-scale production, processing, preparation, packaging, or distribution of food and beverage products. These uses are characterized by limited-batch production, specialty or handcrafted products, and may incorporate customer-oriented activities such as tasting rooms, retail sales, demonstrations, classes, tours, and similar experiences that support the primary production use. Artisan Food and Beverage Production does not include large-scale food processing, regional distribution centers, or industrial-scale manufacturing operations.

Contractor Establishment: A site used for the storage, maintenance, dispatch, and staging of equipment, vehicles, tools, and materials associated with construction and contracting activities. Such uses are characterized by the active deployment of personnel, equipment, and materials to off-site work locations and may include offices, workshops, maintenance facilities, storage buildings, and outdoor storage yards.

Craft Studio. A facility used for the creation, production, fabrication, assembly, repair, or finishing of handcrafted or small-batch goods by artists, artisans, designers, or skilled tradespersons. Uses may include studios, workshops, demonstration areas, classrooms, and limited accessory retail sales of goods produced on-site.

Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics: A light industrial use involving the receipt, storage, sorting, packaging, and shipment of goods directly to individual consumers, typically in response to online, catalog, or similar retail purchases. Such uses are characterized by high volumes of small-package outbound deliveries and frequent last-mile distribution activity and are distinct from traditional wholesale warehousing and distribution facilities that primarily serve commercial customers or retail establishments.

Home Business*:* A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit,

except in the Craft Industrial (CI) Zone which allows a home business outright as a typically permitted use (see Section 4.137(.03)A.).

Incubator. A building or portion of a building that provides flexible workspace, shared facilities, and common support services for multiple startup or early-stage businesses. Incubators may include offices, workshops, laboratories, production areas, shared equipment, meeting rooms, and similar spaces intended to support entrepreneurship, product development, innovation, fabrication, or small-scale manufacturing.

Industrial Services: Establishments that provide repair, maintenance, testing, fabrication, installation, technical support, or other services for industrial equipment, products, facilities, or operations.

Innovation Hub. A facility that brings together businesses, entrepreneurs, researchers, educational institutions, investors, or other organizations to support collaboration, research, product development, technology commercialization, workforce development, or entrepreneurial activities. Innovation hubs may include offices, laboratories, meeting spaces, classrooms, collaborative workspaces, and shared support facilities.

Light Manufacturing*:* ~~Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a Residential Village environment.~~

A manufacturing, processing, fabrication, assembly, and/or packaging, that occurs primarily within enclosed buildings where the primary activity is the conversion of raw materials or parts into finished products and produces minimal noise, vibration, dust, odor, glare, hazardous materials, or other off-site impacts. Typical uses may include the production of consumer goods, electronics, food products, apparel, furniture, and similar products. In Residential Village, exhibits benign external characteristics compatible with the character and overall design of the Village zone.

Master Plan: A plan with a series of detailed components covering one or more distinct areas. ***For example see:***

- ~~See~~ Villebois Village Master Plan.
- ~~See~~ Coffee Cree~~k Design Overlay District~~***Master Plan***.

Maker Space. A shared workspace that provides access to tools, equipment, technology, and work areas for individuals or businesses engaged in designing, prototyping, fabricating, repairing, or producing products. Maker spaces may include workshops, fabrication equipment, digital manufacturing technologies, classrooms, and collaborative work areas.

Micro-Mobility Vehicle. A small, lightweight vehicle designed for individual transportation that is powered by human power, electric power, or a combination of both, and is intended for use on streets, bicycle facilities, shared-use paths, or other designated transportation facilities. Micro-mobility vehicles include, but are not limited to, bicycles, electric bicycles, electric scooters, cargo bicycles, and similar devices intended for short-distance travel.

Parcel: (1) A unit of land resulting from a partition and (2) Within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone,*** areas bounded by addressing streets, supporting streets and/or through connections are defined as a parcel.

Pattern Book: An illustrative document that depicts the site development, landscaped design, and/ or architectural character of a proposed development. ***For example see:***

- ~~See~~ Section 4.125.15, Pattern Book for projects in Villebois.
- ~~See~~ Section 4.134(.06) ~~F~~***D***., Pattern Book for projects in the ***Northwest Industrial (NWI) Zone.*** ~~Coffee Creek Design Overlay District~~.

Professional—~~Type~~ Services: ***Services catering to daily customers in an office setting*** ~~A "professional type service" shall include activities~~ such as those offered by a physician, surgeon, dentist, lawyer, architect, engineer, accountant, artist, teacher, real estate and insurance sales.

Regulating Plan: A plan that organizes the system of existing and future streets and multi-use paths within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone.***

Retail. A commercial use engaged primarily in selling, leasing, renting, displaying, or distributing goods, merchandise, or products directly to consumers or end users. Retail uses may include customer service, product demonstration, order pickup, and other activities customarily associated with the direct sale of goods, but do not include manufacturing, fabrication, processing, warehousing, or wholesale distribution as the primary use.

Service Commercial: – Establishments providing commercial services catering to daily customers, such as automobile service stations, automobile repair, salons, banking, dry cleaners, laundromats, studios, pet services, equipment rental, and self-storage.

Supporting streets: New streets within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone,*** which may be located within public rights-of-way or public easements.

Through connections*:* New streets, multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They are located within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone*** and may be located within public rights-of-way or public easements.

No additional changes proposed in this section

Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

(.01) *Authority of Planning Director.* The Planning Director shall have authority over the daily administration and enforcement of the provisions of this Chapter, including dealing with non-discretionary matters, and shall have specific authority as follows:

A. A Class I application shall be processed as a ministerial action without public hearing, shall not require public notice, and shall not be subject to appeal by anyone other than the applicant or call-up, except as noted below. Pursuant to Class I procedures set forth in Section 4.035, and upon finding that a proposal is consistent with the provisions of this Code and any applicable Conditions of Approval, shall approve the following, with or without conditions:

1. Minor site clearing and grading, prior to the approval of a Site Development Plan, provided that:

   a. No clearing or grading occurs within the Significant Resource Overlay Zone. Clearing or grading in the Significant Resource Overlay Zone shall require, at a minimum, approval of a Class II permit through the procedures specified below;

   b. No clearing or grading occurs within 25 feet of an area that has been identified by the City as a wetland;

   c. Not more than three trees are proposed to be removed;

   d. No fill or removal is proposed;

   e. Adequate measures are utilized to control erosion and runoff from the site and that the applicant will submit a final Site Development application within seven days of submitting the minor site grading application. All grading activities require compliance with the requirements of the applicable building code and City Public Works standards.

2. Class I Sign Permits, and Temporary Sign Permits for 30 days or less.

3. Architectural, landscape, tree removal, grading and building plans that substantially conform to the plans approved by the Development Review Board and/or City Council. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

4. Building permits for single family dwellings, middle housing, and in the Village zone, row houses or apartments, meeting zoning requirements and located on lots that have been legally created. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

5. Lot line adjustments, where none of the lots increase in area by 50 percent or more, subject to the standards specified in Section 4.233.

6. A temporary use permit for not more than 30 days. Permitted days may or may not be consecutive, but shall not exceed 30 days within the calendar year for which the permit was applied. Temporary use permits are subject to the following standards:

    a. The applicant has the written permission of the property owner to use the site;

    b. The proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property;

    c. Adequate parking is provided;

    d. Signs shall meet the standards of Section 4.156.09; and

    e. The proposed use has the approval of the Fire Marshal.

7. Determination that an existing use or structure is a non-conforming use or non-conforming structure, as defined in this Code. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the history of the property, choose to process such determinations through the Class II procedures below.

8. Actions taken subject to Site Development Permits which have been approved by the appropriate decision-making body of the City.

9. Final plats for condominiums, subdivisions, or partitions that are substantially the same as tentative plats approved by the City and which are submitted for review and signature prior to recordation with the appropriate county.

10. Type A tree removal permits as provided in Section 4.600.

11. Determination, based upon consultation with the City Attorney, whether a given development application is quasi-judicial or legislative. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the nature of the application, choose to process such determinations through the Class II procedures below.

12. Expedited land divisions and middle housing land divisions requiring expedited review under state law. Applications for expedited land divisions and middle housing land divisions requiring expedited review under state law, as provided for in Section 4.232 of this Code and ORS Chapter 197 shall be processed without public hearing, and shall be subject to appeal through the special appeal procedures specified in Section 4.232.

    a. Authority of Planning Director. The Planning Director shall have authority to review applications for expedited land divisions and middle housing land divisions requiring expedited review under state law and to take action approving, approving with conditions, or denying such applications, based on findings of fact.

    b. Tentative Plat Requirements for Expedited Land Divisions and middle housing land divisions requiring expedited review under state law. Tentative plats and all other application

requirements for expedited land divisions and middle housing land divisions requiring expedited review under state law shall be the same as for other forms of land divisions, except as those requirements are specifically altered by the Oregon Revised Statutes.

c. Administrative Relief Not Available. In taking action on an application for an expedited land division or middle housing land divisions requiring expedited review under state law, the Planning Director is not authorized to grant Variances or waivers from the requirements of the Code.

d. Residential Areas Only. As specified in ORS 197, expedited land divisions shall only be approved in areas zoned for residential use.

13. Development approval extensions as provided in Section 4.023.

B. A Class II application shall be processed as an administrative action, with or without a public hearing, shall require public notice, and shall be subject to appeal or call-up, as specified in Section 4.022 and noted below. Class II residential development applications shall be processed without a public hearing. Pursuant to Class II procedures set forth in Section 4.035, the Director shall approve, approve with conditions, deny, or refer the application to the Development Review Board (as applicable) for a hearing:

1. Minor alterations to existing buildings or site improvements of less than 25 percent of the previous floor area of a building, but not to exceed 10,000 square feet. Minor modifications to approved Architectural and Site Development Plans may also be approved, subject to the same standards.

2. Residential accessory buildings or structures with less than 120 square feet of floor area located within the Willamette River Greenway Boundary pursuant to Section 4.500 and subject to the flood plain development standards of Section 4.172. Approval of such accessory structures in the Greenway shall be based on all of the following findings of fact:

a. The building or structure is located so that the maximum amount of landscape area, open space and/or vegetation is provided between the river and the building;

b. Public access to the river is preserved or is provided in accordance with an approved and adopted plan; and

c. That the change of use, intensification of use, or development will be directed away from the river to the greatest possible degree while allowing a reasonable use of the property.

3. Written interpretations of the text or maps of this Code, the Comprehensive Plan or sub elements of the Comprehensive Plan, subject to appeal as provided in Section 4.022. The Planning Director may review and interpret the provisions and standards of Chapter 4 (Planning) of the Wilsonville Code upon receiving the required filing fee along with a specific written request. The Director shall publish and mail notice to affected parties and shall inform the Planning Commission and City Attorney prior to making a final written decision. The Director's letter and notice of decision shall be provided to the applicant, the Planning Commission, the City Council, and City Attorney and the notice shall clearly state that the decision may be appealed in accordance with Section 4.022 (Appeal Procedures). A log of such interpretations shall be kept in the office of the Planning Department for public review.

4. A permit to locate an accessory use on a lot adjacent to the site of the principal use.

5. Residential subdivisions, subdivisions located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~, and land partitions, other than expedited land divisions, pursuant to Section 4.210. Approval shall be based on all of the following findings of fact:

a. The applicant has made a complete submittal of materials for the Director to review, as required in Section 4.210;

b. The proposed plan meets the requirements of the Code regarding minimum lot size and yard setbacks;

c. The approval will not block the orderly development of any adjoining property or access thereto;

d. The public right-of-way bordering the lots or parcels will meet City standards;

e. Any required public dedications of land have been approved for acceptance by the City and will be recorded with the County at the time of final plat approval;

f. Adequate easements are proposed where an existing utility line crosses or encroaches upon any other parcel to be created by the partition;

g. All public utilities and facilities are available or can be provided prior to the issuance of any development permit for any lot or parcel; and

h. Roads extended or created as a result of the land division will meet City standards.

6. Decisions on the following:

a. Lot line adjustments, where any of the lots increase by more than 50 percent in area, subject to the provisions of Section 4.233.

b. Temporary use permits for periods exceeding 30 days but not more than 120 days. Permitted days may or may not be consecutive, but shall not exceed 120 days within the calendar year for which the permit was applied. Temporary use permits may allow specific activities associated with the primary use or business located on the property for up to 120 days provided that:

i. the property owners have given written permission;

ii. no structure, sign or any other object shall exceed 20 feet in height;

iii. adequate parking is provided in designated spaces;

iv. signs shall meet the standards of Section 4.156.09;

v. electrical and building permits are obtained as required;

vi. undue traffic congestion will not result and, if traffic congestion is expected, a traffic control plan is submitted along with the application that identifies the traffic control procedures that will be used;

vii. the activity and/or use shall not unduly interfere with motorists driving on adjacent roads and streets, including I-5; and

viii. public notice has been provided and the comments of interested parties have been considered in the action that has been taken;

ix. the proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property; and

x. the proposed use has the approval of the Fire Marshal.

7. Solar access permits, as specified in Section 4.137.3.

8. Class II Sign Permits.

9. Site design review, as authorized in Section 4.400 for residential development or properties located within the ***Northwest Industrial (NWI) Zone***, ~~Coffee Creek Design Overlay District,~~ which satisfy all applicable standards and adjustment criteria in Section 4.134~~.10~~.

10. Review of Stage I and Stage II Planned Development applications for properties located within the NWI Zone, which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Review of Stage I and Stage II Planned Development applications for residential development which satisfy all applicable standards.

12. ~~11.~~ Type B tree removal permits as provided in Section 4.600.

13. ~~12.~~ Type C tree removal permits as provided in Section 4.600 for properties located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~ or associated with applications for residential development.

14. ~~13.~~ Architectural and site plans, including modifications and remodels, for multi-family residential structures in residential zones with seven or more units not subject to Site Design Review, meeting clear and objective zoning, siting, and design standards, and located on lots that have previously been legally created.

15. ~~14.~~ ***Waivers, refinements, and variances for residential development subject to the criteria in Sections 4.119, 4.125, and 4.196.***

16. ~~15.~~ **Zone Map Amendments that increase density for residential development.**

No additional changes proposed in this section

Section 4.110. Zoning—Zones.

(.01) The following Base Zones are established by this Code:

A. Residential Agricultural H Holding, which shall be designated "RA-H".

B. Residential, which shall be designated "R".

C. Planned Development Residential, which shall be designated "PDR," and further divided into:

PDR-1

PDR-2

PDR-3

PDR-4

PDR-5

PDR-6

PDR-7

D. Planned Development Commercial, which shall be designated "PDC."

E. Planned Development Industrial, which shall be designated "PDI."

F. Public Facility, which shall be designated "PF."

G. Public Facility - Corrections, which shall be designated "PF-C."

H. Village, which shall be designated "V".

I. Residential Neighborhood, which shall be designated "RN". The RN ~~zone~~ ***Zone*** is a Planned Development Residential zone.

J. Town Center, which shall be designated "TC". The TC ~~zone~~ ***Zone*** is a Planned Development zone.

K. Craft Industrial (CI), which shall be designated "CI". The CI Zone is a Planned Development zone.

L. Northwest Industrial (NWI), which shall be designated "NWI". The NWI Zone is a Planned Development zone.

(.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.

A. Solar-Friendly (S) overlay zone;

B. Screening and Buffering (SB) overlay zone; ***and***

C. Old Town (O) overlay zone.~~; and~~

~~D. Coffee Creek Industrial Design Overlay District (CCDOD).~~

(.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.

(.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

(Ord. No. 557, 9-5-2003; Ord. No. 806, 7-17-2017; Ord. No. 812, 2-22-2018; Ord. No. 835, 6-5-2019)

No additional changes proposed in this section

Section 4.117. Standards Applying to Industrial Developments in any Zone.

(.01) ~~All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).~~

(.01) Performance Standards. If not otherwise specified in the Planning and Development Code, all industrial developments, uses, or activities are subject to the following performance standards. These standards are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design Review, or Administrative Review.

B. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.

C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.

D. Any open storage shall comply with the provisions of Section 4.176, and this Section.

E. No building customarily used for night operation, such as a baker, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.

F. Heat and Glare:

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.

2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.

G. Dangerous Substances. Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

H. Liquid and Solid Wastes:

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.

3. No connection with any public sewer or public stormwater system shall be made or maintained in violation of applicable City or State standards.

4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer or public stormwater system in violation of applicable City or State standards.

5. ~~All drainage permitted to discharge int a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary public sewer and stormwater sewer discharges.

I. Noise. Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. Electrical Disturbances. Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. Discharge Standards. There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. ~~Material~~ ***Outdoor Storage:***

1. Outdoor ~~material~~ ***storage must be maintained in an orderly manner at all times.***

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. Landscaping:

1. ***Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.***

2. ***Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion, cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.***

3. ***Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.***

No additional changes proposed in this section

Section 4.130 CI—Craft Industrial Zone.

(.01) Purpose. The purpose of the Craft Industrial (CI) Zone is to support a diverse range of small-scale industrial and creative enterprises such as incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses accessory to the typically permitted uses that serve as a transition to and support more intense urban uses nearby.

(.02) The CI Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Sections 4.118 and 4.140). Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Section shall apply.

(.03) Uses that are typically permitted:

- ***A. Home Businesses that include any of the uses listed below.***
- ***B. Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).***
- ***C. Studios and Creative Workspaces.***
- ***D. Artisan Food and Beverage Production and Food-Related Businesses, with or without accessory on-site tasting rooms or eateries subject to the limitations for Retail and Service Commercial Uses of Subsection 4.130.***
- ***E. Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan goods and handcrafted items.***
- ***F. Custom Fabrication and Printing Services, including sign fabrication.***
- ***G. Small-scale Light Manufacturing and Assembly of small machinery and appliances, micro-mobility vehicles, precision tools, or other electrical or mechanical items.***
- ***H. Industrial Office and Laboratory Uses, including research, development, testing, or product training and support.***
- ***I. Repair, Finishing, and Testing Services of products manufactured or assembled within the zone.***
- ***J. Service Commercial and Professional Services uses shall not exceed 5,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.***
- ***K. Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.***

L. Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.

M. Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.

(.04) Performance Standards. The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.05) Design and Development Standards:

A. The standards of Section 4.134(.11), Development Standards Table, excepting the front yard setback provisions, for properties with frontage on SW Boones Ferry Road located north of SW Day Road, where the setback standards of Section 4.130(08) shall apply; or

B. The standards of the PDC zone, Section 4.131(.03), for all other properties.

(.07) Block and access standards. The CI zone shall be subject to:

A. The block and access standards of Section 4.134(.10), Development Standards Table, for properties with frontage on SW Boones Ferry Road located north of SW Day Road; or

B. The block and access standards of the PDC zone, Section 4.131(.03), for all other properties.

(.08) Other Standards:

A. Minimum Individual Lot Size. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

C. Minimum Front Yard Setback. None required except when front yard abuts a more restrictive district, in which case the front yard setback shall be a minimum of half the same and a maximum of the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City Transportation System Plan (TSP).

D. Minimum Rear and Side Yard Setback. None required except when rear and side yards abut a more restrictive district, in which case setbacks shall be the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City TSP.

E. No setback is required when side or rear yards abut a railroad siding.

F. Corner Vision. Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

No additional changes proposed in this section

Section 4.134. ~~Coffee Creek Industrial Design Overlay District~~ *Northwest Industrial (NWI) Zone.*

(.01) *Purpose.* ~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD)~~ is an overlay district within ~~the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5.~~ The purpose of ~~this Coffee Creek DOD~~ ***the Northwest Industrial (NWI) Zone*** is to implement the Coffee Creek Industrial Area Master Plan (2007) ***and Basalt Creek Master Plan (2026) by establishing standards for street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master planned areas. These standards are intended to result in:***

A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.

B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern industrial district.

C. Preservation of trees and natural features.

D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.

E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.

F. Creation of a pleasant and functional industrial district for employees and visitors.

G. A predictable and timely process for reviewing industrial development applications.

(.02) *Applicability.* ~~The Coffee Creek DOD shall apply to all properties within the Coffee Creek Industrial Area Master Plan as shown in the Regulating Plan (Figure CC-1). The provisions of this section shall apply to~~: ***The NWI Zone shall apply to all properties within the Coffee Creek Industrial Area Master Plan and Basalt Creek Master Plan areas as shown in the Regulating Plan (Figure NWI-2).***

A. All new building construction.

B. Any exterior modifications to ***or expansions of*** existing, non-residential buildings~~, subject to Section 4.134(.03)~~.

C. All development of site improvements, including but not limited to, new paved parking lots, outdoor storage, display areas, signs, and landscaping.

~~D. All building expansions greater than 1,250 square feet.~~

(.03) ***Subdistricts. The NWI Zone includes four subdistricts (Figure NWI-1):*** ~~*Exceptions.* This section does not apply to the following:~~

~~A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to an approved color palette, reroofing, or residing with the same or similar materials.~~

~~B. Interior remodeling.~~

~~C. Maintenance of existing dwellings and accessory buildings.~~

~~D. Maintenance of agricultural buildings.~~

A. Coffee Creek. Properties in the Coffee Creek Master Plan area located south of SW Day Road.

B. High-Tech Employment. Properties located in the Basalt Creek Master Plan area north of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road.

C. Light Industrial. Properties located in the Basalt Creek Master Plan area north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams

Ferry Road to the western boundary of properties along Boones Ferry Road in the Craft Industrial (CI) Zone.

D. West Railroad. Properties located in the Basalt Creek Master Plan area west of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.

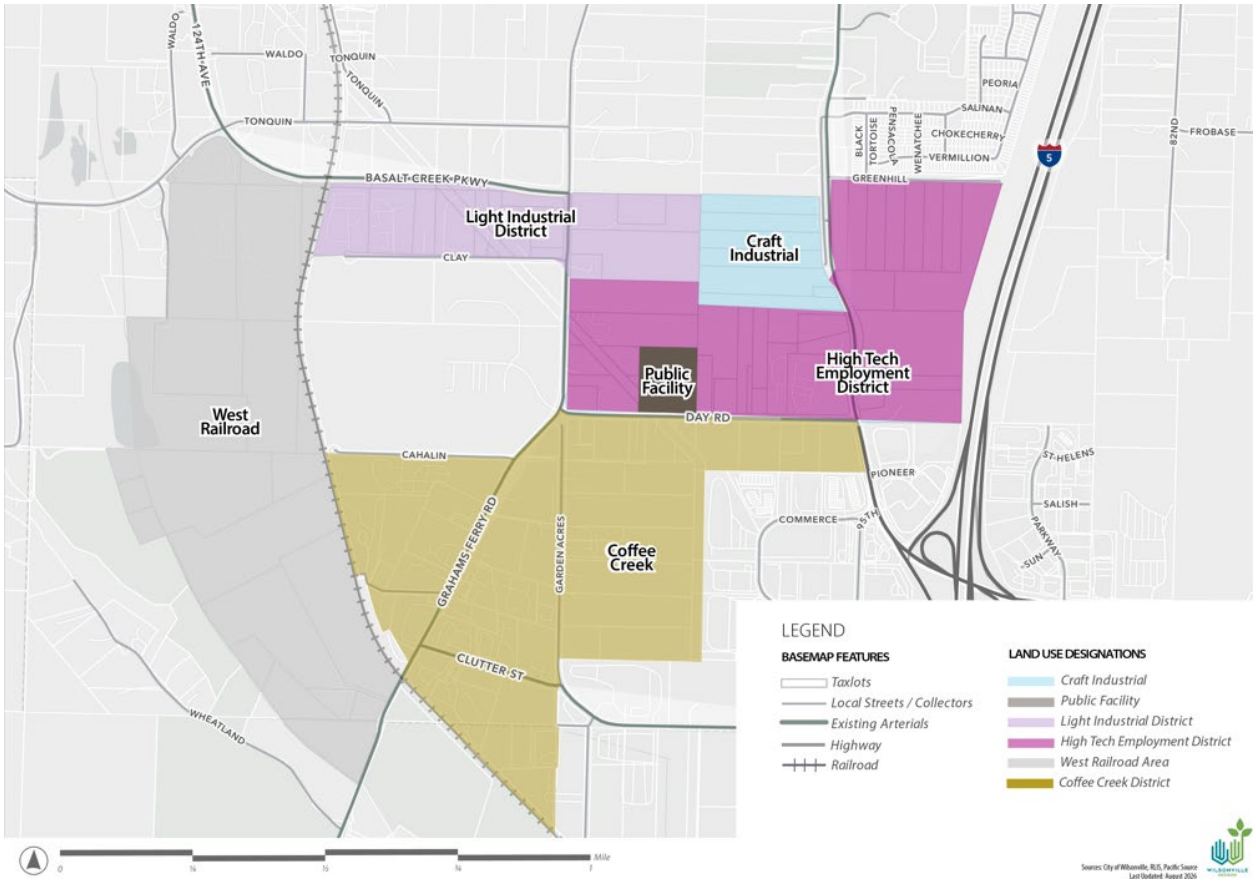


Figure ~~CC-1~~ ***NWI-1.*** Subdistricts

(.04) *Uses that are Allowed:* ~~The uses permitted shall be governed by Section 4.135.5(.03).~~

Table NWI-1. Allowed Uses

Abbreviations:

A	Allowed
R	Allowed with Restrictions
C	Conditional
P	Prohibited

Subdistricts:	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
See Figure NWI-1	Properties in the Coffee Creek Master Plan area located south of SW Day Road	North of SW Day Road, south of the Light Industrial subdistrict, and east of SW Boones Ferry Road	North of SW Clay Street, west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of the Craft Industrial (CI) Zone	West of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.
Use	**Coffee Creek Subdistrict**	**High-Tech Employment Subdistrict**	**Light Industrial Subdistrict**	**West Railroad Subdistrict**
Manufacturing, Processing, Assembly, and Packaging of products.	A	A	A	A
Fabrication.	P	A	A	A
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A	A	A	A
Research and Development.	R No single building on a site dedicated to this use may be less than 75,000 square feet in size. This use is also allowed as an accessory use to a primary use without the same minimum size requirement.	A	A	A
Laboratories.	A	A	A	A
Residential Hospital: A live-in healthcare facility where patients stay full-time to receive medical care, or similar hospital uses, where daily trips to and from the facility are almost entirely caused by employees.	C	C	A	A
Warehousing and Distribution, except Direct to Consumer (DTC) E-commerce Fulfillment or Logistics.	A	A	A	A
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics.	P	P	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.
Industrial Services.	P	P	A	A
Motor Vehicle Services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.	A	A	A	A

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
Specialty Automotive Services.	P	P	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.
Corporate Headquarters.	R Must have more than 20 employees.	A	A	A
Office Complex-Technology, other than Call Center or Data Center.	A	A	A	A
Call Center.	R Must have more than 20 employees.	R Must have more than 20 employees.	A	A
Data Center.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.
Training Facilities and Vocational Schools providing education to meet industrial workforce needs.	A	A	A	A
Public Facilities.	A	A	A	A
Residential use.	R Shall not exceed 10 percent of total floor area.	P	P	P
Accessory Uses, Buildings and Structures customarily inciental to any permitted use.	A	A	A	A
Temporary Buildings or Structures for uses incidential to construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.
Expansion of a Building, Structure or Use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.	A	P	P	P
Similar Uses to those listed as typically allowed.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.
Any use allowed in the PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use, planned and developed in a manner consistent with the purposes and objectives of Section 4.130 to 4.140, and subject to the follwoing criteria:				
Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.
Professional Services or Service Commercial with regular customers (daily or more than 3 per week) including small medical/dental offices.	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
Combined Professional Services, Service Commercial, and Retail uses including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

(.05) *Prohibited Uses:* The uses prohibited shall be governed ***by Table NWI-1*** and Section 4.135.5(.04).

(.06) ~~*Overview of Coffee Creek DOD Standards:*~~ ***Overview of Northwest Industrial Zone Standards:***

A. *Section 4.134(.09) Regulating Plan.* The Regulating Plan organizes all existing and future streets, drives, and shared-use paths within the ~~Coffee Creek Industrial Area~~ ***NWI Zone*** into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.

B. *Section 4.134(.10) Connectivity Standards:*

1. New Supporting Streets and Through Connections are required within the ~~Coffee Creek DOD~~ ***NWI Zone*** to meet Connectivity Requirements as shown on Figure ~~CC-4~~ ***NWI-5.***

2. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications apply to both existing and proposed new streets. A range of cross sections for Supporting Streets and Through Connections is permitted and detailed in Figures ~~CC-2 and CC-3~~ ***NWI-3 and NWI-4.***

C. *Section 4.134(.11) Development Standards Table:*

1. The Development Standards Table provides an overview of all applicable development standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table ~~CC-1~~ ***NWI-2.***

2. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5***, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. ~~Coffee Creek DOD Pattern Book~~ ***NWI Zone Pattern Book.*** ~~The Coffee Creek DOD Pattern Book~~***The NWI Zone Pattern Book*** provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the ~~Coffee Creek DOD~~ ***NWI Zone.***

(.07) *Review Process.* Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

~~B. Section 4.198 Comprehensive Plan Changes.~~

~~C~~***B.*** Section 4.700 Annexation and Urban Growth Boundary Amendments.

~~D~~***C.*** Section 4.140 Planned Development Regulations.

(.08) *Waivers.* The Development Review Board may waive standards as listed in Section 4.134(.11), consistent with the provisions of Section 4.119.

A. The following standards shall not be waived, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. Required minimum building height as provided in Section 4.134(.11) Table ~~CC-4~~ ***NWI-5;***

2. Parking location and design along Addressing Streets in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***; and

3. Parcel pedestrian access as listed in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***.

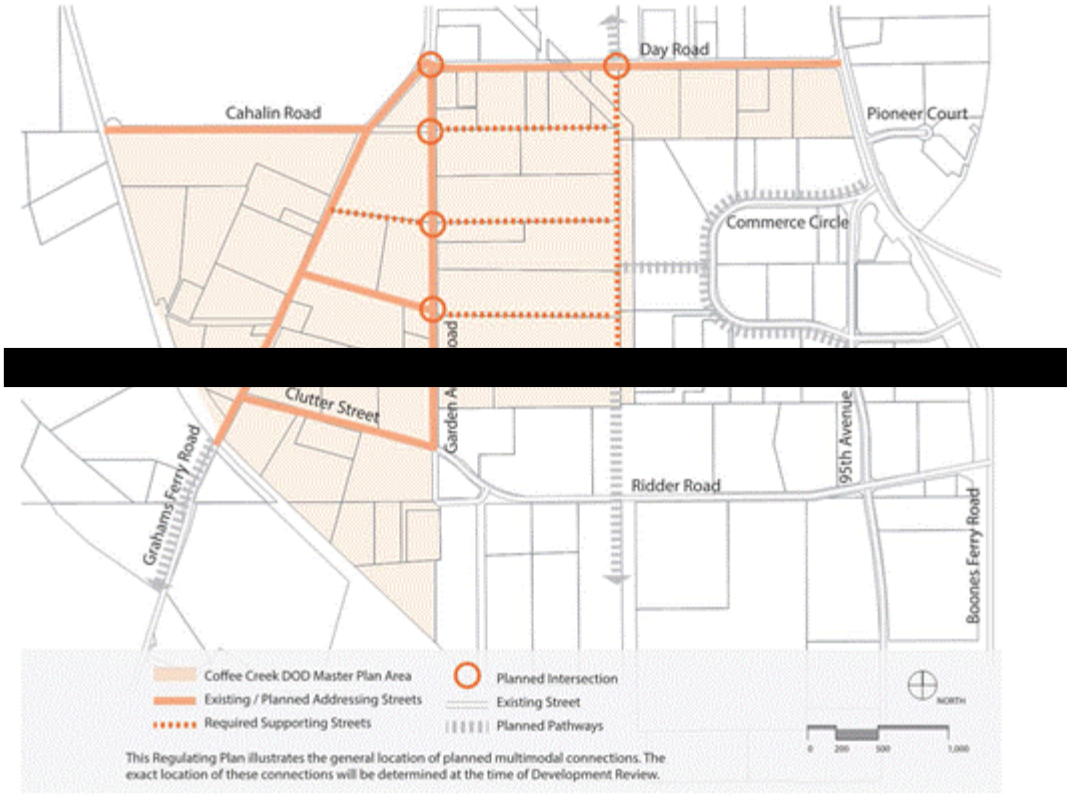
B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the NWI Zone must be found to be consistent with the intent of the ~~Coffee Creek DOD~~ ***NWI Zone*** Pattern Book.

(.09) ~~*Coffee Creek DOD*~~ ***NWI Zone*** *Regulating Plan, Figure* ~~*CC-1*~~ ***NWI-2:***

A. *Components of the Regulating Plan Map:*

1. *Addressing Streets.* Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include ***Boones Ferry Road***, Cahalin Road, ***Clay Street***, Day Road, Clutter Street, Grahams Ferry Road, ***and*** Garden Acres Road~~, and "Future" Street"~~. ***For the purposes of this Subsection, the Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets as referred to in Tables NWI-2 through NWI-5.***

2. ~~*Overlay District.* Land area identified within the Coffee Creek DOD on Figure CC-1 is subject to additional Connectivity Standards as detailed in Figure CC-4 and Table CC-1.~~ **Regulating Plan Area. Land area identified within the NWI Zone on Figure NWI-2 is subject to additional Connectivity Standards as detailed in Figure NWI-5 and Table NWI-2.**



~~Figure CC-1 - Regulating Plan~~

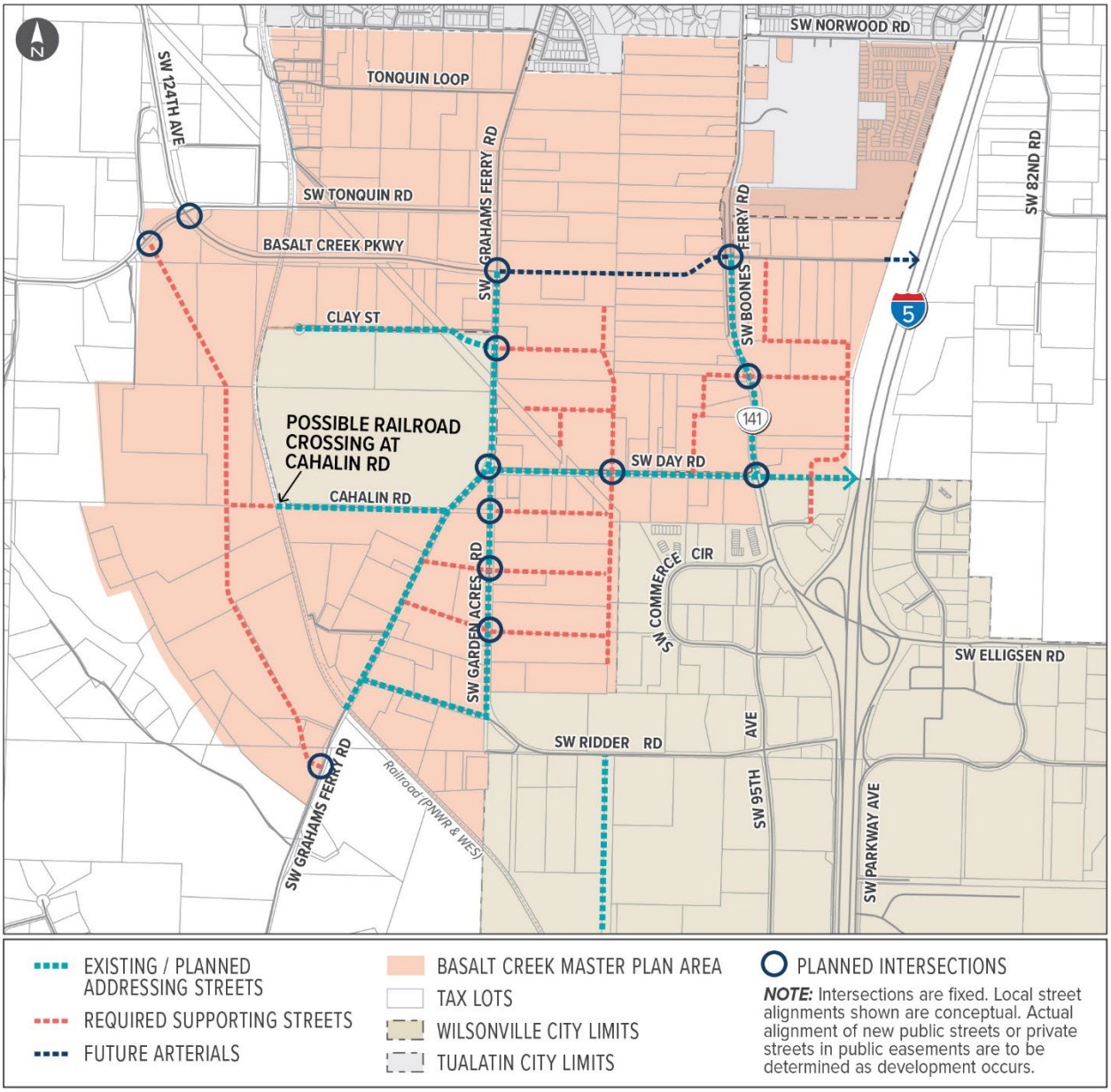


Figure ~~CC-1~~ ***NWI-2.*** Regulating Plan

(.10) ~~Coffee Creek Connectivity Standards:~~ ***NWI Zone Connectivity Standards:***

A. *Street Types, ~~Figure CC-1~~ **NWI-2**.* Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross-section standards. New connections may be one of the following types:

1. *Supporting Streets.* Supporting Streets are new public streets or private streets in public easements. They shall meet the development standards set out in Figure ~~CC-2~~ ***NWI-3.***

a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure ~~CC-1~~ ***NWI-2.*** The exact location and design of these connections will be determined at the time of development review.

b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets and Planned Pathways, as generally shown in Figure ~~CC-1~~ ***NWI-2.***

2. *Through Connections.* Through Connections are new public streets or private streets in public easements with multi-use paths, or streets or public easements that combine characteristics of streets and multi-use paths. They shall meet the Development Standards set out in Figure ~~CC-3~~ ***NWI-4.***

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure ~~CC-1~~ ***NWI-2***. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-4.***

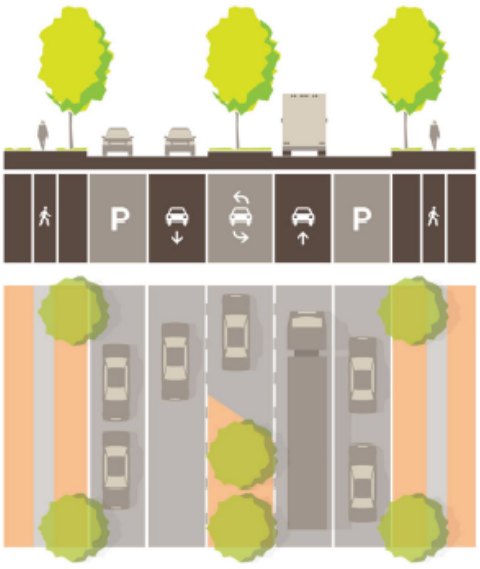
C. *Maximum Connection Spacing:*

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table ~~CC-1~~ ***NWI-2.***

2. Internal Supporting Streets and Through Connections. See Figures ~~CC-4 and Table CC-1.~~***NWI-3 and NWI-4 and Table NWI-2.***

D. *Required Connectivity Master Plan.* Connectivity Master Plans are required for all development within the ~~Coffee Creek DOD~~ ***NWI Zone***. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



NWI-2

*The Regulating Plan (Figure ~~CC-1~~) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure ~~CC-2~~ ***NWI-3*** – Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Ease-ment	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permit-ted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

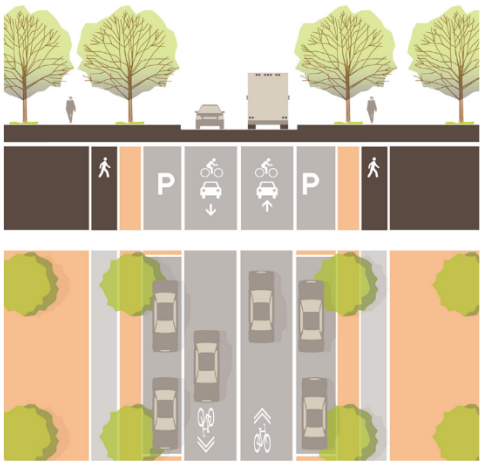


Figure ~~CC-3~~ ***NWI-4*** – Through Connections Standards

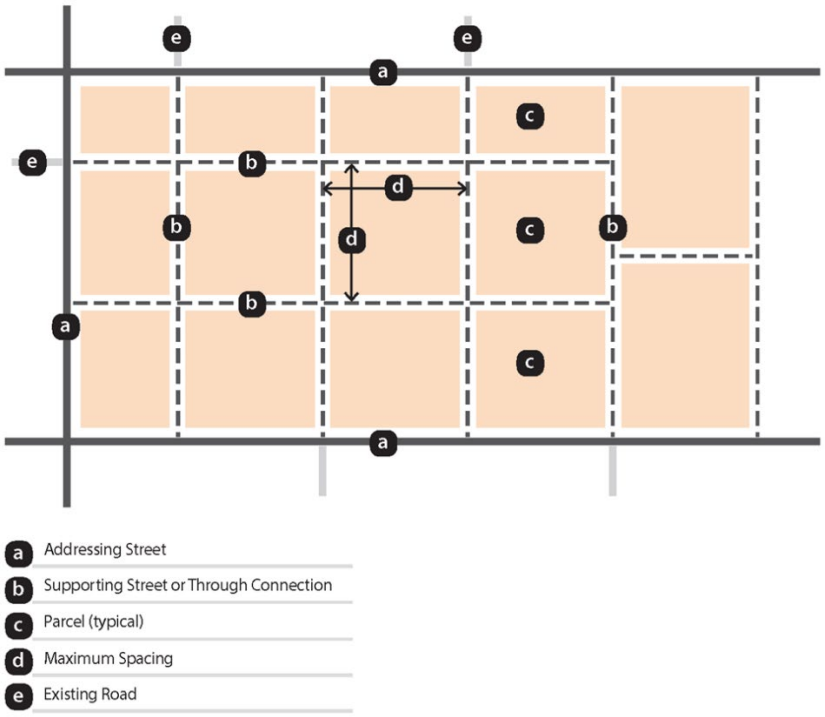


Figure ~~CC-4~~ ***NWI-5*** – Connectivity Standards

(.11) *Development Standards Table.* Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5.***

Table ~~CC 1~~ ***NWI-2*: Street Design and Connectivity**			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road***, Boones Ferry Road, and Grahams Ferry Road Addressing Streets*** as shown on Figure ~~CC 1~~ ***NWI-2***, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, ***Boones Ferry Road,*** Cahalin Road, ***Clay Street,*** Garden Acres Road, ***and*** Clutter Street***.*** ~~and "Future" Street.~~	Supporting Streets are those meeting Specifications, Figure ~~CC 2~~ ***NWI-3***. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure ~~CC 3~~ ***NWI-4***. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure ~~CC 5~~ ***NWI-6***.		

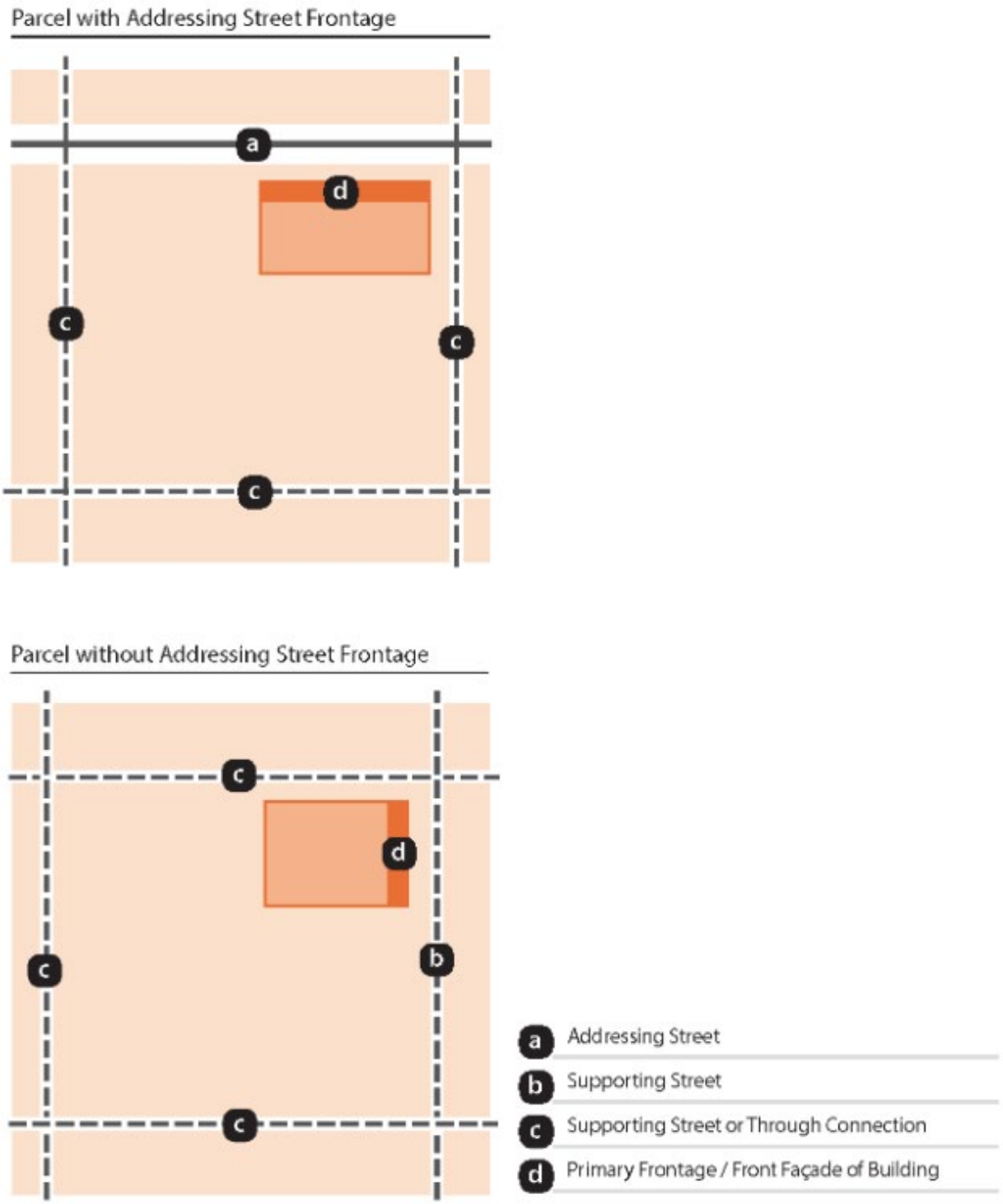


Figure ~~CC-5~~ ***NWI-6*** – Connection Hierarchy and Primary Frontage

Table ~~CC-2~~ ***NWI-3***: District-Wide Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10(.01)C. for consideration of development alternatives to preserve wooded areas & trees.		

Table ~~CC-3~~***NWI-4:*** Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***

Table ~~CC 3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open space • Section 4.167 (.01) for points of access		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).		
Parcel Pedestrian Access to Transit	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space.		
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure ~~CC 5~~ ***NWI-6***.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary	No minimum	

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	Frontage occupied by a building shall be limited only by required side yard setbacks.		
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
			Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.	No limitation. Shall meet minimum standards in Section 4.155(.05).	
Carpool and Vanpool Parking	No limitation		

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be ~~48 inches tall maximum when visible from adjacent streets and~~ 60 inches tall maximum ~~when visible only to users from within a site~~. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176(.02 C. Low Berm Standard, Section 4.176(.02)E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section 4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, equipment, and outdoor	Site and building service, utility equipment, and	No limitation

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.	

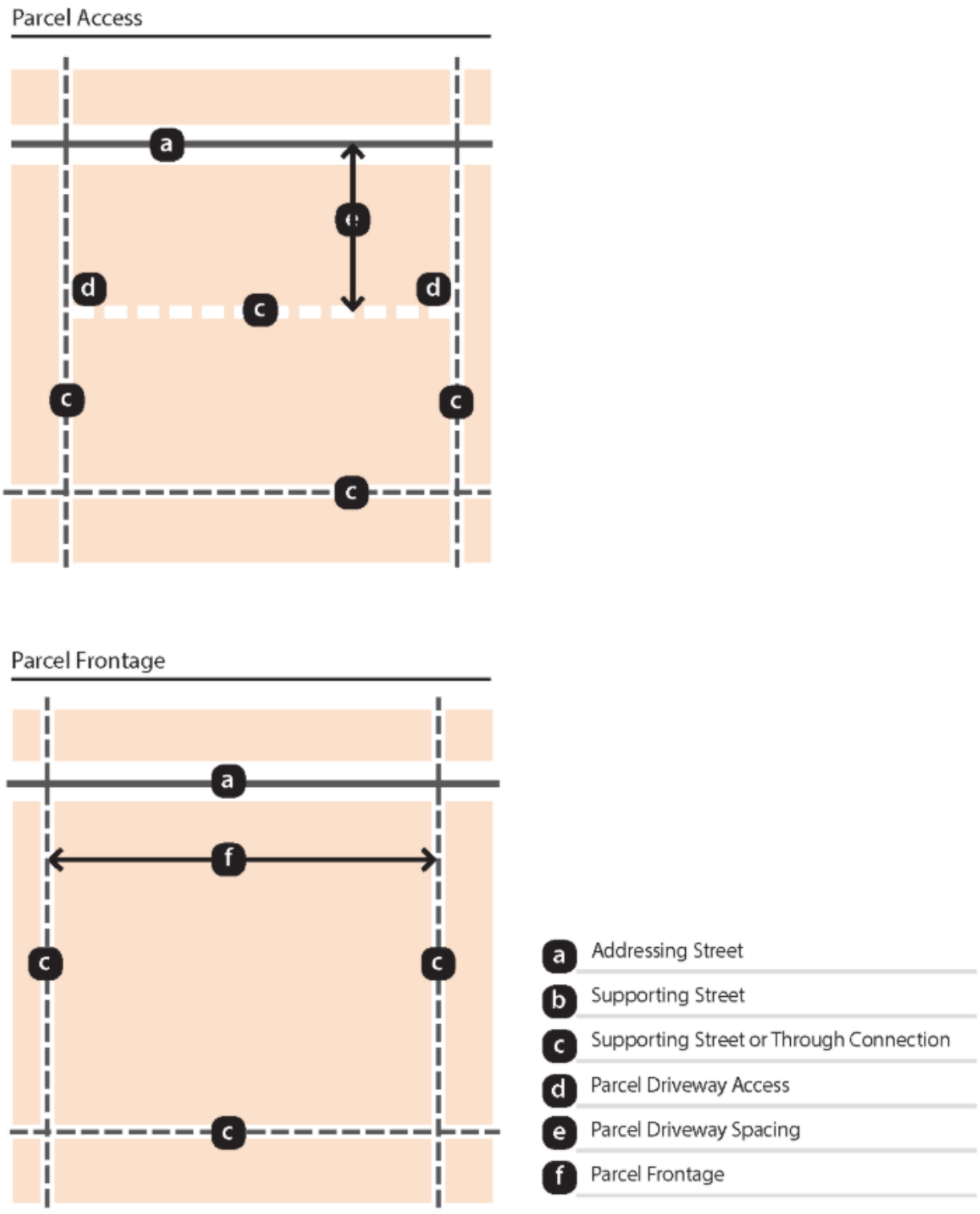


Figure ~~CC-6~~ ***NWI-7***-Site Design – Parcel Access

Table ~~CC-4~~ ***NWI-5***: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure ~~CC-5~~ ***NWI-8***.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance *	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure ~~CC-7~~ ***NWI-8***.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure ~~CC-7~~ ***NWI-8***.	

Table ~~CC-4~~ *NWI-5*: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy *	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance *	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and e. The standards for site design and accessibility are met.	Not applicable	Not applicable

Table ~~CC-4~~ ***NWI-5***: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Required Minimum Height	30 feet minimum.		
Ground Floor Height *	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): i. The base shall be 30 inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. b. For Buildings between 30 feet and 5 stories in height: i. The base shall be 30 inches, minimum; 2 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. c. For Buildings greater than 6 stories in height: i. The base shall be 1 story, minimum, 3 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum.		
Base Design	The design of the building Base shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Base projects beyond the Body of the building by 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.		
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1½ inches, minimum.		
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.		

* When an applicant elects to use the allowed adjustment to reduce Required Canopy height to less than 15 feet, corresponding reduction in minimum height is allowed for Accessible Entrance, Allowance of Primary Building Entrance, and Ground Floor Height.

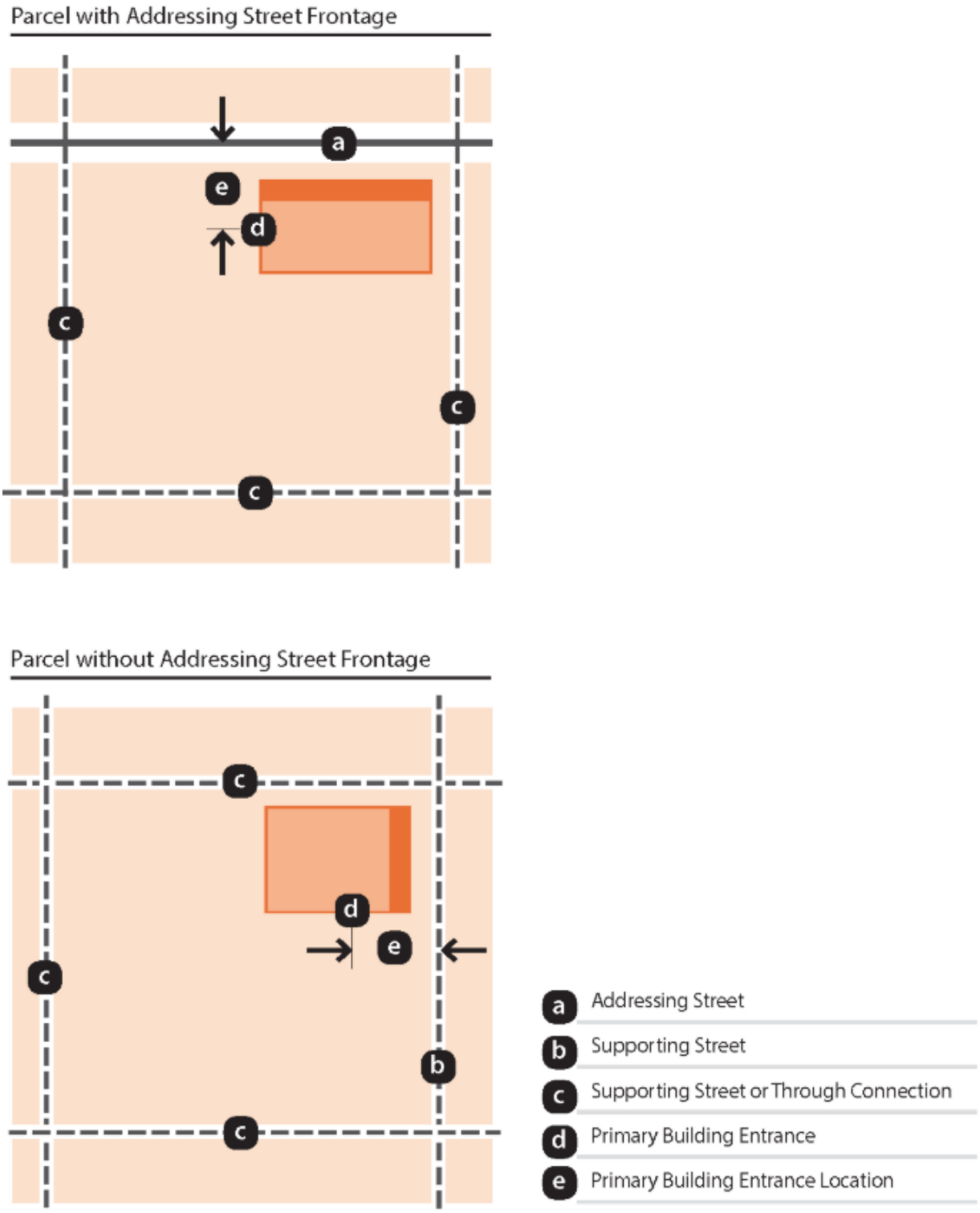


Figure ~~CC-7~~ ***NWI-8*** – Building Design – Primary Building Entrance

(.12) *Waysides*:

A. *Purpose*. This section consists of standards and regulations for use throughout the ***Northwest Industrial Zone*** ~~Coffee Creek Design Overlay District~~. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1. Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;
2. Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;
3. Connect Industrial Waysides to transit;
4. Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting;
5. Provide access. Provide access to the employees and the public between the hours of 6:00 a.m. and 8:00 p.m.;
6. Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;
7. Provide facilities appropriate for the scale of the proposed development; and
8. Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B. *Applicability.* All projects in the ***Northwest Industrial Zone*** ~~Coffee Creek Master Plan Area~~ shall provide waysides according to the standards in Table ~~CC-5~~ ***NWI-6***

C. General. The following development standards apply to all Waysides:

1. Required Wayside Area is exclusive of required landscape screening.
2. Required Minimum Dimension of 20 feet (either width or depth).

D. *Criteria.* Waysides shall meet the following criteria:

1. *Perimeter Landscaping.* In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176(.02). Permitted screening includes: Section 4.176(.02)D. Low Screen Landscaping Standard; Section 4.176(.02)E. Low Berm Standard; or Section 4.176(.02)F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.
2. *Visibility.* Industrial Waysides shall be visible from and accessible to Addressing Streets.
3. *Accessible Pathway.* A paved walking surface, width: Five feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.
4. *Accessible Surface.* Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions ten feet, minimum meeting ADA standards.
5. *Required Amenities:*
    a. *Seating.* Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:
        i. Free standing outdoor benches consistent with the standards; or
        ii. Seating incorporated into low walls, berms, or raised planters.

b. *Landscaping.* The landscaping must be planted and maintained according to Section 4.176(.02)

c. *Lighting.*

d. *Recycling/ Waste Receptacle.* Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.

6. *Installation and Maintenance.* Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176(.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.

7. *Solar Access.* Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00 a.m. and 2:00 p.m. local time.

8. *Lighting.* Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be so arranged and shielded so as not to shine into adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. *Optional Amenities include the following:*

1. Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;
2. Arbors or trellises;
3. Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;
4. Sculpture and other works of art;
5. Bicycle repair stations;
6. Exercise stations; or
7. Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table ~~CC-5~~ *NWI-6*: Waysides

Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.

Table ~~CC-5~~ ***NWI-6***: Waysides			
Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

*‡ In the future when SMART serves **Northwest Industrial Zone** ~~Coffee Creek~~, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:*

**Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

***Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

****For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to 50 percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.*

(.13) *Signs:*

A. *Applicability.* PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the ***Northwest Industrial Zone*** ~~Coffee Creek~~ ~~DOD~~ with the following modifications and adjustments.

B. *General:*

1. Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2. Monument-style signs are required. Pole-style freestanding signs are not permitted.
3. Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4. Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

No additional changes proposed in this section

Section 4.135. PDI—Planned Development Industrial Zone.

(.01) *Purpose.* The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

(.03) *Uses that are typically permitted:*

A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.

B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.

C. Assembly and packing of products for wholesale shipment.

D. Manufacturing and processing.

E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.

F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.

G. Fabrication.

H. Office complexes—Technology.

I. Corporate headquarters.

J. Call centers.

K. Research and development.

L. Laboratories.

M. Repair, finishing and testing of product types manufactured or fabricated within the zone.

N. Industrial services.

O. Any use allowed in a PDC Zone, subject to the following limitations:

1. Service Commercial **and Professional Services** uses ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

2. Office Complex Use (as defined in Section 4.001) shall not exceed 30 percent of total floor area within a project site.

3. Retail uses, not to exceed 5,000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

P. Training facilities whose primary purpose is to provide training to meet industrial needs.

Q. *Public facilities.*

R. Accessory uses, buildings and structures customarily incidental to any permitted uses.

S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.

T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

(.04) *Block and access standards.* The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

(.05) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01) shall*** apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration.* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176, and this Section.~~

~~E. No building customarily used for night operation, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances.* Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having~~

similar characteristics as determined by the City, County, and State Department of Environmental Quality.

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.

I. *Noise.* Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. *Electrical Disturbances.* Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. *Storage:*

1. Outdoor storage must be maintained in an orderly manner at all times.

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. *Landscaping:*

1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.

2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.

3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

No additional changes proposed in this section

Section 4.135.5. Planned Development Industrial—Regionally Significant Industrial Area.

No prior changes proposed in this section

(.03) *Uses that are typically permitted:*

A. Wholesale houses, storage units, and warehouses.

B. Laboratories, storage buildings, warehouses, and cold storage plants.

C. Assembly of electrical equipment, including the manufacture of small parts.

D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.

E. Office Complexes-Technology (as defined in Section 4.001).

F. Experimental, film or testing laboratories.

G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.

H. Motor vehicle service facilities complementary or incidental to permitted uses.

I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:

1. Service Commercial **and Professional Services uses** ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ shall not exceed 3,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.

2. Office Use (as defined in Section 4.001) shall not exceed 20 percent of total floor area within a project site.

3. Retail uses not to exceed 3,000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under I.1 and 3. above shall not exceed a total of 3,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

J. Residential uses shall not exceed ten percent of total floor area.

K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.

L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.

M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.

N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) *Prohibited uses:*

A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple

buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.

B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) *Block and Access Standards.* The PDI-RSIA Zone shall be subject to:

A. The same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)] ~~for properties located outside of the Coffee Creek Industrial Design Overlay District; or~~

B. ~~The access and block size standards in Section 4.134 for those properties located within the Coffee Creek Industrial Design Overlay District.~~

(.06) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01)*** apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration:* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176 and this Section.~~

~~E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances:* Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

~~6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.~~

~~I. *Noise:* Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7-16-2007]~~

~~J. *Electrical Disturbances.* Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.~~

~~K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.~~

~~L. Open burning is prohibited.~~

~~M. *Storage.*~~

~~1. Outdoor storage must be maintained in an orderly manner at all times.~~

~~2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.~~

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping.*~~

~~1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.140. Planned Development Regulations.

No prior changes proposed in this section

(.05) *Planned Development Permit Process:*

A. All parcels of land exceeding two acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;

2. Obtain a planned development permit; and

3. Obtain Planning Director, Development Review Board, or, on appeal, City Council approval.

B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197.

C. Site Design Review approval is governed by Sections 4.400 to 4.450.

D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

1. Pre-application conference with Planning Department;

2. Preliminary (Stage I) review by the review authority. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval; and

3. Final (Stage II) review by the review authority.

4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for residential development or properties within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone***, which may receive separate zone map amendment approvals.

(.06) *Staff Report:*

A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

B. The applicant may proceed to apply for Stage I—Preliminary Approval - upon determination by the review authority that the use contemplated is consistent with the Comprehensive Plan.

(.07) *Preliminary Approval (Stage One):*

A. Applications for preliminary approval for planned developments shall:

1. Be made by the owner of all affected property or the owner's authorized agent; and

2. Be filed on a form prescribed by the City Planning Department and filed with said Department.

3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.

4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.
2. Topographic information as set forth in Section 4.035.
3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.
4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two years of receiving Stage I approval, and to commence construction within two years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.
5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.
6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.
7. Statement of anticipated waivers from any of the applicable site development standards.

C. An application for a Stage I approval shall be considered by the Development Review Board as follows:

1. A public hearing as provided in Section 4.013.
2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.
3. A final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.
4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.

D. As provided in Section 4.134, an application for a Stage I approval within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone*** may be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).
2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in his or her judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in his or her discretion, authorize submission of the final development plan in stages, corresponding to

different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 12 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

E. An application for a Stage I approval for residential development shall be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in their judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in their discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. Unless otherwise specified by State law, a final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

(.09) *Final Approval (Stage Two):*

A. Unless an extension has been granted by the Planning Director, not later than two years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013, except that an application for a Stage II approval for residential development, or within the ~~Coffee Creek Industrial Design Overlay District~~***NWI Zone as provided in Section 4.134,*** must be considered by the Planning Director without a public hearing as a Class II Administrative Review as provided in Section 4.035(.03).

No additional changes proposed in this section

Section 4.156.02. Sign Review Process and General Requirements

No prior changes proposed in this section

(.05) *Class II Sign Permit.* Sign permit requests for meeting one or more of the descriptions listed in A. through C. below shall be processed as a Class II Sign Permit when the request does not conform with a Master Sign Plan or other previous sign approval but meets the requirements of the applicable sign regulations, unless the request would modify a condition of approval specifically imposed by the DRB or City Council:

A. Existing residential development;

B. Existing non-residential development with less than three tenants unless the request involves a freestanding or ground mounted sign greater than eight feet in height in a new location;

C. New development or redevelopment in the ~~Coffee Creek~~ ***Northwest*** Industrial ***(NWI)*** ~~Design Overlay District~~ ***Zone*** subject to a Class II administrative review process;

D. Major Adjustments to a Master Sign Plan when all of the following criteria are met:

1. The request is compatible with the pattern of signage established in the sign plan in terms of locations, placement on buildings, proportionality to fascia and building facade, architectural design, and materials used;

2. The request is due to special conditions or circumstances that make it difficult to comply with the established Master Sign Plan;

3. The request involves signs for a single tenant, a single multi-tenant freestanding or ground mounted sign, or a series of similar related multi-tenant freestanding or ground mounted signs in the same development; and

4. The request does not involve a freestanding or ground mounted sign greater than eight feet in height at a new location.

E. *Class II Sign Permit Submission Requirements:* Application for a Class II Sign Permit shall include two paper copies and one electronic copy of the following in addition to all required fees:

1. Completed application form prescribed by the City and signed by the property owner or their authorized representative;

2. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas, lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;

3. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;

4. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed; and

5. Narrative describing the scope of the project, including written findings addressing all applicable review criteria, along with any other information showing how the proposed signage conforms with requirements for the applicable zone.

F. *Class II Sign Permit Review Criteria.* Class II Sign Permits shall satisfy the sign regulations for the applicable zoning district and the Site Design Review Criteria in Sections 4.400 through 4.421, as well as the following criteria:

1. The proposed signage is compatible with developments or uses permitted in the zone in terms of design, materials used, color schemes, proportionality, and location, so that it does not interfere with or detract from the visual appearance of surrounding development;

2. The proposed signage will not create a nuisance or result in a significant reduction in the value or usefulness of surrounding development; and

3. Special attention is paid to the interface between signs and other site elements including building architecture and landscaping, including trees.

No additional changes proposed in this section

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

(.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:

A. Into any required yard:

1. Architectural features may project into the required yard not more than two inches for each foot of required setback.

2. Architectural features on buildings within the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone*** shall be subject to the applicable requirements in Section 4.134.

3. Open, unenclosed fire escapes may project a distance not exceeding 48 inches.

B. Into any required yard, adjoining a street or tract with a private drive:

1. Architectural features may project a distance not exceeding 40 inches.

2. An uncovered porch, terrace, or patio extending no more than two and one-half feet above the finished elevation may extend within three feet of an interior side lot line, or within ten feet of a front lot line or of an exterior side lot line.

No additional changes proposed in this section

Section 4.197. Zone Changes and Amendments to This Code—Procedures.

No prior changes proposed in this section

(.02) The following procedures shall be followed for zone map amendments.

A. When a requested quasi-judicial zone map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with the adopted or concurrently proposed Comprehensive Plan Map designation and only one option exists for a zone map amendment consistent with the Comprehensive Plan Map the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

1. The Zoning Order adopting such zone map amendments shall state the zone map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the zone map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

2. Notwithstanding the process described above an applicant may elect to have the zone map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

3. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested zone map amendment's compliance with the Comprehensive Plan the Planning Director may require the zone map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

B. When a requested quasi-judicial zone map amendment will increase residential density, the amendment shall be reviewed by the Planning Director in a Class II administrative review process without a public hearing.

C. All other quasi-judicial zone map amendments shall be reviewed by the Development Review Board to make a recommendation to City Council and all legislative zone map amendments shall be reviewed by the Planning Commission to make a recommendation to City Council.

D. In recommending approval or denial of a proposed zone map amendment, the review authority shall at a minimum, adopt findings addressing the following criteria:

1. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and

2. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

3. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and

4. That the existing primary public facilities, including roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The review authority shall utilize adopted City Standards to ensure that all facilities are available and are adequately sized; and

5. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the review authority shall apply conditions pursuant to Sections 4.139.00 through 4.139.11 and 4.171 to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone; and

6. That the application includes a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change; and

7. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards; and

8. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

No additional changes proposed in this section

Section 4.198. Comprehensive Plan Changes—Adoption by the City Council.

No prior changes proposed in this section

(.02) When a requested quasi-judicial Comprehensive Plan Map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with an adopted master plan that is a sub-element of the Comprehensive Plan and only one option exists for a Comprehensive Plan Map amendment consistent with the adopted area plan the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

A. The ordinance adopting such Comprehensive Plan Map amendments shall state the Comprehensive Plan Map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the Comprehensive Plan Map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

B. Notwithstanding the process described above an applicant may elect to have the Comprehensive Plan Map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

C. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested Comprehensive Plan Map amendment's compliance with the adopted master plan the Planning Director may require the Comprehensive Plan Map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Section 4.610.00. Application Review Procedure.

No prior changes proposed in this section

(.03) *Review Authority.*

A. *Type A or B.* Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to the DRB under the Class II administrative review procedures of this Chapter. The decision to grant or deny a permit shall be governed by the applicable review standards enumerated in WC 4.610.10.

B. *Type C.* Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council. For site development applications subject to a Class II administrative review process in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential development, the Planning Director shall be responsible for the granting or denial of the Tree Removal Permit application.

C. *Type D.* Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules and Statutes. The Planning Director shall make the decision to grant or deny an application for a Type D permit.

No additional changes proposed in this section

Section 4.610.40. Type C Permit.

(.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential

development, where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.

No additional changes proposed in this section

Section 4.700. Procedures Relating to the Processing of Requests for Annexation and Urban Growth Boundary Amendments.

No prior changes proposed in this section

(.02) Each quasi-judicial request shall be reviewed by the Development Review Board, which shall make a recommendation to the City Council after concluding a public hearing on the proposal, except in the following circumstances:

A. When an annexation in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is requested concurrent with a quasi-judicial Comprehensive Plan Map amendment and/or zone map amendment as specified in Section 4.197 (.02)A. and Section 4.198(.02), or when an annexation is for residential development consistent with an adopted Legislative Master Plan, the annexation shall be reviewed by the City Council without prior review or recommendation by the Development Review Board.

a. The ordinance adopting such annexation request shall state the annexation expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the annexation. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

b. Notwithstanding the process described above an applicant in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone*** may elect to have the annexation reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

c. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested annexation's compliance with the applicable criteria the Planning Director may require the annexation be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Note: Any section references affected by the proposed amendments throughout the Development Code will be renumbered accordingly.

Basalt Creek Master Plan

and

Implementing Amendments

Attachment 3

Basalt Creek Master Plan

Proposed NWI Pattern Book

Link:
https://www.wilsonvilleoregon.gov/sites/default/files/fileattachments/city_council/meeting/130221/basalt_creek_master_plan_proposed_nwi_pattern_book_attachment_3.pdf

Basalt Creek Master Plan – Proposed Comprehensive Plan Text Amendments – DRAFT August 2026

Proposed added language ***bold underline italics*****.** Proposed removed language ~~struck through~~.

COMPREHENSIVE PLAN[1]

The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ord. No. 517 on October 16, 2000. It has been amended since then by the ordinances and resolutions below. These ordinances have been incorporated into the July 2024 Comprehensive Plan.

Legislative Amendments

Ord. No.	Description	Adoption Date
XXX	***Basalt Creek Master Plan Adoption and Comprehensive Plan and Map Amendments***	***11-18-2026***
903	Housing Statutory Compliance	6-1-2026
902	Revise The Definition Of Abandoned Vehicles And To Reduce The Duration Allowed For Parking On Public Streets.	4-20-2026
901	2026 Economic Opportunities Analysis (EOA) And The Accompanying Economic Development Strategy (EDS) As A Sub-Element Of The Wilsonville Comprehensive Plan.	3-2-2026
900	Implementing An Administrative Warrants Process	11-17-2025
899	Adopting The Climate Friendly And Equitable Communities (CFEC) Parking Compliance Development Standards	7-1-2025
898	City of Wilsonville 2025-2045 Housing Needs and Capacity Analysis Adoption and Comprehensive Plan Text Amendments	6-16-2025
897	Zone Map Amendment On Frog Pond Lane For Residential Development	1-6-2025
896	Annexing 9.0 Acres on Frog Pond Lane For Residential Development	1-6-2025
895	Zone Map Amendment 8.66 Acres At OREPAC Properties	10-7-24
894	Vacation of Public Right-Of-Way For Extension of Bailey Street	10-7-2024
893	Adding Code Sections 2.380 Through 2.386 Concerning Diversity, Equity, and Inclusion	9-5-2024
892	Code To Implement Frog Pond East And South Master Plan	12-2-2024
891	Public Contracts Repealing and Replacing Code Sections	5-20-2024
890	Stormwater Master Plan Adoption	4-15-2024
888	Wastewater Treatment Plant Master Plan Adoption	1-18-2024

[1]Editor's note(s)—Printed herein is the Comprehensive Plan of the City of Wilsonville revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances listed in the table of legislative amendments. These ordinances have been incorporated into the current Comprehensive Plan. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. Additions made for clarity are indicated by brackets.

880	Transit Master Plan Adoption	7-17-2023
877	Frog Pond East and South Master Plan - Transportation System Plan Amendments	5-1-2023
871	Aurora Airport Good Neighbor Policies - Comprehensive Plan Text and Map Amendments	12-19-2022
870	Frog Pond East and South Master Plan Adoption and Comprehensive Plan Text and Map Amendments	12-19-2022
851	Middle Housing in Wilsonville - Comprehensive Plan Text Amendments, Frog Pond West Master Plan Amendments, Villebois Village Master Plan Amendments	10-18-2021
850	Town Center Plan - Town Center Streetscape Plan Adoption	10-18-2021
846	Town Center Plan - Transportation System Plan Amendments	11-16-2020
841	Residential Density Clarification - Comprehensive Plan Text and Map Amendments	5-4-2020
835	Town Center Plan Adoption and Comprehensive Plan Map and Text Amendments	6-5-2019
834	Basalt Creek Concept Plan - Comprehensive Plan and Map Amendments, Transportation System Plan Amendments	4-15-2019
828	Transit Master Plan Amendments (Program Enhancement Strategy)	10-15-2018
826	Parks and Recreation Comprehensive Master Plan Adoption	10-15-2018
825	Accessory Dwelling Units Senate Bill 1051 (2017) Compliance-Comprehensive Plan Text Amendments	10-15-2018
815	Water Treatment Plan Master Plan Adoption	5-7-2018
806	Frog Pond West Master Plan Adoption and Comprehensive Plan Text and Map Amendments	7-17-2017
805	Transit Master Plan Adoption *(Replaced by Ord. No. 880, adopted 1-18-2024)*	7-17-2017
789	Transportation Plan Amendments (2016 minor amendments)	5-16-2016
Res. 2536	Parks and Recreation Master Plan - Updated Master Plan for Memorial Park Improvements Adoption	6-1-2015
766	Wastewater Collection System Master Plan Adoption	2-19-2015
742	Wilsonville Residential Land Study Adoption ***(Replaced by Ord. No. ___, adopted [add date])***	5-19-2014
724	Villebois Village Master Plan Amendments (Adoption of plan for southwest "Future Study Area" aka SAP S PDP 7 "Grande Pointe")	10-21-2013
718	Transportation System Plan Adoption and Comprehensive Plan Text Amendments	6-17-2013
707	Water System Master Plan Adoption	9-6-2012
700	Stormwater Master Plan Adoption *(Replaced by Ord. No. 890, adopted 4-15-2024)*	2-23-2012
681	Villebois Village Master Plan Amendments (relocation of primary school)	7-19-2010
676	Accessory Dwelling Units—Comprehensive Plan Text Amendments	3-3-2010

674	Metro Title 13 Nature in Neighborhoods—Comprehensive Plan Text Amendments	11-16-2009
671	Transportation/IAMP—Comprehensive Plan Text Amendments	11-16-2009
670	Transportation System Plan Amendments (integration of I-5/Wilsonville Road Interchange Area Management Plan (IAMP))	11-16-2009
658	Transportation System Plan Amendment (reclassification of SW Bailey Street east of SW Boones Ferry from local to minor collector)	12-29-2008
653	Transit Master Plan Adoption *(Replaced by Ord. No. 805, adopted 6-17-2017)*	7-7-2008
638	Statewide Planning Goal 9: Economic Opportunities Analysis Adoption	12-3-2007
637	Coffee Creek 1 Master Plan Adoption *(Repeals Area H)*	10-15-2007
625	Parks and Recreation Master Plan Adoption *(Replaced by Ord. No. 826, adopted 10-15-2018)*	9-17-2007
623	Bicycle and Pedestrian Master Plan Adoption	12-20-2006
612	Transportation Plan Amendment (minor amendment for placement of curb extensions in Villebois Village Center)	6-19-2006
609	Villebois Village Master Plan Amendments (parks and stormwater)	5-15-2006
608	Stormwater Master Plan Amendments *(Replaced by Ord. No. 700, adopted 2-23-2012)*	4-6-2006
594	Villebois Village Master Plan Amendments (land use, street pattern, parks, school site)	12-3-2005
591	Wastewater Facility Plan Amendments *(Replaced by Ord. No. 888, adopted 1-18-2024)*	11-7-2005
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land and Creation of Regionally Significant Industrial Land Designation - Comprehensive Plan Text and Map Amendments	11-1-2004
573	Memorial Park Master Plan—Memorial Park Trails Plan Adoption	10-4-2004
571	Wastewater Facility Plan Adoption	8-30-2004
566	Villebois Village Master Plan Amendments (revised land use map)	6-21-2004
556	Villebois Village Master Plan Adoption	8-18-2003
552	Transportation Systems Plan Adoption *(Replaced by Ord. No. 718, adopted 6-17-2012)*	6-2-2003
555	Villebois Village Concept Plan—Comprehensive Plan Map Amendment	6-2-2003
554	Villebois Village Concept Plan—Comprehensive Plan Text Amendments	6-2-2003
549	Metro Title 5 Compliance—Comprehensive Plan Text Amendments	10-21-2002
547	Transportation System Plan (1991) Amendment (SW Elligsen Road widening for Argyle Square)	10-7-2002
531	Water System Master Plan Adoption *(Replaced by Ord. No. 707, adopted 9-6-2012)*	1-24-2002
530	Wastewater Collection System Master Plan *(Replaced by Ord. No. 766, adopted 2-19-2015)*	7-17-2001

515	Stormwater Master Plan Adoption *(Replaced by Ord. No. 700, adopted 2-23-2012)*	6-7-2001
516	Natural Resources Plan Adoption and Comprehensive Plan Text and Map Amendments	6-7-2001

No additional changes proposed in this section*

ECONOMIC DEVELOPMENT

~~Industrial development has been the primary element in Wilsonville's growth in recent years. However, commercial development, particularly professional offices, has begun to be of interest to business developers. Housing development has also increased substantially. Metro has now projected growth that will more than double both the number of housing units and the number of jobs in Wilsonville between the year 2000 and approximately 2020. If this growth occurs as predicted, the existing imbalance between jobs and housing (estimated at more than three jobs for each housing unit in 1996) will continue into the future.~~

~~Economic trends have fluctuated significantly, although perhaps cyclically, since Wilsonville was incorporated in 1969. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.~~

~~Commercial and industrial developments accounted for a total local employment that exceeded 17,000 jobs in 1996 (Metro data - ES 202). As of October 1999, the ten top employers within the City had a total of approximately 5,200 employees. Of those top-ten employers, only one was a retail store. The rest would be considered to be industrial uses of one kind or another. Although the number of workers in the ten largest local employers was impressive for a City of less than 15,000 residents, it also indicated how many smaller companies were employing people in Wilsonville. This is a clear indication of the economic diversity that the community now enjoys.~~

Economic conditions in Wilsonville and the broader Portland metropolitan region have fluctuated over time in response to national, regional, and global economic cycles. Wilsonville's economy has evolved from its early industrial base into a diverse employment center that includes advanced manufacturing, logistics, technology, professional services, health-related industries, and commercial services. Recent economic studies indicate that Wilsonville continues to benefit from its strategic location along the Interstate 5 corridor, proximity to regional freight infrastructure, and supply of industrial employment land. The City remains one of the region's primary employment centers and continues to attract a broad range of businesses and industries that contribute to long-term economic resiliency and diversification.

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (e.g., doctors, lawyers, food, clothing, etc.) for local residents and workers. It should be noted that having adequate

commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for air quality and traffic congestion.

While commercial and industrial developments are generally associated with economic growth, housing is also an important element of the local economy. Housing development provides employment in planning, engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market. The first section of this element of the Plan is oriented to commercial and industrial development. However, this Plan recognizes the importance of providing housing commensurate with the social and economic needs of local employees and is, therefore, followed by a section on housing.

The State's Economic Development Goal (Goal 9) is, "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." Prior to adoption of this statewide goal, Wilsonville had developed the 1971 General Plan. The 1971 General Plan's goals and objectives included:

> To develop an attractive and economically sound community.
>
> Encourage commercial and industrial development to provide a balanced tax base and take advantage of the City's strategic location along I-5 and the rail line.
>
> Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth.
>
> Protect industrial lands from incompatible uses.
>
> Encourage only industries interested in and willing to participate in development and preservation of a high-quality environment.
>
> Encourage incorporation of large office complexes in industrial parks.
>
> Develop performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial uses.
>
> Plan for industry to take advantage of the railroad and I-5 where necessary services can be provided.

These goals and objectives are still as much value today, as they were in 1971. In addition, the 1971 Plan attempted to provide for a reasonable amount of commercial facilities in a planned relationship to the people they will serve. Commercial areas were designated to reinforce existing development patterns and to be centered along Wilsonville Road and the north freeway interchange.

Existing commercial and industrial development has generally conformed to these guidelines and the 1988 Plan reaffirmed them as desirable objectives. The Comprehensive Plan continues to retain a focus on commercial development in the form of centers, rather than strip development.

~~Wilsonville is strategically located on the fringe of the metropolitan area, just south of the confluence of the I-5 and I-205 freeways, making it very desirable for economic development. Because of this, the~~

~~City has an excellent opportunity to actively plan and guide its commercial and industrial development rather than remain in a passive review role. In this way, the City can ensure the type of development it wishes to occur.~~

In 2026, these goals and objectives continue to resonate and remain foundational to Wilsonville's long-term economic vision. Completion of the City's Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) reaffirmed the importance of maintaining a strong industrial and employment base while also identifying additional opportunities and focus areas intended to support long-term economic resiliency, competitiveness, and community vitality. The EDS emphasizes the importance of maintaining development-ready industrial lands, coordinating strategic infrastructure investments, supporting commercial and mixed-use redevelopment opportunities, and fostering a diverse range of employment sectors, including advanced manufacturing, logistics, technology, professional services, and small business entrepreneurship. The EDS also highlights the importance of supporting tourism, local-serving businesses, unique commercial destinations, and small-scale business opportunities that contribute to Wilsonville's economic identity, quality of life, and fiscal sustainability. Together, these planning efforts reinforce the City's commitment to balancing economic growth, infrastructure readiness, environmental stewardship, and high-quality urban development.

Wilsonville is strategically located within the southern portion of the Portland metropolitan region near the confluence of Interstate 5 and Interstate 205, major freight corridors, rail infrastructure, and regional employment centers. This strategic location continues to make the City highly attractive for industrial, commercial, and employment development. As a result, Wilsonville has a significant opportunity to proactively guide future growth and redevelopment through coordinated land use planning, infrastructure investment, and economic development policies rather than relying solely on market-driven development patterns. Through implementation of the Comprehensive Plan, Economic Development Strategy, infrastructure master plans, and area-specific planning efforts such as the Coffee Creek and Basalt Creek Master Plans, the City can help ensure that future growth supports a strong and diverse economy, development-ready employment lands, high-quality industrial and commercial districts, mixed-use redevelopment opportunities, multimodal transportation systems, and a vibrant community that supports residents, businesses, employees, and visitors alike.

No additional changes proposed in this section

INDUSTRIAL DEVELOPMENT

GOAL 4.1

~~Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation.~~

Wilsonville shall support a range of industrial and employment designations to accommodate advanced manufacturing, research and development, industrial office, craft industrial, logistics, and other employment uses. Industrial and employment areas shall function as high-quality employment districts that balance economic competitiveness, environmental constraints, infrastructure efficiency, and urban design.

~~Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.~~

Policy 4.1.3 The City of Wilsonville shall encourage a range of employment and industrial uses compatible with the urban nature of the City, including advanced manufacturing, research and development, industrial office, logistics, craft industrial uses, and warehousing where appropriate. The City shall emphasize job density, family-wage jobs, economic productivity, land efficiency, and high-quality urban design within employment districts.

Implementation Measure 4.1.3.a. Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b. Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

~~Implementation Measure 4.1.3.c. Favor capital intensive, rather than labor intensive, industries within the City.~~ ***Implementation Measure 4.1.3.c. Encourage employment uses that maximize economic productivity, job density, capital investments, innovation, and long-term adaptability.***

Implementation Measure 4.1.3.d. Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e. Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f. Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g. Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for

commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i. The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j. All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k. Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

~~Implementation Measure 4.1.3.l. Encourage growth in industrial business types prevalent in the region but new to the City, such as "craft" manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into "craft" manufacturing areas.~~

Implementation Measure 4.1.3.l. Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

Implementation Measure 4.1.3.m. Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n. Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Implementation Measure 4.1.3.o. Encourage development-ready parcels that support multiple building types, multiple tenants, incremental development, and long-term adaptability.

Implementation Measure 4.1.3.p. Encourage interconnected street networks and avoid superblock industrial campuses where feasible.

Implementation Measure 4.1.3.q. Support freight mobility, pedestrian and bicycle circulation, and transit-supportive design within employment districts.

Implementation Measure 4.1.3.r. Coordinate development with sewer, water, stormwater, and transportation infrastructure improvements making strategic investments to make industrial land development-ready.

Implementation Measure 4.1.3.s. Encourage high-quality industrial site and building design, including building orientation toward streets, screened parking and loading, and pedestrian-accessible frontages.

Implementation Measure 4.1.3.t. Support trails, shared-use paths, open spaces, and employee amenities within industrial and employment districts.

Implementation Measure 4.1.3.u. Utilize specialized zoning districts or subdistricts, including the Northwest Industrial (NWI) Zone and Craft Industrial (CI) Zone, to implement area Master Plans and the Comprehensive Plan vision for newly developing employment districts.

Implementation Measure 4.1.3.v. Industrial development shall integrate wetlands, streams, buffers, open space systems, trails, recreational opportunities and green infrastructure where feasible.

***No additional changes proposed in this section**

AREAS OF SPECIAL CONCERN

AREA M

~~This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.~~

~~The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.~~

~~The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.~~

~~• High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.~~

~~• Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.~~

~~• Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.~~

~~The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.~~

~~Design Objectives~~

~~1.~~

~~Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.~~

~~2.~~

~~Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.~~

~~3.~~

~~Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.~~

~~4.~~

~~Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.~~

(Added per Ord. No. 834, 4-15-2019)
(Deleted per Ord. No. XXX, 10-5-2026)

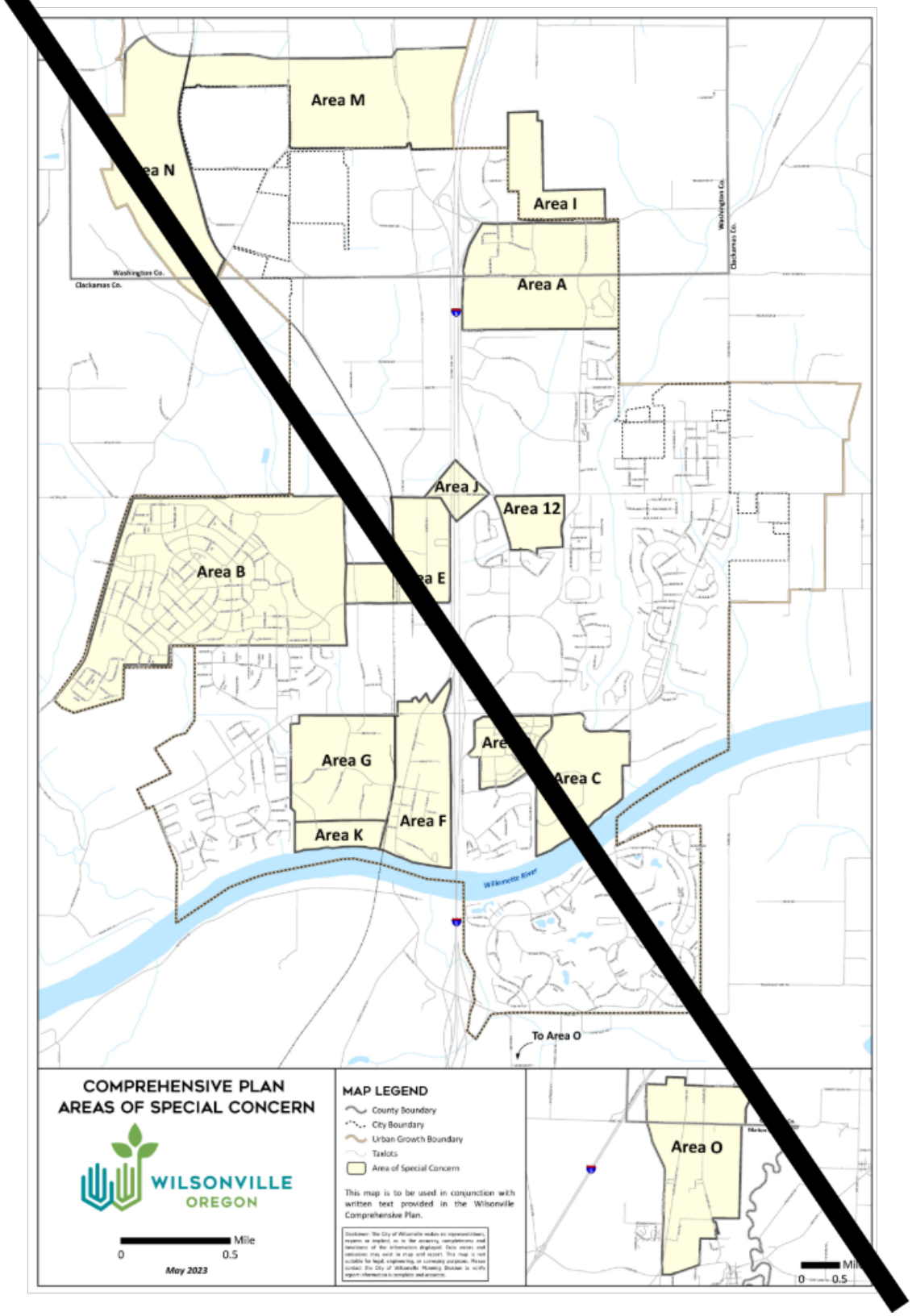
AREA N

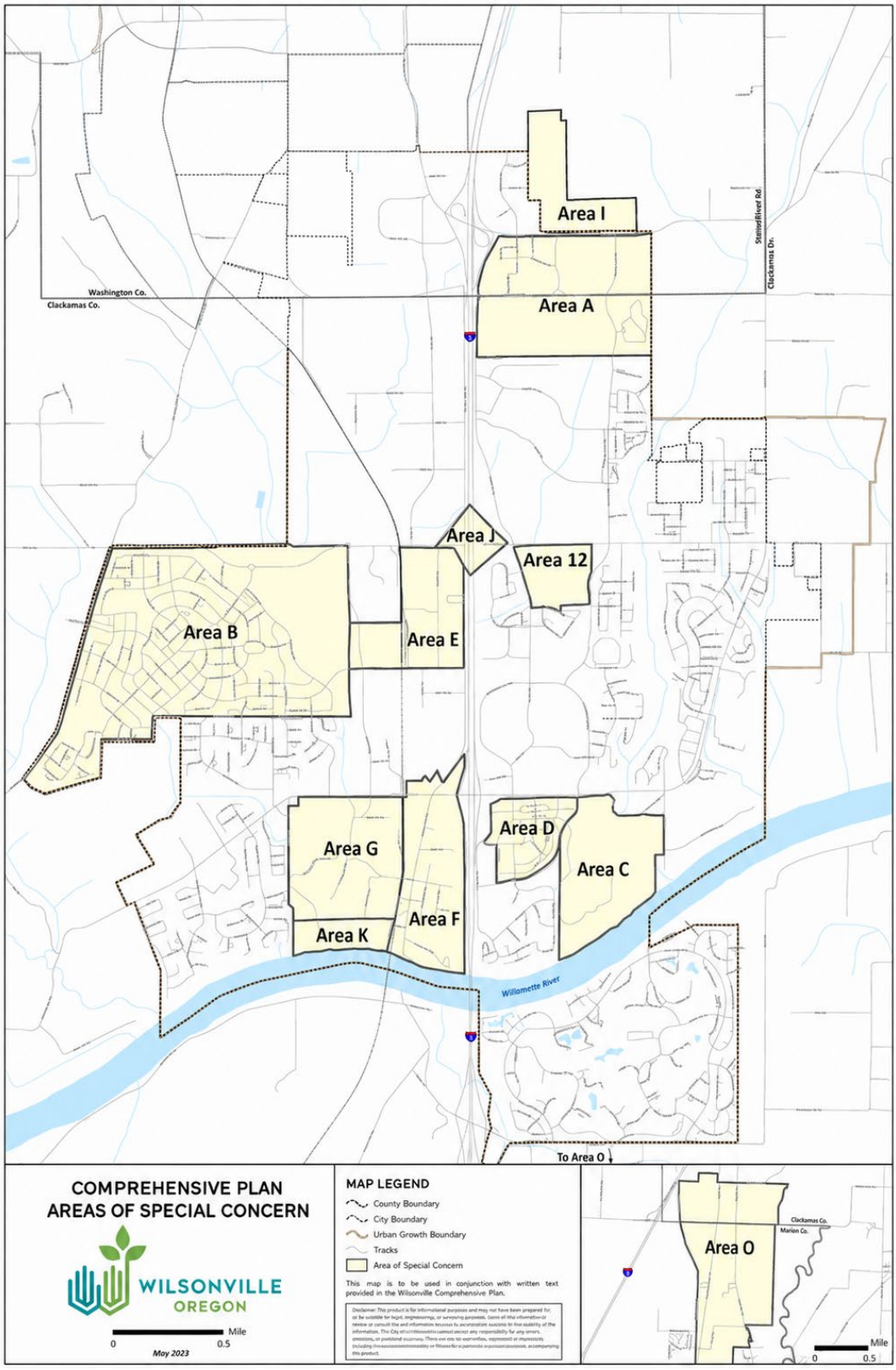
~~This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat, steep slopes, limited access, and fragmented property ownership. Without addressing any of these constraints, development potential is limited, and initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure. However, once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. The area also has potential for resource conservation and future public access to nature. The area will require master planning before any development occurs.~~

(Added per Ord. No. 834, 4-15-2019)
(Deleted per Ord. No. XXX, 10-5-2026)

AREAS OF SPECIAL CONCERN MAP

Areas of Special Concern Map is dated ~~May 11, 2023~~ ***October 5, 2026*** to accommodate adopted ~~Ord. No. 871~~ ***Ord. No. XXX*** and does not include amendments made to the Map after that date.


Area M
Area N
Area I
Area A
Area J
Area 12
Area B
Area E
Area G
Area K
Area F
Area C
To Area O
COMPREHENSIVE PLAN
AREAS OF SPECIAL CONCERN
WILSONVILLE
OREGON
Mile
0
0.5
May 2023
MAP LEGEND
County Boundary
City Boundary
Urban Growth Boundary
Taxlots
Area of Special Concern
This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.
Area O


Area I
Area A
Area J
Area 12
Area B
Area E
Area G
Area D
Area C
Area F
Area K
Willomette River
To Area O
Washington Co.
Clackamas Co.
Stafford Road
Clackamas Dr.
COMPREHENSIVE PLAN
AREAS OF SPECIAL CONCERN
WILSONVILLE
OREGON
Mile
0
0.5
May 2023
MAP LEGEND
County Boundary
City Boundary
Urban Growth Boundary
Tracks
Area of Special Concern
This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.
Area O
Clackamas Co.
Marion Co.
Mile
0
0.5

***No additional changes proposed in this section*

Basalt Creek Master Plan

City Council Work Session

August 17, 2026

Why Are We Here Tonight?

- Draft Basalt Creek Master Plan/Appendices
  - Utility and Funding Analysis
  - Comp Plan Amendments
  - Code and Pattern Book
  - Use Table

WILSONVILLE
OREGON

Planning Commission

- PC has held 11 BCMP work sessions
- Work Session June 10:
  - Draft Master Plan
    - Transportation
    - Land Use
    - Natural Resources
    - Infrastructure Framework

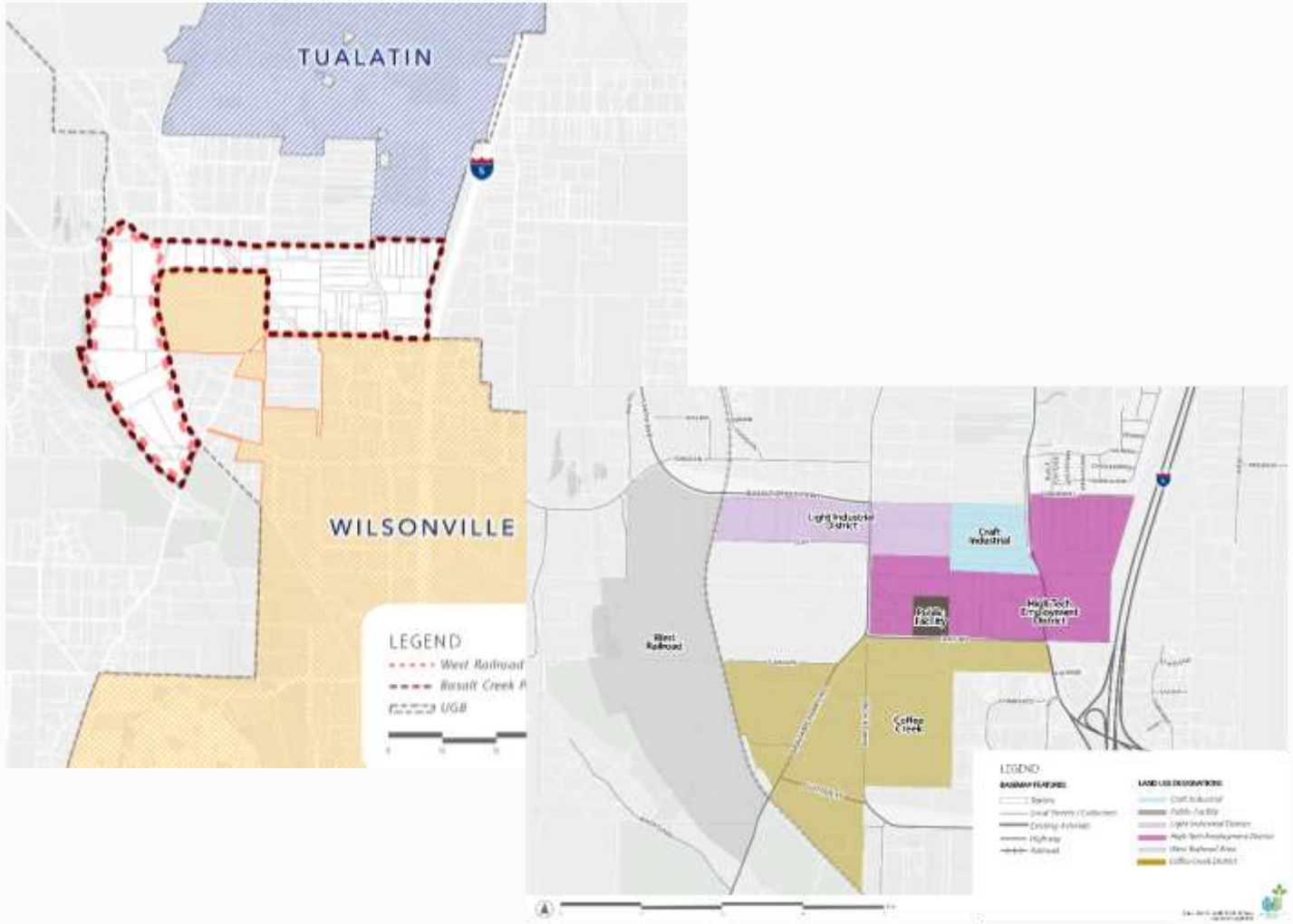
WILSONVILLE
OREGON

Planning Commission

- Work Session July 8
  - Proposed development code edits
  - Northwest Industrial Zone Pattern Book
  - Feedback on the use table

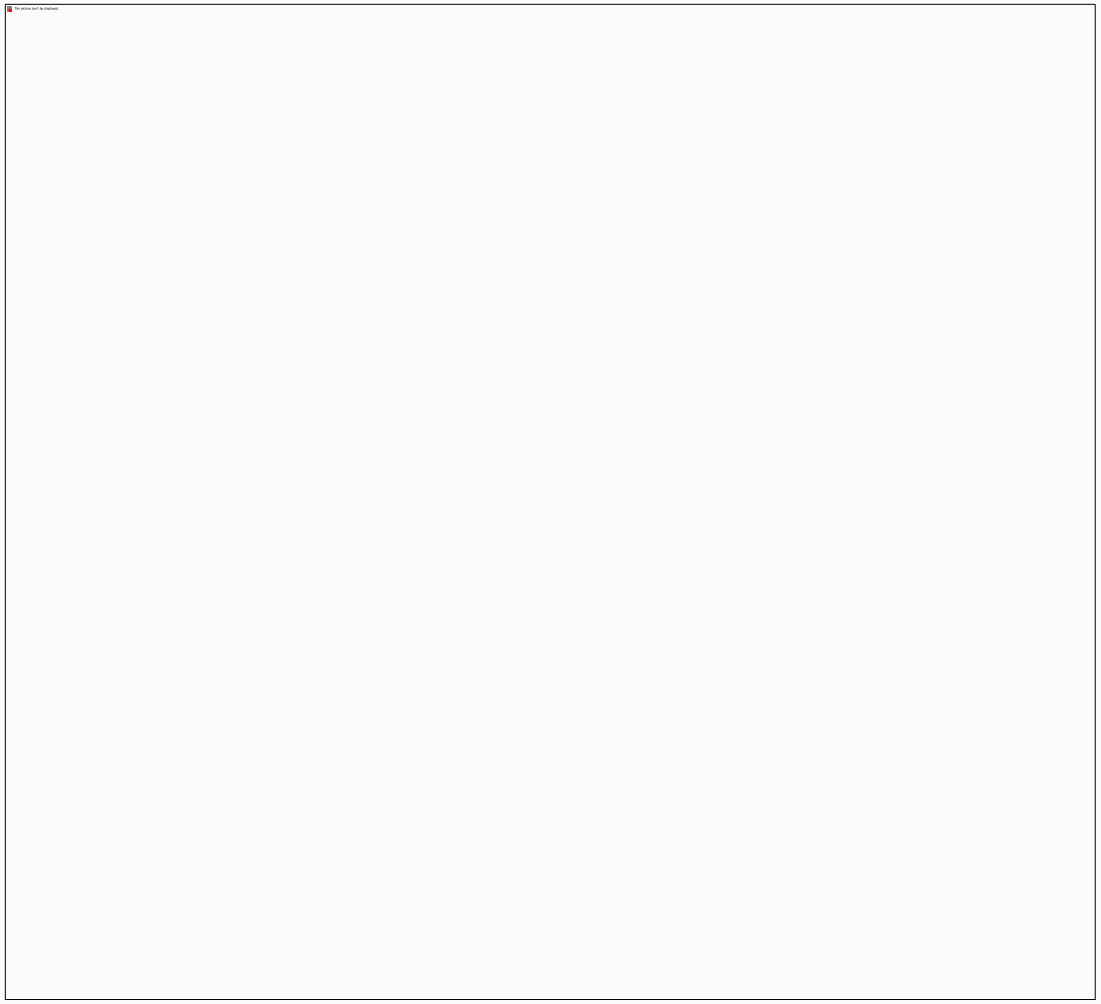
WILSONVILLE
OREGON

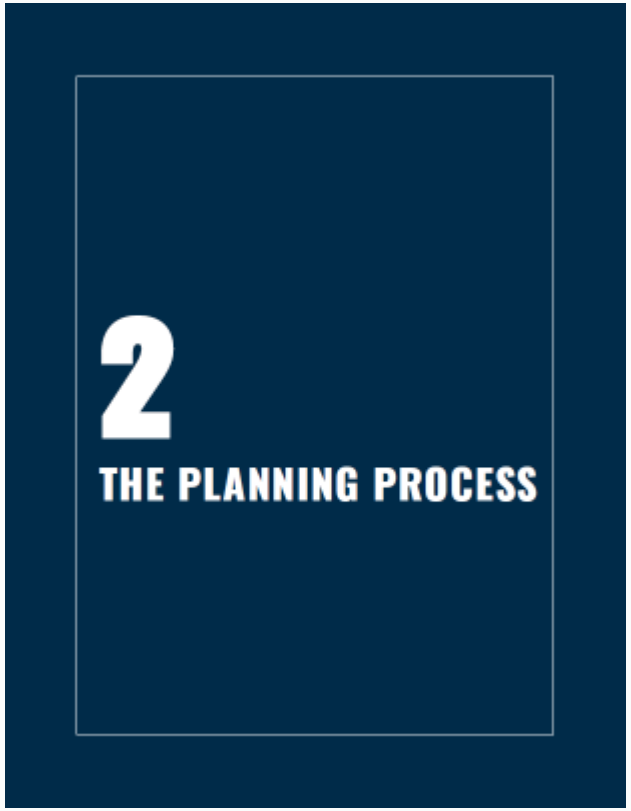
Chapter 1: Introduction



1
INTRODUCTION

Chapter 2: The Planning Process





Chapter 3: Existing Conditions & Future Needs

173 ACRES
ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

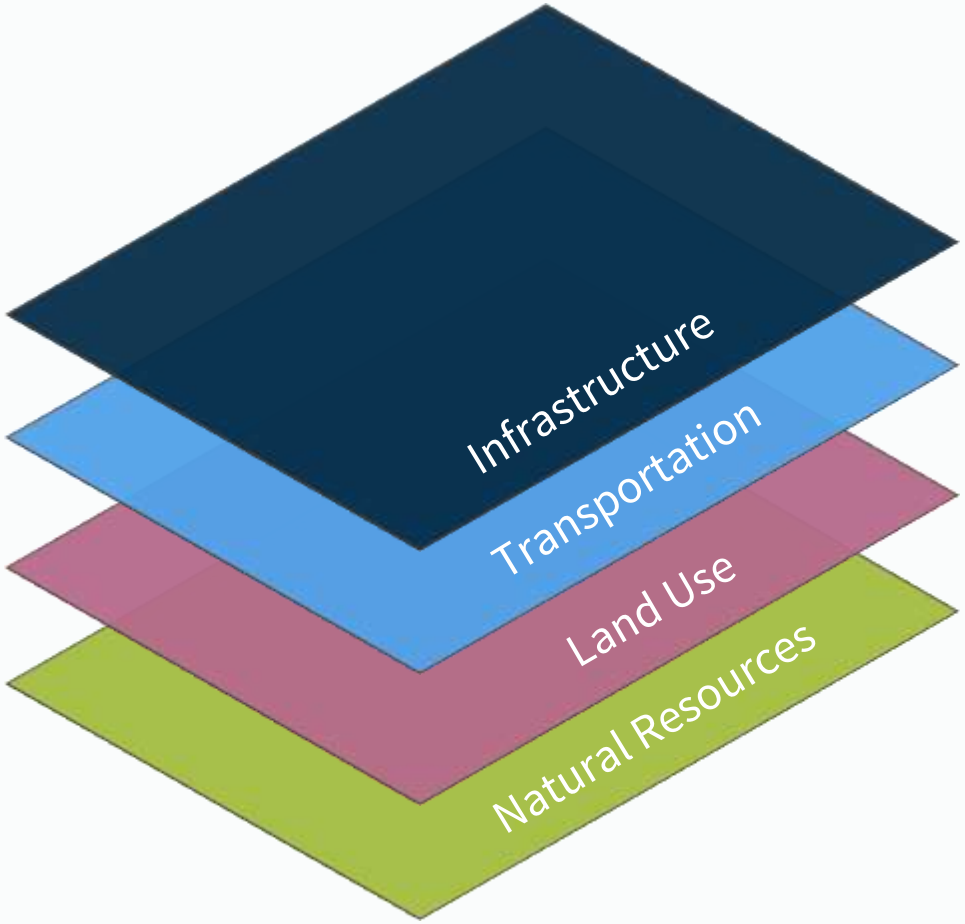
129 ACRES
ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES
ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT



3
EXISTING CONDITIONS & FUTURE NEEDS

Chapter 4: Master Plan for Basalt Creek





Natural Resources



Wetlands & Riparian Areas

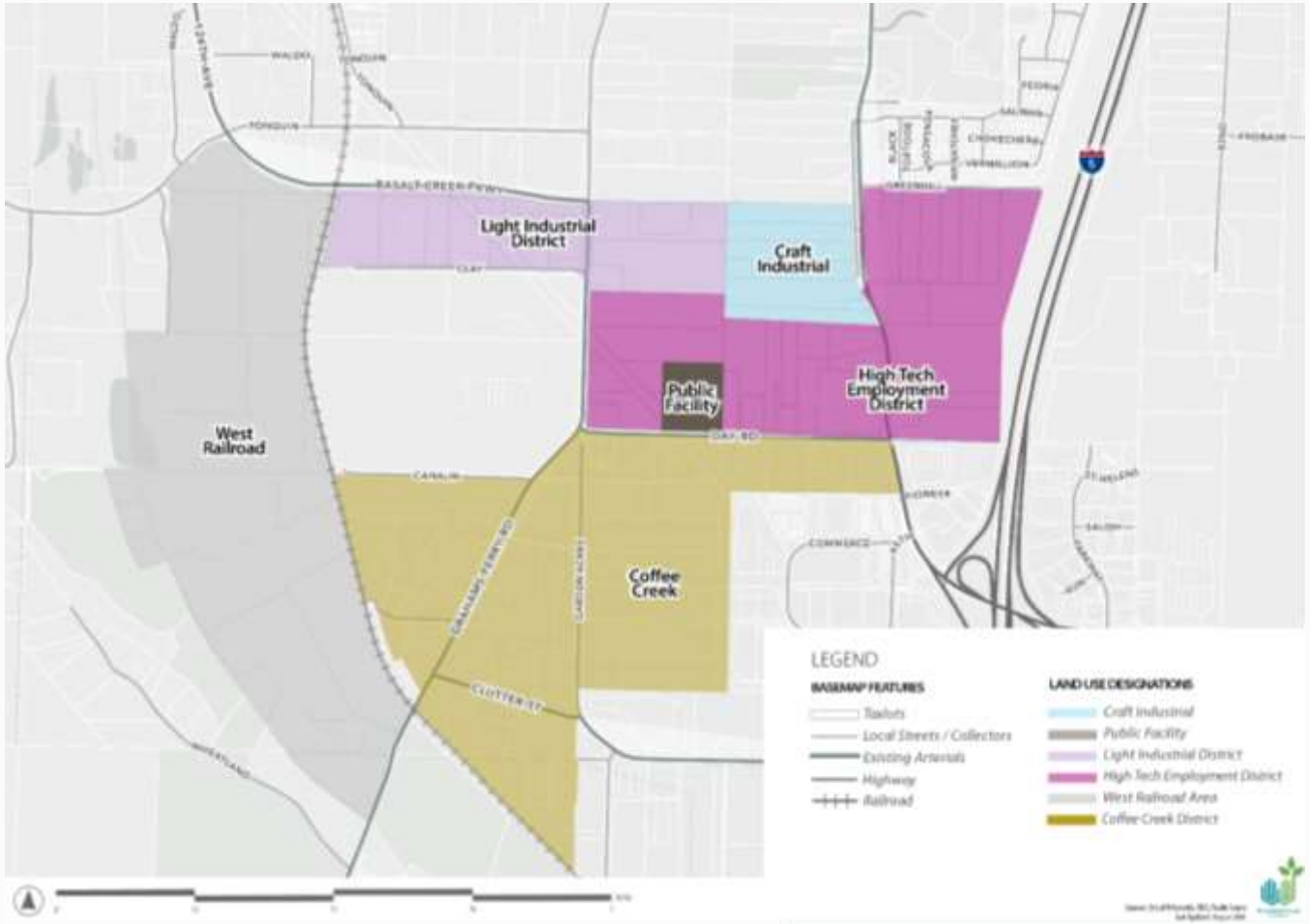
Upland Tree Groves

Wildlife Habitat

Streams

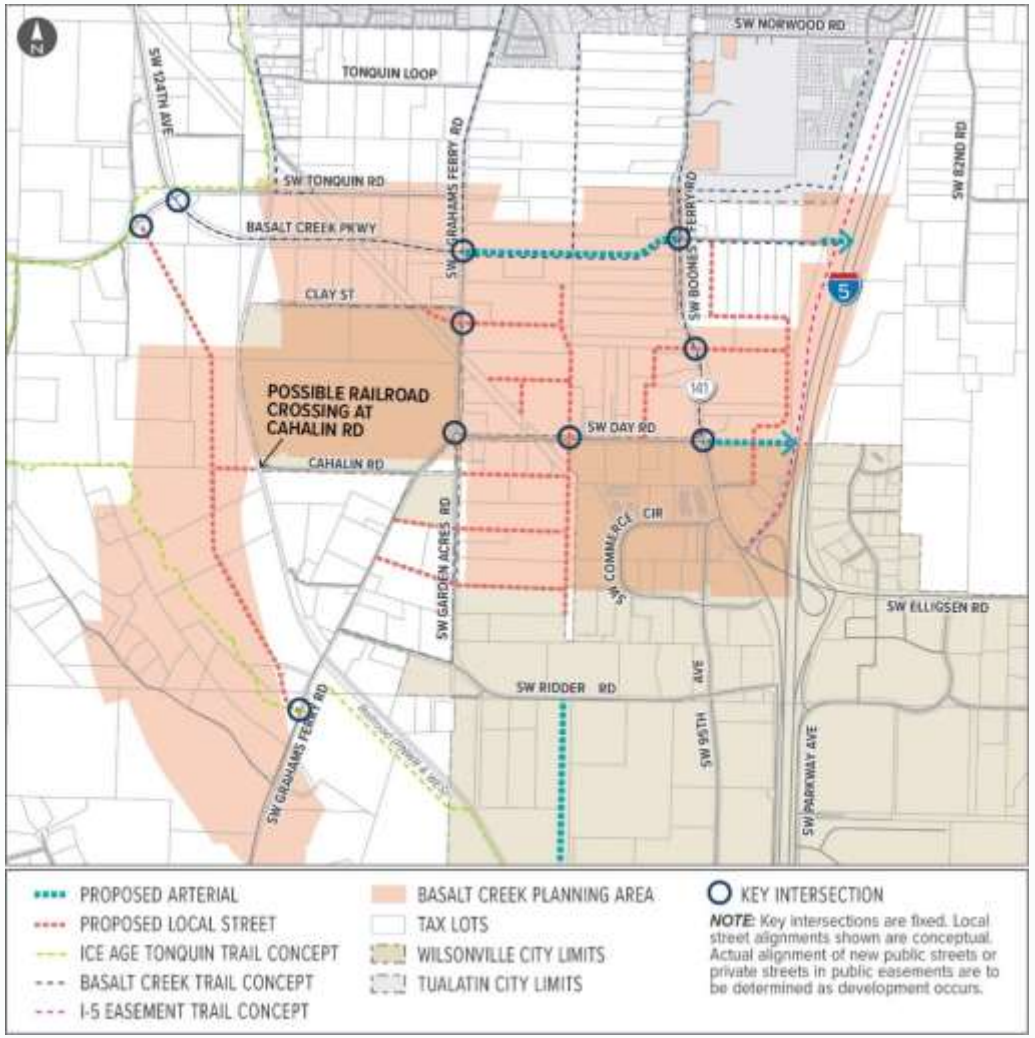
Trail & Habitat Connectivity Opportunities

Land Use Framework & Development Districts



High-Tech Employment	Employment-intensive and technology-oriented uses
Light Industrial	Manufacturing, logistics, and industrial businesses
Craft Industrial	Small-scale production, makers, and flexible employment spaces
West Railroad	Long-term industrial and employment growth area

Transportation Analysis Highlights

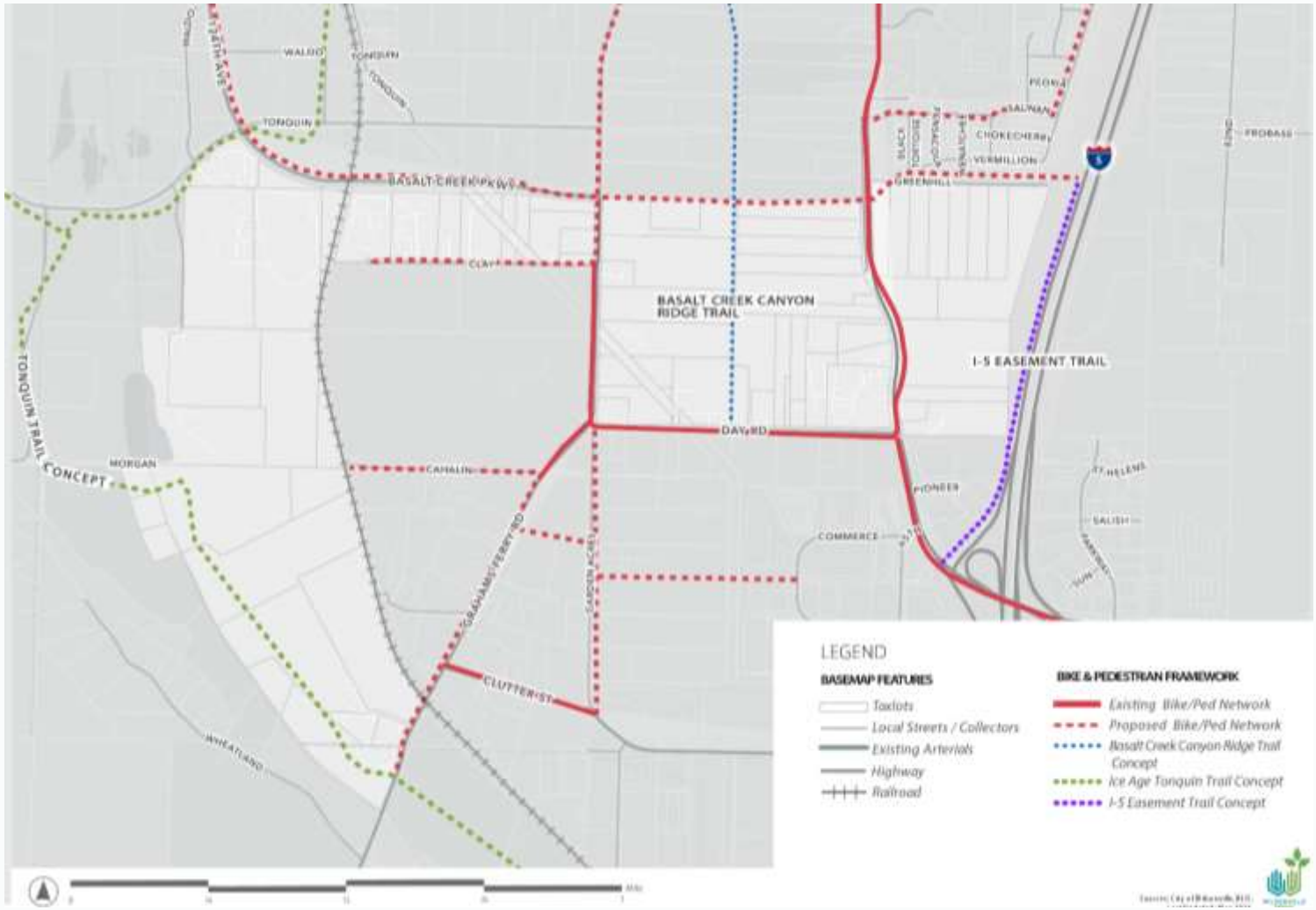


Key Roadway Extensions & Upgrades

Potential Railroad Crossing

Improved Freight Access

Bike & Pedestrian Framework



Employee & Commuter Access

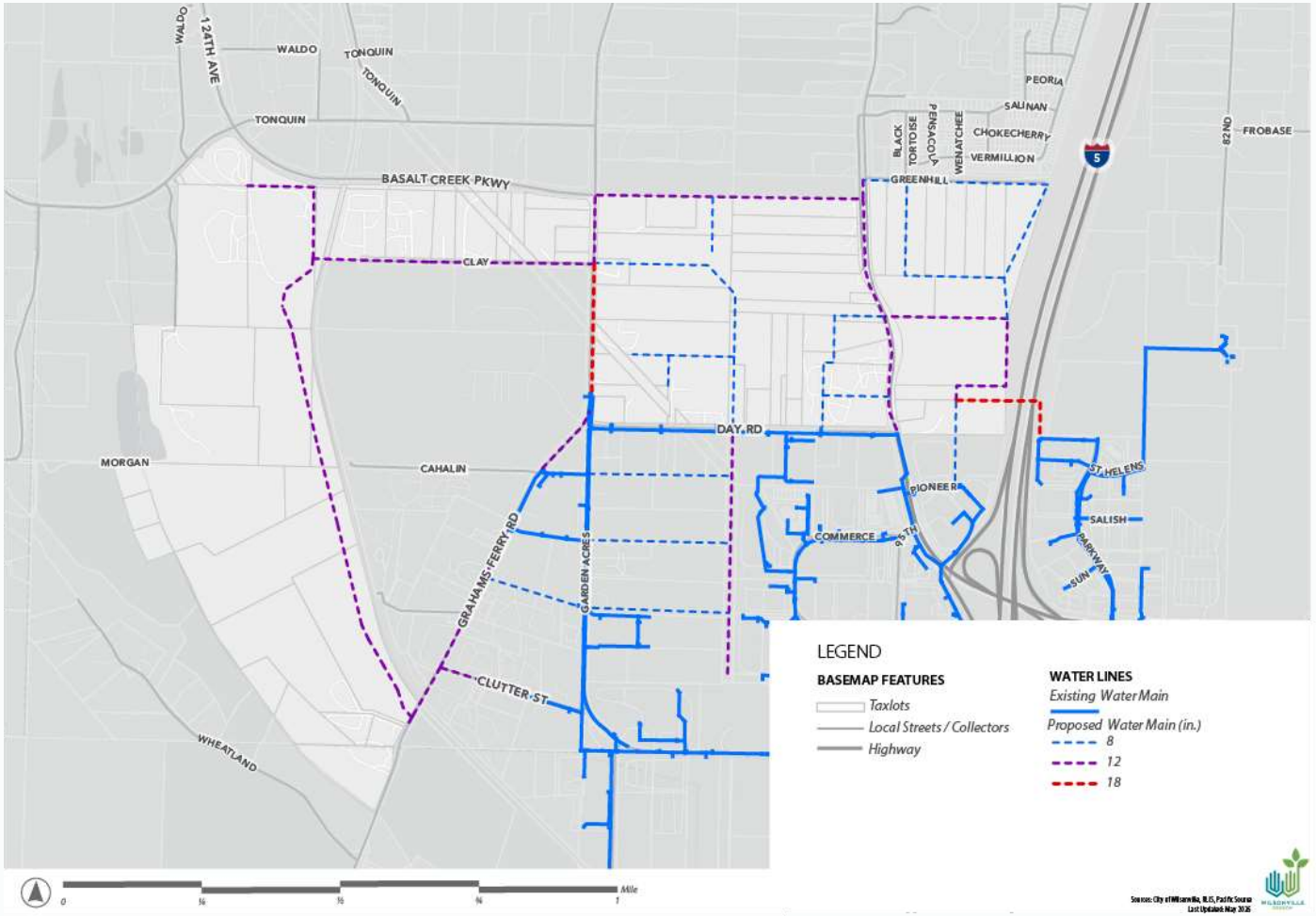
Regional Trail Connections

Connections to Transit Service

Access to Natural Areas

Improved Connectivity

Water System Framework

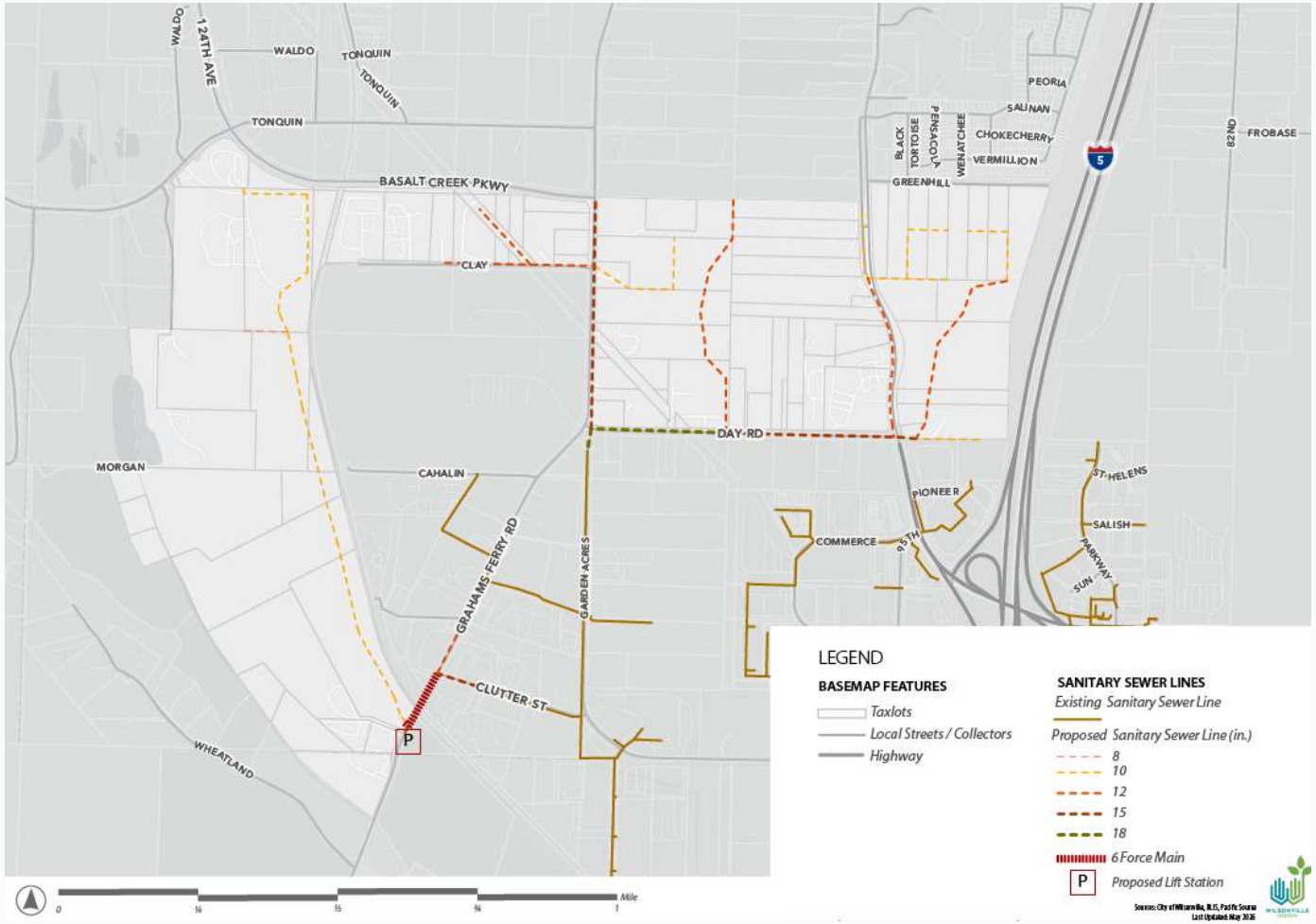


Phased Expansion

Looped Network

Reliable Service & Pressure

Sanitary Sewer System Framework



Gravity Service

Strategic Trunk Line Extensions

Lift Station

Phased with Development

Stormwater System Framework



Addresses Downstream Capacity

New Conveyance & Detention

Coordinated with Natural Resources

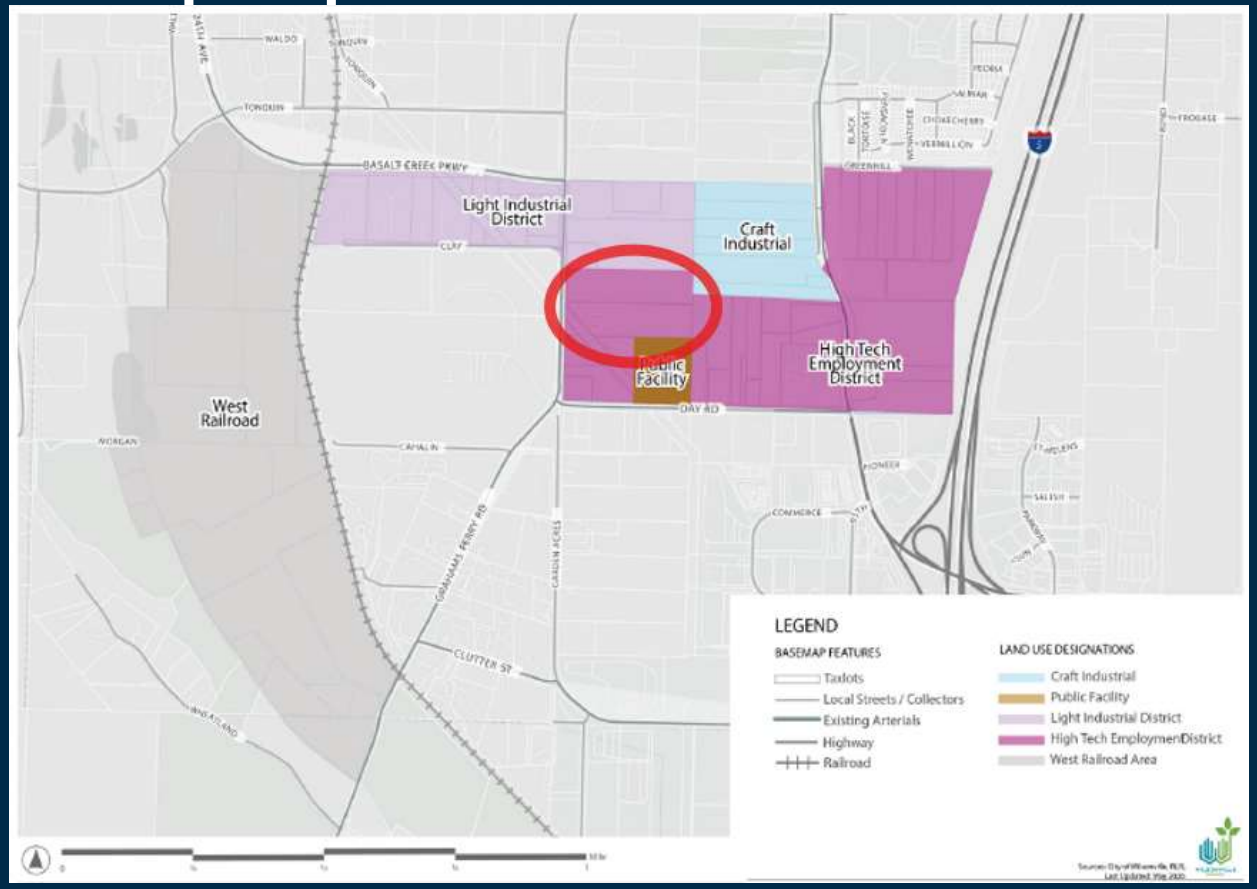
Chapter 5: Implementation & Phasing





Upcoming Changes

- District Map update



Upcoming Changes

- Data Centers
  - Further PC guidance (August 12):
    - Conditional Use
    - Accessory Use on same site as Primary Use
      - Size Limit: % of total SF/up to max 25,000 SF
      - Infrastructure analysis part of approval criteria
      - Potentially prohibit outside High Tech Subdistrict

WILSONVILLE
OREGON

Discussion

- Questions / comments about PC discussion?
- Questions about the packet materials?
- Do you have specific changes to the draft adoption package?

WILSONVILLE
OREGON

WILSONVILLE
OREGON

Data Center Definition

Data Center

A facility primarily used to house, operate, and maintain networked computer systems, servers, data storage systems, and associated equipment for the remote storage, processing, management, transmission, or distribution of digital data. A data center may include supporting equipment and facilities such as cooling systems, electrical equipment, backup generators, energy-storage systems, telecommunications infrastructure, and security systems. This definition does not include computer systems or server equipment that are accessory and subordinate to another primary use of the property.

WILSONVILLE
OREGON

ACTION MINUTES

August 17, 2026, at 5:30 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Councilor Scull

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Amy Magg, Engineering Manager
Andrea Villagrana, Human Resource Manager
Bill Evans, Communications & Marketing Manager
Chris Myers, Senior Planner
Dwight Brashear, Transit Director
Diana Kotler, Transit Operations Manager
Everett Wild, Government Affairs Manager
Jeanna Troha, City Manager
Kimberly Veliz, City Recorder
Matt Lorenzen, Economic Development Manager
Miranda Bateschell, Planning Director
Zach Weigel, City Engineer
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:30 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

There was none.

PRE-COUNCIL WORK SESSION

1. Basalt Creek Master Plan and Implementing Amendments

Staff received direction from Council to advance the Basalt Creek Master Plan (BCMP) and associated implementation package for formal consideration at a future meeting.

2. Public Safety Project Update – Updating Wilsonville Code Enforcement Provisions

Staff received the Council's approval to draft revisions to Chapter 1 of City code to establish streamlined, efficient, and clear procedures for the enforcement of code violations.

ADJOURN [7:04 PM]

CITY COUNCIL MEETING [7:10 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

The order of the agenda was approved 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

The Mayor reported on past and upcoming meetings and events.

5. Planning Commission Appointment

City Council moved to ratify the appointment of Kamran Mesbah to the Planning Commission for a term beginning 8/17/2026 to 12/31/2027. Passed 5-0.

COMMUNICATIONS

6. Wheel the World Presentation

A representative with Wheel the World shared the outcomes of a tourism-related project led by the Wheel the World organization which assesses, catalogues, and promotes accessible travel destinations for people who use a wheelchair.

7. Community Survey Results

Staff presented the results of the biennial National Community Survey, which gauges resident satisfaction across several areas to help the City Council and staff determine where to allocate future resources.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors provided comments, announced prior and anticipated meetings and events.

CONSENT AGENDA

8. **Resolution No. 3277**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Consultant Contract With Via Transportation Inc For Deployment Of Mobility Eco-System CAD-AVL Planning And Passenger Information System For Smart Fleet Operations Project.

9. Minutes of August 3 and 6, 2026 City Council Meetings.

The Consent Agenda was adopted 5-0.

NEW BUSINESS

10. **Resolution No. 3278**
    A Resolution Of The City Of Wilsonville Authorizing The City Manager To Engage In Negotiations With The Tri-County Metropolitan Transportation District Of Oregon Concerning Transit Boundary Adjustments, Wes Rail Service, And Other Matters.

Resolution No. 3278 was adopted 5-0.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

The City Manager informed the Council of an upcoming road closure on Monday, August 24, 2026, the southbound lane of Brown Rd., between Evergreen St. and Camelot St., which would be closed for several weeks to accommodate the undergrounding of power lines by Portland General Electric.

LEGAL BUSINESS

11. Settlement and Release Agreement with Zurich regarding Public Works Complex

City Council moved to approve the Settlement and Release Agreement with Zurich regarding Public Works Complex. Passed 5-0.

12. Joseph Schaefer et al. v. Marion County et al

I

City Council moved to authorize the City Attorney to file a petition to review the Court of Appeals of the Land Use Board of Appeals final order dated July 29, 2026, in the matter of Joseph Schaefer et al. v. Marion County et al. Passed 5-0.

13. Public Contracting Quarterly Report

The City Attorney reported that included in the City Council packet was the quarterly report on public contracting.

ADJOURN [8:49 PM]

PLANNING COMMISSION

WEDNESDAY, AUGUST 12, 2026

WORK SESSION

4. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)(60 minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: August 12, 2026	**Subject: Draft Basalt Creek Master Plan** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager; Amy Maag, Development Engineering Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide final feedback on Draft BCMP and Technical Appendices.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION:

Staff is seeking Planning Commission final review of the draft Master Plan, ensuring it establishes an appropriate framework for the long-term development of the Basalt Creek Planning Area. Staff is also seeking direction regarding any remaining revisions that should be addressed before the Master Plan and associated Technical Appendices, Comprehensive Plan, and Development Code amendments advance to the public hearing process.

BACKGROUND

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area. Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, the Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, and stakeholder coordination. Stated differently, the BCCP was a joint planning effort, high level, and conceptual in nature, while the BCMP is the document that will guide and regulate actual development exclusively in the City of Wilsonville. The BCMP is by Wilsonville, for Wilsonville.

EXECUTIVE SUMMARY:

The draft Basalt Creek Master Plan (See Attachment 1) provides the long-term planning framework for future industrial and employment development within the Basalt Creek Planning Area. The Plan is intended to guide the Basalt Creek Planning Area's transition from a long-range concept area into a development-ready employment district characterized by the community's vision for high-quality development, coordinated infrastructure, and protection of significant natural resources.

The current draft incorporates feedback provided by the Planning Commission and City Council during previous work sessions, as well as updated technical analysis and coordination among City staff and the project consultant team. Revisions include additional clarification regarding the proposed employment subdistricts, transportation connections and street design, multimodal access, infrastructure needs, and the relationship between the Master Plan and the implementing Development Code amendments.

The Master Plan establishes the overall policy direction and implementation framework for the Planning Area but does not approve individual development proposals. Future development will remain subject to annexation, applicable zoning and Development Code standards,

infrastructure availability, environmental permitting, and the City's development review process.

The supporting technical appendices include the Basalt Creek Master Plan Transportation Analysis (see Appendices C and D), which evaluates transportation improvements needed to serve the Basalt Creek and West Railroad areas; the Water and Sewer Analysis (see Appendix I), which identifies the sanitary sewer and water infrastructure needed to support future development throughout the Basalt Creek Planning Area; and the Infrastructure Funding Analysis (see Appendix K), which evaluates potential funding strategies for necessary infrastructure investments. Together, these appendices identify anticipated infrastructure needs, potential system improvements, funding considerations, and strategies for project phasing and implementation. They provide the technical foundation for the recommendations presented in the Draft Basalt Creek Master Plan and will continue to inform future infrastructure planning and funding decisions.

Since the Planning Commission's July 8 work session, staff has revised the proposed Development Code amendments in response to the Commission's comments, including additional clarification to proposed definitions and limitations to proposed use provisions. These revisions are reflected in the Proposed Development Code Edits (Attachment 2). Staff also updated the Northwest Industrial Pattern Book to further clarify the intended street and multimodal design framework and its application to future development (Attachment 3). During the July 8 work session, the Commission also received public testimony regarding several proposed Northwest Industrial Zone standards and requested additional information about the City's current standards and staff's response to the requested changes. Staff prepared a memorandum for the Commission regarding the specific code provisions raised in testimony and the overall context for existing code provisions and what is proposed (Attachment 4).

This work session represents the Planning Commission's final review of the Basalt Creek Master Plan and its implementing documents before the project advances to the adoption hearings. When the project returns for the Planning Commission public hearing, the Commission will be asked to consider and make a recommendation to City Council on the complete adoption package: the Basalt Creek Master Plan, Comprehensive Plan text and map amendments, and the associated Zoning Code and Zoning Map amendments all previously reviewed by the Commission. Together, these documents provide the policy direction, land use designations, zoning, and development standards necessary to make the Basalt Creek Planning Area development-ready.

DISCUSSION QUESTIONS:
Staff seeks Planning Commission feedback on the following questions:

- Is there further feedback on the framework presented for long-term development in the draft Basalt Creek Master Plan? Does it reflect the Planning Commission's prior input?
- Are there any specific revisions the Planning Commission would like staff to address?

EXPECTED RESULTS:
Feedback from the Planning Commission during this work session will help guide refinement of the final draft of the BCMP and implementing documents.

TIMELINE:
Next steps in the project include a Planning Commission public hearing on September 9, 2026. We will also hold a work session with City Council on August 17, 2026, and a public hearing on October 5, 2026 (first reading) and October 19, 2026 (second reading).

CURRENT YEAR BUDGET IMPACTS:
Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted utilizing the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and CIP 3000 funds.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Master Plan project was preceded by the preparation of an Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) to evaluate whether Wilsonville has sufficient employment land capacity to support anticipated business and job growth between 2026 and 2046. The project also identified strategies intended to support long-term economic growth, infrastructure planning, and employment opportunities aligned with community priorities that would inform the BCMP. To help inform the analysis and recommendations, the City conducted a public engagement process throughout 2025 and 2026 that included Technical Advisory Committee (TAC) meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and public hearings, and City Council work sessions and hearings.

The TAC included representatives from the City of Wilsonville, Business Oregon, Greater Portland Inc. (GPI), Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. Key themes identified through engagement included workforce development challenges, land and space constraints, high development and operating costs, demand for additional local-serving retail and services, and the importance of maintaining a proactive and collaborative City-business relationship. The City also conducted outreach to property owners within the West Railroad area of the Basalt Creek Planning Area regarding future development opportunities, Comprehensive Plan amendments, and proposed Development Code changes.

Overall, the BCMP engagement process provided numerous opportunities for coordination, stakeholder input, and public review. Feedback received from agencies, businesses, developers,

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

property owners, and community members helped inform the City's understanding of local economic conditions, infrastructure needs, and long-term employment opportunities. The engagement process ultimately supported development of policies and implementation strategies intended to promote economic competitiveness, employment growth, and high-quality industrial and employment districts consistent with the long-term vision for Wilsonville and the Basalt Creek Planning Area.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The Basalt Creek Master Plan provides the Wilsonville community with a long-term framework for coordinated economic growth, infrastructure investment, and land use planning. By identifying appropriate locations for industrial and employment uses, a master plan helps ensure that transportation systems, utilities, stormwater infrastructure, and public services are designed efficiently and strategically rather than through piecemeal development. The BCMP will provide future job creation, strengthen the local tax base, diversify employment opportunities, and improve economic resilience by attracting a range of businesses such as advanced manufacturing, logistics, research and development, and technology industries. When thoughtfully designed, industrial employment districts can incorporate high-quality site design, multimodal transportation networks, open spaces, and environmental protections that improve functionality and compatibility with surrounding areas.

The BCMP establishes the policies, land use framework, transportation network, infrastructure strategy, development standards, and environmental protections necessary to guide future urbanization of the Basalt Creek area. Together, these elements provide a coordinated and predictable approach to development that balances economic opportunity with infrastructure capacity, natural resource stewardship, and long-term community objectives.

ALTERNATIVES:
As the concept plan was refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning were considered in collaboration with the Planning Commission and City Council. Additional refinements to the BCMP and implementing policies may also be considered.

ATTACHMENTS:
1. Basalt Creek Master Plan Draft & Appendices
2. Proposed NWI Code Edits
3. Proposed NWI Pattern Book
4. NWI Response Memo

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

BASALT CREEK MASTER PLAN

PLANNING COMMISSION WORK SESSION DRAFT

WILSONVILLE OREGON

ADOPTED BY WILSONVILLE CITY COUNCIL
ORDINANCE NO. XX
MONTH, DATE, YEAR



Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Acknowledgments

CITY COUNCIL

Shawn O'Neil, *Mayor*
Caroline Berry, *Council President*
Anne Shevlin, *Councilor*
Adam Cunningham, *Councilor*
Sam Scull, *Councilor*

PLANNING COMMISSION

Yana Semenova, *Chair*
Matt Constantine, *Vice-Chair*
Rob Candrian
Nicole Hendrix
Andrew Karr
Jeff Zundel
Ron Heberlein *(former)*
Jennifer Willard *(former)*

CITY OF WILSONVILLE STAFF

Miranda Bateschell, *Planning Director*
Matt Lorenzen, *Economic Development Manager*
Chris Myers, *Senior Planner*
Amy Maag, *Development Engineering Manager*
Zach Weigel, *City Engineer*
Daniel Pauly, *Planning Manager (former)*
Cindy Luxhoj, *Associate Planner (former)*

CONSULTANT TEAM

MIG, INC.

BROWN AND CALDWELL

CONSOR ENGINEERS, LLC.

DKS & ASSOCIATES

ECONORTHWEST

PACIFIC HABITAT SERVICES

WATER SYSTEMS CONSULTING, INC.

Table of Contents

1. Introduction 1

2. The Planning Process 9

3. Existing Conditions & Future Needs . . 20

4. Master Plan for Basalt Creek 43

5. Implementation & Phasing Strategy . . 76

Technical Appendices

The following appendices provide supporting technical analysis, background information, and reference materials that informed preparation of the Basalt Creek Master Plan. Together, these documents provide additional detail related to market conditions, infrastructure planning, transportation analysis, natural resources, land suitability, and implementation considerations referenced throughout this Master Plan.

Appendix A. City of Wilsonville Ordinance No. 834, April 2019

Appendix B. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, December 2024

Appendix C. Transportation System Plan (TSP) Evaluation, December 2024

Appendix D. A Transportation Analysis for the Basalt Creek Master Plan, May 2026

Appendix E. Local Street Concept Map

Appendix F. Grahams Ferry Road Freight Traffic Accommodation Evaluation, February 2025

Appendix G. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville, November 2024

Appendix H. City of Wilsonville Economic Opportunities Analysis, January 2026

Appendix I. Basalt Creek: West Railroad Water and Sewer Evaluation, June 2026

Appendix J. Basalt Creek Subbasin Evaluation, *in progress*

Appendix K. Basalt Creek/West Railroad Infrastructure Funding Analysis, *in progress*

List of Figures

Figure 1. Regional Context 4
Figure 2. Basalt Creek Concept Plan Map with Land Use Designations 6
Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA 13
Figure 4. Preferred Concept for West Railroad 17
Figure 5. 2024 Aerial of the BCPA 24
Figure 6. Opportunity Sites in the BCPA 25
Figure 7. Land Use Categories with Constraints 28
Figure 8. Natural Resources Inventory 31
Figure 9. Existing Water Lines 39
Figure 10. Existing Sanitary Sewer Lines 40
Figure 11. Existing Stormwater Lines 41
Figure 12. Basalt Creek Master Plan 46
Figure 13. Recommended Amendments to Comprehensive Plan Map 52
Figure 14. Local Street Concept Map 55
Figure 15. Future Bicycle and Pedestrian Framework 60
Figure 16. Significant Natural Resources 66
Figure 17. Natural Resource Highlights 67
Figure 18. Future Water System 72
Figure 19. Future Sanitary Sewer System 73
Figure 20. Future Stormwater System 74

List of Tables

Table 1. Significant Resources to Include in Significant Resource Overlay Zone 30
Table 2. Basalt Creek TSP Projects 34
Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP 61
Table 4. Implementation Phasing 85

1 INTRODUCTION

Introduction

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, this Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, market conditions, and stakeholder coordination completed since 2018.

Supporting Wilsonville's Long-Term Employment Growth

This Master Plan represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, warehousing, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time.

WHAT IS A MASTER PLAN?

Master Planning identifies future land use patterns and development areas, along with parks, open spaces, streets, trails, and neighborhood amenities anticipated over the next 10–20 years. Master Planning also establishes implementing policies and regulatory strategies, and identifies water, sewer, stormwater, and transportation infrastructure needs and potential funding sources.

While Master Planning outlines the overall vision and framework for future development, it does not constitute approval for construction of specific uses or projects. Final City approvals occur as property owners seek annexation into the city and as proposed development applications and building permits are reviewed for compliance with applicable standards and regulations.

As detailed development plans are prepared and reviewed, some variation from the specific illustrations in the Master Plan may occur, while still remaining substantially consistent with the Plan and its implementing standards and regulations.

Relationship to Other City Planning Efforts

As an area-specific implementation tool of the City's Comprehensive Plan, the BCMP translates broader citywide goals and policies into more detailed strategies tailored to the BCPA. The Master Plan also coordinates with related City planning efforts, including economic development, transportation, utility, and capital improvement planning.

While the BCMP establishes the overall framework for future development, it does not approve specific construction projects or development proposals. Future development will remain subject to additional City review processes, implementing standards, and applicable development regulations to ensure consistency with the Master Plan.

ECONOMIC DEVELOPMENT ALIGNMENT

The BCMP directly supports the City of Wilsonville's recently adopted Economic Opportunities Analysis (EOA) (see Appendix H) and Economic Development Strategy (EDS), both of which identify Basalt Creek as one of the City's most important long-term employment growth areas. The EOA concludes that Basalt Creek and Coffee Creek together form a critical component of the Portland region's southern industrial land supply and will play an essential role in accommodating future manufacturing, logistics, warehousing, and traded-sector employment growth over the next twenty years.

The BCMP advances these findings by translating the broader economic and land use direction established in the EOA into a more detailed framework for land use, transportation, infrastructure, environmental stewardship, and implementation within the Basalt Creek Planning Area.

Responding to Development Constraints

The EOA and EDS both recognize that much of Wilsonville's remaining industrial land supply is constrained by fragmented ownership patterns, limited urban infrastructure, transportation improvements, and site readiness challenges. The BCMP responds directly to these issues by identifying infrastructure concepts, transportation networks, funding strategies, zoning and development standards, and implementation tools intended to help transition Basalt Creek from a long-range concept area into a development-ready employment district over time.

In doing so, the BCMP supports the EDS focus on improving industrial site readiness, coordinating public investment, and creating conditions that attract higher-value employment uses and private investment consistent with Wilsonville's long-term economic development objectives.

Coordinating Planning and Implementation

The BCMP also complements the EDS goal of strengthening Wilsonville's position as a regional employment center while supporting broader community objectives related to livability, transportation, natural resource protection, and urban design.

Together, the EOA, EDS, and BCMP provide a coordinated planning framework that aligns economic development priorities with land use planning and infrastructure investment.

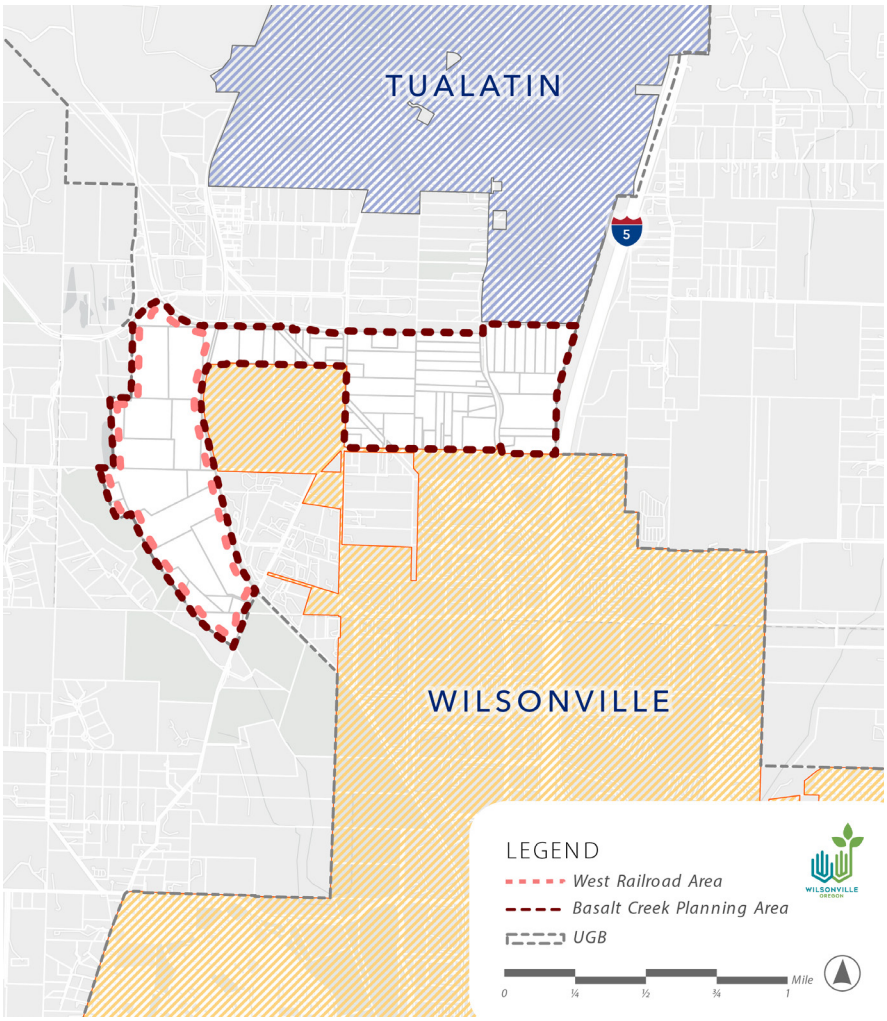
The EOA establishes the technical foundation for projected employment growth and land need, the EDS identifies strategic actions and implementation priorities, and the BCMP provides the area-specific planning and regulatory framework needed to guide future urbanization and development within the BCPA in a manner consistent with the City's Comprehensive Plan.

Basalt Creek Planning Area

In 2004, Metro identified the Basalt Creek Planning Area (BCPA), consisting of 847 acres located in Washington County between southern Tualatin and northern Wilsonville, as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville's industrial area to the south, and contains large, flat sites suitable for industrial users.

Subsequently, Metro passed an ordinance annexing land, including the BCPA, into the existing Urban Growth Boundary (UGB) to ensure a sufficient regional supply of land for employment growth over the next twenty years. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses.

Figure 1. Regional Context



Basalt Creek Concept Plan

BACKGROUND

Areas brought into the UGB are required to have a land use and transportation concept plan before urban development can occur. Therefore, after a lengthy joint planning process, the Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP or Concept Plan) in 2018, to meet this requirement and provide a roadmap for development of the area that is consistent with state, regional, and local land use planning laws. The BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area to meet local and regional goals.
- Coordinated future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County.
- Established a new jurisdictional boundary between Tualatin and Wilsonville to determine which parts of the Planning Area could be annexed into and served by each city.
- Identified preferred land uses across the area.
- Recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional, and state goals.
- Set specific action items and implementation measures.

2018 GUIDING PRINCIPLES

Established by the Joint Council, these principles helped guide the BCCP. While conditions and opportunities have evolved since 2018, the principles continue to inform the long-term direction for growth and development within Basalt Creek.

1. Maintain and complement the Cities' unique identities

2. Capitalize on the area's unique assets and natural location

3. Explore creative approaches to integrate jobs and housing

4. Create a uniquely attractive business community unmatched in the metropolitan region

5. Ensure appropriate transitions between land uses

6. Meet regional responsibility for jobs and housing

7. Design cohesive and efficient transportation and utility systems

8. Maximize assessed property value

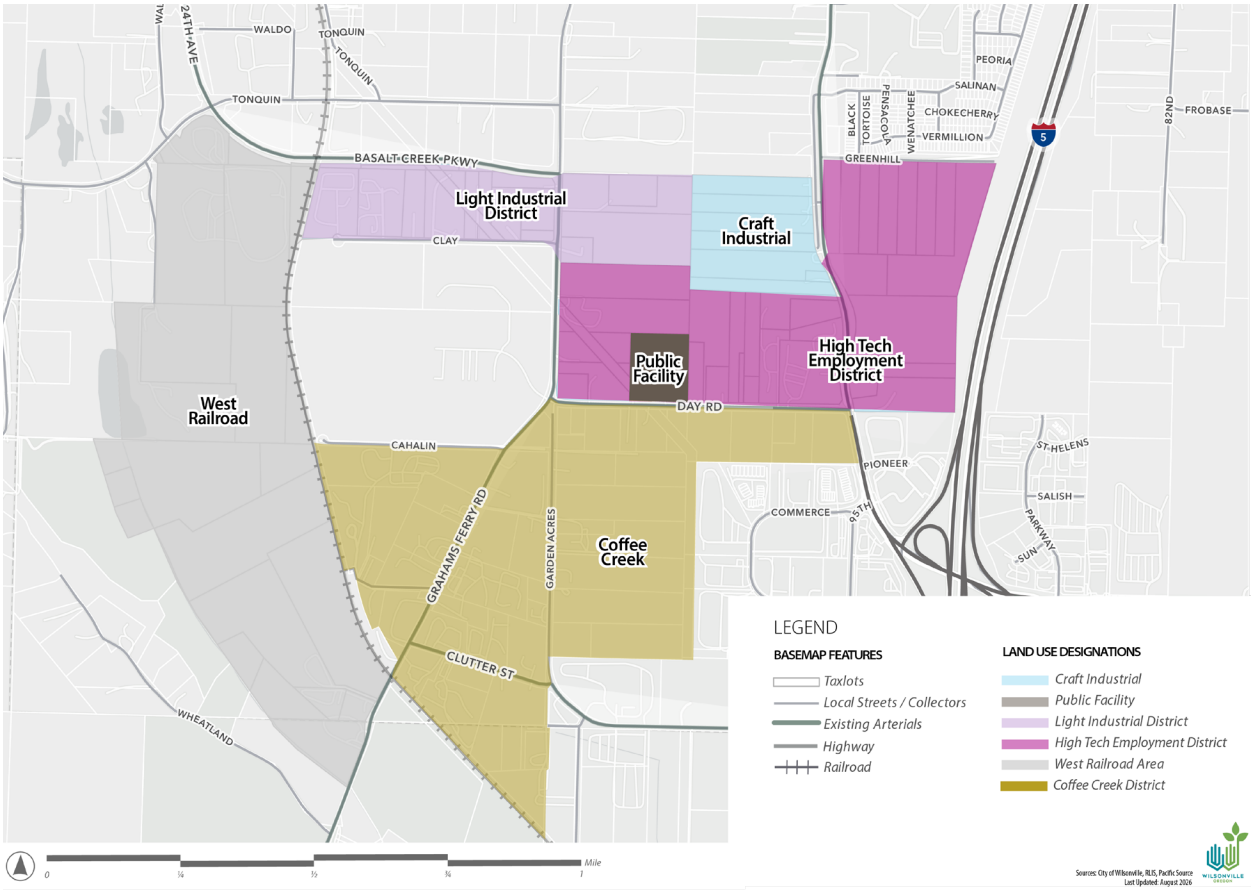
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

JURISDICTIONAL BOUNDARY

During the Concept Plan process, the BCPA was roughly divided between Tualatin and Wilsonville, with the jurisdictional boundary defined by the Basalt Creek Parkway, which runs in an east-west direction through the center of the Planning Area. Wilsonville's portion consists of 453 acres on the south side of the Parkway.

It includes an eastern portion that was referred to as "Basalt Creek" and a western portion that was known as "West Railroad", as shown in the figure below. For the remainder of this Master Plan, references to the BCPA in Wilsonville refer to this combined area within Wilsonville's UGB.

Figure 2. Basalt Creek Concept Plan Map with Land Use Designations



↳ **The land use patterns identified in the 2018 BCCP responded to the area's setting and existing conditions. Because the Planning Area is well suited for industrial and employment uses, much of the BCPA was designated for employment land uses. However, because West Railroad was considered to have significantly lower development potential than the remainder of the BCPA, future land uses for the area were not identified in the BCCP.**

From Concept Plan to Master Plan

The BCCP established a vision for urbanization of the BCPA to meet local and regional goals, identified preferred land uses across the area, recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional, and state goals, and set specific action items and implementation measures. Following adoption of the BCCP, the City completed several early implementation actions to establish a policy and planning framework for future development in the area. These actions included updating the Urban Planning Area Agreement with Washington County, amending the Comprehensive Plan, and incorporating key transportation projects into the Transportation System Plan.

EARLY IMPLEMENTATION ACTIONS COMPLETED

Following adoption of the BCCP, the City completed several foundational actions to support future planning and development within the Planning Area.

Action Item 1: Amend Urban Planning Area Agreements

The City updated the Urban Planning Area Agreement with Washington County to formally recognize Wilsonville's planning authority within the BCPA and support coordinated future planning efforts.

Action Item 2: Amend Comprehensive Plan

The City amended the Comprehensive Plan and Transportation System Plan to incorporate policies, design objectives, and transportation projects intended to guide future development, infrastructure planning, and environmental stewardship within Basalt Creek and West Railroad.

Today, Wilsonville is working to advance the BCPA beyond the Concept Plan to a development-ready status through the adoption of this Master Plan. The Master Plan is the next step in refining and implementing the BCCP to guide development in the Planning Area over the next 10–20 years.

This Master Plan process implements Action Items 3, 5, and 6 of the BCCP, including:

» **Action Item 3. Assure zoning is compatible with future land use.** This action evaluates the Wilsonville Development Code and zoning standards to ensure they support the types of industrial, employment, and mixed-use development envisioned for the BCPA. It also considers how special design elements from the BCCP, including potential expansion of the Coffee Creek Industrial Design Overlay District and development standards for the Craft Industrial district, could be applied within the Planning Area.

» **Action Item 5. Consider capital improvements to spur development.** This action evaluates infrastructure availability and identifies opportunities for strategic public investment needed to support future development in the BCPA. Potential implementation tools may include utility and transportation infrastructure financing, reimbursement mechanisms, local improvement districts, and other partnership approaches intended to help facilitate long-term industrial and employment growth.

» **Action Item 6. Master planning processes.** This action further refines many of the concepts introduced in the BCCP by evaluating development feasibility, infrastructure needs, transportation access, environmental constraints, and implementation strategies. Preparation of this Master Plan, along with related Code amendments and infrastructure funding planning, represents a key component of this effort.

The BCMP identifies general types and locations of uses in the BCPA, as well as implementing policies and regulatory strategies, and utility and infrastructure needs and funding sources. However, it is not an approval for construction of the identified uses.

Following or concurrently with Master Planning, the City will develop a variety of detailed standards and rules that development must follow to remain consistent with the BCMP. Final City approval of private development within the BCPA comes as property owners request annexation and the City reviews proposed development plans and building permits against the implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the BCMP and with the implementing standards and rules.

2

THE PLANNING PROCESS

The Planning Process

Chapter Overview and Planning Context

This chapter describes the planning process, technical analysis, and outreach that informed the Basalt Creek Master Plan (BCMP). It builds upon the guiding principles established through the Basalt Creek Concept Plan (BCCP) process and subsequent Comprehensive Plan amendments and Areas of Special Concern that continue to shape the long-term vision for the Basalt Creek Planning Area (BCPA).

The BCMP was informed by technical studies, infrastructure and transportation analysis, environmental review, market analysis, stakeholder outreach, and work sessions with the Wilsonville Planning Commission and City Council completed since adoption of the BCCP.

Implementation of the long-term vision for the BCPA will require significant coordination, infrastructure investment, and phased redevelopment over time. While Wilsonville retains a limited supply of vacant industrial land, much of the BCPA, particularly the West Railroad area, is not yet development-ready due to infrastructure constraints, limited transportation access, environmental considerations, and fragmented property ownership.

To help address these challenges, the City completed additional planning and technical analysis to refine land use concepts, transportation connections, infrastructure needs, and development considerations within West Railroad and the broader BCPA. These efforts helped further define the Master Plan while recognizing that long-term implementation will depend on market conditions, infrastructure funding, environmental permitting, property owner participation, and regional coordination over time.

Concepts that Shaped the Master Plan

The BCMP builds on the Guiding Principles established by the Joint Council during preparation of the 2018 Basalt Creek Concept Plan. These principles continue to provide the foundation for planning within the BCPA.

For the BCMP, the original principles were refined to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. The adapted principles shown on the next page guided development of the Master Plan while carrying forward the long-term vision established through the 2018 Concept Plan.

Guiding Principles

The Guiding Principles for the BCMP, which were adapted from the Basalt Creek Concept Plan process, continue to represent the interests and goals for the Planning Area during this Master Plan process. The Guiding Principles are a reflection of the updated vision and objectives for the BCMP:

1. **Meet regional responsibility for jobs and housing**
2. **Maximize assessed property value**
3. **Capitalize on the area's unique assets and natural location**
4. **Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type**
5. **Ensure appropriate transitions between land uses**
6. **Design cohesive and efficient transportation and utility systems**
7. **Maintain and complement Wilsonville's unique identity**
8. **Create a uniquely attractive business community unmatched in the metropolitan region**
9. **Incorporate natural resource areas and provide recreational opportunities as community amenities and assets**

COMPREHENSIVE PLAN AMENDMENTS

In 2019, the City Council adopted amendments to the City's Comprehensive Plan to help guide future development within the BCPA (see Ordinance No. 834 in Appendix A). These amendments added new policies and Areas of Special Concern related to Basalt Creek and West Railroad to provide more detailed direction for future planning and development within the area.

Implementation Measures

The City's Comprehensive Plan includes policies and implementation measures intended to guide industrial development throughout Wilsonville. The amendments adopted in 2019 and further refined in 2026 specifically focused on supporting the types of employment and industrial development envisioned for the BCPA, including advanced manufacturing, craft industrial businesses, higher-density employment areas, and integrated open space and trail amenities. These implementation measures help inform this Master Plan and future development standards for the area:

» **Implementation Measure 4.1.3.j.** All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

» **Implementation Measure 4.1.3.k.** Encourage high-growth employment industries in which the city is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

» **Implementation Measure 4.1.3.l.** Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

» **Implementation Measure 4.1.3.m.** Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

» **Implementation Measure 4.1.3.n.** Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Areas of Special Concern

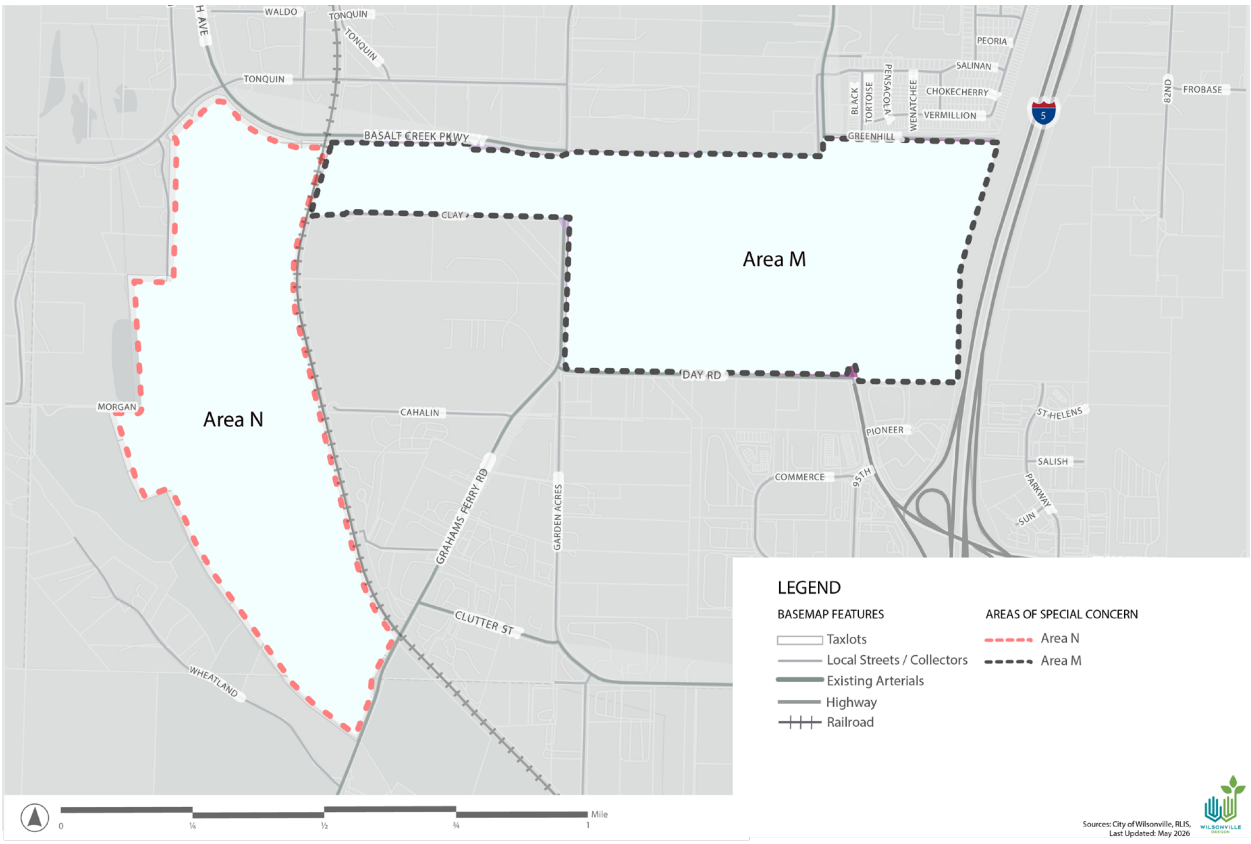
The Comprehensive Plan includes several Areas of Special Concern where additional policy direction is needed beyond the general guidance provided elsewhere in the Plan (Figure 3). There are two within the BCPA: Area of Special Concern M (Basalt Creek) and Area of Special Concern N (West Railroad). These areas were created to provide interim policy direction and identify key planning considerations pending more detailed planning for the area.

AREAS OF SPECIAL CONCERN

The Wilsonville Comprehensive Plan identifies "Areas of Special Concern" where additional planning direction is needed to address unique site conditions, development challenges, or community goals. Each area includes specific objectives and considerations that help guide future planning, infrastructure investment, zoning, and development review.

For the BCPA, the City established Areas of Special Concern for both Basalt Creek and West Railroad to provide additional guidance related to industrial development, transportation, infrastructure, natural resources, and regional connectivity.

Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA



The BCMP represents the next phase of that planning effort. As a supporting document to the Comprehensive Plan, the Master Plan provides more detailed guidance regarding land use, transportation, infrastructure, natural resources, and implementation within the BCPA. The BCMP serves as the primary planning framework for the area, carrying forward and refining the intent of the AOSCs through more detailed policies, recommendations, and implementation strategies.

Area of Special Concern M includes the focus of the BCCP. It includes four Design Objectives that provide policy guidance:

1. **Consider adoption of a form-based code**, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. **Protect key natural resources and sensitive areas while making recreational opportunities accessible** by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake—Basalt Creek—and the surrounding wetlands habitat.
3. **Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections** that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. **Provide strong transit access** to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Area of Special Concern N focuses on the West Railroad portion of the BCPA, which at the time of the BCCP was recognized as one of the most constrained areas within the BCPA. The area is characterized by significant natural and physical constraints, including wetlands habitat, steep slopes, limited access, and fragmented property ownership, all of which limited its assumed near-term development potential. It is also located outside the city limits but within the Urban Growth Boundary (UGB), reinforcing its status as a long-term opportunity area. The area was also identified for its potential value in resource conservation and future public access to natural areas, particularly given its proximity to the Coffee Lake Creek wetlands.

Since adoption of the BCCP, the City has undertaken additional planning work to better understand West Railroad's opportunities and constraints and to refine a long-term vision for the area.

Information Gathering

To inform this Master Plan, the City undertook several studies that update and refine various aspects of the BCCP. A more detailed description of the planning with impacts to the West Railroad Area is described on the following page. Work products include the following:

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

- The **Wilsonville Industrial Land Readiness Phase 1 Report for Basalt Creek** that evaluated market conditions, development capacity, and site development potential through several interconnected analyses (see Appendix B), including the following:
  - An **Economic Inventory and Land Use Analysis** that evaluates current market trends and identifies industries suitable for the area.
  - An updated **Buildable Lands Inventory** (BLI) that reflects recent land developments, adjusted constraints, and revised capacity estimates.
  - A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints.
  - An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing market conditions.
- A **Transportation System Plan (TSP) Evaluation** to review the current list of TSP projects related to the BCPA and ensure that the land use assumptions and identified transportation projects are still applicable, as well as to identify any new transportation improvement projects that might be needed to further support the current development plan for the BCPA (Appendix C).
- A **Transportation Analysis for the Basalt Creek Master Plan** to evaluate the impacts of full development of the West Railroad area on the surrounding street network (Appendix D).
- An updated **Local Street Concept Map** that identifies likely connection points and alignments for future local streets in the BCPA (Appendix E).
- The **Grahams Ferry Road Freight Traffic Accommodation Evaluation** to analyze the SW Grahams Ferry Road undercrossing of the PNWR railroad, develop conceptual roadway alignments, and identify planning-level cost estimates for arterial upgrades, widening, and freight clearance improvements (Appendix F).
- An updated **Natural Resources Inventory** of wetlands, upland tree groves, and riparian areas within the BCPA in compliance with Statewide Planning Goal 5 to identify resources to include in the Significant Resource Overlay Zone (SROZ) (Appendix G).
- A citywide **Economic Opportunities Analysis** that included an evaluation of Basalt Creek (Appendix H).
- A **West Railroad Concept Plan** to refine the long-term land use vision, identify potential employment and industrial uses, and assess transportation and infrastructure needs.
- A **Water and Sewer Evaluation** for the West Railroad area to develop conceptual utility layouts, estimate future wastewater and water demands, describe key constraints, and identify planning-level cost estimates.
- A **Basalt Creek Subbasin Evaluation** for the Greenhill planning area and broader BCPA to evaluate system needs and capacity.

Planning for West Railroad

As part of preparation of the Basalt Creek Master Plan, the City undertook additional planning work focused on the West Railroad area to better understand its long-term development potential and implementation challenges. Although the 2018 Basalt Creek Concept Plan identified West Railroad as constrained by environmental conditions, limited transportation access, fragmented ownership, and lack of urban services, the area remained one of Wilsonville's last large industrial growth opportunities within the Urban Growth Boundary.

The West Railroad planning work has resulted in an initial framework envisioning a mix of employment-oriented and craft industrial uses supported by future regional access and utility infrastructure. The City recognizes that development of West Railroad is a long-term effort dependent on resolving complex environmental, access, infrastructure, and market challenges, as well as future coordination among multiple stakeholders.

CONCEPT PLANNING AND VISION DEVELOPMENT

In 2025, the City initiated a focused planning and urban design effort for West Railroad through the Wilsonville Industrial Land Readiness (WILR) process. This work included analysis of existing conditions, environmental constraints, infrastructure availability, market opportunities, and transportation access, along with preparation of several alternative land use and urban design concepts for the area. The concepts explored varying approaches to balancing employment development, industrial uses, natural resource preservation, recreation opportunities, and long-term flexibility.

The planning process included a joint Planning Commission and City Council work session in October 2025 where existing conditions and alternative concepts were reviewed and discussed. The discussion generally favored a preferred concept that combined industrial employment opportunities with integration of remaining natural features. Participants emphasized the importance of balancing job creation, transportation access, freight mobility, environmental stewardship, and long-term economic opportunity in shaping the future of the area.

Additional Planning Commission and City Council work sessions were held in April 2026 to review and refine the preferred concept (Figure 4) for West Railroad as part of the broader Master Plan process.

ZONING AND DEVELOPMENT CODE COORDINATION

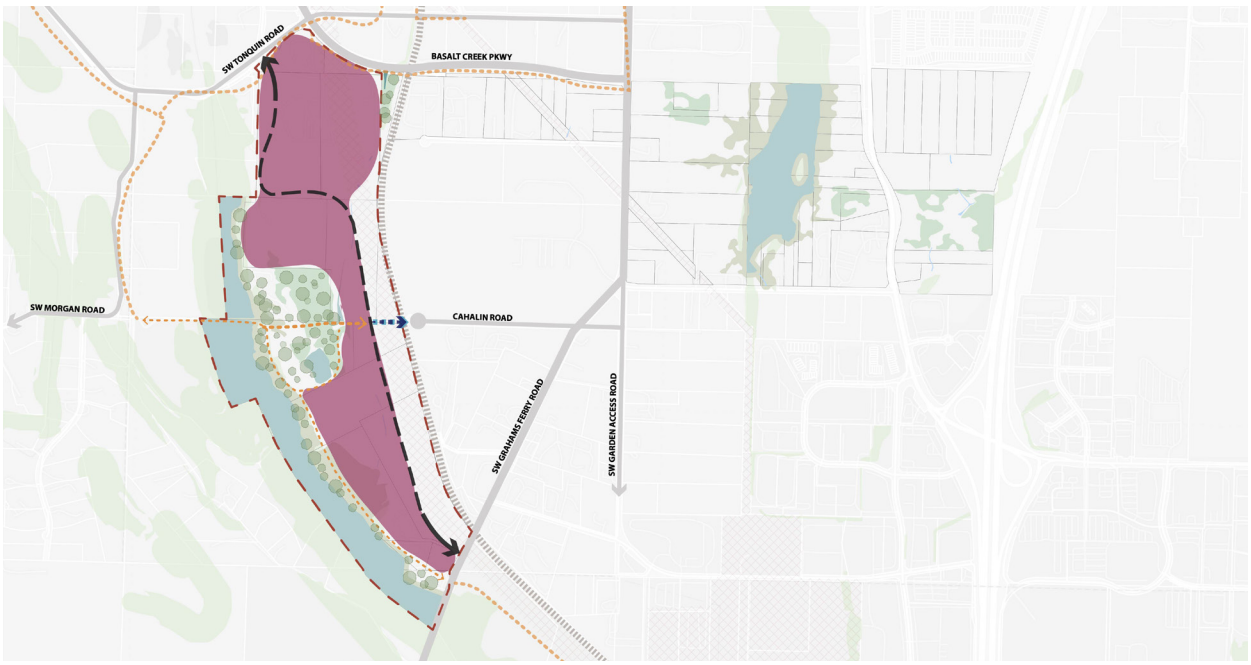
In parallel with the concept planning effort, City staff conducted several work sessions focused on evaluating appropriate zoning and development standards for West Railroad. This work considered how the City's existing industrial zoning districts and development code could support the long-term vision for the area, including potential updates needed to address industrial development form, transportation access, environmental features, and transitions between uses.

Because the West Railroad area is currently outside Wilsonville city limits, City zoning and development standards do not yet apply to the area. However, the Master Plan establishes a framework intended to guide future zoning and development standards should properties annex into the City over time.

TECHNICAL ANALYSIS AND INFRASTRUCTURE PLANNING

In tandem with development of the preferred concept, the City worked with consultants to complete additional transportation and utility analysis related to long-term access, freight mobility, infrastructure feasibility, and service planning needed to support future development in the area. This work helped refine implementation considerations and better understand the scale of investment, coordination, and phased improvements that may be required for future urbanization of West Railroad.

Figure 4. Preferred Concept for West Railroad



Stakeholder Interviews and Focus Groups

Stakeholder outreach helped inform the technical analysis and recommendations developed for the BCMP. Interviews with economic development partners, developers, property owners, and other stakeholders provided insights into market conditions, development barriers, infrastructure needs, and opportunities within the BCPA. This input helped shape the planning analysis and provided additional context for Planning Commission and City Council discussions throughout the Master Plan process.

As part of the Master Plan process, interviews were conducted with Business Oregon (the state's economic development agency), Greater Portland Inc. (a public-private partnership dedicated to destination business marketing and economic development), developers knowledgeable about the region, and local property owners. These discussions focused on identifying barriers to industrial development and opportunities relevant to future growth within Basalt Creek. The key themes summarized below represent important considerations as the BCPA moves toward long-term redevelopment and implementation.

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to readily accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or City's vision for an area does not align with the diverse needs of potential users. Discussions highlighted the importance of allowing a mix of uses for better financing opportunities, particularly for speculative development, and avoiding overly prescriptive zoning can prevent clustering for supply chain benefits.
- **Fragmented Land Ownership:** Areas with small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

Decision Making Process

Development of the BCMP was informed through a collaborative process that combined policy guidance, technical analysis, and stakeholder and decision-maker input.

Establishing the Foundation. The planning process was grounded by the Guiding Principles established through the 2018 Basalt Creek Concept Plan. Those principles were refined during preparation of the BCMP to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. Together with adopted Comprehensive Plan policies, implementation measures, and Areas of Special Concern, they provided the foundation for development of the Master Plan.

Evaluating Opportunities and Constraints. Technical studies were then completed to better understand economic conditions, development potential, transportation needs, infrastructure requirements, natural resources, and long-term opportunities within the BCPA.

Gathering Stakeholder Input. Input from property owners, developers, economic development organizations, agency partners, and other stakeholders helped identify market realities, redevelopment challenges, infrastructure needs, and implementation considerations that informed the Master Plan.

Refining the Plan. Throughout the planning process, the Wilsonville Planning Commission and City Council reviewed technical findings and stakeholder feedback through a series of work sessions. Their direction helped refine recommendations and shape the preferred approach reflected in the BCMP.

Public Review and Adoption. The Planning Commission and City Council ultimately considered the information gathered throughout the planning process during public hearings leading to adoption of the final Master Plan.

Final Decision-Makers. The Wilsonville City Council, based on a recommendation from the Planning Commission, served as the final decision-making body for the BCMP, ensuring that the Master Plan reflects both technical analysis and community and stakeholder input while advancing the City's long-term vision for the BCPA.

3

EXISTING CONDITIONS & FUTURE NEEDS

Existing Conditions & Future Needs

During the Master Planning process, existing conditions, prior planning efforts, and future development needs within the BCPA were evaluated. Several supporting analyses were updated and refined to reflect current conditions, market trends, infrastructure planning, and development considerations. The following sections summarize these findings, which are described in greater detail in the BCMP Appendices.

Economic Inventory and Targeted Industries

The updated Economic Inventory evaluates current market conditions, development trends, and targeted industry opportunities within the BCPA and broader regional industrial market (see Appendix B). The analysis helps inform the long-term land use, infrastructure, and economic development strategies reflected in the BCMP.

REGIONAL INDUSTRIAL MARKET CONDITIONS

Since adoption of the BCCP in 2018, economic conditions have shifted considerably. Nationally, the industrial sector continues to experience strong demand fueled by e-commerce growth, reshoring efforts, and federal investments supporting domestic manufacturing.

In the Portland Metro area, industrial trends generally mirror national patterns, including low vacancy rates and rising rents. While demand for industrial space has slowed from the highs experienced between 2021 and 2023, demand is expected to remain relatively strong in the near term.

Within the region, industrial demand is primarily driven by businesses expanding or upgrading existing facilities rather than large numbers of new businesses relocating from outside the region.

WILSONVILLE'S INDUSTRIAL ECONOMY

Wilsonville's industrial sector continues to play a significant role in the city's economy, with manufacturing, wholesale trade, and construction accounting for a substantially larger share of employment than the regional average. However, neighboring Sherwood and Tualatin have experienced stronger recent industrial growth, largely due to the availability of large, development-ready industrial sites.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important long-term opportunity to expand the city's supply of employment land and support future industrial growth.

EXISTING CONDITIONS WITHIN THE BCPA

The Economic Inventory found that much of the BCPA remains underdeveloped and characterized by low-intensity rural and industrial uses permitted under Washington County zoning. Existing uses within the area include contractor establishments, storage yards, and other low-employment uses that do not reflect the urban employment densities envisioned in the BCCP.

While these uses contribute economic activity and jobs, they typically require limited building and infrastructure improvements and support lower employment densities than the urban industrial development envisioned for the area. Employment density within the BCPA remains substantially below the levels anticipated in the BCCP, and fragmented land ownership patterns continue to create challenges for redevelopment and large-site industrial development.

CHANGING DEVELOPMENT TRENDS AND TARGETED INDUSTRIES

The 2018 BCCP envisioned a mix of industrial and office uses, including a significant amount of office development within the High-Tech Employment District. Since that time, demand for office space has declined both regionally and nationally due to the rise of remote and hybrid work. While office uses are still expected to remain part of the BCPA, their role is anticipated to be smaller than originally envisioned.

At the same time, the Economic Inventory identified continued opportunities for industrial growth in sectors that align with Wilsonville's existing economic strengths, including:

- Advanced manufacturing
- Semiconductor supply chain businesses
- Logistics and distribution
- Employment-generating industrial uses
- Other traded-sector and industrial businesses

LONG-TERM DEVELOPMENT CHALLENGES

Several factors continue to affect the BCPA's readiness for future industrial development. Fragmented land ownership, existing contractor establishments and outdoor storage uses, and rural infrastructure that does not yet meet urban standards remain barriers to higher-intensity industrial and employment uses.

Although transportation and utility planning has advanced significantly since adoption of the BCCP, major infrastructure investments will still be required to support long-term urban development within the area.

Land Use and Development

BUILDABLE LANDS INVENTORY

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of the BCPA for employment-related growth (Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the roughly 453 acres in the BCPA:

173 ACRES

ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

129 ACRES

ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES

ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT

The 150-acre buildable land supply is distributed across a range of parcel sizes, from small lots under five acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs.

Given the 150 acres of buildable land and the expectation of employment densities between 10 (low-density model) and 18.5 (high-density model) employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs, compared with the BCCP estimated employment capacity of about 2,500 jobs (in 2018). The range of potential employment densities was estimated to more accurately reflect evolving market conditions.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, particularly in West Railroad, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

An external actor, whether public or private, working to aggregate property to create viable development sites is likely required in order to realize a coherent and comprehensive development pattern throughout the BCPA. Market forces alone will likely create a slow, and 'patchy' development pattern.

Figure 5. 2024 Aerial of the BCPA



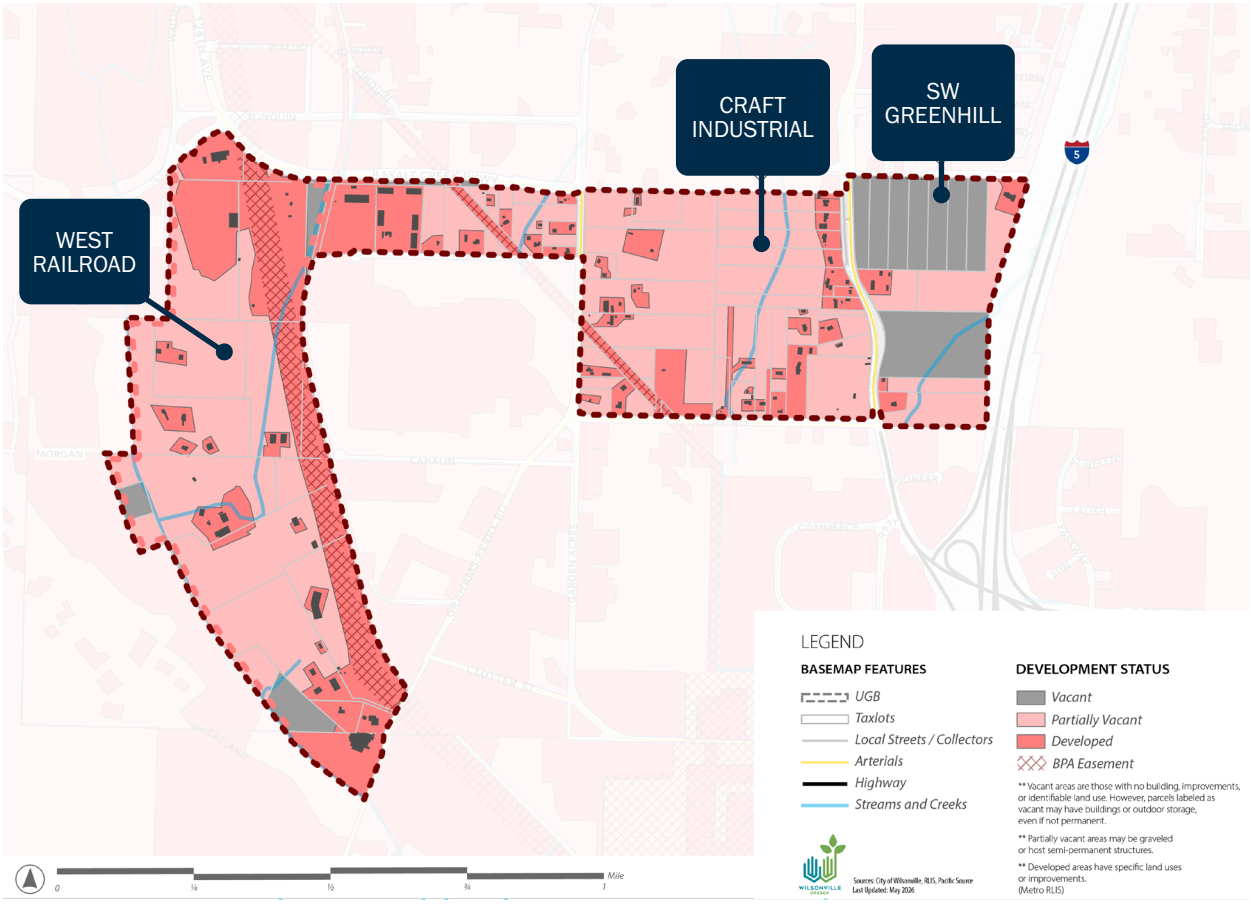
↳ Source: Metro Regional Land Information System (RLIS)

SITE SUITABILITY

The Site Suitability Analysis (see Appendix B) focused on three opportunity areas within the BCPA that were identified as having unique development opportunities and challenges. Factors such as parcel size, location, access, existing land use patterns, and redevelopment potential informed the selection of the three opportunity areas. These areas were selected for more detailed evaluation because they represent the most likely locations for future employment growth and infrastructure investment.

The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment. Rather, it reflects that the selected opportunity sites have characteristics that make them particularly important to understanding long-term industrial development potential, infrastructure needs, and market competitiveness within the BCPA. Other areas may continue to evolve over time based on future market conditions, infrastructure availability, property ownership changes, and redevelopment opportunities.

Figure 6. Opportunity Sites in the BCPA



The Site Suitability Analysis evaluates three opportunity sites within the BCPA that were identified as having the greatest potential to accommodate future industrial and employment development based on factors such as parcel size, location, access, existing land use patterns, and redevelopment potential (Figure 6).

The evaluation focused on physical site characteristics, including size, access, visibility, topography, environmental constraints, infrastructure availability, and proximity to regional industrial and freight networks, without factoring in the likelihood of redevelopment. The analysis found that different sites may be better positioned to support different types and intensities of industrial and employment uses over time.

The analysis provides a broad understanding of site benefits, barriers, and potential industry suitability to help inform future planning, infrastructure coordination, and zoning considerations. The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment, but rather identifies the sites most likely to influence long-term industrial growth and investment within the Planning Area.

Opportunity Sites

The following opportunity sites highlight the range of physical conditions, development opportunities, and implementation considerations present throughout the BCPA. Together, they illustrate how different parts of the Planning Area may support different types and intensities of future industrial and employment uses over time.

- **SW Greenhill Site:** The 57-acre SW Greenhill site is one of the most development-ready areas within the BCPA, with approximately 52 unconstrained acres, limited slopes, consolidated ownership, and proximity to existing infrastructure. The site is well positioned for uses such as advanced manufacturing, logistics, food processing, warehousing and distribution, and industrial business park or research and development uses.
- **Craft Industrial Area:** Located in the southwest portion of the BCPA near SW Boones Ferry Road and the future Basalt Creek Parkway extension, the approximately 22-acre Craft Industrial area consists of smaller, fragmented parcels constrained by environmental features and proximity to residential development. As envisioned in the BCCP, the area is better suited for smaller-scale industrial and employment uses such as makerspaces, live-work units, small production spaces, and office or industrial condominium-style development.
- **West Railroad Site:** The 165-acre West Railroad site includes approximately 90 unconstrained acres and has the potential to support general manufacturing, food processing, warehousing, distribution, and industrial support services. However, the area faces significant infrastructure and transportation access constraints, including limited vehicular access and the low Grahams Ferry Road railroad undercrossing, which will require additional planning and investment to support long-term development.

CONTRACTOR ESTABLISHMENTS

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix B includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 7 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

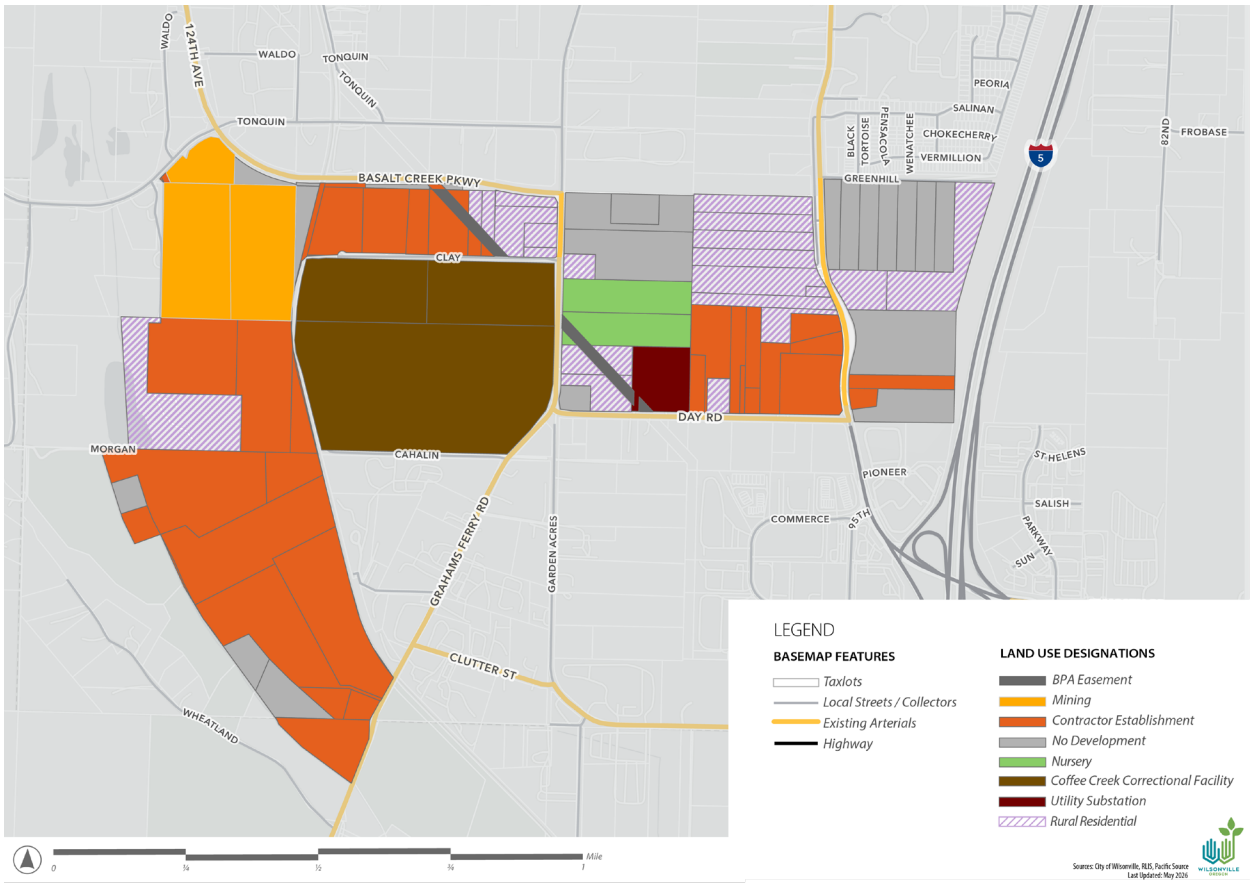
Key findings include:

» **Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop.** For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

» **Relocation options for businesses currently occupying these sites are limited, creating additional challenges.** Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

» **Contractor establishments are unlikely to transition to higher intensity uses without City intervention.** The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Figure 7. Land Use Categories with Constraints



Natural Resources

Although the BCPA is planned primarily for future employment and industrial development, the area also contains a diverse network of wetlands, streams, riparian corridors, floodplain, upland habitat, and forested areas that influence future land use and infrastructure planning. Two of the most important natural resource systems within the Planning Area are Tapman Creek and Coffee Lake Creek. These natural resources contribute to habitat connectivity, water quality, stormwater functions, and the overall environmental character of the area, while also creating important development constraints and opportunities for integration of open space and trail systems.

As part of preparation of the Master Plan, the City updated the natural resources inventory originally prepared for the BCCP to further evaluate resources within the Planning Area in compliance with Statewide Planning Goal 5. This work is included as Appendix G and summarized below (and in Figure 8).

WETLANDS

The inventory identified approximately 59.02 acres of potentially jurisdictional wetlands within the BCPA. Of these, Wetland BC-1 and Wetland BC-2 meet the criteria for significance.

Wetland BC-1 is a wetland complex surrounding Tapman Creek (Basalt Creek) in the eastern portion of the Planning Area and provides diverse wildlife habitat while maintaining important hydrologic functions.

Wetland BC-2 surrounds Coffee Lake Creek in the western portion of the Planning Area and also maintains intact hydrologic functions. This wetland complex has a surface water connection to downstream waters that support indigenous anadromous salmonids near the confluence with the Willamette River.

All other identified wetlands within the BCPA were determined not to be locally significant.

STREAMS

Two primary stream systems exist within the BCPA: Tapman Creek (BC-TC) and Coffee Lake Creek (BC-CLC). A small tributary to Coffee Lake Creek (BC-CLCa) is also present within the Planning Area. Tapman Creek and Coffee Lake Creek help shape the natural drainage patterns of the BCPA. These creek systems support associated wetland and riparian areas and provide important connections between natural resource areas throughout the Planning Area.

RIPARIAN AREAS

Two primary riparian corridors were identified and assessed within the BCPA. One corridor is associated with Coffee Lake Creek and its tributary (BC-CLC and BC-CLCa), while the second follows Tapman Creek (BC-TC).

In both areas, the riparian corridors extend less than one Appropriate Potential Tree Height (APTH) before encountering steep slopes. Where slopes exceed 25%, the riparian areas were extended an additional 50 feet beyond the break in slope in accordance with Metro Water Quality Resource Area standards and Wilsonville Municipal Code (WMC 4.139).

Areas with habitat connectivity through adjoining riparian forested areas were also incorporated into the riparian corridor boundaries.

UPLAND TREE GROVES

Several upland tree groves were identified within the BCPA, including some located adjacent to wetlands or near riparian corridors but separated by breaks in tree canopy. Analysis focused on significant groupings of trees and excluded areas dominated by scrub-shrub or herbaceous vegetation. The inventory was based on aerial and field mapping rather than detailed tree surveys or measured tree diameters.

WILDLIFE HABITAT

Wilsonville recognizes riparian corridors and upland forested areas as important components of the area's wildlife habitat network. Habitat areas were evaluated based on their potential for habitat diversity, water quality protection, ecological integrity, connectivity, and uniqueness. Based on these criteria, Upland Tree Grove BC-G7 was identified as significant due to its unique habitat characteristics and connectivity to significant wetland areas.

WILSONVILLE'S SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)

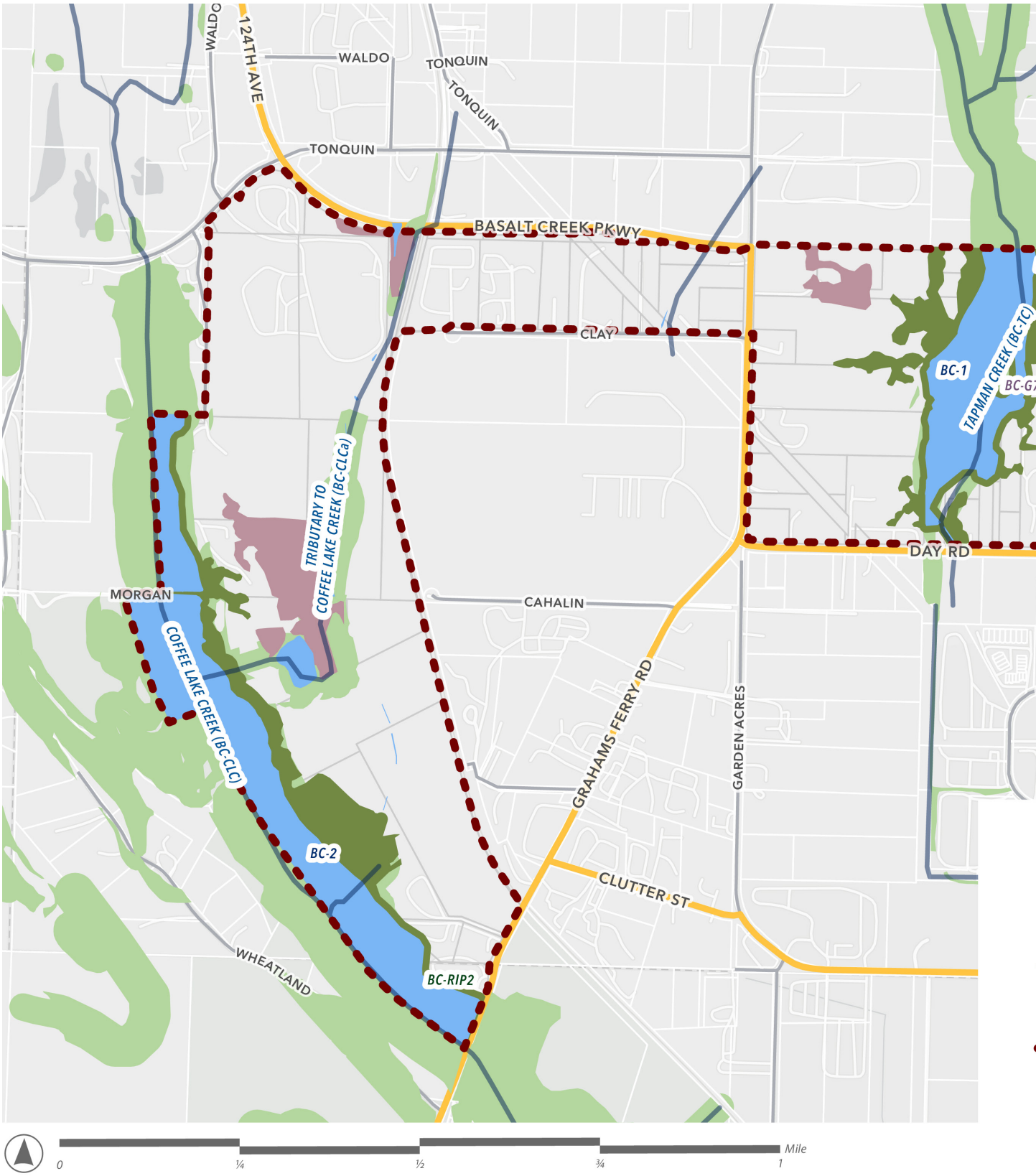
Wilsonville protects environmentally significant natural resources through the Significant Resource Overlay Zone (SROZ), which applies additional development standards and review requirements to wetlands, streams, riparian corridors, floodplain, and other identified habitat areas. The SROZ is intended to protect water quality, wildlife habitat, flood storage functions, and ecological connectivity while allowing development to occur in a manner consistent with Statewide Planning Goal 5 and the City's Comprehensive Plan policies.

Table 1. Significant Resources to Include in Significant Resource Overlay Zone

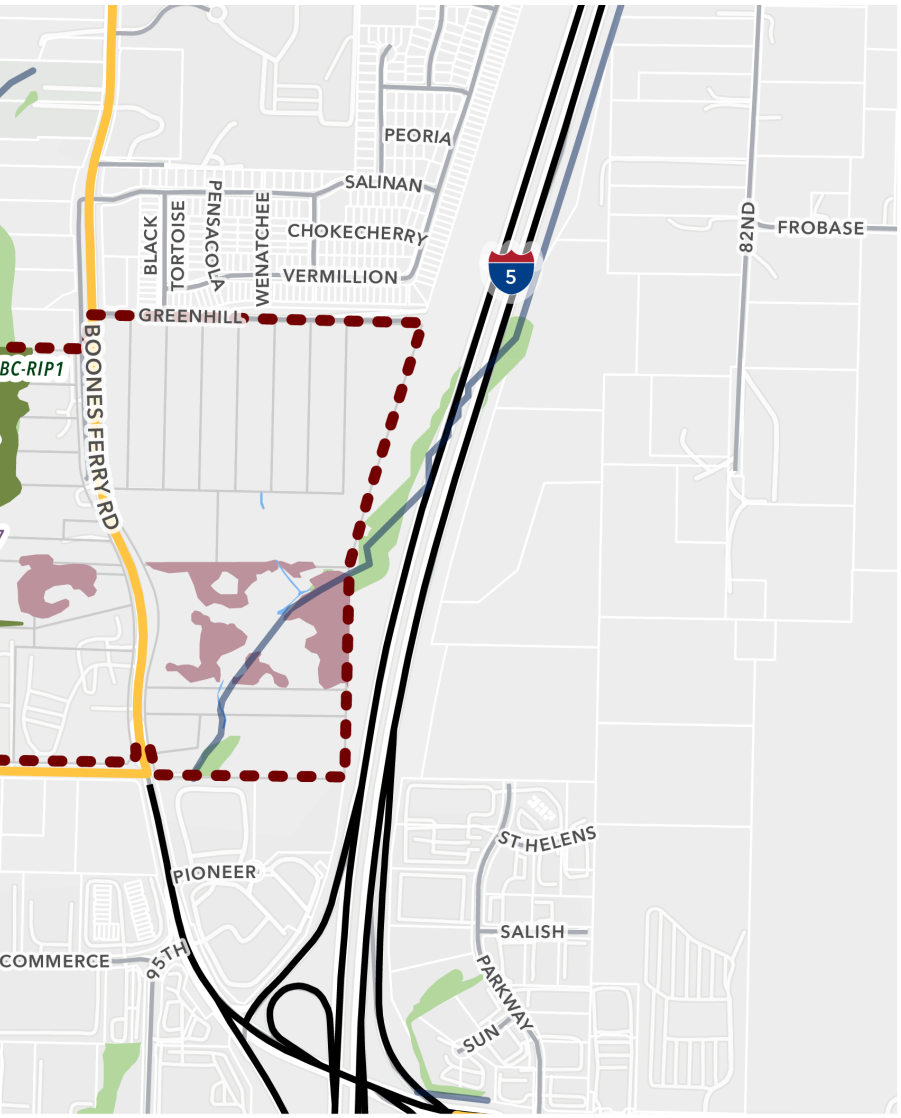
	Resources to Include in Significant Resource Overlay Zone (SROZ)
Streams	BC-TC (Tapman Creek); BC-CLC (Coffee Lake Creek); BC-CLCa (Tributary to Coffee Lake Creek
Wetlands	BC-1; BC-2
Riparian Areas	BC-RIP1; BC-RIP2
Wildlife Habitat	BC-G7 (Upland Tree Grove)

↳ **Source: Pacific Habitat Services, 2024. See Appendix G for more.**

Figure 8. Natural Resources Inventory



Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)



LEGEND

BASEMAP FEATURES

- *Taxlots*
- *Local Streets / Collectors*
- *Existing Arterials*
- *Highway*
- *Streams and Creeks*
- *Basalt Creek Planning Area*

SIGNIFICANT RESOURCES

- *Upland Tree Grove (BC-G7)*
- *Wetlands (BC-1, BC-2)*
- *Riparian Areas (BC-RIP1, BC-RIP2)*
- *Riparian Wildlife Habitat (Class 1)*

Sources: City of Wilsonville, RLIS, Pacific Source
Last Updated: May 2026

TAPMAN CREEK

Tapman Creek is an important natural drainage feature in the eastern portion of the BCPA. Although portions of the creek are not highly visible within the Planning Area, it continues to provide valuable stormwater conveyance, water quality, wetland, and wildlife habitat functions. The creek and associated Wetland BC-1 form a significant ecological corridor that contributes to the area's broader natural resource network.

COFFEE LAKE CREEK

Coffee Lake Creek and the associated Coffee Lake Creek wetlands form one of the most significant natural resource systems within and adjacent to the BCPA. This wetland complex is an important element within the broader Coffee Creek wetlands and surrounding natural areas, helping shape future planning considerations while contributing to the area's distinctive environmental setting.

Transportation

BACKGROUND

The BCCP evaluated both the existing transportation system and the planned transportation network identified through the Transportation Refinement Plan (TRP), which included phased investments intended to support regional and local transportation needs through 2035. Following adoption of the BCCP in 2018, the City amended the Transportation System Plan (TSP) to incorporate key transportation projects identified through the Concept Plan process, many of which were already included in the 2014 Metro Regional Transportation Plan.

Table 2 summarizes the Basalt Creek transportation projects that were added or updated through the 2019 TSP amendment. Since that time, the city has adopted additional TSP amendments in 2020 and 2023 related to the Town Center Plan and Frog Pond East and South Master Plan areas. These later amendments did not modify transportation projects within the BCPA.

TSP EVALUATION

To further inform the Master Plan, the city's transportation consultant, DKS, prepared a TSP Evaluation to review the city's current list of transportation projects related to the BCPA and confirm that the land use assumptions and planned transportation improvements remain applicable to the updated development vision for the area (Appendix C).

The evaluation also considered whether additional transportation improvements may be needed to support future development within the BCPA.

In 2026, the city completed additional transportation analysis focused on the West Railroad area to reevaluate the assumptions and transportation findings from the 2018 BCCP under a full development scenario for West Railroad (Appendix D). This analysis evaluated whether the transportation improvements previously identified in the BCCP and TSP would continue to adequately support future development and considered whether additional roadway, freight, bicycle, pedestrian, or intersection improvements may be needed to accommodate future travel demand associated with development of the area.

Table 2 Notes: There are two projects included in the Metro Regional Transportation Plan (2023) that are not included in the current Wilsonville TSP: METRO RTP Project #11924, Grahams Ferry Road from Tonquin Road to Day Road and METRO RTP Project #12095, Boones Ferry Road-Elligsen Road from 95th Avenue to I-5 Interchange Ramps.

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

Table 2. Basalt Creek TSP Projects

Project #	Project Name	Notes
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11436
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11470
RW-02	Day Road Widening to 5 Lanes	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

CHANGES SINCE 2018

Since the Basalt Creek Concept Plan was adopted, there has been little development within the BCPA. Approved developments, including two in Tualatin (Autumn Sunrise Subdivision, Plambeck Gardents Apartments) and one in Washington County (Brown Contracting Expansion), account for approximately 20% of the total anticipated vehicle trips generated by development through 2035 as documented in the larger Concept Plan area that includes both Wilsonville and Tualatin. One transportation infrastructure project, the Basalt Creek Parkway/124th Avenue extension between Grahams Ferry Road and Tualatin-Sherwood Road, completed in 2019, has been constructed since 2018.

Although nearly half of the original 21-year BCCP planning horizon has elapsed, only a limited portion of the anticipated development and transportation infrastructure within the BCPA has occurred. As a result, a full reevaluation of long-range 2035 traffic operations was determined to be unnecessary at this time. The evaluation concluded that the transportation projects currently identified in Wilsonville's TSP remain sufficient to support planned development within the BCPA, including future development of the West Railroad area.

The analysis also noted that the original BCCP traffic modeling occurred prior to the COVID-19 pandemic, which significantly affected travel patterns and traffic volumes throughout the region. While traffic volumes on surrounding roadways declined during 2020 and 2021 and had not fully returned to pre-pandemic levels by 2023, traffic volumes appeared to continue increasing through 2024.

These trends suggest there may be additional available vehicle capacity within the transportation network beyond what was originally assumed in the BCCP.

The transportation analysis found that all study intersections currently meet applicable mobility standards except for the Grahams Ferry Road/ Day Road intersection. Today, this intersection experiences high southbound traffic volumes during the PM peak hour and serves as an important route for traffic traveling from Tualatin and surrounding communities toward the I-5 interchange. To address these conditions, the City's TSP identifies two high-priority improvement projects at this intersection, including realignment of the intersection with a new traffic signal or roundabout and widening of Day Road to five lanes.

Grahams Ferry Road: Access Constraint

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) is a major transportation constraint within the western portion of the Basalt Creek Planning Area (BCPA). The existing crossing provides only approximately 12'-6" of vertical clearance, limiting freight and truck access through the corridor and restricting its ability to support future industrial development. The roadway also includes narrow travel lanes and shoulders, limited bicycle and pedestrian facilities, and substandard roadway geometry and sight distance conditions.

UPGRADE OVERVIEW

Upgrading Grahams Ferry Road from a collector to an arterial roadway would include:

- Two 12-foot travel lanes
- Bicycle lanes
- Sidewalks and buffers
- Improve roadway geometry and sight distance conditions
- Railroad Crossing Improvements

Providing modern freight clearance would require:

- Lowering the roadway profile beneath the railroad crossing
- Replacing the existing railroad bridge structure
- Construction staging to maintain active rail operations
- Temporary "shoofly" rail infrastructure during construction

MAJOR CONSIDERATIONS

Constraints include:

- Coffee Lake Creek wetlands and floodplain areas
- Stormwater treatment and water quality requirements

Improvements may require:

- Utility relocation
- Retaining walls
- Right-of-way acquisition
- Reconfiguration of nearby driveways and local access points

Planning-level construction costs are estimated at approximately:

$38 million – $40.5 million*

*(*In 2025 dollars and excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs)*

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

FREIGHT AND ACCESS CONSTRAINTS

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) remains a significant constraint to freight mobility and future industrial development within the BCPA. The existing undercrossing provides approximately 12 feet 6 inches of vertical clearance, which restricts freight and truck access through the corridor and limits its function as a future industrial transportation route. In addition, the roadway currently operates as a collector street with substandard geometry, narrow shoulders, constrained sight distance, and limited bicycle and pedestrian facilities.

To better understand the feasibility of improving the corridor, the City commissioned the Grahams Ferry Road Freight Traffic Accommodation Evaluation in 2025 (Appendix F). The study evaluated existing conditions and developed conceptual roadway and bridge improvement alternatives intended to upgrade Grahams Ferry Road from a collector to an arterial roadway while providing sufficient vertical clearance for freight movement beneath the railroad crossing. The evaluation examined potential roadway widening, revised roadway alignments, improved bicycle and pedestrian facilities, and replacement bridge concepts capable of accommodating between 16 feet and 17 feet 4 inches of vertical clearance.

The study found that accommodating modern freight access at the crossing would require substantial infrastructure investment, including lowering portions of the roadway profile, reconstructing the railroad bridge, widening the roadway to arterial standards, constructing retaining walls, and relocating utilities. The evaluation also identified potential impacts to wetlands, floodplain areas, utilities, adjacent access points, and nearby developed properties. Planning-level construction costs were estimated to range from approximately $38 million to $40.5 million, excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs.

MULTIMODAL CONSIDERATIONS

The transportation analysis also reviewed transit, freight, bicycle, and pedestrian needs within the BCPA. While the general multimodal transportation framework established through the BCCP remains applicable, additional coordination and future improvements may be needed over time to support transit access, trail connectivity, bicycle and pedestrian circulation, and safe crossings between future employment areas, open spaces, and regional trail systems.

The transportation analyses completed for the BCMP confirm that the general transportation framework established through the BCCP and Transportation System Plan remains applicable to support long-term development within the BCPA. Chapter 4 builds upon these findings by identifying the proposed roadway, freight, bicycle, pedestrian, and transit framework intended to guide future transportation improvements within the Planning Area.

Parks and Trails

No public parks currently exist within the BCPA and none are anticipated to be developed by the City in the future. However, Metro owns extensive land holdings bordering West Railroad on the west, southwest and southeast in the North Coffee Lake Creek Wetlands, Tonquin Scablands, Coffee Lake Creek Wetlands natural areas. In addition, park facilities are planned in the City of Tualatin north of the Basalt Creek Parkway.

Tualatin recently acquired approximately 14 acres at 23465 and 23515 Boones Ferry Road for a neighborhood park. The City of Tualatin plans to engage the community in site planning to determine design and select park amenities when residential units to the east across SW Boones Ferry Road, at Plambeck Gardens affordable housing complex and Autumn Sunrise subdivision are occupied. A pedestrian bike path, in a 0.4-acre tract, between Plambeck Gardens and Autumn Sunrise will connect residents to Boones Ferry Road near the traffic signal and TriMet bus stop. The City of Tualatin also owns a three-acre parcel at 11200 SW Tonquin Road for a future trailhead where the regional Ice Age Tonquin Trail intersects the Sherwood to Sandy Power Line Trail.

WAYSIDES

Extension of the Coffee Creek Design Overlay District to part or all the BCPA, consistent with Design Objective 1 of Area of Special Concern M, would include the requirement for Waysides to provide multiple, distributed destinations for passive and active recreation for the public and employees. The standard would apply to all development projects in the Overlay District except for those with a parcel area of 5.0 acres or less. The required area and number of waysides required per project varies based on parcel area as defined in Table CC-5 of WC 4.134 (.12).

TRAILS

The BCCP and subsequent Transportation System Plan amendments identified several future local and regional trail opportunities within the BCPA intended to improve bicycle and pedestrian connectivity, provide recreational access, and integrate future development with surrounding natural resources and regional trail systems. Planned trail facilities include the Ice Age Tonquin Trail, the Basalt Creek Canyon Ridge Trail, and the I-5 Easement Trail. These trail concepts informed the multimodal framework evaluated as part of the Master Plan process and are discussed further in Chapter 4.

Utilities

The BCPA is currently served primarily by rural-scale infrastructure and will require significant utility improvements to support future urban industrial and employment development. Since adoption of the BCCP in 2018, the City has updated its utility master plans to incorporate the BCPA and further evaluate long-term infrastructure needs for the area.

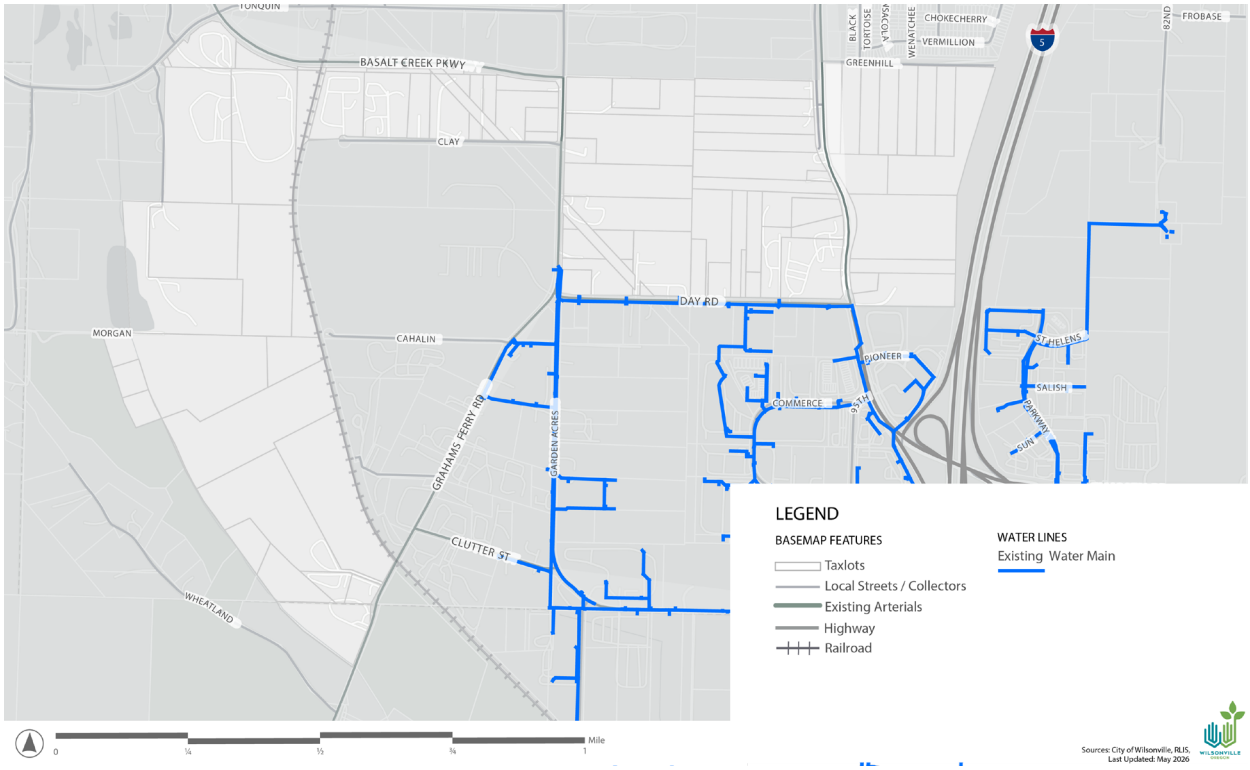
The infrastructure planning completed to date identifies several major backbone utility improvements necessary to serve the BCPA, including extensions of water and sewer mains, stormwater facilities, roadway-related utility infrastructure, and supporting pump and booster facilities.

WATER SYSTEM CONDITIONS

Future potable water service to the BCPA will require several major system improvements identified through the City's Water Distribution Master Plan and subsequent infrastructure planning efforts.

A substantial portion of the BCPA is located within the Zone C pressure zone and will require either a major pipeline connection across Interstate 5 to the existing Zone C reservoir on the east side of Wilsonville or installation of a Zone C booster station within the BCPA. Further system wide analysis to refine necessary water system improvements is underway as part of an update to the City's Water Distribution Master Plan

Figure 9. Existing Water Lines



The West Railroad area is located within the City's existing Zone B pressure zone, which is served by the Elligsen and Westside water facilities. Preliminary analysis indicates that the existing pressure zone can provide adequate hydraulic pressure to serve future development within the area.

A network of water main extensions along roadway corridors are needed to deliver potable water service throughout the Planning Area and support long-term employment and industrial growth.

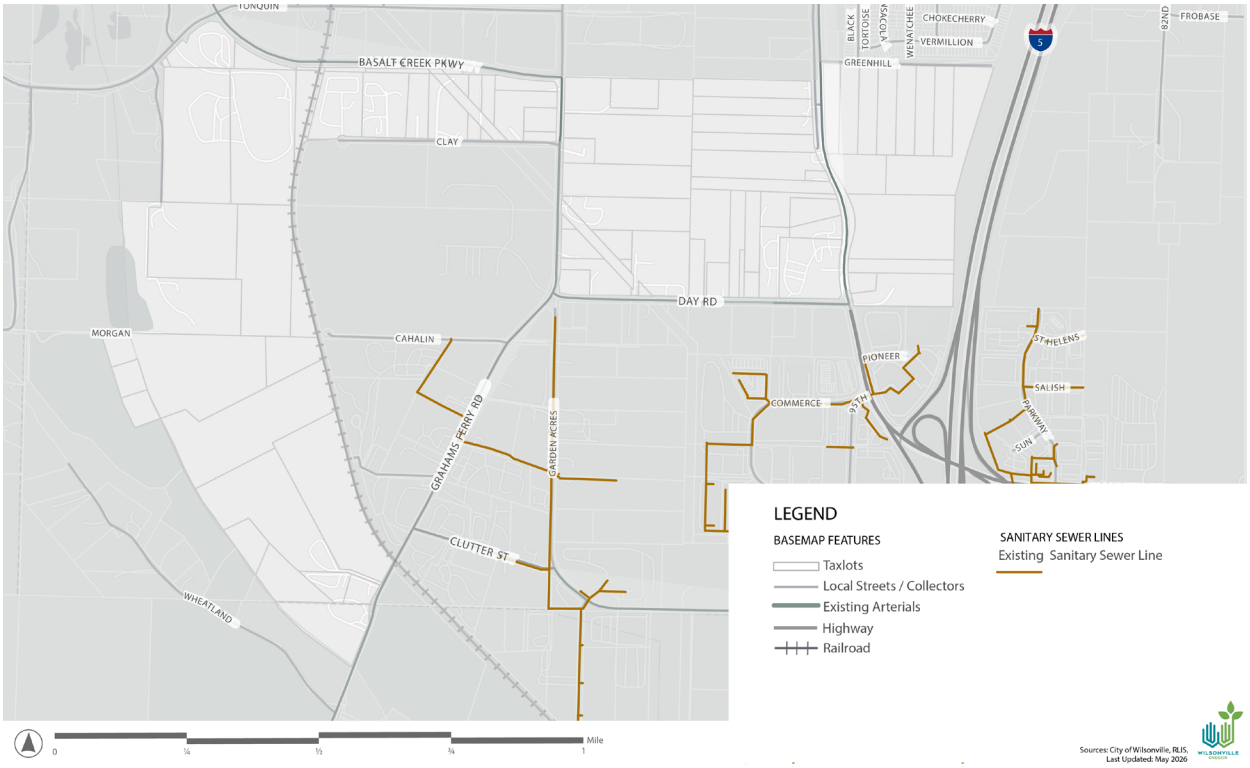
SANITARY SEWER SYSTEM CONDITIONS

Wastewater service to the BCPA will require completion of several regional and local sanitary sewer improvements identified in the City's Collection System Master Plan. Key regional improvements include Phase 2 of the Coffee Creek Interceptor, upsizing an existing sewer pipeline between Boeckman Road and the Coffee Creek Industrial Area to convey anticipated wastewater flows through the area.

Future sewer service within the BCPA will require extension of gravity sewer pipelines along roadway corridors, consisting of deep trench and rock excavation due to existing topography and subsurface conditions.

Within the West Railroad area, the location of the railroad corridor, variable site topography, and environmental constraints associated with the Coffee Lake Creek and surrounding wetlands, present limited options for sewer service. Sewer pipelines will collect and

Figure 10. Existing Sanitary Sewer Lines



transport the West Railroad area sewage south by gravity to Graham's Ferry Road. To overcome elevation differences, a future sewer lift station will pump the West Railroad area sewage into the Coffee Creek Industrial Area sewer collection system at Clutter Road.

STORMWATER SYSTEM CONDITIONS

Stormwater infrastructure improvements will also be required to support future urban development within the BCPA. Stormwater improvement projects are needed to address existing downstream drainage limitations within the Tapman Creek basin, adding capacity to serve the BCPA, as well as the Coffee Creek Industrial Area.

Additional analysis indicates the need for downstream infrastructure improvements to add capacity to serve the BCPA area east of Boones Ferry Road.

Additional stormwater pipelines are needed to serve the BCPA, transporting rainwater runoff to the nearest waterways.

Future stormwater planning will need to address the area's wetlands, floodplain, streams, riparian corridors, and other significant natural resources while accommodating future urban development and roadway improvements.

Figure 11. Existing Stormwater Lines



BPA EASEMENTS

A Bonneville Power Administration (BPA) transmission easement generally follows the railroad corridor through portions of the West Railroad area. The easement contains high-voltage transmission infrastructure that serves an important regional utility function and may limit certain types of development, building placement, grading activities, tree planting, and other site improvements within or adjacent to the corridor. Another smaller easement crosses through the Planning Area near Day Road.

While the BPA easements present development constraints, they may also provide opportunities for compatible uses such as stormwater facilities, trails, utility corridors, landscape buffers, or limited circulation improvements, subject to BPA review and approval requirements. As planning and development occur within the BCPA, continued coordination with BPA will be important to better understand long-term easement requirements, allowable uses, access needs, and opportunities for integrating the easements within future development.

UTILITY PLANNING CONCLUSIONS

The utility planning completed to date confirms that infrastructure investment will be necessary to support long-term development within the BCPA, particularly in the West Railroad area where access, topography, environmental constraints, and distance from existing urban services create service challenges.

The City maintains and periodically updates its utility master plans to evaluate existing system capacity, identify future infrastructure needs, and ensure public facilities can accommodate anticipated growth.

As development occurs and land use assumptions evolve over time, the City continues to refine demand projections and infrastructure planning through ongoing system modeling and capital improvement planning efforts.

Chapter 4 builds upon these existing conditions, constraints, and infrastructure needs by establishing the long-term land use, transportation, utility, and development framework intended to guide future growth and investment within the BCPA.

4

MASTER PLAN FOR BASALT CREEK

Master Plan for Basalt Creek

Master Plan Overview

The Basalt Creek Master Plan (BCMP or Master Plan) establishes a long-term framework to guide future land use, transportation, infrastructure, open space, and employment development within the Basalt Creek Planning Area (BCPA) over the next 10–20 years. Building upon the vision established in the 2018 Basalt Creek Concept Plan (BCCP), the Master Plan refines development patterns, infrastructure needs, transportation connections, and implementation strategies needed to support future growth in the area.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important opportunity to support long-term economic development and expand the City's employment base. At the same time, the Master Plan recognizes the significant infrastructure, environmental, transportation, and property ownership challenges that will require long-term coordination, investment, and phased implementation over time, particularly within the West Railroad area.

The following sections describe the proposed land use framework, transportation and utility systems, trail and open space network, and development strategies intended to guide future growth and investment within the BCPA.

KEY ELEMENTS OF THE MASTER PLAN

- Land Use and Development
- Transportation
- Parks and Natural Resources
- Utilities

KEY CONSIDERATIONS AND CONCLUSIONS

The following considerations and conclusions informed development of the Basalt Creek Master Plan and helped shape the land use, transportation, infrastructure, and implementation framework.

Economic Development and Market Conditions

- The BCPA can support regional economic growth and industrial development while expanding Wilsonville's employment base.
- The BCPA's strategic location near regional transportation networks, access to a skilled labor force, and proximity to established industrial clusters make it well positioned to attract businesses.

- Development-ready sites and engaged property owners create opportunities for early catalytic projects that could spur additional development in the BCPA.
- Declining national and regional demand for office space, driven by remote and hybrid work trends, reduces the role of office uses compared to assumptions in the BCCP.
- Restrictive development requirements, such as mandating a high share of manufacturing uses, may discourage investment and direct users to more flexible locations.

Development Constraints and Infrastructure

- Fragmented land ownership and the continued presence of contractor establishments currently limit opportunities for the higher-intensity urban industrial uses envisioned in the BCCP.
- Existing rural infrastructure constrains industrial development in the BCPA and limits the area's ability to support higher-density employment uses.

Natural Resources and Connectivity

- Protect key natural resources and sensitive areas in the BCPA while making recreational opportunities accessible through integration of new parkland, open spaces, natural areas and trails into existing regional networks.
- Protect, enhance, and provide access the area's distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area.
- Provide strong transit access to support employment within Basalt Creek, and integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Development Code and Design

- Adopt Development Code standards that permit and encourage the anticipated land uses within each BCPA subdistrict, including High-Tech Employment, Light Industrial, Craft Industrial, and West Railroad, while maintaining flexibility to respond to evolving market conditions and employment opportunities.
- Apply the design standards of the Coffee Creek Design Overlay District, or a successor district, throughout the BCPA to promote a cohesive, high-quality development pattern and reinforce a consistent design character across the broader northwest Wilsonville industrial area.
- Implement special development and design standards for the Craft Industrial subdistrict along SW Boones Ferry Road and other locations suitable for craft industrial development.

Figure 12. Basalt Creek Master Plan

A VISION FOR HIGH-QUALITY EMPLOYMENT LANDS, COORDINATED INFRASTRUCTURE, AND PROTECTED NATURAL RESOURCES...

LAND USE DISTRICTS

A mix of employment districts that support innovation, industry, and long-term growth.

HIGH-TECH EMPLOYMENT DISTRICT

The primary employment center supporting high-tech, advanced manufacturing, research and development, and flex industrial uses.

Innovation

Advanced manufacturing

Office and R&D

Flexible employment campus

LIGHT INDUSTRIAL DISTRICT

A district for manufacturing, warehousing, logistics, and industrial businesses integrated with adjacent natural resources.

Manufacturing

Warehousing

Logistics

Industrial services

CRAFT INDUSTRIAL DISTRICT

A smaller-scale district supporting creative industries, makerspaces, incubator businesses, and compatible mixed-use development.

Maker spaces

Artisan businesses

Incubator uses

Work-live opportunities

WEST RAILROAD DISTRICT

A long-term employment area that will develop incrementally as transportation and utility infrastructure are extended.

Industrial park employment

Phased development

Environmental stewardship



ROAD NETWORK

Connected street system

Basalt Creek Parkway extension

Improved key streets

Freight mobility & regional access

Upgraded railroad undercrossing



WATER SYSTEM

Reliable water service

New transmission mains

Pressure zone improvements

Looped distribution system



WALKING & BIKING

Safe travel choices

Regional trail connections

Sidewalks and bikeways

Shared-use paths



SANITARY SEWER

Serve future employment growth

Gravity collection system

Lift stations where needed

Regional trunk connections



TRANSIT SERVICE

Regional connectivity

Future SMART service

Employment access

Transit-supportive streets

Connections beyond the BCPA



STORMWATER

Protect waterways while managing runoff

Water quality facilities

Detention and flow control

Green infrastructure

Natural drainage systems



NATURAL RESOURCES

Protect the area's defining landscapes

Tapman Creek

Coffee Lake Creek

Upland tree groves

Basalt Creek Canyon

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Land Use and Development

The proposed land use framework builds upon the development pattern established in the BCCP while responding to updated market conditions, infrastructure constraints, transportation access, natural resources, and long-term employment needs. The framework is intended to support a range of industrial and employment uses while creating transitions between districts, protecting significant natural resources, and coordinating future transportation and utility investments throughout the BCPA.

Development within the BCPA is expected to occur incrementally over time and will likely vary by district based on infrastructure availability, market conditions, environmental constraints, transportation access, and property ownership patterns. Areas with fewer constraints and larger consolidated parcels may develop earlier, while other areas may transition more gradually over the long term.

LIGHT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Light Industrial District is planned for land south of the future Basalt Creek Parkway between the Parkway and SW Clay Street, north of the Coffee Creek Correctional Facility, and east of SW Grahams Ferry Road to the Basalt Creek Canyon. This district is intended to support primarily manufacturing, warehouse, logistics, and industrial uses in single- or multi-tenant buildings with supporting office and limited commercial activities.

As modeled in the BCCP, the district is anticipated to accommodate approximately 581 jobs and provide a transition between the more intensive High-Tech Employment District and surrounding natural features and infrastructure corridors. Future development will need to integrate with adjacent natural resource areas and comply with applicable resource protection standards.

HIGH-TECH EMPLOYMENT DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The High-Tech Employment District is planned for all land in the BCPA east of SW Boones Ferry Road and most of the land south of a future extension of SW Clay Street to the east side of SW Grahams Ferry Road, extending south to SW Day Road and bordered to the west by the Coffee Creek Correctional Facility. This district is intended to serve as the primary employment center within the BCPA and, as modeled in the BCCP, is anticipated to accommodate the largest share of future jobs in the Planning Area, estimated at approximately 1,916 jobs.

The district is envisioned to support a mix of high-tech employment, advanced manufacturing, industrial, research and development, office, and supporting warehouse uses. While the original BCCP assumed a development pattern that was roughly half office and half industrial, changing market conditions and reduced demand for traditional office space may result in a greater emphasis on industrial and flex employment uses over time. Development is generally anticipated to occur in one- to three-story buildings, while select locations near I-5 and SW Boones Ferry Road may accommodate taller employment buildings.

The district is intended to provide flexibility in tenant mix and building types while supporting development of a cohesive, high-quality employment area integrated with surrounding transportation and utility infrastructure.

CRAFT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Craft Industrial District is planned in the southwest corner of the intersection of SW Boones Ferry Road and the future Basalt Creek Parkway extension. The district is intended to support smaller-scale employment uses and creative industries while responding to nearby residential development, natural constraints associated with the Basalt Creek Canyon, and the area's location adjacent to future neighborhood commercial and residential areas in Tualatin.

Development is anticipated to occur incrementally over time and serve as a transition between surrounding residential uses and the more intensive employment districts to the east and south. The area is envisioned to accommodate one- to three-story buildings with smaller tenant spaces for light industrial, maker, artisan, incubator, office, and limited commercial uses. Some limited residential or live-work opportunities may also occur as part of mixed-use or work-live development concepts.

The district is intended to provide flexibility for smaller-scale employment and mixed-use development while maintaining compatibility with surrounding residential areas and natural features. As modeled in the BCCP, the district is expected to accommodate approximately 27 jobs and 6 housing units.

WEST RAILROAD DISTRICT

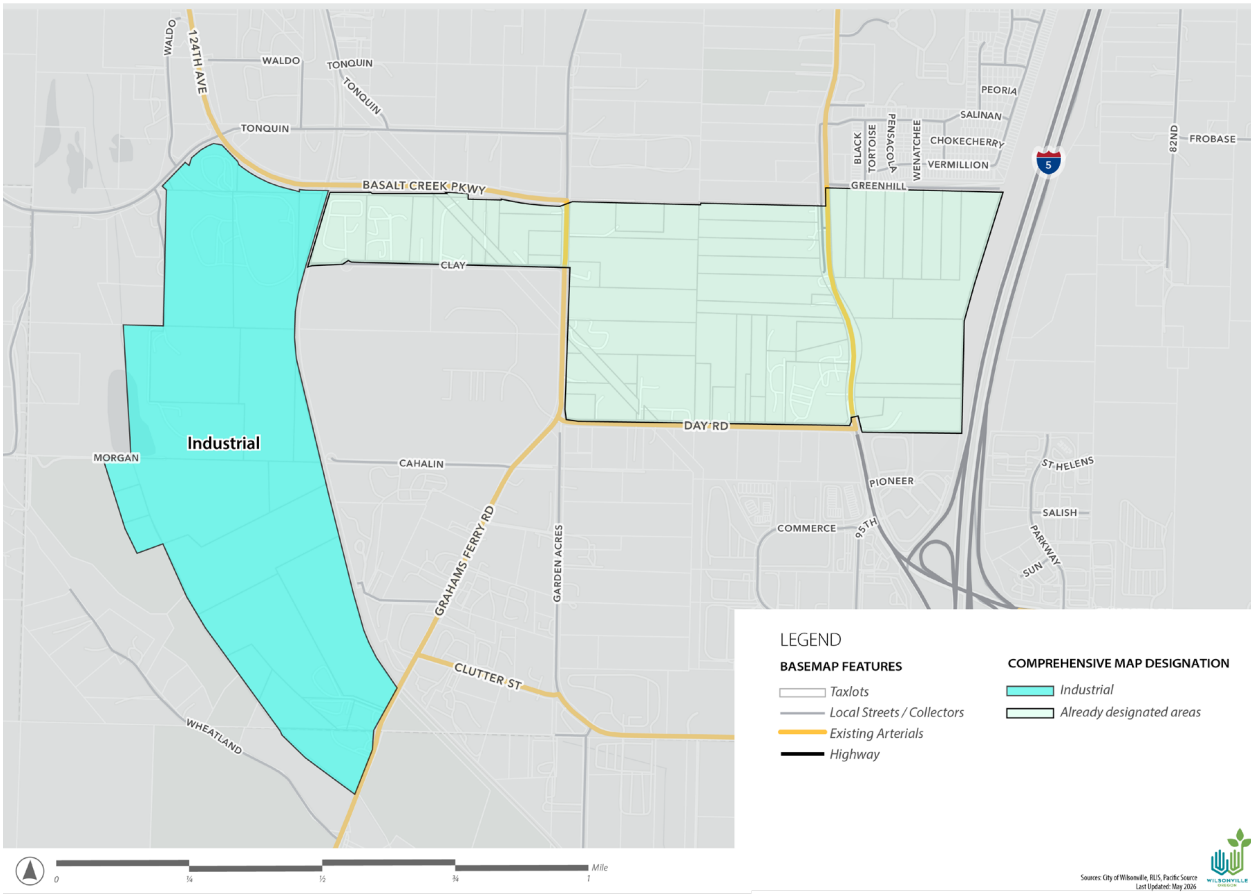
COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (PROPOSED)

The West Railroad District is located between the active rail line and the Coffee Lake Creek wetlands and encompasses approximately 165 acres, of which roughly 90 acres are considered unconstrained and potentially developable. Development potential within the district is significantly influenced by wetlands habitat, steep slopes, varied terrain, and limited transportation access opportunities.

Due to these constraints, the West Railroad area was excluded from the primary development assumptions of the BCCP and was projected to develop incrementally over the long term as infrastructure and access improvements occur. However, as part of the Wilsonville Industrial Land Readiness project, DKS conducted a land analysis based on development potential. Future development is restricted by Coffee Lake Creek and its associated wetlands to the west, and the railroad easement to the east, with the majority (65%) of developable site acreage being assumed for streets, landscaping, parking, and additional on-site circulation.

Though no specific employment capacity estimate was established for the district, it is anticipated that the remaining acreage will consist primarily of industrial park-style employment uses, including manufacturing, warehousing, distribution, office, and industrial support services. Development within the district is expected to generate a relatively high proportion of freight and heavy vehicle traffic compared to other areas within the BCPA. Future development will need to carefully balance infrastructure feasibility, freight access, environmental constraints, and long-term market conditions.

Figure 13. Recommended Amendments to Comprehensive Plan Map



↳ **This figure illustrates proposed Comprehensive Plan designation updates within the BCPA informed by the BCMP. While most of the Planning Area was addressed through the 2018 BCCP (and designated Industrial), the West Railroad area was largely excluded from the original planning effort due to access, infrastructure, and environmental constraints. The BCMP identifies an Industrial Comprehensive Plan designation for West Railroad to guide future long-term development and planning efforts.**

Transportation

ROADWAY NETWORK

The transportation network envisioned for the BCPA is intended to support long-term industrial and employment development while improving local and regional connectivity for all modes of travel. Building upon the framework established in the BCCP, the City prepared an updated Local Street Concept Map identifying future roadway alignments, key access points, and multimodal connections throughout the Planning Area, including the West Railroad area.

The transportation framework includes a hierarchy of arterial, collector, and local industrial streets intended to support freight mobility, local circulation, and regional access. Key improvements include the planned Basalt Creek Parkway extension, improvements to the Grahams Ferry Road and Day Road intersection, and enhanced north-south connectivity along Grahams Ferry Road. Because the existing Grahams Ferry Road railroad undercrossing is constrained, future improvements will be needed to better accommodate freight movement and access to not only the West Railroad area, but the BCPA and surrounding area. Together, these improvements are intended to improve access between the BCPA, Interstate 5, Tonquin Road, and surrounding industrial districts.

The Local Street Concept Map (Figure 14) illustrates the anticipated long-term street network within the BCPA. Alignments are conceptual and intended to guide future connectivity and circulation as development occurs. Final roadway alignments and design details will be determined through future development review, engineering, and infrastructure planning processes.

Future local street connections are expected to be constructed incrementally as properties redevelop and urban infrastructure is extended throughout the Planning Area.

Within the West Railroad area, future transportation planning focuses on improving long-term access while recognizing the area's physical and environmental constraints. The Master Plan identifies a future north-south industrial street connection between Tonquin Road and SW Grahams Ferry Road as the primary internal circulation route. Additional long-term access opportunities, including a potential future extension of Cahalin Road across the railroad corridor, may further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding efforts.

Because many future uses within the BCPA are expected to generate truck traffic, future roadway improvements should prioritize efficient freight access while integrating bicycle, pedestrian, and potential transit facilities where appropriate.

Implementation of the transportation network will occur incrementally over time as development occurs and funding becomes available. Continued coordination among the City, Washington County, Metro, ODOT, regional transit providers, and railroad operators will be necessary to refine roadway alignments and implement future transportation improvements.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

High Priority Projects in the Area

The following projects are identified as high priorities within the City's Transportation System Plan (TSP) and support future development within the Basalt Creek Planning Area (BCPA). These projects provide foundational transportation infrastructure intended to improve regional access, freight mobility, local circulation, and multimodal connectivity.

Basalt Creek Parkway Extension: TSP Project RE-14

This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. Future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.

Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08

This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:

- Include an upgraded Garden Acres Road as the intersection's south leg;
- Construct a new west leg that will be the continuation of Grahams Ferry Road; and
- Remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.

Grahams Ferry Road/Clutter Road Closure and Traffic Signal at a Currently Unnamed Road: TSP Project RE-13

Once the currently unnamed road extension (planned south of Cahalin Road) is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road.

Day Road Widening: TSP Project RW-02

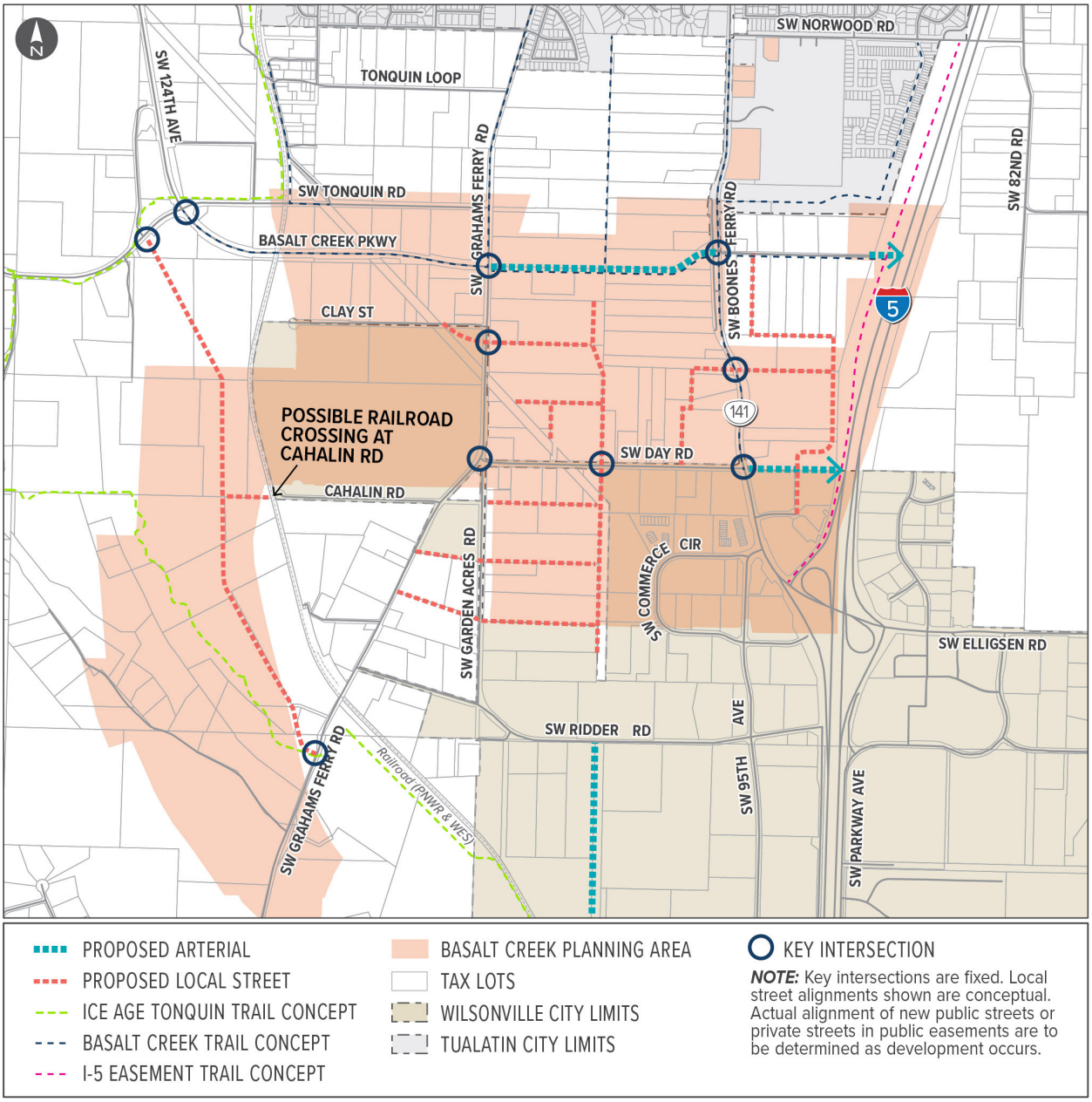
Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

Grahams Ferry Road Railroad Undercrossing Improvements

Upgrade the Grahams Ferry Road railroad undercrossing to improve freight access to the area and support arterial roadway standards. Improvements are anticipated to include lowering the roadway profile beneath the railroad, replacing the existing railroad bridge, widening the roadway to accommodate bicycle lanes and sidewalks, and improving roadway geometry to enhance safety and operations. Final design will require coordination with railroad operators and consideration of adjacent wetlands, utilities, and other site constraints.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 14. Local Street Concept Map



↳ **Key intersections shown on the map are assumed to be fixed. Local street alignments are conceptual and intended to guide future connectivity and circulation within the BCPA. Final alignments of new public streets or private streets within public easements will be determined as development occurs. The Grahams Ferry Road railroad undercrossing is identified as a key intersection on the Local Street Concept Map because it represents a critical connection between the West Railroad area and the remainder of the BCPA.**

RAILROAD CORRIDOR AND FREIGHT ACCESS

The Portland and Western Railroad (PNWR) corridor is a defining feature of the BCPA and plays an important role in shaping future development patterns, transportation access, and infrastructure planning throughout the area. The active rail line creates both opportunities and constraints for future industrial development. Proximity to regional freight infrastructure can support manufacturing, warehousing, and distribution uses, while the railroad corridor also limits east/west connectivity and creates access challenges in portions of the Planning Area, particularly within the West Railroad area.

The BCMP works within these existing conditions by focusing future industrial development in areas with the greatest long-term access and infrastructure potential, while also identifying opportunities for future transportation improvements and crossings where feasible. The City is currently coordinating with Portland and Western Railroad regarding the potential conversion of the existing private rail crossing at Cahalin Road to a future public crossing. Preliminary discussions indicate that PNWR would support industrial development within the area and may support conversion of the crossing if additional safety improvements and crossing upgrades are provided.

Although the Master Plan does not assume a future public crossing at Cahalin Road, the BCMP recognizes that an additional east/west connection across the railroad could improve long-term circulation, freight mobility, and overall access within the West Railroad area. Continued coordination with PNWR, ODOT Rail, and regional partners will be necessary as future access, crossing feasibility, freight mobility, and infrastructure needs are further evaluated over time.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

FUTURE TRANSIT FRAMEWORK

The creation of additional bus lines along existing and new routes in the Basalt Creek Planning Area will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the Planning Area. This service would also provide access to surrounding and regional employment centers and residential neighborhoods.

In addition to local service within Wilsonville, SMART provides regional connections north to Portland and south to Woodburn and Salem, making the transit network an important asset for supporting workforce access to and from the BCPA as a future regional employment center. Transit service should facilitate riders commuting to and from work and visiting major local destinations such as the Wilsonville and Tualatin Town Centers.

SMART and TriMet routes will be integrated with the bike, pedestrian, and trail services with key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Correctional Facility. All extensions will comply with ADA requirements. SMART will continue to serve Wilsonville, including the areas annexed within the Planning Area into Wilsonville. The Cities will work with TriMet to integrate with SMART service. Lawmakers and staff will work together to ascertain the impacts of and process for a possible service boundary change.

The existing Portland and Western Railroad (PNWR) runs along the western side of the Basalt Creek Planning Area. In addition to transporting freight, it also provides the Westside Express Service (WES), a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs on weekdays during the morning and afternoon rush hours, with trains every 30 minutes, connecting commuters to both the TriMet and SMART transit systems.

As development and employment within the BCPA increase over time, the feasibility of a new WES station serving the Basalt Creek Planning Area should be studied to improve regional transit access and support future ridership demand.

BICYCLE, PEDESTRIAN, AND TRAIL NETWORK

The BCMP envisions an expanded multimodal network that improves bicycle and pedestrian connectivity throughout the BCPA while linking future employment areas to surrounding neighborhoods, transit services, open spaces, and regional trail systems. The planned network builds upon concepts established in the BCCP and Transportation System Plan and is intended to support both transportation and recreational functions within the Planning Area. The multimodal framework is also intended to support future transit access to employment areas and coordinate pedestrian and bicycle connections to future transit stops and services.

Future bicycle and pedestrian facilities are planned to be integrated into new and improved roadway corridors in accordance with State, County, and City standards. Key planned connections include new east/west bicycle and pedestrian facilities along the Basalt Creek Parkway and Tonquin Road corridors, as well as a continuous north/south connection along Grahams Ferry Road. Together, these improvements are intended to improve access between employment districts, the planned neighborhood commercial area, nearby residential neighborhoods, future transit services, and regional trail systems.

The Master Plan also recognizes the importance of integrating multimodal transportation facilities into future development within the West Railroad area where feasible. While freight mobility will remain the primary transportation need in the district, future internal streets should incorporate complete street principles that safely accommodate pedestrians, bicycles, and potential future transit service.

Natural resources and open spaces within the BCPA create opportunities to integrate trails and recreational amenities into the broader transportation network while enhancing access to significant environmental features. Future trail alignments should balance public access and recreation with long-term protection and enhancement of wetlands, streams, riparian corridors, and habitat areas.

Three future trails within the BCPA are identified as Higher Priority Projects in Wilsonville's Transportation System Plan (TSP), including the regional Ice Age Tonquin Trail (RT-03A), the Basalt Creek Canyon Ridge Trail (LT-02), and the I-5 Easement Trail (LT-03). These trails are shown in Figure 15 and summarized on the following page.

Ice Age Tonquin Trail (#RT-03A)

The Ice Age Tonquin Trail is planned as a regional multiuse trail connection extending through Wilsonville and into neighboring communities. Within the BCPA, the trail is intended to connect future employment areas, open spaces, and regional bicycle and pedestrian facilities while helping integrate the Planning Area into the broader regional trail network. The Master Plan also assumes that the regional Ice Age Tonquin Trail can generally be accommodated through the West Railroad area, subject to future alignment refinement and coordination during development.

Basalt Creek Canyon Ridge Trail (#LT-02)

The Basalt Creek Canyon creates a significant barrier to east/west movement within portions of the Planning Area, making north/south trail connections particularly important to overall network connectivity. The Basalt Creek Canyon Ridge Trail is planned as a north/south trail connection west of the Basalt Creek Canyon intended to improve local bicycle and pedestrian circulation and create connections to east/west roadway corridors throughout the Planning Area. The trail is envisioned to connect to the regional trail network through future improvements along Tonquin Road and Grahams Ferry Road.

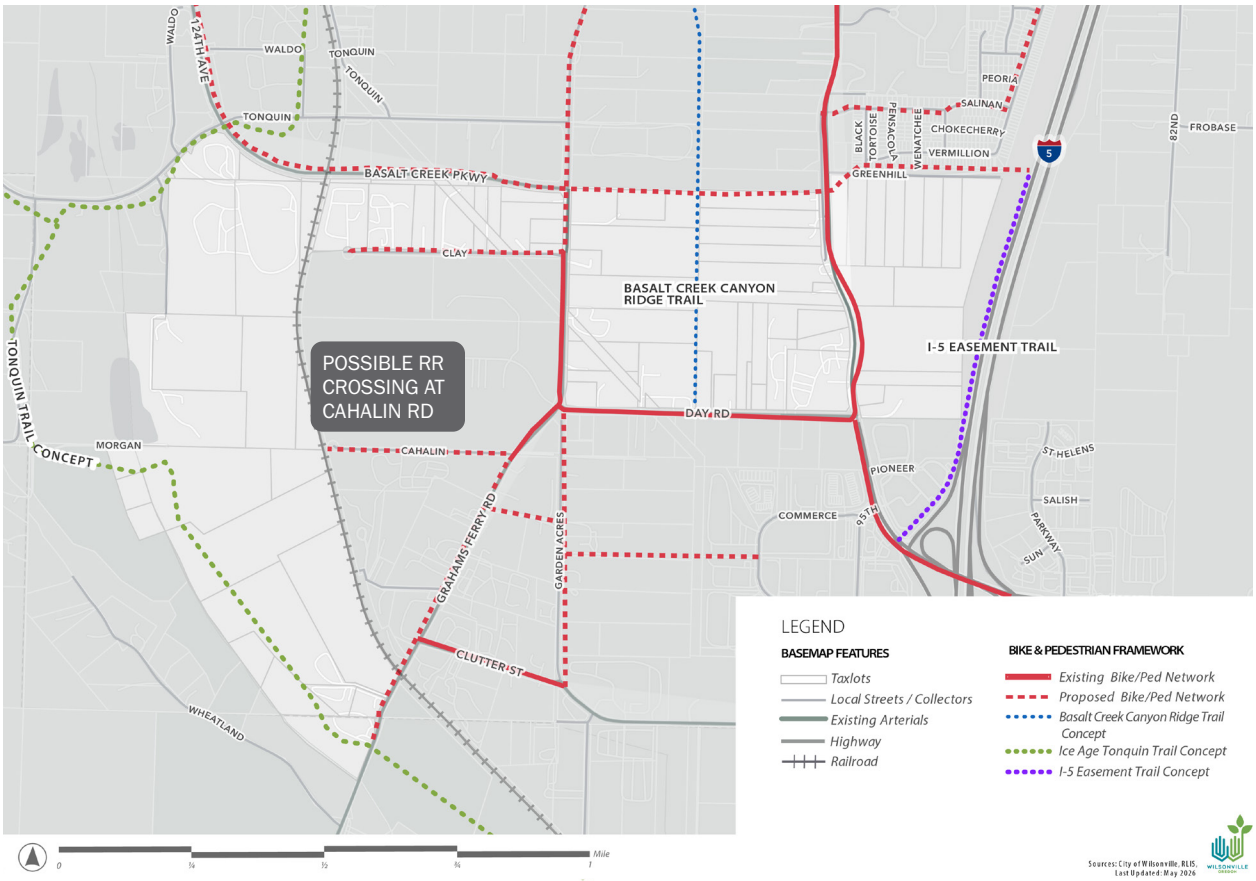
A trail landing area and undercrossing have already been incorporated into the design of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road to help accommodate future trail connections in this area. This trail will connect to planned trails within Tualatin on the north side of the Basalt Creek Parkway.

I-5 Easement Trail (#LT-03)

The I-5 Easement Trail is planned as a north/south trail within the ODOT easement parallel to Interstate 5. The trail would provide an additional off-street bicycle and pedestrian connection through the Planning Area while linking to existing and future regional bicycle and pedestrian facilities.

Implementation of the planned multimodal network is expected to occur incrementally alongside roadway, utility, and development improvements throughout the BCPA and will require continued coordination among the City, Metro, Washington County, ODOT, utility providers, and regional partners as development occurs over time.

Figure 15. Future Bicycle and Pedestrian Framework



↳ The Future Bicycle and Pedestrian Framework identifies existing and planned pedestrian and bicycle connections intended to improve access throughout the BCPA and strengthen connections to surrounding neighborhoods, employment areas, parks, and regional trails. Alignments are conceptual and may continue to be refined.

RAILROAD CROSSINGS AND CONNECTIVITY

The Future Bicycle and Pedestrian Framework assumes long-term improvements to the Grahams Ferry Road railroad undercrossing to provide a safer and more comfortable connection for people walking and bicycling between the West Railroad area and the remainder of the BCPA. The framework also identifies a potential future railroad crossing at Cahalin Road, which could further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding.

THE ICE AGE TONQUIN TRAIL

Metro's Ice Age Tonquin Trail Master Plan provides a framework for local and regional implementation of the regional Ice Age Tonquin Trail, which is intended to complement the Ice Age Floods National Geological Trail Planning (the national trail will be a network of driving routes with spurs for biking and walking, from Montana to the Pacific Ocean). The preferred alignment for the regional Ice Age Tonquin Trail includes a section bordering the Basalt Creek Planning Area as part of a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood with trail facility types varying by location based upon landscape and setting. The Ice Age Tonquin Trail is intended to connect in the north to the Tualatin River Greenway Trail, Fanno Creek Trail, and the Westside Trail, and to the south to the Willamette River.

Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP

Project #	Project Name	Notes
RT-03A	Ice Age Tonquin Trail (North)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP 2025-2032
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List

Parks and Natural Resources

One of the guiding principles of the Basalt Creek Concept Plan is to protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating new parkland, open spaces, natural areas and trails in the Planning Area and connecting to existing regional networks.

PARKS

The Planning Area provides opportunities for a range of future recreational amenities that could serve both nearby residents and future employees within the BCPA. Potential park types may include small gathering spaces, pocket parks, natural open spaces, trail-oriented recreation areas, and potentially larger community-serving recreational facilities.

Because much of the Planning Area is intended for employment and industrial uses, parks and open spaces are envisioned not only as recreational amenities, but also as important components of the overall employment environment that can support walking, outdoor gathering, recreation, and visual access to natural features.

The Basalt Creek Canyon and associated natural resource areas provide opportunities for passive recreation activities such as walking, jogging, hiking, and nature viewing, while future trail connections may help link employment areas to surrounding neighborhoods, transit services, and regional recreation networks.

Future recreational amenities within the BCPA are expected to be integrated into employment areas through industrial waysides, plazas, landscaped gathering spaces, and trail-oriented open spaces that support employees, visitors, and nearby residents. These amenities can help create a more attractive employment environment while providing opportunities for walking, outdoor gathering, and connections to surrounding natural features.

Future planning efforts should continue exploring opportunities to connect trails, viewpoints, interpretive features, and habitat enhancement projects with the area's natural resource network, particularly within and adjacent to Basalt Creek Canyon and the Coffee Lake Creek wetlands. Any recreational improvements should be designed to complement resource protection objectives while expanding access to the BCPA's natural amenities where appropriate.

NATURAL RESOURCES

Overview

The BCPA contains a diverse network of wetlands, streams, riparian corridors, upland habitat areas, floodplain, and tree groves that significantly influence future development patterns within the Planning Area. Many of these resources are concentrated within and around the Basalt Creek Canyon and the West Railroad area, where extensive environmental constraints shape long-term land use, transportation, infrastructure, and recreation planning.

To support the Master Plan process, the City updated portions of the natural resource inventory originally prepared during the BCCP process to reflect current conditions and comply with Oregon Statewide Planning Goal 5 requirements. This work included updated mapping and evaluation of wetlands, streams, riparian corridors, upland tree groves, and wildlife habitat areas within the BCPA (See Figure 16).

Regulatory Framework for Natural Resources

Future development within the BCPA is subject to a layered regulatory framework intended to protect wetlands, streams, riparian corridors, floodplains, wildlife habitat, and other significant natural resources. Resource protection requirements are established through Oregon Statewide Planning Goal 5, Metro's Urban Growth Management Functional Plan, and local regulations adopted by the City of Wilsonville.

Together, these regulations influence where development can occur, the extent of environmental review required, and how impacts to natural resources must be avoided, minimized, or mitigated.

Oregon Statewide Planning Goal 5

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces directs local governments to inventory and protect significant natural resources and open spaces through local planning and development regulations. In the Portland metropolitan region, Goal 5 is implemented primarily through Metro Titles 3 and 13.

Metro Title 3: Water Quality and Flood Management

Metro Title 3 establishes requirements intended to protect water quality and reduce impacts to flood management areas, wetlands, streams, and riparian corridors. Within the BCPA, approximately 116 acres have been identified as Water Quality and Flood Management Areas under Metro Title 3. These areas are generally constrained from development and require vegetated corridor protection, environmental mitigation, and stormwater management measures where impacts occur. As a result, many of these areas were excluded from the developable lands assumptions used during planning and scenario evaluation.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Metro Title 13: Nature in Neighborhoods

Metro Title 13 is intended to protect and restore a connected system of stream corridors, riparian habitat, and upland wildlife habitat throughout the region. Metro's regional habitat inventory identified Habitat Conservation Areas within portions of the BCPA based on riparian, wetland, and upland habitat characteristics.

While development is not prohibited within Title 13 areas, future development must incorporate low-impact design approaches and mitigation strategies intended to maintain ecological function and habitat connectivity. Portions of the BCPA designated as Riparian Habitat Classes I and II are subject to additional development limitations and reduced development potential.

Local Resource Protection Regulations

In addition to Metro requirements, both the City of Wilsonville and Clean Water Services administer local regulations that further protect significant natural resources and sensitive environmental areas. Upon annexation into the City, development within the BCPA will be subject to Wilsonville's Significant Resource Overlay Zone (SROZ), which regulates development near wetlands, floodplains, riparian corridors, and vegetated corridors. Development within or near mapped resource areas generally requires preparation of a Significant Resource Impact Report (SRIR) evaluating potential impacts and applicable mitigation measures.

Properties that develop within the City of Tualatin or within the Clean Water Services service area must also comply with Clean Water Services' Design and Construction Standards and Service Provider Letter (SPL) requirements related to streams, wetlands, vegetated corridors, and watershed protection areas.

Natural Resource Protection and Enhancement Strategies

Most environmentally constrained land within the BCPA is located within or adjacent to the Basalt Creek Canyon and the West Railroad area (see Figure 8). The Cities have agreed to manage these areas in a manner generally consistent with Metro Titles 3 and 13 while balancing future development, recreational access, and habitat protection objectives.

The Basalt Creek Canyon is one of the most significant natural features within the Planning Area and is intended to remain an important visual, ecological, and recreational asset. Future development should seek to protect and enhance the Canyon while providing carefully located visual and physical access points that connect to the broader bicycle, pedestrian, and trail network serving both residents and employees.

Potential future enhancement and restoration strategies may include removal and management of invasive plant species such as reed canary grass, Himalayan blackberry, and English ivy; restoration of native aquatic and

upland vegetation communities; and retention or installation of snags and woody debris to support wildlife habitat functions. Important habitat species identified within the area include Red-legged Frogs, Pileated Woodpeckers, Oregon white oak, Ponderosa pine, and Geyer willow. Additional information is provided in Appendix G.

In addition to habitat protection and restoration, maintaining connections between habitat areas will be important to support wildlife movement and ecological function as the area develops over time. Future development within the BCPA should consider opportunities to maintain and enhance wildlife connectivity through site design, open space planning, natural resource protection, and infrastructure improvements.

Where appropriate, wildlife crossings, habitat corridors, culverts, bridge structures, and other design measures should be evaluated to facilitate the safe movement of wildlife across developed areas and transportation facilities. Such measures can help reduce wildlife-vehicle conflicts, improve habitat connectivity, support ecosystem health, and reinforce the City's broader environmental stewardship objectives. The BCMP encourages consideration of wildlife movement and connectivity during future planning, infrastructure design, and development review processes, particularly in areas adjacent to Basalt Creek, Coffee Lake Creek, associated wetlands, and other significant natural resource features.

PROTECT
Conserve wetlands, streams, riparian corridors, floodplains, and sensitive habitat areas.

DESIGN FOR WILDLIFE
Use wildlife crossings and explore designs to reduce conflicts and improve connectivity.

RESTORE & ENHANCE
Explore opportunities to remove invasive species and enhance existing habitat features

Figure 16. Significant Natural Resources

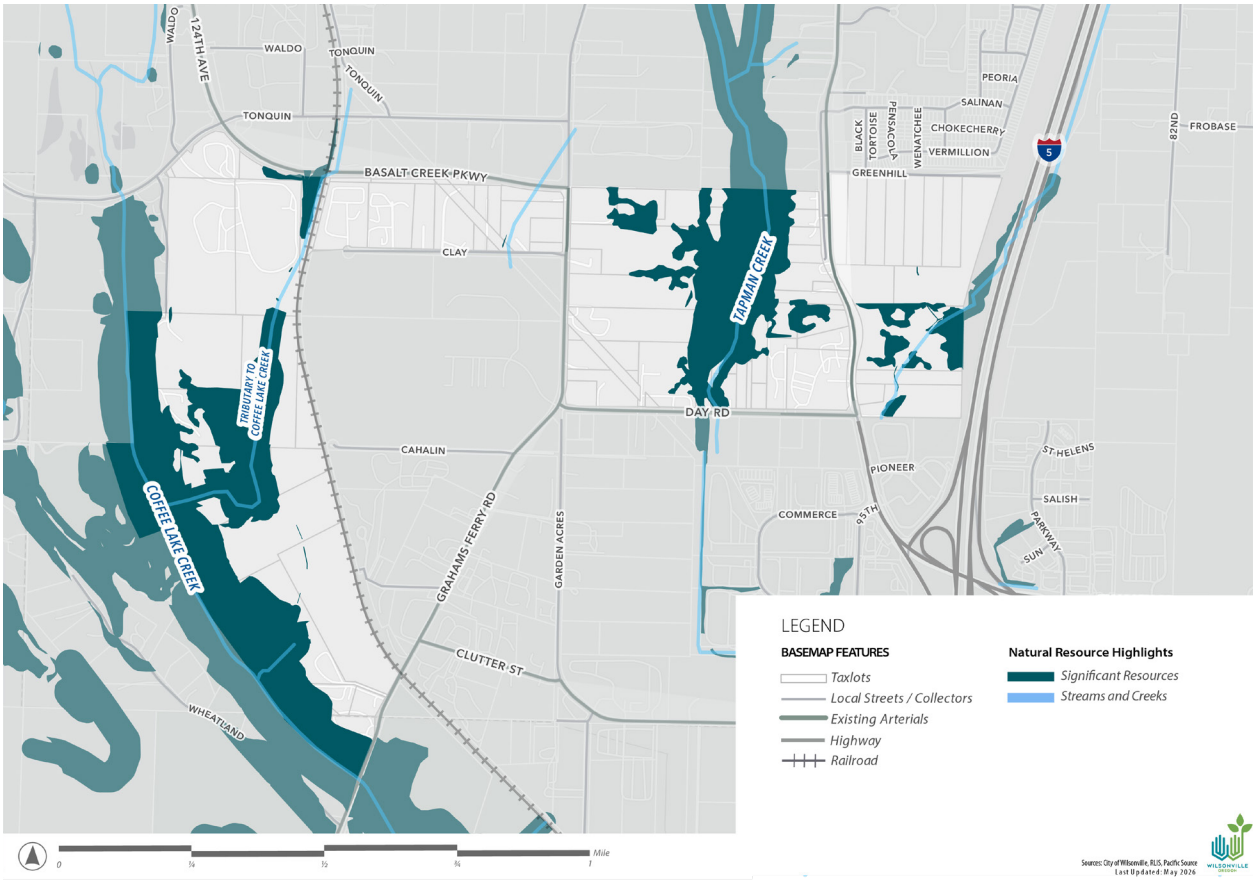


Figure 17. Natural Resource Highlights



COFFEE LAKE CREEK

The Coffee Lake Creek wetlands form one of the largest natural resource areas within the BCPA. Identified as a significant resource, it will be added to the City's Significant Resource Overlay Zone (SROZ). These wetlands provide flood storage, improve water quality, and create habitat that shapes future land use and infrastructure planning within the West Railroad area.



TAPMAN CREEK

Tapman Creek is an important drainage corridor that helps manage stormwater and supports habitat within the eastern portion of the Planning Area. As an environmentally significant resource, Tapman Creek will be added to and protected by the City's Significant Resource Overlay Zone (SROZ). Future development should work with these natural features while integrating transportation and utilities.



BASALT CREEK CANYON RIDGE

The Basalt Creek Canyon and surrounding ridgeline are defining landscape features that influence the Planning Area. A planned regional trail will provide opportunities for walking, biking, and nature-based recreation while connecting employment areas to surrounding open spaces. Future planning should consider the area's natural character as these connections are developed.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Utilities

Utility infrastructure is one of the primary factors influencing the timing and feasibility of future development within the BCPA. While portions of the Planning Area are located near existing utility systems, significant infrastructure investments will be needed to support long-term urbanization, particularly within the West Railroad area.

The utility concepts described in this section build upon the City's utility master plans and recent technical analyses to identify potential approaches for extending water and sanitary sewer service throughout the Planning Area. These concepts are intended to guide future planning and investment decisions while allowing infrastructure improvements to occur incrementally as development, funding, and market conditions evolve.

Consistent with the City's existing infrastructure policies and practices, future utility improvements within the BCPA are expected to be delivered through a combination of private development, public investment, and coordinated funding strategies. In general, developers are responsible for constructing infrastructure needed to serve their developments, while the City may participate in funding or constructing certain regional improvements identified through adopted master plans and capital improvement programs.

A variety of implementation tools, including System Development Charges (SDCs), SDC credits, reimbursement agreements, Local Improvement Districts (LIDs), development agreements, and other funding mechanisms, may be used to support long-term infrastructure delivery within the Planning Area.

FUTURE WATER SYSTEM

The future water system concept for the BCPA is intended to provide reliable service to support long-term industrial and employment development while maintaining consistency with the City's broader utility planning efforts. As development occurs, water infrastructure will be extended incrementally to serve new employment areas and support fire protection, industrial operations, and domestic water demands.

Several major water system improvements have been identified as important to supporting future development within the Planning Area. These include construction of the Basalt Creek Parkway Extension, which is currently in design, along with additional water system improvements needed to provide adequate service throughout the BCPA. Current analysis indicates a substantial portion of the BCPA is located within the Zone C pressure zone and will require either a major pipeline connection across Interstate 5 to the existing Zone C reservoir on the east side of Wilsonville or installation of a Zone C booster station within the BCPA. Further system wide analysis to refine necessary water system improvements is underway as part of an update to the City's Water Distribution Master Plan.

The West Railroad area is located within the City's existing Zone B pressure zone, and preliminary analysis indicates that adequate hydraulic pressure is available to serve future development. Additional improvements may also be needed as utility planning and system modeling continue to evolve.

The conceptual water system includes a looped distribution network intended to improve reliability, provide multiple points of service, and support phased extension of water infrastructure as development occurs. The concept generally connects to existing water infrastructure south of the Planning Area, allowing future improvements to build upon the City's existing water distribution network.

The water system concept is organized so that major infrastructure segments can be extended incrementally as redevelopment occurs, allowing utility investments to be coordinated with market demand, transportation improvements, and available funding. As development occurs over time, the City will continue coordinating water system improvements with transportation projects, development activity, and capital improvement planning efforts (Figure 18, page 72).

FUTURE SANITARY SEWER SYSTEM

The sanitary sewer concept generally builds upon the 2019 Basalt Creek and Coffee Creek Sanitary Sewer Concept Plan. Several regional and local sanitary sewer improvements have been identified as important to supporting future development within the BCPA. The City has already completed a portion of the sanitary sewer improvements identified through the Garden Acres Road project and is advancing design and construction of additional improvements along Day Road. Other sanitary sewer improvements are anticipated to be constructed incrementally as development occurs and as redevelopment opportunities emerge throughout the Planning Area.

Within the Planning Area, the sanitary sewer concept prioritizes gravity collection wherever feasible to reduce long-term operational costs and infrastructure complexity. The concept generally follows planned transportation corridors and previously identified utility routes while avoiding streams, wetlands, and other significant natural resource areas. In the West Railroad area, the primary sanitary sewer trunk line is located along the eastern portion of the planning area to minimize impacts to Coffee Lake Creek, the Coffee Lake Creek wetlands, and other sensitive environmental features. This alignment also takes advantage of existing site topography and helps limit the need for multiple public lift stations within the Planning Area.

Due to the area's varied topography and the location of the existing sanitary sewer system, a public lift station and associated force main will be needed to convey wastewater from portions of West Railroad to the City's existing collection system. Some future development sites may also require privately maintained pumping systems to connect to the public sewer network.

Consistent with the City's existing infrastructure funding practices, developers are generally expected to construct sanitary sewer infrastructure needed to serve their developments, including oversizing facilities where necessary to support future growth. Oversized infrastructure may be eligible for System Development Charge (SDC) credits in accordance with City policies and adopted infrastructure planning documents. The City may also participate in funding certain regional sanitary sewer improvements identified through adopted master plans and capital improvement programs.

The sanitary sewer concept is organized so that major infrastructure segments can be extended incrementally as redevelopment occurs, allowing utility investments to be coordinated with market demand, transportation improvements, and available funding. As development occurs over time, the City will continue refining sewer infrastructure planning, facility sizing, and implementation strategies through future engineering, utility planning, and development review processes (Figure 19, page 73).

FUTURE STORMWATER SYSTEM

The future stormwater management concept for the BCPA is intended to support long-term industrial and employment development while protecting water quality, maintaining natural drainage patterns, and minimizing impacts to downstream systems. Stormwater management within the Planning Area will build upon the City's Stormwater Master Plan and existing stormwater facilities. Future development will be required to incorporate stormwater treatment, detention, conveyance, and flow control measures consistent with City standards and applicable regulatory requirements.

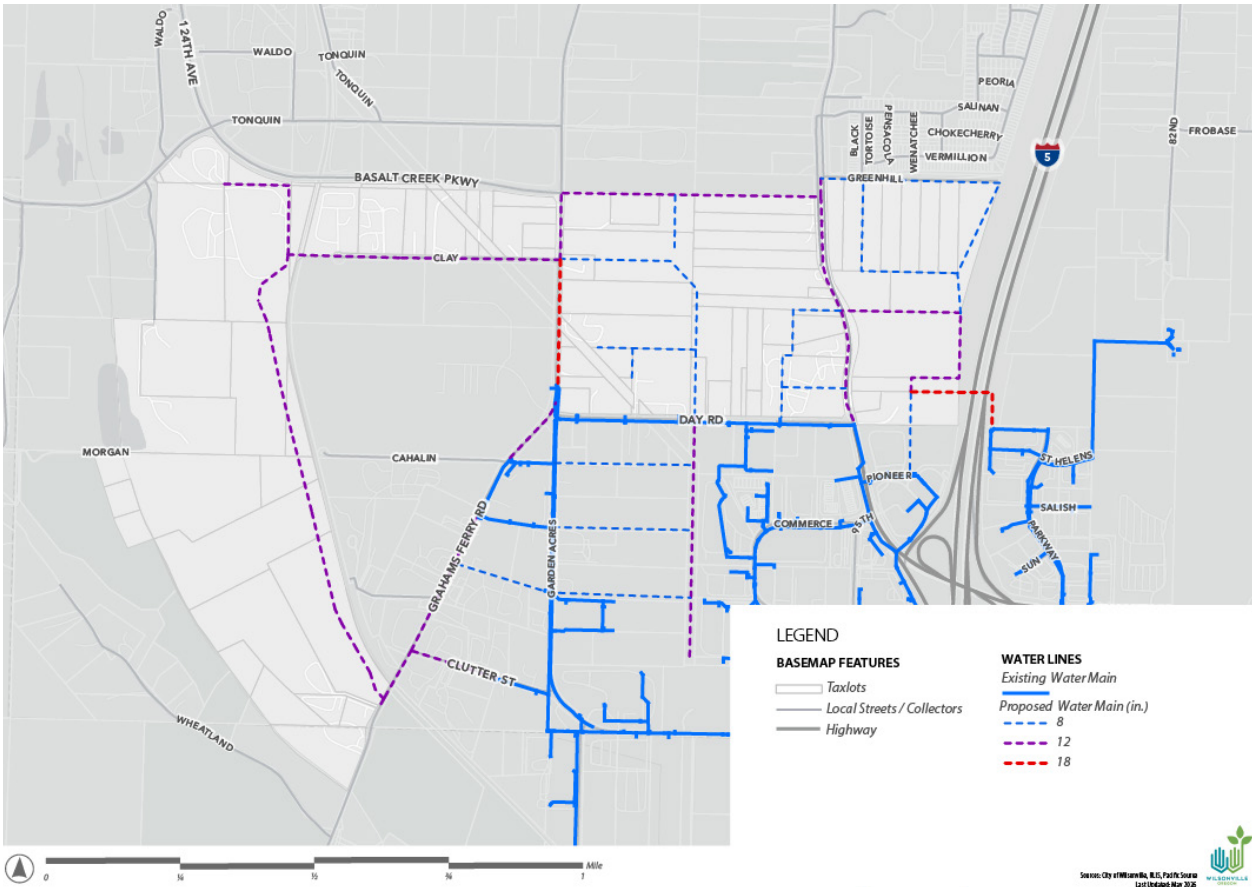
The Craft Industrial area (north of Day Road and west of Tapman Creek) drains to portions of the City's stormwater system where downstream capacity deficiencies have been identified. To address these constraints, the Stormwater Master Plan identifies Day Road Improvement Projects Phase 1 and Phase 2 as important improvements supporting future development within the BCPA. If these downstream improvements have not been completed prior to redevelopment occurring within upstream portions of the Planning Area, additional onsite stormwater management measures may be required to mitigate downstream capacity limitations.

Additional stormwater analysis in 2026 focused on a 77-acre portion of the eastern BCPA bounded by Interstate 5, SW Boones Ferry Road, Greenhill Lane, and the future Day Road extension. This highlighted several targeted stormwater system improvements that could support future development in this particular area. System improvements include the installation of approximately 1.5 miles of storm trunkline; conveying runoff to either Tapman Creek or to a new pipe alignment and stormwater collection system running south along Boones Ferry Road, to the proposed Day Road extension (in place of existing direct discharge to an Unnamed Tributary that bisects the eastern corner of the BCPA).

As development continues to occur, additional evaluation of capacity will need to take place, particularly along Boones Ferry Road (from Day Road to south of 95th Avenue), SROZ areas, and for a potential regional drainage basin or detention facility within the eastern portion of the BCPA.

Consistent with the City's existing infrastructure policies and practices, onsite stormwater management facilities and local conveyance improvements are generally anticipated to be funded and constructed by development as redevelopment occurs. Future stormwater planning should continue coordinating with transportation improvements, natural resource protection efforts, and broader infrastructure investments throughout the Planning Area (Figure 20, page 74).

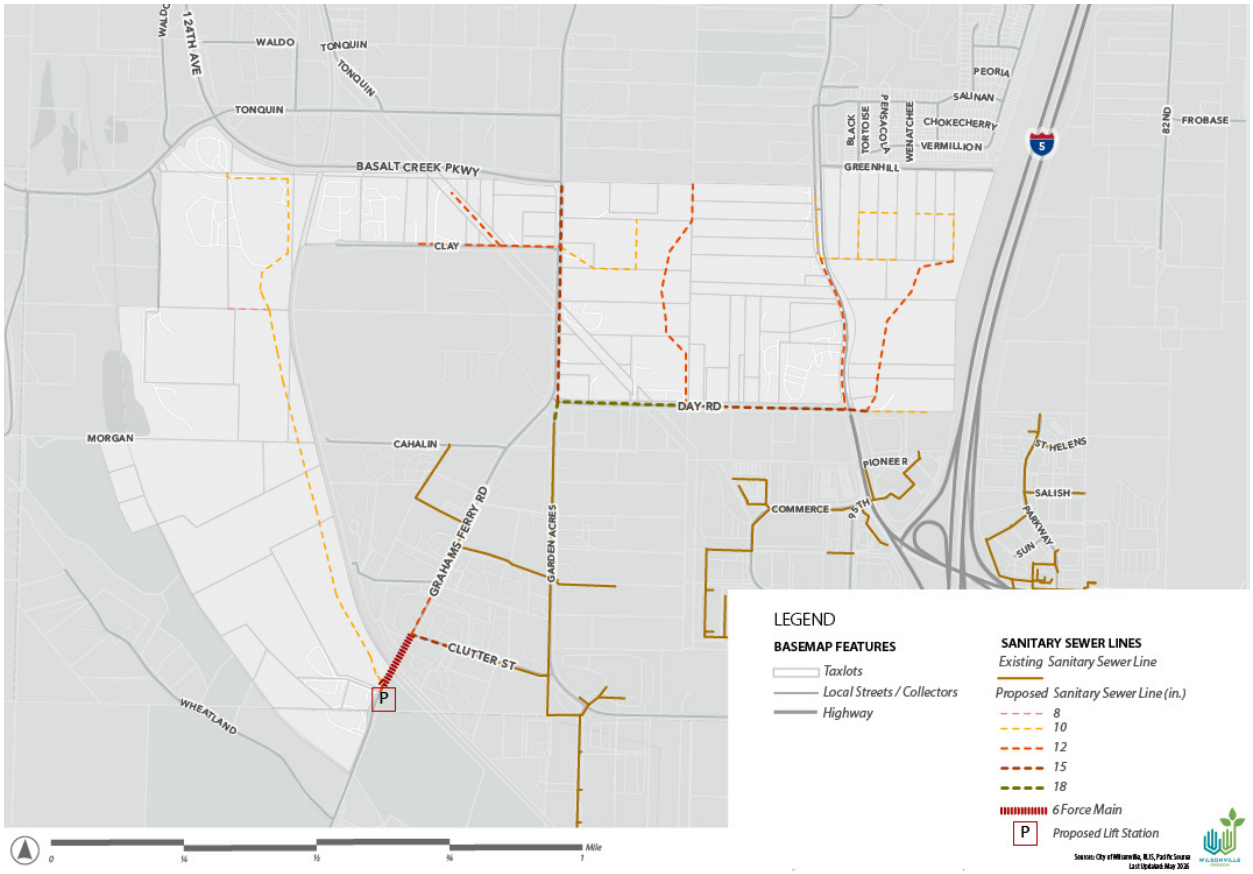
Figure 18. Future Water System



↳ **The Future Water System concept illustrates a conceptual, phased approach for extending potable water service throughout the BCPA as development occurs. Existing City of Wilsonville water infrastructure is currently concentrated southeast of the Planning Area; future water service will be extended into the BCPA through coordinated public and private infrastructure investments. The concept identifies major system improvements needed to support long-term development while recognizing that future water system planning and design will be refined through updates to the City's Water Distribution Master Plan.**

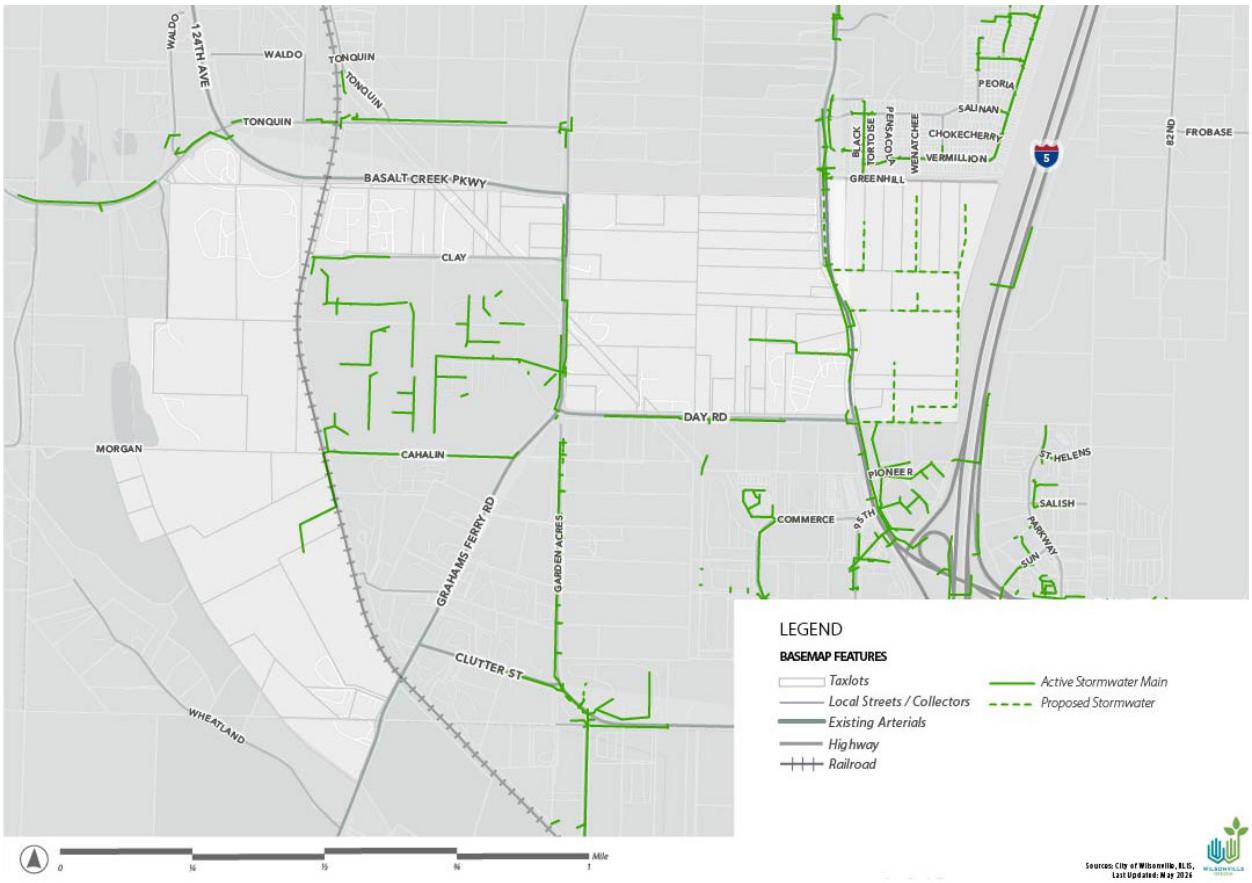
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 19. Future Sanitary Sewer System



↳ **The Future Sanitary Sewer System concept illustrates the phased extension of the City's wastewater collection system to support long-term development within the BCPA. Existing Wilsonville sanitary sewer infrastructure is currently limited near the Planning Area, with new gravity sewer mains, lift stations, and associated facilities anticipated to be constructed incrementally as development occurs. The concept generally follows planned transportation corridors and natural topography to maximize gravity service, minimize impacts to sensitive environmental resources, and coordinate infrastructure investments with future development.**

Figure 20. Future Stormwater System



↳ **The Future Stormwater System concept illustrates a conceptual, phased approach for extending stormwater conveyance throughout the BCPA, particularly within the Greenhill planning area, as development occurs. Existing City of Wilsonville water infrastructure is currently concentrated to the north and southeast of the Planning Area. The concept identifies current system improvements needed to support long-term development while recognizing that future stormwater detention, conveyance, and design will be refined as development occurs.**

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

5

IMPLEMENTATION & PHASING STRATEGY

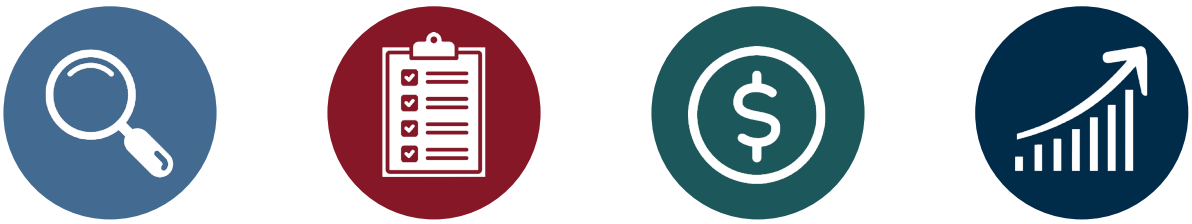
Implementation and Phasing Strategy

Recommendations

The recommendations for the BCPA are structured into four categories: Further Exploration, Planning, Funding, and Investment. These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the Planning Area's potential.

IMPLEMENTATION ORGANIZATION



FURTHER EXPLORATION | PLANNING | FUNDING | INVESTMENTS

FURTHER EXPLORATION

This category focuses on coordination, technical analysis, stakeholder engagement, and relationship building needed to support future decision-making and long-term implementation

PROPERTY OWNER AND STAKEHOLDER COORDINATION

- **Outreach to Property Owners:** Continue engaging property owners to better understand development plans, operational needs, redevelopment barriers, and willingness to participate in future infrastructure or redevelopment efforts. Explore opportunities for coordinated redevelopment, land assembly, and phased transitions over time.
- **Craft Industrial Opportunity:** Continue discussions with landowners in the Craft Industrial area regarding potential lot reconfiguration or partitioning opportunities that could improve long-term redevelopment potential while responding to site constraints and surrounding residential uses.
- **West Railroad Opportunity Sites:** Identify willing landowners and opportunity sites within West Railroad that may support incremental redevelopment and help establish momentum for future investment.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate, consolidate, or conform with City standards. This could involve creating incentives for relocation or working with businesses to improve operations over time to better align with long-term City development objectives.
- **Explore Partnerships:** Identify opportunities to work with public entities and private partners to align resources and attract desired industries. Potential partners may include Business Oregon, Greater Portland Inc. (GPI), the Port of Portland, utility providers, and regional agencies.

TRANSPORTATION AND INFRASTRUCTURE COORDINATION

- **Coordinate with Utilities and Service Providers:** Continue coordination with utility providers, including Portland General Electric (PGE) and regional infrastructure partners, to evaluate long-term water, sewer, stormwater, and power needs associated with future industrial and employment uses.



- **Coordinate with Regional and Railroad Partners:** Continue coordination with Washington County, Metro, ODOT, Portland and Western Railroad (PNWR), Business Oregon, Greater Portland Inc. (GPI), and other regional partners related to transportation access, rail crossings, freight mobility, infrastructure funding, and economic development opportunities. Coordination should continue regarding the long-term feasibility of a future public railroad crossing at Cahalin Road, which could improve access, circulation, and freight mobility within the West Railroad area.
- **Evaluate Transportation Access Opportunities:** Continue exploring long-term access opportunities for West Railroad, including the feasibility of a future public railroad crossing at Cahalin Road, modernization of the Grahams Ferry Road undercrossing, and phased improvements to Tonquin Road and internal circulation routes.

ENVIRONMENTAL AND INFRASTRUCTURE ANALYSIS

- **Continue Environmental and Infrastructure Analysis:** Continue evaluating environmental constraints, stormwater strategies, and infrastructure feasibility to better understand long-term development potential and phasing considerations.
- **Evaluate Long-Term Utility Alignments in West Railroad:** Continue evaluating sanitary sewer and water infrastructure alignments as redevelopment occurs, including opportunities to optimize utility locations, reduce reliance on private pumping systems, and minimize impacts to natural resource areas
- **Evaluate Utility Easement and Right-of-Way Needs:** Identify long-term utility easement and right-of-way requirements needed to support phased extension of water and sanitary sewer infrastructure throughout the Planning Area.



PLANNING

This category focuses on aligning zoning, infrastructure planning, transportation systems, environmental regulations, and economic development strategies with the long-term vision for the BCPA.

LAND USE AND ZONING

- **Apply the Planned Development Industrial (PDI) Zone Across Basalt Creek with Modifications:** Support a broad range of industrial and employment uses consistent with the BCMP and Economic Inventory while allowing flexibility for evolving market conditions and business types. Modifications may include applying the Coffee Creek Design Overlay District (CCDOD) to portions of the BCPA, though further evaluation is required to determine feasibility.
- **Prohibit Low-Intensity Uses and Address Existing Contractor Establishments:** Establish zoning prohibitions or limitations on low-intensity uses that do not support long-term employment density goals. Determine appropriate approaches for existing contractor establishments, such as conditional, nonconforming, or prohibited use status.
- **Evaluate Additional Standards or Allowances for the Craft Industrial Area:** Consider additional uses and development standards within the Craft Industrial Area, such as live-work spaces, small-scale offices, incubator spaces, or small-scale production facilities, that better respond to site constraints and nearby residential development.
- **Evaluate West Railroad Zoning Flexibility:** Consider zoning and development standards within West Railroad that maintain flexibility for a variety of industrial and employment uses while emphasizing site organization, environmental integration, circulation, and development quality. This work should continue to involve coordination with property owners, regional partners, and potential development interests.
- **Update Urban Planning Area Agreement (UPAA):** Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB). As an example, Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.

COORDINATION AND INFRASTRUCTURE PLANNING

- **Coordinate with Washington County on Annexation Planning:** Continue coordinating with Washington County on development review, transition planning, and long-term implementation within the BCPA. For properties that remain under County jurisdiction, encourage interim site and design improvements that support the long-term industrial and employment vision for the area while maintaining communication with property owners regarding future expectations. Upon annexation, require new development and redevelopment to comply with the City's Development Code and applicable design, infrastructure, and resource protection standards consistent with the BCMP vision. Continue evaluating whether future updates to the Urban Planning Area Agreement (UPAA) are needed to support long-term implementation and coordination.
- **Conduct Preliminary Urban Renewal Area (URA) Analysis:** Conduct a feasibility study evaluating whether expanding the existing Coffee Creek Urban Renewal Area or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements. The study should also evaluate opportunities for land assembly and coordinated redevelopment within fragmented portions of the Planning Area. Findings should provide City Council with options and recommendations regarding long-term infrastructure funding and implementation strategies.
- **Coordinate Future Transit Service:** Continue coordinating with SMART to expand future transit service within the BCPA as development occurs, including consideration of future routes, stops, and connections serving employment areas and regional destinations.
- **Coordinate Future TSP and Regional Transportation Planning:** Continue coordinating with Metro, Washington County, and neighboring jurisdictions regarding long-range transportation projects identified in the Metro Regional Transportation Plan (RTP) that may affect the BCPA. This includes evaluating whether additional long-range roadway improvements, such as future Grahams Ferry Road widening or improvements to 124th Avenue, should be incorporated into future updates to the Transportation System Plan (TSP).
- **Continue Stormwater Planning:** Continue refining stormwater planning for Greenhill and the broader BCPA, including downstream capacity, regional detention opportunities, and coordination with future transportation improvements and natural resource protection.

NATURAL RESOURCES, OPEN SPACE, AND TRAILS

- **Evaluate Wildlife Corridor and Habitat Impacts:** Continue evaluating potential impacts to wildlife movement, habitat connectivity, and ecological function associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Future planning should consider opportunities to avoid fragmentation, maintain habitat connections where feasible, and integrate restoration or enhancement strategies into long-term development and planning.

- **Update the Significant Resource Overlay Zone (SROZ):** Update Wilsonville's SROZ maps, inventory, and Development Code provisions using the findings of the PHS 2024 Natural Resources Inventory. Consider whether updates to mapping, buffers, mitigation standards, review procedures, or habitat enhancement requirements may be appropriate to support long-term implementation and coordination with future development and infrastructure planning efforts.
- **Evaluate Enhanced Day Road Crossing:** Consider an enhanced pedestrian and bicycle crossing of Day Road connecting the southern end of the Basalt Creek Canyon Ridge Trail (LT-02) with future pedestrian and bicycle facilities along the Coffee Creek Supporting Street.
- **Support Ice Age Tonquin Trail Connectivity:** As development occurs within the West Railroad area, continue evaluating opportunities for development to improve or extend on-street sidewalks, bicycle lanes, and related multimodal facilities that support safe and comfortable connections to the future Ice Age Tonquin Trail.

ECONOMIC DEVELOPMENT AND IDENTITY

- **Promote Economic Development, Site Readiness, and Branding:** Continue actively marketing the BCPA as a long-term industrial and employment opportunity area by maintaining clear information related to site readiness, infrastructure availability, incentives, zoning flexibility, and available funding tools. Continue coordinating with Greater Portland Inc. (GPI), Business Oregon, regional partners, developers, employers, and site selectors to increase awareness of Wilsonville's industrial development opportunities and strengthen the city's position within the regional industrial market. Outreach efforts should include proactive communication, targeted engagement, and site-specific marketing materials that highlight the BCPA's transportation access, environmental amenities, flexible development potential, and long-term infrastructure planning efforts. As redevelopment opportunities become clearer over time, consider establishing a distinct identity and branding strategy for West Railroad and the broader BCPA.
- **Extend Wayfinding and Signage Planning to the BCPA:** As future updates to the City's wayfinding and signage program occur, extend the framework to include the BCPA. Future wayfinding planning should consider gateway features, district identity, freight and visitor navigation, trail and multimodal connections, and coordinated signage that supports the long-term employment, industrial, and recreational vision for the Planning Area.



FUNDING

This category focuses on identifying financing tools, partnerships, and long-term funding strategies needed to support infrastructure improvements and redevelopment.

- **Explore and Establish Funding Mechanisms:** Continue evaluating funding tools and financing strategies that could support transportation, utility, stormwater, environmental, and redevelopment improvements throughout the BCPA.
- **Evaluate Urban Renewal and Tax Increment Financing:** Evaluate use of Urban Renewal or Tax Increment Financing mechanisms to help fund infrastructure improvements, site preparation, transportation upgrades, environmental restoration, and redevelopment coordination efforts.
- **Explore Local Improvement Districts (LIDs) and Cost Sharing:** Explore Local Improvement Districts, reimbursement districts, public-private partnerships, and horizontal development agreements to distribute infrastructure costs among benefiting properties. Recognize that participation levels may vary depending on the operational needs of existing uses.
- **Pursue Regional Infrastructure Partnerships:** Continue coordinating with Metro, Business Oregon, Washington County, utility providers, and regional economic development organizations to pursue infrastructure funding partnerships and implementation support.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to: Statewide Transportation Improvement Program (STIP); Immediate Opportunity Fund (IOF); Oregon Transportation Infrastructure Bank (OTIB); Safe Drinking Water Revolving Fund (SDWRLF); Water Wastewater Fund (W/W); Special Public Works Fund (SPWF); U.S. Economic Development Association (EDA) Public Works Program; Business Oregon Industrial Site Readiness Programs; Metro planning and development grant programs



INVESTMENTS

This category focuses on prioritizing infrastructure, redevelopment, and economic development investments that could help catalyze long-term growth within the BCPA.

- **Prioritize Early Infrastructure Investments:** Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development. The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site.
- **Invest in Transportation Access and Freight Mobility:** Prioritize improvements that enhance regional access, freight circulation, and multimodal connectivity, including future improvements to Grahams Ferry Road, Tonquin Road, and Basalt Creek Parkway.
- **Expand Site Readiness and Development Incentive Programs:** Continue evaluating opportunities to expand or refine existing economic development and infrastructure assistance programs, including the Wilsonville Investment Now (WIN) program and Regional Site Investment Strategy (RSIS) opportunities, to better support infrastructure delivery, site preparation, redevelopment coordination, and industrial land readiness within the BCPA. Priority should be placed on strategic sites and catalytic infrastructure investments that can support long-term employment growth and phased redevelopment.
- **Explore Development Incentives:** Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the City's vision for BCCP and where it would not place undue burdens on funds available for capital improvements. Explore providing relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.
- **Pursue Site Acquisition and Aggregation:** Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. The City could explore securing purchase options on key parcels to facilitate land assembly. A purchase option allows Wilsonville the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing Strategy

Implementation of the BCMP is expected to occur incrementally over time as infrastructure funding, market demand, redevelopment interest, and partnership opportunities evolve. The phasing strategy outlined in Table 4 below organizes the BCMP recommendations into near-term, medium-term, and long-term actions intended to guide ongoing coordination, planning, investment, and implementation efforts over time.

The timing categories generally reflect when an action may begin or become a higher priority rather than when it would necessarily be completed. Many actions, particularly those related to infrastructure coordination, economic development, environmental planning, and partnership building, are expected to continue across multiple phases as development occurs and conditions change.

Table 4. Implementation Phasing

		Timeframe		
Action Step	Description	Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Conduct Preliminary Urban Renewal Area (URA) Analysis	Evaluate whether expanding the existing Coffee Creek URA or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements.	●		
Amend the Urban Planning Area Agreement (UPAA)	Coordinate with Washington County to strengthen annexation planning, development review coordination, and long-term implementation authority within the BCPA.	●		
Coordinate with Washington County on Annexation Planning	Coordinate on development review, transition planning, and implementation for properties remaining under County jurisdiction prior to annexation.	●	●	
Evaluate Zoning and Development Code Updates	Update to zoning and development standards related to industrial uses, contractor establishments, Craft Industrial development, and long-term flexibility within the BCPA.	●		
Evaluate Additional Standards or Allowances for the Craft Industrial Area	Consider additional development standards and use allowances supporting live-work, incubator, and small-scale industrial uses compatible with surrounding residential areas.	●		
Evaluate West Railroad Zoning Flexibility	Consider zoning and development standards that maintain flexibility for industrial and employment uses while addressing environmental and access constraints.	●		
Continue Property Owner and Stakeholder Coordination	Engage property owners, utility providers, regional agencies, and railroad partners regarding development opportunities, infrastructure needs, and redevelopment barriers.	●	●	●
Support Contractor Establishment Relocation or Compliance	Explore relocation assistance, redevelopment coordination, or compliance strategies for contractor establishments over time.	●	●	●

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Coordinate with BPA Regarding Power Easement Opportunities	Coordinate with the Bonneville Power Administration (BPA) regarding potential development, access, trail, stormwater, utility, or multimodal circulation opportunities within or adjacent to the BPA transmission easement in the West Railroad area.		●	●
Coordinate with PGE on Anticipated Power Needs	Continue coordinating with Portland General Electric (PGE) regarding anticipated long-term power demand, transmission capacity, substation needs, and utility infrastructure requirements associated with future industrial and employment development within the BCPA.	●	●	●
Explore Partnerships	Coordinate with public agencies, utilities, Business Oregon, GPI, and other regional partners to support infrastructure and economic development goals.	●	●	●
Coordinate with Utilities and Service Providers	Continue coordination regarding long-term water, sewer, stormwater, and power needs associated with industrial and employment growth.	●	●	●
Evaluate Opportunities to Reduce Reliance on Private Pump Systems	As redevelopment occurs, evaluate opportunities to refine sanitary sewer infrastructure and utility alignments to reduce long-term reliance on privately maintained pumping systems where feasible.		●	●
Evaluate Utility Easement and Right-of-Way Needs	Identify and secure utility easements, access rights, and right-of-way needed to support future water and sanitary sewer infrastructure throughout the BCPA and West Railroad area.		●	●
Coordinate with Regional and Railroad Partners	Continue coordination regarding freight mobility, regional transportation planning, and long-term opportunities such as a future Cahalin Road railroad crossing.		●	●
Evaluate Transportation Access Opportunities	Continue evaluating long-term access opportunities related to Grahams Ferry Road, Tonquin Road, and the West Railroad area.	●	●	
Continue Environmental and Infrastructure Analysis	Continue evaluating and understanding environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility throughout the Planning Area.	●	●	
Coordinate Future Transit Service	Coordinate with SMART regarding future transit routes, stops, and employment-serving connections within the BCPA.		●	●
Coordinate Future TSP and Regional Transportation Planning	Coordinate with Metro, Washington County, and neighboring jurisdictions regarding future transportation improvements affecting the BCPA. This includes potentially adding Metro RTP projects #11924 and #11469.	●	●	
Evaluate Enhanced Day Road Crossing	Consider enhanced bicycle and pedestrian crossing improvements connecting the Basalt Creek Canyon Ridge Trail and future Coffee Creek facilities.		●	●
Support Ice Age Tonquin Trail Connectivity	Continue evaluating opportunities to improve multimodal access and connections supporting the future Ice Age Tonquin Trail.	●	●	●
Promote Economic Development, Site Readiness, and Branding	Continue marketing the BCPA as a long-term industrial and employment opportunity area while coordinating with regional economic development partners.	●	●	●
Extend Wayfinding and Signage Planning to the BCPA	Extend future wayfinding, gateway, and signage planning efforts to include the BCPA and West Railroad areas.		●	

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Explore and Establish Funding Mechanisms	Continue evaluating funding tools and financing strategies supporting transportation, utility, stormwater, and redevelopment improvements.		●	●
Monitor Market Trends and Adjust Policies Over Time	Continue monitoring economic and industry trends and adjust zoning, policies, incentives, or infrastructure strategies as needed.	●	●	●
Evaluate Urban Renewal and Tax Increment Financing	Explore tax increment financing and Urban Renewal strategies supporting infrastructure and redevelopment investments.	●	●	●
Explore Local Improvement Districts (LIDs) and Cost Sharing	Explore reimbursement districts, cost-sharing agreements, and public-private partnerships to distribute infrastructure costs.		●	●
Pursue Regional Infrastructure Partnerships	Coordinate with regional agencies and organizations regarding infrastructure funding and implementation support.		●	●
Explore and Leverage State and Federal Funding	Pursue grants, loans, and infrastructure funding opportunities supporting industrial land readiness and redevelopment.	●	●	●
Prioritize Early Infrastructure Investments	Focus early infrastructure planning and investment efforts on strategic opportunity sites that are cost-effective to serve and likely to redevelop.		●	●
Invest in Transportation Access and Freight Mobility	Prioritize improvements supporting regional access, freight circulation, and multimodal connectivity.		●	●
Expand Site Readiness and Development Incentive Programs	Continue evaluating opportunities to expand or refine programs such as WIN and RSIS to support redevelopment and industrial land readiness.	●	●	●
Explore Development Incentives	Consider SDC adjustments, relocation assistance, infrastructure participation agreements, and other targeted incentives supporting redevelopment.	●	●	●
Pursue Site Acquisition and Aggregation	Explore land assembly, redevelopment partnerships, purchase options, and acquisition strategies supporting larger development-ready industrial sites.		●	●
Complete Phased Infrastructure Build-Out	Continue phased transportation, utility, and stormwater infrastructure improvements supporting long-term redevelopment and full site utilization.			●
Implement Major Regional Transportation and Freight Improvements	Advance major regional transportation and freight mobility improvements as funding and partnerships allow.			●
Reassess Infrastructure Priorities and Implementation Strategies	Reevaluate infrastructure priorities, development strategies, and implementation approaches as redevelopment occurs over time.			●
Evaluate Wildlife Corridor and Habitat Impacts	Conduct additional analysis of wildlife movement corridors, habitat connectivity, and ecological impacts associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Use findings to help inform refined alignments, site design, mitigation strategies, habitat restoration opportunities, and long-term resource planning efforts.		●	●
Update the Significant Resource Overlay Zone (SROZ)	Update SROZ maps and Development Code provisions using the PHS 2024 Natural Resources Inventory.	●		
Further Evaluation of Drainage and Stormwater Facilities	Continue evaluating drainage patterns and points of discharge, such as the Basalt Creek Parkway Extension, specifically along the northern boundary of the Greenhill planning area.			●

Moving Forward

The Basalt Creek Master Plan establishes a long-term framework for future industrial and employment development within one of Wilsonville's last major growth areas inside the Urban Growth Boundary. The Master Plan builds upon the vision established in the Basalt Creek Concept Plan while responding to changing economic conditions, updated infrastructure analysis, environmental considerations, and evolving development opportunities.

Implementation of the BCMP will require ongoing coordination among the city, property owners, utility providers, regional agencies, and private development partners over many years. While portions of the Planning Area are positioned for earlier redevelopment and infrastructure investment, other areas, particularly West Railroad, will require additional coordination, funding, environmental review, and infrastructure improvements before redevelopment can occur at an urban scale.

As development occurs over time, Wilsonville will continue refining infrastructure planning, zoning, transportation improvements, environmental protection strategies, and economic development tools needed to support implementation of the BCMP. Future development proposals, public investments, and infrastructure decisions should continue to balance economic opportunity, freight mobility, natural resource protection, multimodal connectivity, and long-term employment growth objectives.

Ultimately, the BCMP positions the BCPA as a long-term employment and industrial opportunity area capable of supporting Wilsonville's economic competitiveness, expanding the city's industrial land supply, and creating opportunities for family-wage jobs in industries that contribute to the region's economic vitality. Through continued coordination and investment over time, the BCPA can become a place where businesses thrive, workers have access to quality employment opportunities, and future generations benefit from a strong local economy.



Basalt Creek Master Plan

Appendix A: Ordinance No. 834

ORDINANCE NO. 834

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS AND TRANSPORTATION SYSTEM PLAN AMENDMENTS RELATED TO THE BASALT CREEK CONCEPT PLAN AND APPROVING A COMPREHENSIVE PLAN MAP AMENDMENT RELATED TO THE COFFEE CREEK MASTER PLAN.

WHEREAS, in 2004, the Metro Council added two areas located generally between the cities of Wilsonville and Tualatin to the Metro Urban Growth Boundary ("UGB") in Metro Ordinance No. 04-1040B to meet an identified industrial land need; and

WHEREAS, the above-described two areas are known as the Basalt Creek and West Railroad Planning Areas which are generally referred to as the "Basalt Creek Planning Area;" and

WHEREAS, in 2011 the City of Wilsonville approved Resolution No. 2293 authorizing an Intergovernmental Agreement ("2011 IGA") with Metro, Washington County, and the City of Tualatin (the "Parties") to engage in concept planning for the Basalt Creek Planning Area; and

WHEREAS, the above Parties agreed to memorialize and endorse the recommendations and results of the 2013 Basalt Creek Transportation Refinement Plan, and in 2013 the City of Wilsonville approved Resolution No. 2435 acknowledging the Basalt Creek Transportation Refinement Plan; and

WHEREAS, from October 2013 through October 2016, the Wilsonville and Tualatin City Councils held five joint Council work sessions considering several boundary and land use alternatives for the Basalt Creek Planning Area; and

WHEREAS, over that same time period, two public workshops were held and the Wilsonville and Tualatin Planning Commissions and City Councils convened several work sessions; and

WHEREAS, the City of Wilsonville approved Resolution No. 2657 authorizing an Intergovernmental Agreement ("2017 IGA") with Metro, Washington County, and the City of Tualatin to ask Metro to make an arbitration determination on the appropriate designation of the land use for an area within the Basalt Creek Planning Area that consists of approximately 52 net acres of land, commonly referred to as the "Central Subarea;" and

WHEREAS, in the 2017 IGA, the City agreed to pass a Resolution adopting the Concept Plan, reflecting the Metro determination, within 120 days after the date Metro's decision becomes final and effective, and to adopt an Ordinance amending the City's Comprehensive Plan within one year after the Metro determination; and

WHEREAS, Metro made its determination on April 19, 2018 in accordance with the 2017 IGA and adopted Resolution 18-4885 on May 3, 2018 acknowledging that decision and beginning the 120-day time period requiring the City to adopt the Basalt Creek Concept Plan and one year to adopt comprehensive plan amendments; and

WHEREAS, on August 6, 2018, the City of Wilsonville approved Resolution No. 2697 acknowledging the Basalt Creek Concept Plan; and

WHEREAS, with respect to the Coffee Creek Industrial Area, on March 4, 2019, the City Council adopted Resolution No. 2726, amending the Urban Planning Area Agreement, which expands the City of Wilsonville Urban Planning Area Boundary and, among other things, removes the condition requiring annexation of property in Coffee Creek prior to application of a City Comprehensive Plan Map designation and thus allowing the City to include the Coffee Creek Industrial Area in its Comprehensive Plan Map; and

WHEREAS, in April 2019, the City and Washington County anticipate executing the Urban Planning Area Agreement; and

WHEREAS, on December 12, 2018 the Wilsonville Planning Commission held a work session to discuss and take public testimony on the Basalt Creek Comprehensive Plan and Transportation System Plan amendments; and

WHEREAS, on February 21, 2019 the Wilsonville City Council held a work session to discuss the Basalt Creek Comprehensive Plan and Transportation System Plan amendments and Urban Planning Area Agreement; and

WHEREAS, following the timely mailing and publication of the required notice, the Planning Commission conducted a public hearing on February 13, 2019, wherein the Commission received public testimony, staff reports and input, and Attachments and Exhibits, and thereafter deliberated and voted unanimously to approve Resolution No. LP19-0001 recommending approval to the City Council; and

WHEREAS, a copy of the record of the aforementioned Planning Commission action and recommendation is marked Exhibit C, attached and incorporated herein; and

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

WHEREAS, following the Planning Commission public hearing, the Wilsonville Planning Director forwarded the recommended Basalt Creek Comprehensive Plan and Transportation System Plan amendments to the City Council, along with a staff report and attachments, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.011, 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the City Council, after Public Hearing Notices were provided to a list of interested parties, property owners, and affected agencies, and posted in three locations throughout the City and on the City website, held a public hearing on April 1, 2019 to review the proposed Basalt Creek Comprehensive Plan and Transportation System Plan amendments, and to gather additional testimony and evidence regarding the proposal; and

WHEREAS, the City Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties;

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

1. FINDINGS.

   The above-recited findings are adopted and incorporated by reference herein as findings and conclusions of Resolution No. LP19-0001, which includes the staff report and attachments (Exhibit C). The City Council further finds and concludes that the adoption of the proposed Basalt Creek Comprehensive Plan and Transportation System Plan amendments are necessary to help protect the public health, safety, and welfare of the municipality by planning that will support the development of employment lands within the City limits.

2. DETERMINATION.

   Based on such findings, the City Council hereby adopts Comprehensive Plan text and Comprehensive Plan Map amendments, attached hereto and marked as Exhibit A, and Transportation System Plan amendments, attached hereto and marked as Exhibit B, and incorporated by reference as if fully set forth herein. The City Recorder is hereby

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

directed to prepare final Comprehensive Plan formatting to make sure such style and conforming changes match the format and style of the Comprehensive Plan.

3. EFFECTIVE DATE OF ORDINANCE.

   This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 1st day of April, 2019, and scheduled for a second reading at a regular meeting of the Council on the 15th day of April, 2019, commencing at the hour of 7:00 P.M. at the Wilsonville City Hall.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 15th day of April, 2019 by the following votes:

Yes: 5 No: 0

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 15th day of April, 2019.

TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Akervall	Yes
Councilor Stevens	Yes
Councilor Lehan	Yes
Councilor West	Yes

Exhibits:

A. Comprehensive Plan Text and Map Amendments
B. Transportation System Plan Amendments
C. Planning Commission Record

Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: February 6, 2019

Proposed additions to the Comprehensive Plan text are shown in purple.

LAND USE AND DEVELOPMENT

INDUSTRIAL DEVELOPMENT

Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation. For all practical purposes, all development should be guided by the same general standards; dealing with intensity, etc.

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.c Favor capital intensive, rather than labor intensive, industries within the City.

Implementation Measure 4.1.3.d Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor

area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

Implementation Measure 4.1.3.l Encourage growth in industrial business types prevalent in the region but new to the City, such as "craft" manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into "craft" manufacturing areas.

Implementation Measure 4.1.3.m Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: February 6, 2019

AREAS OF SPECIAL CONCERN

AREA M

This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.

The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.

The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.

- High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering

all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

- Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.
- Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.

Design Objectives

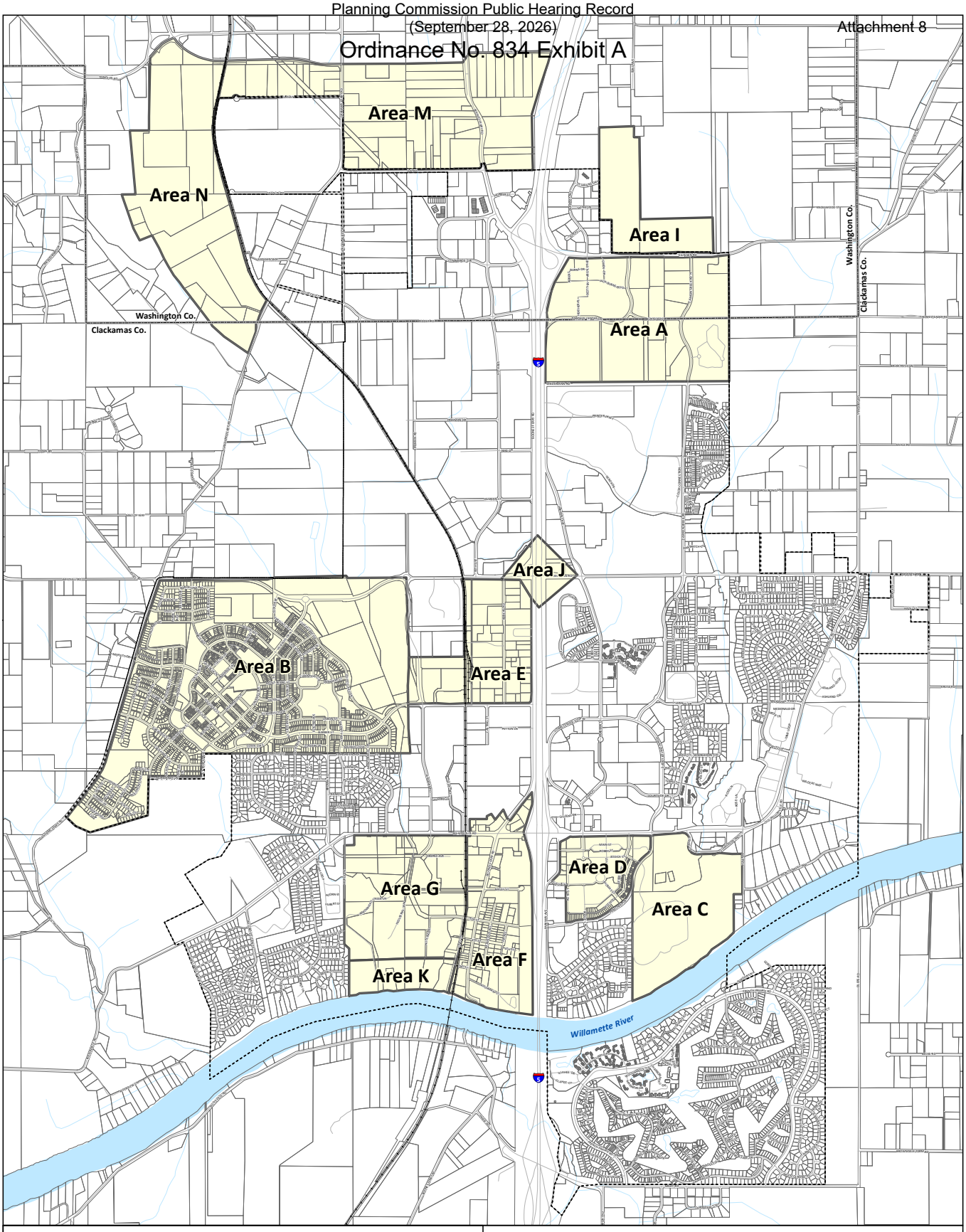
1. Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.

3. Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

AREA N

This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat, steep slopes, limited access, and fragmented property ownership. Without addressing any of these constraints, development potential is limited, and initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure. However, once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. The area also has potential for resource conservation and future public access to nature. The area will require master planning before any development occurs.

Ordinance No. 834 Exhibit A



Comprehensive Plan Areas of Special Concern

WILSONVILLE OREGON

Mile
0 0.5

February 2019

Map Legend

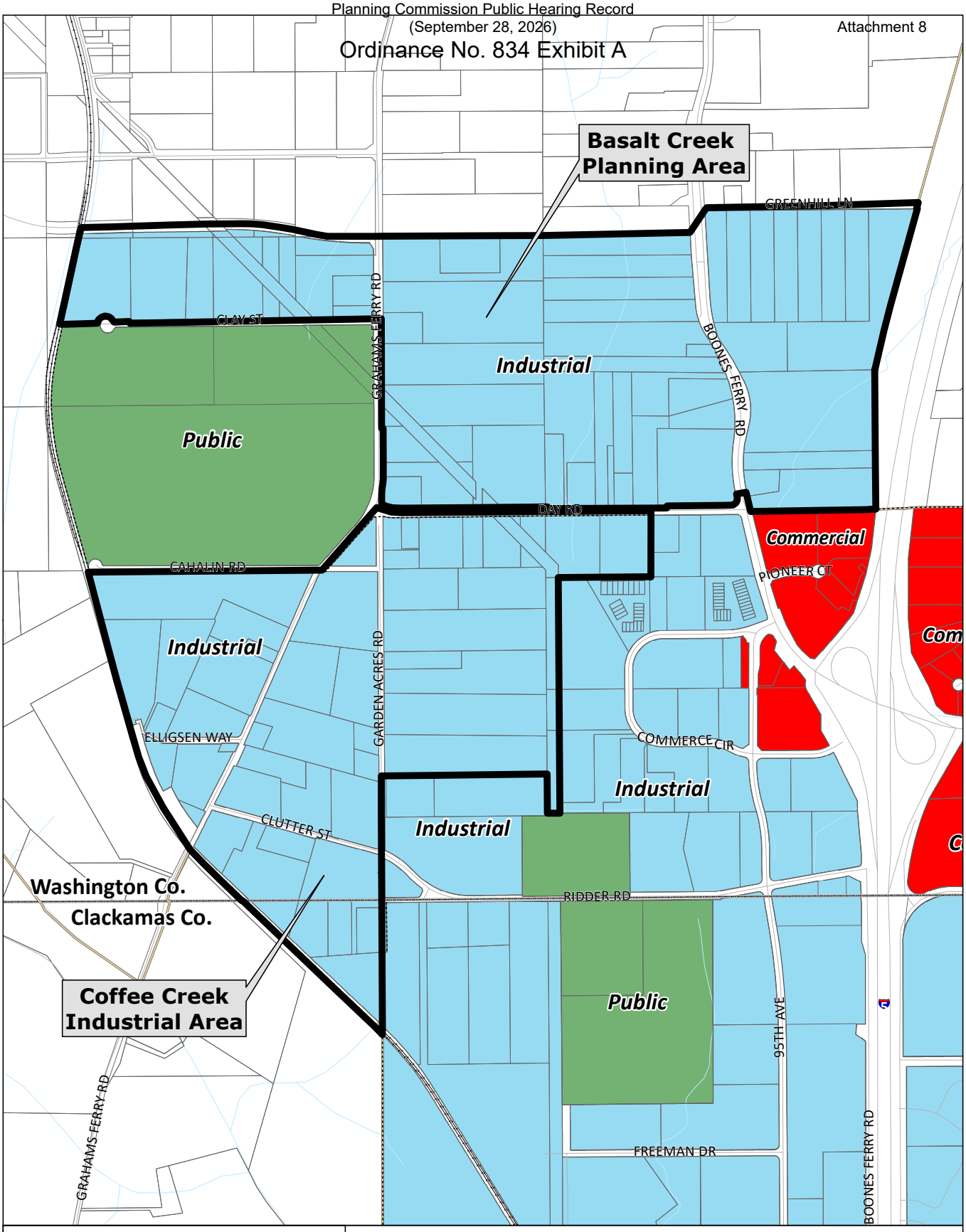
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots
- Area of Special Concern

This map is to be used in conjunction with written text provided in the Wilsonville Comprehensive Plan.

WILSONVILLE GIS

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.

Ordinance No. 834 Exhibit A



Comprehensive Plan Map Amendments

Basalt Creek Planning Area and Coffee Creek Industrial Area

Mile
0 0.25

February 2019

Land Use Designations

- Commercial
- Industrial
- Public
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots

WILSONVILLE GIS

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.

117 Commercial Street NE
Suite 310
Salem, OR 97301
503.391.8773
www.dksassociates.com

MEMORANDUM

DATE: February 5, 2019

TO: Miranda Bateschell, Planning Manager | City of Wilsonville
Zach Weigel, Capital Projects Engineering Manager | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Hills, E.I. |DKS Associates

SUBJECT: **Wilsonville Transportation System Plan (TSP) Amendment Summary** P18197-001

The Basalt Creek Concept Plan was formally adopted by the City of Wilsonville on August 6, 2018. A summary of the Basalt Creek Analysis is attached to memorandum for reference. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation requirements and projects identified in the plan. This memorandum also documents other amendments to the TSP based on general updates and a recent City Council Resolution. The TSP changes include:

<u>Basalt Creek Concept Plan</u>

- Show the current alignment of 124th Avenue extension and add the Basalt Creek Parkway extension project from 124th Avenue to Boones Ferry Road on the higher priority project list.
- Add the Basalt Creek Parkway overcrossing of I-5 to the additional planned project list.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) to the additional planned project list (unfunded).
- Add Boones Ferry Road widening to 5-lanes from Day Road to Basalt Creek Parkway on the higher priority project list.
- Update Grahams Ferry Road widening to three lanes from Day Road to Basalt Creek Pkwy and move to the higher priority project list.
- Update project UU-P4 text under "Why Not Higher Priority" to recognize the function of Grahams Ferry Road between Day and Clutter to serve Coffee Creek Industrial area.
- Add the Boones Ferry Road/95th Avenue Intersection access management project on the higher priority project list.
- Add Basalt Creek Canyon and the I-5 Easement trail projects to the bicycle/pedestrian map.

General Updates

- Update Figure 3-1 to show Garden Acres Road, Clutter Road, and Advance Road to 60th Avenue as City of Wilsonville jurisdiction.
- Update Figure 3-2 to show Garden Acres Road (from Grahams Ferry Road to Ridder Road) as a Minor Arterial and Ridder Road (from Garden Acres Road to Kinsman Road) as a Minor Arterial.
- Add a second southbound right turn lane on the ramp at Boones Ferry Road/I-5 Southbound on the higher priority project list.
- Update the Brown Road Extension Alignment to 5th Street that was selected and approved by Wilsonville City Council Resolution No. 2610.
- Add the Pioneer Court roadway extension project to the Additional Planned Projects list.

The following sections provide more detail for the specific proposed modifications to the TSP.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

Executive Summary

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

Higher Priority Projects Figure (Page iv)

See the recommended changes to this figure in Chapter 5 (pages 3-4 of this memorandum).

Higher Priority Projects Table (Page v)

Add or update the following projects to this table:

- RE-04B Brown Road Extension (with ~~Bailey Street or~~ 5th Street Connection)
- RE-14 Basalt Creek Parkway Connection
- RW-04 Boones Ferry Road Widening
- RW-05 Grahams Ferry Road Widening
- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
- SI-08 Boones Ferry Road/95th Avenue Access Management
- LT-02 Basalt Creek Canyon Ridge Trail
- LT-03 I-5 Easement Trail

Chapter 3: The Standards

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

Figure 3-1: Roadway Jurisdictions (Page 3-3)

Summary of changes:

- Change the jurisdiction of Clutter Road from Washington County to City.
- Change the jurisdiction of Garden Acres Road (Day Road to Ridder Road) from Washington County to City.
- Change the jurisdiction of Advance Road (to 60th Avenue) from Clackamas County to City.

Figure 3-2: Functional Class Designations (Page 3-5)

Summary of changes:

- Update the functional classification of Clutter Road to Collector.
- Modify the functional classification of Garden Acres Road (Day Road to Ridder Road) from Collector to Minor Arterial.
- Modify the functional classification of Ridder Road (Garden Acres Road to Kinsman Road) from Collector to Minor Arterial.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) and show it as a Future Minor Arterial.

Figure 3-4: Freight Routes (Page 3-9)

Summary of changes:

- Show Basalt Creek Parkway and Boones Ferry Road (between Day Road and Basalt Creek Parkway) as a Future Truck Route.

Figure 3-5: Bicycle Routes (Page 3-11)

Summary of changes:

- Add the Basalt Creek Canyon Ridge trail project
- Add the I-5 Easement trail project
- Remove the bike lane and Tonquin Trail alignment for the Bailey Street Connection for the Brown Road Extension

Access Management (Page 3-20)

Add the following text to Page 3-20 after the third paragraph:

- <u>The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road. The parkway creates a new connection between I-5 and 99W.</u>

Figure 3-13: Access Management Interest Areas (Page 3-21)

Summary of changes:

- Add Basalt Creek Parkway as Access Management Interest Area (from Grahams Ferry Road to Boones Ferry Road).

Chapter 4: The Needs

The following changes are recommended to Chapter 4 of the City of Wilsonville's TSP.

Figure 4-2: Future 2035 Capacity Deficiencies (Page 4-7)

Summary of changes:

- Remove the textbox that states "Basalt Creek Study will refine projects"

Chapter 5: The Projects

The following changes are recommended to Chapter 5 of the City of Wilsonville's TSP.

Figure 5-2: Higher Priority Projects (Page 5-5)

Summary of changes:

- Remove the alignment for the Bailey Street Connection for project RE-04 Brown Road Extension
- Remove the Brown Road Extension Area of Special Concern textbox and callout
- Add a new project RE-14 Basalt Creek Parkway Connection (from Grahams Ferry Road to Boones Ferry Road as a Major Arterial Roadway Extension
- Add project RW-04 on Boones Ferry Road from Day Road to Basalt Creek Parkway (Major Arterial)
- Add project RW-05 Grahams Ferry Road Widening from Day Road to Basalt Creek Parkway (Collector)
- Add project SI-07 at the I-5 Southbound Exit Ramp at Boones Ferry Road intersection
- Add project SI-08 for access management for the Boones Ferry Road/95th Avenue intersection
- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.

Table 5-2: Higher Priority Projects (Northwest Quadrant) (Page 5-6)

Add the following projects and their descriptions:

- RE-14 Basalt Creek Parkway Connection

  Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.

- RW-04 Boones Ferry Road Widening

  Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.

- RW-05 Grahams Ferry Road Widening

  Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements.

- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road.

  Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489

- SI-08 Boones Ferry Road/95th Avenue Access Management.

  Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in / right-out. Additional access will occur via a north-south local street connection between Pioneer Drive, passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access with Boones Ferry Road.

- LT-02 Basalt Creek Canyon Ridge Trail.

  Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.

- LT-03 I-5 Easement Trail.

  Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.

Figure 5-3: Higher Priority Projects (Northwest Quadrant) (Page 5-7)

Summary of changes:

- Remove the textbox regarding the Basalt Creek Refinement Plan
- Add Basalt Creek Parkway Connection project RE-14 as described in Table 5-2.
- Add Boones Ferry Road project RW-04 from Day Road to Basalt Creek Parkway (Major Arterial)
- Add Grahams Ferry Road Widening project RW-05 from Day Road to Basalt Creek Parkway (Collector)
- Add I-5 Southbound Exit Ramp/Boones Ferry Road project SI-07.
- Add Boones Ferry Road/95th Avenue intersection project SI-08.

- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.
- Add 124th Avenue extension to Grahams Ferry Road as a Collector Roadway

Table 5-4: Higher Priority Projects (Southwest Quadrant) (Page 5-10)

Update the following projects and their descriptions:

- RE-04B Brown Road Extension

  Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connecting at ~~either Bailey Street or~~ 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection

Figure 5-5: Higher Priority Projects (Southwest Quadrant) (Page 5-11)

Summary of changes:

- Remove the textbox that states "Area of Special Concern:"
- Remove the alignment for the Bailey Street Connection for project RE-04B Brown Road Extension.

Brown Road Extension Alternatives (Page 5-15)

- Remove entire page.

Figure 5-7: Additional Planned Projects (Page 5-17)

Summary of changes:

- Remove the "124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)" text
- Remove the "Possible Basalt Creek Connection (Conceptual)" text
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road) as described in Table 5-10.
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

Table 5-9: Additional Planned Projects (Northwest Quadrant) (Page 5-18)

Add, remove, or update the following projects and descriptions:

- RE-P6 Basalt Creek Overcrossing

  Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436. No funding has been identified within the planning horizon for this project.

- RE-P15 Pioneer Court Extension

  Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.

- UU-P4 Grahams Ferry Road Urban Upgrade

  Why Not Higher Priority? ~~Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville.~~ Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop.

Figure 5-8: Additional Planned Projects (Northwest Quadrant) (Page 5-19)

Summary of changes:

- Remove the "124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)" text
- Remove the "Possible Basalt Creek Connection (Conceptual)" text
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

Table 5-10: Additional Planned Projects (Northeast Quadrant) (Page 5-20)

Add the following project and description:

- RE-P5 Day Road Overcrossing

  Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490. No funding has been identified within the planning horizon for this project.

Figure 5-9: Additional Planned Projects (Northeast Quadrant) (Page 5-21)

Summary of changes:

- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road).

Please let us know if you have any questions.

Attachments:

- Basalt Creek TSP Amendment Analysis Summary
- TSP Amendments (Figures, Tables, and Text)

Basalt Creek TSP Amendment Analysis
February 2019

The purpose of this document is to demonstrate that the solutions identified in the 2013 Basalt Creek Transportation Refinement Plan are still appropriate in response to the 2018 Regional Transportation Plan update. The Basalt Creek Transportation Refinement Plan was adopted in 2013 and provided the framework for the development of concept and comprehensive plans for the Basalt Creek Urban Growth Expansion Area. Since that time, the plans for the area have refined the types of expected urban development that will occur in the area. In addition, regional planning efforts, such as the 2018 Regional Transportation Plan, have continued to be refined.

The Basalt Creek Transportation Refinement Plan was developed to determine the major transportation system necessary to serve development throughout the Basalt Creek Planning Area. The Basalt Creek Transportation Refinement Plan set the stage for concept planning and comprehensive plan development for the Basalt Creek Planning Area. The transportation investments identified by the Basalt Creek Transportation Refinement Plan considered not only future growth within the Basalt Creek Planning Area itself, but also future growth in adjacent areas, including:

- Southwest Tualatin Concept Planning Area
- Tonquin Employment Planning Area (in Sherwood)
- Coffee Creek Planning Area in Wilsonville

Since the development of the Basalt Creek Transportation Refinement Plan the Cities of Tualatin and Wilsonville have proceeded with concept and comprehensive planning for the Basalt Creek Planning Area. These planning efforts have built upon the Basalt Creek Transportation Refinement Plan as a framework for organizing the land use plans.

Furthermore, the 124th Avenue connection and Basalt Creek Parkway has been constructed as an interim 3-lane facility between Tualatin-Sherwood Road and Grahams Ferry Road. Washington County is currently beginning design work for the extension of the Basalt Creek Parkway between Grahams Ferry Road and Boones Ferry Road. The interim improvement is intended to serve existing transportation needs. Development along the corridor is encouraged to dedicate the right-of-way and complete the ultimate cross-section as appropriate.

The Regional Transportation Plan was updated in 2014 to reflect the Basalt Creek Transportation Refinement Plan. Regional land use growth assumptions and additional regional planning efforts have continued as the concept and comprehensive planning for the Basalt Creek area has been developed through an extensive multi-year and multi-jurisdictional public process.

With the advent of the 2018 Regional Transportation Plan and revised growth assumptions it seemed prudent to revisit the Basalt Creek Transportation Refinement Plan to ensure that the transportation system anticipated at the start of the process was indeed still adequate to serve the Basalt Creek Planning Area.

Ordinance No. 834 Exhibit B

The following tables document the land use assumptions for the Basalt Creek Planning Area.

Land Use in the 2010 Regional Transportation Plan travel demand forecast
(Land Use in the 2012 Basalt Creek Transportation Refinement Plan Technical Report)

Zone Number	2005 Households	2035 Households	2005 Total Employment	2035 Total Employment
1013	94	706	52	896
1014	54	645	16	938
Total	**148**	**1,351**	**68**	**1,834**

Land Use in the 2018 Regional Transportation Plan travel demand forecast

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45	0	79	1,447
981	107	646	167	1,447
Total	**152**	**646**	**246**	**2,894**

Buildout of the Basalt Creek Concept Plan

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45		79	2,227
981	107	581	167	2,227
Total	**152**	**581**	**246**	**4,453**

It should be noted that the zone numbering system changed in 2013 but the geographic boundaries of these two zones remained the same.

Also note the total 2040 employment for both zones is the same number; however the model assumed zone 981 will have slightly more service employment than zone 980.

Ordinance No. 834 Exhibit B

The following table provides a list of transportation investments assumed in the 2040 regional travel demand forecast:

2040 Financially Constrained RTP Projects near Basalt Creek Planning Area

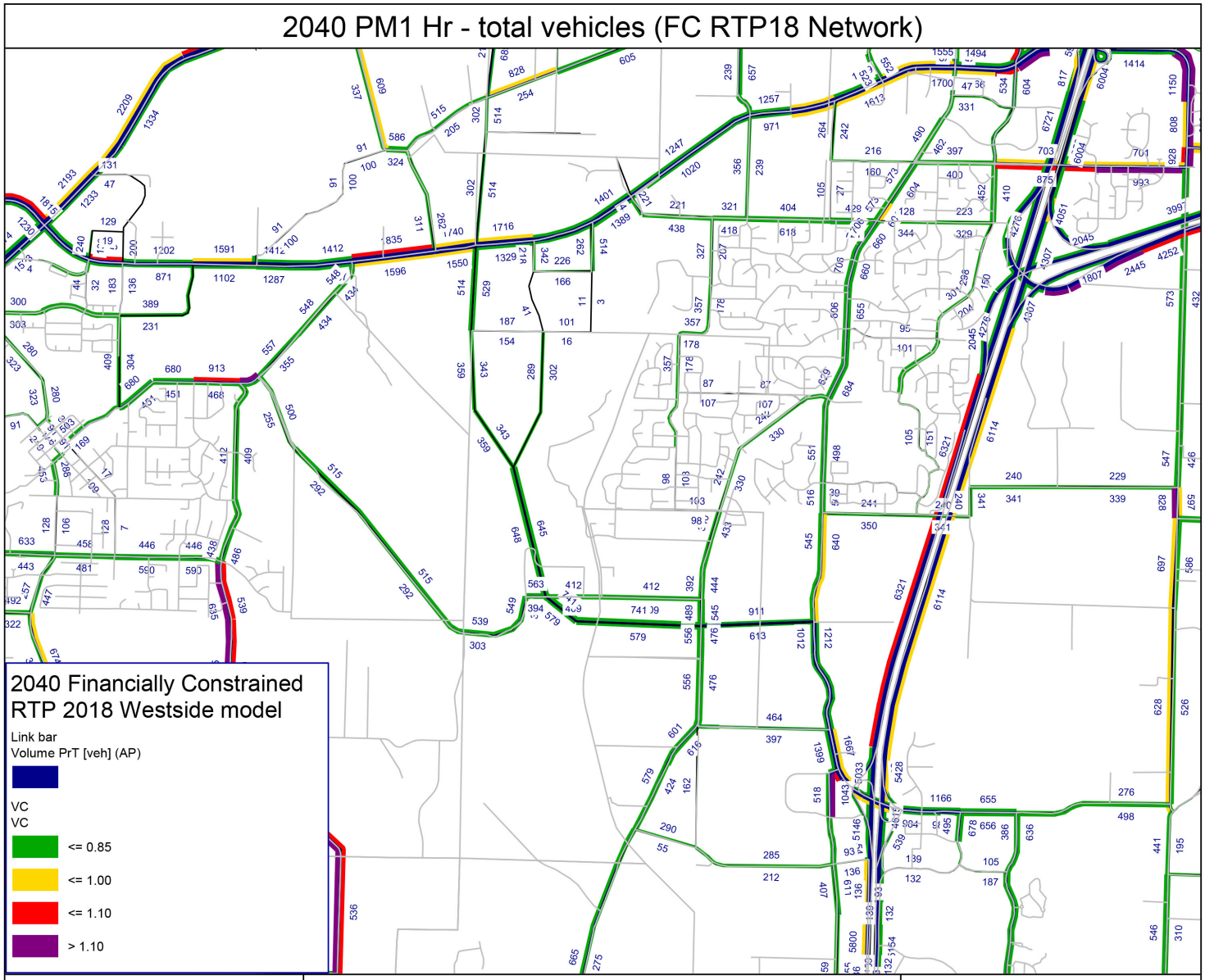
Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Washington County	10568	Tualatin-Sherwood Rd Improvements	Langer Farms Pkwy	Teton Ave	Widen from three to five lanes with bike lanes and sidewalks.	$35,000,000	2018-2027	Yes	Roads and Bridges	Relieve current congestion
Sherwood	10674	Oregon-Tonquin Intersection Improvements	SW Oregon St	SW Tonquin Rd	Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction. Potential for signal in-lieu of dual-roundabout system if better for development and once SW 124th Ave project is completed. If roundabout, project will include rapid flashing beacons at new roundabout and retrofit of adjacent roundabout to meet MUTCD suggestions for pedestrian crossings at roundabouts. This is currently a Washington County facility but would likely become Sherwood's upon completion of project to TSP standards.	$2,400,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	10588	Grahams Ferry Rd Improvements	Day Rd	County line	Widen Grahams Ferry Road to 3 lanes, add bike/pedestrian connections to regional trail system and fix (project development only) undersized railroad overcrossing.	$13,200,000	2028-2040	Yes	Freight	Improve freight access to indust & intermodal
Washington County	10590	Tonquin Rd Improvements	Grahams Ferry Rd	124th Ave	Realign and widen to three lanes with bike lanes and sidewalks and street lighting.	$11,400,000	2018-2027	Yes	Roads and Bridges	Build Complete Street
Wilsonville	10853	Garden Acres Road Extension	Day Road	Ridder Road	Construct three lane road extension with sidewalks and cycle track and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection.	$14,260,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11243	Day Rd Improvements	Grahams Ferry Rd	Boones Ferry Rd	Widen street from 3 to 5 lanes with buffered bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief. Sidewalk infill and creation of Tonquin Trail multi-use path spur will reduce pedestrian and vehicle conflicts. Bike buffers will reduce bicycle and freight conflicts.	$10,560,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion

2040 Financially Constrained RTP Projects near Basalt Creek Planning Area (Continued)

Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Tualatin	11417	Blake Street Extension	115th Ave	124th Ave	Extend Blake Street to create an east-west connection between 115th and 124th. Install signal at Blake and 124th. New road section will provide an alternative route for industrial traffic on the high injury corridor: Tualatin/Sherwood Road.	$17,000,000	2018-2027	Yes	Roads and Bridges	Increase access to jobs
Washington County	11470	Basalt Creek Parkway	Grahams Ferry Rd	Boones Ferry Rd	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	$31,700,000	2018-2027	Yes	Roads and Bridges	Serve new urban area
Washington County	11487	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	$1,200,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11489	Boones Ferry / I-5 off ramp improvements	SB I-5 off ramp	Boones Ferry Rd	construct second right-turn lane	$1,063,000	2028-2040	Yes	Roads and Bridges	Relieve current congestion
Tualatin	11962	Grahams Ferry Rd	SW Ibach Rd	Helenius Rd	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.	$5,048,800	2028-2040	Yes	Roads and Bridges	Build Complete Street

Ordinance No. 834 Exhibit B

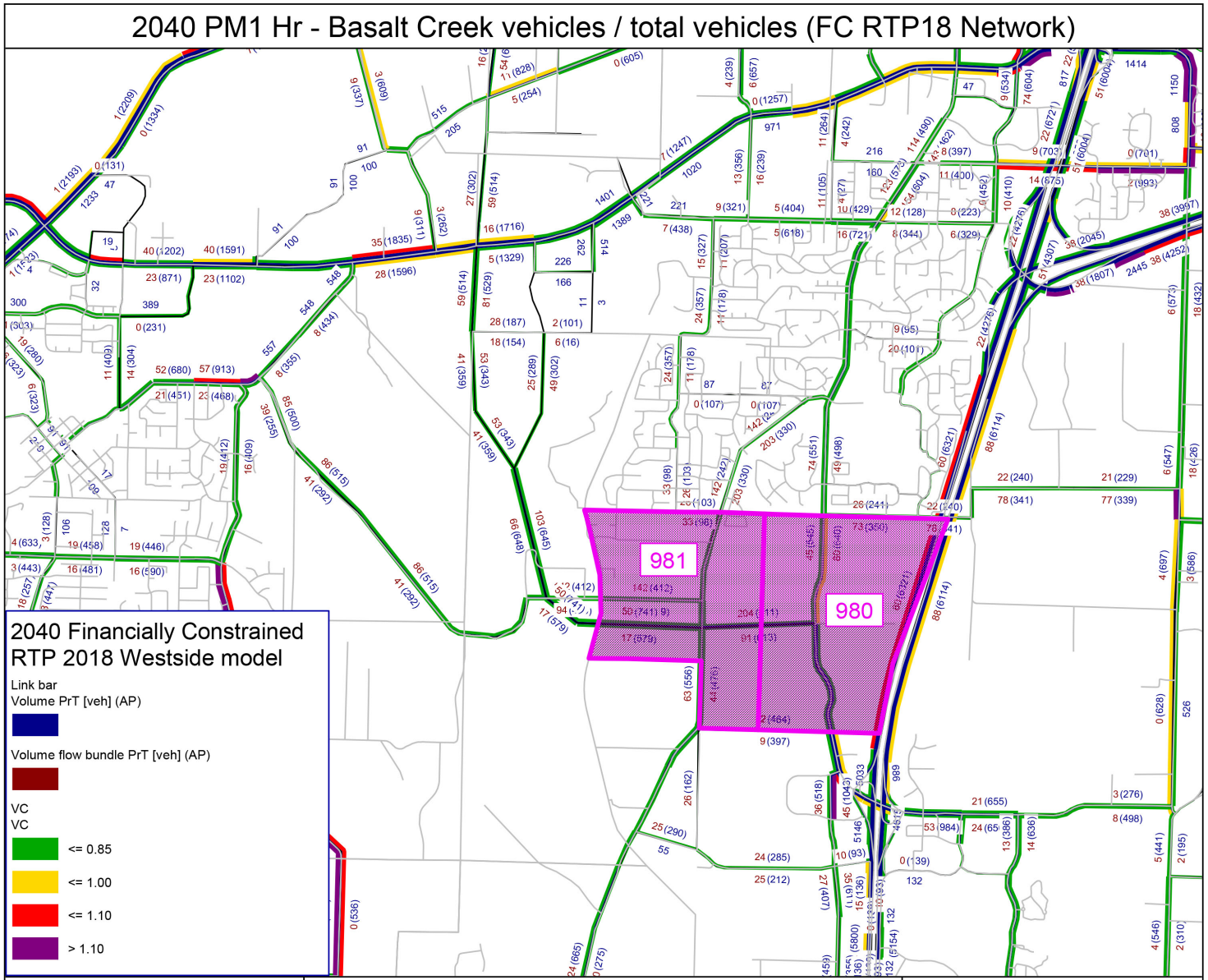
Financially Constrained 2018 Regional Transportation Plan Network
2040 PM 1 Hour Total Vehicle Volume Forecast Results



Washington County	Westside Focus Model	2040 PM 1-Hour
Steve Kelley	2040_RTP18_disagg_FC_122118.ver	21.12.2018

Ordinance No. 834 Exhibit B

Financially Constrained 2018 Regional Transportation Plan Network
2040 PM 1 Hour Basalt Creek Vehicles (and Total Vehicles) Forecast Results



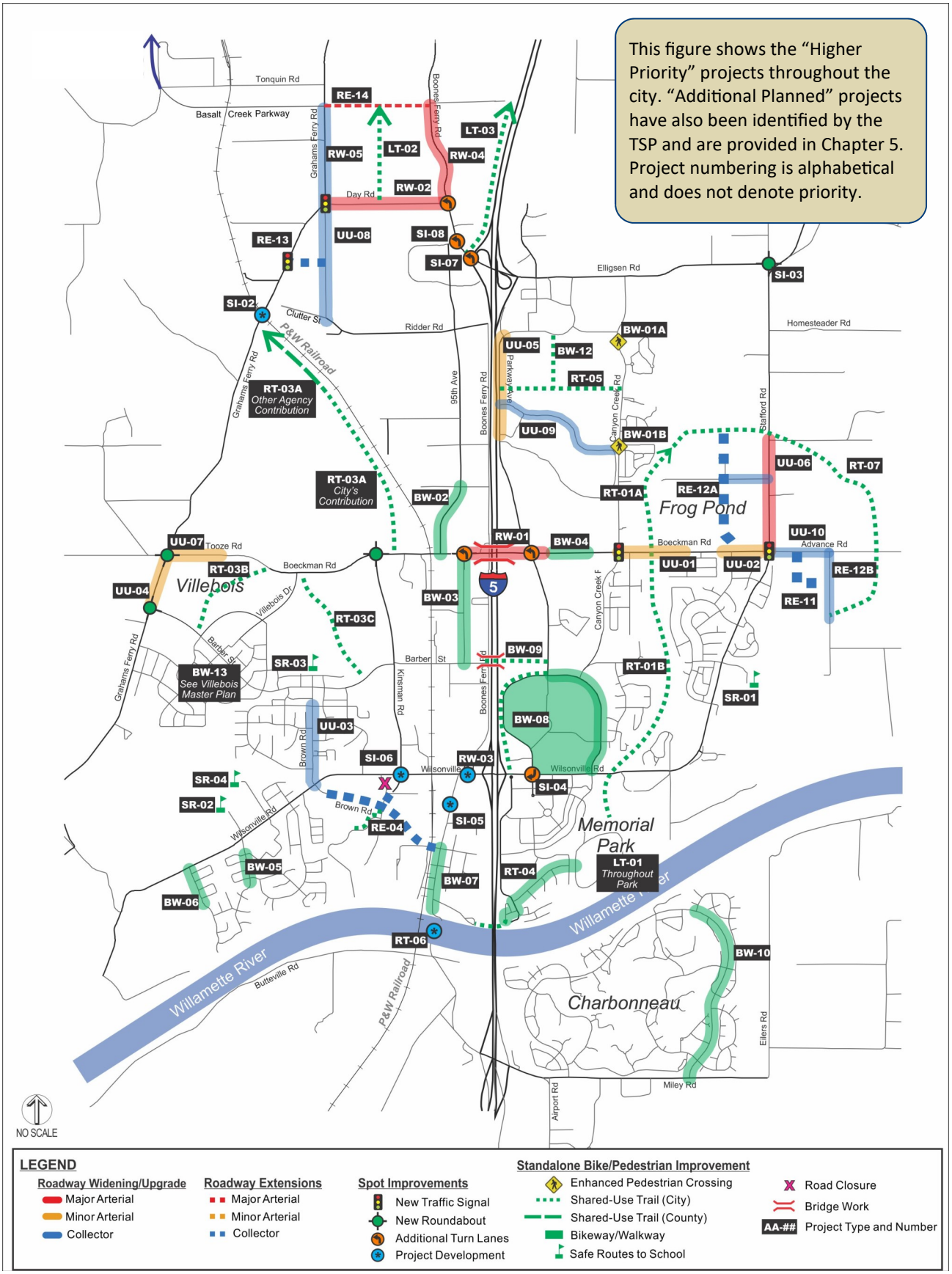
Washington County	Westside Focus Model	2040 PM 1-Hour
Steve Kelley	2040_RTP18_disagg_FC_122118.ver	21.12.2018

Summary

The 2018 Regional Transportation Plan contains a number of Financially Constrained projects identified in the Basalt Creek Planning Area. These projects were generally identified by the Basalt Creek Transportation Refinement Plan in 2012. It is anticipated that these projects will be implemented in conjunction with development in the area. The resulting planned system, including the build out scenario documented in the land use tables above, results in anticipated traffic operations consistent with regional and local level of service standards.

The level of service maps and analysis in this report are intended to provide a planning level system assessment consistent with the requirements for Transportation Planning in Oregon. A detailed operational analysis will be necessary prior to project development. The detailed operational analysis should consider needed turn lanes and assess vehicular movements at intersections to determine the appropriate design configuration. This analysis is intended to provide a generalized system assessment that would be an appropriate input into an operational evaluation necessary for project development.

HIGHER PRIORITY PROJECTS



iv Wilsonville Transportation System Plan 2013

Higher Priority Projects (Listed Alphabetically By Improvement

No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (5th Street Connection)
RE-13	Java Road Connection and Signal
RE-14	Basalt Creek Parkway Connection
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
RW-04	Boones Ferry Road Widening
RW-05	Grahams Ferry Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
UU-08	Garden Acres Road Urban Upgrade
Spot Improvements (Transportation System Management/Operations)	
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
SI-08	Boones Ferry Road/95th Avenue Access Management
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09	Town Center Loop Bike/Pedestrian Bridge
BW-10	French Prairie Drive Pathway
BW-11	Frog Pond Trails
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
LT-02	Basalt Creek Canyon Ridge Trail
LT-03	I-5 Easement Trail
Regional Trails (Standalone Pedestrian and Bicycle ImprovementsSafety)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-02	Frog Pond Trail
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedeman Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

FIGURE 3-1. ROADWAY JURISDICTION

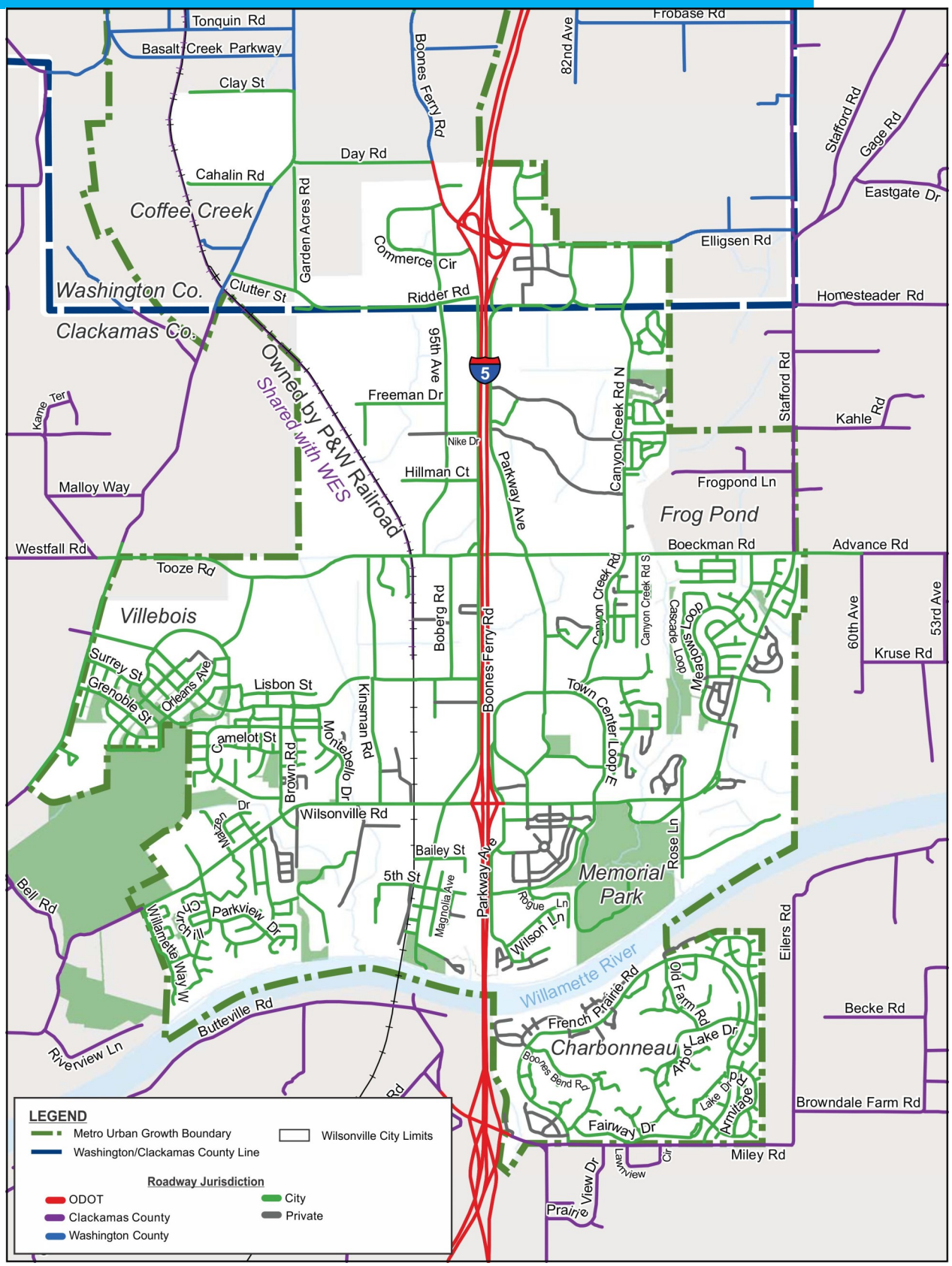


FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS

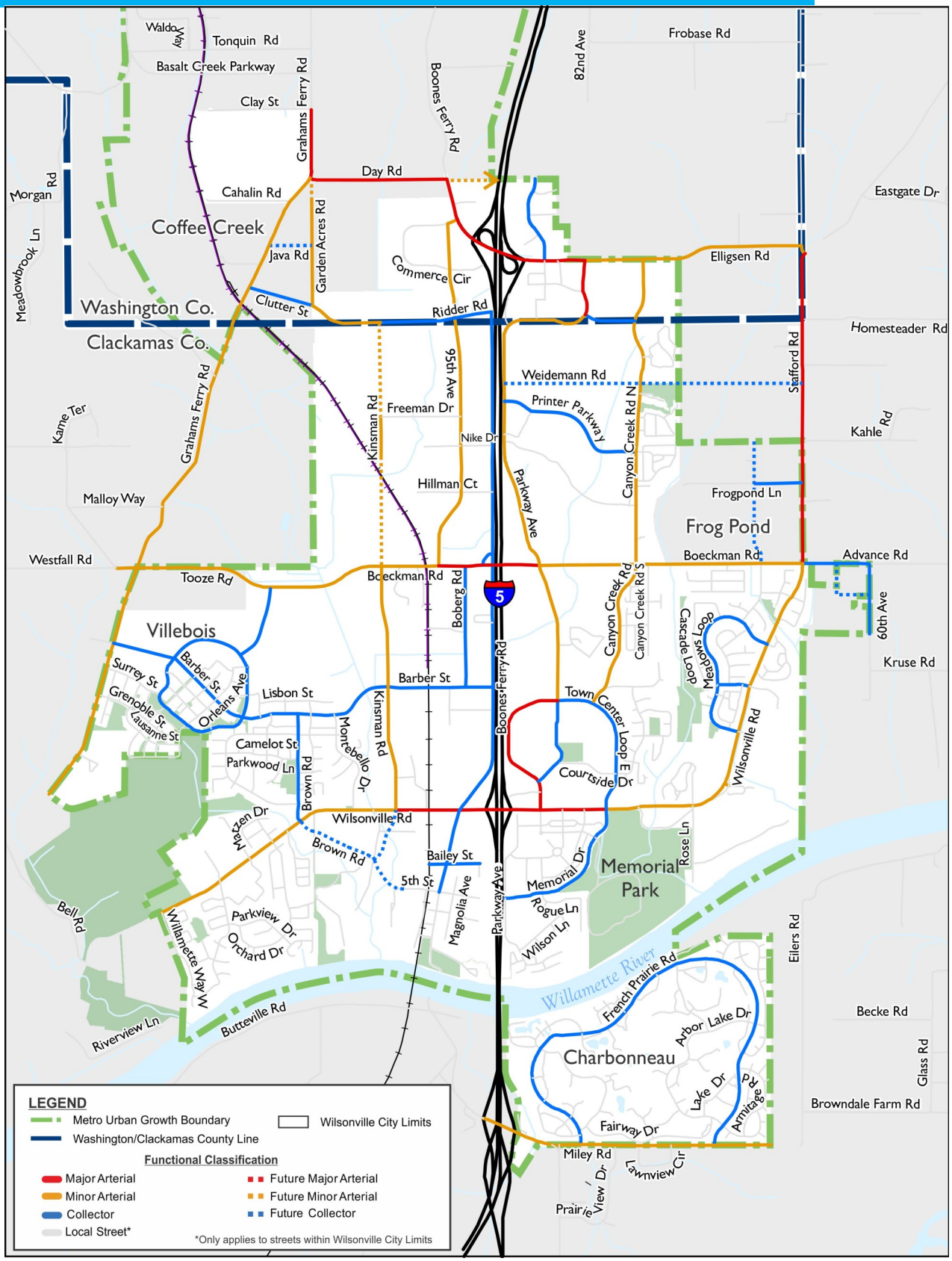


FIGURE 3-4. FREIGHT ROUTES

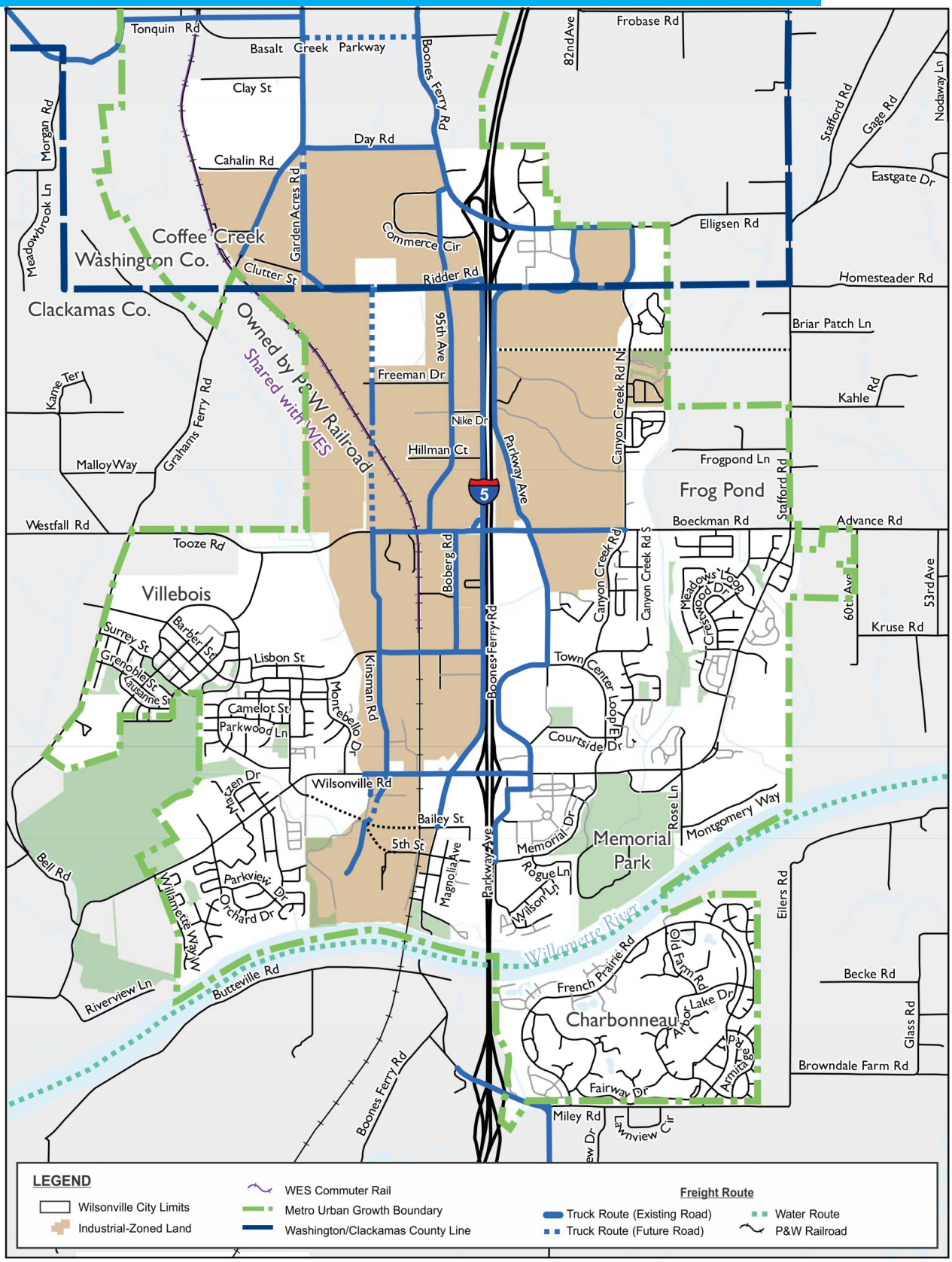
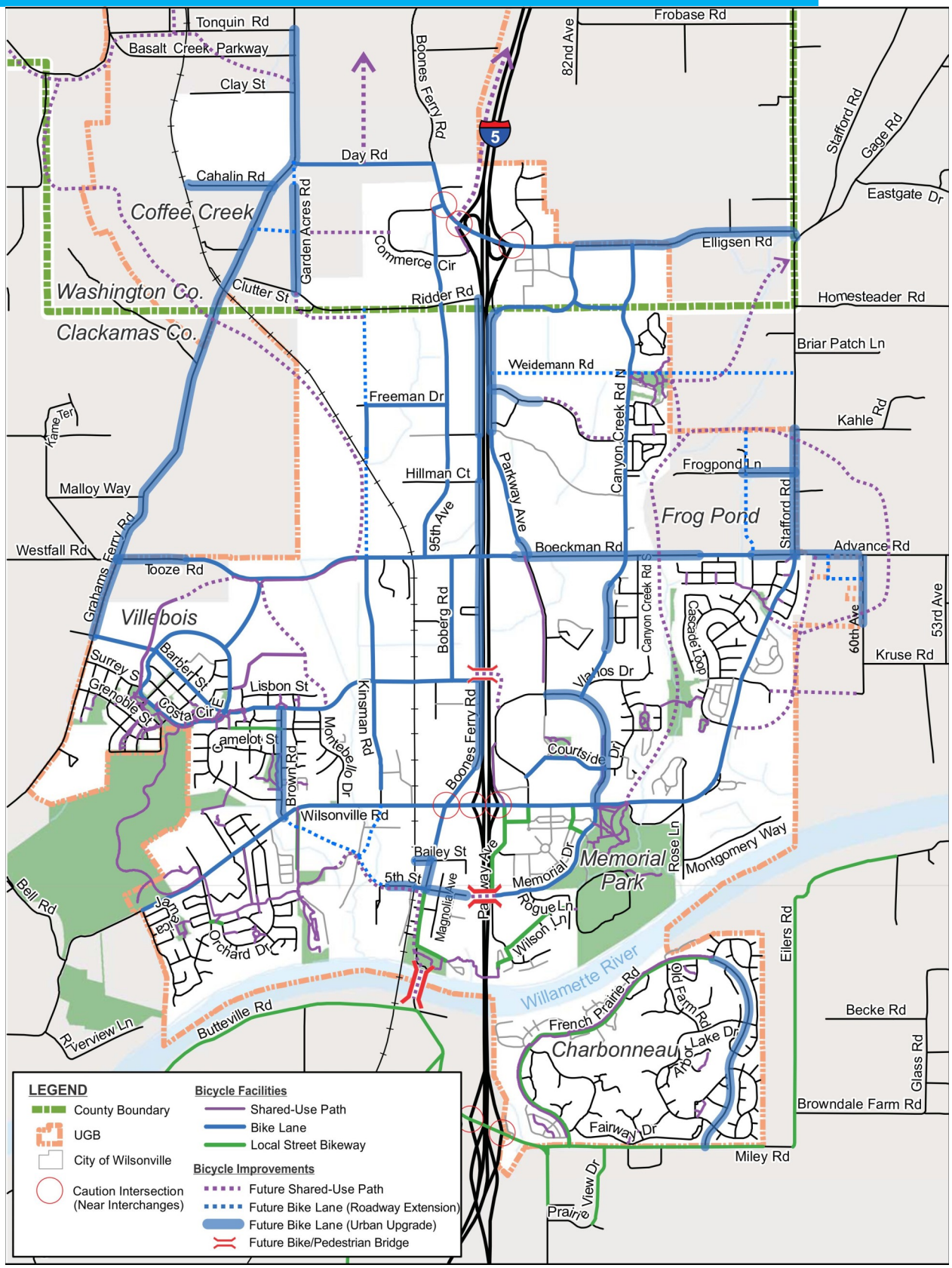


FIGURE 3-5. BICYCLE ROUTES



Access Management

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city's transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2. Access Spacing Standards

Functional Classification	Access Spacing Standards[a]	
	Desired[b]	*Minimum*
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

[a] Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

[b] Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.

Table 3-2 lists the City's access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between Parkway Avenue and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.

The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road as shown in Figure 3-13. The parkway creates a new connection between I-5 and 99W.



Looking east to the I-5/Wilsonville Road interchange.

Access Management Strategies

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City's access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or

FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS



FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES

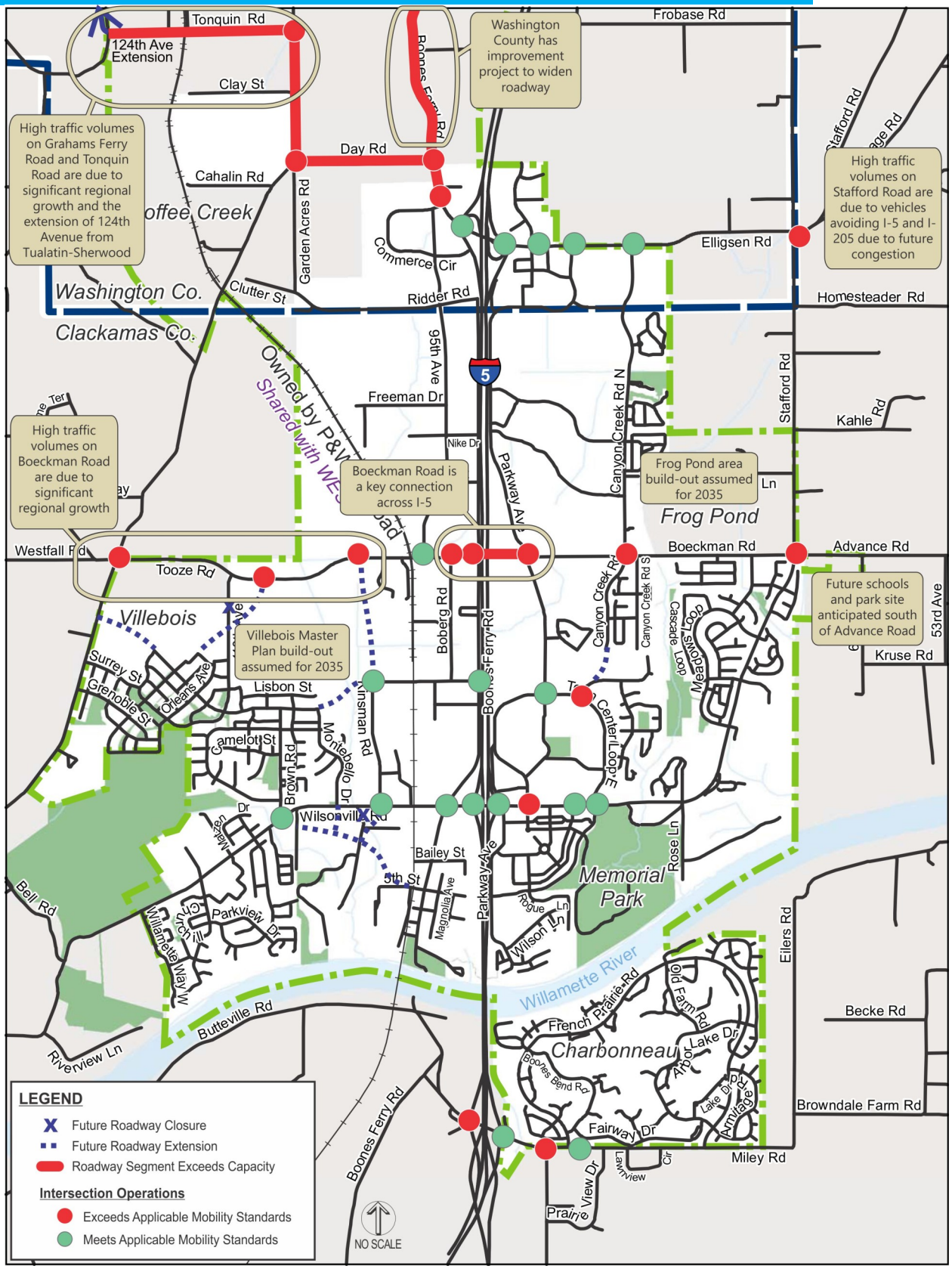


FIGURE 5-2. HIGHER PRIORITY PROJECTS

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.

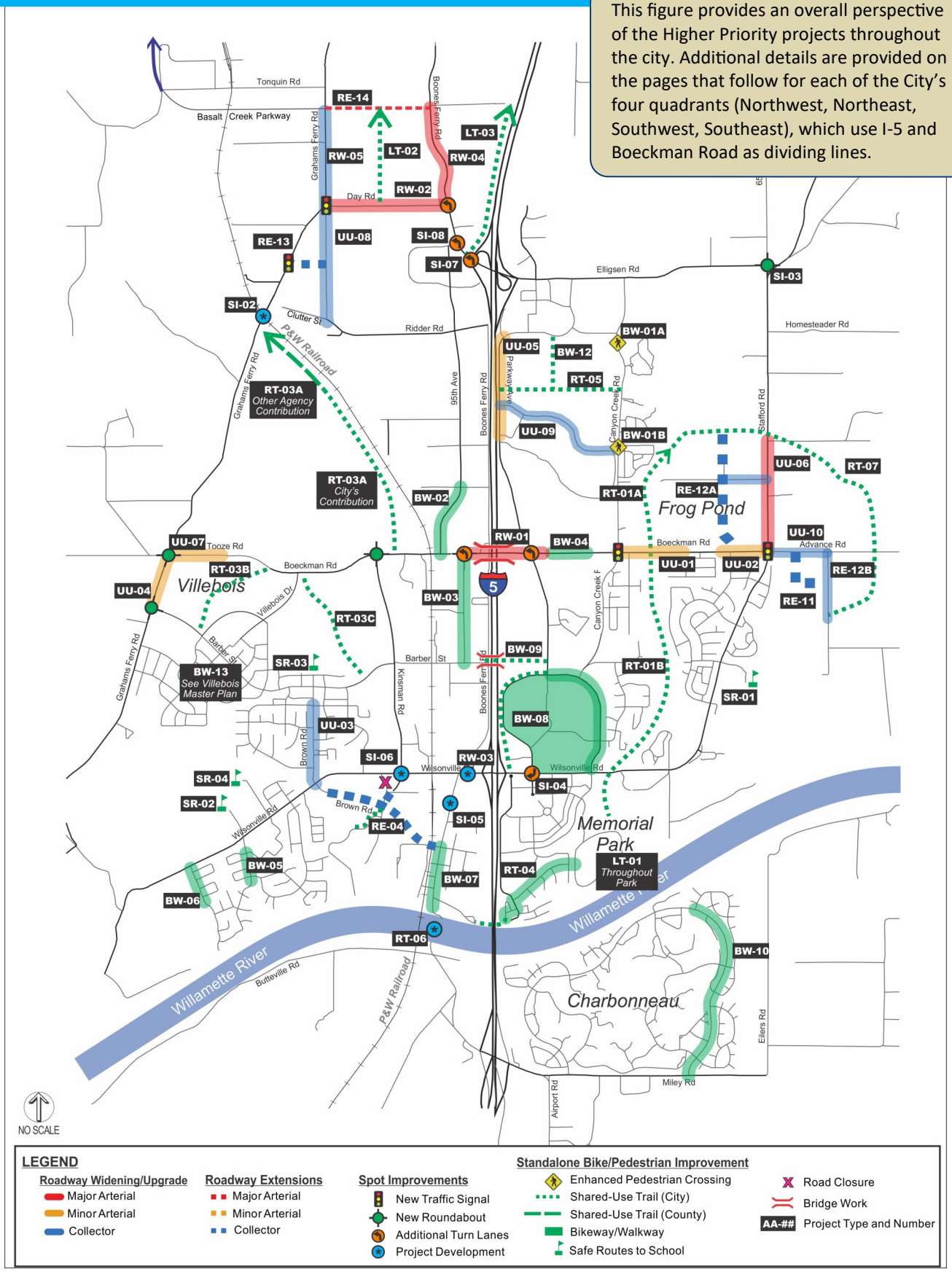


Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-13	Java Road Connection and Signal	Construct Java Road from Boones Ferry Road to Grahams Ferry Road and Garden Acres Road with a signal at the Java Road/Grahams Ferry Road intersection and disconnect Clutter Street from Grahams Ferry Road.	$1,500,000
RE-14	Basalt Creek Parkway Connection	Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.	$31,700,000
Urban Upgrades			
UU-08	Garden Acres Road Urban Upgrade	Upgrade Garden Acres Road to a three-lane collector with bicycle lanes and upgrade the Garden Acres Road/Day Road intersection to either a signal or a roundabout. Realign Ridder Road to Garden Acres Road. Close the existing Clutter Road connection to Grahams Ferry Road after completion of Project RE-13. Close the existing Coffee Creek Correctional Facility driveway to Grahams Ferry Road and relocate the driveway to Cahalin Road.	$14,260,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	$5,900,000
RW-04	Boones Ferry Road Widening	Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.	$1,200,000
RW-05	Grahams Ferry Road Widening	Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements. RTP project #10588.	$13,200,000
Spot Improvements			
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	$500,000
SI-07	Dual Southbound Right Turn Lanes	Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489	$1,063,000
SI-08	Boones Ferry Road/95th Avenue Access Management	Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in /right-out. Additional access will occur via a north-south local street connection between Pioneer Court (RE-P15), passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access at Boones Ferry Road.	$2,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately $750,000) and coordinate portion farther north with Washington County and neighboring cities	$2,040,000 (Partial Regional funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-02	Basalt Creek Canyon Ridge Trail	Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.	$450,000
LT-03	I-5 Easement Trail	Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.	$750,000

5-6 Wilsonville Transportation System Plan 2013

FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

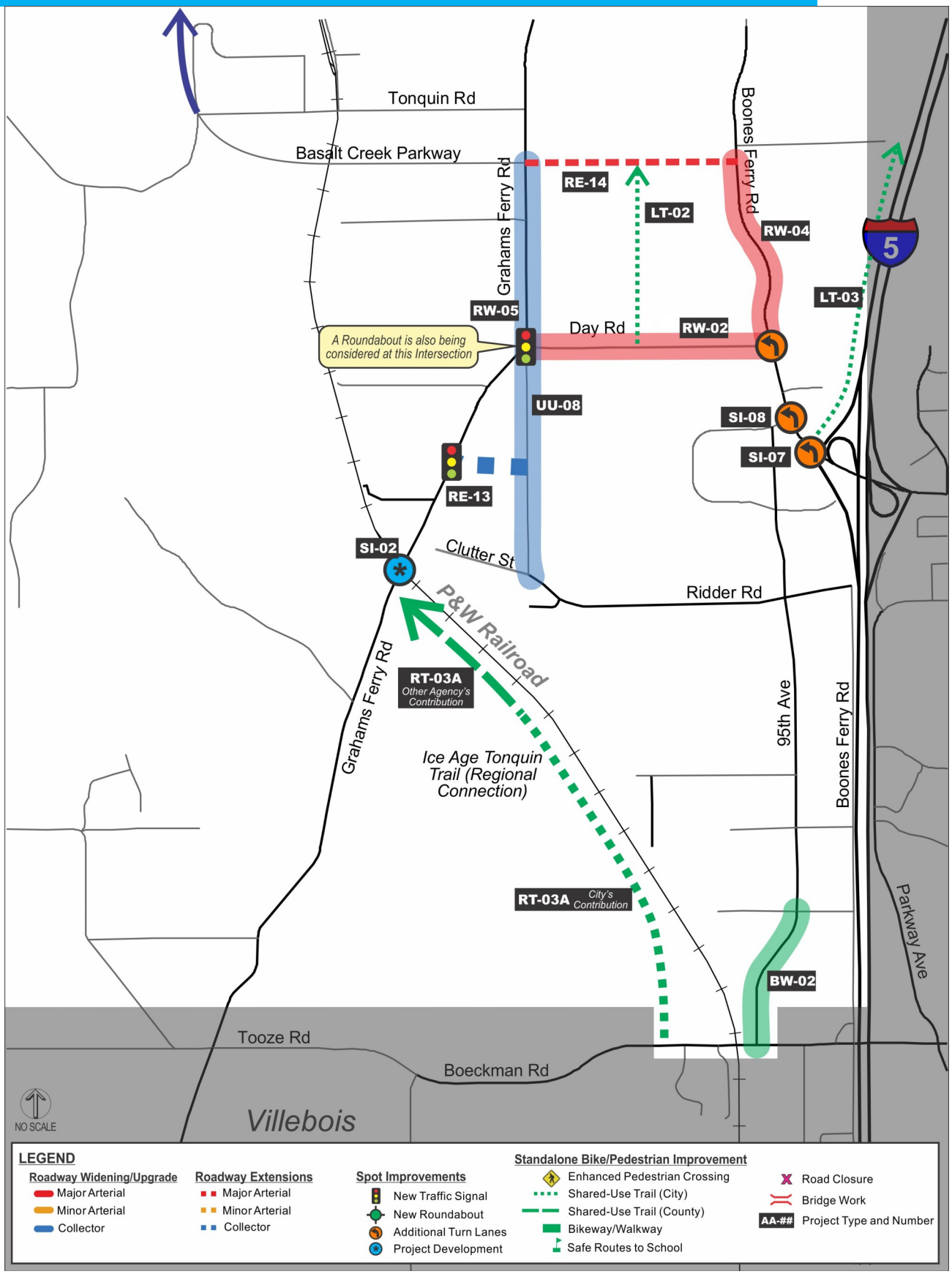
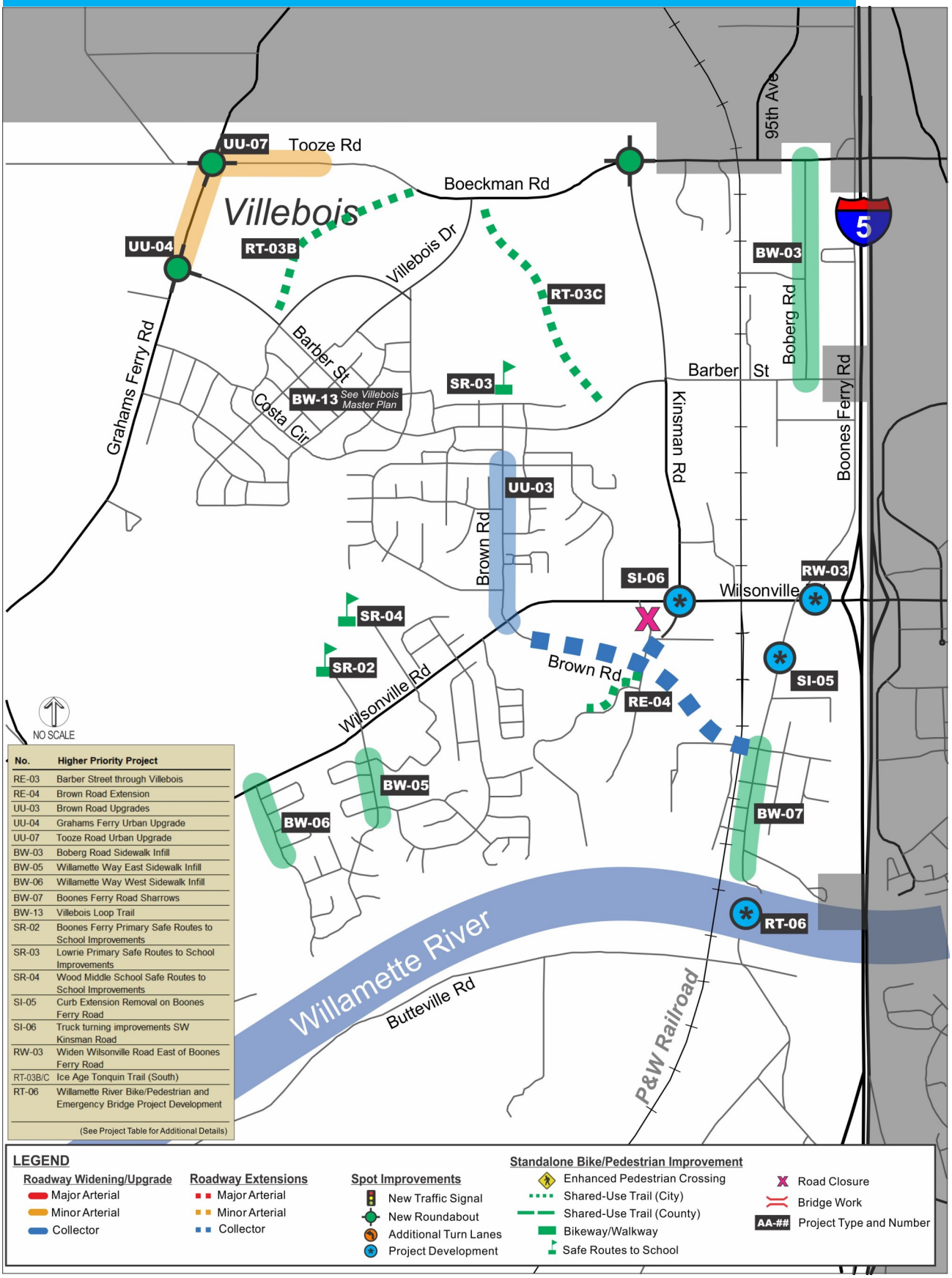


Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment	$20,000
RE-04B	Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection.	$15,200,000
Urban Upgrades			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	$7,900,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street to future connections	$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03B/C	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	$1,380,000 (Partial Regional funding)

FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)



This Page Intentionally Left Blank

FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

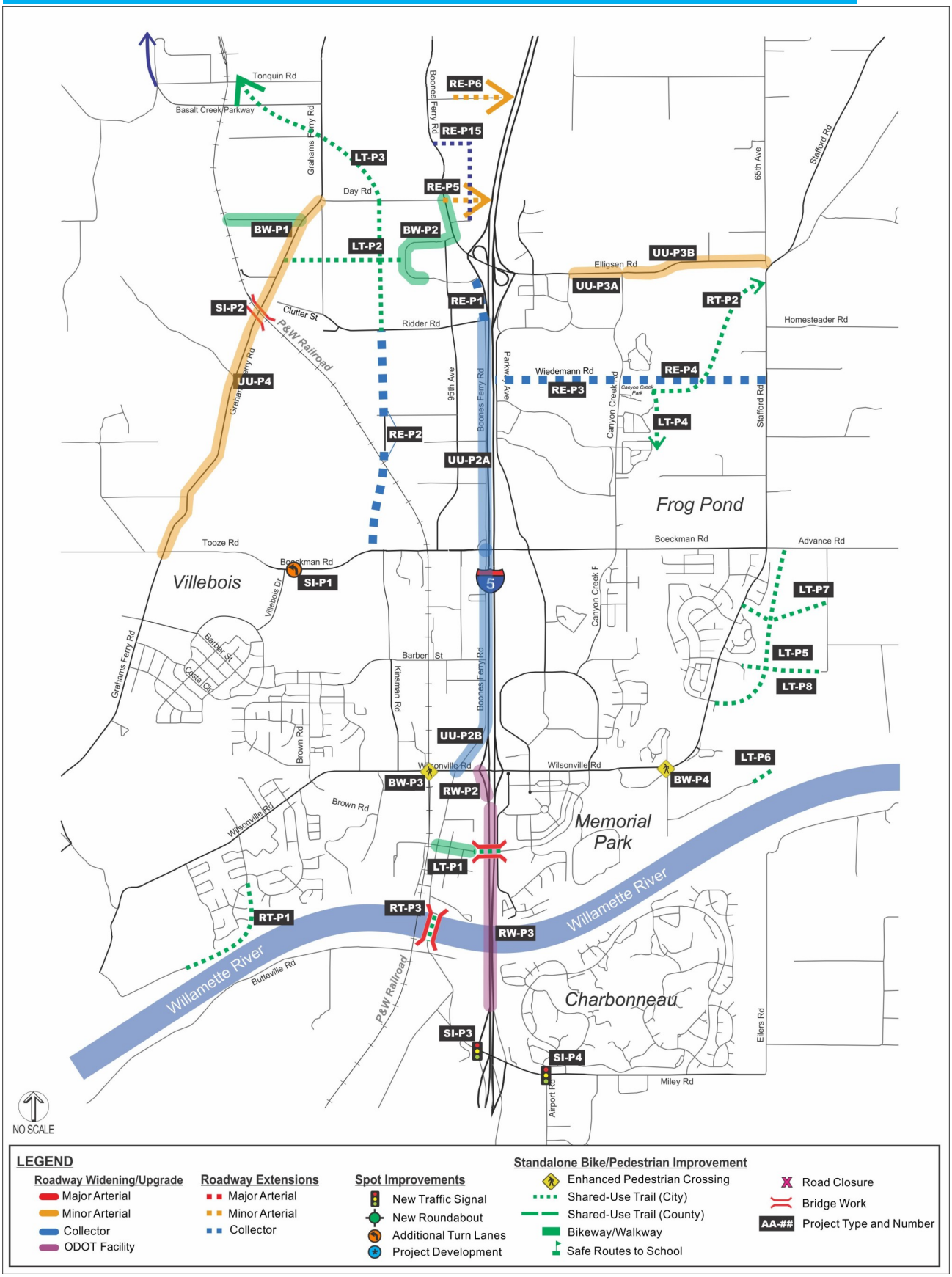


Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	$12,000,000
RE-P6	Basalt Creek Overcrossing	Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436.	This project timeline is outside of the planning horizon of the City's current TSP	$46,000,000
RE-P15	Pioneer Court Extension	Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.	Identified to help improve operations at the Pioneer Court /Boones Ferry Road intersection after Boones Ferry Rd/95th Ave Intersection Improvements are made (SI-08)	$4,000,000
Urban Upgrades				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop	$2,000,000
Spot Improvements				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	Industrial area with no connectivity to other facilities	$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	$500,000

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

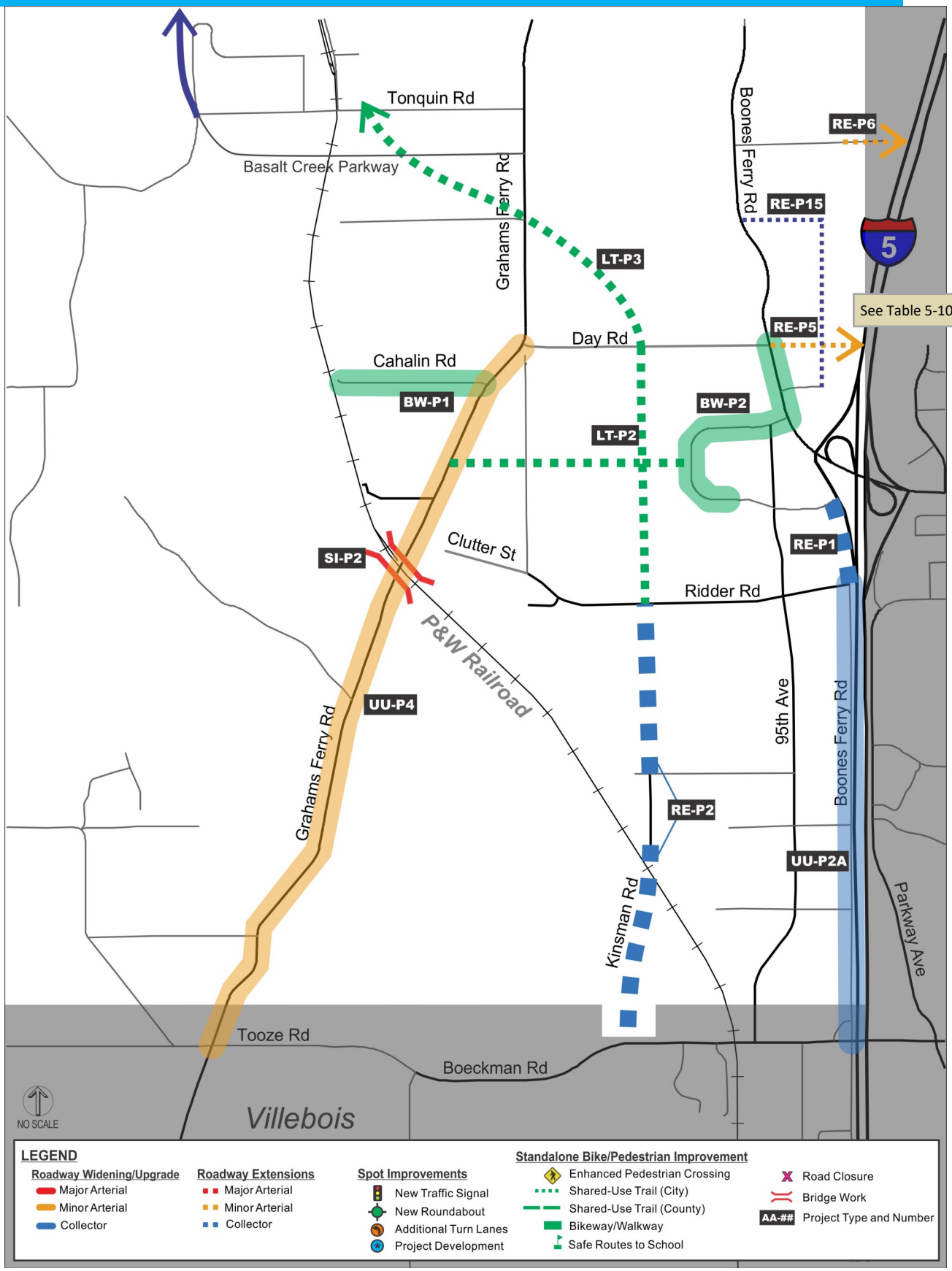
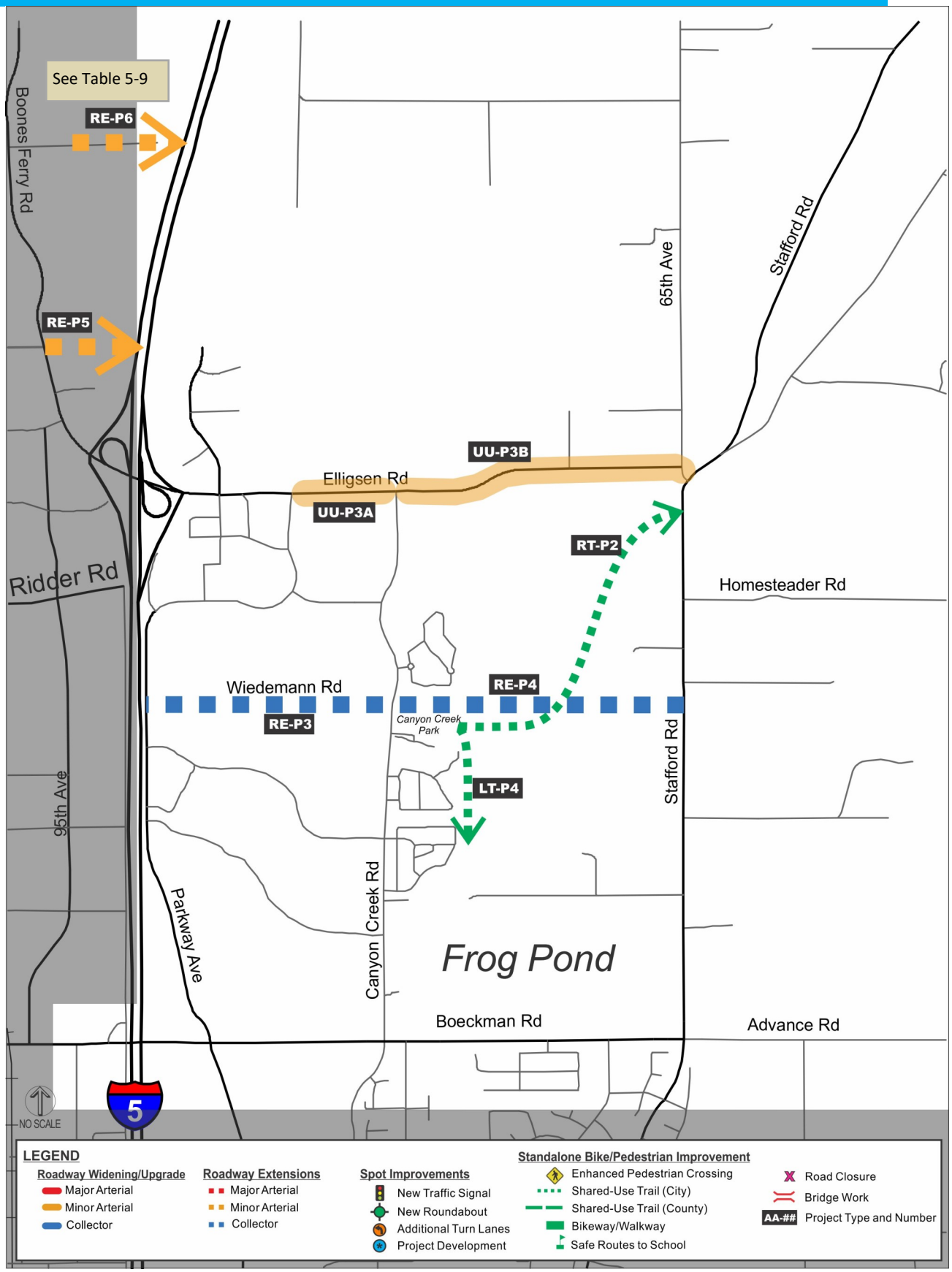


Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	$8,800,000
RE-P5	Day Road Overcrossing	Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490.	This project timeline is outside of the planning horizon of the City's current TSP.	$40,800,000 — $53,400,000
Urban Upgrades				
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	$6,000,000 (Partial Federal funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	$1,640,000

FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)



Ordinance No. 834
EXHIBIT C
CITY COUNCIL PUBLIC HEARING 4.1.2018

Basalt Creek Comprehensive Plan and Transportation System Plan Amendments

Exhibit C - Planning Commission Resolution and Record

https://www.ci.wilsonville.or.us/planning/page/basalt-creek

Appendix B: WILR Phase 1 Recommendation Report

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

ECOnorthwest

December 2024

Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Michelle Anderson.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

Purpose and Background 1
Basalt Creek Planning Area Overview..... 2
Key Components of This Study 5
Conclusion and Recommendations..... 11
Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis 17
Appendix B: Buildable Lands Inventory and Site Suitability Analysis 60
Appendix C: Redevelopment Feasibility of Contractor Establishments 102

Purpose and Background

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study is comprised of several interconnected tasks:

- An **Economic Inventory** that evaluates current market trends and identifies industries suitable for the area (Appendix A).
- A **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (Appendix B).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints (Appendix B).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (Appendix C).

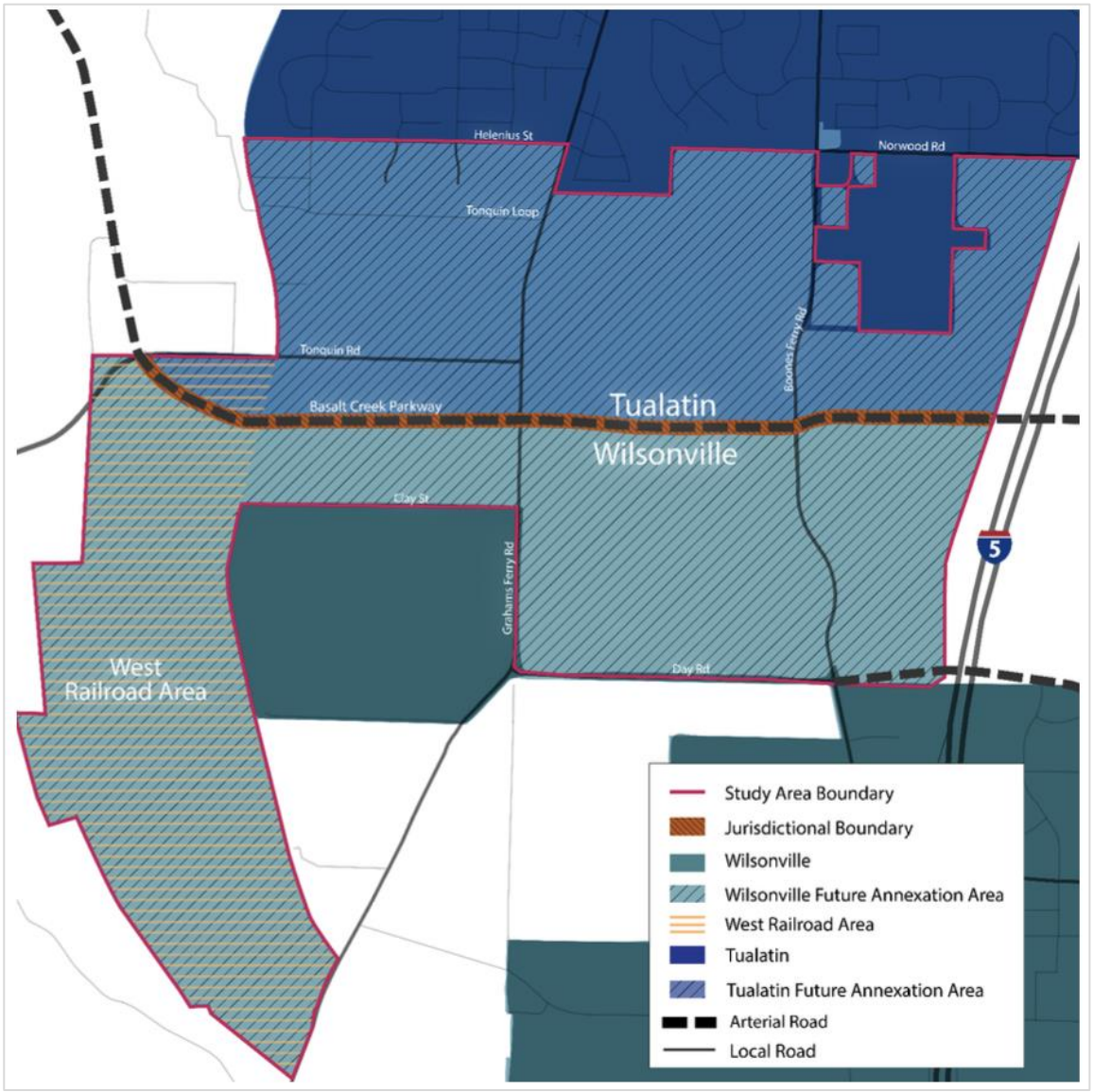
This report summarizes the key findings from each task and outlines recommended policy interventions and strategic actions for the City. By addressing challenges and leveraging opportunities, these efforts aim to establish Basalt Creek as a vital hub for regional job growth and long-term economic vitality.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located between southern Tualatin and northern Wilsonville. This report focuses on the Wilsonville section, which includes 453 acres in the main portion of the BCPA south of the Basalt Creek Parkway and land west of the railroad known as West Railroad (as depicted in Figure 1*). For the remainder of this report, references to the BCPA specifically refer to the Wilsonville portion.* The BCPA is centrally located in the southern portion of the Portland Metro, adjacent to Interstate-5, and easily accessible and connected to other growing industrial areas (including Sherwood and Tualatin). It has access to the Portland Metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

What is Wilsonville's portion of Basalt Creek Like today?

The Wilsonville portion of the BCPA is currently zoned under Washington County's FD-20 designation (Future Development, 20-acre minimum lot size), which permits low-intensity uses. Since the adoption of the BCCP, Washington County has continued to approve developments consistent with its zoning, resulting in much of the land now being used for contractor establishments. These establishments—used for storing tools, equipment, and vehicles—provide jobs and economic activity. But they fall short of the employment densities and development envisioned in the Concept Plan, and which are typical of land within the Metro urban growth boundary (UGB) and incorporated City limits.





Contractor establishment (above) and railroad crossing near West Railroad.

KEY STATISTICS

The Wilsonville portion of the BCPA spans 453 acres and includes 85 tax lots, with only 10 tax lots hosting covered employment. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership.

From 2012 to 2022, covered employment grew from 194 to 275 employees in the BCPA, with an average wage of $85,863—higher than the tri-county average ($73,995) and City average ($74,252)—indicating well-paying jobs. However, employment density remains low at 4.4 employees per acre (on parcels with covered employment), far below the BCCP vision of 18.5 employees per acre. It is important to note that these figures only account for covered employees.[1]

Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors.

[1] Covered employment refers to employees covered by unemployment insurance. It *excludes* sole proprietors, certain contractors ("1099 employees"), and some railroad workers.

Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

453 acres

85 tax lots

275 covered employees

$86,000 average wage

4.4 employees per acre in areas with employment

Little change in improvement-to-land value since 2012

Areas of high and low parcelization

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Key Components of This Study

Economic Inventory: Basalt Creek's Market Context

The Economic Inventory provides a detailed analysis of market trends and industry opportunities for the BCPA, emphasizing its potential as a regional hub for industrial development (see Appendix A for the full inventory). Since adoption of the BCCP in 2018, economic conditions have been shifting considerably. Nationally, the industrial sector continues to experience robust demand fueled by e-commerce growth, reshoring efforts, and federal investments like the CHIPS Act, which supports semiconductor manufacturing. In the Portland Metro area, industrial trends mirror national patterns, with low vacancy rates and rising rents. While demand for industrial space has slowed from the highs of 2021–2023, it is expected to remain strong in the near term.

Locally, Wilsonville's industrial sector plays a crucial role in the City's economy, with manufacturing, wholesale trade, and construction accounting for 43 percent of employment compared to 22 percent regionally. Despite this strength, industrial growth in neighboring Sherwood and Tualatin has outpaced Wilsonville, primarily due to their supply of large, development-ready parcels. In the Portland Metro area, industrial demand is primarily driven by businesses expanding or upgrading facilities rather than businesses locating from out of state. To remain competitive, Basalt Creek must be prepared to accommodate these businesses' evolving needs.

Originally, the BCCP envisioned a mix of industrial and office uses, with the High-Tech Employment District assuming 45 percent of development in the area would be office. However, the demand for office space has declined regionally and nationally, driven by the rise of remote and hybrid work. While office space will likely remain part of the BCPA, its footprint may be smaller than originally planned.

Wilsonville is well positioned to capture industrial growth, particularly in key sectors such as semiconductor supply chain, cleantech, advanced manufacturing, and logistics. Basalt Creek's proximity to major transportation networks, its skilled labor force, and its location near established industrial clusters enhance its attractiveness. However, several challenges must be addressed to realize this potential. Fragmented land ownership, existing contractor establishments, and rural infrastructure that does not meet urban standards remain key barriers to high-intensity industrial uses.[2] Addressing these obstacles will be vital to unlocking Basalt Creek's capacity to compete for its commensurate share of regional economic growth.

[2] The City is refining its infrastructure plans for the BCPA. While plans exist, the infrastructure has not yet been built and will require funding for improvements.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Buildable Lands Inventory: Measuring Land Capacity and Development Potential

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of Wilsonville's portion of the BCPA for employment-related growth (see Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the 453 acres in Wilsonville's portion of the BCPA:[3]

- **173 acres** are currently in active use and considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

This buildable land supply is distributed across a range of parcel sizes, from small lots under 5 acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs. The BCCP estimated employment capacity at about 2,500 jobs in Wilsonville's portion of Basalt Creek in 2018.

CHANGES FROM THE 2014 BLI

Buildable Acres

The BCCP identified 130 buildable acres whereas the updated BLI shows 150 buildable acres. This 20-acre increase is primarily due to a revised assessment of constraints in West Railroad. The 2014 BLI classified much of West Railroad as constrained, but updated constraints data show more development capacity. However, this gain was partially offset by land now occupied by contractor establishments, which has been reclassified as developed, reducing buildable acres elsewhere.

Employment Density

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density employment growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-employment density growth scenarios. This approach provides a range of potential employment densities that more accurately reflect evolving market conditions.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

[3] Note that the acres do not total to 453 due to rounding.

Site Suitability: Aligning Market Potential

The Site Suitability Analysis assesses the competitiveness of three opportunity sites (Figure 2) within the BCPA to host key industries identified in the Economic Inventory (Appendix B includes the full site suitability analysis). This high-level evaluation focused on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of development feasibility, building configurations or sizes.

Figure 2. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads, and planned urban improvements with development; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining the market competitiveness and potential development timeline for a site.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with high electricity demands, such as those requiring five megawatts or more, may necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the BCCP's vision for small scale or micro-industrial uses, such as live-work spaces or makerspaces.

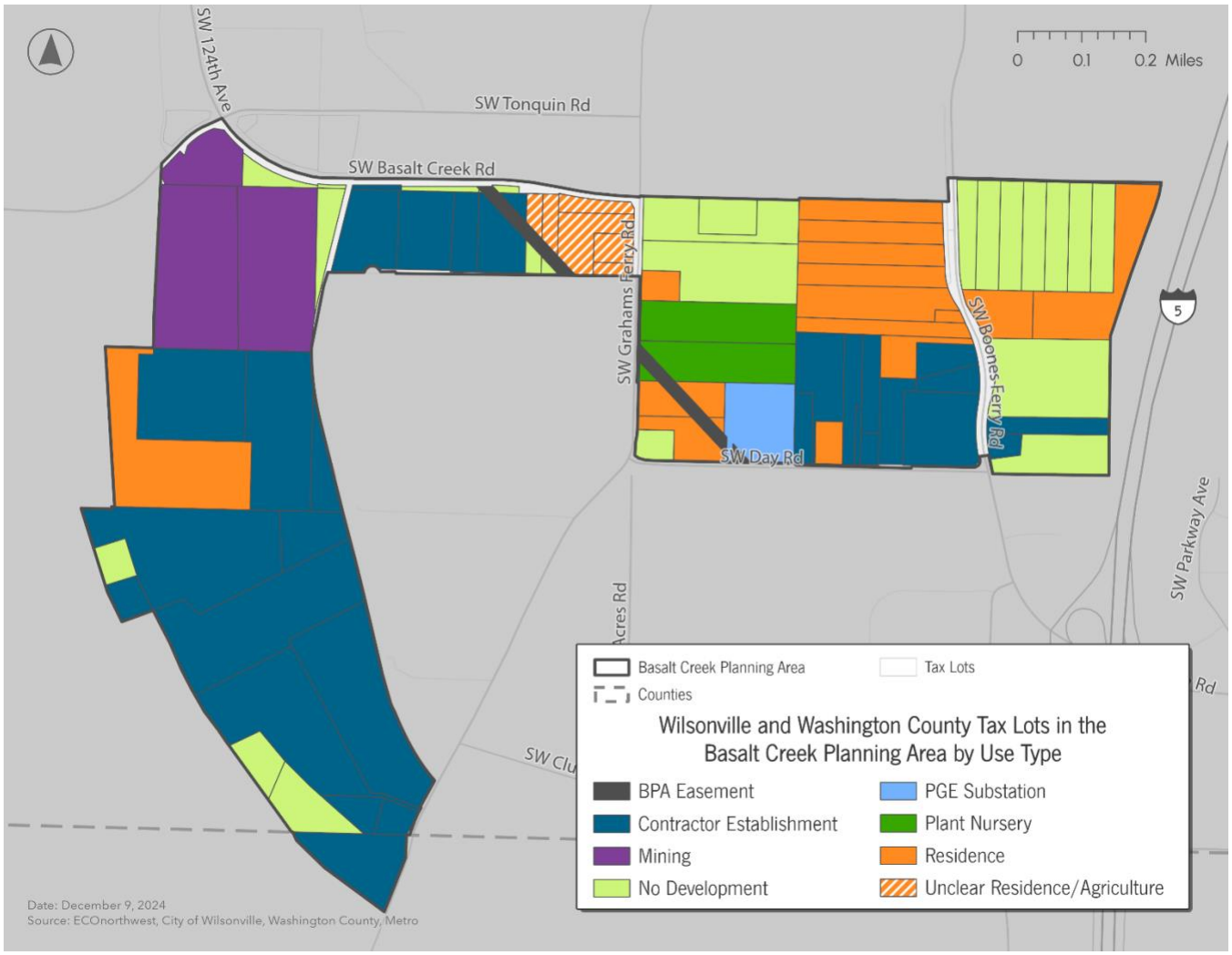
  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center in Wilsonville, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **The West Railroad** site spans 165 acres, with 55 percent (90 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by only one established point of vehicular ingress and egress, as well as the low railroad undercrossing on SW Grahams Ferry Road, which does not currently allow passage by standard-height semi-trucks. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site’s suitability for targeted industries.

Contractor Establishments: Redevelopment Opportunities and Challenges

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix C includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 3 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Key Findings

Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop. For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

Relocation options for businesses currently occupying these sites are limited, creating additional challenges. Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

Contractor establishments are unlikely to transition to higher intensity uses without City intervention. The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Conclusion and Recommendations

The BCPA offers a unique opportunity for Wilsonville to support regional economic growth and industrial development. Its strategic location near transportation networks, access to a skilled labor force, and proximity to established industrial clusters position the area as a strong candidate for attracting businesses supporting semiconductor supply chain, cleantech, advanced manufacturing, and logistics. However, realizing this potential will require addressing critical challenges and capitalizing on existing opportunities.

Fragmented land ownership and contractor establishments, which continue to be approved under Washington County's jurisdiction, remain barriers to the higher-intensity urban industrial uses envisioned in the BCCP. These establishments generate substantial revenue for property owners, reducing the incentive to sell or redevelop. For redevelopment to occur, urban industrial rents would need to rise substantially to bridge the gap between property owners' expectations and what developers are willing to pay. However, this gap is unlikely to close in the near term because as urban industrial rents rise, contractor establishment rents are also likely to increase. Additionally, relocation options for contractor establishment businesses, especially for owner-occupied properties, are limited, creating further challenges.

Rural infrastructure that does not meet urban standards also remains a key barrier to industrial development. This issue affects the feasibility of both immediate development and long-term growth, particularly in West Railroad where access is limited and the railroad undercrossing on SW Grahams Ferry Road precludes truck passage. Addressing these constraints is essential to unlocking the area's potential for higher-density employment uses.

Despite these challenges, there are clear opportunities. Development-ready sites and engaged property owners provide a strong starting point. Stakeholders have expressed a willingness to invest in infrastructure improvements if given access to large unconstrained sites, creating potential for catalytic projects that could spur additional development.

Wilsonville must balance its development goals with market realities. The Portland Metro area's industrial demand is driven by businesses expanding or upgrading facilities. Imposing restrictive requirements, such as mandating a high share of manufacturing, could deter development and drive users to more accommodating locations. Additionally, declining demand for office space nationally and regionally, driven by remote and hybrid work trends, suggests a reduced role for office uses compared to the original BCCP. While there are some exceptions to weak demand for suburban office space, our assessment is that the Portland Metro market dynamics are more consistent with national trends.

In conclusion, Basalt Creek presents a strong opportunity for Wilsonville to foster economic growth and industrial expansion. However, achieving this vision requires overcoming substantial challenges related to land use, infrastructure, and market dynamics. These findings provide the foundation for identifying actionable steps to unlock the area's full potential and align development with the City's long-term goals.



Recommendations

The recommendations for the BCPA are structured into four categories: **Further Exploration, Planning, Funding, and Investment.** These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the area's potential.



FURTHER EXPLORATION

This category focuses on gathering data, engaging stakeholders, and building a foundation of knowledge to support strategic decisions.

- **Outreach to Property Owners**: Engage with property owners to understand their development plans, challenges, and willingness to participate in redevelopment efforts. Explore opportunities for land assembly and redevelopment partnerships.
    - *Craft Industrial Opportunity:* Engage with landowners in the Craft Industrial area to explore dividing the site into east and west portions (by partitioning lots), focusing on creating developable parcels that align with the area's potential and constraints.
- **Coordinate with Portland General Electric (PGE) on Power Needs**: Collaborate with PGE to evaluate existing and future power requirements for industries such as advanced manufacturing and semiconductor supply chains, as identified in the Economic Inventory.
- **Explore Partnerships**: Identify opportunities to work with public entities (e.g., Port of Portland, Business Oregon, Greater Portland Inc.) and private partners to align resources and attract desired industries.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate or consolidate or conform with City standards. This could involve creating incentives for relocation or, if necessary, working with them to bring existing operations into compliance with City service and land use standards.

PLANNING

Strategic planning ensures the alignment of zoning, policies, and infrastructure with long-term economic goals.

- **Apply the Planned Development Industrial (PDI) Zone across Basalt Creek with Modifications.** This approach would support a wide range of industrial and office uses consistent with the BCCP and the Economic Inventory. It allows the market to determine the most appropriate locations for various business types while still prioritizing industries aligned with the City's employment and wage goals.
  - *Prohibit Low-Intensity Uses and Address Existing Contractor Establishments.* Establish zoning prohibitions or limitations on low-intensity uses, such as contractor establishments, that do not meet long-term employment density goals. For existing contractor establishments, determine the appropriate regulatory approach, such as designating them as conditional, nonconforming, or prohibited uses.
  - *Evaluate Additional Standards or Allowances for the Craft Industrial Area.* Given the site's constraints and proximity to residential development, the Craft Industrial Area has limited development potential. To maximize its utility, consider allowing additional uses—such as live-workspaces, small-scale offices, and small-scale production facilities—that may not fully align with the current PDI zone. This could involve creating a separate zoning designation or an overlay to expand the range of permitted uses within the PDI zone.
- **Update Urban Planning Area Agreement (UPAA)**: Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB).
  - *Example*: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.
- **Preliminary Urban Renewal Area (URA) Analysis**: Evaluate the feasibility of establishing a URA or expanding the Coffee Creek URA to help fund infrastructure improvements and catalyze development. NOTE: The City already has funding for this task as part of the Wilsonville Industrial Land Readiness project.
- **Consider a Development Plan for West Railroad**: Develop a plan for West Railroad that balances industrial development with community priorities. While the BCCP deemed much of the site unbuildable and omitted detailed future use recommendations, the City has continued to address the area in broader land use and infrastructure planning. Building on these efforts, the plan should involve input from landowners, potential users, and ideally a master developer to ensure alignment with stakeholder needs and market trends. Importantly, creating this plan would not preclude zoning the area to guide immediate development efforts.

FUNDING

Identifying and securing funding sources will be critical to addressing infrastructure needs and supporting redevelopment.

- **Explore and Establish Funding Mechanisms such as:**
  - Use Urban Renewal to finance infrastructure improvements and reduce barriers for developers pending the results of the URA feasibility study.
  - Explore the potential for Local Improvement Districts (LIDs) and/or public-private partnerships to share costs and responsibilities. NOTE: Cost sharing mechanisms of owners of contractor establishments may be less attractive if they do not need the infrastructure improvements or connections to continue business operations.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to:[4]
  - Statewide Transportation Improvement Program (STIP)
  - Immediate Opportunity Fund (IOF)
  - Oregon Transportation Infrastructure Bank (OTIB).
  - Safe Drinking Water Revolving Fund (SDWRLF).
  - Water Wastewater Fund (W/W).
  - Special Public Works Fund (SPWF).
  - U.S. Economic Development Association (EDA) Public Works Program

INVESTMENTS

Targeted investments will help unlock development opportunities and create momentum for future growth.

- **Develop Infrastructure**: Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development.
  - The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site. Combining this strategy with site acquisition efforts and development planning for West Railroad would further enhance its effectiveness and overall development potential.
- **Provide Development Incentives such as**:

[4] As a first step, the City should draft a list of potential projects and evaluate eligibility for funding programs; ECOnorthwest did not evaluate eligibility for these funding programs.

  - Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the city's vision for BCCP and where it would not place undue burdens on funds available for capital improvements.
  - Market the City's "WIN" (Wilsonville Investment Now) program in conjunction with Basalt Creek development opportunities. NOTE: This urban renewal program would no longer be available if an area-wide urban renewal area is established.
  - Provide relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.
- **Site Acquisition and Aggregation**: Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. Consider using Urban Renewal funds and public partner contributions to facilitate these efforts.
  - The City could explore securing **purchase options** on key parcels to facilitate land assembly. A purchase option allows the City the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing

The implementation of the BCPA recommendations is structured into three phases: Immediate (0–3 years), Midterm (3–7 years), and Long-Term (7–15 years). Each phase focuses on actionable steps to address development challenges, align infrastructure, and catalyze economic growth while adapting to market trends.

IMMEDIATE ACTIONS (0–3 YEARS)

The initial phase establishes the foundational elements for Basalt Creek's development by addressing zoning, engaging stakeholders, and identifying funding strategies. Key priorities include:

- Establish zoning
- Amend UPAA with Washington County
- Engage property owners to discuss future plans, development potential, and incentives
- Explore ways to support contractor establishment relocation and/or accommodate and bring them to City standards (urban industrial development)

- Analyze funding needs and sources and develop funding strategy to support infrastructure investments and other priorities such as land acquisition and developer incentives
- Explore partnerships
- Coordinate with PGE on anticipated power needs
- Prioritize infrastructure to properties that are both high opportunity and "low-cost-to-serve," to showcase early wins

MIDTERM ACTIONS (3–7 YEARS)

This phase builds on early successes by advancing funding mechanisms, solidifying plans for key areas, and fostering development agreements. Major actions include:

- Adopt funding mechanisms to support infrastructure investments and other priorities (this is a likely prerequisite to land acquisition)
- Acquire key parcels (or purchase options) as opportunity and funding allows
- Develop West Railroad's development plan with input from landowners, potential users, and preferably a master developer
- Secure initial development agreements and fund major infrastructure upgrades through URA or other funding mechanism
- Continue to coordinate with PGE

LONG-TERM ACTIONS (7–15 YEARS)

The final phase focuses on sustaining Basalt Creek's momentum by adapting to market trends and completing infrastructure build-out to support full site utilization. Long-term priorities include:

- Monitor market trends and adjust zoning or policies to accommodate emerging industries
- Complete phased infrastructure build-out to support full site utilization

This phased approach ensures that Basalt Creek's development progresses systematically, balancing immediate actions with long-term investments to achieve the City's vision for economic growth and industrial expansion.

Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

ECOnorthwest



September 2024

Industrial Land Readiness:

Economic Inventory and Basalt Creek Concept Plan Land Use Analysis -

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably, we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of recreation, amenities, and regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Mackenzie Visser.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report, please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

1. Introduction 21
Purpose and Background 21
Basalt Creek Planning Area Overview 22
2. Changes in Market Conditions 32
National and State Employment Trends 32
National Office Trends 34
National Industrial Trends 36
3. Wilsonville Basalt Creek Updated Market Assessment 38
Employment Trends and Forecast 38
Real Estate Market Trends 43
Target Industry Assessment 54
4. Conclusion 58

1. Introduction

Purpose and Background

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next twenty years. Wilsonville is planning for the development of its portion of the Basalt Creek Planning Area (BCPA), located in unincorporated Washington County.

The City adopted the BCCP in anticipation of future industrial development. However, at the time of adoption, a number of implementation steps remained. In the years following the adoption of the BCCP, Washington County has approved development consistent with County zoning. The BCPA now hosts several contractor establishments that, while providing jobs and economic activity, are not the type of development or commerce envisioned in the Concept Plan.

The City is currently working on the final implementation steps to make the BCPA development ready. These steps include designating the zoning to be used in the area as well as refining infrastructure funding plans. Since adoption of the BCCP in 2018, significant economic shifts have occurred at national, state, regional, and local levels to be considered during the current implementation steps. Given these economic shifts, reassessing Basalt Creek's market conditions is crucial for Wilsonville's implementation process. This reassessment will help ensure that development plans align with current economic realities and future projections.

To understand the changing market conditions, Wilsonville engaged ECOnorthwest to conduct an updated market assessment and industrial lands study for Wilsonville’s portion of Basalt Creek. This Economic Inventory report is a key component of that study, providing an overview of the current economic conditions and trends affecting the BCPA. The findings from this analysis will inform recommendations on how to translate the BCCP’s land use concepts into zoning designations and inform infrastructure planning to support economic development opportunities in the area.

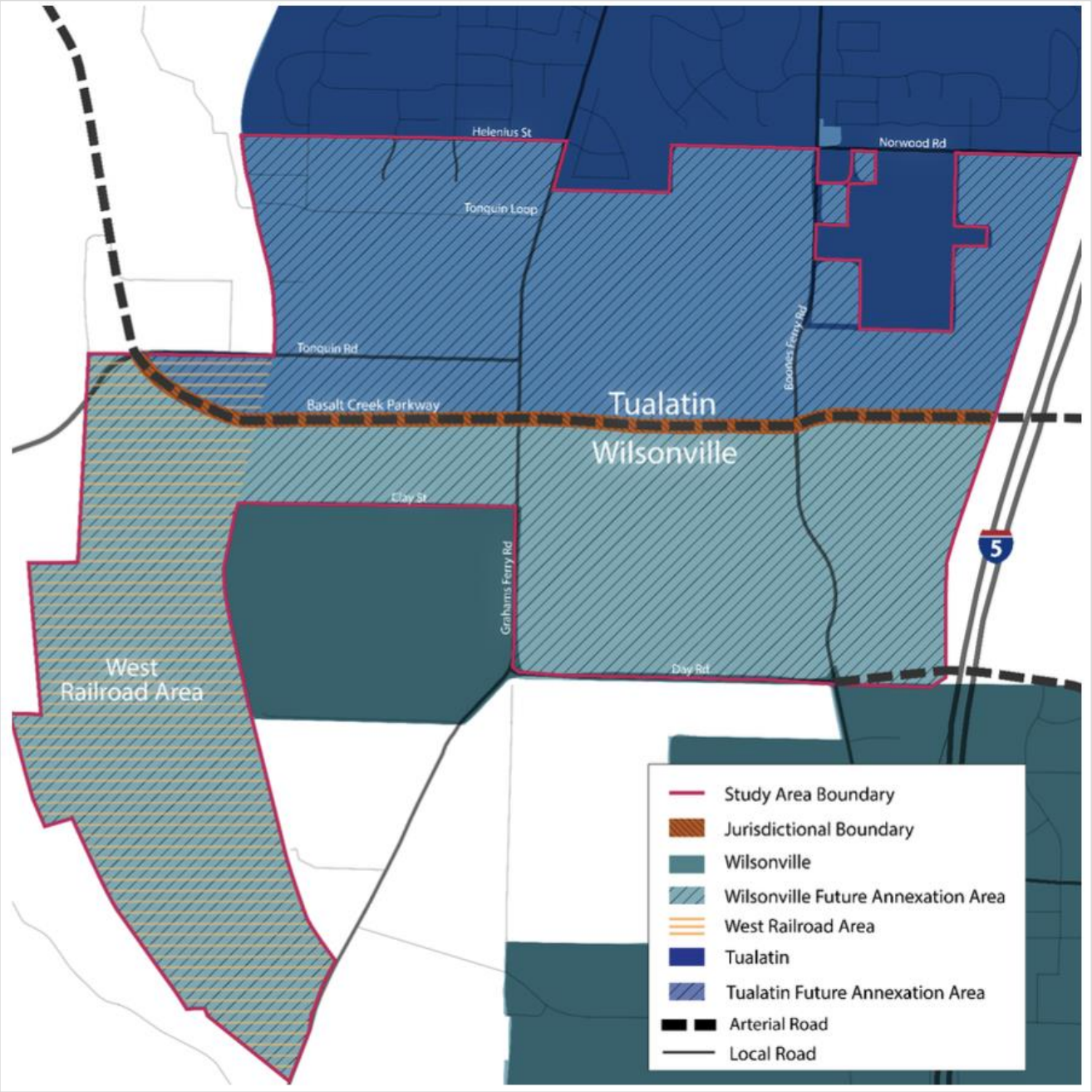
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located in unincorporated Washington County between the southern border of incorporated Tualatin and the northern border of incorporated Wilsonville. This report focuses on the Wilsonville section, which includes 480 acres within the designated Wilsonville Future Annexation Area and West Railroad Area (as depicted in Figure 1). The BCPA is centrally located in the southern portion of the Portland metro, easily accessible and connected to other growing industrial areas, including Sherwood and Tualatin. It has access to the Portland metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, including storage of equipment and vehicles. A contractor establishment is a facility where contractors and/or subcontractors store and organize their tools, equipment, supplies, and materials. These facilities can include buildings, grounds, or structures, and often have outdoor storage and assembly areas. While important uses, these lands host limited employment and assessed property value, much less than the employment densities and development typologies envisioned in the BCCP and typical of land within the metro urban growth boundary (UGB) and incorporated City limits.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

How does the Basalt Creek Concept Plan guide development?

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next 20 years. The BCCP identifies preferred land uses across the area and strives to coordinate future land use, transportation, and infrastructure investments between Tualatin, Wilsonville, and Washington County. In particular, the BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area
- Established a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the Planning Area may be annexed into and served by each City)
- Identified conceptual land uses across the area
- Recommended high-level designs for transportation and infrastructure systems to support future development
- Set specific action items and implementation measures

GUIDING PRINCIPLES

Guiding Principles represent the collective interests and goals for the Basalt Creek Planning Area, as agreed to and established by the Joint Councils of Tualatin and Wilsonville.

- **Maintain and complement the Cities' unique identities.**
- **Capitalize on the area's unique assets and natural location.**
- **Explore creative approaches to integrate jobs and housing.**
- **Create a uniquely attractive business community unmatched in the metropolitan region.**
- **Ensure appropriate transitions between land uses.**
- **Meet region responsibility for jobs and housing.**
- **Design cohesive and efficient transportation and utility systems.**
- **Maximize assessed property value.**
- **Incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.**

Land Use Designations

The BCCP identified a mix of land use designations for the area based on its land suitability analysis and adjacent land uses. For Wilsonville, the BCCP proposed four main land use designations. However, West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration. These designations, as defined in the BCCP, are:

HIGH-TECH EMPLOYMENT DISTRICT

Most of the buildable acres in the Planning Area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High-Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing, and office buildings. This land use is in the southern and eastern sections of the Planning Area, covering all Wilsonville land east of SW Boones Ferry Road and most of the land south of SW Clay Street, which extends to SW Day Road and is bordered to the west by Coffee Creek Correctional Facility.

The BCCP assumed the following breakdown of uses for the High-Tech Employment District, which helped estimate the amount of traffic the development would generate.

Table 1. BCCP Assumed Breakdown of Uses for the High-Tech Employment District

USE	SHARE
Retail	1%
Office	45%
Industrial	38%
Warehousing	15%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

CRAFT INDUSTRIAL

The southwest corner of the intersection of SW Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses and may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher-intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

The BCCP assumed the following breakdown of uses for the Craft Industrial District, which helped estimate the amount of traffic the development would generate.

Table 2. BCCP Assumed Breakdown of Uses for the Craft Industrial District

USE	SHARE
Retail	24%
Office	31%
Industrial	44%
Warehousing	1%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

LIGHT INDUSTRIAL DISTRICT

This land is located across the southern edge of Basalt Creek Parkway and its future extension just north of Coffee Creek Correctional Facility, and it will be able to accommodate 581 new jobs, primarily in warehousing and light manufacturing.

The BCCP assumed the following breakdown of uses for the Light Industrial District, which helped estimate the amount of traffic the development would generate.

Table 3. BCCP Assumed Breakdown of Uses for the Light Industrial District

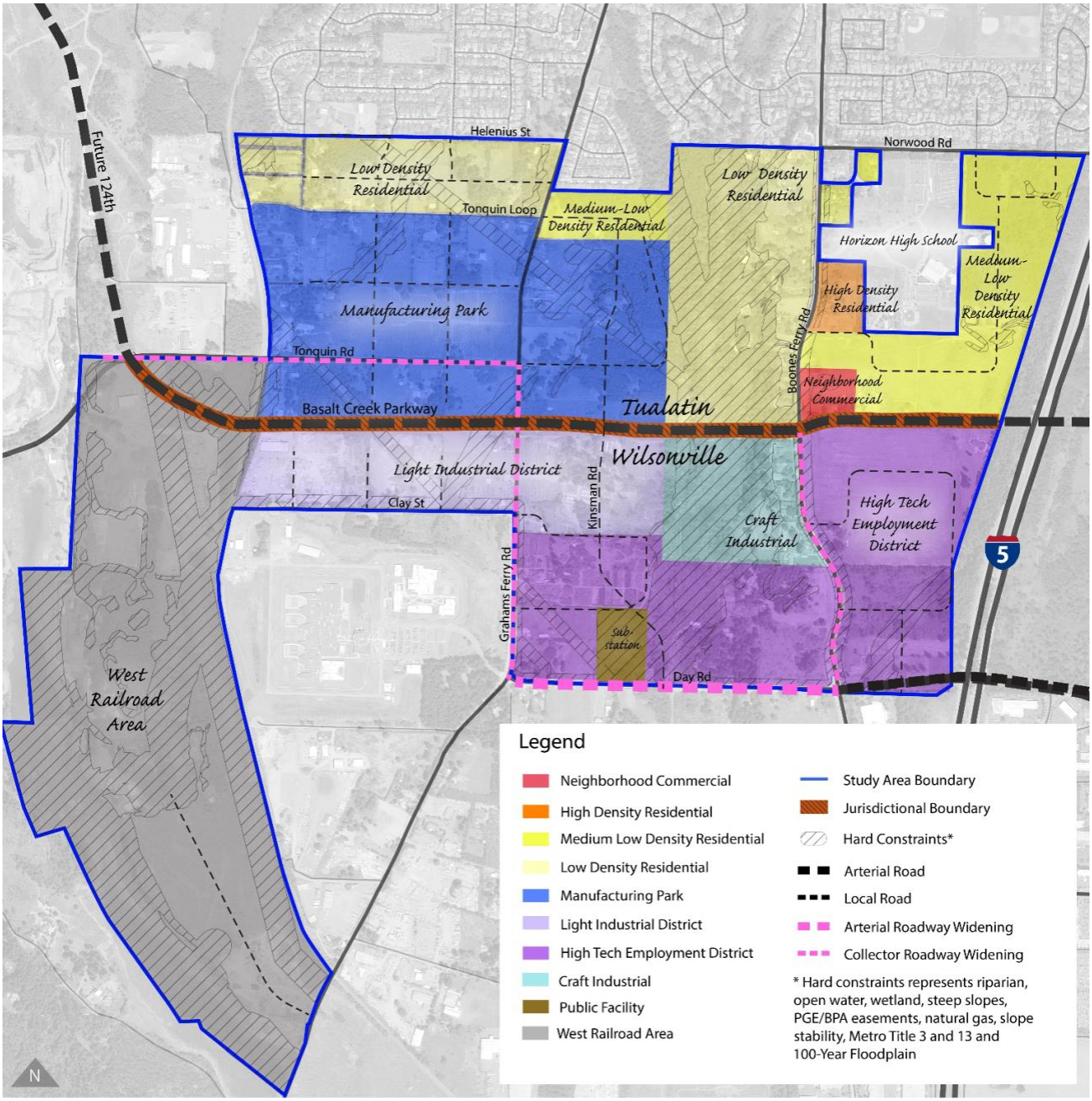
USE	SHARE
Retail	1%
Office	19%
Industrial	69%
Warehousing	11%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

WEST RAILROAD AREA

The West Railroad Area is divided from the rest of the Planning Area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, the area was heavily constrained by wetlands habitat, steep slopes, and fragmented property ownership. Initial estimates indicated that it would be costly to serve this area with adequate infrastructure due to its location. However, it was identified as having potential for resource conservation, future public access to nature, and possibly additional land uses. Because it was considered to have much lower development potential than the rest of the Planning Area, a future land use scenario was not created. Additional analysis on infrastructure funding and appropriate land uses was recommended once development and extension of infrastructure occurred in the rest of Basalt Creek.

Figure 2. Basalt Creek Land Use Concept Map



Source: Basalt Creek Concept Plan, 2018.
Note: West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration.

Implementation Measures

The BCCP also outlined the following implementation measures for the Cities:

1. **Update Urban Planning Area Agreements (UPAAs)** to acknowledge the future jurisdictional boundary and outline what areas may be annexed by each City, as well as transfer planning authority to the Cities.
2. **Amend Comprehensive Plans** to include the adoption of the Concept Plan.
3. **Assess zoning** and make sure it is compatible with anticipated land uses in the area and special design elements in the Concept Plan. The Concept Plan suggested Wilsonville consider applying the Coffee Creek Industrial Design Overlay District (form-based code) in the area.
4. **Annex as demand occurs** based on the pace of development and begin to make utility improvements adjacent to existing City services.
5. **Consider capital improvements** to spur development via financing the infrastructure themselves for reimbursement, creating a cooperative financing district, or developing the infrastructure to induce desired development.
6. **Consider master planning** in the area.

Wilsonville updated its UPAA in 2019 and amended its Comprehensive Plan after the Concept Plan was adopted. The City is now working on developing zoning and evaluating infrastructure needs as a part of this project.

Basalt Creek Concept Plan Proposed Employment Densities

The BCCP assigned employment densities to each land use designation to align with the regional employment capacity and traffic counts. According to the Concept Plan, the Wilsonville portion of the BCPA could support 2,524 jobs across 136.6 buildable acres, for an average employment density of 18.5 employees per gross buildable acre. The specific land use designations and respective employment densities are shown below. Note: West Railroad did not include a specific concept because it was viewed as having lower development potential in the near term and was slated for future study and consideration.

Table 4: Basalt Creek Concept Plan Land Use Designations

LAND USE DESIGNATION	BUILDABLE ACRES	TOTAL JOBS	JOBS PER GROSS BUILDABLE ACRE
Craft Industrial	1.3	27	21.7
Light Industrial District	35.3	581	16.5
High Tech Employment District	94.5	1,916	20.3
Functionally Unbuildable	5.6	0	0
TOTAL	**136.6**	**2,524**	**18.5**

Source: Basalt Creek Concept Plan.

Other Guiding Plans and Documents

WILSONVILLE COMPREHENSIVE PLAN

Wilsonville's Comprehensive Plan, updated in 2024, designates Basalt Creek and West Railroad as areas of special concern (M and N), and it describes special considerations that must be addressed in development of these areas. Design objectives established for Area of Special Concern M, Basalt Creek, include:

- Consider adopting a form-based code similar to that adopted in the Coffee Creek Industrial Area for new industrial development in Basalt Creek.
- Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas, and trails in Basalt Creek into existing regional networks. Development should protect, enhance, and provide access to these natural resources.
- Locate north-to-south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
- Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along SW Grahams Ferry Road, SW Boones Ferry Road, SW Day Road, SMART Central, and the Coffee Creek Correctional Facility.

No design objectives were included for Area of Special Concern N, West Railroad; however, it is noted that the area will require additional planning before any development occurs.

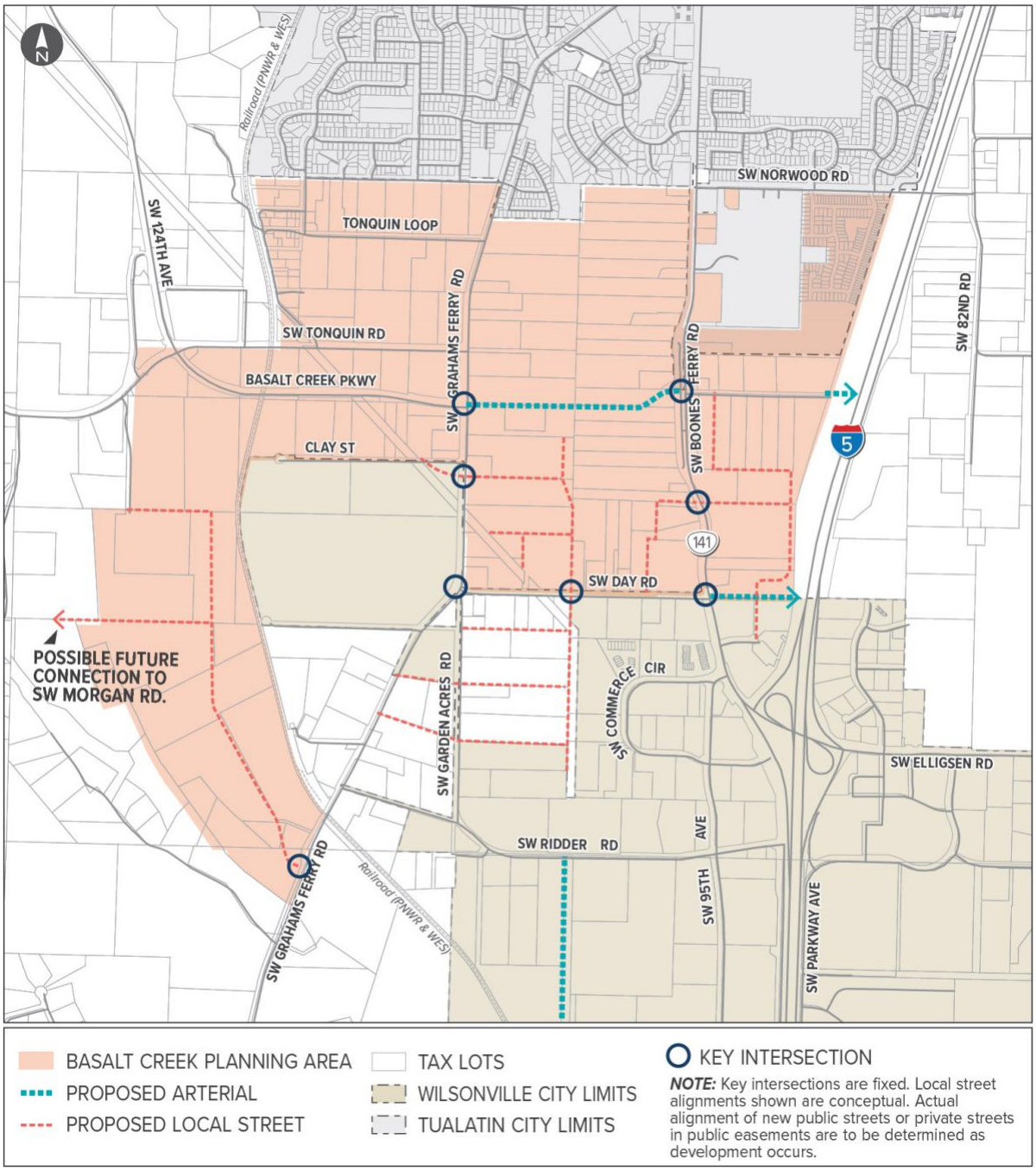
BASALT CREEK TRANSPORTATION REFINEMENT PLAN

The 2013 Basalt Creek Transportation Refinement Plan (TRP) set the layout of major new roads and improvements for the area, including enhanced bike and pedestrian facilities and connections to the future SMART transit system. The TRP included an Action Plan that consisted of 18 transportation investments, which were prioritized according to short-term, medium-term, and long-term projects.

ONGOING INFRASTRUCTURE AND NATURAL RESOURCE PLANNING

The City is currently collaborating with several consultants to update its understanding of infrastructure needs, natural resources, and hazards in the BCPA. The City is working with DKS Associates to refine the street alignment in the BCPA. A preliminary street alignment, provided below, may undergo further changes in future iterations.

Figure 3. Proposed BCPA Street Plan



Source: DKS Associates

Simultaneously, Pacific Habitat Services is assisting the City in updating and refining natural hazard and resource maps of the area. For utility infrastructure, the City has engaged Consor to help with assessing water, wastewater, and stormwater needs, as well as with determining the costs of necessary upgrades. These collaborative efforts aim to provide a comprehensive and up-to-date overview of the area's development requirements and environmental considerations. These simultaneous projects will be incorporated and inform this planning process as information becomes available.

What has happened since the Basalt Creek Concept Plan was adopted?

Since adoption of the BCCP, significant shifts have occurred in the office and industrial real estate markets. The pandemic accelerated the trend toward remote work, leading to higher office vacancy rates and a redefinition of office space needs. Conversely, the industrial sector experienced strong growth characterized by high demand, rising rents, and robust development, which was driven in part by the federal Creating Helpful Incentives to Produce Semiconductors (CHIPS) and Science Act. National trends in these industries are detailed in Section 2, while regional and Wilsonville-specific trends are covered in Section 3.

The City of Wilsonville has not annexed any of Basalt Creek since the BCCP was adopted in 2018. As a result, the BCPA has remained under Washington County's jurisdiction and zoning. Some development has occurred at much lower densities than envisioned in the BCCP, which is allowed under the more permissive County zoning code. Many existing businesses, including contractor establishments, have few employees and are using large areas of land for equipment storage, which conflicts with the City's vision for higher employment density. These uses are permitted under Washington County zoning but do not align with Wilsonville's goals for the area, or with the goals, priorities, and industrial land needs within the greater Portland metro area. Wilsonville's portion of the BCPA consisted of 90 tax lots in 2022. Some areas have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. While there has been growth in contractor establishments, many of them existed before the BCCP was in place. These trends are discussed in more detail in Section 3.

The City is interested in future development in Basalt Creek that better aligns with its vision for higher industrial employment density. To make meaningful progress, the City must first establish appropriate zoning designations and plan for necessary infrastructure—key objectives of this project.

2. Changes in Market Conditions

Following the COVID-19 pandemic, office and industrial real estate markets faced challenging development conditions, particularly due to high interest rates, significantly slowing commercial real estate development activity. The increased cost of capital has made many projects economically unfeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[1] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[2] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.

This section examines national trends that have shaped office and industrial real estate markets in recent years. It compares these trends to projections from the 2014 Market Analysis by Leland Consulting Group, which informed the BCCP. Understanding the broader national context is crucial for several reasons: It provides a benchmark for comparing local performance. National trends often influence regional and local markets, albeit sometimes with a delay. This understanding helps identify potential opportunities or challenges that may affect Wilsonville and Basalt Creek in the future. It also allows for more informed decision-making and strategic planning at the local level.

Regional and Wilsonville-specific trends are addressed separately in Section 3, building upon this national overview.

National and State Employment Trends

National Employment

The United States has seen robust employment growth since the COVID-19 pandemic. National employment increased by 21 percent between April 2020 and April 2024, surpassing prepandemic levels. The most recent year (April 2023 to April 2024) saw total nonfarm employment grow by 1.8 percent.[3]

Oregon Employment

Oregon's employment recovery, while positive overall since 2020, has fallen behind the national trend. From April 2020 to April 2024, the state's employment grew by 17 percent.

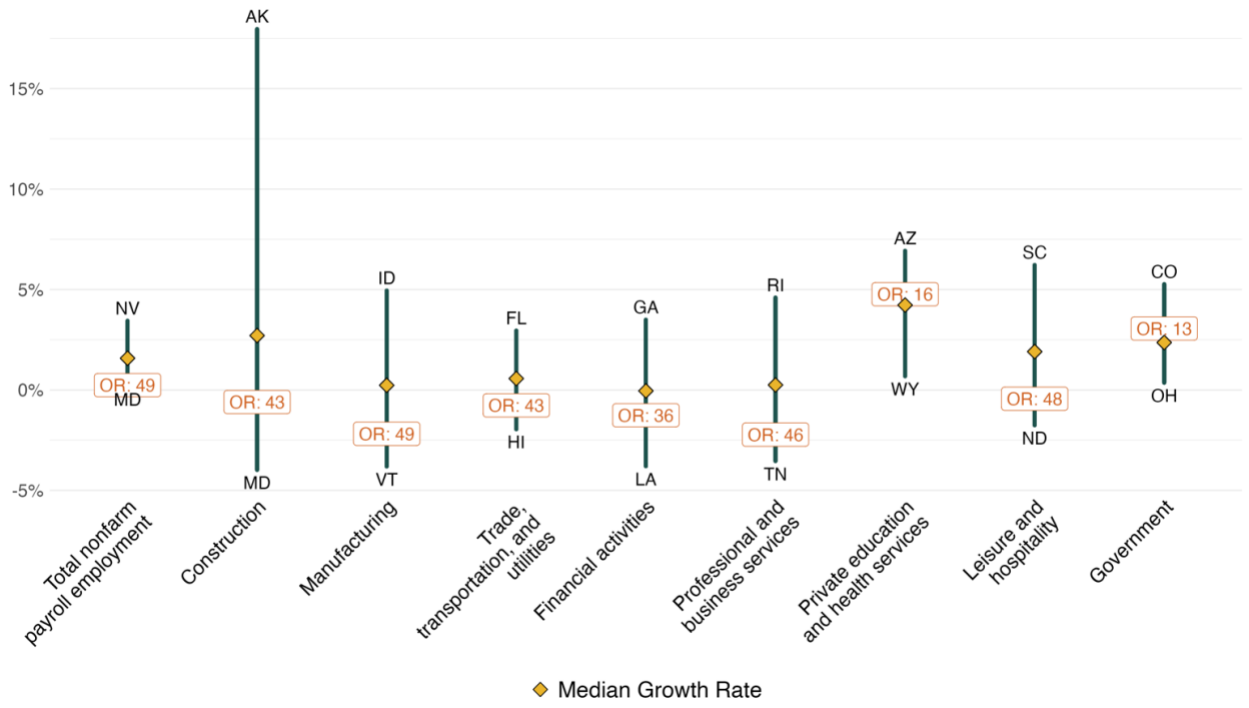
---

[1] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[2] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[3] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024.

However, in contrast to national growth, Oregon experienced a slight decline of 0.1 percent in employment between April 2023 and April 2024.[4]

The state's recent economic performance is concerning across multiple sectors. Oregon ranked 49th out of all states in nonfarm employment growth rate between April 2023 and April 2024. During this period, the state was among the bottom ten for employment growth (losing jobs while other states saw gains) in manufacturing, construction, trade, transportation and utilities, professional and business services, and leisure and hospitality.

Figure 4. Employment Growth Rates for All States by Sector (April 2023 to April 2024)



Source: U.S. Bureau of Labor Statistics Current Employment Survey, April 2024. Note: This figure compares Oregon's employment growth rate to all other states. For example, "OR: 49" for total nonfarm payroll employment means Oregon ranked 49th out of all states in employment growth rate between April 2023 and April 2024.

[4] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

National Office Trends

This section describes national trends for office space excluding industrial, manufacturing, or flex space, which is discussed in the following subsection. The 2014 Market Analysis, which informed the Basalt Creek concept planning process, highlighted a reduced demand for office space and a less robust market, predicting a slower pace for office development. This outlook was based on the fact that regional employment levels in Portland had only recently returned to their prerecession levels of 2008.

These trends have been further exacerbated by the COVID-19 pandemic and resulting market shifts toward remote work. According to the Bureau of Labor Statistics' American Time Use Survey, the share of employees working from home rose from 24 percent in 2019 to 34 percent in 2022.[5] Nationally, the office market as a whole is declining, although high-quality office space remains in relatively strong demand. Key findings include:

- **Negative net absorption:** National net absorption for office space came in negative (at negative 18.2 million square feet) for the tenth quarter in a row.[6] However, this trend is not uniform across U.S. markets, with a third of U.S. office markets having positive net absorption. JLL, a global commercial real estate and investment management company that tracks and reports on commercial real estate dynamics, noted that many properties and markets with high negative net absorption are earmarked for conversion to other uses.[7]
- **Shrinking inventory:** The construction pipeline has decreased by 67 percent since early 2020. As of Q2, 2024 office deliveries (referring to new construction added to the market) were 27 percent below the average since 2020, and the current pipeline is at its lowest point in a decade.[8] As office inventory removals outpace market deliveries, overall office market inventory has declined.[9]
- **Favored product types:** Certain types of office space are outperforming others, with tenants favoring high-quality buildings, such as those in attractive locations or featuring additional amenities. With new construction slowing down, existing high-quality assets will likely continue to see demand as competition decreases. In contrast, older and obsolete spaces may require investment or conversion, and the performance of middle-market spaces will vary depending on factors like location, space type, and submarket.[10]

Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60 to 70 percent. This shift will set a new baseline for office space requirements. Cushman & Wakefield predicts that office occupancy will start to stabilize in the latter half of 2025 as the pace of adjustments to hybrid spaces

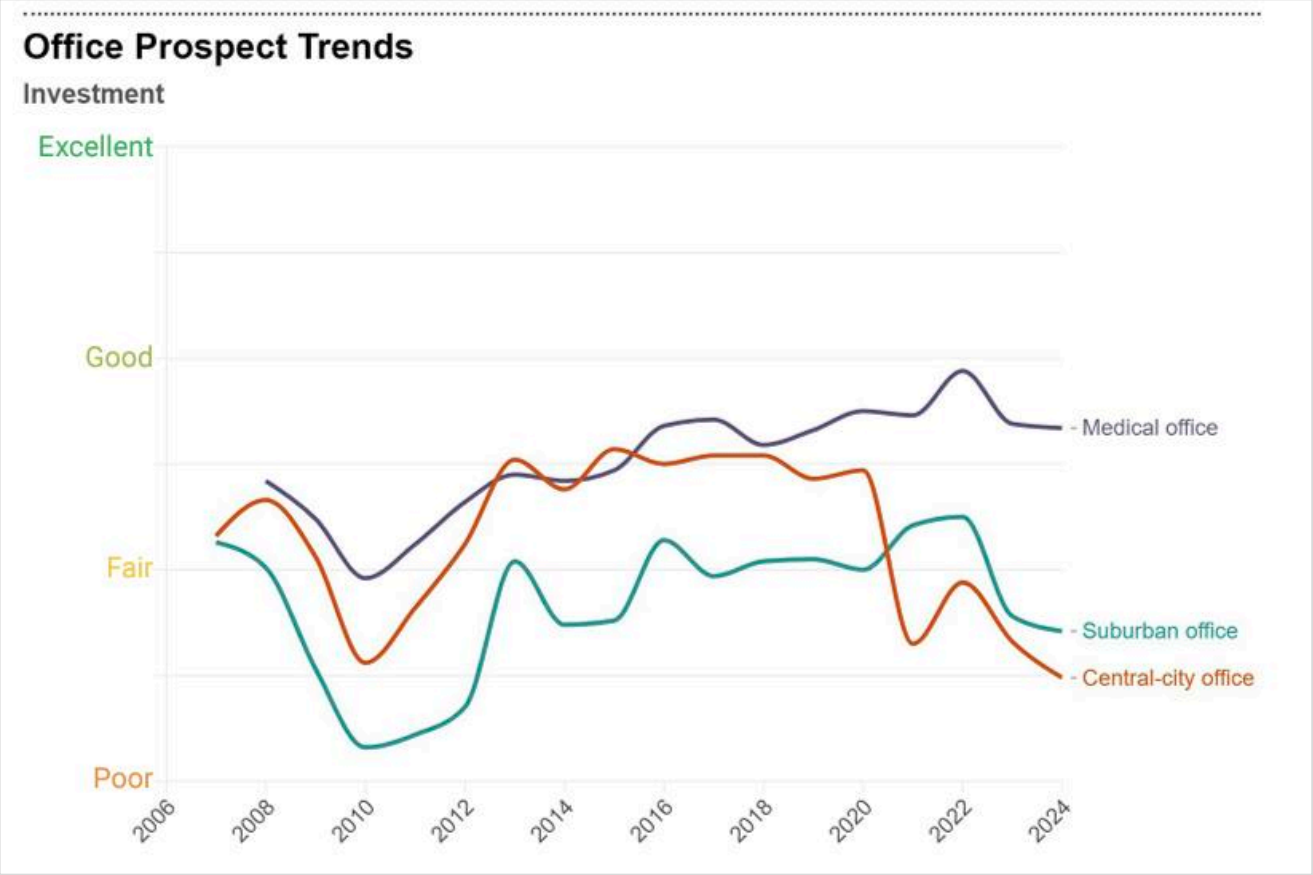
[5] BLS, American Time Use Survey, 2023; does not differentiate between part- and full-time workers
[6] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[7] JLL, JLL U.S. Office Outlook Q1 2024
[8] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[9] JLL, JLL U.S. Office Outlook Q1 2024
[10] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024



slows down and growth in both employees and new businesses generate demand for office space.[11]

Figure 5 shows the Urban Land Institute's national office market investment prospect trends by secondary market type. While the investment prospect for suburban and central city office space has fallen between "poor" and "fair" in recent years, the investment prospect for medical office space has risen relatively steadily and is rated just below "good."

Figure 5: Urban Land Institute National Office Investment Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

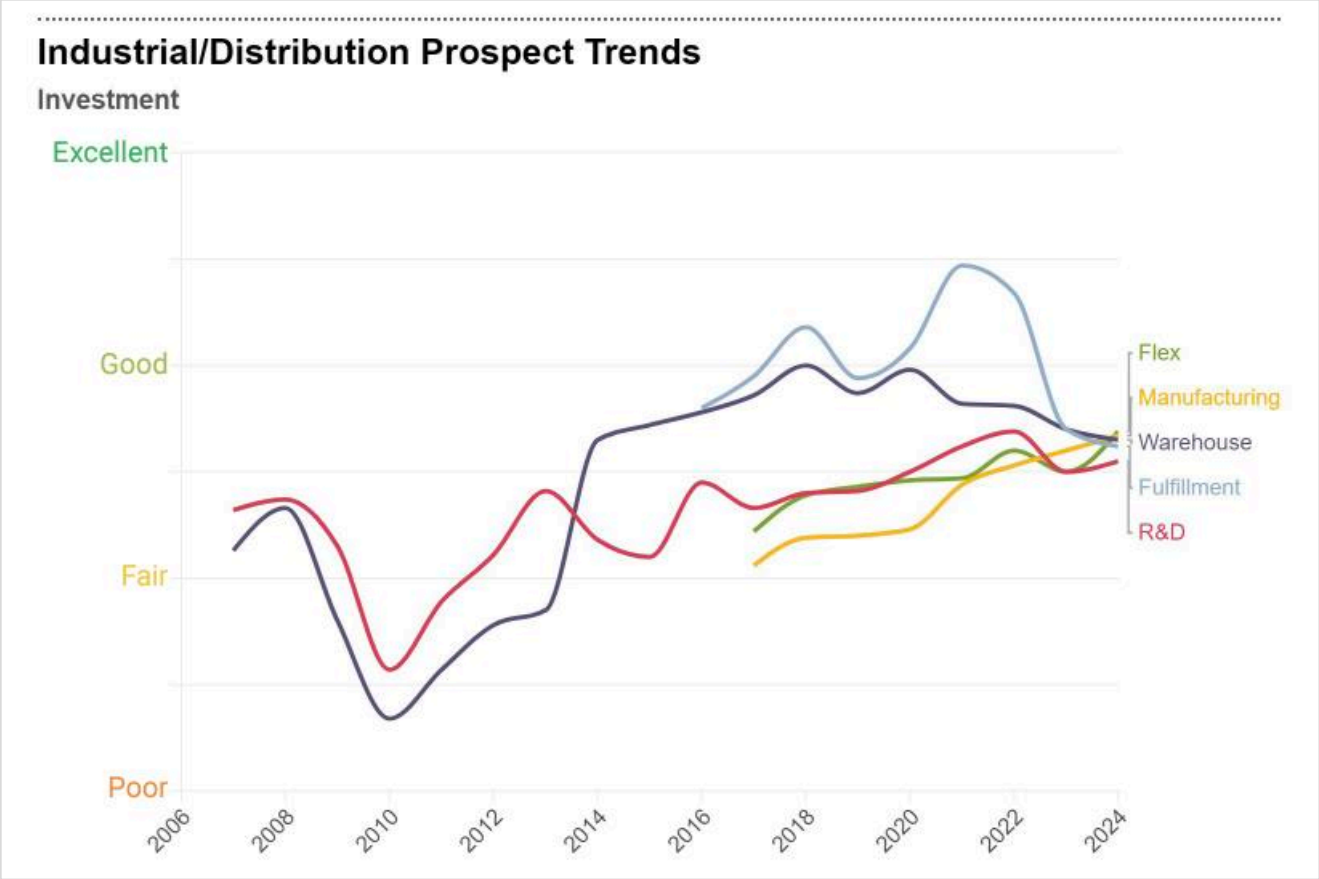
[11] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

National Industrial Trends

The 2014 Market Analysis, which informed the Basalt Creek concept planning process, reported that industrial space demand was likely to surge as the economy continued to recover from the 2008 recession, citing significant industrial space in the Portland region's development pipeline. It also highlighted that the I-5 South submarket would see some of the greatest demand, predicting that industrial development would continue to outpace office development—an accurate forecast.

The 2014 Market Analysis also correctly predicted stronger markets for research and development, advanced manufacturing, general manufacturing, and warehousing space. Figure 6 shows the Urban Land Institute's trends in investment prospects for industrial and distribution space nationally, showing increased development prospects for these space types from 2014 to around 2021. Historically, fulfillment and warehouse space were rated as better investment prospects than research and development, manufacturing, and flex space. However, in recent years the investment prospects for the various secondary market types have coalesced toward a similar prospect rating, just below "good."

Figure 6: Urban Land Institute National Industrial and Distribution Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

In recent years, the industrial real estate market has shown strong performance, particularly in 2022 and 2023, though growth has started to slow in 2024. Despite this slowdown, the national industrial market remains relatively robust overall. Key trends include:[12]

- **Stabilizing vacancy rates:** Since mid-2022, vacancy rates have been rising, but the pace of increase has slowed. As of Q2 2024, the national vacancy rate stands at 6.1 precent and is expected to continue increasing. However, it remains below the 10-year prepandemic average (2010-2019) of 7 percent.
- **Positive net absorption:** Industrial market demand remains strong, with positive net absorption and rising rents. However, the rate of change has slowed compared to previous years. For instance, rents rose by 3.7 percent year over year since 2023 Q2, marking the slowest growth rate since 2020.
- **Slowing construction:** One reason for rising vacancy rates is the influx of new supply, with over 1.2 billion square feet delivered nationally in 2022 and 2023. However, the construction of new industrial projects has slowed significantly, decreasing by 46 percent from Q2 2023, reaching its lowest point in four years.

Nationally, the market is expected to stabilize over the next year as the shrinking construction pipeline and positive net absorption limit the available supply of industrial space. However, Cushman & Wakefield report that "the tailwinds of e-commerce growth, onshoring and nearshoring, and a resilient consumer all set the stage for fundamentals to trend positively going forward, albeit at a pace below 2021 and 2022 highs."[13,14] Key forecasted trends include:

- **Decreasing vacancy rates:** While vacancy rates are expected to continue to rise until early 2025, they are expected to peak at around 6.7 percent and then begin to decrease in the second half of 2025. In conjunction with this trend, annual net absorption is expected to increase through 2025.[15]
- **Increasing rents:** Although the rate of rent increase is expected to slow, asking rents for industrial space are anticipated to continue growing through 2025.[16]
- **Manufacturing growth:** According to JLL, the sustained growth in manufacturing due to reshoring trends (returning production to the United States) will likely continue to drive industrial demand nationally. Supply chains will seek strategically located facilities that can accommodate localized manufacturing, efficient distribution, and resilient inventory management systems.[17]

---

[12] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[13] Onshoring and nearshoring refers to the trend of businesses sourcing production within the United States as opposed to outside the United States.
[14] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[15] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[16] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[17] JLL, Q1 2024 Industrial Outlook

3. Wilsonville Basalt Creek Updated Market Assessment

The Basalt Creek Concept Plan (BCCP) was based on a market assessment conducted in 2014. In the decade since, significant changes have occurred in employment patterns and market conditions. This section provides an updated analysis of regional and Wilsonville-specific employment trends, current forecasts, and present market dynamics, building on the national overview in Section 2.

This updated information establishes a new baseline for understanding Basalt Creek's current market context. Additionally, this section evaluates Basalt Creek's competitive strengths and weaknesses and identifies industries most likely to establish a presence in the area.

Employment Trends and Forecast

In 2022, Wilsonville's employment landscape was characterized by a strong concentration in industrial sectors, with manufacturing, wholesale trade, and construction making up 43 percent of the City's total employment—a much higher share compared to the broader tri-county region. This focus on industrial jobs sets Wilsonville apart, highlighting its distinct role in the regional economy.

Employment Trends

In 2022, Wilsonville had 21,383 covered employees, representing 2.2 percent of the region's covered employment.[18] The City's top three sectors are manufacturing (17.8 percent, 3,796 jobs), wholesale trade (14.4 percent, 3,083 jobs), and construction (10.5 percent, 2,248 jobs). These three industries combined represent 43 percent of Wilsonville's total employment, nearly double the 22 percent share these sectors hold in the broader tri-county region (Clackamas, Multnomah, and Washington Counties).

This concentration in industrial jobs sets Wilsonville apart from the surrounding area. While Wilsonville's top sectors are manufacturing, wholesale trade, and construction, the tri-county region's largest employers are in health care and social assistance, government, and manufacturing.

Table 5: Industry Distribution, Wilsonville and Tri-County Region, 2022

SECTOR	WILSONVILLE		TRI-COUNTY	
	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT
Agriculture, Forestry, Fishing and Hunting	41	0.2%	9,532	1.0%
Utilities, Mining, Quarrying, Oil and Gas Extraction	101	0.5%	2,552	0.3%
Construction	2,248	10.5%	58,672	6.1%
Manufacturing	3,796	17.8%	102,378	10.6%
Wholesale Trade	3,083	14.4%	46,341	4.8%
Retail Trade	2,078	9.7%	90,895	9.4%
Transportation and Warehousing	748	3.5%	43,835	4.5%
Information	121	0.6%	21,957	2.3%
Finance and Insurance	231	1.1%	31,171	3.2%
Real Estate and Rental and Leasing	219	1.0%	16,947	1.8%
Professional, Scientific, and Technical Services	1,974	9.2%	69,299	7.2%
Management of Companies and Enterprises	555	2.6%	36,951	3.8%
Admin., Waste Mgmt, and Remediation	1,655	7.7%	58,605	6.1%
Private Education	90	0.4%	18,213	1.9%
Health Care and Social Assistance	1,007	4.7%	122,197	12.7%
Arts, Entertainment, and Recreation	193	0.9%	13,631	1.4%
Accommodation and Food Services	1,356	6.3%	77,278	8.0%
Other Services (except Public Administration)	454	2.1%	34,720	3.6%
Other (nonclassifiable)	28	0.1%	1,927	0.2%
Government	1,405	6.6%	107,431	11.1%
Total:	**21,383**	**100%**	**964,532**	**100%**

Source: QCEW

[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Over the past decade, Wilsonville's employment grew slightly faster than that of the tri-county region. This growth was largely driven by an increase in construction jobs, which more than tripled during this period. Although the tri-county region also experienced growth in construction jobs, Wilsonville's rate of growth was considerably higher. Wilsonville also had strong employment growth in wholesale trade. Notably, while wholesale employment rose in Wilsonville, it declined across the broader tri-county region.

In contrast, Wilsonville experienced a decline in manufacturing employment, even as the region saw growth in this sector. Wilsonville maintained stable employment in the transportation and warehousing sector, while the tri-county region grew substantially.

Table 6: Change in Employment, Wilsonville and Tri-County Region (2012 to 2022)

SECTOR	CHANGE 2012-2022			
	NUMBER		PERCENT	
	WILSONVILLE	TRI-COUNTY	WILSONVILLE	TRI-COUNTY
Agriculture, Forestry, Fishing and Hunting	(2)	810	-5%	9%
Utilities, Mining, Quarrying, Oil and Gas Extraction	(5)	263	-5%	11%
Construction	1,505	20,584	203%	54%
Manufacturing	(549)	8,332	-13%	9%
Wholesale Trade	703	(2,409)	30%	-5%
Retail Trade	81	6,254	4%	7%
Transportation and Warehousing	1	17,473	0%	66%
Information	(34)	1,946	-22%	10%
Finance and Insurance	(16)	(3,904)	-6%	-11%
Real Estate and Rental and Leasing	(31)	3,678	-12%	28%
Professional, Scientific, and Technical Services	452	19,014	30%	38%
Management of Companies and Enterprises	293	15,121	112%	69%
Admin., Waste Mgmt, and Remediation	780	9,821	89%	20%
Private Education	(87)	(617)	-49%	-3%
Health Care and Social Assistance	(435)	26,457	-30%	28%
Arts, Entertainment, and Recreation	33	2,277	21%	20%
Accommodation and Food Services	291	5,588	27%	8%
Other Services (except Public Administration)	51	1,062	13%	3%
Other (nonclassifiable)	15	1,627	115%	542%
Government	289	4,210	26%	4%
Total:	**3,335**	**137,587**	**18%**	**17%**

Source: QCEW

BASALT CREEK PLANNING AREA EMPLOYMENT

The BCPA (Wilsonville portion only) grew in employment from 2012 to 2022, with 275 covered employees reported as of 2022. The average wage in the BCPA was $85,863, which is higher than both the tri-county ($73,995) and City average wages ($74,252), suggesting these are relatively well-paying jobs.

Table 7. Change in Employment and Wage, BCPA 2012-2022

YEAR	TAX LOTS	ESTABLISHMENTS	EMPLOYMENT	TOTAL PAY*	AVERAGE WAGE*
2012	80	11.0	194	$9,593,330	$49,450
2022	90	10.0	275	$23,612,269	$85,863
CHANGE	**10**	**-1**	**81**	**$14,018,939**	**$36,413**

Source: QCEW
*not inflation adjusted

Wilsonville's portion of the BCPA consisted of 80 tax lots in 2012 and 90 tax lots in 2022. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. In 2012, 8 tax lots had businesses with covered employment, increasing slightly to 10 tax lots in 2022. Employment density on lots with covered employment remains low at 4.4 employees per acre as of 2022, with most tax lots having no covered employment at all.

Table 8. Lots with and without Covered Employment in the BCPA, 2012-2022

	2012			2022		
	TAX LOTS	ACRES	EMPLOYMENT DENSITY	TAX LOTS	ACRES	EMPLOYMENT DENSITY
With Employment	8	62	3.1	10	63	4.4
Without Employment	72	410	n/a	80	406	n/a
Total	**80**	**472**	**0.4**	**90**	**469**	**0.6**

Source: QCEW Note: The minor change in acreage from 2012 to 2022 resulted from constructing of the Basalt Creek Parkway and small adjustments in the recording of tax lots over that period.

It is important to note that these figures only account for covered employees.[19] Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors. Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

Table 9. Improvement to Land Value, BCPA, 2012-2022

	LAND VALUE	BUILDING VALUE	IMPROVEMENT TO LAND VALUE
2012	$16,577,800	$6,738,020	0.41
2022	$32,892,790	$16,996,440	0.52

Source: Regional Land Information System (RLIS)

[19] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Employment Forecast

Between 2020 and 2045, the City is projected to grow by 3,471 employees at an average annual growth rate of 0.7 percent. This rate is faster than Tualatin but slightly slower than Sherwood and the region overall. Washington County is projected to grow the fastest of the three counties in the region.

Table 10: Metro Employment Forecast, 2020 to 2045

			CHANGE 2020-2045		
	2020	2045	NUMBER	PERCENT	AAGR
Tualatin	34,115	36,792	2,677	8%	0.3%
Wilsonville	**20,539**	**24,010**	**3,471**	**17%**	**0.7%**
Sherwood	6,646	8,013	1,367	21%	0.8%
Clackamas County	173,891	212,341	38,450	22%	0.9%
Multnomah County	538,628	651,090	112,462	21%	0.8%
Washington County	313,513	391,712	78,199	25%	1.0%
THREE COUNTY TOTAL	**1,026,032**	**1,255,143**	**229,111**	**22.3%**	**0.9%**

Source: Oregon Metro, 2045 Distributed Forecast
AAGR = Annual Average Growth Rate

For 2022 to 2032, the Oregon Employment Department (OED) forecasts the strongest growth for the Portland tri-county region in commercial sectors, led by information, leisure and hospitality, and private education and health services. However, OED also predicts growth in industrial sectors, with the strongest relative growth in the construction industry followed by transportation, warehousing, and utilities.

Table 11: Portland Tri-County Industry Projections, 2022 to 2032

INDUSTRY	EMPLOYMENT		CHANGE	
	2022	2032	NUMBER	PERCENT
Natural resources and mining	10,100	10,600	500	5.0%
Construction	59,100	67,800	8,700	14.7%
Manufacturing	101,300	109,800	8,500	8.4%
Wholesale trade	47,300	51,900	4,600	9.7%
Retail trade	90,000	93,500	3,500	3.9%
Transportation, warehousing, and utilities	46,500	52,500	6,000	12.9%
Information	23,400	28,700	5,300	22.6%
Financial activities	60,600	62,500	1,900	3.1%
Professional and business services	167,600	191,000	23,400	14.0%
Private educational and health services	143,400	168,700	25,300	17.6%
Leisure and hospitality	90,700	109,400	18,700	20.6%
Other services	38,200	43,100	4,900	12.8%
Government	114,200	123,500	9,300	8.1%
Self-employment	62,700	69,600	6,900	11.0%
Total	**1,055,100**	**1,182,600**	**127,500**	**12.1%**

Source: Oregon Employment Department Employment Projections

Real Estate Market Trends

The real estate market trends in Wilsonville and the Portland region generally align with the national trends outlined in Section 2. While Wilsonville's office market typically has a lower vacancy rate compared to the broader region, it has had consistently negative net absorption and recent spikes in the vacancy rate, reaching over 12 percent in 2024.

More positively, Wilsonville's industrial market has a relatively low vacancy rate, large average building sizes, and a variety of industrial space types that could appeal to a mix of tenants. Wilsonville is also well positioned to benefit from promising industrial trends in the broader region, including investments in semiconductor manufacturing and market growth that could attract tenants to the area. However, industrial development in Wilsonville has been limited over the past decade. Only 1.7 percent of its total industrial space has been built in the last 10 years, compared to 11 percent in the broader Portland metro area. According to CoStar, in the past five years, three buildings have been under construction in Wilsonville: one completed in 2022 and two slated to be completed in 2025.

NOTE ON COSTAR DATA

While CoStar data provides valuable, up-to-date data across a wide range of metrics, data quality is more limited in smaller markets and at the property level. The data here should be read as an indication of overall market statistics and trends, rather than an exact reflection of all properties in a given market.

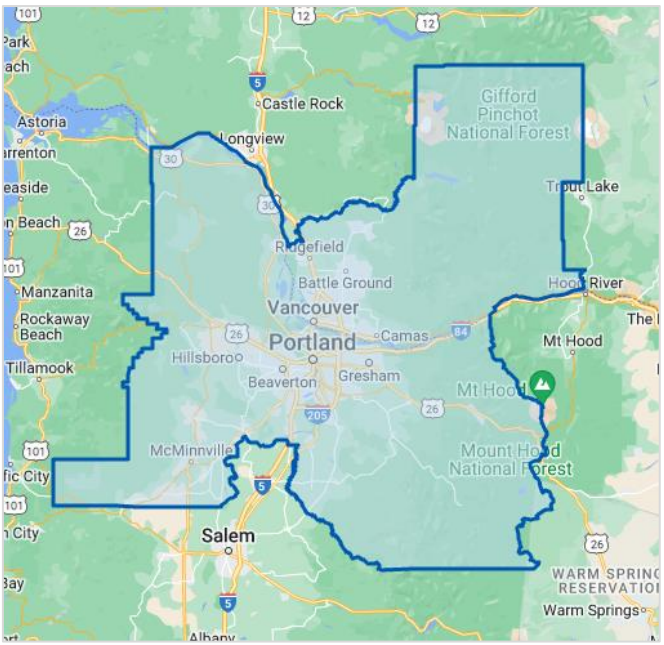
This section analyzes real estate market trends for various submarkets encompassing the BCPA, including the I-5 South submarket (Figure 7) and the Portland metro area (Figure 8).

Figure 7: I-5 South Submarket Boundary



Source: CoStar

Figure 8: Portland Metro CoStar Boundary



Source: CoStar

Office Market Trends

Portland Metro Regional Trends

Like the national office space market, office spaces in the Portland metro are experiencing high vacancy rates and lower leasing activity. Work-from-home policies have decreased the demand for office space. Consequently, tenants have increased bargaining leverage; they are pressuring landlords to reduce rates, increase lease concessions, and raise tenant improvement budgets. Despite these adjustments, an increase in vacancies is expected, with interest rates and economic uncertainty adding volatility to the office market.[20] Other key findings include:

- **Record high vacancy rates:** High vacancy rates have continued to climb, reaching a record high of 13.3 percent vacant office space in 2024 Q2.[21]
- **Continued negative net absorption:** Net absorption in the Portland market was just over negative 500,000 square feet in 2024 Q2, the fourth quarter in a row of negative net absorption. Since the beginning of 2020, the Portland office market has only had positive net absorption for five quarters.[22]
- **Leasing activity:** Leasing and sales activity are on par with 2023, indicating that the vacancy and absorption trends are due to companies exiting the marketplace or downsizing at a higher rate, likely due to continued work-from-home policies.[23]

However, the Portland office market is not uniform, with the suburban office market performing better than the downtown and regional office markets. The Portland suburbs' office vacancy rates are 8.6 percent, compared to 23.9 percent downtown.[24]

Wilsonville Office Market

Wilsonville currently has approximately 1.4 million square feet of office space, representing roughly 18 percent of office space in the I-5 South submarket and 1 percent in the broader Portland metro region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet, or roughly 2 percent of Wilsonville's total office space. Over the same period, the Portland metro added a greater share (9 percent) of

[20] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[21] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[22] Kidder Matthews, Portland Office Market Report Q2 2024
[23] Kidder Matthews, Portland Office Market Report Q2 2024
[24] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report

space to its office market. These projects, on average, have been significantly larger than usual office buildings, with a few very large projects surpassing 100,000 square feet.

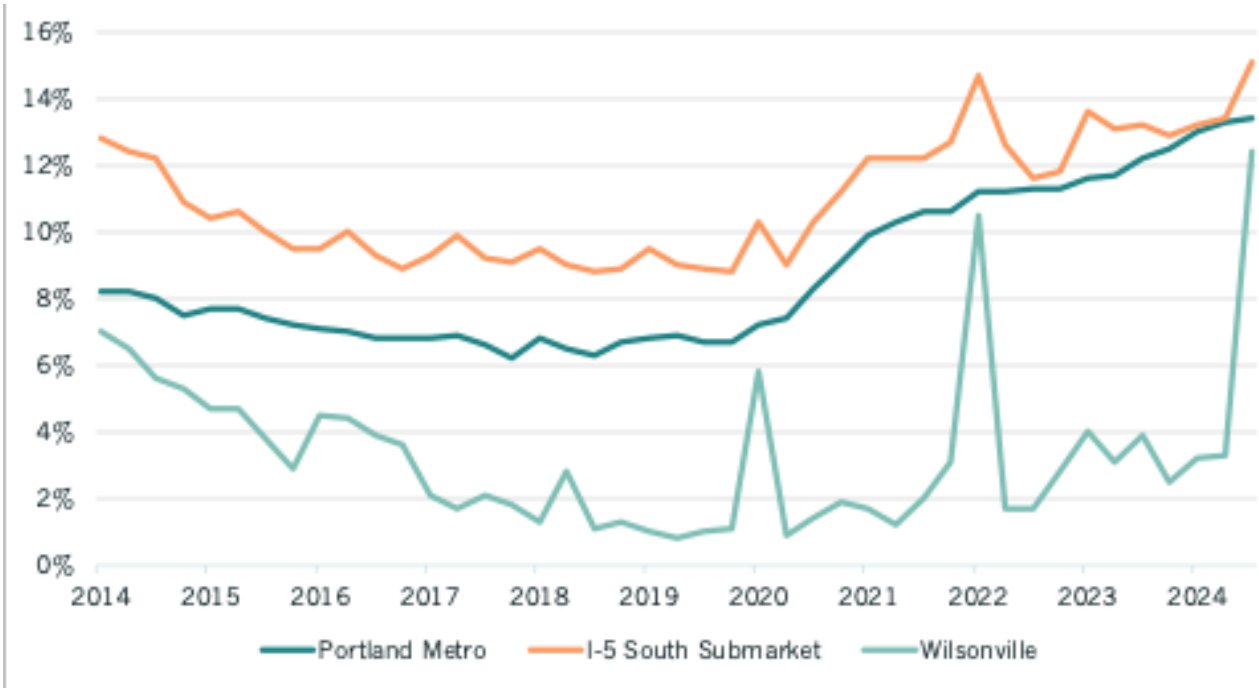
Table 12: Office Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Portland Metro	6,217	118,809,170	19,110
I-5 South Submarket	431	7,533,437	17,479
Wilsonville	62	1,358,335	21,909
BUILT IN THE LAST 10 YEARS			
Portland Metro	66	10,354,342	156,884
I-5 South Submarket	4	80,976	20,244
Wilsonville	1	30,000	30,000

Source: CoStar, pulled August 2024

Per Costar, the I-5 South submarket office vacancy rates have been higher than the Portland metro's vacancy rates since 2014, although vacancy rates have been much more similar since 2022. Both have vacancy rates above 13 percent as of July 2024. While Wilsonville office vacancy rates have remained much lower, the end of a few leases are reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the Portland metro average.

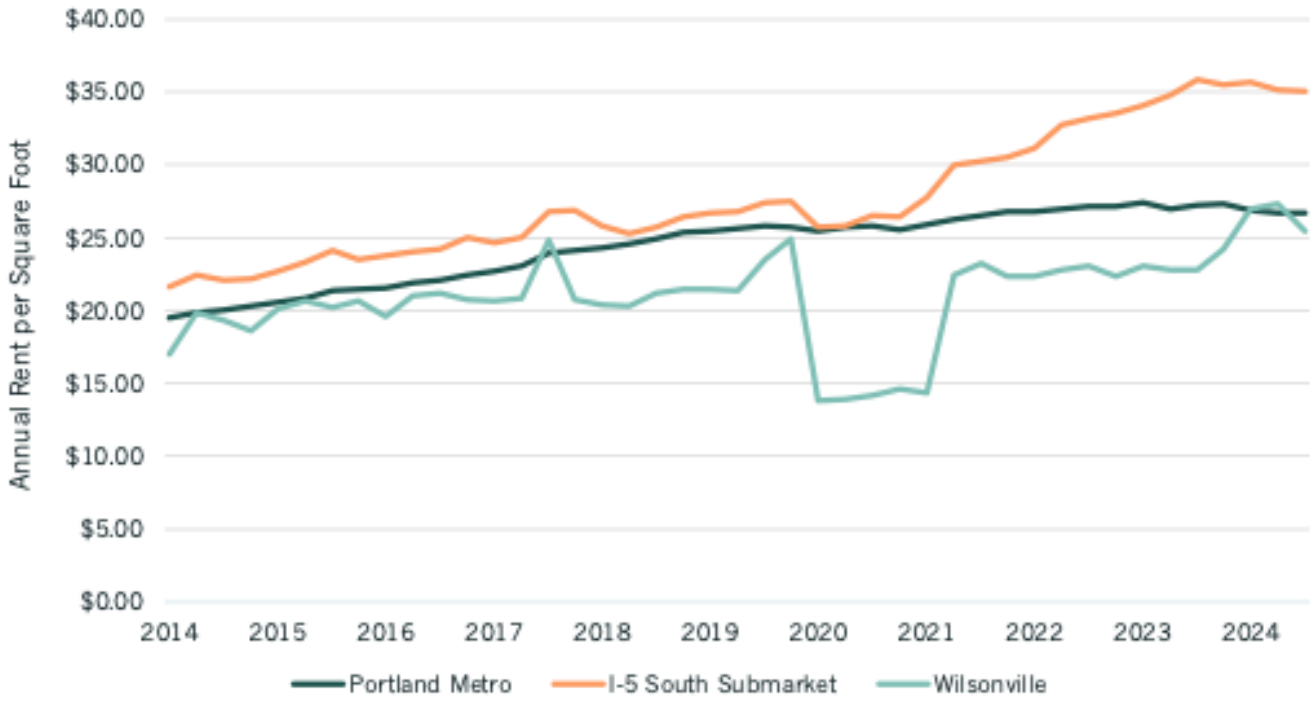
Figure 9: Office Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Office rents have increased in the I-5 South submarket despite high vacancies, and they remain substantially above the Portland metro region's average, according to Costar. Historically, office rents in Wilsonville have been lower than in the Portland metro area. However, since an initial decline in 2020, rents in Wilsonville have risen steadily, reaching over $26 per square foot, now equal to the Portland metro average for the first time in a decade.

Figure 10: Office Lease Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Net absorption and delivery trends also indicate a relatively slow office market. From 2019 to 2024 Q3, net absorption was negative in all three areas. Over the same period, net absorption in the Portland metro area was negative 4.6 million square feet, negative 387,000 square feet in the I-5 South submarket, and negative 122,000 square feet in Wilsonville.

Industrial Market

Portland Metro Regional Trends

Like the national industrial market overall, the Portland metro area industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:[25]

- **Increasing vacancy rates:** Vacancy for industrial space in the Portland metro region has risen steadily since early 2023, and net absorption was negative in both Q1 and Q2 of 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, a few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.
- **Slow lease-up for new construction:** The delivery of 1.2 million square feet to the market in early 2024 also contributed to the region's supply of vacant industrial space. However, newly constructed industrial space has been slow to lease up, with 93 percent of recent leasing activity in buildings built before 2010.
- **Rising unemployment rates:** In early 2024, Portland's unemployment rate (4.1 percent) surpassed the national average (3.8 percent) amid layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs.

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[26] Market strengths include:

- **CHIPS Act:** In 2022, the federal government allocated $50 billion as part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[27] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[28] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[29]

---

[25] CBRE, Q2 2024 Portland Industrial Market Update
[26] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[27] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[29] CBRE, Q2 2024 Portland Industrial Market Update

- **Market growth:** Current forecasts estimate that 2.4 million square feet will be delivered to the market in 2024, roughly 1 percent of the current Portland industrial space inventory. As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 24 percent of the I-5 South submarket and 3 percent of the Portland metro region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland metro (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7 percent of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 11 percent of the I-5 South submarket and Portland metro industrial space. This slow pace of development makes sense given the limited supply of developable industrial land in the City and, more precisely, the development constraints that exist on those lands.

Table 13: Industrial & Flex Space Development Trends, 2014 to 2024

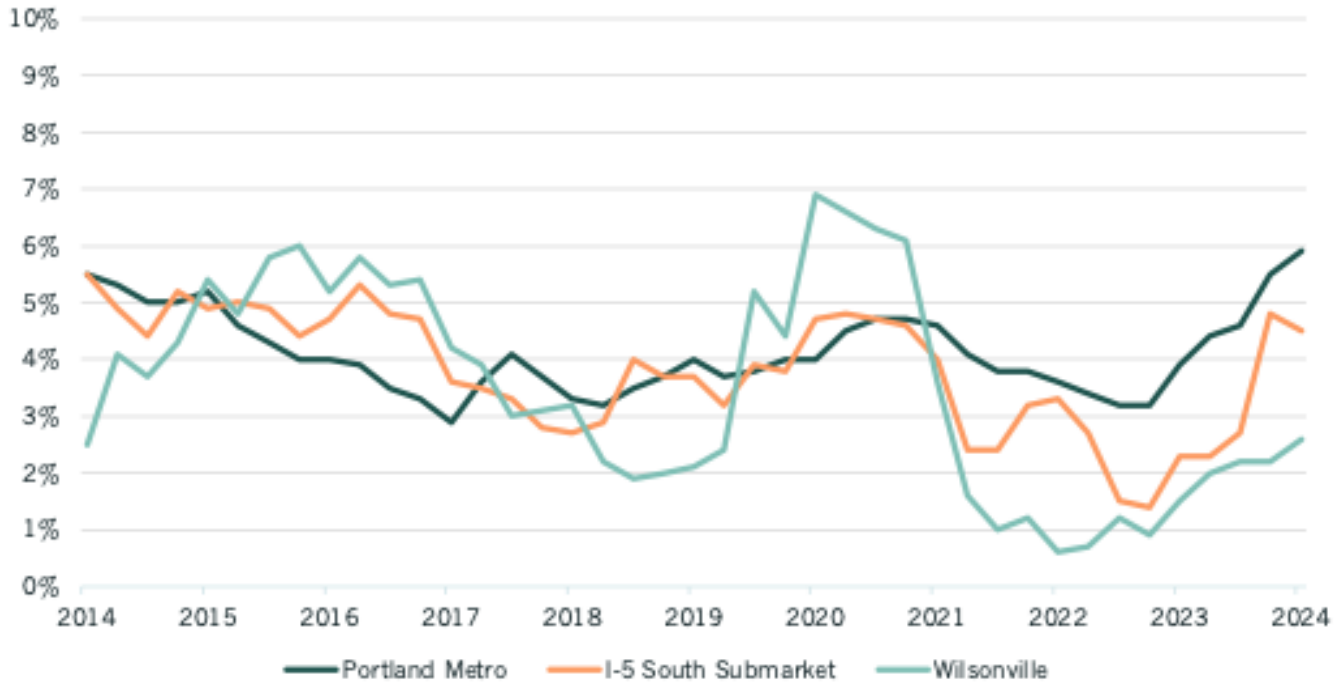
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Portland Metro	7,535	257,487,989	34,172
I-5 South Submarket	900	35,089,559	38,988
Wilsonville	137	8,605,081	62,811
BUILT IN THE LAST 10 YEARS			
Portland Metro	278	30,328,230	109,094
I-5 South Submarket	50	3,848,383	76,968
Wilsonville	2[30]	145,611	72,806

Source: CoStar, pulled August 2024

[30] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2022). However, city staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate has remained below 6 percent for most of the past decade. In 2020 and 2021, Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1 percent in 2022. As of July 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.6 percent (Figure 12). Wilsonville's industrial vacancy rate has been below the Portland metro since 2021. As of July 2024, the Portland metro had a vacancy rate of 5.9 percent and I-5 South submarket had a vacancy rate of 4.5 percent.

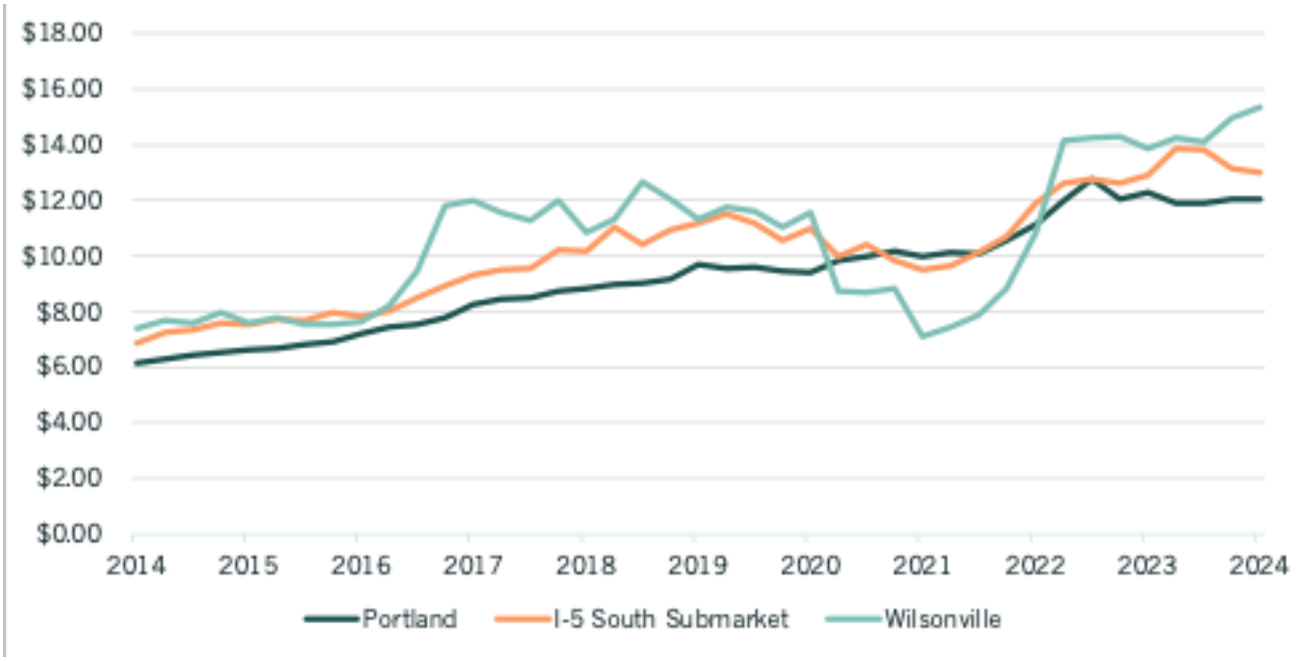
Figure 11: Industrial & Flex Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Triple net industrial rents in Wilsonville increased from 2014 to 2020 and were generally higher than the Portland metro region over the period.[31] Wilsonville shows a large drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2022, reaching $15.35 per square foot in July 2024, higher than the Portland metro ($12.03) and I-5 South submarket ($12.99). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Figure 12: Industrial & Flex Rents Trends, 2014-2024

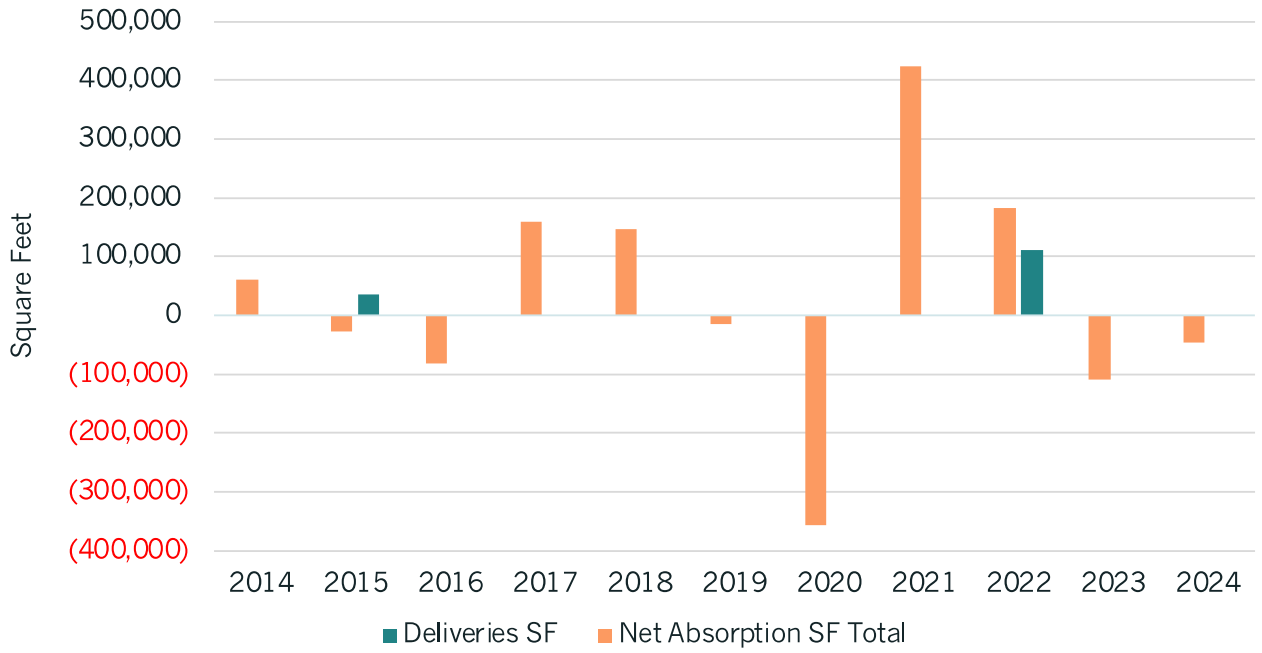


Source: CoStar, pulled August 2024

[31] Triple-net (NNN) rents are annual rents on a per-square-foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs, which are passed on to the tenant and paid separately.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through August 2024 (when data was pulled) but at a smaller magnitude than in 2020.

Figure 13: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled August 2024

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory that are typically 200,000 square feet or more, have clear heights of 28 feet, are less than 5 percent office space, and have site coverage that can be up to 40 percent.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20 percent office area, have clear heights of 22 feet or greater, and have site coverage up to 50 percent.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50 percent.
- **R&D:** Flex space specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Table 14 shows industrial development by submarket, or secondary market, types. Over the past 10 years, the I-5 South submarket has captured a slightly smaller share of the total market at 8.7 percent compared to its total share of 10.2 percent. The secondary market type distribution has also changed. While the I-5 South submarket contains roughly 27 percent of the total market space for R&D and warehouse space, it has captured about 35 percent of the space built in the last 10 years. Meanwhile, it captured a smaller share of manufacturing and distribution development (19 percent in the past 10 years compared to 27 percent of the total market share).

Table 14: Industrial Development Trends by Secondary Market Type, Portland Metro and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	METRO	I-5	METRO	I-5	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

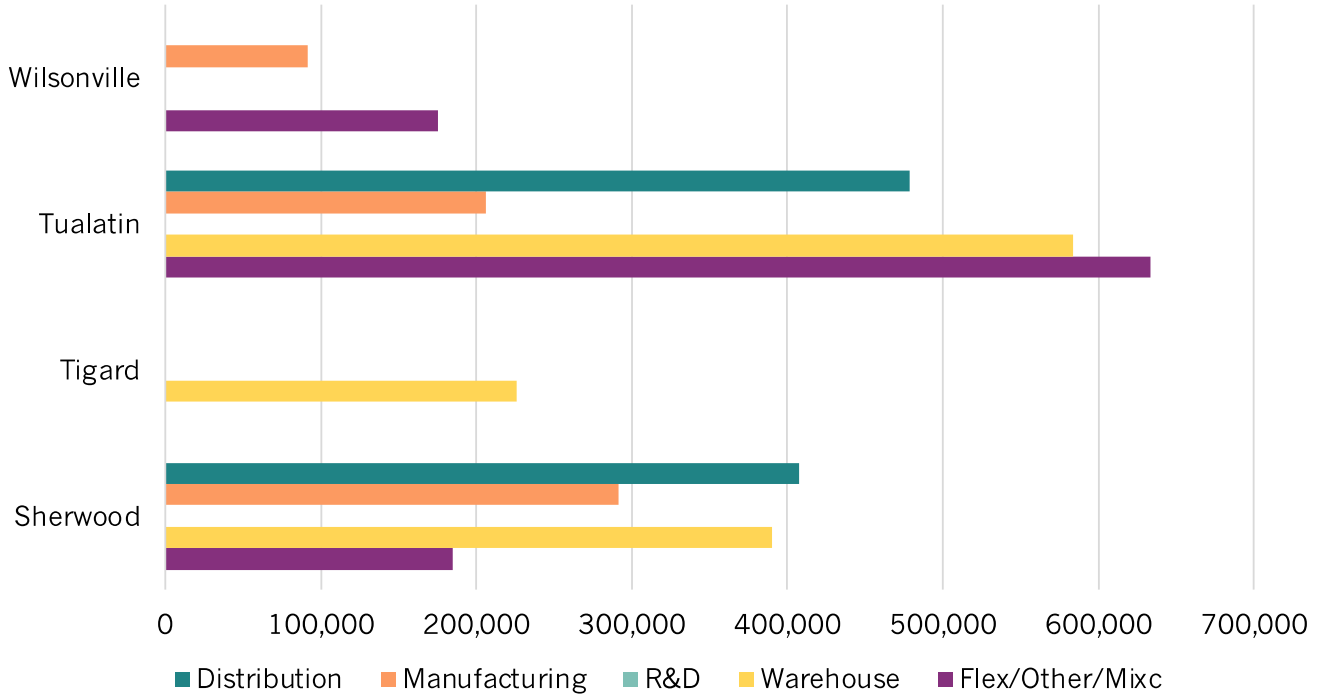
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood, with Wilsonville falling behind. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2022 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Figure 14. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Target Industry Assessment

Wilsonville is well positioned within the region to capture industrial growth. It has access to a strong base of employment, proximity to I-5, and connections to other growing industrial areas in Sherwood and Tualatin. This section examines industries likely to be drawn to Wilsonville, considering its strengths and competitive edge. The analysis begins by identifying common barriers to industrial development, based on local stakeholder interviews. It then reassesses strengths and weaknesses outlined in the Basalt Creek Concept Plan (BCCP), updating these factors to reflect market and employment trends over the past decade. The section concludes by summarizing how these market trends will shape Basalt Creek's development.

Barriers to Industrial Development

Stakeholders identified a number of key barriers for industrial users that prevent development. While some of these challenges are more directly applicable to Basalt Creek than others, they all represent important considerations for the City as it prepares the area for development:

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or city's vision for an area does not align with the diverse needs of potential users. Discussions with local developers and brokers highlight the importance of allowing a mix of uses for better financing opportunities. This is particularly relevant for speculative development, where end users are not known at the time of entitlement and construction. Overly prescriptive zoning that designates specific uses, such as manufacturing, can be more challenging to finance because banks see risk and concern if they perceive the list of potential tenants is too small or narrow. Additionally, various types of uses tend to cluster together due to supply chain benefits. For example, manufacturers often have suppliers located nearby. Overly prescriptive zoning can disrupt this natural ecosystem by preventing clustering.
- **Fragmented Land Ownership:** Areas with multiple small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

- **Incompatible Neighboring Uses:** The presence of nonindustrial uses in close proximity can preclude development out of concern for possible or future conflicts that have the potential to limit or complicate the operations of industrial businesses.
- **Requirements for Connectivity:** In some cases, required access roads can deter large industrial developers because the roads may decrease the area of developable land while adding significant cost to a speculative project. Additionally, some industrial users who prioritize confidentiality and security may be less attracted to areas with public access requirements.

Comparative & Competitive Advantage

The BCCP outlined the Basalt Creek area's advantages and challenges, many of which are still relevant. The following includes Basalt Creeks' advantages and challenges drawing from the BCCP and updating based on new information gathered as a part of this report.

STRENGTHS AND COMPETITIVE ADVANTAGES

- Centrally located in the south metro, within the urban growth boundary, and designated in the City's comprehensive plan for industrial uses.
- Large contiguous cluster of existing and planned industrial employment areas, including Wilsonville's Coffee Creek Industrial Area, and adjacent employment lands in Tualatin and Sherwood.
- Large areas of contiguous land ownership with property owners who are interested in developing or selling for redevelopment.
- Long-term growth projections for employment and population in the southwest Portland metro area.
- Excellent access to I-5, I-205, and Highway 217. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and SMART.[32]
- Access to an educated workforce as part of the Metro labor shed and Mid-Valley labor shed.
- Easily accessible to other growing industrial areas, particularly in Tualatin and Sherwood.
- Planned substation development.

CHALLENGES

- Zoning needs to be in place prior to development.
- Planning, financing, and construction of new infrastructure.

[32] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

- Existing low employment density uses (contractor establishments and storage uses) that generate income for property owners may reduce appetite to sell for redevelopment.
- Lot sizes and property aggregation. There is a mix of large and small lots throughout Basalt Creek. The time and cost required to secure properties from multiple parties to aggregate developable industrial properties of adequate size can be a significant deterrent to developers.
- Natural features, including wetlands and slopes. Basalt Creek and its surrounding slopes and wetland areas run north-south through the study area and divide the area into east and west sections.
- Growing power demands from industrial users and uncertainty on timing and capacity of additional service.[33]

Which industries may be attracted to Basalt Creek?

Basalt Creek's long-standing vision as an industrial area aligns well with current market trends, which show strong demand for industrial space both nationally and in the Portland metro region. Stakeholders point to Wilsonville's potential to attract a diverse range of industrial businesses, including those in the semiconductor supply chain, cleantech, advanced manufacturing, and data centers.

Wilsonville's appeal to these sectors stems from its strategic location in the south metro area, access to a skilled labor force, and proximity to related industries. The semiconductor sector in particular is poised for expansion due to recent CHIPS Act investments. Similarly, cleantech industries are anticipated to see growth within the Portland metro region. The availability of large areas of contiguous land ownership in the Basalt Creek Planning Area further enhances its attractiveness to major industrial users who seek large lots for development.

It is worth noting that while the Basalt Creek Concept Plan (BCCP) originally envisioned a mix of uses—including office space associated with industrial operations, primarily in the High-Tech Employment district—current market conditions suggest that office use will likely play a smaller role than initially planned. Instead, the focus is expected to shift more toward industrial and tech-oriented developments to capitalize on emerging economic opportunities. Below are details about the potential sectors and industries that may be particularly attracted to Wilsonville:

- **Semiconductor Sector Supply Chain:** This sector includes companies involved in the design, manufacturing, and testing of semiconductor chips, as well as those providing materials, equipment, and services to chip manufacturers. Wilsonville is attractive for this industry due to its proximity to existing semiconductor clusters in

[33] ECOnorthwest has reached out to PG&E to understand how much of a challenge access to adequate power may be and is waiting to hear back. This statement may be updated after that conversation.

the Portland metro area, access to a skilled workforce, and potential for large industrial sites. Basalt Creek would likely host businesses that support the supply chain rather than producing the chips themselves.

- **Cleantech, including Battery Technology:** Cleantech encompasses renewable energy technologies, energy efficiency solutions, and sustainable manufacturing processes. Businesses in this sector include energy storage and related sustainable material technologies and a variety of alternative energy technologies and production. Battery technology, crucial for electric vehicles and energy storage, is a growing subsector that is already present in Wilsonville. Wilsonville's strategic location and potential for large industrial sites make it suitable for cleantech manufacturing and R&D facilities.
- **Advanced Manufacturing:** This sector involves the use of innovative technologies to create products. It includes robotics, 3D printing, and smart manufacturing systems. Wilsonville's access to a skilled workforce and its location near tech hubs make it attractive for advanced manufacturing operations.
- **Distribution and Logistics:** This sector involves the storage, transportation, and delivery of goods. Wilsonville's location near major transportation routes (I-5 and I-205) and its proximity to Portland make it an ideal location for distribution centers and logistics hubs.
- **Data Centers:** Data centers are facilities used to house computer systems and associated components. Wilsonville's access to available land and the potential access to reliable power sources could make it attractive for data center development.[34] The proximity to tech companies in the Portland metro area is an additional advantage.

This diverse range of potential industries positions Wilsonville to capitalize on various economic opportunities, creating a resilient industrial base in Basalt Creek.

[34] Interviews with stakeholders have suggested that Wilsonville may be attractive to data centers. ECOnorthwest has reached out to PG&E to understand if Basalt Creek has/will have access to the power necessary for this type of use and is waiting to hear back.

4. Conclusion

The Basalt Creek area in Wilsonville is strategically positioned for industrial development with the potential to attract a variety of users, from manufacturing and logistics to data centers. The area's suitability for supporting the semiconductor supply chain is underscored by recent expansions of semiconductor suppliers in nearby Sherwood. Additionally, the area could be attractive to cleantech businesses, including those involved in battery storage and alternative energy technologies.

However, realizing this potential presents several challenges. Existing contractor establishments generate sufficient income for some property owners, reducing their incentive to sell or redevelop the land for higher-intensity industrial uses. Furthermore, relocation options for these businesses may be limited, complicating redevelopment efforts. (The feasibility of redevelopment will be further explored in a subsequent separate study.)

Conversely, some developers have already assembled land, and they are ready for immediate development, eager to capitalize on the strong industrial demand seen in nearby Coffee Creek, Tualatin, and Sherwood. Stakeholders emphasized the importance of large parcels in facilitating area redevelopment, with many developers willing to fund necessary infrastructure improvements if given access to such lots. For example, Schnitzer Properties owns property east of Grahams Ferry Road, south of Basalt Creek Parkway, and north of Day Road and eagerly awaits the adoption of zoning and policy to enable industrial development in this area. They intend to submit development and annexation applications as soon as zoning and policy is in place. Their recent development in Sherwood, known as the Sherwood Commerce Center, is an example of the type of development they are envisioning for their Basalt Creek property, offering flexible spaces for various industrial users.

It is crucial for Wilsonville to carefully balance its development goals for Basalt Creek with market realities. While the City may have preferences for certain types of businesses, being overly selective could deter development altogether. This is especially significant given the current economic climate. The BCCP originally envisioned office space within each district with the highest share in its High-Tech Employment District and anticipated that this office space would be in connection with industrial users. However, nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. While office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

Nationally, there's strong demand for industrial space. But Oregon's employment growth, which has been lagging national trends since 2020, may moderate this trend locally. Developers have stated that current industrial demand in the metro area is largely driven by regional businesses seeking to expand or upgrade their facilities. If Wilsonville imposes overly burdensome or restrictive requirements on the types of industrial users it allows (such as requiring a high share of manufacturing space), it risks limiting development feasibility and driving developers and industrial users to more accommodating locations.



The City must navigate these challenges while working toward its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity.

Next Steps

These findings are preliminary and will be refined through further analysis, stakeholder engagement, and discussions with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.

Appendix B: Buildable Lands Inventory and Site Suitability Analysis

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

ECOnorthwest

DATE:	December 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Bob Parker, and Barrett Lewis
SUBJECT:	WILR Phase 1: BLI and Site Suitability Analysis

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. The study began with an Economic Inventory, which reviewed current market trends and industries suitable for the area.

This memorandum addresses Task 3 in the Scope of Work: updating the **Buildable Lands Inventory (BLI)** for the BCPA and conducting a **Site Suitability Analysis** for key opportunity sites. The updated BLI reflects recent land developments, adjusted constraints, and revised capacity estimates.

The Site Suitability Analysis examines three selected "opportunity sites" within the BCPA, assessing their potential to support the target industries identified in the Economic Inventory. This analysis considers site attributes, including size, location, access, topography, constraints, and surrounding land uses. It also considers infrastructure (transportation, water, sewer, stormwater) based on available data, with the understanding that infrastructure planning may evolve as work progresses.

Land Supply

This industrial Buildable Lands Inventory (BLI) updates the 2014 BLI from the original concept plan, providing a revised assessment of the buildable land *supply* available within Wilsonville's portion of the BCPA for employment-related growth and development. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This BLI update serves two purposes: 1) to provide a revised assessment for developable acres in the BCPA and 2) to identify lands that have existing economic uses but low improvement values and/or low-density employment. These uses are inconsistent with the development vision expressed in the BCCP and are sites that may have redevelopment potential.

The BCPA encompasses a total of 453 acres across 85 tax lots. Of this:

- **173 acres** are currently in active use and are considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

The BLI also provides a basis for updating employment capacity. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs and 2.3 million and 2.9 million square feet of development. The BCCP estimated total employment capacity at about 2,500 jobs.

This section outlines the methodology used to develop the BLI and employment and built space capacities, and it presents the results for Wilsonville's portion of the BCPA. ECOnorthwest analyzed GIS data from the City of Wilsonville, Metro, and Washington County, with City staff reviewing the findings for accuracy and completeness.

Methodology

The buildable lands inventory followed a structured process to assess land status:

1. **Generate UGB "land base":** ECOnorthwest established a baseline of tax lots within Wilsonville's portion of the BCPA designated for industrial and employment uses.
2. **Classify lands by development status:** The project team categorized parcels as vacant, partially vacant, or developed.
3. **Identify constraints:** ECOnorthwest applied physical and regulatory constraints, such as wetlands and natural resource protections, to identify unbuildable portions.

4. **Verify inventory results:** City staff reviewed classifications and aerial imagery to confirm accuracy.
5. **Tabulate and map results:** The team compiled findings into tables and maps to provide a clear overview of buildable lands.

The following section summarizes the results of the industrial BLI for the BCPA, presented in tabular and map formats.

Land Base

The land base for the Buildable Lands Inventory (BLI) includes all tax lots within Wilsonville's portion of the BCPA. Table 1 provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within the BCPA.

Table 1. Employment Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Industrial	63	74%	237	52%
Undesignated	22	26%	215	48%
Total	**85**	**100%**	**453**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Clackamas County, Washington County, Metro

Development Status Classification

Table 2 displays the total acres of tax lots, categorized based on whether land is buildable. ECOnorthwest applied a rule-based classification of vacant, partially vacant, or developed land to determine the initial development status and verified the results through reviews by City staff. These reviews incorporated local knowledge and analyses of aerial maps.

Table 2. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, BCPA, 2024

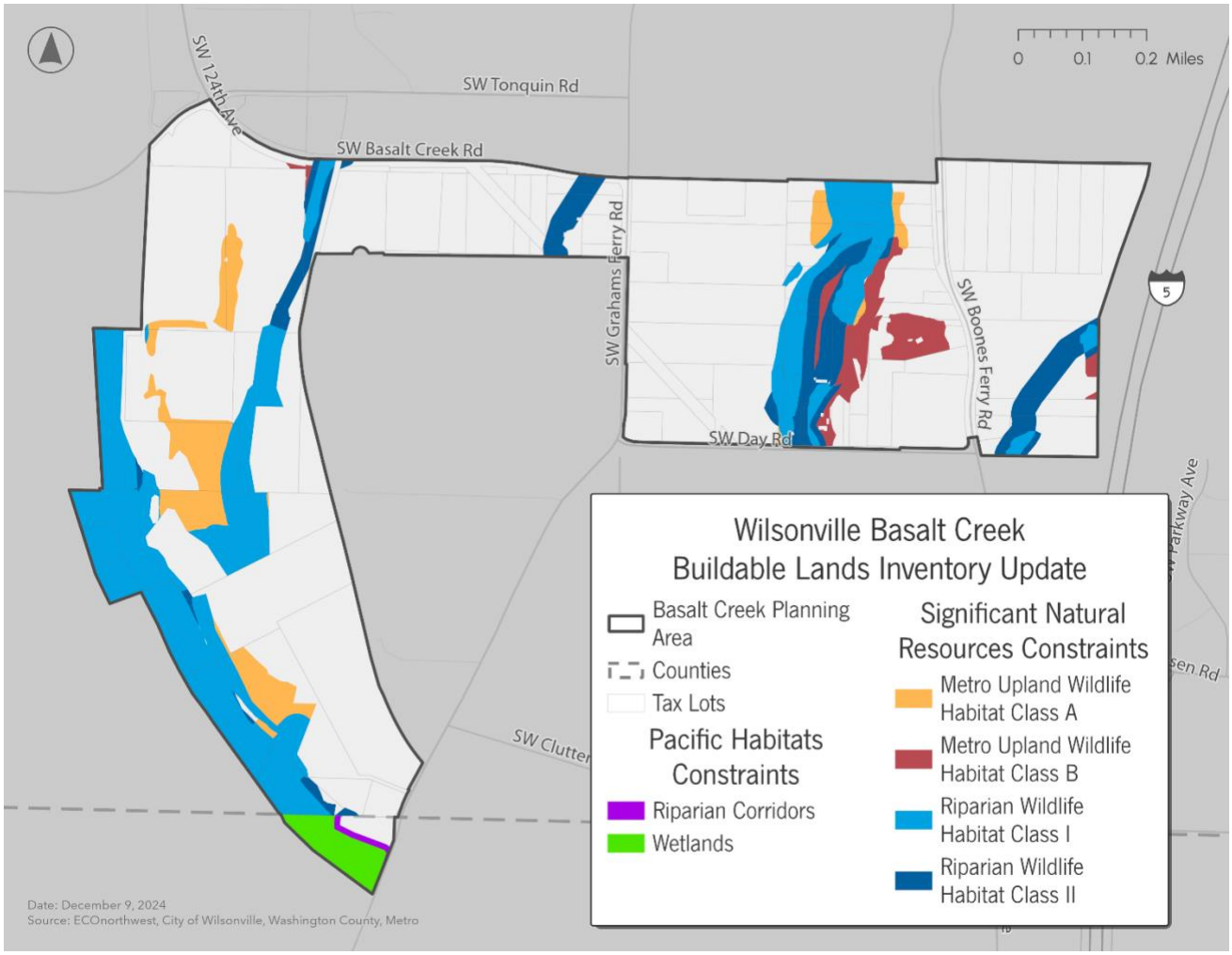
Plan Designation	Total Acres	Committed Acres	Constrained Acres	Buildable Acres
Industrial	237	63	48	127
Undesignated	215	110	81	24
Total	**453**	**173**	**129**	**150**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Development Constraints

In coordination with City staff, ECOnorthwest identified physical constraints based on Washington County's Significant Natural Resources (SNR), as amended by Washington County Ordinances No. 901 and No. 902.[1] The SNR includes Metro Upland Wildlife Habitat Classes A and B, as well as Riparian Wildlife Habitat Classes I and II. For the single southern parcel located in the West Railroad area and within Clackamas County, GIS data provided by Pacific Habitat Services were used to identify physical constraints. These constraints are shown in Figure 1.

Figure 1. Development Constraints, BCPA, 2024

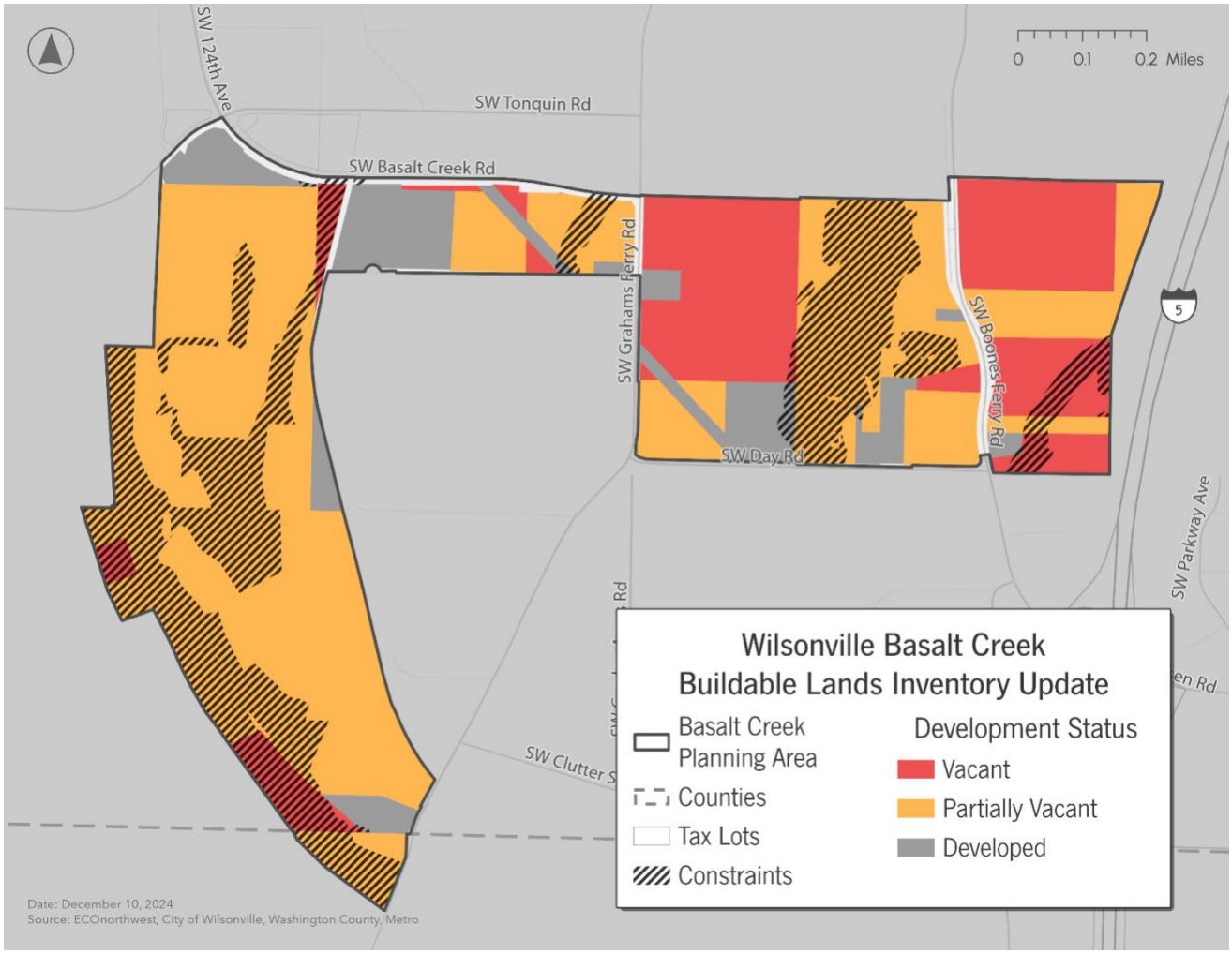


Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

[1] https://www.washingtoncountyor.gov/lut/planning/documents/ordinance-no-901a/download?inline

Figure 2 shows development status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

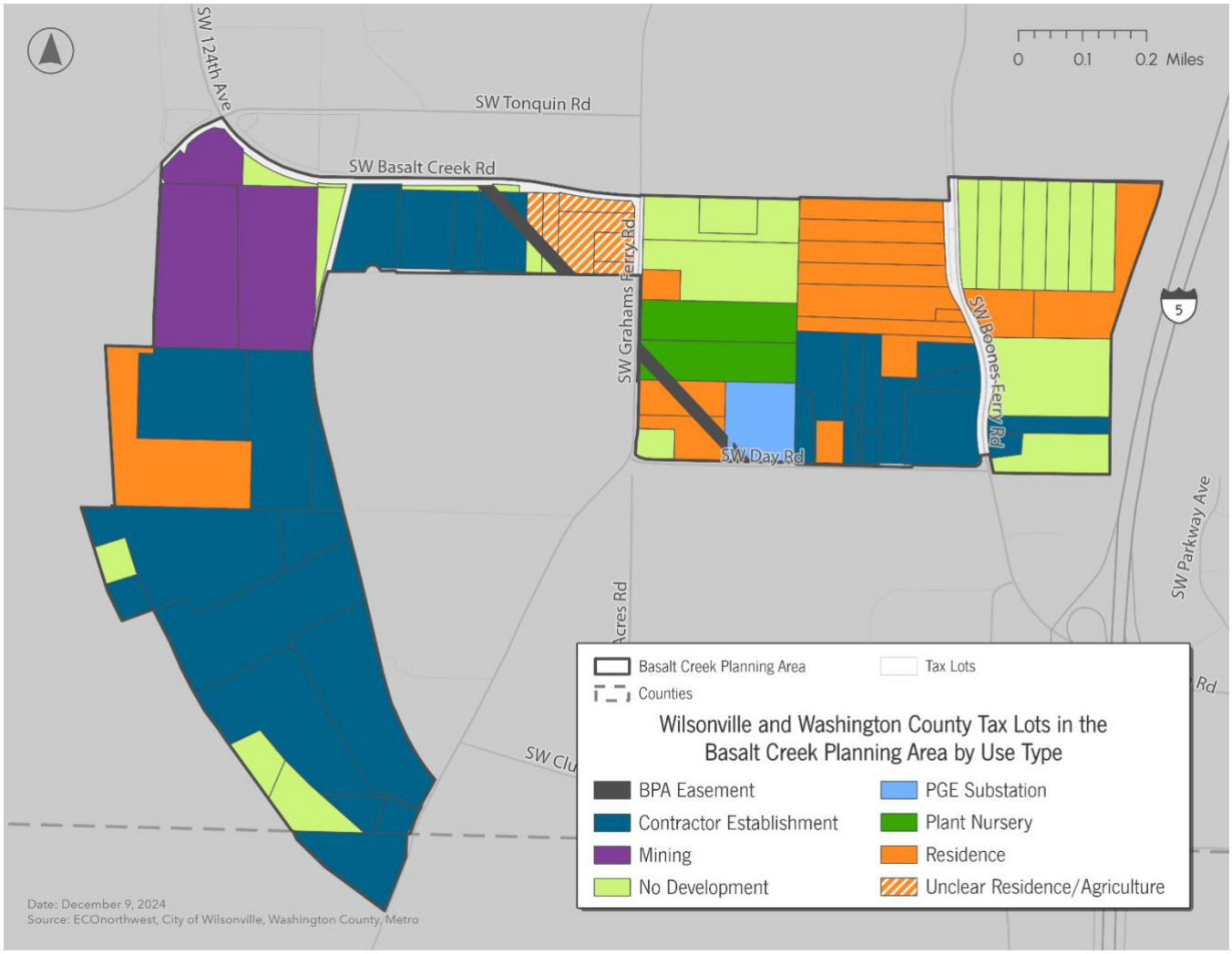
Figure 2. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Figure 3 identifies land use categories for each site. ECOnorthwest collaborated with City staff to identify these categories through a detailed review process that combined local knowledge with aerial map analysis. Unlike basic classifications of vacant or partially vacant land, this map provides deeper insights into current land uses, offering valuable context for evaluating redevelopment potential and guiding the feasibility analysis (the results of which are shared in a separate memorandum).

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the buildable lands inventory involved removing portions of vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within Metro Upland Wildlife Habitat Classes A and B and Riparian Wildlife Habitat Classes I and II).

Table 3 presents the buildable acres—tax lot areas remaining after deducting these constraints—for both vacant and partially vacant land, categorized by Wilsonville's Comprehensive Plan designation. The BCPA has 150 total buildable acres available for development.

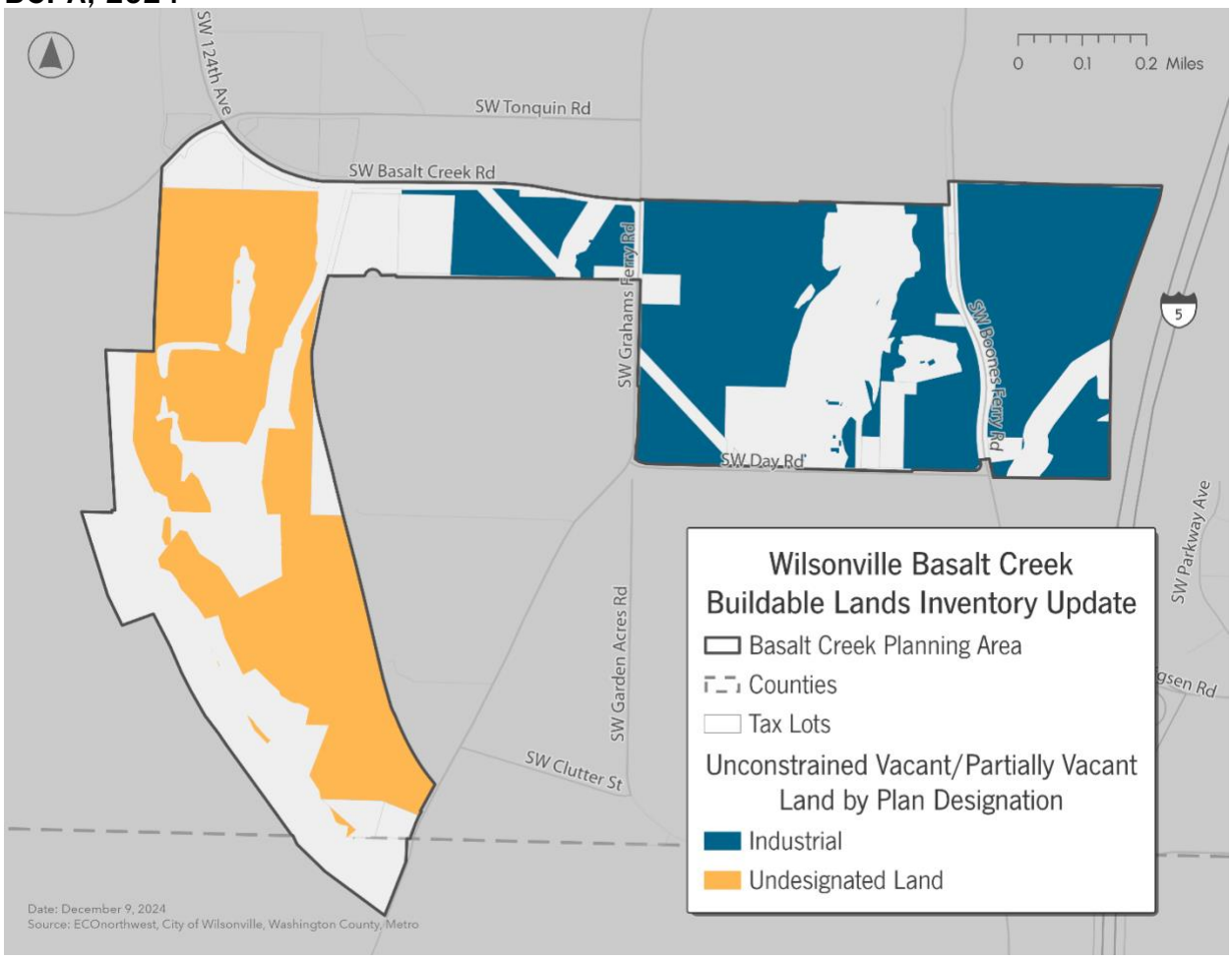
Table 3. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 4 shows the buildable vacant and partially vacant land within the BCPA, categorized by Wilsonville Comprehensive Plan designation. It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development (or has redevelopment potential). However, the buildable lands inventory database accounts for these distinctions: the developed portions (unavailable for future development) are excluded, while the vacant portions are detailed in Table 4.

Figure 4. Buildable Employment Land by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Table 4 presents the size of buildable lots categorized by Wilsonville Comprehensive Plan designation across the BCPA. The planning area includes:

- Eight lots smaller than 0.5 acres, totaling 2 acres.
- Twenty-two lots between 0.5 and 2 acres, totaling 22 acres.
- Eighteen lots between 2 and 5 acres, totaling 57 acres.
- Six lots between 5 and 10 acres, totaling 46 acres.
- Two lots between 10 and 25 acres, totaling 23 acres.

Table 4. Buildable Acres and Tax Lots by Buildable Site Size by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Buildable Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Industrial	1	7	10	51	35	23
Undesignated	1	1	4	6	12	-
Acreage Total	**2**	**8**	**14**	**57**	**46**	**23**
Industrial	5	10	7	16	4	2
Undesignated	3	2	3	2	2	-
Tax Lot Total	**8**	**12**	**10**	**18**	**6**	**2**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Employment Capacity

ECOnorthwest analyzed the buildable land in Basalt Creek to update projections for potential job growth in the area. This assessment involved reviewing the capacity estimates from the BCCP and refining them using the updated land inventory of 150 buildable acres.

The analysis began with a review of research conducted by ECOnorthwest and other organizations on employment density. A common finding in such studies is the significant variability in employment density across industries, plan designations, and zoning districts. For example, an industrial zone may have employment densities ranging from 1-3 employees per acre for a warehousing facility and 10-15 employees per acre for flex spaces to densities over 25 employees per acre for office buildings.

The capacity estimates that follow are intended to provide a high-level estimate of job capacity based on the 2024 BLI update. Some factors, such as land needed for streets, would reduce capacity while others, such as higher lot coverages or multistory buildings, would increase capacity. The main utility of employment capacity estimates is in estimating

infrastructure needs. The figures that follow can be used to inform infrastructure demand estimates which can then be compared with infrastructure capacity to determine if existing and planned capacity are sufficient to accommodate expected employment densities.

Land Demand Methodology

When evaluating land and building capacity, two measures are commonly used to define the relationships between building size, floor area, and land area. These measures include:

- **Floor Area Ratio (FAR):** The ratio of a building's total square footage to the site's total square footage.
- **Employees Per Acre (EPA):** The total number of employees divided by the site size.

Basalt Creek Growth Capacity: Land Use Model Assumptions

This model builds on assumptions from the BCCP. Initially, the BCCP estimated an average of **18.5 jobs per gross acre** in Wilsonville's portion of Basalt Creek (excluding West Railroad). Key employment density estimates included:

- High-Tech Employment District: 20 jobs per gross acre.
- Craft Industrial: 22 jobs per gross acre.
- Light Industrial District: 16 jobs per gross acre.

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-density growth scenarios to better reflect the potential range of employment densities in the study area. ECO also modeled different lot coverage ratios/FARs. The scenarios use lot coverages of 35 percent and 45 percent which is consistent with the assumptions used in the Task 4 redevelopment feasibility analysis of contractor establishments. The FARs of 0.35 and 0.45 reflect lot coverage ratios and the assumption that uses will be single story.

- **Low-Density Scenario:**
  - 10 employees per gross acre.
  - Lot coverage/FAR: 35 percent/0.35.
  - Reflects more traditional industrial densities and provides a more conservative estimate.
- **Medium-Density Scenario:**
  - 15 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.

- Assumes a greater share of office development compared to the low-density scenario, offering a more ambitious estimate.

- **High-Density Scenario (BCCP Adopted Assumption)**
  - 18.5 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.
  - Maintains the BCCP assumptions and envisions a greater share of office development than the other scenarios. It assumes the same lot coverage ratio which yields the same built space capacity as the medium-density scenario but with a higher number of employees occupying that space.

Results: Land Use Modeling for Basalt Creek

Table 5 outlines the results of this analysis, indicating that Wilsonville's portion of Basalt Creek has capacity for:

- **Employment:** Between 1,500 and 2,780 jobs.
- **Built Space:** Between 2.3 million and 2.9 million square feet.

These findings reflect the range of potential outcomes based on varying employment density assumptions.[2]

Table 5. Job Capacity and Built Space Capacity, Wilsonville BCPA

	Low	Medium	High
Job Capacity	1,500	2,250	2,780
Built Space Capacity (SF)	2,289,000	2,943,000	2,943,000

Source: Analysis by ECOnorthwest

[2] ECOnorthwest also analyzed the potential number of employees and built space under current density levels, estimated at approximately 5 employees per gross acre. If these existing conditions persist, the area is projected to accommodate around **750 employees** and **1.3 million square feet** of built space.

Site Suitability Analysis

The BCPA is well positioned to capture industrial growth in the South Metro region. It benefits from its strategic location with access to I-5, a robust employment base, and connections to other expanding industrial hubs in Sherwood and Tualatin. Over the summer, ECOnorthwest conducted an Economic Inventory to assess market conditions and identify industries most likely to establish a presence in Basalt Creek focusing on industrial and office uses in alignment with the BCCP vision.[3] The analysis highlighted strong national and regional demand for industrial space and identified key sectors with potential interest in the area, including the semiconductor supply chain, cleantech, advanced manufacturing, distribution and logistics, and data centers.

Although the BCCP originally envisioned a blend of industrial and office development, current market trends suggest a shift toward a greater emphasis on industrial uses. Office developments, while still anticipated, are expected to occupy a smaller footprint than initially planned.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation, and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

To determine site specific competitiveness for these industries, ECOnorthwest evaluated three opportunity sites using the Mackenzie Infrastructure Finance Authority (IFA) Industrial Development Competitiveness Matrix as a foundation. Recognizing that industry requirements have evolved since the matrix's creation in 2015, the analysis incorporated updated reports and stakeholder feedback to align with current market demands. This Site Suitability Analysis assesses site characteristics such as size, location, and constraints to evaluate their ability to host target industries. While the analysis considered buildable land availability, its primary focus was on site potential, assuming redevelopment occurs. Feasibility and redevelopment likelihood of contractor establishments is addressed in a separate task.

[3] When evaluating the office market, medical office showed stronger growth than traditional office. However, ECOnorthwest did not further evaluate its potential, as it was not a use envisioned in the BCCP.

Opportunity Sites for Analysis

ECOnorthwest evaluated the following sites for their development potential (Figure 5):

- **SW Greenhill Site:** Selected for its consolidated land ownership and strong potential for near-term development, given the absence of active use.
- **Craft Industrial Area:** As a transitional area, the City seeks to assess this site's characteristics in detail to determine the most appropriate land uses. This will inform zoning designations.
- **West Railroad Site:** West Railroad lacked a defined concept in the original BCCP. To explore its potential, ECOnorthwest analyzed a portion of West Railroad, focusing on its development suitability. This will inform whether a zoning designation similar to the rest of the Basalt Creek area would be appropriate. The area also faces physical and service constraints, and the analysis evaluates whether these challenges might limit future development opportunities.

Figure 5. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Table 6 summarizes the size of unconstrained lots for the opportunity sites. Note that "unconstrained acres" here includes developed areas. In general, larger sites are more appealing to industrial users, who often seek parcels of 5 or more acres. Smaller sites, however, may require site aggregation to meet these needs. Notably, sites in SW Greenhill and West Railroad, which exceed 5 acres, could be especially attractive to developers. While all opportunity sites may require some degree of site aggregation, the Craft Industrial area faces the greatest challenge due to its relatively small lot sizes and fragmented land ownership.

Table 6. Unconstrained Acres and Tax Lots by Site Size for Opportunity Sites, BCPA, 2024

Site Suitability Area	Unconstrained Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Craft Industrial	-	1	5	8	-	-
SW Greenhill	-	-	-	31	-	21
West Railroad	0.3	-	3	10	19	60
Acreage Total	**0.3**	**1**	**9**	**49**	**19**	**81**
Craft Industrial	-	1	3	3	-	-
SW Greenhill	-	-	-	8	-	2
West Railroad	3	-	2	3	3	4
Tax Lot Total	**3**	**1**	**5**	**14**	**3**	**6**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Site Competitiveness Factors

The IFA Industrial Development Competitiveness Matrix includes the following factors for evaluating the competitiveness of different industries:

- Site Size
- Competitive Slope (physical slope of a parcel, which can impact its suitability for development)
- Access to Transportation and Trip Generation (Highway, Rail, and Airport Proximity)
- Access to Utility Infrastructure (Water, Sewer, Electricity, Telecommunications)
- Special Considerations

The industries evaluated in the IFA Industrial Development Competitiveness Matrix include the following, which align with the BCCP and the Economic Inventory findings, and are the focus of this analysis (the full matrix can be found in Appendix B.1):

- **Production Manufacturing:**
  - High-Tech/Cleantech Manufacturing
- **Value-Added Manufacturing and Assembly:**
  - Food Processing
  - Advanced Manufacturing and Assembly
- **Light/Flex Industrial:**
  - General Manufacturing
  - Industrial Business Parks and R&D Campuses
  - Business Services
- **Warehousing and Distribution**
  - Regional Warehouse/Distribution
  - Local Warehouse/Distribution
- **Specialized Uses:**
  - Data Centers

Industry-Specific Considerations

Recent growth in the semiconductor and cleantech sectors has prompted additional research to understand the evolving needs of these industries. To support this, the Oregon Legislature established the Oregon Semiconductor Task Force to identify industry needs and opportunities. Similarly, Business Oregon supported the creation of the Oregon Cleantech Competitiveness Assessment Report to evaluate the needs and prospects for cleantech industries. Key findings related to site-specific requirements from these initiatives are outlined below.

SEMICONDUCTOR SECTOR

The semiconductor industry offers Oregon a prime opportunity to expand advanced manufacturing, grow its traded sector, and create high-quality jobs. The $52 billion CHIPS Act, passed in July 2022, accelerates efforts to boost domestic semiconductor production by allocating $40 billion for manufacturing and $10 billion for research over five years.

The Metro region hosts a robust semiconductor cluster centered in Hillsboro. There has also been some semiconductor activity south of Hillsboro, including LAM Research in Sherwood and Tualatin, bolstering the supply chain presence in the South Metro. This established network positions the region to attract additional semiconductor-related investments.

The Semiconductor Task Force's Industrial Lands Subcommittee identified key site characteristics most important for the semiconductor industry:

- **Workforce Availability and Talent Proximity.** Access to skilled workers—engineers, technicians, and operators—is essential. Semiconductor clusters thrive where workers can easily transition between companies, creating a dynamic employment ecosystem. Workforce access is critical for both fabrication plants and supply chain operations.
- **Parcel Size and Usage.** Parcel size varies by operational needs. Fabrication plants require ***50–100 acres*** to accommodate clean rooms and infrastructure, with large-scale R&D and production facilities needing ***500+ acres***. Supply chain operations, such as equipment and material suppliers, generally need smaller parcels of ***15–35 acres***.
- **Infrastructure Readiness.** Reliable access to ***transportation, water, electricity, and wastewater systems*** is crucial. Semiconductor companies prioritize sites with infrastructure ready to support development within ***6 months to 3 years***.
- **Clustering with R&D Partners and Suppliers.** Collaboration with suppliers and R&D partners is vital. Fabrication plants benefit from proximity to suppliers for quick equipment maintenance and research. Supply chain operations also thrive in clusters, connecting with customers and transport hubs.
- **Environmental and Regulatory Considerations:** Predictable permitting processes are essential to avoid delays. While environmental regulations remain important, fast-tracked approvals are necessary to match the industry's pace.

SITE COMPETITIVENESS FOR THE CLEANTECH SECTOR

Oregon is well positioned to capitalize on the growth of cleantech industries, driven by federal initiatives like the Inflation Reduction Act and an increasing focus on sustainability. Cleantech encompasses a range of technologies, including renewable energy, energy-efficient materials, water technologies, and recycling systems. While the IFA Industrial Development Competitiveness Matrix provides general site characteristics for cleantech, the Oregon Cleantech Competitiveness Assessment Report—developed for Business Oregon—offers more detailed site selection criteria specific to established and emerging cleantech industries within the state. Key site characteristics for these subsectors are summarized below (a complete matrix is available in Appendix B.2). Scalability is essential for many users, as industries often begin on smaller sites but require the flexibility to expand as they grow.

- **Battery Storage:** These systems store renewable energy for later use, enhancing grid stability and reliability. Technologies range from lithium-ion to flow batteries, used in applications from small urban microgrids (0-5 acres) to large grid-scale facilities (25+ acres). Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations. Zoning flexibility for

energy uses is critical, while water needs and transportation access are generally less significant.

- **Mass Timber:** Engineered wood products like cross-laminated timber (CLT) and glued laminated timber (GLT) serve as sustainable alternatives to steel and concrete. Production facilities need medium to large sites (5-25+ acres), reliable transportation (particularly to arterial roads and railways) for raw materials, and substantial power supply.
- **Ag-Tech:** This sector integrates advanced technologies like AI, Internet of Things (IoT), agrivoltaics, and drones to optimize agriculture. Ag-tech operations, in this sense, are generally assumed to focus on software and small-scale equipment products, generally collaborating with large existing farms for R&D. These businesses typically require small sites (0-5 acres) with low transportation, water, and power demands.
- **Circular Economy:** This sector focuses on recycling and resource reuse, supporting waste-reduction and material-recovery technologies. Businesses range from R&D to recycling and upcycling facilities. Typically, these operations require small to medium-sized sites (0-25 acres), though the specific site needs depend on the types of raw materials and finished products, as well as the scalability of the industry. Good transportation access—especially to arterial roads and potentially railways—is important, along with moderate water and power requirements and flexible zoning options.
- **Solar and Wind Energy Production:** This sector encompasses both energy production and manufacturing. Manufacturing facilities share site requirements with advanced manufacturing industries, while energy production facilities vary significantly in scale. These range from small rooftop installations to large-scale farms, which require proximity to transmission lines and substations. The electrical system needs depend on the scale and purpose of the facility—microgrid systems may only require a connection to the local grid, while large-scale grid storage typically necessitates access to regional transmission lines or substations. Transportation access requirements also vary, but wind turbine manufacturing often requires rail access due to the size of components.
- **Water Technologies:** This sector focuses on addressing water scarcity and quality through innovations such as AI-driven leak detection, wastewater recycling, and desalination. It often involves both R&D and production facilities. These businesses typically require small to medium-sized sites (0-25 acres) with access to high-pressure water systems and significant power capacity, while having relatively low transportation needs.
- **Building Energy Technologies:** This sector focuses on innovations that improve energy efficiency, including smart HVAC systems and energy-efficient lighting to reduce building energy use. R&D and software development facilities in this space

typically require small sites (0-5 acres) with moderate to high electrical needs, while having low transportation and water requirements.

- **Electric Vehicle (EV) Infrastructure Technologies:** Supporting the adoption of EVs through charging networks and technology development, this sector generally requires medium to large sites (5-25+ acres) with high electrical power demands and good access to transportation networks.

Opportunity Site Characteristics

The market analysis revealed that Basalt Creek is well suited for various industrial uses, including light industrial, flex space, warehousing, distribution, advanced manufacturing, and support for cleantech and semiconductor sectors. These industries have specific site requirements. To assess how the three opportunity sites could accommodate different sectors, ECOnorthwest analyzed each site's characteristics and evaluated them against the competitiveness matrix and additional criteria specific to cleantech and semiconductor industries.

Table 7 outlines the physical characteristics of the three sites under analysis.

Table 7. Physical Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Site Size and Ownership	♦ 57 acres ♦ 10 tax lots ♦ 2 owners (1 owns 42 acres, 1 owns 14 acres)	♦ 32 acres ♦ 7 tax lots ♦ 7 owners (fairly even site size distribution)	♦ 165 acres ♦ 15 tax lots ♦ 8 owners (1 owns 65 acres, 4 own ~20 acres each, 3 own smaller parcels)
Slope	Slopes of 10% or greater cover about 6 acres, or 11% of the total site area.	♦ Slopes of 10% or greater cover about 15 acres, or 46% of the total site area. These slopes are generally in the middle of the site, bordering Basalt Creek.	♦ Slopes of 10% or greater cover about 34 acres, or 20% of the total site area. However, some of these slopes are from activities on the sites and not physical attributes.
Surrounding Uses	♦ North: Planned for medium-low density residential and neighborhood commercial (Tualatin portion of BCPA) ♦ East: BCPA border and I-5 ♦ South: Undeveloped land, contractor establishment (planned High-Tech Employment District) ♦ West: Craft Industrial Opportunity Site	♦ North: Planned for (and under development) low-density residential (Tualatin portion of BCPA) ♦ East: SW Greenhill Opportunity Site (planned High-Tech Employment District) ♦ South: Contractor establishments, single residential property (planned High-Tech Employment District) ♦ West: Contractor establishments, plant nurseries, and undeveloped land (planned Light Industrial District)	♦ North: Adjacent to mining site ♦ East: Coffee Creek Correctional Facility and Coffee Creek Industrial area ♦ West: Coffee Creek provides a natural buffer ♦ South: Undeveloped land in Clackamas County
Constraints	♦ 52 unconstrained acres (91% of total area) ♦ Minimal constraints running along the eastern boundary	♦ 14 unconstrained acres (42% of total area); 9 of these acres are east of the constraints that dominate the central area; the remaining 5 acres occupy the northwest corner ♦ Constraints dominate the central north-south area	♦ 92 unconstrained acres (56% of total area) ♦ Constraints run along the entire western boundary and central northern half

Table 8 outlines the existing and planned utilities on the opportunity sites. Details on water, sewer, and roads were provided by City staff based on the most current local access maps from DKS. Final infrastructure alignment and capacity are still in the planning stages.

Table 8. Infrastructure and Utility Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Water: Potable water delivery to BCPA requires Basalt Creek Parkway extension, Zone C booster station, and may require SW Grahams Ferry Rd extension. These systems will connect SW Tooze Rd to SW Day Rd – 10,200 LF 18" diameter pipe and 4,670 LF 12" diameter pipe. *Modeling needs to confirm these requirements.*	**Current:** No existing water lines in area. **Planned:** Requires water main along SW Boones Ferry Rd alignment (2,490 LF). Water lines assumed to generally follow local road layout (5,460 LF). Will connect proposed water lines to existing lines on SW Pioneer Ct and SW Day Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Assumed to utilize proposed water main along SW Boones Ferry Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Water lines assumed to follow road layout from SW Grahams Ferry to SW Tonquin Rd (6,900 LF). *Sizes to be confirmed during modeling.*
Roads	**Current:** Existing SW Boones Ferry Rd, SW Greenhill Rd **Planned:** New arterial to I-5 from SW Greenhill Rd (300 LF). New arterial from SW Day Rd to I-5 (1,060 LF). New local roads looping SW Greenhill Rd to SW Boones Ferry Rd (3,350 LF) and connecting to SW Pioneer Ct (2,110 LF).	**Current:** Existing SW Boones Ferry Rd. **Planned:** New local road looping SW Day Rd to SW Boones Ferry Rd (1,900 LF). Assumed to utilize SW Boones Ferry Rd.	**Current:** Existing SW Grahams Ferry Rd to south and SW Tonquin Rd to north. **Planned:** New local road connecting SW Grahams Ferry Rd to SW Tonquin Rd (6,900 LF) with a possible connection to SW Morgan Rd (2,570 LF).
Sewer: Wastewater collection for BCPA requires completion of Coffee Creek Interceptor Phase 2 – 2,000 LF of gravity system upsizing to 21" diameter pipe from SW Boeckman Rd along railroad to SW Ridder Rd. This also requires Coffee Creek Interceptor Railroad Crossing – 160 LF of 21" diameter pipe.	**Current:** No existing sewer lines in area. **Planned:** Gravity collection lines flow generally south and west along proposed road layout (5,460 LF). Requires new collection line along SW Day Rd (1,600 LF) and new line to travel south between SW Day Rd to connect to SW Garden Acres Rd just north of SW Ridder Rd (3,700 LF). *10-12" diameter collection lines are anticipated.*	**Current:** No existing sewer lines in area. **Planned:** Assumed to utilize proposed line along SW Boones Ferry Rd.	**Current**: No existing sewer lines in area. **Planned:** Gravity line flows from SW Clay St west, crosses railroad, and meets proposed local street alignment in West Railroad to SW Grahams Ferry Rd (6,900 LF). Lift station is required with pressure main along SW Grahams Ferry to SW Clutter St (380 LF) before returning to gravity along SW Clutter St to SW Garden Acres Rd (1,430 LF). *A 10" diameter pipe is anticipated for gravity lines.*
Natural Gas	The IFA matrix does not identify natural gas as a requirement for industries most likely to locate in the BCCP. Natural gas did not come up as a barrier for industrial development in interviews.		
Electricity	Discussions with PGE indicate that the area can accommodate industrial users with moderate power needs. However, large power users such as a data center may require infrastructure upgrades. These types of upgrades can take 3+ years.		
Telecommunication	Since the BCPA is located within the Metro, telecommunication service is expected to be adequate to meet the needs of likely users. Telecommunication capacity did not come up as a barrier for industrial development in interviews.		

Location in the overall region and access to highways, rail, other like businesses, and labor force also play a role in site selection for industries. Given the proximity of these sites within a very small area, we detail these overall characteristics for the BCPA rather than for each site (Table 9).

Table 9. Basalt Creek Transportation and Proximity Characteristics

SITE CHARACTERISTIC	BASALT CREEK EVALUATION
Available Trips	♦ The BCCP allocated 951 trips to Wilsonville's portion of Basalt Creek. The TRP identifies the necessary improvements to accommodate those trips. Additional development and trips would require an update to the TRP and additional capacity improvements to the planned system.
Transportation Access to Interstate or Principal Arterial	♦ The entirety of Basalt Creek is within 5 miles of access to I-5 and I-205 and is less than 10 miles from Highway 217.
Proximity to Regional Infrastructure Rail/Port/Airport	♦ Basalt Creek is ~27 miles from Portland International Airport and ~26 miles from the Port of Portland. ♦ A rail line runs through Basalt Creek. The type of rail line and potential for spurs are not known at this point.
Proximity to Labor Force	♦ Access to the broader Portland Metro and Mid-Valley labor forces.
Proximity to Goods	♦ Close proximity to wine region and agricultural land. ♦ Close proximity to distributors, other manufacturers, and tech hubs, including semiconductor businesses.

Evaluation of Compatible Uses

The suitability of potential users for each site is outlined below, based on site characteristics and industry-specific needs. This high-level evaluation focuses on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of building configurations or sizes.

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining site suitability.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with significant electricity demands might necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two property owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for a high-tech supply chain, cleantech industries, advanced manufacturing, food processing, small warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the Basalt Creek Concept Plan's vision for small-scale or micro-industrial uses, such as live-work spaces or makerspaces.

  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences,

including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites. However, the feasibility of redeveloping these residential properties was not assessed as a part of this study.

- **The West Railroad** site spans 165 acres, with 56 percent (92 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and small to midsized warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by the railroad undercrossing on SW Grahams Ferry Road. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site's suitability for targeted industries.

In Table 10, the compatibility of each site with various industrial uses is color coded as follows:

- Red: Not competitive for the industry
- Yellow: Moderate potential
- Green: High compatibility and strong suitability

Table 10. Evaluation of Compatible Uses Based on Site Characteristics

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Production Manufacturing	High-Tech / Cleantech Manufacturing	Midsized, flat site; high power or utility demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; some users may prefer larger sites with expansion potential	Vibration *may* be a concern from nearby rail and/or mining; high power or utility demands could exclude some users depending on system capacity
Value-Added Manufacturing and Assembly	Food Processing	Water and sewer needs are high; high demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion	Water and sewer needs are high; high demands could exclude some users depending on system capacity
	Advanced Manufacturing & Assembly	Midsized, flat site; lower water and sewer demand than high-tech industries	Site small and constrained; increased setbacks (if required) could be a problem; often requires on-site utility service areas	Vibration *may* be a concern from nearby rail and/or mining

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Light / Flex Industrial	General Manufacturing	Residential proximity may reduce appeal	Site small and constrained; residential proximity may reduce appeal	Desirable site size available; distance from sensitive uses (residential, park)
	Industrial Business Park and R&D Campus	Midsized, flat site; slightly small for some users	Site small and constrained	Constraints may limit large park potential
	Business / Admin Services	Midsized, flat site; high trip generation	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; tolerates higher slopes; compatible near residential; high trip generation	Proximity to Coffee Creek Industrial area that hosts similar services is attractive; tolerates higher slopes; high trip generation
Warehouse & Distribution	Regional	Close to I-5; existing road infrastructure; site may be a little small for some users	Site too small and constrained; limited space for trucks	Constraints could limit large distribution centers; the City is evaluating needed improvement to better accommodate truck traffic
	Local	Close to I-5; existing road infrastructure; suitable for smaller users	Site too small and constrained; limited space for trucks	Close to I-5; suitable for smaller users; the City is evaluating needed improvement to better accommodate truck traffic
Specialized	Data Center	May be suitable, but power needs could exceed available capacity, requiring upgrades	Site too small and constrained	May be suitable, but power needs could exceed available capacity, requiring upgrades

Site Competitiveness for Semiconductor Industry

Basalt Creek lacks the large parcels required for fabrication plants but is positioned to accommodate supply chain businesses that support semiconductor manufacturing.

- **SW Greenhill:** High Potential – Could be competitive for the semiconductor supply chain businesses. This site is closest to development ready, which is highly competitive because semiconductor companies prioritize sites with infrastructure ready to support development within *6 months to 3 years.*
- **Craft Industrial:** Not Competitive – Given the small parcels on the Craft Industrial site, this site is not competitive for the semiconductor supply chain businesses.

- **West Railroad:** Moderate Potential – The longer timeline required to provide adequate infrastructure, combined with existing constraints, makes this site less attractive for the semiconductor industry.

Site Competitiveness for Cleantech

- **Craft Industrial:** Moderate Potential – Given the small parcels and extent of constraints, this site is not competitive for many cleantech businesses but may be attractive to small-scale users in ag-tech and building energy tech that require sites under 5 acres.

Table 11. Cleantech Evaluation of Compatible Uses for Craft Industrial

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply; site size may be too small for many users
Mass Timber	Limited by small site size, lack of direct rail access, and high energy requirements
Ag-Tech	Site may be suitable for a small user
Circular Economy	Some users may prefer direct rail access; site may be too small for some users
Solar & Wind Energy	Small site; unsuitable for power generation and manufacturing
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; site may be too small for some users
Building Energy Tech	Site may be suitable for a smaller user; energy demands could exceed supply
EV infrastructure Tech	Limited site size, lack of rail access, and high energy requirements

- **SW Greenhill and West Railroad:** High Potential – Site size and infrastructure could appeal to a variety of cleantech subsectors, including battery storage, ag-tech, circular economy, water tech, and building energy tech.

Table 12. Cleantech Evaluation of Compatible Uses

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply
Mass Timber	Limited by lack of direct rail access and high energy requirements
Ag-Tech	Sites meet needs well
Circular Economy	High transportation needs: some facilities may prefer direct rail access
Solar & Wind Energy	Unsuitable for power generation; possible for manufacturing but limited by rail and power needs
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; low transportation needs
Building Energy Tech	Sites meet needs well; energy demands could exceed supply
EV infrastructure Tech	Limited by lack of rail access and high power requirements

Conclusion

Land Supply

The BCPA offers a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. Since the previous Buildable Lands Inventory (BLI) update, the area has experienced growth in contractor establishments. The updated BLI identifies **150 acres of buildable land,** comprising **87 acres of vacant land** and **63 acres of partially vacant land,** after accounting for constraints and existing development. The supply is distributed across parcels of varying sizes, ranging from small lots under 5 acres to larger parcels exceeding 25 acres, providing a mix of options suitable for different industry needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between **1,500 and 2,780 jobs**.

Site Suitability Analysis

The Site Suitability Analysis evaluates the competitiveness of three opportunity sites within the BCPA based on their ability to host key industries identified in the Economic Inventory. This evaluation focuses on physical site characteristics, such as size, location, and constraints, rather than the likelihood of redevelopment. Redevelopment feasibility is addressed in a separate deliverable.

- **SW Greenhill:** With its minimal constraints, lack of development, consolidated land ownership, and existing infrastructure, this site could be physically suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels. This validates the uses originally envisioned in the BCCP for the area.
- **Craft Industrial:** Due to significant constraints, the site is currently more suitable for micro-industrial uses, such as live-work spaces, as originally identified in the BCCP. However, with site aggregation, the southeastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **West Railroad:** This site has potential for development in general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

Next Steps

The findings presented in this memorandum are preliminary and will be further refined through ongoing discussions with the Planning Commission and City Council. This analysis is being conducted in parallel with an evaluation of redevelopment feasibility for contractor establishments. Ultimately, these components, along with insights from the Economic Inventory, will be synthesized into a summary report that outlines key findings and recommendations.

Appendix B.1 IFA Industrial Development Competitiveness Matrix

ECOnorthwest

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

Infrastructure Finance Authority

			Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
	PROFILE		A	B	C	D	E	F	G	I	H	J	K	L
	CRITERIA		Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)

13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	SPECIAL CONSIDERATIONS:		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located witihn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.
* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.	
**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space	
† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).	
‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.	

Appendix B.2 Cleantech Industrial Sector Land Use Competitiveness Matrix

The Oregon Cleantech Competitiveness Assessment Report (Appendix D in the report) identified the following land use requirements for key cleantech subsectors in Oregon as described below.

Cleantech Land Use Criteria

Land use requirements for attracting and growing industrial users vary across sectors. We have reviewed typical land use and infrastructure needs based on existing facility development, anticipated growth needs, and similarities to existing established industrial users within the State. We have reviewed land use competitiveness for the following development criteria, which are commonly used when evaluating sites for attracting potential industrial users:

1. Total site size: Gross property area, including building footprint, setbacks, parking, laydown space, buffers and/or mitigation areas, and expansion areas.
   A. Small: 0-5 acres
   B. Medium: 5-25 acres
   C. Large: > 25 acres
2. Use allowance: Specific manufacturing use allowed under current zoning. Development standards also may limit feasibility of necessary elements such as utility yards.
   A. Low: Allowed outright
   B. Medium: Allowed conditionally or with limitations
   C. High: Not allowed
3. Site slope tolerance: Elevation differences across the site; generally, industries with large-footprint buildings or laydown yards require flatter sites.
   A. Low: 0-5%
   B. Moderate: 0-7%
   C. High: 0-12%
4. Access to interstate or principal arterial transportation routes: Access to shipping routes and available capacity for trips generated.
   A. Low: Relatively low need for access to transportation routes.
   B. Moderate: Access to principal transportation routes is preferred.
   C. High: Access to principal transportation routes is required.
5. Railroad access: Proximity and capacity for rail freight systems, for either raw materials or finished goods.
   A. Low: Relatively low need for rail access.
   B. Moderate: Access to rail access is preferred.
   C. High: Access to rail access is required.
6. Marine port access: Proximity and capacity for marine cargo shipping, for either raw materials or finished goods.
   A. Low: Relatively low need for marine access.
   B. Moderate: Access to marine access is preferred.

C. High: Access to marine access is required.

7. Airport access: Proximity and flight availability for employees, customers, or air cargo.
   A. Low: Relatively low need for airport access.
   B. Moderate: Access to airport access is preferred.
   C. High: Access to airport access is required.
8. High-pressure water supply: Proximity and capacity for high-pressure water supply, typically as municipal water.
   A. Low: Significant water usage is not expected to be a critical component of this industry.
   B. Moderate: Water usage may be high for this industry; high-pressure water supply is preferred.
   C. High: High-pressure water supply is required.
9. Electricity supply: Proximity and capacity for electrical power.
   A. Low: Significant electricity usage is not expected to be a critical component of this industry.
   B. Moderate: Electrical usage may be high for this industry; high-demand service and/or redundancy is preferred.
   C. High: High-demand service and/or redundant electrical supply is required.

The following table summarizes our recommendations of land use competitiveness for the selected Cleantech sectors across the criteria listed above.

Table 13. Competitiveness Matrix for Select Cleantech Industries

	Battery Storage	Mass Timber	Ag-Tech	Circular Economy	Solar & Wind Energy Prod	Water Tech	Building Energy Tech	EV Infrastructure Tech
Site Size	Small to Large[4]	Med to Large	Small[5]	Small to Med[6]	Med to Large[7]	Small to Med	Small	Med to Large
Use Allowance	Varies by jurisdiction							
Slope Tolerance	Mod.	Low	High	Mod.	Mod.	Low	High	Mod.
Transportation Access	Low	High	Low	High	Mod.	Low	Low	High
Rail Access	Low	Mod.	Low	Mod.	Wind: High Solar: Low	Low	Low	Mod.
Marine Access	Low	Low	Low	Low to Mod.	Low to High[8]	Low	Low	Low to Mod.
Airport Access	Low	Low	Mod.	Low	Low	Low	Mod.	High
High-Pressure Water Needs	Low	Low to Mod.	Low	Mod.	Mod.	High	Low	Low
Electrical Supply Needs	High[9]	Mod. to High	Low	Mod.	High[6]	High	Mod. to High	High

Source: Oregon Cleantech Competitiveness Assessment Report, 2024

[4] Battery storage site sizes may vary widely, from urban microgrid installations to large-scale power grid storage.
[5] The Ag-Tech industries identified in this study are assumed to generally focus on software and small-scale equipment products. These companies may use large-scale farms for product development or research; however, since those are likely to be existing operating farm facilities, we do not identify them as a land use criterion here.
[6] Site facility size for circular economy is dependent on the raw materials and finished products involved and the industry scaling.
[7] Site size for solar/wind manufacturing facilities is similar to advanced manufacturing industries, while sites for solar/wind power generation vary greatly depending on scale, ranging from rooftop systems to grid-scale farms.
[8] Offshore wind power requires marine facilities to transport turbines and equipment to the generating site. Land-based wind power marine access varies.
[9] Electrical system proximity and access for power generation facilities may vary depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations.

Appendix B.3 Buildable Lands Inventory Methodology

The BLI is intended to identify industrial lands that are available for development for employment uses within the City of Wilsonville's BCPA. The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This appendix presents methods and definitions used to develop the industrial buildable lands inventory for the BCPA. The results (shown in the Land Supply section of the memorandum) are based on analyses by ECOnorthwest of data from the City of Wilsonville, Washington and Clackamas Counties, Metro, and Pacific Habitat Services. The analysis was reviewed by City staff. The remainder of this appendix summarizes key findings of the BLI.

Methods and Definitions

The BLI in Wilsonville's BCPA includes all land that allows industrial uses within the jurisdiction of Wilsonville's comprehensive plan use designations or unincorporated areas of Washington and Clackamas Counties. From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the BCPA
2. It is within a Wilsonville Comprehensive Plan designation or unincorporated areas of Washington and Clackamas Counties.
3. It is inside a tax lot (as defined by Metro), and
4. Its plan designation allows employment uses. *Note that tax lots do not generally include road or railroad rights-of-way or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate UGB "land base"
2. Classify lands by initial development status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

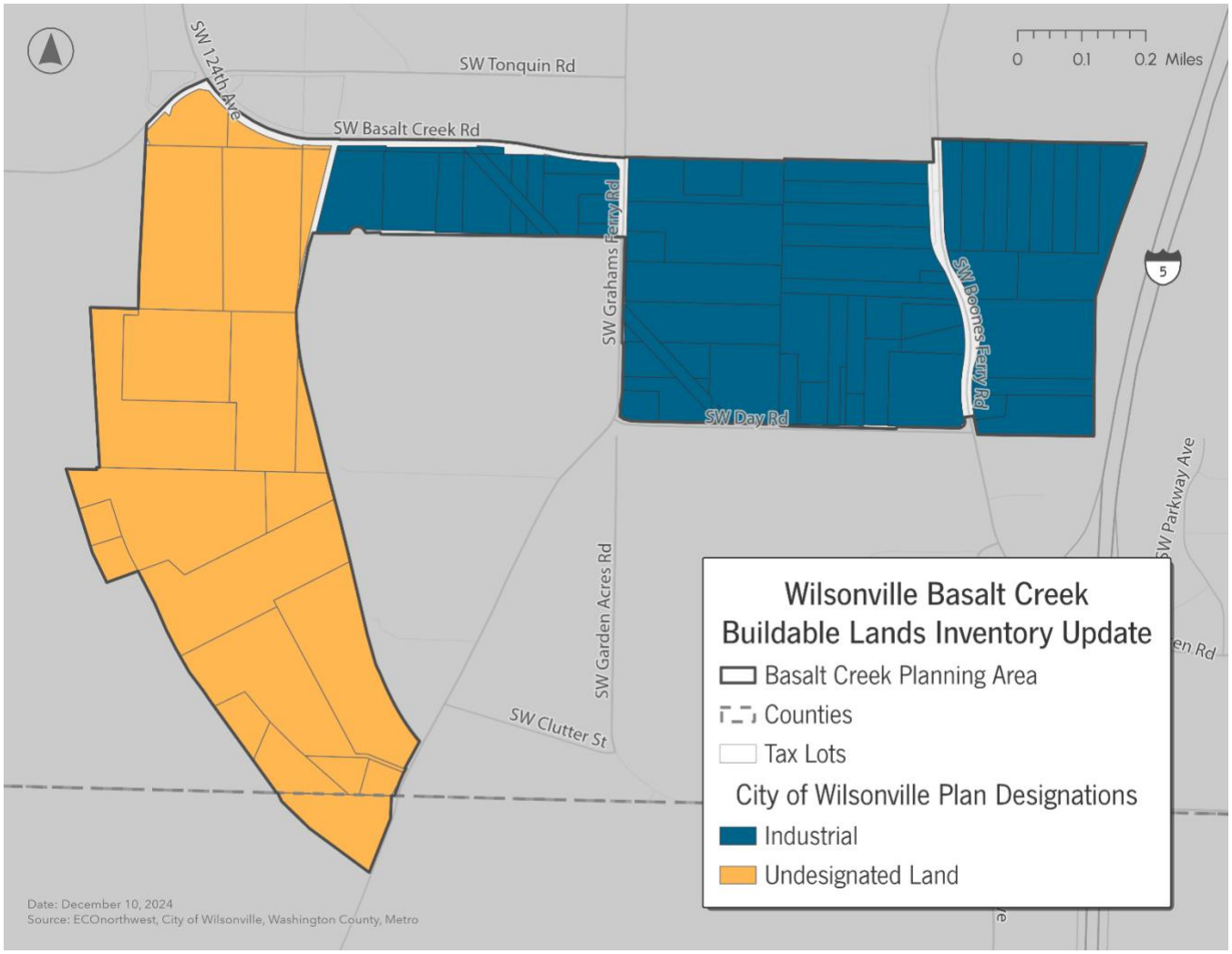
Step 1: Generate UGB "Land Base"

The industrial inventory used all tax lots within the BCPA with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Industrial (I)
- Undesignated land (i.e., unincorporated land)

Figure 6 below shows a map of these designations used in the BLI.

Figure 6. Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Step 2: Classify Lands by Development Status

In this step, ECOnorthwest initially classified each tax lot with an employment plan designation (based on the definitions above) into one of three mutually exclusive categories based on development status:

- Vacant land
- Partially vacant land
- Developed land

ECOnorthwest identified buildable land and classified development status using a rule-based methodology adapted from Metro's Buildable Land Inventory documentation[10] and utilizing Metro's vacant and developed land GIS inventories. These classifications serve as a starting point for identifying development statuses and are further refined in step 4 through visual review by ECOnorthwest and the City of Wilsonville.

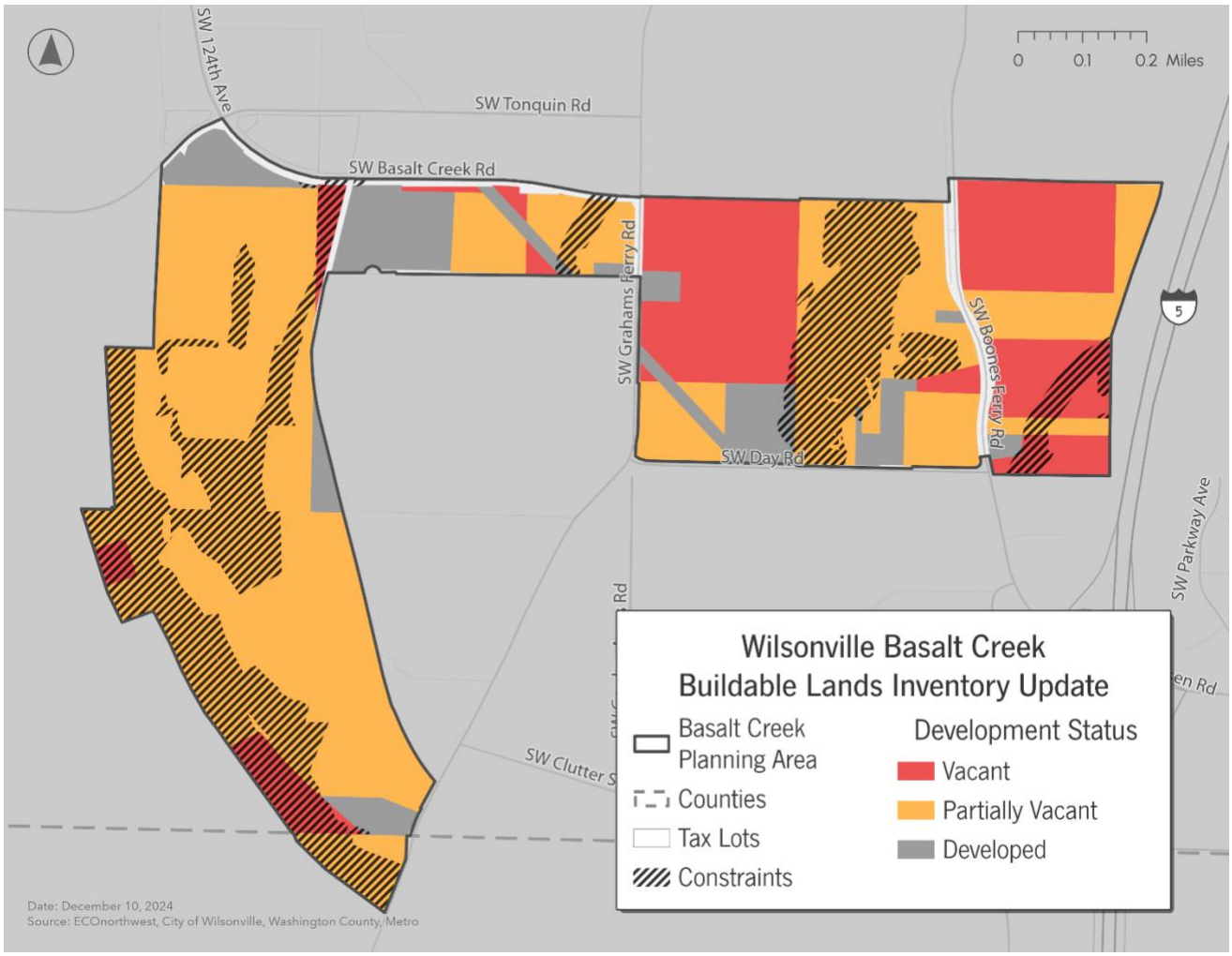
The rules are described in Table 14, and the development status classifications of the BLI land base are visualized in map format in Figure 7.

Table 14. Rules for Development Status Classification

DEVELOPMENT STATUS	DEFINITION	METHODOLOGICAL BASIS
Vacant Land	A tax lot where the area is: (a) Less than 2,000 sq ft and less than 10% developed, or (b) More than 95% vacant.	*Metro Appendix 2 - 2024 Buildable Land Inventory (BLI) and Capacity Estimates*[11]
Partially Vacant Land	A tax lot where the area does not meet the vacant land definition and is more than one-half acre vacant	No statutory definition
Developed Land	A tax lot that is not vacant or partially vacant.	*Metro Appendix 2*

[10] https://www.oregonmetro.gov/sites/default/files/2024/07/09/2024-UGR-Appendix-2-UGB-capacity-analysis-with-attachments.pdf
[11] Ibid.

Figure 7. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 3: Identify Constraints

As shown in

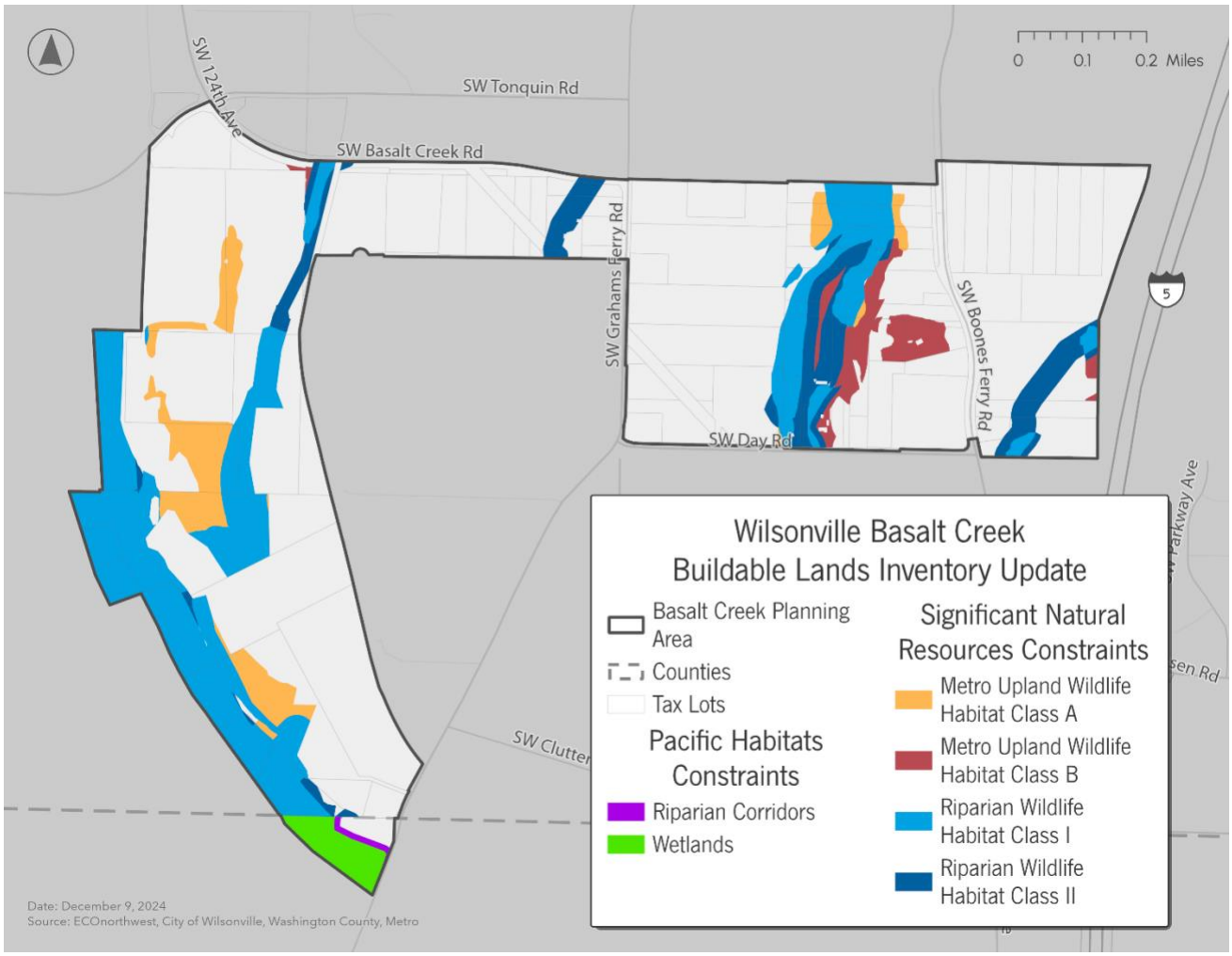
Table 15, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and discussion with Wilsonville City staff.

Table 15. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Significant Natural Resources (SNR)	*OAR 660-009-0005(2)*	Lands within SNR classifications: ♦ Metro Upland Wildlife Habitat Classes A and B ♦ Riparian Wildlife Habitat Classes I and II	Washington County
Riparian Corridors	*OAR 660-009-0005(2)*	Lands within riparian corridors (Clackamas County only)	Pacific Habitat Services
Wetlands	*OAR 660-009-0005(2)*	Lands within wetlands (Clackamas County only)	Pacific Habitat Services

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 8 shows a map of the individual constraints.

Figure 8. Development Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involved reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments.

Step 5: Tabulate and Map Results

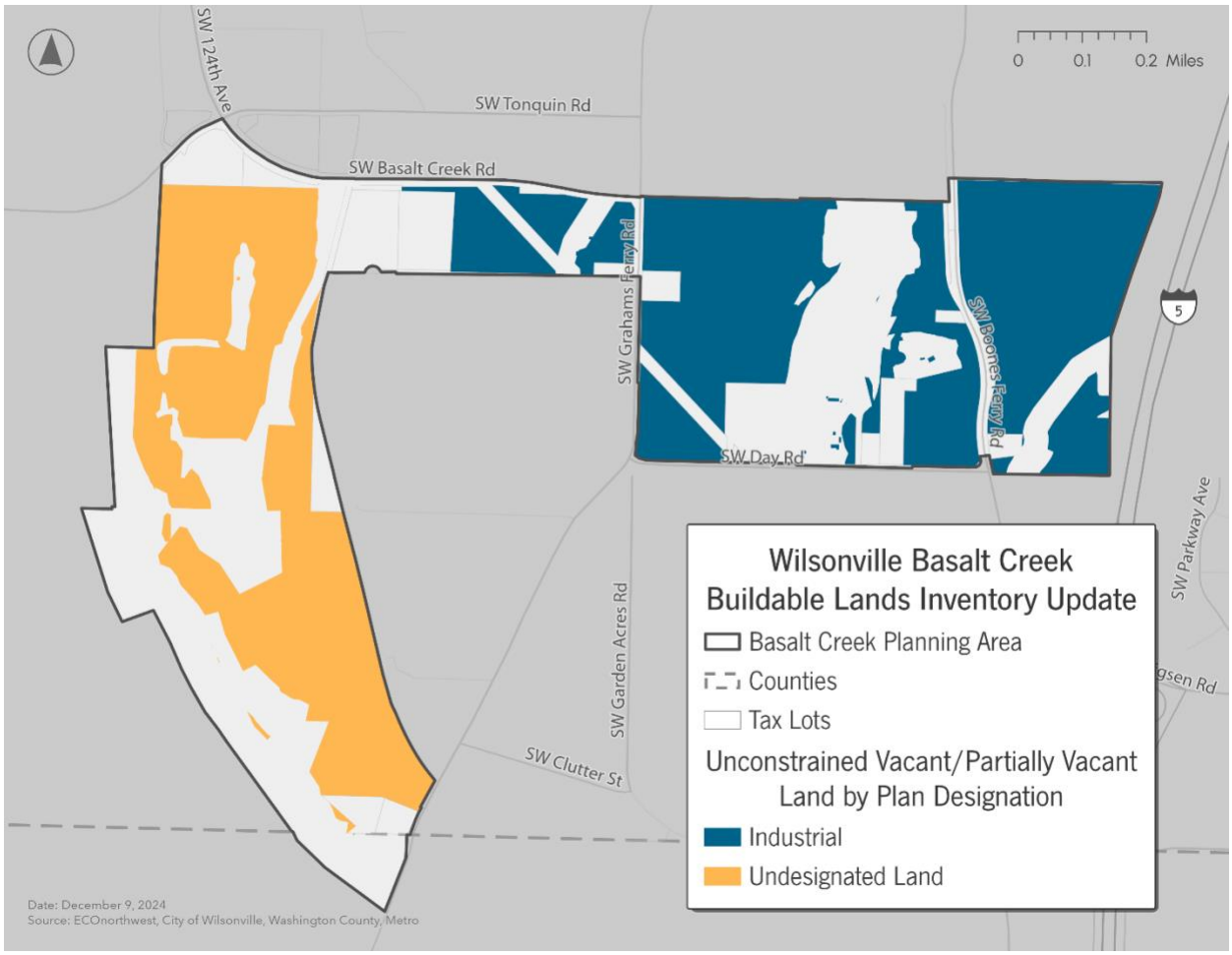
The results of the industrial BLI are presented in tabular form in Table 16 and in a map in Figure 9.

Table 16. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 9. Buildable Employment Land by Wilsonville Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Appendix C: Redevelopment Feasibility of Contractor Establishments

ECOnorthwest

DATE:	December 12, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Michelle Anderson, and Bob Parker
SUBJECT:	WILR Phase 1: Redevelopment Feasibility of Contractor Establishments

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study comprises several interconnected tasks:

- An **Economic Inventory** that evaluated current market trends and identified industries suitable for the area (completed).
- An updated **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (ongoing).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and access (ongoing).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (this memorandum).

This memorandum addresses the fourth task by evaluating the redevelopment potential of contractor establishments within the BCPA. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, which typically include small offices (often converted residences), storage buildings, and laydown yards. While these uses contribute to jobs and economic activity, they yield limited employment opportunities and lower property values compared to those envisioned in the BCCP or those typically expected for land within the metro urban growth boundary (UGB) and city limits.

The primary question we address in this task is: What is the redevelopment potential of existing contractor establishments in the BCPA, given prevailing lease rates and market conditions? This analysis will help the City understand what types of development the market will support, which desired development types identified in the BCCP are viable under current economic conditions, and what conditions might be necessary in the future to support desired development.

The findings from this analysis will guide recommendations on policy interventions and strategic actions the City can take to support desired development and promote redevelopment feasibility. These efforts are part of a broader initiative to position Basalt Creek as a key area for regional job growth and long-term economic success.

Redevelopment Feasibility of Existing Contractor Establishments

The Economic Inventory identified a range of industrial users who may find Basalt Creek particularly attractive due to its prime location in the Southwest Metro area, access to a skilled workforce, availability of industrial land, strong transportation networks, and proximity to existing industrial clusters. Discussions with stakeholders also highlighted strong regional demand for industrial space.

However, several challenges complicate redevelopment efforts. Many existing contractor establishments generate significant income for property owners, reducing their motivation to sell or redevelop the land for higher-intensity industrial uses. Additionally, relocation options for businesses currently occupying these sites may be limited, creating further barriers to redevelopment.

These challenges raise critical questions about whether current market rents and sales prices are sufficient to make redevelopment feasible in the BCPA. This analysis evaluates the conditions needed to support redevelopment in Basalt Creek.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek, as identified in the Economic Inventory report.

Semiconductor Sector Supply Chain: Companies providing materials, equipment, and services to chip manufacturers.

Cleantech, including Battery Technology: Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.

Advanced Manufacturing: Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.

Distribution and Logistics: Storage, transportation, and delivery of goods.

Data Centers: Facilities used to house computer systems and associated components.

Methods and Approach

What are the key questions?

While there is clear demand for industrial space in the BCPA, the question remains: **What conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the BCCP?** To answer this core question, ECOnorthwest identified several subquestions to guide the analysis.

- What types of property owners are in the study area, and who is respectively occupying the site (e.g., the owner or tenant)?
  - Understanding ownership and occupancy dynamics helps assess the financial motivations of property owners and helps determine whether redevelopment offers an incentive.
- What are the potential future uses for these sites?
  - Identifying potential future uses informs construction costs, market rents, and site utilization. Evaluating the likely range of site utilization (based on constraints and zoning) helps determine whether redevelopment would offer higher returns compared to current uses.

By addressing these supporting questions, ECOnorthwest evaluated scenarios where ownership, occupancy, and future uses align to incentivize redevelopment. This structured approach provides insights into the conditions necessary to drive redevelopment in the BCPA.

How did we answer the key questions?

ECOnorthwest used a detailed pro forma model to evaluate multiple potential development scenarios. These scenarios incorporated variations in current ownership and occupancy, potential future uses, and site utilization (for additional details, see Appendix). For this quantitative analysis, we focused on conditions that could support new development, either on recently acquired properties (e.g., speculative purchases) or on land likely to transact for redevelopment in the future.

WHAT IS A PRO FORMA?

The pro forma method, a standard tool in real estate feasibility studies, replicates the decision-making process of investors and lenders. It assesses the balance between development costs, expected revenue, and financing structures to identify potential viability gaps.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft

costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. For each scenario, the pro forma calculated the rent levels required to cover these costs and achieve financial feasibility.

DATA LIMITATIONS AND METHODOLOGY

While the quantitative analysis provided valuable insights, data limitations in the study area and the I-5 South Submarket (such as limited observations of contractor establishment rents) posed some challenges. These limitations are typical for studies in smaller submarkets. To address this, we supplemented the analysis with qualitative methods, including interviews with developers and brokers, to validate assumptions and refine recommendations. We also conducted a range of sensitivity testing to account for potential variance (e.g., higher and lower potential contractor establishment rents) instead of basing the results of our analysis on one assumption. As a result, we believe the findings accurately reflect current market conditions in Wilsonville and provide a reliable basis for evaluating redevelopment feasibility in the BCPA.

WHY IS DEVELOPMENT FEASIBILITY AND PRO FORMA ANALYSIS IMPORTANT?

Development can be costly and risky. Getting funding to construct new development requires lenders and investors to be reasonably confident they will earn enough financial return to justify the risks.

Economic or market feasibility is generally assessed by comparing the expected revenues (rents, sales prices) against the costs of development. If a development project is not profitable, it is not feasible; it will not be built. While some of the factors that determine market feasibility are outside a jurisdiction's direct control (e.g., labor and materials costs, interest rates, market rents), local jurisdictions can provide incentives (such as tax exemptions or land donations) or adjust building, utility, and zoning fees; zoning; programs; and other regulations that can have a substantial impact on whether development could be feasible or not.

ASSUMPTIONS AND INDUSTRY STANDARDS

We based several assumptions on industry standards to ensure consistency and accuracy:

- **Construction Costs:** Used national averages adjusted with a Portland metro–specific multiplier to account for regional building conditions.
- **Other Development Costs and Operating Costs:** Applied standard rates for soft costs (architectural design, site engineering, permitting and entitlement fees, capital carrying costs, etc.), contingency, and developer fees.

For a more detailed overview of the data, assumptions, and methodology, please refer to the Appendix.

UNDERSTANDING THE PRICE OF LAND IN THE BCPA: HOW THIS IS FACTORED INTO FEASIBILITY RESULTS

Predicting the price that a landowner would require when selling property for development is an imperfect science—each landowner has reasons to sell or hold their land. Some property owners are willing to develop their land without selling, but based on interviews, we determined this would be rare in the study area. For the purposes of this analysis, we assumed the value of the property (i.e., the price of the land at which an owner would be willing to sell) could be derived from current comparable property sales prices in the area using a **"comps approach"** as well as using an **"income-based approach"** that considers the revenue stream from current tenants on the property. Therefore, this memo analyzes the rent needed based on the range of land values given these two approaches.

We identified vacant land sales (including contractor establishment sales) in the I-5 South Submarket using CoStar data. Most of the vacant land properties recently transacted (over the last 4 years) for approximately $7 to $17 per square foot of land. One improved land transaction (with a contractor establishment) had a sale price that indicated it transacted for $26 per square foot of land. These observations served as our range of land prices using a comps approach. Many of these comps, both vacant land and contractor establishments, might have been leased to tenants and generated income; however, the prices they sold for could have been decided via an unknown variety of methods (including an income-based approach and then a subsequent negotiation). Therefore, for the purposes of this analysis, we refer to all these observed transactions as being within the "comps approach" method.

The income-based approach relied on data collected during interviews, which indicated the rent for contractor yards in the area could range from $0.18 to $0.23 per square foot of land per month. We considered this gross annual revenue, net of approximately 5 percent for various operating costs, and divided by a range of capitalization (cap) rates (5 percent to 7 percent) to estimate the value. Using a cap rate is a common valuation approach in the commercial real estate industry. This analysis resulted in a range of $19 to $52 per square foot of land—considerably higher than most of the results from the comps approach. This approach more accurately reflects the value current owners place on the potential future revenue from their existing tenants, as well as the level of incentive required to encourage them to sell and repurpose the property. Although this income-based value could eventually be negotiated during a potential sale, we still use this range in our analysis to reflect values that a landowner might require to sell their land.

Key Findings

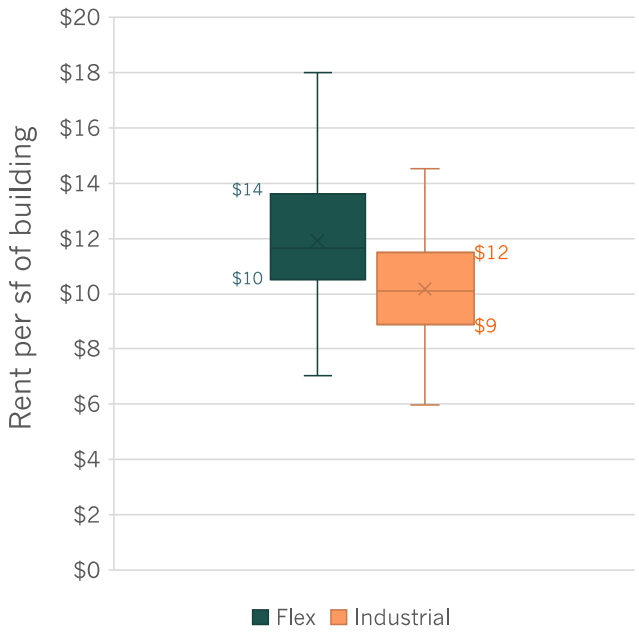
Current uses are generating substantial revenue with minimal management effort or risk.

Our market research and interviews highlighted that the rent for current uses varied based on whether the site was mostly open land or a building was present. Sites without buildings typically structured their rent per square foot of land, and this typically ranged from $0.18 to $0.23 per month. For example, a 1-acre site could generate annual gross rent of approximately $95,000 to $120,000 with minimal management effort or operating costs. (This is intended for illustrative purposes only and can scale to larger site sizes.)

Over the past four years, vacant land in the area has sold for around $7 to $17 per square foot. For the same illustrative 1-acre site, this translates to sale prices ranging from $305,000 to $750,000. The resulting ratio of annual gross lease revenue to property value ranges from 13 percent (a monthly rent of $0.18 per square foot relative to a land value of $17 per square foot) to 39 percent (a monthly rent of $0.23 per square foot relative to a land value of $7 per square foot). This means that property owners who recently purchased land and rent it to contractor establishments could recover their investment within 2.5 to 8 years. For long-term landowners who have already paid off their investment, rents represent additional income with minimal effort. Either way, given the substantial revenue from these uses, a landowner has very little incentive to redevelop.

For sites with buildings and yards, rents are typically based on the building area and range from $0.85 to $1.30 per square foot of building per month, or $10.20 to $15.60 per square foot per year. In comparison, flex and industrial spaces in the I-5 South Submarket rent for $9 to $14 per square foot per year, meaning that rent for an existing contractor establishment building with a yard is already achieving similar market rents to potential future uses. Not only are some of these contractor establishments already achieving comparable rents to flex and industrial uses, but they are also doing so without the risks of redevelopment (which include new capital investment, entitlements, the time to convert the land to the new use and generate revenue, and opportunity cost, among others).

Figure 1. Market Rent of Potential Future Uses



Source: ECOnorthwest analysis, CoStar

Rents would likely need to increase by at least three-fifths (60 percent), if not double (100 percent), to fund construction and create incentive to flip existing contractor establishments.

For our pro forma analysis, we evaluated a range of scenarios based on the variation in ownership and occupancy, future uses, future site utilization, and land acquisition costs (see Appendix for more detail). As previously discussed, ECOnorthwest solved for the rent needed to cover these various costs and then compared to the potential market rent of the flex and industrial uses observed in the I-5 South Submarket. We show these results for a range of potential land acquisition prices and construction costs.

We analyzed results for three different physical scenarios based on observed comparable developments (using the relationship between building square footage and site square footage):

- **Very high site utilization** based on 45 percent site coverage, similar to Graham's Ferry Industrial Center. Note: future development in some portions of BCPA may face constraints due to natural site features or zoning standards that may make achieving this site utilization challenging.
- **High site utilization** based on 35 percent site utilization, similar to the Sherwood Commerce Center
- **Low site utilization** based on 20 percent site utilization, similar to observed flex and industrial uses built over the last 20 years in the I-5 South Submarket

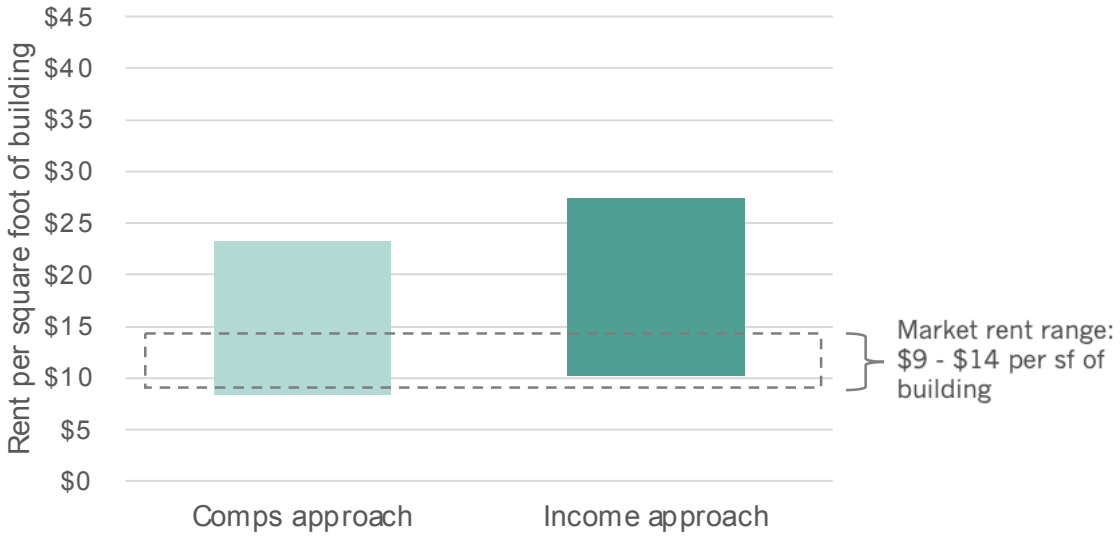
INTERPRETING THE RESULTS CHARTS

Development feasibility hinges on a range of different assumptions. Rather than picking one specific set of assumptions, the results charts shown in this memo encompass a range of potential assumptions, namely land acquisition costs and development costs.

ECOnorthwest compared the feasibility results to both the comps approach and income approach—**one column** in the following charts shows the resulting range of rents needed if assuming a comps approach, and **one column** shows the range needed based on an income approach. **Both columns** also include sensitivity testing given a range of construction costs and land prices, which is reflected in the size of the bars (the same range is assumed for each of the land price method scenarios). **A dashed box** is also shown to represent the range of observed rents for potential future uses. The rent results would ideally be within, if not lower than, this range for the development to be feasible.

In the **very high site utilization** scenario, future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 2). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses would likely need to increase by at least three-fifths, if not double, while construction costs remain constant.

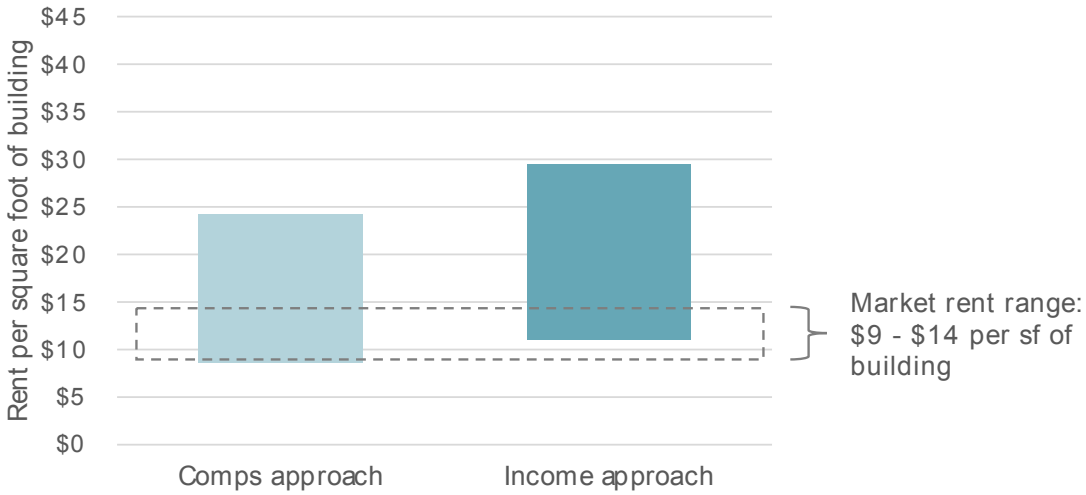
Figure 2. Rent Needed for Very High Site Utilization (45%)



Source: ECOnorthwest analysis

The results in the **high site utilization scenario** are similar to the very high site utilization scenario. However, relative to the latter, rents would need to increase to cover the same range of land and development costs. Future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 3). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses must increase by at least three-quarters, if not double, while construction costs remain constant.

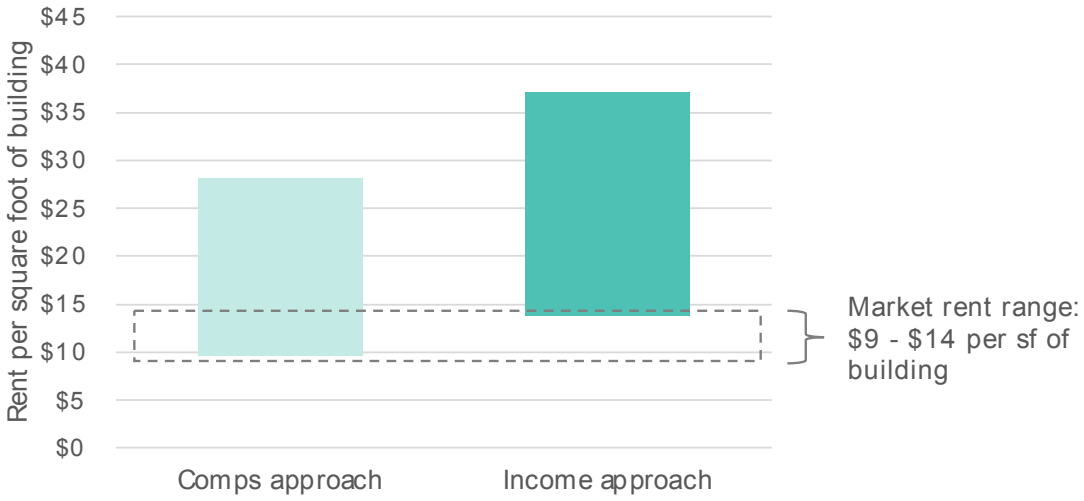
Figure 3. Rent Needed for High Site Utilization (35%)



Source: ECOnorthwest analysis

In the **low site utilization scenario**, future flex and industrial uses are only feasible when land acquisition costs are assumed to be low—less than $10 per square foot, based on the low end of recent comparable sales of vacant land—and other development costs are low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 4). For properties with existing uses (where land is likely to transact between $19 and $52 per square foot), the market rent for flex and industrial uses must double while construction costs remain constant to make redevelopment feasible.

Figure 4. Rent Needed for Low Site Utilization (20%)



Source: ECOnorthwest analysis

Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations.

Owner-occupied sites present more complex financial considerations compared to vacant or tenant-occupied properties. Landowners using their property for their own business must account for additional costs if they relocate, including relocation expenses, higher rents (or purchase prices) for new properties, and potentially higher ongoing business costs. For example, moving farther from suppliers or services could result in increased fuel or labor expenses.

To justify relocating their business, landowners would likely need to sell their property at an even higher price than what the quantitative analysis assumes. This requirement would, in turn, translate to higher rents than those shown in the results charts (Figure 3 and Figure 4). However, if the landowner does not intend to maintain their business, financial considerations would be less complex. Without the need to account for future business costs or the loss of tenant income, necessary rents could align more closely with those projected in the comps approach.

Conclusion and Next Steps

Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment. Rents for existing contractor establishments, particularly those with buildings, are already comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would likely need to rise by at least three-fifths, if not double, depending on site utilization, land acquisition costs, and construction costs. Higher site utilization scenarios present some redevelopment feasibility when land acquisition costs are low (below $20 per square foot). Conversely, properties with higher land costs or existing uses would either have substantially higher rents or reduced development costs (e.g., construction, financing) to achieve feasibility.

Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations. Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets, increasing costs for labor, transportation, and operations. Without substantial increases in land values or rents, redevelopment for these properties remains unlikely.

Achieving the City's development vision for Basalt Creek will require strategic interventions. Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or implementing other strategies yet to be identified.

The findings in this memorandum are preliminary and will be refined through further analysis and discussions. This study is being conducted alongside updates to the buildable lands inventory and site suitability analysis. Ultimately, these components will be synthesized with insights from the Economic Inventory into a comprehensive final report that outlines key findings and actionable recommendations.

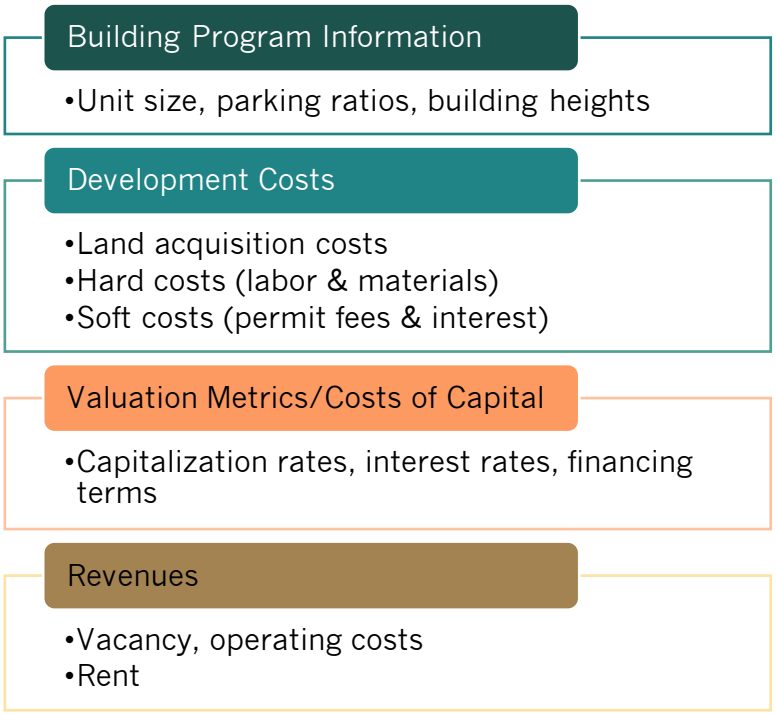
Appendix C.1

Financial Feasibility Methods

To model development feasibility, ECOnorthwest employed a pro forma model, which is a common method used in real estate feasibility studies because it simulates the decision-making process of investors and lenders. The pro forma assesses the balance between development costs, expected revenue, and financing structure, which helps to identify viability gaps.

Figure 5. Factors Used in the Pro Forma Analysis

Source: ECOnorthwest



This method provides a general analysis of prototypical development scenarios, or prototypes, without accounting for unique conditions that might influence development feasibility (e.g., higher predevelopment costs). Therefore, this analysis serves as a strong indicator of the relative likelihood of development rather than an absolute measure of feasibility.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. It then calculates the rent required to cover these costs for each scenario.

Scenarios Evaluated

To establish relevant assumptions for the pro forma model, we first identified the scenarios needed to address the research questions. These scenarios were based on variations in current ownership and occupancy, potential future uses, and site utilization.

CURRENT SITE OWNERSHIP AND OCCUPANCY

We started with an understanding of the current site ownership and occupancy. Based on our understanding, there were three main categories:

- **Owners of vacant or unused land.** This category includes people who recently purchased land with the intent to develop and existing owners potentially interested in selling their land for new development.
- **Owners renting to contractor establishment tenants.** These owners might sell their property but would need compensation for the foregone future revenue from their tenants.
- **Owners using the land for their own contractor establishments.** Financial considerations for this group vary substantially. Landowners would need to account for up-front and ongoing costs associated with relocating their businesses, making this scenario more complex to quantify compared to vacant or tenant-occupied sites.

APPROACH TO ESTIMATING LAND PRICE

- **Vacant and underutilized land:** We used a comparable sales ("comps") approach to estimate land price, which accounts for the sales price of recently purchased land, especially by those intending to develop (see the callout box on page 5 for details on the comps approach).
- **Tenant-occupied land:** For owners renting to contractor establishment tenants, we used an income-based approach to estimate the financial hurdle of land price. This better reflects the potential foregone revenue from tenants (see the callout box on page 5 for details on the income-based approach).
- **Owner-occupied land:** Due to varied business conditions of landowners who are using the land for their own contractor establishment, we evaluated this scenario qualitatively, considering insights from the other scenarios.

FUTURE BUILDING PROGRAMS

We then considered the potential future building programs that could occur on these former contractor establishment sites. We based the building square footage of our two prototypes on observed comparable flex and industrial spaces, based on CoStar data from the I-5 South Submarket. Key considerations included:

- **Site Utilization:** Over the past 20 years, average site utilization (building area relative to site area) in the I-5 South Submarket was about 20 percent. Recent developments such as the Sherwood Commerce Center and Graham's Ferry Industrial Center achieved 35 percent and 45 percent site utilization, respectively. But this was enabled by maximizing impervious coverage for parking and truck logistics. Future development in some portions of the study area may face constraints due to natural site features or zoning

standards. We therefore modeled three prototypes to capture a range of potential future development conditions:

- **Low utilization:** 20 percent
- **High utilization:** 35 percent
- **Very high utilization:** 45 percent

CONSTRUCTION COSTS

Lastly, for the scenarios we modeled, we evaluated a range of potential construction costs for flex and industrial uses. We referenced the **2024 National Building Cost Manual** by Craftsman to arrive at a range of potential construction costs for various building types that could house future flex and industrial uses. We conducted sensitivity testing of the potential rents needed to cover low to high construction costs, and the results that informed our key findings are inclusive of the range used.

The land cost, site utilization, and building costs were all assumptions that varied in our analyses as we conducted sensitivity testing of different scenarios (e.g., high site coverage, high land costs, high construction costs). All other pro forma assumptions we held constant. We describe the specifics of these assumptions in the section below.

Detailed Methods and Assumptions

To evaluate future flex or industrial rental uses, we began by calculating development costs. This involved applying the cost-per-square-foot values (see Table 1. Scenarios and Assumptions Used) to the building square footage derived from the site utilization. From that construction cost, we calculated the soft cost, contingency, and developer fees to arrive at the total development cost.

Given the potential range of sources to fund these projects, we used a high-level approach and assumed all sources of money that funded the project would require a 6 percent annual return based on a 30-year term. We calculated a payment inclusive of this return, based on the total development cost, to arrive at the rent needed to cover these annual costs. We also assumed these rents would be triple net and that, therefore, the operating costs would be passed on to the tenant, which is common for flex and industrial lease terms. We highlight the specific assumptions of this analysis, and any relevant ranges, in Table 1.

Table 1. Scenarios and Assumptions Used

Source: ECOnorthwest, CoStar, Redfin, Craftsman, Stakeholder Interviews

Assumption	Values
Land price	Ranged from $7 to $26 based on observed sales comps of vacant land as well as one sale observation of a contractor establishment. Ranged from $19 to $52 per square foot based on income-based approach.
Building program	(3) square footage estimates based on a calculation of 20% site utilization, 35% site utilization, 45% site utilization
Construction costs	$75 to $200 per square foot of building; $20 per square foot of paving
Soft costs	20% of hard costs
Contingency	5% of hard and soft costs
Developer fee	5% of hard and soft costs plus contingency
Costs of capital	6% annual interest range, 30-year term for all funding sources
Operating costs	Assumed triple net rents

Appendix C: TSP Evaluation

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

DKS
117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

WILSONVILLE BASALT CREEK PLAN – WILSONVILLE TSP UPDATE EVALUATION

DATE: December 27, 2024

TO: Dan Pauly | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates

SUBJECT: Wilsonville Basalt Creek Plan TSP Evaluation P#21123-034

BACKGROUND AND PURPOSE

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

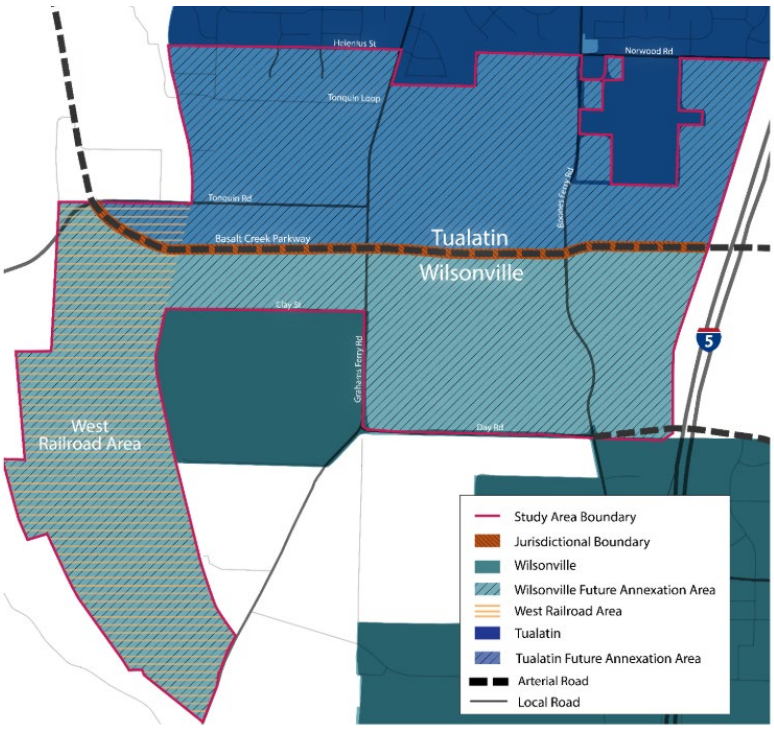


FIGURE 1: BASALT CREEK PLANNING AREA
Source: Basalt Creek Concept Plan (2018)

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

LIST OF WILSONVILLE TSP PROJECTS RELATED TO BASALT CREEK

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

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

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

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

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

[1] Link to map of METRO RTP Projects.

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

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

BASALT CREEK PLANNING AREA GROWTH SINCE 2019 TSP AMENDMENT

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

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

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

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

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

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

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

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

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

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

NON-VEHICLE TSP RECOMMENDATIONS

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

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

BASALT CREEK AREA (WILSONVILLE) LOCAL STREET CONCEPT MAP

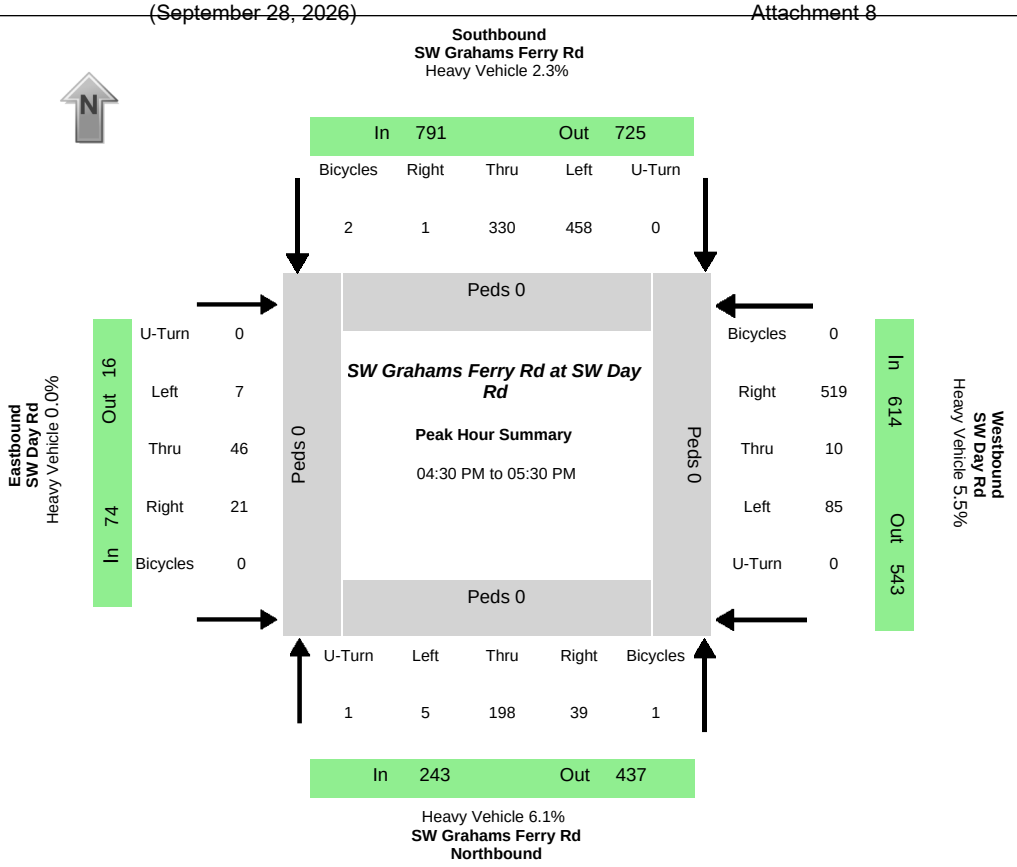
DKS identified likely connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. This area is generally bound by Day Road to the south, Tonquin Road to the north, Grahams Ferry Road to the west, and I-5 to the east. A local access plan for the West Railroad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

ATTACHMENTS:

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

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*SW Grahams Ferry Rd*
E/W street	*SW Day Rd*
City, State	Wilsonville OR
Site Notes	
Location	45.340401 - -122.78521
Start Date	Wednesday, May 22, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
5	198	39	1	458	330	1	0	7	46	21	0	85	10	519	0	243	789	74	614	437	724	16	543

Percent Heavy Vehicles

0.0%	6.1%	7.7%	0.0%	2.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.5%	0.0%	3.9%	0.0%	6.2%	2.3%	0.0%	5.5%	5.3%	4.4%	0.0%	2.2%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum
0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	Sum
0	0	0	0	0

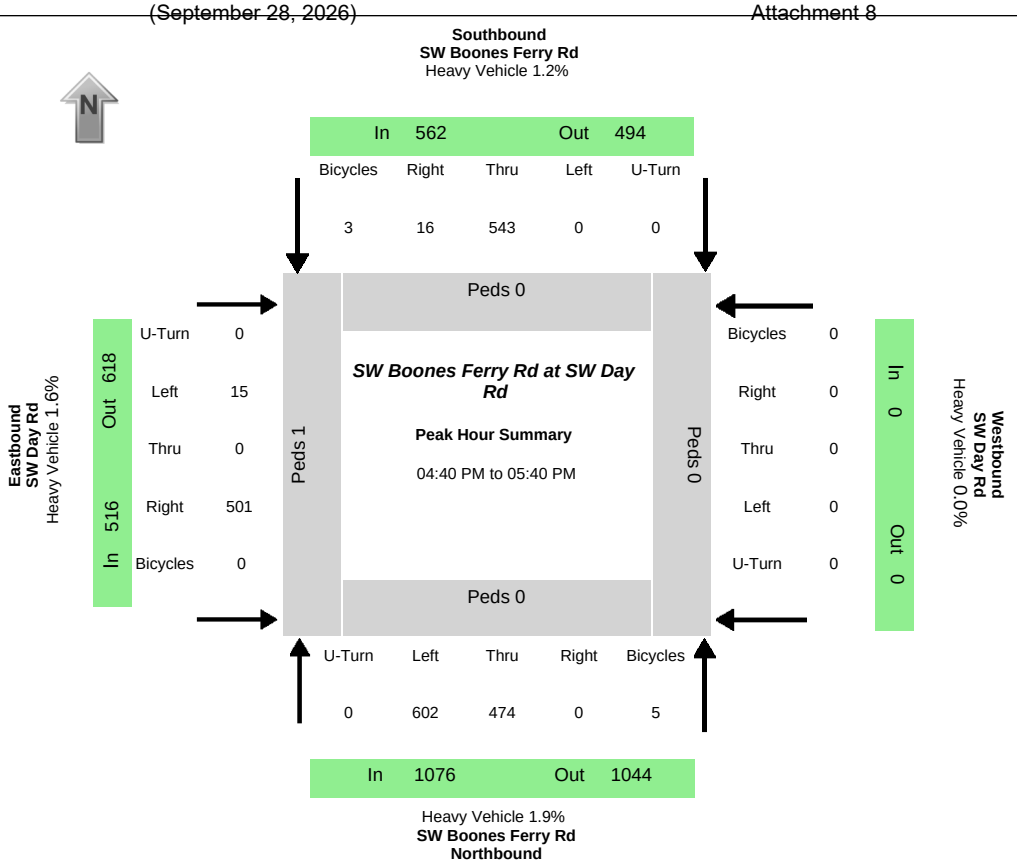
All Vehicle Volumes

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

K-D-N
KEY DATA NETWORK

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



Peak-Hour Volumes (PHV)																								
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB	
602	474	0	0	0	543	16	0	15	0	501	0	0	0	0	0	1076	559	516	0	1044	489	618	0	

Percent Heavy Vehicles																								
2.8%	0.8%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	1.3%	1.6%	0.0%	1.4%	0.8%	2.8%	0.0%	

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

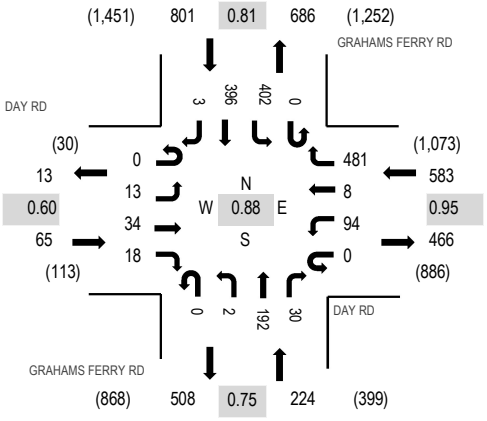
All Vehicle Volumes																		
	Northbound				Southbound				Eastbound				Westbound					
	SW Boones Ferry Rd				SW Boones Ferry Rd				SW Day Rd				SW Day Rd				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	33	28	0	0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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

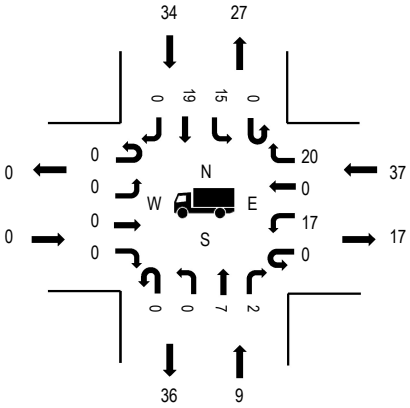
Location: 1 GRAHAMS FERRY RD & DAY RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:10 PM - 05:10 PM
Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour

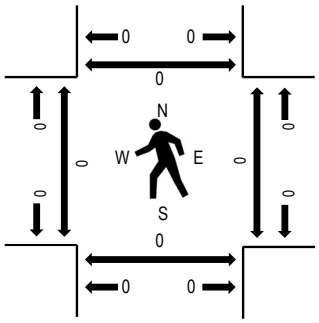
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

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

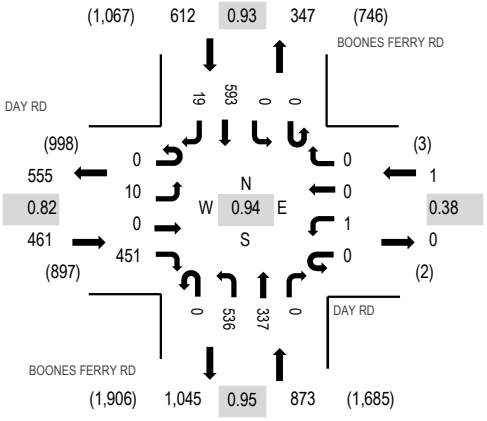
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	5	5	13	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	4	3	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

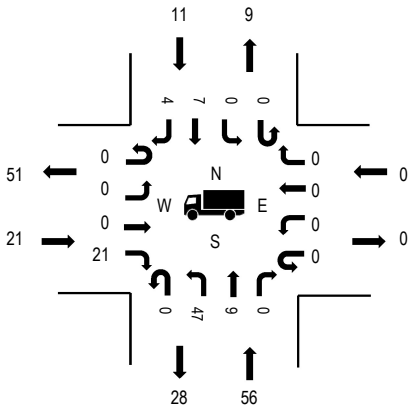
Location: 2 BOONES FERRY RD & DAY RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour

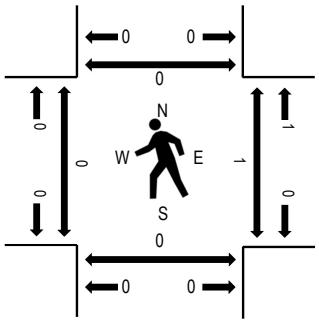
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.6%	0.82
WB	0.0%	0.38
NB	6.4%	0.95
SB	1.8%	0.93
All	4.5%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD Eastbound				DAY RD Westbound				BOONES FERRY RD Northbound				BOONES FERRY RD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	29	0	0	0	0	0	34	25	0	0	0	42	1	131	1,890
4:05 PM	0	0	2	46	0	0	0	0	0	30	30	0	0	0	42	1	151	1,925
4:10 PM	0	2	0	39	0	0	0	0	0	38	41	0	0	0	38	2	160	1,931
4:15 PM	0	1	0	40	0	0	0	2	0	38	30	0	0	0	26	3	140	1,937
4:20 PM	0	1	0	38	0	0	0	0	0	53	31	0	0	0	33	2	158	1,941
4:25 PM	0	1	0	43	0	0	0	0	0	41	29	0	0	0	50	2	166	1,947
4:30 PM	0	0	0	33	0	0	0	0	0	53	25	0	0	0	57	1	169	1,930
4:35 PM	0	0	0	30	0	0	0	0	0	36	24	0	0	0	51	3	144	1,904
4:40 PM	0	0	0	25	0	1	0	0	0	53	31	0	0	0	41	2	153	1,891
4:45 PM	0	1	0	40	0	0	0	0	0	47	23	0	0	0	59	2	172	1,877
4:50 PM	0	1	0	42	0	0	0	0	0	50	33	0	0	0	56	0	182	1,856
4:55 PM	0	2	0	36	0	0	0	0	0	53	32	0	0	0	41	0	164	1,795
5:00 PM	0	2	0	45	0	0	0	0	0	45	27	0	0	0	45	2	166	1,762
5:05 PM	0	0	0	36	0	0	0	0	0	41	34	0	0	0	44	2	157	
5:10 PM	0	1	0	38	0	0	0	0	0	42	37	0	0	0	46	2	166	
5:15 PM	0	2	0	31	0	0	0	0	0	37	23	0	0	0	49	2	144	
5:20 PM	0	0	0	52	0	0	0	0	0	38	19	0	0	0	54	1	164	
5:25 PM	0	0	0	43	0	0	0	0	0	42	31	0	0	0	32	1	149	
5:30 PM	0	2	0	48	0	0	0	0	0	28	29	0	0	0	36	0	143	
5:35 PM	0	1	0	23	0	0	0	0	0	38	29	0	0	0	39	1	131	
5:40 PM	0	1	0	30	0	0	0	0	0	24	38	0	0	0	45	1	139	
5:45 PM	0	2	0	38	0	0	0	0	0	32	40	0	0	0	36	3	151	
5:50 PM	0	1	0	26	0	0	0	0	0	33	25	0	0	0	35	1	121	
5:55 PM	0	1	0	22	0	0	0	0	0	37	36	0	0	0	35	0	131	
Count Total	0	22	2	873	0	1	0	2	0	963	722	0	0	0	1,032	35	3,652	
Peak Hour	0	10	0	451	0	1	0	0	0	536	337	0	0	0	593	19	1,947	

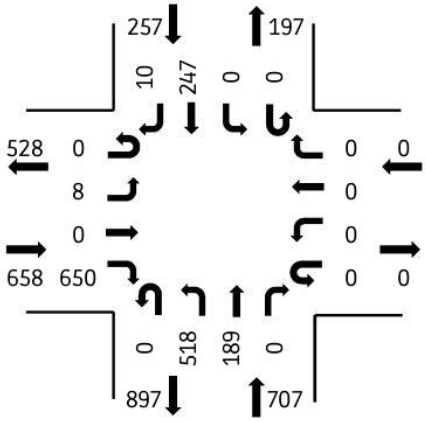
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

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

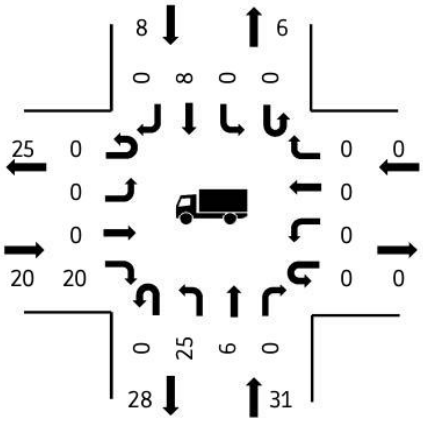
RallyTraffic

Location: Grahams Ferry Rd & Basalt Creek Parkway
Date: 2024-05-01
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 04:35 PM
Peak Hour Factor: 0.9

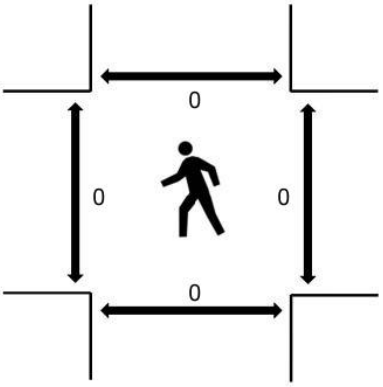
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

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

Car Volumes

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

Truck Volumes

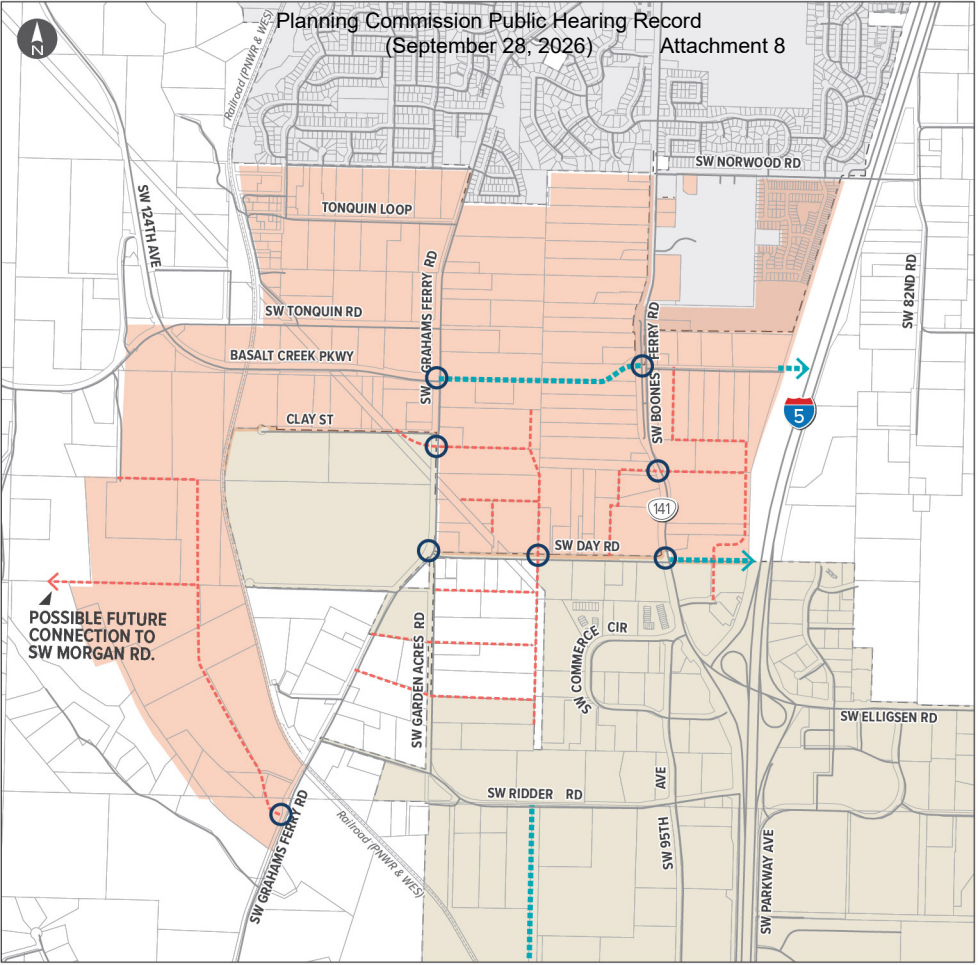
Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	12	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	
04:20:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	
04:25:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	
04:30:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	
04:35:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:40:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:45:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	18	
04:50:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	19	
04:55:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	58
05:00:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	58
05:05:00 PM	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	13	60
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	13	59
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	56
05:20:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	55
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	54
05:30:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	49
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	46
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	45
05:45:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	41
05:50:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	39
05:55:00 PM	3	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	17	43

Bike Volumes

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

Pedestrian Volumes

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



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

Note: Intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

Appendix D: Basalt Creek Master Plan Transportation Analysis

DKS 117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

TECHNICAL MEMORANDUM

DATE: May 20, 2026

TO: Chris Myers | City of Wilsonville
Amy Maag | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Hallie Turk, EI, RSP$_1$ | DKS Associates

SUBJECT: Wilsonville Basalt Creek Master Plan - Transportation Analysis Project #26367-000

INTRODUCTION

The Basalt Creek Planning Area (BCPA) is located between the southern edge of Tualatin and the northern boundary of Wilsonville. See Figure 1.

Within the BCPA, the West Railroad Area is the westernmost portion that extends south of Tonquin Road to Grahams Ferry Road, as shown in Figure 1. It is bound to the east by the railroad, owned by Oregon Department of Transportation and operated by Portland & Western railroad, and bound to the west by Coffee Lake Creek.

Currently, the City of Wilsonville is preparing a Master Plan for the BCPA. This Master Plan will be one of many studies and plans prepared for the BCPA (see *Background* section for summary of previous planning efforts). The purpose of this memorandum is to provide a summary of the previous transportation planning efforts, identify any new transportation improvements needed to support the development of the BCPA and West Railroad area, and to provide a conceptual local street layout within the City of Wilsonville portion of the BCPA.

Figure 1 Basalt Creek Planning Area and jurisdictional boundaries.

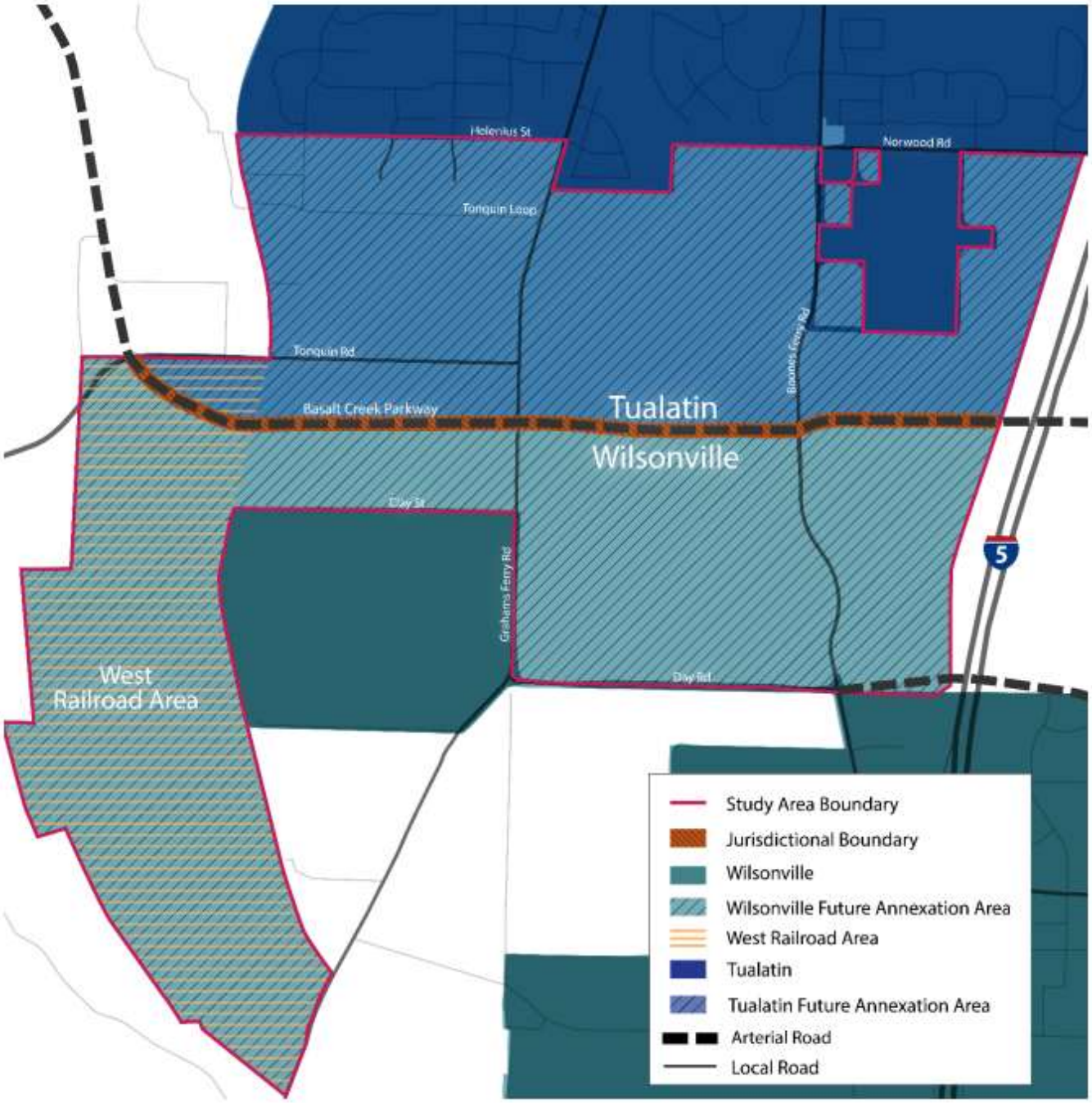


FIGURE 1: BCPA DESIGNATIONS, INCLUDING WEST RAILROAD AREA

Source: 2018 Basalt Creek Concept Plan

BACKGROUND

Previous planning and construction efforts relevant to the Basalt Creek area are summarized below.

- **2013 Basalt Creek Transportation Refinement Plan (TRP):** The TRP identified major new roads and improvements to support regional and local needs through 2035. The plan provided 18 transportation investments broken into short, medium, and long-term projects, all of which are important to ensure that the transportation network functions at acceptable levels over time. The transportation analysis was coordinated with the 2014 Metro Regional Transportation Plan (RTP).
- **2018 Concept Plan:** The Basalt Creek Concept Plan was formally adopted by the cities of Tualatin and Wilsonville in August 2018 and provides guidance for future land use and transportation decisions in the BCPA. The 2018 Concept Plan transportation analysis assumed multiple future transportation projects would be in place by 2035, as identified in the 2014 Metro RTP.
- **2019 Wilsonville TSP Amendment:** The City's Transportation System Plan (TSP) was amended in 2019 to add key transportation projects identified in the Basalt Creek Concept Plan to the city's project list. Some projects were new to the TSP; others were already identified in the TSP. See the table in the Appendix for a detailed description of the TSP amendments related to Basalt Creek Planning Area.
- **Ice Age Tonquin Trail:** The Ice Age Tonquin Trail is a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.
- **Recent Transportation Improvements & Developments:** Since the adoption of the 2018 concept plan, several new transportation improvements and developments have been constructed within the BCPA, including:
  - **Basalt Creek Parkway/124th Avenue new roadway extension (opened 2019)**
  - **Autumn Sunrise Subdivision in Tualatin** consists of 400 single-family homes to be constructed in four phases.
  - **Plambeck Gardens Apartments in Tualatin** consist of 116 apartment units within two, four-story buildings.
  - **Brown Contracting Expansion in Washington County**; located at 9675 SW Day Road and includes the addition of covered, open-air storage building and a gravel storage expansion.

WEST RAILROAD TRANSPORTATION ANALYSIS

At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to large amount of geographical constraints (varied terrain with wetlands habitat and steep slopes), limited access, and the anticipated cost and complexity of serving the area with utilities.

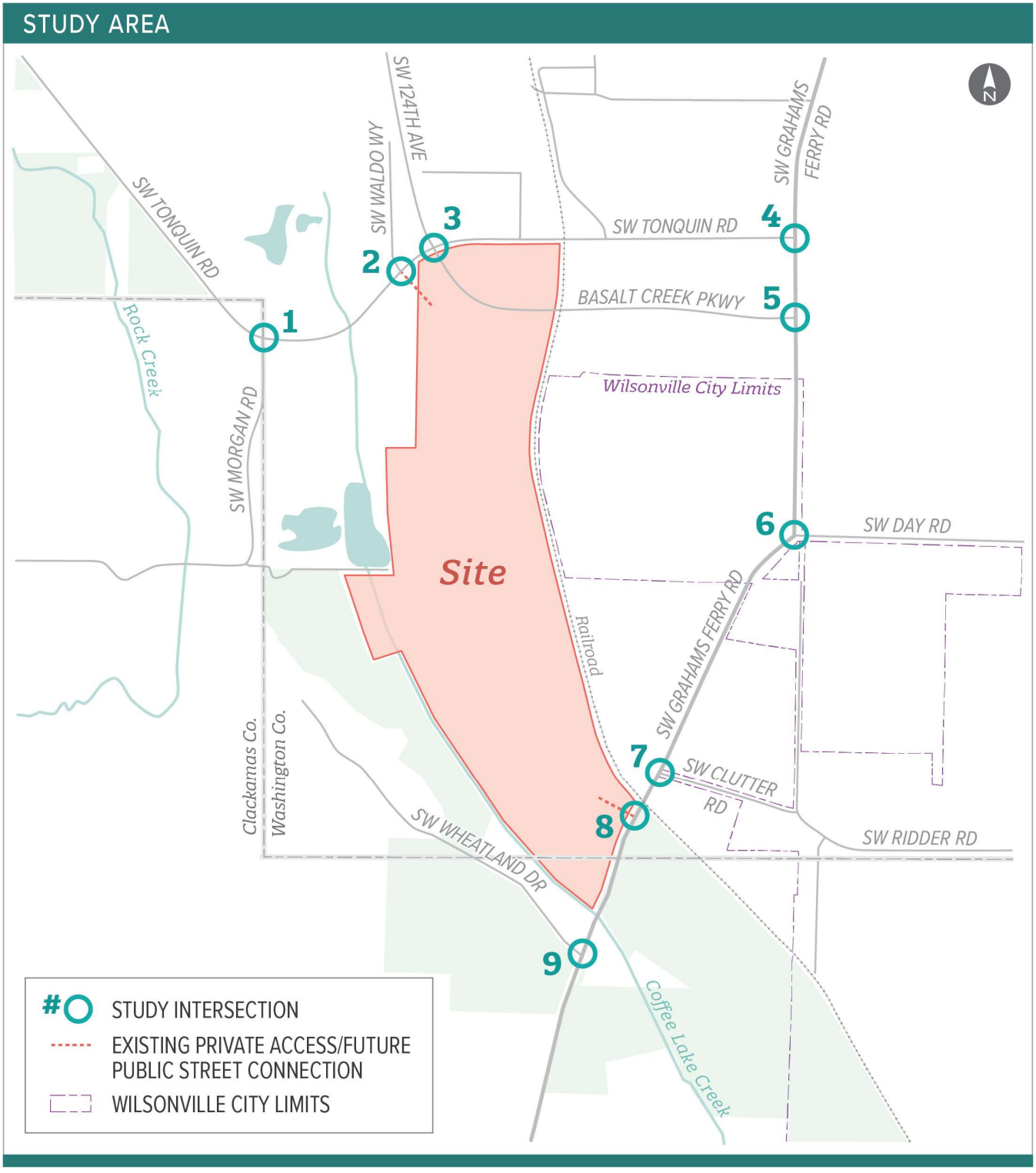
Therefore, the following section provides a transportation analysis of the impacts of full development of the West Railroad area on the surrounding street network.

EXISTING CONDITIONS

The study intersections are listed in Table 1 and shown in Figure 2.

TABLE 1: STUDY INTERSECTIONS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL
1	SW Morgan Road/SW Tonquin Road	Washington County	Two-Way Stop Control
2	SW Tonquin Road/SW Waldo Way/ North Site Access (Future)	Washington County	Two-Way Stop Control
3	Basalt Creek Parkway/SW 124th Avenue/ SW Tonquin Road	Washington County	Signal
4	SW Grahams Ferry Road/SW Tonquin Road	Washington County	Two-Way Stop Control
5	SW Grahams Ferry Road/ Basalt Creek Parkway	Washington County	Signal
6	SW Grahams Ferry Road/SW Day Road	City of Wilsonville	Signal
7	SW Grahams Ferry Road/SW Clutter Road	City of Wilsonville	All-Way Stop Control
8	SW Grahams Ferry Road/ South Site Access (Future)	Washington County	Two-Way Stop Control
9	SW Grahams Ferry Road/ SW Wheatland Drive	Clackamas County	Two-Way Stop Control



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 2: STUDY AREA

PEDESTRIAN AND BICYCLE FACILITIES

Along Grahams Ferry Road, bike lanes are present on both sides of the road from Basalt Creek Parkway to Day Road. From Day Road to Cahalin Road, there are no bike lanes. Sidewalks are present only on the west side of the road between Clay Road to Cahalin Road. From Cahalin Road to about 600 ft south of Cahalin Road, sidewalks and bike lanes are present only on the east side of the road. From this point to Wheatland Drive, there are no sidewalks or bike lanes.

Along Tonquin Road from Morgan Road to Basalt Creek Parkway, there are no sidewalks or bike lanes. West of Basalt Creek Parkway, sidewalks are intermittent until Grahams Ferry Road.

Along Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, there are no bike lanes, but the shoulders are over 5 feet wide. Sidewalks are intermittent, present only along the bridge over the Portland & Western-owned rail line and at the Grahams Ferry Road intersection.

Ice Age Tonquin Trail

Figure 3 shows the proposed alignment of the Ice Age Tonquin Trail, a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.

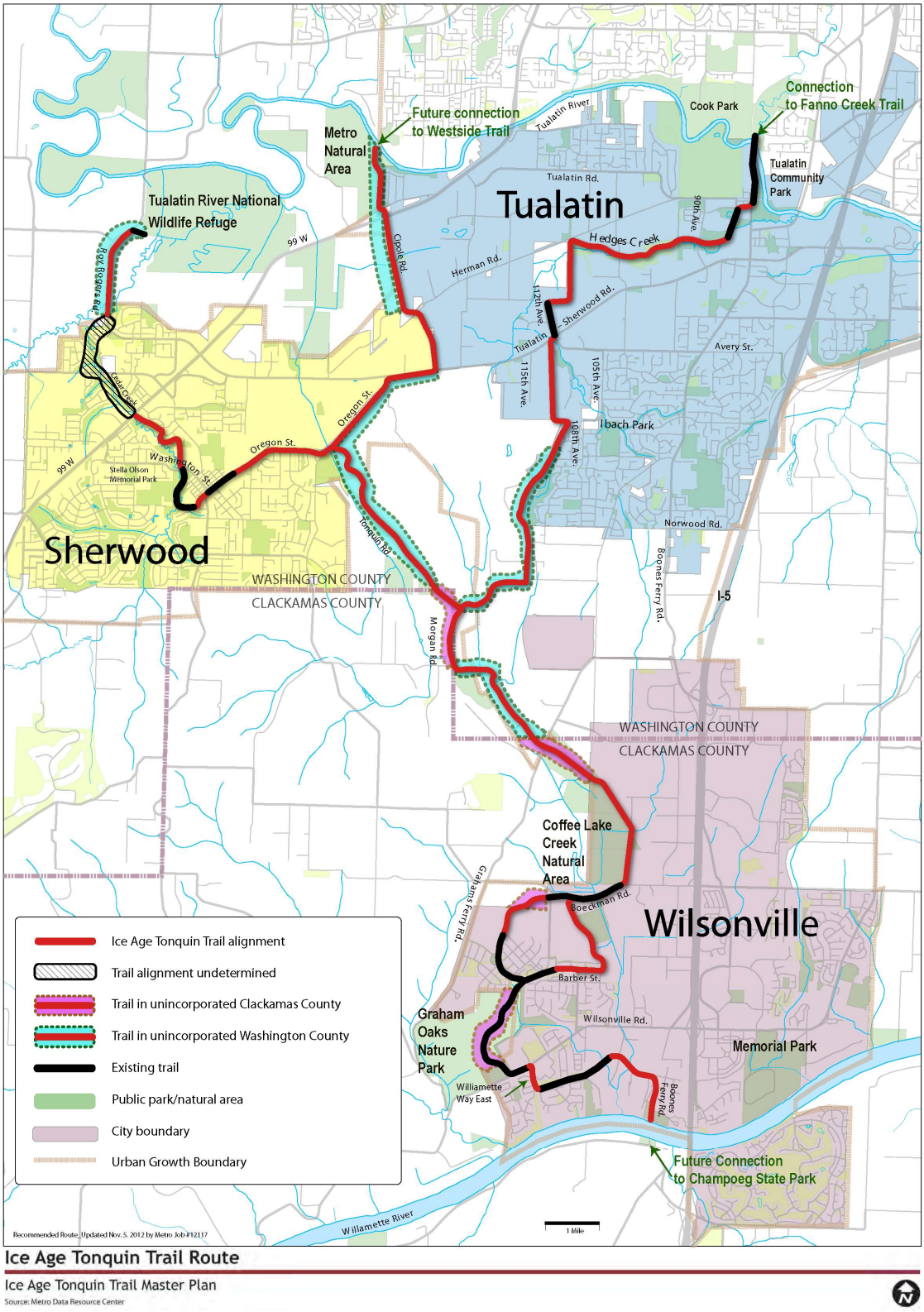
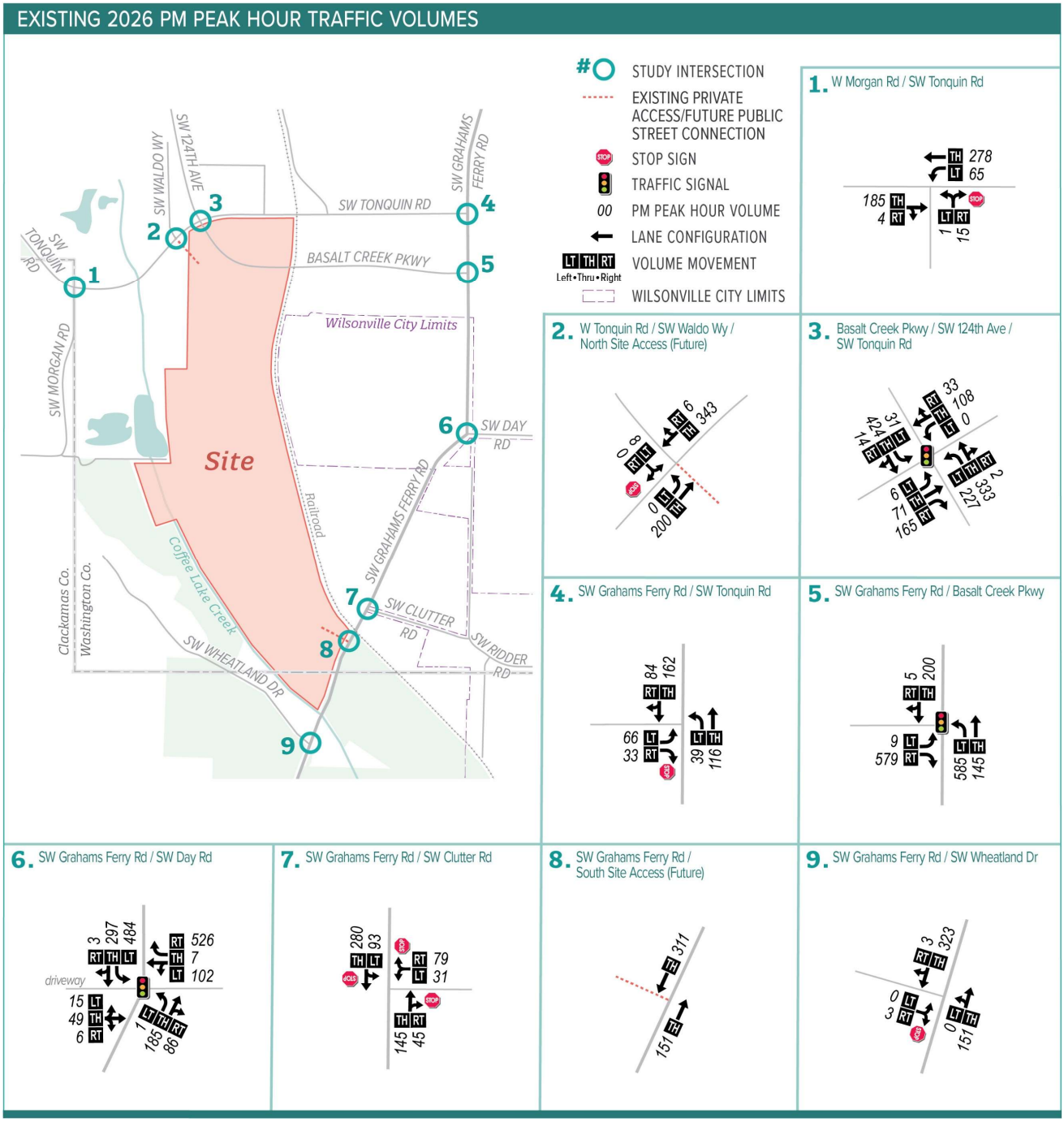


FIGURE 3: ICE AGE TONQUIN TRAIL ROUTE

Source: Ice Age Tonquin Trail Master Plan

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during the weekday PM peak period (4:00pm – 6:00pm) at the study intersections in February 2026. Figure 4 shows the existing traffic volumes.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 4: EXISTING 2026 STUDY INTERSECTION VOLUMES

INTERSECTION PERFORMANCE MEASURES

Agency operating standards often require intersections to meet level of service (LOS) or volume-to-capacity (v/c) intersection operation thresholds.

- The intersection LOS is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

City of Wilsonville: The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for the PM peak period.

Washington County: Washington County's performance standards are outlined in the Washington County Transportation System Plan (TSP).[1] County intersections within an Urban Growth Boundary, but outside city limits, are considered to be within "Other Urban Areas." Therefore, the intersection mobility standard is a v/c ratio of 0.99 and LOS E.

Clackamas County: Clackamas County's performance standards are outlined in the Clackamas County Comprehensive Plan.[2] For county rural road unsignalized intersections, the intersection mobility standard is LOS E.

EXISTING INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the existing conditions using Highway Capacity Manual (HCM) 7th Edition methodology.[3] The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 2.

[1] Table 4, Washington County Transportation System Plan. Effective November 18, 2024.

[2] Table 5-2b, Clackamas County Comprehensive Plan. Last updated March 2014.

[3] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

TABLE 2: EXISTING 2026 INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.20/0.03	7.9/10.0	A/B
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.45	17.5	B
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.08/0.14	7.9/12.7	A/B
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.60	14.2	B
GRAHAMS FERRY ROAD/ DAY ROAD	Wilsonville	Signal	LOS D	**0.98**	**77.0**	**E**
GRAHAMS FERRY ROAD/ CLUTTER ROAD	Wilsonville	AWSC	LOS D	0.54	13.1	B
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.10/0.01	0.0/10.3	A/B

Notes:
1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control
2. **Bold/Highlighted** = Does not meet mobility standards

As shown, all study intersections meet mobility standards under existing conditions, except for Grahams Ferry Road/Day Road. Today, this intersection experiences high vehicle volumes on the southbound approach during the PM peak hour and funnels traffic from Tualatin and other neighboring cities towards the I-5 interchange. The City has identified two high-priority improvement projects in their TSP at this intersection that include the realignment of the intersection and a new traffic signal or roundabout as well as the widening of Day Road to 5 lanes.[4]

[4] Wilsonville TSP Projects RW-02 and UU-08.

FUTURE CONDITIONS

To represent full buildout conditions, a background growth rate and trip generation estimates for full buildout conditions were applied to existing volumes. This methodology was used rather than future volume forecasting because the travel demand models assumed minimal growth in this area, which is no longer an accurate assumption.

TRAFFIC GROWTH ASSUMPTIONS

Existing traffic volumes were forecasted to the future year 2046 by applying a linear growth rate of 3.0% per year to the existing year traffic counts. This growth rate was derived from Washington County travel demand models. **The Washington County travel demand models are up to date and consistent with the 2023 METRO Regional Transportation Plan.**

The following transportation projects in the Wilsonville TSP within the West Railroad study area were assumed to be constructed by 2046:

- **Basalt Creek Parkway Extension: TSP Project RE-14**
  This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.
- **Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08**
  This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:
  a) include an upgraded Garden Acres Road as the intersection's south leg;
  b) construct a new west leg that will be the continuation of Grahams Ferry Road; and
  c) remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.
    - It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.
- **Grahams Ferry Road/Clutter Road Closure and Java Road Traffic Signal: TSP Project RE-13**
  Once the Java Road extension is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road. Therefore, the Clutter Road intersection will not exist in the year 2046.
- **Day Road Widening: TSP Project RW-02**
  Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

LAND USE ASSUMPTIONS

The West Railroad planning area is assumed to have four separate areas of development, as shown in the figure below. The numbering of the areas is not indicative of the expected order of development for the planning area.

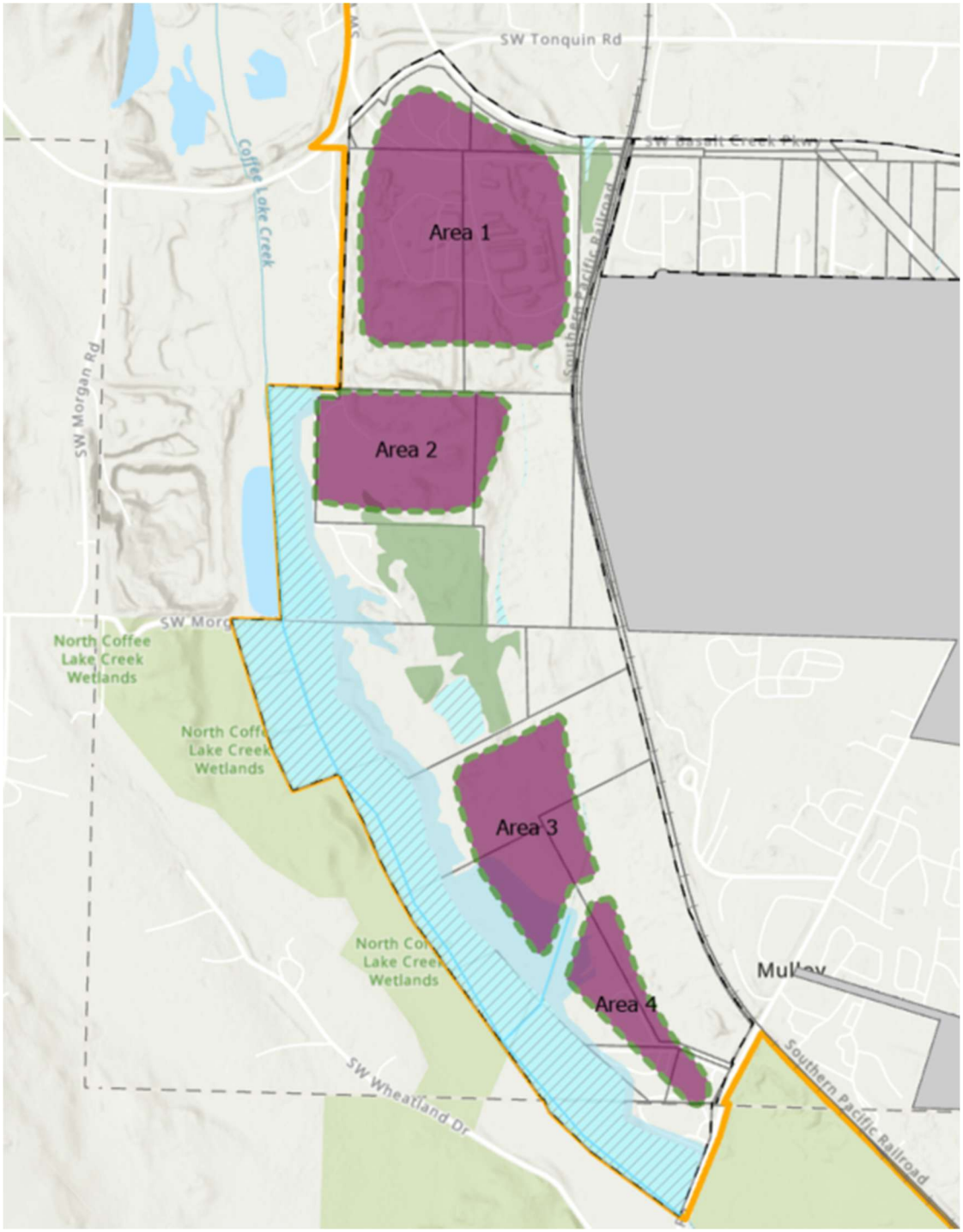


FIGURE 5: BREAKDOWN OF FUTURE EMPLOYMENT AREAS

For each of the four planning areas, trip generation was estimated for the reasonable worst-case development scenario, then added on top of the future background volumes established in the previous section. For this study, the Institute of Transportation Engineers (ITE) 12th Edition average trip generation data was used, which is based on national land use data.[5] This methodology was used in lieu of future volume forecasting because the travel demand models assumed minimal growth in this area, which does not reflect the study's assumptions.

The reasonable worst-case development scenario is based on the following assumptions:

- 35% of the overall site acreage is assumed for building footprint. The remaining 65% of the site acreage is assumed to accommodate streets, landscaping, off-street parking, and on-site circulation.
- The majority of the development is categorized as industrial, with a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail. It is intended to be a highly diverse mix of facilities that will generate mostly employment trips and a high percentage of heavy vehicle trips. This traffic study uses ITE Land Use Code (LUC) 130: Industrial Park to represent this land use.
- One restaurant/brewery about 6,000 square feet in size within Area 1. This traffic study uses ITE LUC 971: Brewery Taproom to represent this land use.

The table below shows the trip generation estimate used to represent the full buildout of the West Railroad area.

TABLE 3: FUTURE BUILDOUT TRIP GENERATION ESTIMATE

AREA	LAND USE	SIZE [A]	PM PEAK HOUR TRIPS
AREA 1	Industrial Park	562 KSF	129 (36 in, 93 out)
	Restaurant/Brewery	6 KSF	59 (41 in, 18 out)
AREA 2	Industrial Park	265 KSF	61 (17 in, 44 out)
AREA 3	Industrial Park	278 KSF	64 (18 in, 46 out)
AREA 4	Industrial Park	151 KSF	35 (10 in, 25 out)
FUTURE DEVELOPMENT TOTAL			**348 (122 in, 226 out)**

[A] KSF = Thousand Square Feet

[5] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, 2025.

PUBLIC STREET CONNECTIONS

Public industrial local streets were assumed to be constructed through the planning area to support connectivity and access to the future development area. Due to the railroad and environmental constraints, the planning area was assumed to be accessed via two locations: Tonquin Road at the north end of the study area and Grahams Ferry Road at the south end of the study area.

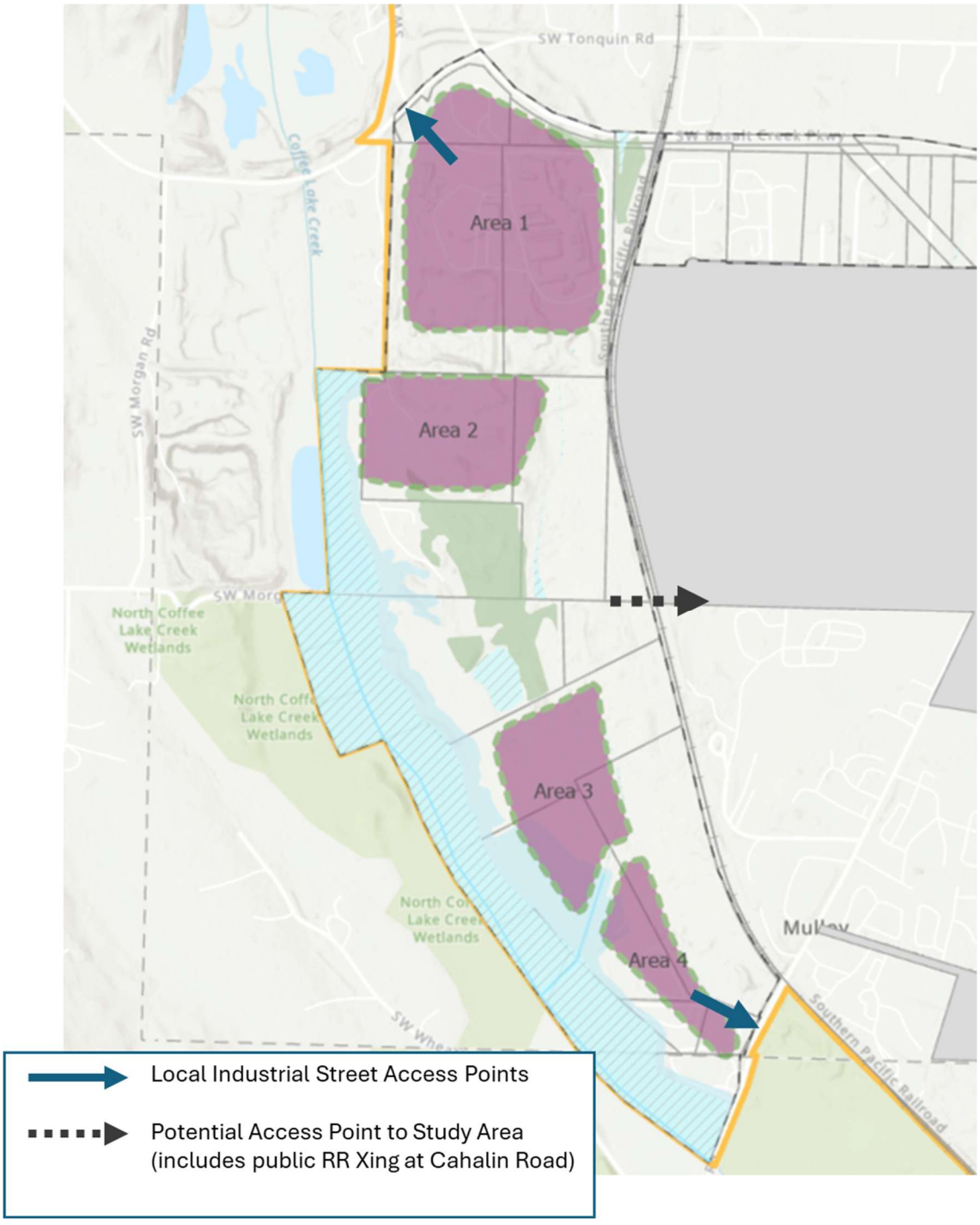


FIGURE 6: PLANNING AREA ACCESS POINTS

The City of Wilsonville is currently in conversation with Porland & Western Railroad (PNWR)[6] regarding the potential conversion of the existing private rail crossing at Cahalin Road to a public rail crossing. PNWR has stated that they would support industrial park development in the area and would be open to converting the crossing at Cahalin Road to a public crossing. The conversion would require that additional protection be added (i.e., gates, lights) at the existing private crossing as well as additional upgrades, yet to be determined, in lieu of the closure of an existing crossing.

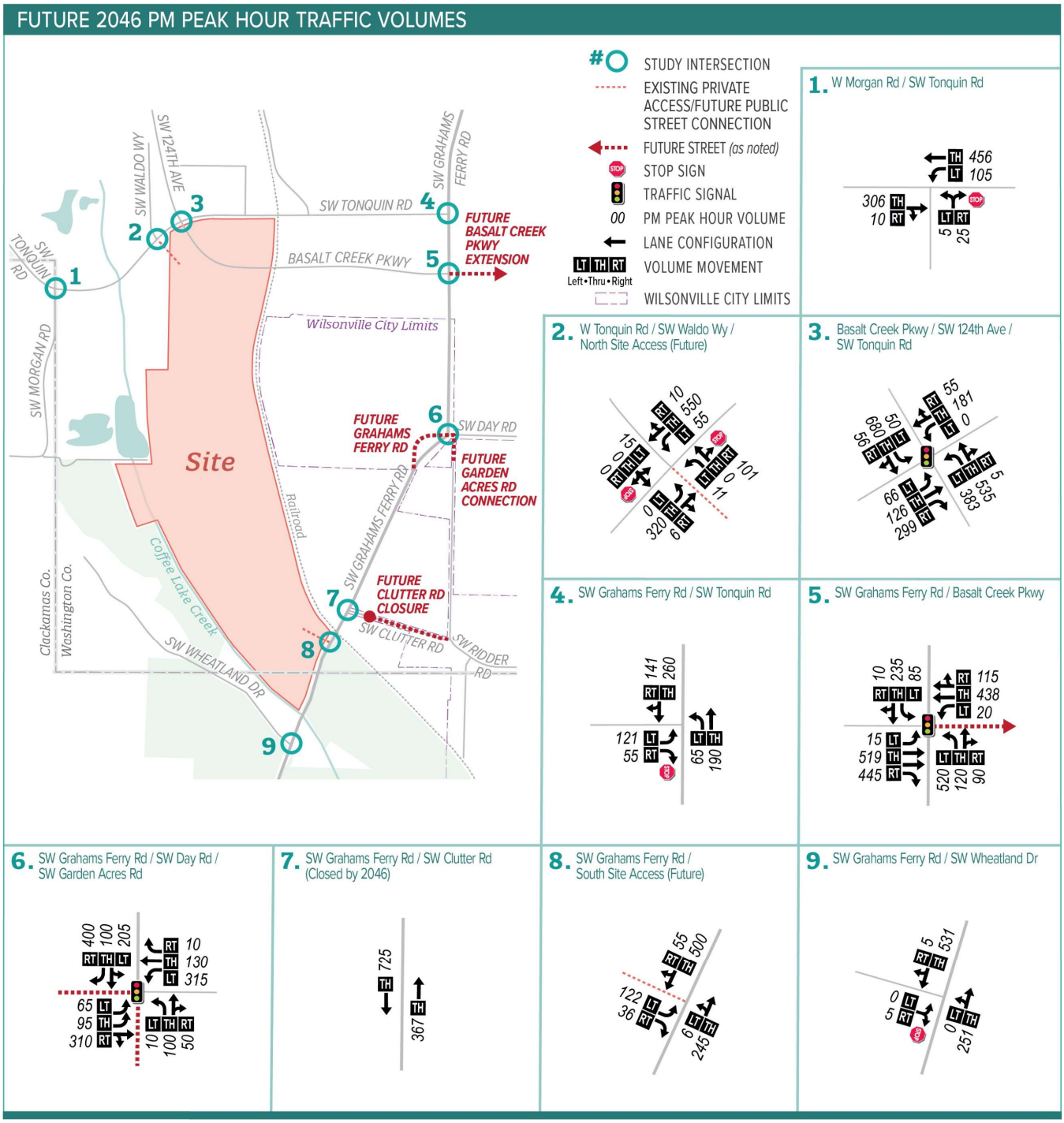
For the purposes of this traffic study, the analysis assumes that there is no public railroad crossing at Cahalin Road. However, a third public street connection to the planning area across the railroad would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR.

> *Note: Access from the planning area to Morgan Road was briefly considered by the project team. However, this connection was ultimately found to be noncrucial to provide adequate connectivity to the planning area. Additionally, a connection to this road would have required significant street improvements to Morgan Road, which is located in a rural reserve area of Clackamas County.*

FUTURE TRAFFIC VOLUMES

Figure 5 shows the future 2046 peak hour traffic volumes for the study intersections. These volumes incorporate background growth and the estimated trip generation for the worst-case future development scenario. Additionally, the study area map shows the changes to the roadway network that are expected to be completed by 2046. Lane configurations and signal timing at future intersections (including Grahams Ferry Road/Basalt Creek Parkway and Grahams Ferry Road/Day Road/Garden Acres) were assumed to be optimized for intersection operations.

[6] PNWR is a subsidiary of Genesee & Wyoming Railroad.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 7: FUTURE 2046 STUDY INTERSECTION VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for future 2046 conditions using Highway Capacity Manual (HCM) 7th Edition methodology. Operations at each study intersection are shown in Table 4.

TABLE 4: FUTURE (2046) STUDY INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.32/0.08	8.4/13.6	A/B
NORTH SITE ACCESS/ WALDO WAY/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.37/0.11	8.2/32.3	A/D
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.79	64.0	E
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.13/0.38	8.5/21.1	A/C
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.58	18.8	B
GRAHAMS FERRY ROAD/ DAY ROAD/ GARDEN ACRES ROAD	City of Wilsonville	Signal	LOS D	0.83	23.8	C
GRAHAMS FERRY ROAD/ CLUTTER ROAD	City of Wilsonville	*This intersection is assumed to be closed by the year 2046*				
GRAHAMS FERRY ROAD/ SOUTH SITE ACCESS	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.17/0.43	8.8/25.0	A/C
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.16/0.01	0.0/12.1	A/B

Notes:

1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control

As shown, all study intersections meet mobility standards under future conditions. No additional improvements beyond what is assumed in the City's Transportation System Plan or the 2023 METRO RTP are necessary to support development of the planning area.

MULTIMODAL TRANSPORTATION RECOMMENDATIONS

MOTOR VEHICLE RECOMMENDATIONS

Based on the West Railroad Transportation Analysis in this report, no additional motor vehicle improvement projects beyond the High-Priority projects in the City of Wilsonville TSP or the METRO RTP are necessary to support the full buildout of the West Railroad area.

Based on a review of the 2023 Metro RTP, there are currently two projects within the City of Wilsonville Urban Growth Boundary (current or planned) and within the BCPA that were included in the 2023 Metro RTP that are *not* included in the current Wilsonville TSP.[7] The City should discuss these projects internally and with partner agencies for inclusion in the City of Wilsonville next TSP update as Additional Projects (not High-Priority projects) as both of these projects are long-range (2045) and are unconstrained (no identified funded) projects in the RTP.

- **METRO RTP Project #11924**, Grahams Ferry Road from Tonquin Road to Day Road, Improve roadway to 5 lanes including sidewalks and bike lanes. Long-Term 2045 Strategic Project List.
  The City of Wilsonville TSP currently lists a project on Grahams Ferry Road for a three-lane roadway improvement; there is no five-lane widening project identified. Therefore, the City of Wilsonville should discuss this project internally and with Washington County and City of Tualatin to determine whether a three-lane or five-lane cross section is preferred on Grahams Ferry Road within the BCPA.
- **METRO RTP Project #11469,** 124th Ave Improvements. Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks. Long-Term 2045 Strategic Project List.

PEDESTRIAN, BICYCLE, TRANSIT TSP RECOMMENDATIONS

The following list of non-motor vehicle projects have been identified as needed to support the Basalt Creek Planning Area (BCPA) beyond what is already in the Wilsonville Transportation System Plan (TSP).

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

[7] Link to map of METRO RTP Projects.

- Alignment of the Tonquin Ice Age Trail through the West Railroad planning area consistent with the Ice Age Tonquin Trail Master Plan. The trail/pathway through the West Railroad area would serve both regional and local pedestrian and bicycle traffic.
- Provide interim connections at Tonquin Road and Grahams Ferry Road between the Ice Age Tonquin Trail and existing on-street sidewalks and on-street bike lanes adjacent to the West Railroad area. These crossing improvements could include new marked and/or enhanced crosswalks and should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

LOCAL STREET CONCEPTUAL LAYOUT

DKS identified reasonable connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. See Figure 8 for the local street concept map.

Within the West Railroad area, local street connections to Tonquin Road and to Grahams Ferry Road will be necessary to provide adequate access for the planning area under full development. The public railroad crossing at Cahalin Road was not included in this analysis and was found to be noncritical to providing adequate traffic circulation/access to the planning area. However, a third public street connection across the railroad would be desirable as it would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR. Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

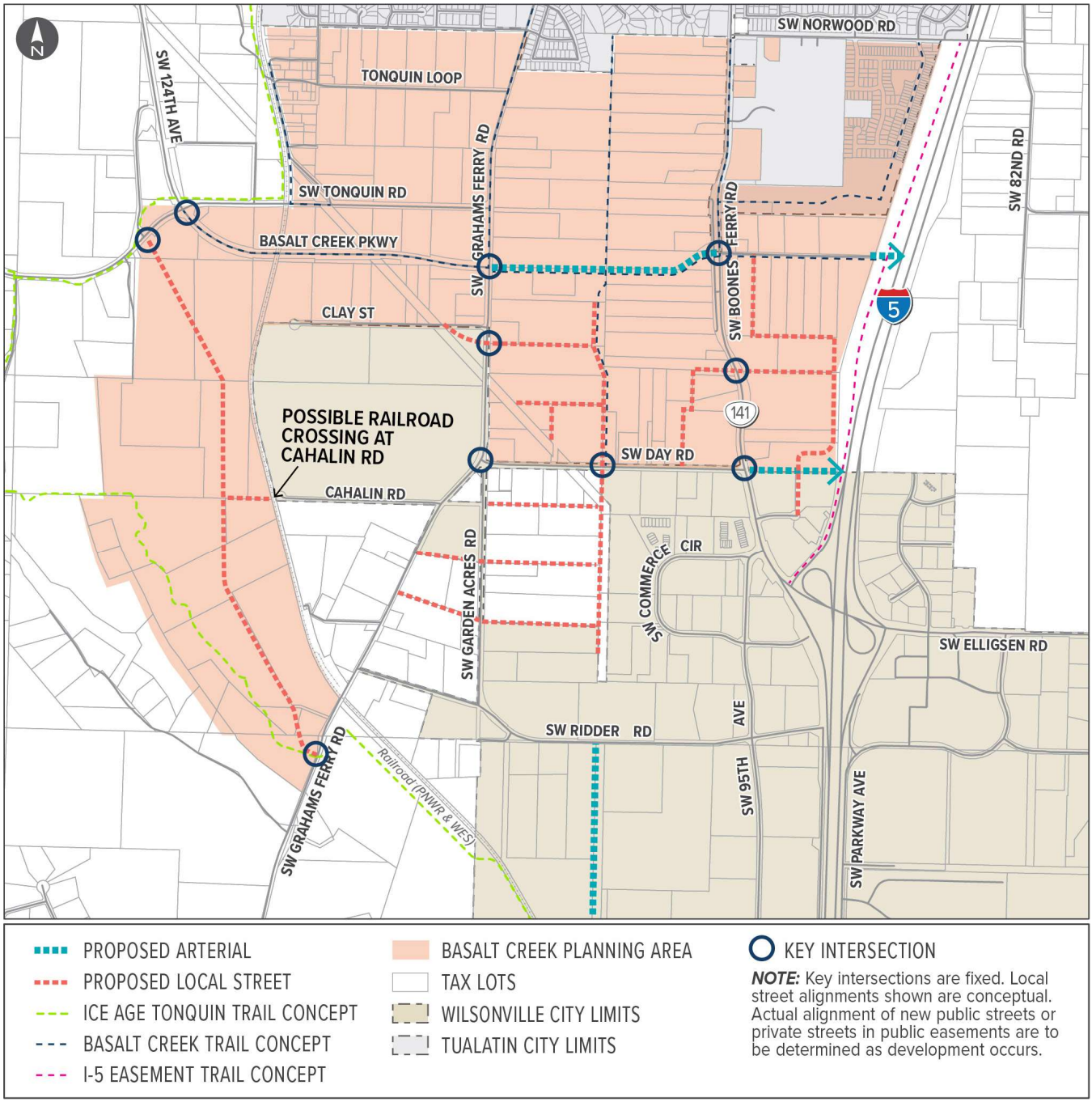


FIGURE 8: BCPA WILSONVILLE LOCAL STREET CONCEPT MAP

SUMMARY OF FINDINGS

The following summarizes the findings of this report for the Basalt Creek Planning Area in Wilsonville, Oregon.

Background

- Transportation planning efforts for the Basalt Creek Planning Area began as early as 2013 with the Transportation Refinement Plan (TRP). Recent planning efforts include the 2018 Basalt Creek Concept Plan and a 2019 amendment to the City of Wilsonville TSP.
- In 2019, the 124th Avenue extension was constructed and open for travel.
- The City of Wilsonville is currently preparing a Master Plan for the Basalt Creek Planning Area.

West Railroad Transportation Analysis

- At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to significant geographical constraints (varied terrain with wetlands habitat and steep slopes) and limited access.
- Full development of the West Railroad planning area results in an assumed 1,262,000 square feet of industrial uses, including a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail.
- Under future 2046 traffic conditions (full development), all study intersections meet applicable agency mobility standards.
- Future 2046 conditions include future transportation projects consistent with the 2023 METRO Regional Transportation Plan as well as transportation projects in the Wilsonville TSP High-Priority project list within the West Railroad.
- No additional improvements beyond what is assumed in the METRO RTP and the City's Transportation System Plan are necessary to support the full development of the West Railroad planning area.

Multimodal Transportation Recommendations

- The two projects listed on Page 18 are located within the BCPA and are included in the 2023 Metro RTP and included in the future traffic conditions analysis in this report, but are not included in the current Wilsonville TSP. These should be discussed and considered for inclusion in the City's next TSP update.
- Coordinate with SMART to expand transit service (e.g., new routes, bus stops, etc.) to the Basalt Creek Planning Area as it develops.
- Consider an enhanced pedestrian/bicycle crossing of Day Road where the south end of LT-02 (Basalt Creek Canyon Trail) would connect with the north end of the pedestrian/bicycle facilities along the Coffee Creek Supporting Street.
- Consider a trail connection (pedestrian and bicycle only) from Ridder Road north to the future Coffee Creek Supporting Street. Approximately 800 feet in length. Trail alignment would run along the west side of the BPA Substation.

- To support the Ice Age Tonquin Trail through the West Railroad planning area, connections to existing on-street sidewalks and on-street bike lanes should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

Local Street Concept

- The local street concept shown in Figure 8 shows the alignment of local and arterial streets through the Wilsonville portion of the BCPA. All alignments shown are conceptual and actual alignment will be determined at the time of development.
- Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

APPENDIX

A. 2019 Wilsonville TSP Amendment Summary (based on 2018 BCPA Concept Plan)

B. Traffic Counts

C. Existing HCM Reports

D. Trip Generation Table and Land Use Assumptions

E. Future HCM Reports

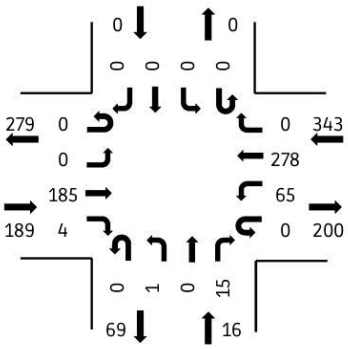
TABLE A: BASALT CREEK TSP PROJECTS - 2019 TSP AMENDMENT SUMMARY

PROJECT #	PROJECT	NOTES
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11436
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway 5-lane Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11470
RW-02	Day Road Widening to 5 lanes (Grahams Ferry Road to Boones Ferry Road)	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588 (Tonquin to Day Road)
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11489
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

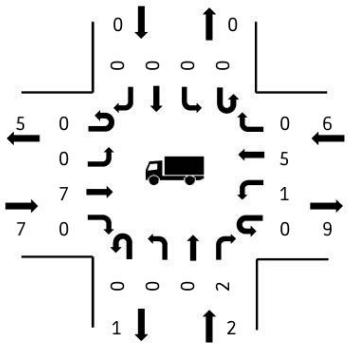
RallyTraffic

Location: SW Morgan Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.83

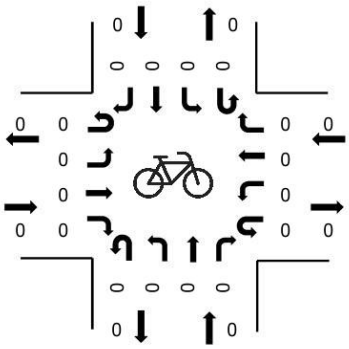
Motorized Vehicles



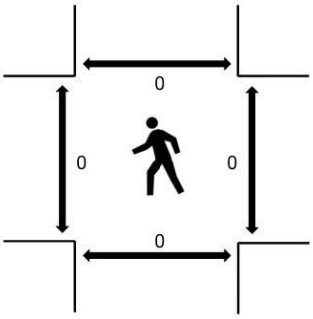
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Morgan Rd)					Southbound (SW Morgan Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	13	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0

All Vehicle Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	3	0	0	0	0	0	0	0	0	23	0	0	0	3	23	0	0	0		
04:05:00 PM	0	0	2	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	166	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	4	18	0	0	0	155	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	29	0	0	0	149	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	129	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	13	1	0	0	6	21	0	0	0	132	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	119	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	6	23	0	0	0	120	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	17	0	0	0	112	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	5	27	0	0	0	122	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	8	27	0	0	0	133	548
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	23	0	0	0	138	537
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	151	541
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	39	0	0	0	158	540
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	160	542
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	141	533
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	526
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	514
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	530
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	540
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	541
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	533
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	2	18	0	0	0	104	511

Car Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	22	0	0	0	3	22	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	162	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	0	0	0	4	17	0	0	0	152	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	27	0	0	0	145	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	125	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	12	1	0	0	6	21	0	0	0	129	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	118	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	5	23	0	0	0	116	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	16	0	0	0	108	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	5	27	0	0	0	117	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	16	0	0	0	8	27	0	0	0	130	533
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	3	23	0	0	0	135	524
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	149	529
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	38	0	0	0	156	527
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	159	531
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	140	524
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	517
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	506
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	522
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	535
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	537
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	530
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	2	18	0	0	0	103	508

Truck Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	4	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	15
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	13
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3

Bike Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

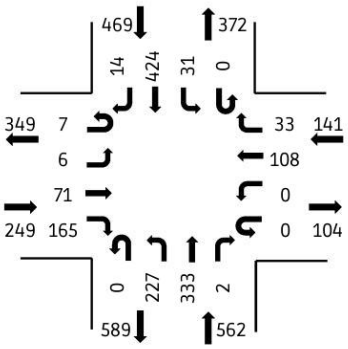
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

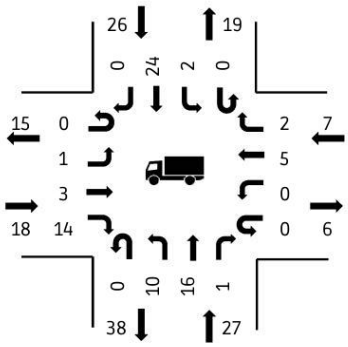
RallyTraffic

Location: Basalt Creek Parkway & SW Tonquin Rd
Date: 2026-02-19
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

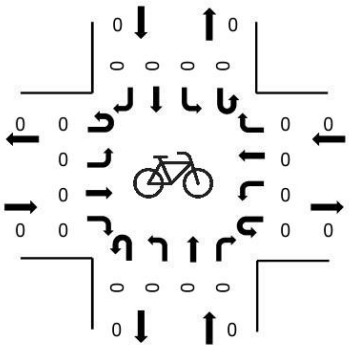
Motorized Vehicles



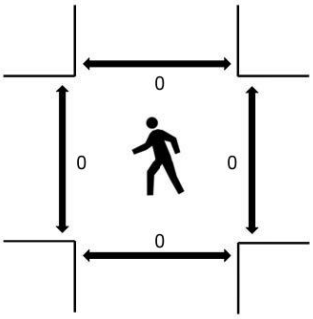
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Basalt Creek Parkway)					Southbound (Basalt Creek Parkway)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	5	50	0	0	6	6	0	0	0	17	4	8	0	0	0	5	6	0	0

All Vehicle Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	31	0	0	0	2	25	0	0	0	0	2	23	0	0	0	6	9	0	0		
04:05:00 PM	16	31	0	0	0	2	45	2	0	0	0	7	13	0	0	0	8	1	0	0		
04:10:00 PM	11	26	0	0	0	0	45	0	0	0	0	4	13	0	0	0	7	2	0	0	350	
04:15:00 PM	24	30	0	0	0	4	48	0	0	0	0	4	19	0	0	0	7	1	0	0	370	
04:20:00 PM	17	25	0	0	0	4	29	0	0	0	0	9	20	0	0	0	7	2	0	0	358	
04:25:00 PM	20	29	0	0	0	4	34	3	0	0	2	3	19	0	0	0	5	7	0	0	376	
04:30:00 PM	20	29	0	0	0	1	28	2	0	0	2	1	5	0	0	0	2	4	0	0	333	
04:35:00 PM	17	25	0	0	0	2	38	1	0	0	0	7	13	0	0	0	6	2	0	0	331	
04:40:00 PM	20	25	0	0	0	5	32	2	0	0	0	5	12	0	0	0	10	3	0	0	319	
04:45:00 PM	15	37	0	0	0	1	31	0	0	0	0	2	8	7	0	0	15	3	0	0	344	
04:50:00 PM	20	27	1	0	0	3	30	0	0	0	1	6	14	0	0	0	13	3	0	0	351	
04:55:00 PM	19	23	0	0	0	2	30	2	0	0	0	4	17	0	0	0	10	0	0	0	344	1389
05:00:00 PM	25	25	0	0	0	1	45	2	0	0	1	9	14	0	0	0	10	2	0	0	359	1406
05:05:00 PM	16	25	0	0	0	4	42	1	0	0	0	9	11	0	0	0	11	2	0	0	362	1402
05:10:00 PM	14	33	1	0	0	0	37	1	0	0	0	12	13	0	0	0	12	4	0	0	382	1421
05:15:00 PM	23	23	0	0	0	0	37	3	0	0	1	2	14	0	0	0	2	2	0	0	355	1391
05:20:00 PM	17	30	0	0	0	8	25	2	0	0	0	11	9	0	0	0	7	2	0	0	345	1389
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	324	1369
05:30:00 PM	16	14	0	0	0	3	34	1	0	0	0	1	6	0	0	0	10	1	0	0	303	1361
05:35:00 PM	22	29	0	0	0	7	21	1	0	0	1	5	13	0	0	0	8	4	0	0	303	1361
05:40:00 PM	14	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	280	1330
05:45:00 PM	8	18	0	0	0	3	31	0	0	0	0	3	9	0	0	0	4	2	0	0	272	1289
05:50:00 PM	14	22	1	0	0	1	26	1	0	0	0	0	8	0	0	0	4	3	0	0	241	1251
05:55:00 PM	18	21	0	0	0	4	20	0	0	0	0	6	10	0	0	0	4	1	0	0	242	1228

Car Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	28	0	0	0	1	24	0	0	0	0	2	20	0	0	0	6	9	0	0		
04:05:00 PM	16	28	0	0	0	2	42	2	0	0	0	7	12	0	0	0	8	1	0	0		
04:10:00 PM	11	25	0	0	0	0	43	0	0	0	0	4	13	0	0	0	7	2	0	0	332	
04:15:00 PM	21	26	0	0	0	3	47	0	0	0	0	4	17	0	0	0	7	1	0	0	349	
04:20:00 PM	16	24	0	0	0	4	28	0	0	0	0	9	19	0	0	0	7	2	0	0	340	
04:25:00 PM	19	28	0	0	0	4	30	3	0	0	1	3	19	0	0	0	5	7	0	0	354	
04:30:00 PM	20	27	0	0	0	1	26	2	0	0	2	1	3	0	0	0	2	4	0	0	316	
04:35:00 PM	17	24	0	0	0	2	33	1	0	0	0	7	11	0	0	0	5	2	0	0	309	
04:40:00 PM	19	23	0	0	0	4	31	2	0	0	0	5	11	0	0	0	10	3	0	0	298	
04:45:00 PM	14	35	0	0	0	1	29	0	0	0	0	1	7	7	0	0	13	2	0	0	319	
04:50:00 PM	19	26	0	0	0	3	29	0	0	0	1	5	12	0	0	0	13	3	0	0	328	
04:55:00 PM	18	23	0	0	0	2	27	2	0	0	0	4	17	0	0	0	10	0	0	0	323	1307
05:00:00 PM	25	25	0	0	0	1	44	2	0	0	1	9	13	0	0	0	9	2	0	0	345	1329
05:05:00 PM	15	24	0	0	0	4	41	1	0	0	0	8	10	0	0	0	11	2	0	0	350	1327
05:10:00 PM	14	32	1	0	0	0	35	1	0	0	0	12	12	0	0	0	11	3	0	0	368	1343
05:15:00 PM	23	23	0	0	0	0	36	3	0	0	1	2	13	0	0	0	2	2	0	0	342	1322
05:20:00 PM	17	30	0	0	0	8	24	2	0	0	0	10	9	0	0	0	7	2	0	0	335	1322
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	320	1309
05:30:00 PM	14	13	0	0	0	3	31	1	0	0	0	1	6	0	0	0	10	1	0	0	295	1301
05:35:00 PM	22	29	0	0	0	7	19	1	0	0	1	5	12	0	0	0	8	4	0	0	294	1307
05:40:00 PM	13	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	270	1281
05:45:00 PM	8	17	0	0	0	3	30	0	0	0	0	3	9	0	0	0	4	2	0	0	266	1248
05:50:00 PM	14	22	1	0	0	1	25	1	0	0	0	0	8	0	0	0	4	3	0	0	237	1216
05:55:00 PM	18	20	0	0	0	4	19	0	0	0	0	6	10	0	0	0	4	1	0	0	237	1195

Truck Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:15:00 PM	3	4	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	21	
04:20:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
04:25:00 PM	1	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	17	
04:35:00 PM	0	1	0	0	0	0	5	0	0	0	0	0	2	0	0	0	1	0	0	0	22	
04:40:00 PM	1	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
04:45:00 PM	1	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	2	1	0	0	25	
04:50:00 PM	1	1	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	23	
04:55:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	82
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	14	77
05:05:00 PM	1	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	12	75
05:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	14	78
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	69
05:20:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	10	67
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	60
05:30:00 PM	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	60
05:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	9	54
05:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	49
05:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	35
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33

Bike Volumes

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

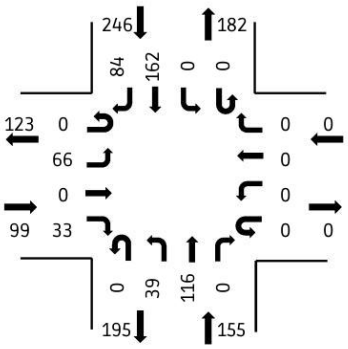
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

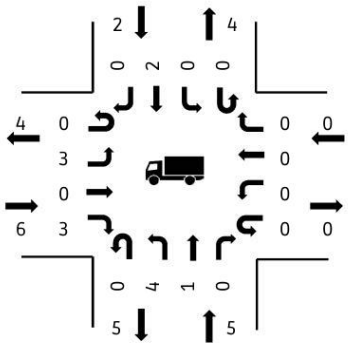
RallyTraffic

Location: SW Grahams Ferry Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:30 PM
Peak Hour Factor: 0.89

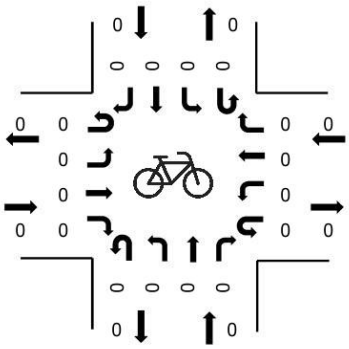
Motorized Vehicles



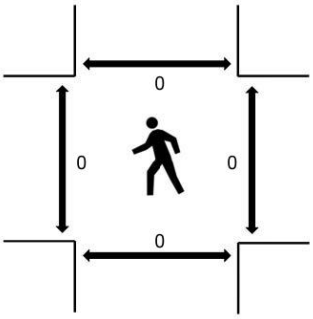
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
10	1	0	0	0	0	1	0	0	0	4	0	9	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	11	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	118	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	16	0	0	0	0	5	10	0	0	4	0	4	0	0	0	0	0	0	0	115	
04:25:00 PM	3	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	118	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	138	
04:35:00 PM	4	4	0	0	0	0	17	8	0	0	1	0	1	0	0	0	0	0	0	0	130	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	5	0	1	0	0	0	0	0	0	0	140	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	120	
04:50:00 PM	6	7	0	0	0	0	12	4	0	0	5	0	3	0	0	0	0	0	0	0	122	
04:55:00 PM	5	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	111	487
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	6	0	4	0	0	0	0	0	0	0	107	487
05:05:00 PM	1	5	0	0	0	0	8	9	0	0	9	0	8	0	0	0	0	0	0	0	110	477
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	119	488
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	135	500
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	487
05:25:00 PM	1	8	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	112	482
05:30:00 PM	6	6	0	0	0	0	9	3	0	0	5	0	0	0	0	0	0	0	0	0	92	454
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	90	447
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	82	424
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	3	0	0	0	0	0	0	0	90	424
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	94	419
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	1	0	0	0	0	0	0	0	86	399

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	10	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	117	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	15	0	0	0	0	5	10	0	0	4	0	3	0	0	0	0	0	0	0	113	
04:25:00 PM	2	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	115	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	135	
04:35:00 PM	4	4	0	0	0	0	15	8	0	0	1	0	1	0	0	0	0	0	0	0	127	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	4	0	1	0	0	0	0	0	0	0	137	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	117	
04:50:00 PM	5	7	0	0	0	0	12	4	0	0	5	0	2	0	0	0	0	0	0	0	119	
04:55:00 PM	4	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	108	477
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	5	0	4	0	0	0	0	0	0	0	103	477
05:05:00 PM	0	5	0	0	0	0	8	9	0	0	8	0	7	0	0	0	0	0	0	0	105	464
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	115	475
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	132	487
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	476
05:25:00 PM	0	7	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	110	470
05:30:00 PM	5	6	0	0	0	0	8	3	0	0	5	0	0	0	0	0	0	0	0	0	88	440
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	86	435
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	80	413
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	2	0	0	0	0	0	0	0	89	412
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	93	409
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0	84	389

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	10
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	13
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:25:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:30:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	12
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10

Bike Volumes

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

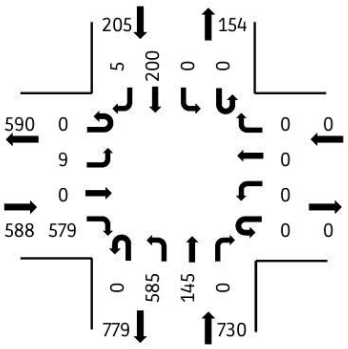
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

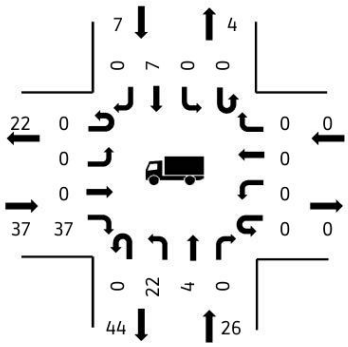
RallyTraffic

Location: SW Grahams Ferry Rd & Basalt Creek Pkwy
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.93

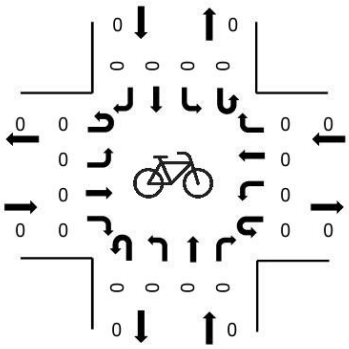
Motorized Vehicles



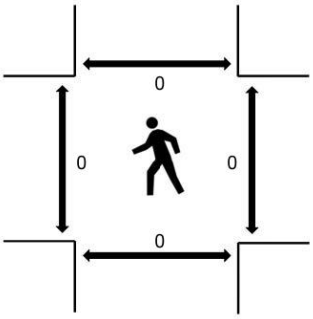
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (Basalt Creek Pkwy)					Westbound (Basalt Creek Pkwy)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	3	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	43	6	0	0	0	0	11	1	0	0	1	0	48	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	16	1	0	0	2	0	51	0	0	0	0	0	0	0		
04:10:00 PM	46	11	0	0	0	0	7	0	0	0	0	0	47	0	0	0	0	0	0	0	348	
04:15:00 PM	52	14	0	0	0	0	7	0	0	0	0	0	48	0	0	0	0	0	0	0	359	
04:20:00 PM	48	17	0	0	0	0	16	0	0	0	1	0	43	0	0	0	0	0	0	0	357	
04:25:00 PM	60	15	0	0	0	0	12	0	0	0	1	0	51	0	0	0	0	0	0	0	385	
04:30:00 PM	44	17	0	0	0	0	22	1	0	0	1	0	44	0	0	0	0	0	0	0	393	
04:35:00 PM	44	7	0	0	0	0	18	0	0	0	2	0	47	0	0	0	0	0	0	0	386	
04:40:00 PM	53	22	0	0	0	0	14	0	0	0	0	0	45	0	0	0	0	0	0	0	381	
04:45:00 PM	43	8	0	0	0	0	15	1	0	0	1	0	46	0	0	0	0	0	0	0	366	
04:50:00 PM	53	13	0	0	0	0	17	0	0	0	0	0	49	0	0	0	0	0	0	0	380	
04:55:00 PM	39	10	0	0	0	0	11	1	0	0	1	0	45	0	0	0	0	0	0	0	353	1467
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	43	0	0	0	0	0	0	0	355	1473
05:05:00 PM	44	7	0	0	0	0	5	1	0	0	0	0	51	0	0	0	0	0	0	0	331	1454
05:10:00 PM	66	10	0	0	0	0	31	0	0	0	0	0	67	0	0	0	0	0	0	0	398	1517
05:15:00 PM	41	10	0	0	0	0	25	1	0	0	2	0	48	0	0	0	0	0	0	0	409	1523
05:20:00 PM	41	8	0	0	0	0	7	1	0	0	0	0	42	0	0	0	0	0	0	0	400	1497
05:25:00 PM	47	9	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	328	1460
05:30:00 PM	47	12	0	0	0	0	12	0	0	0	0	0	35	0	0	0	0	0	0	0	307	1437
05:35:00 PM	55	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	325	1436
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	44	0	0	0	0	0	0	0	327	1406
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	308	1379
05:50:00 PM	35	12	0	0	0	0	8	0	0	0	0	0	25	0	0	0	0	0	0	0	271	1327
05:55:00 PM	28	2	0	0	0	0	6	1	0	0	1	0	35	0	0	0	0	0	0	0	240	1293

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	40	6	0	0	0	0	10	1	0	0	1	0	43	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	15	1	0	0	2	0	47	0	0	0	0	0	0	0		
04:10:00 PM	41	11	0	0	0	0	7	0	0	0	0	0	46	0	0	0	0	0	0	0	328	
04:15:00 PM	50	14	0	0	0	0	7	0	0	0	0	0	42	0	0	0	0	0	0	0	340	
04:20:00 PM	46	17	0	0	0	0	15	0	0	0	1	0	40	0	0	0	0	0	0	0	337	
04:25:00 PM	57	14	0	0	0	0	12	0	0	0	1	0	47	0	0	0	0	0	0	0	363	
04:30:00 PM	41	17	0	0	0	0	20	1	0	0	1	0	44	0	0	0	0	0	0	0	374	
04:35:00 PM	43	7	0	0	0	0	16	0	0	0	2	0	43	0	0	0	0	0	0	0	366	
04:40:00 PM	48	22	0	0	0	0	14	0	0	0	0	0	41	0	0	0	0	0	0	0	360	
04:45:00 PM	42	8	0	0	0	0	15	1	0	0	1	0	42	0	0	0	0	0	0	0	345	
04:50:00 PM	52	12	0	0	0	0	17	0	0	0	0	0	46	0	0	0	0	0	0	0	361	
04:55:00 PM	36	9	0	0	0	0	10	1	0	0	1	0	42	0	0	0	0	0	0	0	335	1386
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	40	0	0	0	0	0	0	0	339	1398
05:05:00 PM	44	6	0	0	0	0	5	1	0	0	0	0	49	0	0	0	0	0	0	0	317	1381
05:10:00 PM	64	10	0	0	0	0	30	0	0	0	0	0	65	0	0	0	0	0	0	0	387	1445
05:15:00 PM	40	10	0	0	0	0	25	1	0	0	2	0	43	0	0	0	0	0	0	0	395	1453
05:20:00 PM	40	8	0	0	0	0	7	1	0	0	0	0	40	0	0	0	0	0	0	0	386	1430
05:25:00 PM	43	7	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	313	1395
05:30:00 PM	47	11	0	0	0	0	11	0	0	0	0	0	35	0	0	0	0	0	0	0	296	1375
05:35:00 PM	54	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	316	1380
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	41	0	0	0	0	0	0	0	321	1356
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	304	1334
05:50:00 PM	35	12	0	0	0	0	7	0	0	0	0	0	23	0	0	0	0	0	0	0	265	1284
05:55:00 PM	27	2	0	0	0	0	5	1	0	0	1	0	33	0	0	0	0	0	0	0	233	1254

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	3	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
04:10:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	19	
04:20:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	20	
04:25:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	22	
04:30:00 PM	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:35:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
04:40:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:50:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	
04:55:00 PM	3	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	18	81
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	75
05:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	73
05:10:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	11	72
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	14	70
05:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	67
05:25:00 PM	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	65
05:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	62
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	56
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	50
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	6	43
05:55:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	7	39

Bike Volumes

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

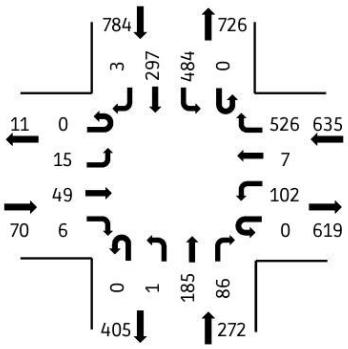
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

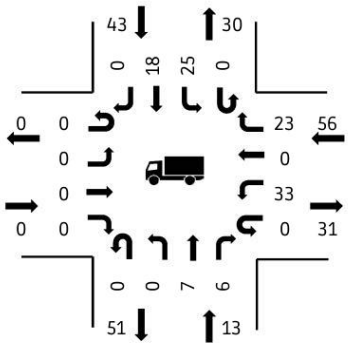
RallyTraffic

Location: SW Grahams Ferry Rd & SW Day Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:20 PM
Peak Hour Factor: 0.92

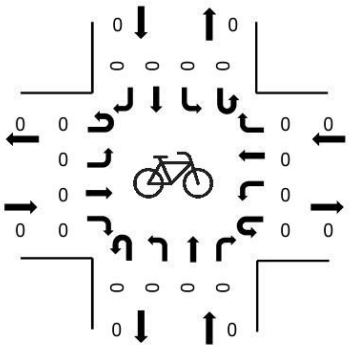
Motorized Vehicles



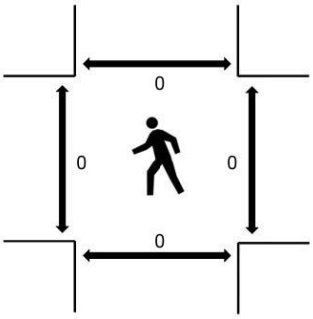
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Day Rd)					Westbound (SW Day Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	4	7	0	0	5	6	0	0	0	0	0	0	0	0	32	0	4	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	4	0	0	39	35	0	0	0	2	10	4	0	0	8	0	38	0	0		
04:05:00 PM	1	17	7	0	0	23	25	0	0	0	5	5	1	0	0	13	0	40	0	0		
04:10:00 PM	0	21	8	0	0	35	29	0	0	0	1	4	2	0	0	4	1	31	0	0	421	
04:15:00 PM	0	18	2	0	0	39	19	0	0	0	1	5	0	0	0	9	0	36	0	0	402	
04:20:00 PM	0	26	10	0	0	31	26	0	0	0	3	7	2	0	0	7	0	53	0	0	430	
04:25:00 PM	1	11	7	0	0	42	22	0	0	0	6	18	0	0	0	13	0	36	0	0	450	
04:30:00 PM	0	18	7	0	0	35	34	0	0	0	2	6	2	0	0	9	2	45	0	0	481	
04:35:00 PM	0	14	9	0	0	31	28	0	0	0	1	1	0	0	0	6	0	43	0	0	449	
04:40:00 PM	0	20	8	0	0	42	30	0	0	0	1	2	0	0	0	5	1	47	0	0	449	
04:45:00 PM	0	15	7	0	0	28	25	0	0	0	0	1	1	0	0	22	2	42	0	0	432	
04:50:00 PM	0	15	5	0	0	49	21	0	0	0	0	3	0	0	0	4	1	46	0	0	443	
04:55:00 PM	0	8	8	0	0	49	15	1	0	0	0	3	0	0	0	14	0	37	0	0	422	1742
05:00:00 PM	0	12	11	0	0	43	18	0	0	0	1	3	0	0	0	5	0	41	0	0	413	1728
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	36	0	0	385	1707
05:10:00 PM	0	10	4	0	0	50	39	1	0	0	0	2	0	0	0	7	0	63	0	0	426	1747
05:15:00 PM	0	17	5	0	0	44	26	1	0	0	1	3	0	0	0	8	1	37	0	0	435	1761
05:20:00 PM	0	12	6	0	0	46	22	0	0	0	0	0	1	0	0	10	0	39	0	0	455	1732
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	43	0	0	397	1694
05:30:00 PM	0	13	3	0	0	31	14	0	0	0	0	2	0	0	0	4	0	42	0	0	363	1643
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	10	0	46	0	0	363	1646
05:40:00 PM	0	8	8	0	0	37	17	0	0	0	1	3	0	0	0	5	0	44	0	0	368	1613
05:45:00 PM	0	8	1	0	0	26	13	2	0	0	1	4	0	0	0	8	1	43	0	0	366	1577
05:50:00 PM	0	12	3	0	0	24	5	0	0	0	1	2	0	0	0	5	3	29	0	0	314	1517
05:55:00 PM	1	2	2	0	0	42	9	0	0	0	0	1	0	0	0	1	3	28	0	0	280	1471

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	7	4	0	0	35	33	0	0	0	2	10	4	0	0	4	0	37	0	0		
04:05:00 PM	1	16	7	0	0	23	22	0	0	0	5	5	1	0	0	8	0	37	0	0		
04:10:00 PM	0	21	6	0	0	35	27	0	0	0	1	4	2	0	0	2	1	28	0	0	388	
04:15:00 PM	0	18	1	0	0	38	17	0	0	0	1	5	0	0	0	5	0	34	0	0	371	
04:20:00 PM	0	25	9	0	0	28	25	0	0	0	3	7	2	0	0	5	0	51	0	0	401	
04:25:00 PM	1	11	7	0	0	39	19	0	0	0	6	18	0	0	0	9	0	35	0	0	419	
04:30:00 PM	0	17	5	0	0	34	32	0	0	0	2	6	2	0	0	4	2	43	0	0	447	
04:35:00 PM	0	14	8	0	0	30	24	0	0	0	1	1	0	0	0	2	0	39	0	0	411	
04:40:00 PM	0	18	8	0	0	40	28	0	0	0	1	2	0	0	0	2	1	44	0	0	410	
04:45:00 PM	0	14	7	0	0	27	25	0	0	0	0	1	1	0	0	14	2	42	0	0	396	
04:50:00 PM	0	14	4	0	0	45	20	0	0	0	0	3	0	0	0	2	1	44	0	0	410	
04:55:00 PM	0	8	8	0	0	46	15	1	0	0	0	3	0	0	0	11	0	35	0	0	393	1610
05:00:00 PM	0	12	10	0	0	42	15	0	0	0	1	3	0	0	0	5	0	41	0	0	389	1603
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	35	0	0	371	1593
05:10:00 PM	0	10	4	0	0	48	37	1	0	0	0	2	0	0	0	7	0	60	0	0	413	1635
05:15:00 PM	0	16	5	0	0	40	26	1	0	0	1	3	0	0	0	6	1	34	0	0	417	1649
05:20:00 PM	0	11	5	0	0	43	21	0	0	0	0	0	1	0	0	6	0	39	0	0	428	1620
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	39	0	0	373	1589
05:30:00 PM	0	13	3	0	0	29	14	0	0	0	0	2	0	0	0	3	0	40	0	0	344	1546
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	9	0	43	0	0	350	1559
05:40:00 PM	0	8	8	0	0	37	15	0	0	0	1	3	0	0	0	4	0	44	0	0	356	1535
05:45:00 PM	0	7	1	0	0	26	13	2	0	0	1	4	0	0	0	6	1	42	0	0	355	1505
05:50:00 PM	0	12	3	0	0	22	4	0	0	0	1	2	0	0	0	4	3	28	0	0	302	1451
05:55:00 PM	1	2	2	0	0	40	7	0	0	0	0	1	0	0	0	1	3	28	0	0	267	1409

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	4	0	1	0	0		
04:05:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:10:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	33	
04:15:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	2	0	0	31	
04:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	2	0	0	29	
04:25:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	0	1	0	0	31	
04:30:00 PM	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	5	0	2	0	0	34	
04:35:00 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	4	0	4	0	0	38	
04:40:00 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3	0	3	0	0	39	
04:45:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	36	
04:50:00 PM	0	1	1	0	0	4	1	0	0	0	0	0	0	0	0	2	0	2	0	0	33	
04:55:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	2	0	0	29	132
05:00:00 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	114
05:10:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	13	112
05:15:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	3	0	0	18	112
05:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	27	112
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	24	105
05:30:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	19	97
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	13	87
05:40:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	12	78
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	11	72
05:50:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	12	66
05:55:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	62

Bike Volumes

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

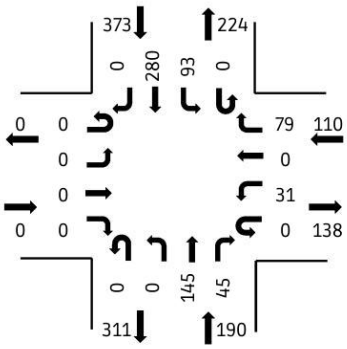
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

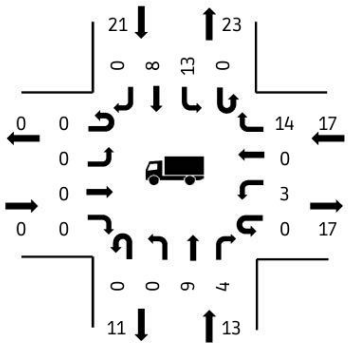
RallyTraffic

Location: SW Grahams Ferry Rd & SW Clutter Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.88

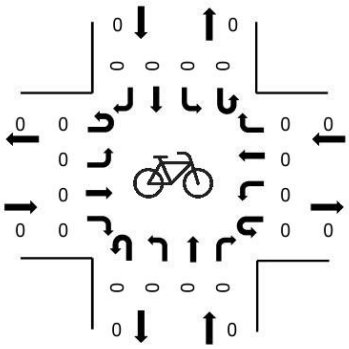
Motorized Vehicles



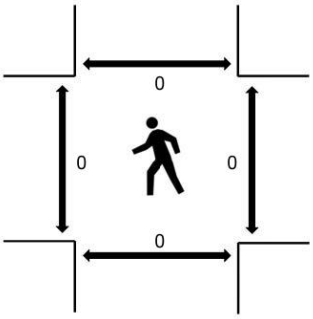
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Clutter Rd)					Westbound (SW Clutter Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	9	0	0	14	3	0	0	0	0	0	0	0	0	10	0	18	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	6	0	0	15	30	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	10	4	0	0	11	24	0	0	0	0	0	0	0	0	3	0	10	0	0		
04:10:00 PM	0	8	7	0	0	7	23	0	0	0	0	0	0	0	0	5	0	12	0	0	192	
04:15:00 PM	0	17	6	0	0	3	16	0	0	0	0	0	0	0	0	2	0	7	0	0	175	
04:20:00 PM	0	13	4	0	0	9	21	0	0	0	0	0	0	0	0	4	0	9	0	0	173	
04:25:00 PM	0	14	4	0	0	5	24	0	0	0	0	0	0	0	0	2	0	6	0	0	166	
04:30:00 PM	0	15	1	0	0	14	26	0	0	0	0	0	0	0	0	3	0	3	0	0	177	
04:35:00 PM	0	13	3	0	0	7	21	0	0	0	0	0	0	0	0	2	0	8	0	0	171	
04:40:00 PM	0	12	3	0	0	4	24	0	0	0	0	0	0	0	0	0	0	6	0	0	165	
04:45:00 PM	0	12	3	0	0	9	31	0	0	0	0	0	0	0	0	2	0	7	0	0	167	
04:50:00 PM	0	11	2	0	0	5	20	0	0	0	0	0	0	0	0	1	0	3	0	0	155	
04:55:00 PM	0	11	2	0	0	4	20	0	0	0	0	0	0	0	0	2	0	5	0	0	150	673
05:00:00 PM	0	6	2	0	0	3	17	0	0	0	0	0	0	0	0	3	0	5	0	0	122	641
05:05:00 PM	0	11	0	0	0	6	16	0	0	0	0	0	0	0	0	6	0	3	0	0	122	621
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	4	0	0	123	604
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	9	0	0	151	617
05:20:00 PM	0	10	1	0	0	4	23	0	0	0	0	0	0	0	0	1	0	5	0	0	153	601
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	148	586
05:30:00 PM	0	7	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	113	553
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	108	538
05:40:00 PM	0	12	1	0	0	2	17	0	0	0	0	0	0	0	0	1	0	1	0	0	102	523
05:45:00 PM	0	5	3	0	0	2	17	0	0	0	0	0	0	0	0	4	0	5	0	0	109	495
05:50:00 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	3	0	0	96	479
05:55:00 PM	0	1	2	0	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	0	76	449

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	6	0	0	15	28	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	9	4	0	0	8	23	0	0	0	0	0	0	0	0	2	0	6	0	0		
04:10:00 PM	0	7	5	0	0	6	23	0	0	0	0	0	0	0	0	4	0	11	0	0	173	
04:15:00 PM	0	17	6	0	0	2	16	0	0	0	0	0	0	0	0	2	0	7	0	0	158	
04:20:00 PM	0	13	4	0	0	8	21	0	0	0	0	0	0	0	0	4	0	7	0	0	163	
04:25:00 PM	0	13	3	0	0	5	23	0	0	0	0	0	0	0	0	2	0	5	0	0	158	
04:30:00 PM	0	14	1	0	0	11	26	0	0	0	0	0	0	0	0	3	0	2	0	0	165	
04:35:00 PM	0	13	3	0	0	6	20	0	0	0	0	0	0	0	0	2	0	7	0	0	159	
04:40:00 PM	0	10	3	0	0	3	22	0	0	0	0	0	0	0	0	0	0	6	0	0	152	
04:45:00 PM	0	12	3	0	0	8	30	0	0	0	0	0	0	0	0	1	0	4	0	0	153	
04:50:00 PM	0	10	1	0	0	5	20	0	0	0	0	0	0	0	0	1	0	2	0	0	141	
04:55:00 PM	0	10	2	0	0	3	20	0	0	0	0	0	0	0	0	2	0	5	0	0	139	622
05:00:00 PM	0	6	2	0	0	3	16	0	0	0	0	0	0	0	0	3	0	5	0	0	116	592
05:05:00 PM	0	11	0	0	0	6	15	0	0	0	0	0	0	0	0	6	0	3	0	0	118	581
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	3	0	0	120	569
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	4	0	0	144	578
05:20:00 PM	0	9	1	0	0	3	23	0	0	0	0	0	0	0	0	1	0	4	0	0	144	562
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	140	551
05:30:00 PM	0	6	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	109	522
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	107	510
05:40:00 PM	0	12	0	0	0	1	17	0	0	0	0	0	0	0	0	1	0	1	0	0	99	498
05:45:00 PM	0	5	0	0	0	2	16	0	0	0	0	0	0	0	0	4	0	3	0	0	101	470
05:50:00 PM	0	7	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	2	0	0	86	455
05:55:00 PM	0	1	2	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	67	426

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1	0	4	0	0		
04:10:00 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	19	
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:20:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	10	
04:25:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
04:30:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:35:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:40:00 PM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:45:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3	0	0	14	
04:50:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
04:55:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49
05:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	35
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	7	39
05:20:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	35
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	31
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28
05:40:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
05:45:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8	25
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	24
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23

Bike Volumes

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

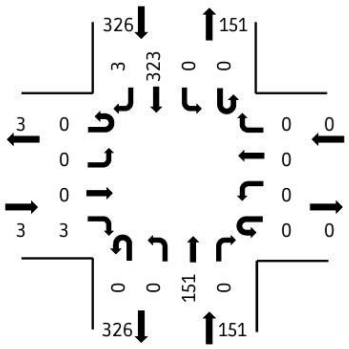
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

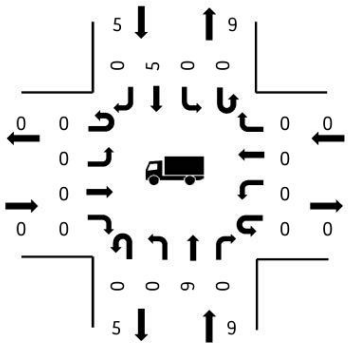
RallyTraffic

Location: SW Grahams Ferry Rd & SW Wheatland Dr
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.9

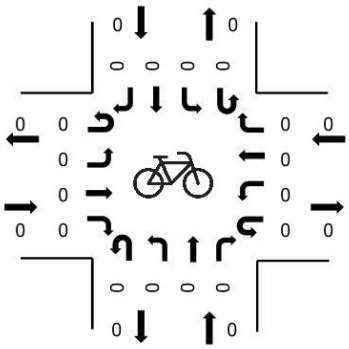
Motorized Vehicles



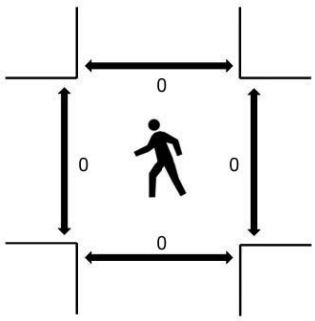
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Wheatland Dr)					Westbound (SW Wheatland Dr)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	13	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	114	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:25:00 PM	0	14	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	129	
04:35:00 PM	0	12	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	134	
04:40:00 PM	0	14	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:45:00 PM	0	13	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	118	
04:55:00 PM	0	11	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	119	480
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	101	461
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	91	457
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	448
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	458
05:20:00 PM	0	5	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	119	462
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	117	448
05:30:00 PM	0	8	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	101	430
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	92	420
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	89	418
05:45:00 PM	0	12	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	96	409
05:50:00 PM	0	7	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	87	389
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67	366

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	11	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	110	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	111	
04:25:00 PM	0	12	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
04:35:00 PM	0	12	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	130	
04:40:00 PM	0	12	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	116	
04:45:00 PM	0	13	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	113	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	115	
04:55:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	117	466
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	100	449
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	90	446
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	440
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	450
05:20:00 PM	0	4	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	118	453
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	116	442
05:30:00 PM	0	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	99	423
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	91	414
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	88	414
05:45:00 PM	0	8	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	91	401
05:50:00 PM	0	6	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	81	380
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61	358

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:45:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8

Bike Volumes

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

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Wilsonville Basalt Creek West Railroad Study
Existing Conditions
2026

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.20/0.03	7.9/10	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.13/0.02	0/14.1	A/B
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.45	17.5	B
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.08/0.14	7.9/12.7	A/B
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.60	14.2	B
6	Synchro HCM 7th Signal	Grahams Ferry Rd & Day Rd	Signal	0.98	77.0	E
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	AWSC	0.54	13.1	B
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.10/0.05	0/11.2	A/B
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.10/0.01	0/10.3	A/B

HCM 7th TWSC
1: Morgan Rd & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	4	65	278	1	15
Future Vol, veh/h	185	4	65	278	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	223	5	78	335	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	717	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1341	-	382	790
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	360	790
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1341	-
HCM Lane V/C Ratio	0.026	-	-	0.058	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

HCM 7th TWSC
2: North Site Access/Waldo Wy & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Future Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	222	0	0	381	7	0	0	0	9	0	0

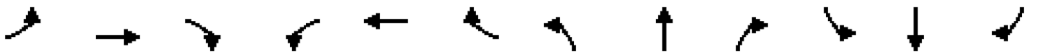
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	222	0	0	603	610	222	607	607	384
Stage 1	-	-	-	-	-	-	222	222	-	384	384	-
Stage 2	-	-	-	-	-	-	381	388	-	222	222	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	404	-	403	406	-
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	14.14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1149	-	-	1323	-	-	403
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.022
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	14.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Existing 2026
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Future Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	6	76	177	0	116	35	244	358	2	33	456	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	14	406	603	3	196	59	295	843	5	62	577	19
Arrive On Green	0.01	0.23	0.23	0.00	0.15	0.15	0.17	0.46	0.46	0.04	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1739	1346	406	1739	1814	10	1725	1743	57
Grp Volume(v), veh/h	6	76	177	0	0	151	244	0	360	33	0	471
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1824	1725	0	1801
Q Serve(g_s), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Cycle Q Clear(g_c), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	14	406	603	3	0	255	295	0	848	62	0	596
V/C Ratio(X)	0.44	0.19	0.29	0.00	0.00	0.59	0.83	0.00	0.42	0.53	0.00	0.79
Avail Cap(c_a), veh/h	779	981	1090	792	0	957	475	0	1329	628	0	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	17.2	11.3	0.0	0.0	21.9	22.0	0.0	9.8	26.0	0.0	16.6
Incr Delay (d2), s/veh	8.1	0.1	0.1	0.0	0.0	0.8	2.9	0.0	0.3	2.6	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	1.3	0.0	0.0	1.7	3.0	0.0	2.4	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	17.3	11.4	0.0	0.0	22.8	25.0	0.0	10.1	28.6	0.0	19.1
LnGrp LOS	D	B	B			C	C		B	C		B
Approach Vol, veh/h		259			151			604			504	
Approach Delay, s/veh		13.7			22.8			16.1			19.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	31.0	0.0	17.9	13.3	23.7	4.4	13.5
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	20.0	40.0	25.0	30.0	15.0	40.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	3.0	9.2	0.0	6.4	9.4	15.0	2.2	6.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.1	3.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Wilsonville Basalt Creek_3-3-26.syn

DKS Associates
03/04/2026

HCM 7th TWSC
4: Grahams Ferry Rd & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	33	39	116	162	84
Future Vol, veh/h	66	33	39	116	162	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	74	37	44	130	182	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	229	276	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	562	800	1281	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	800	1281	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.7	1.99	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1281	-	542	800	-	-
HCM Lane V/C Ratio	0.034	-	0.137	0.046	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.1	-	-

HCM 7th Signalized Intersection Summary
5: Grahams Ferry Rd & Basalt Creek Pkwy/Basalt Creek Pkwy Extension

Existing 2026
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Future Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	10	0	623	0	0	0	629	156	0	0	215	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	504	0	965	0	557	0	748	1018	0	106	277	6
Arrive On Green	0.29	0.00	0.29	0.00	0.00	0.00	0.34	0.55	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1361	0	1522	0	1900	0	1753	1841	0	1221	1806	42
Grp Volume(v), veh/h	10	0	623	0	0	0	629	156	0	0	0	220
Grp Sat Flow(s),veh/h/ln	1361	0	1522	0	1900	0	1753	1841	0	1221	0	1848
Q Serve(g_s), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	504	0	965	0	557	0	748	1018	0	106	0	284
V/C Ratio(X)	0.02	0.00	0.65	0.00	0.00	0.00	0.84	0.15	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h	664	0	1143	0	780	0	1486	2198	0	374	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	7.7	0.0	0.0	0.0	13.1	7.4	0.0	0.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.0	3.2	0.1	0.0	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.0	0.0	0.0	6.7	1.0	0.0	0.0	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	8.3	0.0	0.0	0.0	16.3	7.5	0.0	0.0	0.0	29.5
LnGrp LOS	B		A				B	A				C
Approach Vol, veh/h		633			0			785			220	
Approach Delay, s/veh		8.4			0.0			14.5			29.5	
Approach LOS		A						B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.2		25.0	27.3	16.0		25.0				
Change Period (Y+Rc), s		5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s		81.5		28.0	52.0	25.5		28.0				
Max Q Clear Time (g_c+I1), s		4.8		19.3	20.2	9.8		0.0				
Green Ext Time (p_c), s		1.2		0.7	3.1	0.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.2									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary
6: Grahams Ferry Rd & Day Rd

Existing 2026
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Future Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1752	1752	1752	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	16	53	7	111	8	572	1	201	93	526	323	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	10	10	10	5	5	5	6	6	6
Cap, veh/h	84	257	30	314	20	454	2	253	117	557	959	9
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.21	0.21	0.32	0.54	0.54
Sat Flow, veh/h	130	843	99	796	66	1485	1739	1181	546	1725	1791	17
Grp Volume(v), veh/h	76	0	0	119	0	572	1	0	294	526	0	326
Grp Sat Flow(s),veh/h/ln	1071	0	0	862	0	1485	1739	0	1728	1725	0	1808
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0	17.8	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Prop In Lane	0.21		0.09	0.93		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	372	0	0	334	0	454	2	0	369	557	0	968
V/C Ratio(X)	0.20	0.00	0.00	0.36	0.00	1.26	0.52	0.00	0.80	0.94	0.00	0.34
Avail Cap(c_a), veh/h	372	0	0	334	0	454	443	0	880	615	0	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	29.7	0.0	34.1	49.0	0.0	36.6	32.4	0.0	12.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	134.2	95.2	0.0	6.3	22.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.4	0.0	27.4	0.1	0.0	7.2	15.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	0.0	0.0	30.2	0.0	168.2	144.2	0.0	42.9	54.4	0.0	13.3
LnGrp LOS	C			C		F	F		D	D		B
Approach Vol, veh/h		76			691			295			852	
Approach Delay, s/veh		25.4			144.5			43.2			38.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	58.1		35.0	36.7	26.5		35.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	25.6	50.0		30.0	35.0	50.0		25.0
Max Q Clear Time (g_c+I1), s	12.1	12.0		32.0	31.2	17.8		20.1
Green Ext Time (p_c), s	0.0	3.6		0.0	0.5	3.2		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	77.0
HCM 7th LOS	E

HCM 7th AWSC
7: Grahams Ferry Rd & Clutter Rd

Existing 2026
PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	79	145	45	93	280
Future Vol, veh/h	31	79	145	45	93	280
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	15	15	7	7	6	6
Mvmt Flow	35	90	165	51	106	318
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.5	9.6	13.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	25%
Vol Thru, %	76%	0%	75%
Vol Right, %	24%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	110	373
LT Vol	0	31	93
Through Vol	145	0	280
RT Vol	45	79	0
Lane Flow Rate	216	125	424
Geometry Grp	1	1	1
Degree of Util (X)	0.281	0.181	0.545
Departure Headway (Hd)	4.681	5.225	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	764	683	780
Service Time	2.729	3.287	2.665
HCM Lane V/C Ratio	0.283	0.183	0.544
HCM Control Delay, s/veh	9.6	9.5	13.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.2	0.7	3.3

HCM 7th TWSC
8: Grahams Ferry Rd & South Site Access

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	0	151	311	0
Future Vol, veh/h	10	15	0	151	311	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	11	17	0	168	346	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	513	346	346	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	514	688	1191	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	688	1191	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	606	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Ctrl Dly (s/v)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
9: Grahams Ferry Rd & Wheatland Dr

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	151	323	3
Future Vol, veh/h	0	3	0	151	323	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	3	0	168	359	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	361	362	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	514	689	1175	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	689	1175	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0	0
HCM LOS	B		

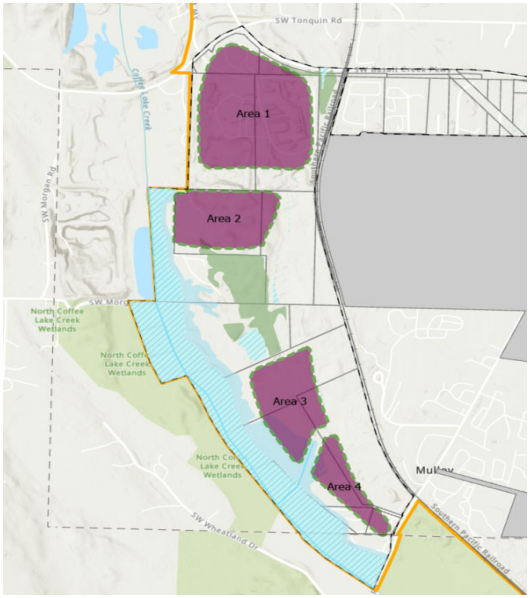
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	689	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek West Railroad Transportation Study - Land Use Assumptions and Trip Generation Table

Trip generation rates are all average rates.

Area	Land Use	amount	unit	ITE LUC	*Weekday rate*	Weekday total	Weekday in	Weekday out	*PM Peak rate*	PM Peak total	PM Peak in	PM Peak out
1	Industrial Park	561.815	KSF	**130**	*2.68*	1506	753	753	*0.23*	129	36	93
1	Restaurant/Brewery	6	KSF	**971**	*61.69*	370	185	185	*9.83*	59	41	18
2	Industrial Park	264.518	KSF	**130**	*2.68*	709	355	354	*0.23*	61	17	44
3	Industrial Park	277.935	KSF	**130**	*2.68*	745	373	372	*0.23*	64	18	46
4	Industrial Park	151.393	KSF	**130**	*2.68*	406	203	203	*0.23*	35	10	25

	weekday trips	PM trips						
Area 1 Total	50.2%	54.0%	**1876**	**938**	**938**	**188**	**77**	**111**
Area 2 Total	19.0%	17.5%	**709**	**355**	**354**	**61**	**17**	**44**
Area 3 Total	19.9%	18.4%	**745**	**373**	**372**	**64**	**18**	**46**
Area 4 Total	10.9%	10.1%	**406**	**203**	**203**	**35**	**10**	**25**
Development Total	100.0%	100.0%	**3736**	**1869**	**1867**	**348**	**122**	**226**



Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: December 2, 2015



Limits of Cost Estimate

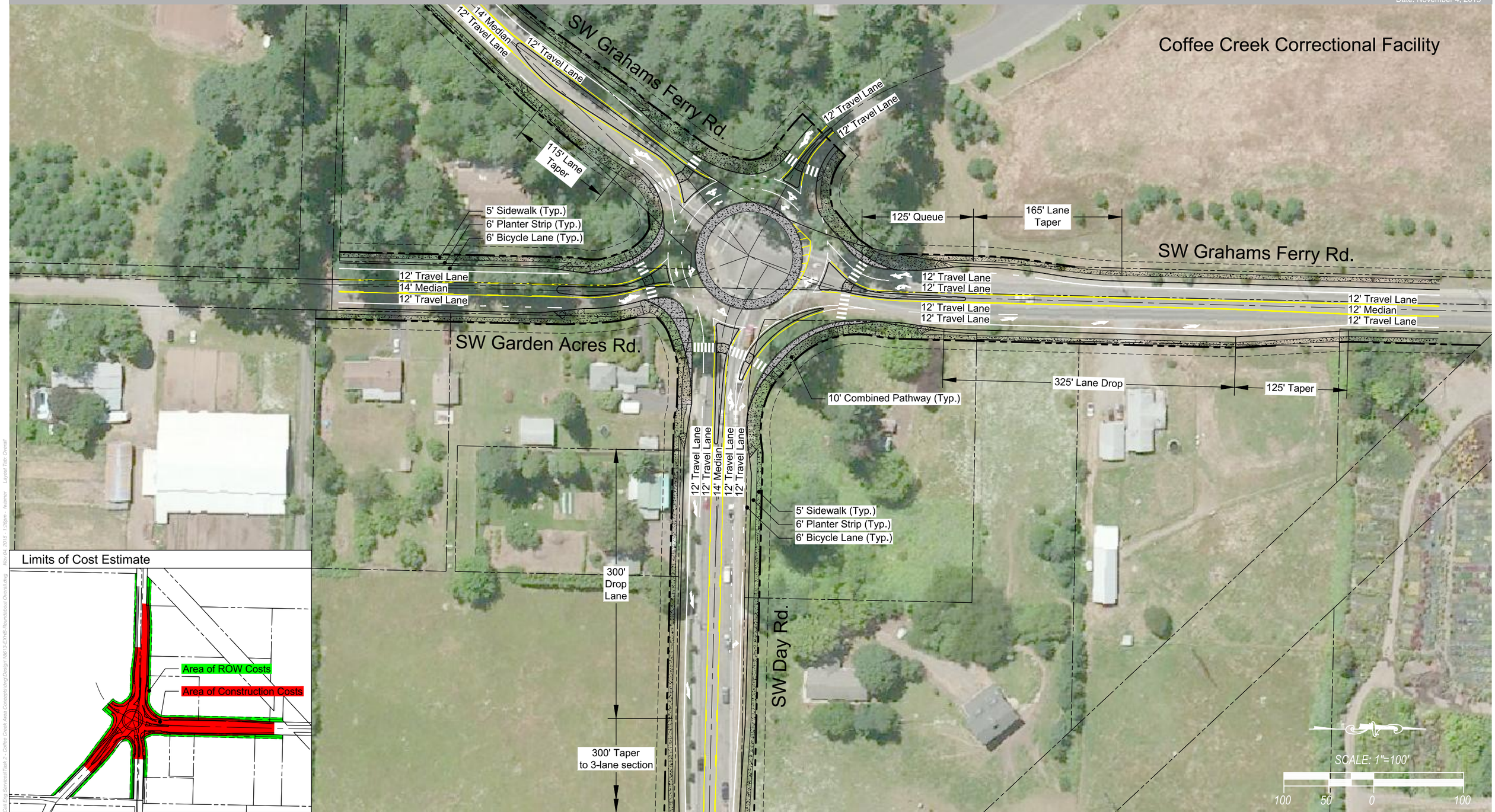
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE (503) 228-5230
CONTACT Fred Wismer or Joey Bansen

Grahams Ferry Road & Day Road Signal
Wilsonville, Oregon

H:\grafton\18613 - City of Wilsonville On-Call Eng Services\Task 2 - Coffee Creek Area Concepts\dwg\Design\18613-EXHIB Signal Overall.dwg Dec 02, 2015 - 4:18pm fwismer Layout Tab: Overall

Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: November 4, 2015



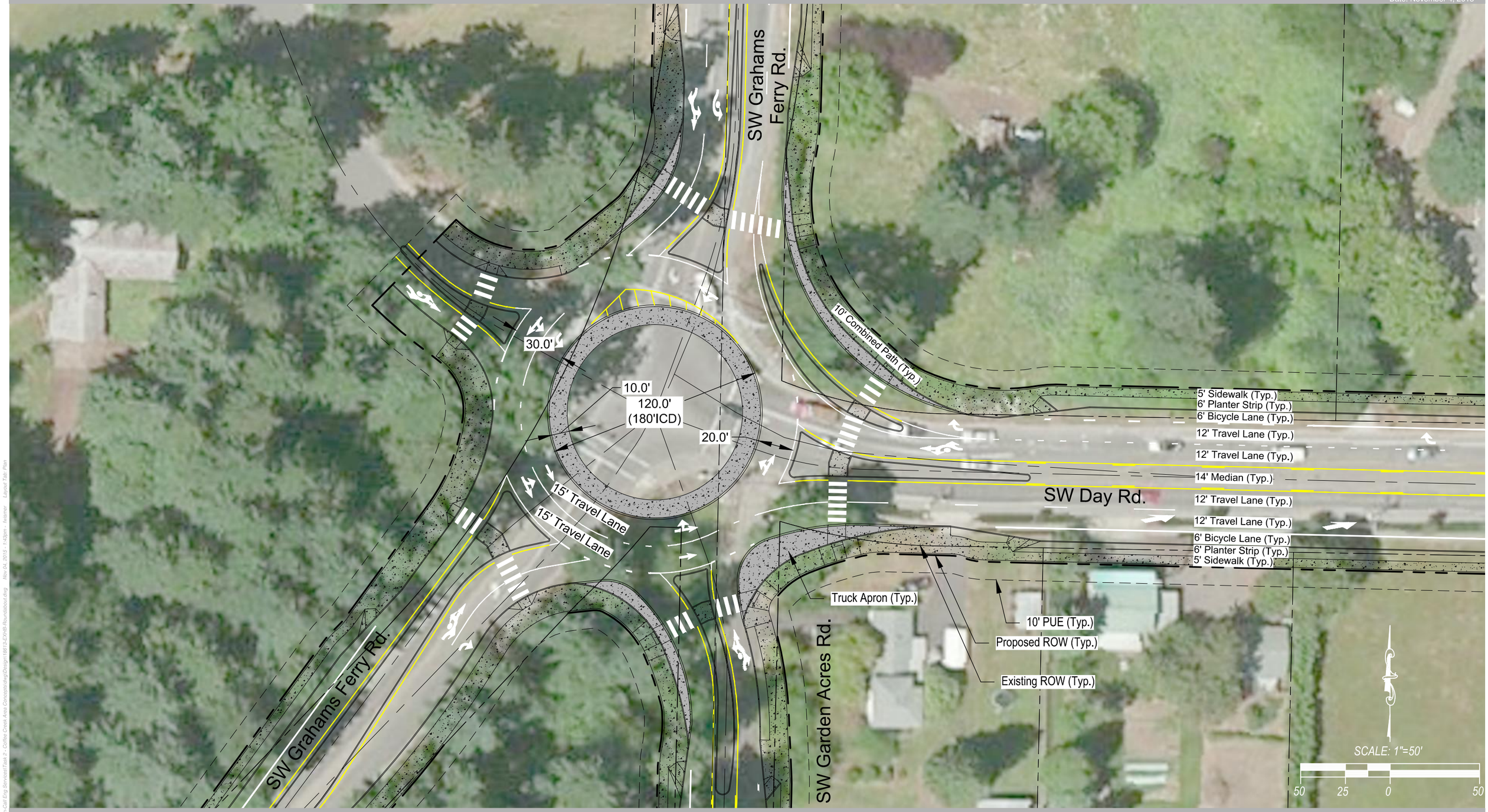
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout
Wilsonville, Oregon

H:\projfiles\19619 - City of Wilsonville On-Call Pre-Bond\Task 2 - Coffee Creek Area Connectivity\Design\19619 DWB Roundabout Overall.dwg Nov 04, 2015 - 1:06pm kistner Layout Tab: Overall

Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: November 4, 2015



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout

Wilsonville, Oregon

H:\proj\Wilsn1\18013 - City of Wilsonville On-Call Eng Services\Task 3 - Coffee Creek Area Concepts\dwg\Design\18013-EXHB-Roundabout.dwg Nov 04, 2015 - 1:43pm fvisimer Layout: Tab: Plan

Wilsonville Basalt Creek West Railroad Study
Future Build Conditions
2046

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.32/0.08	8.4/13.6	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.37/0.11	8.2/32.3	A/D
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.79	64.0	E
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.13/0.38	8.5/21.1	A/C
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.58	18.8	B
6	Synchro HCM 7th Signal	Garden Acres Rd & Grahams Ferry Rd & Day Rd	Signal	0.83	23.8	C
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	*This intersection will be closed in 2046*			
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.17/0.43	8.8/25	A/C
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.16/0.01	0/12.1	A/B

HCM 7th TWSC
1: Morgan Rd & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	105	456	5	25
Future Vol, veh/h	306	10	105	456	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	369	12	127	549	6	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	1177	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1178	-	202	650
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1178	-	180	650
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.58	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1178	-
HCM Lane V/C Ratio	0.08	-	-	0.107	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

Wilsonville Basalt Creek_3-3-26.syn

DKS Associates
03/04/2026

HCM 7th TWSC
2: North Site Access/Waldo Wy & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Future Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	356	7	61	611	11	12	0	112	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	622	0	0	362	0	0	1092	1103	359	1094	1101	617
Stage 1	-	-	-	-	-	-	359	359	-	739	739	-
Stage 2	-	-	-	-	-	-	733	744	-	356	362	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	940	-	-	1175	-	-	189	208	677	188	208	483
Stage 1	-	-	-	-	-	-	651	620	-	403	418	-
Stage 2	-	-	-	-	-	-	406	415	-	654	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1175	-	-	179	197	677	149	198	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	197	-	149	198	-
Stage 1	-	-	-	-	-	-	651	620	-	382	396	-
Stage 2	-	-	-	-	-	-	385	394	-	545	618	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	12.87	32.27
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	677	940	-	-	1175	-	-	149
HCM Lane V/C Ratio	0.068	0.166	-	-	-	0.052	-	-	0.112
HCM Ctrl Dly (s/v)	26.6	11.4	0	-	-	8.2	-	-	32.3
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.6	0	-	-	0.2	-	-	0.4

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Future 2046 Build
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Future Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	71	135	322	0	195	59	412	575	5	54	731	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	80	414	709	1	211	64	408	1137	10	69	716	59
Arrive On Green	0.05	0.23	0.23	0.00	0.16	0.16	0.23	0.63	0.63	0.04	0.43	0.43
Sat Flow, veh/h	1711	1796	1522	1739	1346	407	1739	1807	16	1725	1651	136
Grp Volume(v), veh/h	71	135	322	0	0	254	412	0	580	54	0	791
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1823	1725	0	1787
Q Serve(g_s), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Cycle Q Clear(g_c), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	80	414	709	1	0	275	408	0	1147	69	0	775
V/C Ratio(X)	0.88	0.33	0.45	0.00	0.00	0.92	1.01	0.00	0.51	0.79	0.00	1.02
Avail Cap(c_a), veh/h	80	414	709	58	0	286	408	0	1147	116	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.6	47.7	27.0	0.0	0.0	62.0	57.1	0.0	15.1	71.0	0.0	42.2
Incr Delay (d2), s/veh	61.6	0.2	0.2	0.0	0.0	32.4	46.9	0.0	0.4	7.2	0.0	37.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.2	7.9	0.0	0.0	12.0	20.7	0.0	10.7	2.2	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.3	47.9	27.2	0.0	0.0	94.3	104.0	0.0	15.4	78.2	0.0	79.7
LnGrp LOS	F	D	C			F	F		B	E		F
Approach Vol, veh/h		528			254			992			845	
Approach Delay, s/veh		46.6			94.3			52.2			79.6	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	99.3	0.0	39.9	39.0	70.2	11.0	28.9
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	10.0	89.7	5.0	26.3	35.0	64.7	7.0	24.3
Max Q Clear Time (g_c+I1), s	6.6	27.8	0.0	23.4	37.0	66.7	8.2	23.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Wilsonville Basalt Creek_3-3-26.syn

DKS Associates
03/04/2026

HCM 7th TWSC
4: Grahams Ferry Rd & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	55	65	190	260	141
Future Vol, veh/h	121	55	65	190	260	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	136	62	73	213	292	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	371	451	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	383	666	1105	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	666	1105	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.93	2.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1105	-	358	666	-	-
HCM Lane V/C Ratio	0.066	-	0.38	0.093	-	-
HCM Ctrl Dly (s/v)	8.5	-	21.1	11	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.3	-	-

HCM 7th Signalized Intersection Summary
5: Grahams Ferry Rd & Basalt Creek Pkwy/Basalt Creek Pkwy Extension

Future 2046 Build
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Future Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	16	558	478	22	471	124	559	129	97	91	253	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	269	1021	790	233	847	221	591	322	242	490	338	15
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.22	0.33	0.33	0.07	0.19	0.19
Sat Flow, veh/h	790	3413	1522	553	2831	740	1753	975	733	1767	1765	77
Grp Volume(v), veh/h	16	558	478	22	299	296	559	0	226	91	0	264
Grp Sat Flow(s),veh/h/ln	790	1706	1522	553	1805	1767	1753	0	1709	1767	0	1842
Q Serve(g_s), s	0.9	6.9	11.0	1.7	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Cycle Q Clear(g_c), s	7.9	6.9	11.0	8.6	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.43	1.00		0.04
Lane Grp Cap(c), veh/h	269	1021	790	233	540	528	591	0	563	490	0	353
V/C Ratio(X)	0.06	0.55	0.61	0.09	0.55	0.56	0.95	0.00	0.40	0.19	0.00	0.75
Avail Cap(c_a), veh/h	364	1431	973	300	757	741	591	0	986	543	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	14.7	8.5	18.3	14.7	14.8	13.1	0.0	13.0	14.3	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.3	0.3	24.5	0.0	0.6	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	2.7	0.2	2.5	2.5	7.9	0.0	1.8	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	14.9	8.7	18.4	15.1	15.1	37.6	0.0	13.5	14.5	0.0	20.3
LnGrp LOS	B	B	A	B	B	B	D		B	B		C
Approach Vol, veh/h		1052			617			785			355	
Approach Delay, s/veh		12.1			15.2			30.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	22.0		20.0	15.0	15.1		20.0				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	5.1	28.9		21.0	11.0	23.5		21.0				
Max Q Clear Time (g_c+I1), s	4.0	7.1		13.0	13.0	8.8		10.6				
Green Ext Time (p_c), s	0.0	1.6		1.9	0.0	0.8		0.6				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.8	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Summary
6: Garden Acres Rd & Grahams Ferry Rd & Day Rd

Future 2046 Build_with Garden Acres
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Future Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	100	326	332	137	11	11	105	53	216	105	421
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	204	664	440	789	668	177	419	212	346	131	537
Arrive On Green	0.05	0.53	0.53	0.42	0.42	0.42	0.01	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	3456	386	1258	961	1870	1585	1781	1172	592	931	453	1585
Grp Volume(v), veh/h	68	0	426	332	137	11	11	0	158	321	0	421
Grp Sat Flow(s),veh/h/ln	1728	0	1644	961	1870	1585	1781	0	1764	1384	0	1585
Q Serve(g_s), s	1.5	0.0	13.0	26.5	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Cycle Q Clear(g_c), s	1.5	0.0	13.0	31.1	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.34	0.67		1.00
Lane Grp Cap(c), veh/h	170	0	868	440	789	668	177	0	631	478	0	537
V/C Ratio(X)	0.40	0.00	0.49	0.75	0.17	0.02	0.06	0.00	0.25	0.67	0.00	0.78
Avail Cap(c_a), veh/h	285	0	928	443	795	674	271	0	817	550	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	11.9	24.4	14.2	13.3	20.3	0.0	17.8	25.9	0.0	23.4
Incr Delay (d2), s/veh	1.5	0.0	0.4	7.1	0.1	0.0	0.1	0.0	0.2	2.6	0.0	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	6.5	1.5	0.1	0.1	0.0	2.0	5.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	0.0	12.3	31.6	14.3	13.3	20.4	0.0	18.1	28.5	0.0	29.1
LnGrp LOS	D		B	C	B	B	C		B	C		C
Approach Vol, veh/h		494			480			169			742	
Approach Delay, s/veh		15.8			26.2			18.2			28.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	5.4	27.4	8.4	37.7		32.7		46.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	27.0	6.5	33.5		36.5		44.5				
Max Q Clear Time (g_c+I1), s	2.3	20.8	3.5	33.1		7.0		15.0				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1		0.9		3.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

HCM 7th TWSC
8: Grahams Ferry Rd & South Site Access

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	122	36	6	245	500	55
Future Vol, veh/h	122	36	6	245	500	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	136	40	7	272	556	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	586	617	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	316	503	944	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	503	944	-	-	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.18	0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	43	-	313	503	-	-
HCM Lane V/C Ratio	0.007	-	0.432	0.08	-	-
HCM Ctrl Dly (s/v)	8.8	0	25	12.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	2.1	0.3	-	-

HCM 7th TWSC
9: Grahams Ferry Rd & Wheatland Dr

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

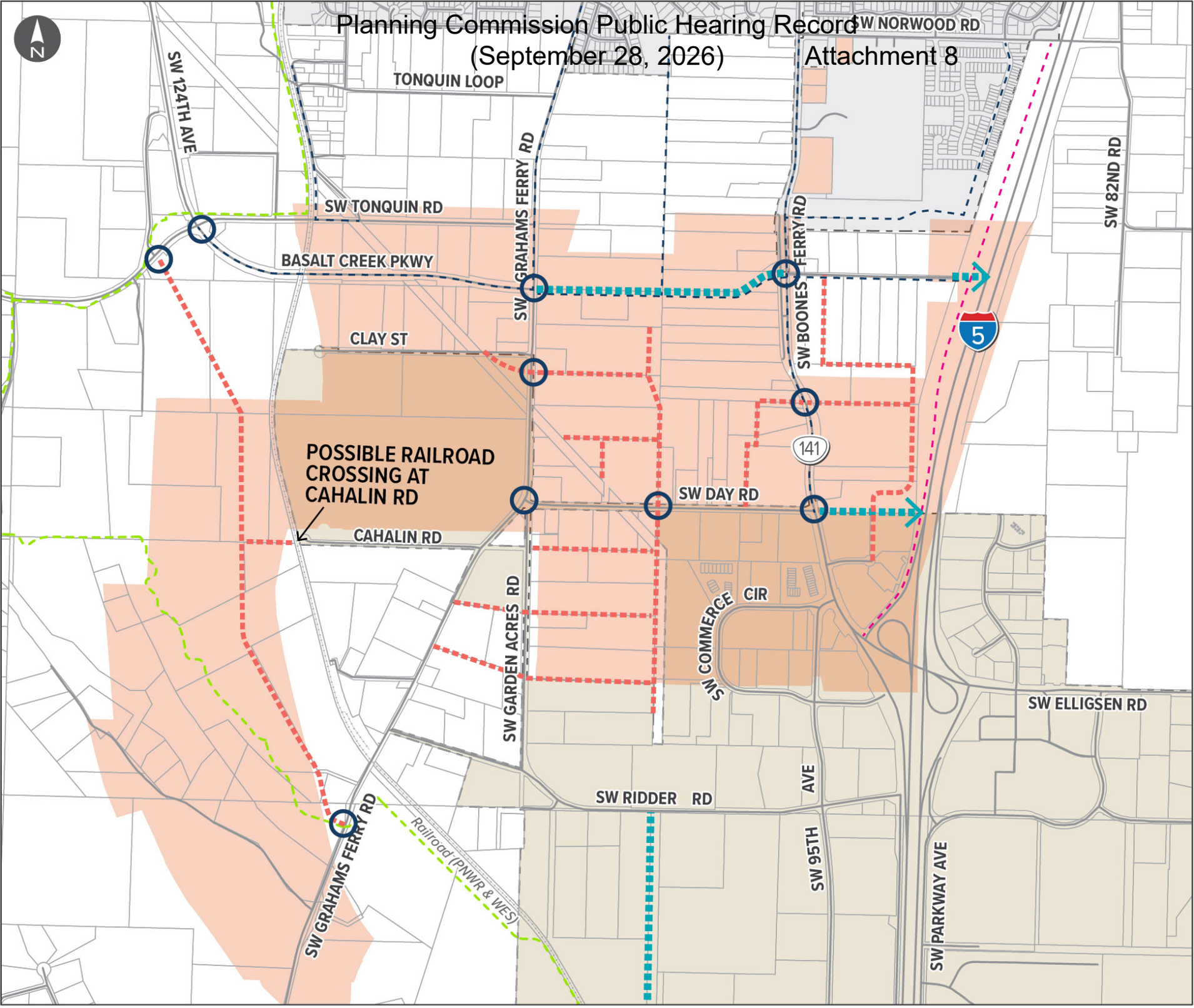
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	251	531	5
Future Vol, veh/h	0	5	0	251	531	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	6	0	279	590	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	593	596	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	324	509	961	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	509	961	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	509	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix E: Local Street Concept Map


N
SW 124TH AVE
TONQUIN LOOP
SW NORWOOD RD
SW 82ND RD
SW TONQUIN RD
SW GRAHAMS FERRY RD
SW BOONES FERRY RD
BASALT CREEK PKWY
CLAY ST
5
POSSIBLE RAILROAD CROSSING AT CAHALIN RD
141
SW DAY RD
CAHALIN RD
SW GARDEN ACRES RD
SW COMMERCE CIR
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
ICE AGE TONQUIN TRAIL CONCEPT
BASALT CREEK TRAIL CONCEPT
I-5 EASEMENT TRAIL CONCEPT
BASALT CREEK PLANNING AREA
TAX LOTS
WILSONVILLE CITY LIMITS
KEY INTERSECTION
NOTE: Key intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

Appendix F: Grahams Ferry Road Freight Evaluation

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Grahams Ferry Road: Freight Traffic Accommodation Evaluation

City of Wilsonville Reference No. 3000

Prepared For:



City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

Project Manager: Dan Pauly, AICP

Prepared By:



Consor North America, Inc.
670 Hawthorne Ave. SE, Suite 110
Salem, OR 97301
www.consoreng.com

Project Manager: Russ Norton, PE

FEBRUARY 2025

TABLE OF CONTENTS

Introduction 3
Evaluation Site Location and Land Use 3
Evaluation Purpose and Need 3
Existing Conditions 3
Proposed Roadway Design Standards 7
Roadway Design Considerations 7
Replacement Railroad Structure Considerations 9
Environmental Considerations 10
Stormwater Management 12
Existing Utilities 12
Right-of-Way 13
Construction Cost Estimate 13

ATTACHMENTS:

A. Existing Conditions Map
B. Roadway Design Criteria
C. Design Standards excerpts from Washington County *Road Design and Construction Standards, Ordinance 738 (2011)*
D. Design Standards excerpts from ODOT *Highway Design Manual (2025)*
E. Plan and Profile: 16'-0" Vertical Clearance
F. Plan and Profile: 17'-4" Vertical Clearance
G. Class 5 Construction Cost Estimates

Introduction

The City of Wilsonville ("City") has contracted with Consor North America, Inc. ("Consor") to evaluate the existing conditions at the SW Grahams Ferry Road undercrossing of the Portland and Western Railroad (PNWR) and prepare a planning-level cost estimate to make the following specific improvements:

- Upgrade SW Grahams Ferry Road ("GFR") from Collector to Arterial classification
- Widen GFR to meet standard cross section element widths (lane, shoulder bike lane, sidewalk)
- Provide adequate vertical clearance for freight / truck traffic on GFR beneath the PNWR overcrossing

Site Location and Land Use

The evaluation site is in the City of Wilsonville, Washington County, west of Interstate 5 (I-5) and north of the City population centers and falls within the Basalt Creek Planning Area. Land use in the area is a mix of light and heavy commercial, light industrial, and limited retail, with no residential properties along GFR or intersecting streets.

Evaluation Purpose and Need

The goal of this evaluation is to review the existing conditions, identify the development standards / criteria to achieve the City's goals, prepare preliminary horizontal and vertical alignments for the desired roadway improvements, identify the impacts to the built and natural environment within the immediate study area, and develop a Class 5 construction cost estimate.

Existing Conditions

SW Grahams Ferry Road is a north-south Collector through the west side of Wilsonville, intersecting SW Wilsonville Road on the south end and SW Boones Ferry Road in Tualatin on the north end. GFR carries a mix of residential, commercial, freight, and agricultural traffic and has several distinct segments. The focus of this evaluation will be a segment located approximately between SW Wheatland Drive and SW Day Road. This portion of GFR has a posted speed limit of 45 MPH.

Existing contours (see Attachment A – Existing Conditions Map) were generated from publicly available LiDAR data that was processed into a Digital Terrain Model (DTM). Elevations shown in the attachments and discussed in this memo are based on the DTM and are not survey-level accuracy. No field survey, physical measurements, or site visits were conducted for this evaluation.

Traffic Volumes
Current (2024) traffic volumes (AADT) on Grahams Ferry Road ~1,800' north of the evaluation site:

Traffic Count Total:	6,678 veh/day
NB Traffic:	3,093 veh/day
SB Traffic:	3,585 veh/day
Percent Trucks:	15.3%

(Source: Washington County Traffic Count Station #419)

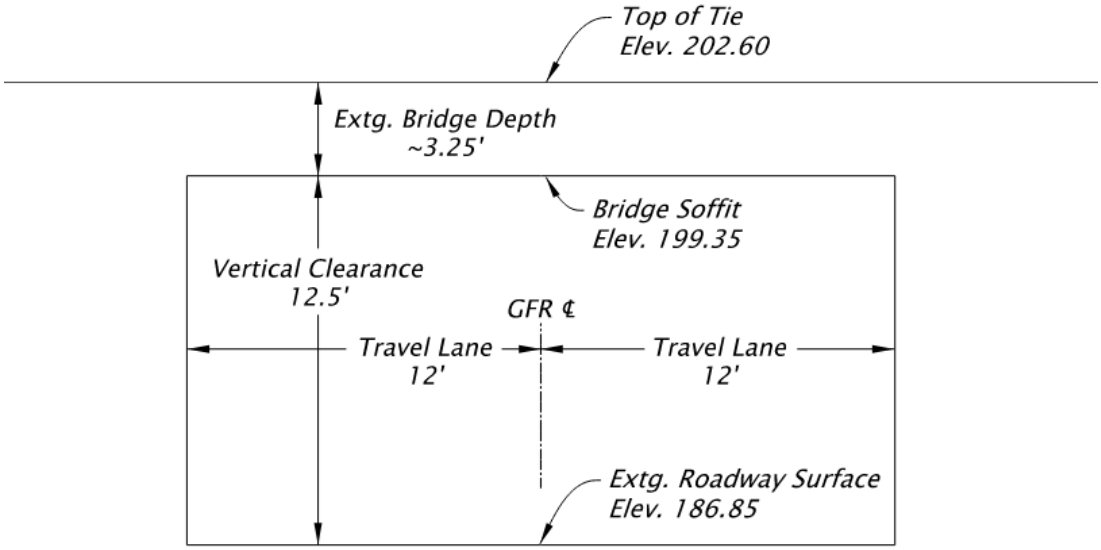
Horizontal Alignment
The existing horizontal alignment is generally within a tangent section, with the railroad undercrossing in a very flat curve. There is a substandard curve south of the PNWR undercrossing, which is within the limits of the designed vertical realignment. It is assumed that this curve would be improved along with the profile adjustment. See the Roadway Design Criteria (Attachment B) for existing and proposed geometrics.

Cross Section and Horizontal Clearance
The existing cross section consists of two 11' travel lanes with ~1'-2' gravel shoulders. Driveways connect to GFR both north and south of the crossing. The roadway pavement flares out to two 12' travel lanes beneath the PNWR bridge, with an overall horizontal clearance of 24'.

Vertical Alignment
The existing vertical alignment approaching the crossing location from the south includes a sag curve with a "K" value of 19.7, which translates to a design speed of 20 MPH. A sharp crest curve north of the crossing has a "K" value of 17.8, with a design speed of 25 MPH. Stopping sight distance in both directions is significantly less than standard for the 45-mph posted speed.

Vertical Clearance

The PNWR undercrossing is signed as 12’-6” clearance. The actual vertical clearance was not physically measured for this analysis. Therefore, the pavement elevations shown and discussed are not survey-level accuracy.



Existing SW Grahams Ferry Road Cross Section beneath PNWR overcrossing

Railroad Line and Crossing

The railroad line crossing over GFR is a single-track freight line that is leased and operated by Portland & Western Railroad (PNWR), a subsidiary of Genessee and Wyoming Railroad. The line is owned by Union Pacific Railroad.

The crossing structure consists of vertical concrete abutment walls with flared wingwalls, steel girders, and steel abutment seats, with typical timber ties and track rails.



SW Grahams Ferry Road / PNWR Railroad overcrossing (looking south)
Source: Google Maps



SW Grahams Ferry Road / PNWR Railroad overcrossing (looking north)
Source: Google Maps

Proposed Roadway Design Standards

This analysis is primarily based on *Washington County Road Design and Construction Standards, Ordinance 738 (2011),* with other considerations based on AASHTO standards, ODOT design and mobility standards, and engineering judgement. The County standards can be accessed in full at the following link:

https://www.washingtoncountyor.gov/lut/documents/road-design-and-construction-standards-ordinance/download?inline

Other County design standards, inspection forms, and standard details can be accessed at this link:

https://www.washingtoncountyor.gov/lut/road-design-and-construction-standards

The Roadway Design Criteria is included as Attachment B. Design criteria for a replacement railroad bridge were not researched for this evaluation.

Roadway Design Considerations

Cross Section

The City would like to upgrade GFR from Collector to Arterial classification. The preferred cross section for this classification is two 12' travel lanes, two 6' shoulder bike lanes, a 5' buffer, and 6' sidewalks on both sides; 58' total width. Arterials typically have two-way center turn lanes but given the constraints and the relatively low anticipated turning volumes, a center turn lane has not been considered at this location.

See "Arterial Road Section" details in Washington County Exhibit #1 (Attachment C) for additional cross section standards. The recommended cross section is shown on the Plan and Profile exhibits (Attachments E and F).

Horizontal Alignment

Except for the non-standard curve south of the PNWR undercrossing (see above for discussion), no changes were considered to the horizontal alignment due to the limited scope of the proposed improvements. Horizontal realignment would further impact private property within the project limits and is, for the most part, unnecessary.

Vertical Clearance

During preliminary discussions with the City, the ultimate vertical clearance goal was undecided. There are multiple clearance criteria that could apply to this location:

17'-4" – High Routes (ODOT HDM, Section 317)
17'-0" – NHS Non-High Routes
16'-0" – Non-NHS Non-High Routes ***(GFR falls into this category)***
14'-0" – Considered minimum clearance for non-NHS Local Agency roadways if an alternate route with 16' clearance is available

Further, any project using federal funds on Local Agency roads must have 16’ vertical clearance (ODOT HDM, Section 317.4 – see Attachment D). Therefore, the 14’-0” clearance criteria was dismissed and not evaluated.

Freight movement through the corridor is effectively non-existent currently, given the vertical clearance restriction. Future freight movement will depend on the ultimate clearances provided. Since the long-term development goals for the Basalt Creek Planning Area will improve trucking and freight access through the corridor and connecting to I-5 at both SW Wilsonville Road and SW Elligsen Road, it was agreed that this evaluation would examine the full range of vertical clearances, from 16’-0” to 17’-4”.

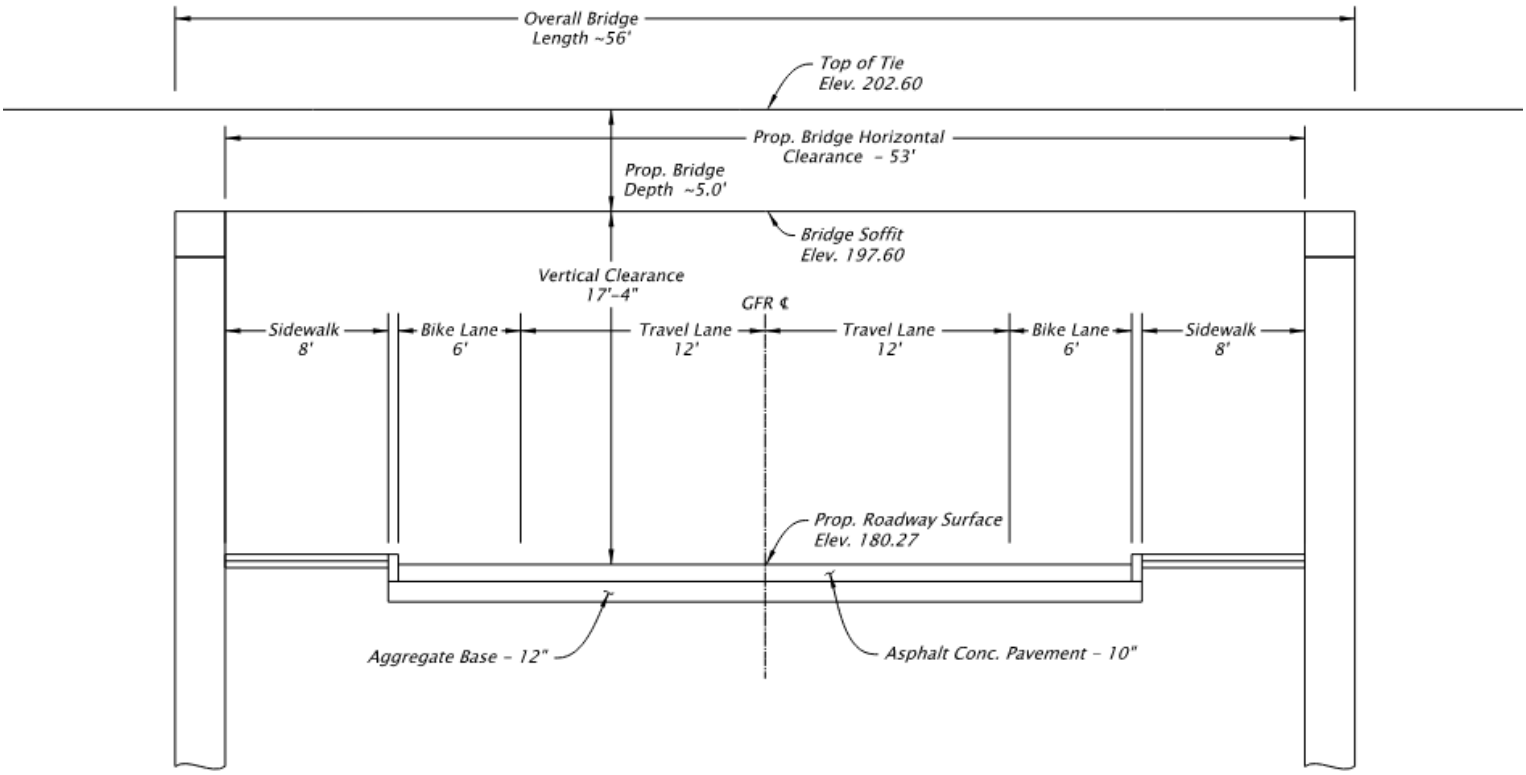
Vertical Alignment

Two vertical alignments were developed for this evaluation and are shown in Attachments E and F. These profiles represent the range of possibilities and demonstrate the magnitude of a potential future project. After evaluating both alternatives, it became evident that the minor differences in excavation and retaining wall heights to provide the full 17’-4” clearance was insignificant to the overall cost of the project (see Attachment G – Class 5 Construction Cost Estimate for comparison).

Replacement Railroad Structure Considerations

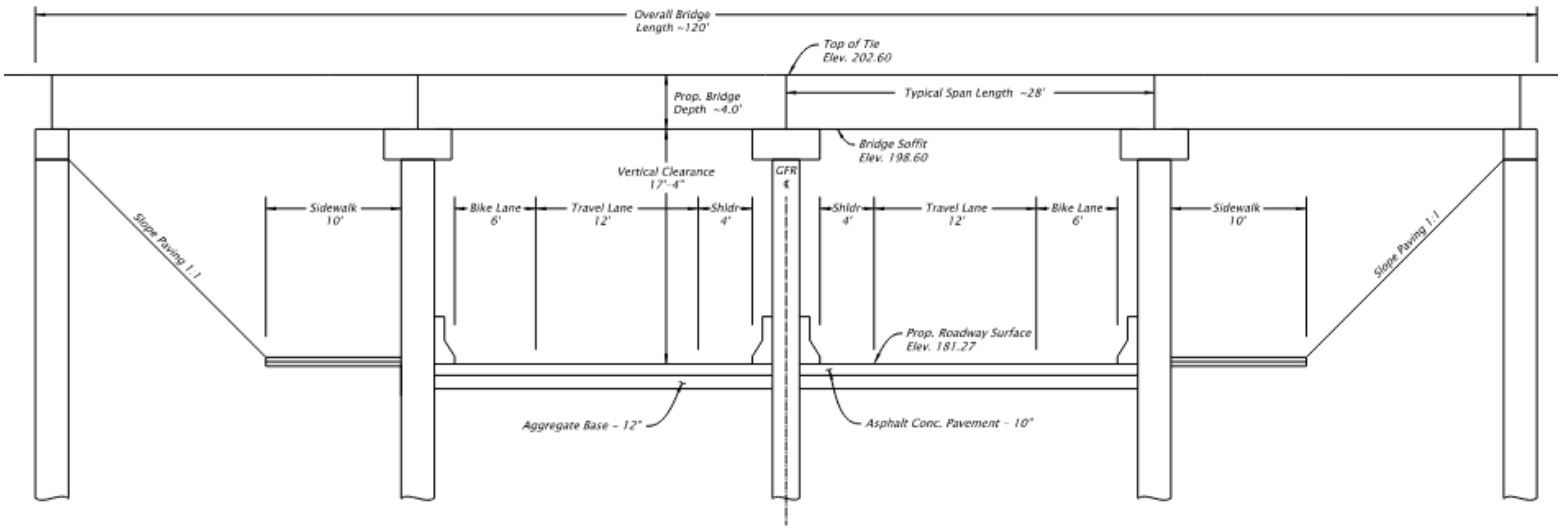
Bridge Type and Size
The potential replacement bridge configuration options range significantly depending upon the chosen roadway cross section. Two configurations were examined for this evaluation; a 56’ long single-span bridge and a 120’ long multi-span bridge.

- **Single Span Bridge:** This configuration removes the buffer between the curb and sidewalk and widens the sidewalk to 8’ on both sides. This is the most compact bridge configuration that meets Arterial cross section standards. The 56’ span length results in a bridge depth of ~5’ and requires more roadway excavation to lower the profile at the crossing location. This would most likely be a steel girder bridge supported on deep foundations with vertical abutment walls, similar to the existing bridge. The typical section is shown below.



Typical Single Span Section
56’ Single Span Railroad Bridge over SW Grahams Ferry Road

- **Multi-Span Bridge:** This configuration adds a centerline support along with supports at the projected curb line, separating the sidewalk from the roadway in an effort to shorten the bridge spans. This layout results in four 28’ spans. The benefit of shorter bridge spans is a more slender bridge, reducing the depth from 5’ for the single span to 4’. This bridge represents the broadest layout that should be considered, and also the most expensive. The benefit of reducing the bridge depth, and subsequently the roadway excavation, is not likely significant enough to warrant the additional bridge cost. Therefore, this bridge type represents the top of the cost estimate “band” for planning purposes (see Cost Estimate section below). The typical section is shown below.



Typical Multi-Span Section
120’ Multi-Span Railroad Bridge over SW Grahams Ferry Road

Bridge Construction Staging
Removal of the existing railroad bridge will require disruption to the track line, which must remain in service. A temporary railroad bridge will be necessary to maintain rail service during construction and will increase right-of-way impacts and project costs significantly. A “shoofly” structure will likely be the simplest option for maintaining rail service and would most likely be constructed to the south of the existing track line.

Environmental Considerations

A project of this magnitude will have significant impacts to both the built and natural environments within the project vicinity. See the Existing Conditions Map, Attachment A, for an overall project vicinity map with the existing built and natural features annotated. Below is a list and discussion of the apparent impacts from the limited design effort undertaken from this evaluation.

Built Environment

The GFR corridor is fully developed north of the railroad and also along the west side, south of the railroad. The east side, south of the railroad, is undeveloped. The proposed profile adjustment will lower the grade along GFR from SW Elligsen Road through the replacement bridge section, then matching the existing roadway grade about 800' south of the railroad.

- SW Elligsen Road intersects GFR about 950' north of the railroad. The preliminary profiles developed for this evaluation were developed to match the existing grade at this intersection; no adverse impacts to the intersection are anticipated.
- A large commercial driveway exists about 775' north of the railroad, on the west side of GFR. The roadway grade will be lowered about 1' at this location, requiring regrading of the driveway to maintain the connection.
- SW Clutter Road intersects GFR about 360' north of the railroad. With the anticipated reduction in grade of about 8', this intersection will be severed and a cul-de-sac constructed on SW Clutter Road east of GFR, and the two driveways on the west side will be closed. Alternate access to the properties in the NW quadrant will have to be established.
- A commercial driveway exists about 225' north of the railroad, on the east side of GRF. This driveway will be closed; the property currently has two other accesses onto SW Clutter Road.
- South of the railroad, there are three consecutive large commercial driveways on the west side, near the BPA towers. The grade reduction on GFR will be about 2' at the north driveway and will increase about 2' at the south driveway. All three could likely be regraded to maintain connection to GFR. The roadway should be widened to the east through this portion to reduce the impacts on the developed properties and to improve the horizontal alignment.
- An access to the BPA greenway exists about 200' south of the railroad, on the east side of GFR. This connection can likely also be regraded to maintain access.

While the preliminary roadway design effort has been minimal, it does not appear that any buildings would be in conflict with the anticipated roadway widening. Retaining walls are anticipated to be constructed at the back of walk to reduce right-of-way impacts from SW Elligsen Road through the railroad crossing; wall limits are shown on the Plan and Profile exhibits in Attachments E and F.

Natural Environment

The east side of GFR, south of the crossing, is undeveloped and heavily vegetated. Much of that quadrant appears to be a greenway beneath the BPA transmission lines. The Coffee Lake Creek floodway and wetlands exist at the bottom of the hill and are within the anticipated work limits. This portion of the project should be examined closely if the City plans to avoid impacts to jurisdictional waters/wetlands. Any expansion of GFR south of the study area will result in wetland impacts.

Stormwater Management

Conveyance

A future roadway project would likely include curbed shoulders and a structured drainage conveyance system that includes a pipe network with inlets and manholes). Given the significant grade of GFR within the study area, capturing and conveying the roadway runoff can easily be achieved using a typical drainage system.

Stormwater Treatment

No analysis of the anticipated stormwater runoff volume was conducted, nor were any stormwater treatment concepts or facilities considered. However, it should be recognized that a future project will require capturing, conveying, and treating stormwater runoff in accordance with the Endangered Species Act requirements (and likely other regulatory agency requirements (National Marine Fisheries, Oregon Dept of Environmental Quality, Division of State Lands, US Army Corps of Engineers, Fish & Wildlife, etc.)). The proximity of the Coffee Lake Creek wetlands should be considered in an effort to avoid impacts to the extent possible and to locate stormwater treatment facilities uphill from the wetlands, so that untreated runoff is not discharged into the jurisdictional wetlands/waters.

Existing Utilities

A Bonneville Power Administration (BPA) transmission line crosses GFR immediately south of the railroad tracks, with two large steel towers on the west side of GFR. An aerial fiber optic line run along the west side of GFR north of and under the railroad bridge, then crosses to the east side about 400’ south of the undercrossing. Aerial power lines run along the east side of GFR, crossing over the railroad tracks, and then crossing to the west side of GFR about 600’ south of the undercrossing. Both aerial lines are on wood poles. An additional aerial power line runs east/west along the south side of SW Clutter Road, north of the railroad crossing. A buried fiber optic cable line runs along the west edge of pavement, with two vaults on the north side of the railroad bridge at the edge of pavement.

A red/amber warning flasher on span wire exists at the intersection of GFR and SW Clutter Road. Overheight vehicle warning systems exist on GFR both north and south of the undercrossing.

There is no visual evidence of a water system (valves, hydrants), sanitary sewer (manholes), or natural gas (valves, meters) using Google Street View, but may exist within the GRF ROW.

The anticipated construction would conflict with the three aerial lines and the buried fiber optic line. No impacts are expected to the BPA transmission lines or towers, assuming retaining walls along the west side of GFR near the towers.

Right-of-Way

Additional Right-of-Way will be needed for the improvements on all four quadrants of the railroad bridge. The minimum Arterial roadway cross section is 64' wide, plus slopes or retaining walls on either side. See County Exhibit #1 in Attachment C for additional details.

Construction Cost Estimate

The Class 5 Construction Cost Estimate range is **$33.0M to $37.5M** (2025 dollars), including 30% Engineering Design, 10% Mobilization, 15% Construction Engineering, and 100% Contingency. Environmental Studies, Mitigation, Land Use, and Railroad permitting, right-of-way capital and acquisition, and utility relocation costs have not been included in the estimate. Detailed construction cost estimates for each bridge alternative are included in Attachment G.

Appendix G: Natural Resource Inventory

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, Oregon 97070

Telephone number: (503) 570-0800 Fax number: (503) 570-0855

Date: **November 26, 2024**

To: **Kerry Rappold**
City of Wilsonville

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

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

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

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

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

Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville
Pacific Habitat Services, Inc.
November 26, 2024

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

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

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

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

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

Results

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

Table 1. Wetland Overview

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

Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville
Pacific Habitat Services, Inc.
November 26, 2024

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

BC = Basalt Creek

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

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

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

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

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

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

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

Table 2: Riparian Area Overview

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

BC= Basalt Creek
RIP= Riparian Area

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

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

Conclusions

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

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

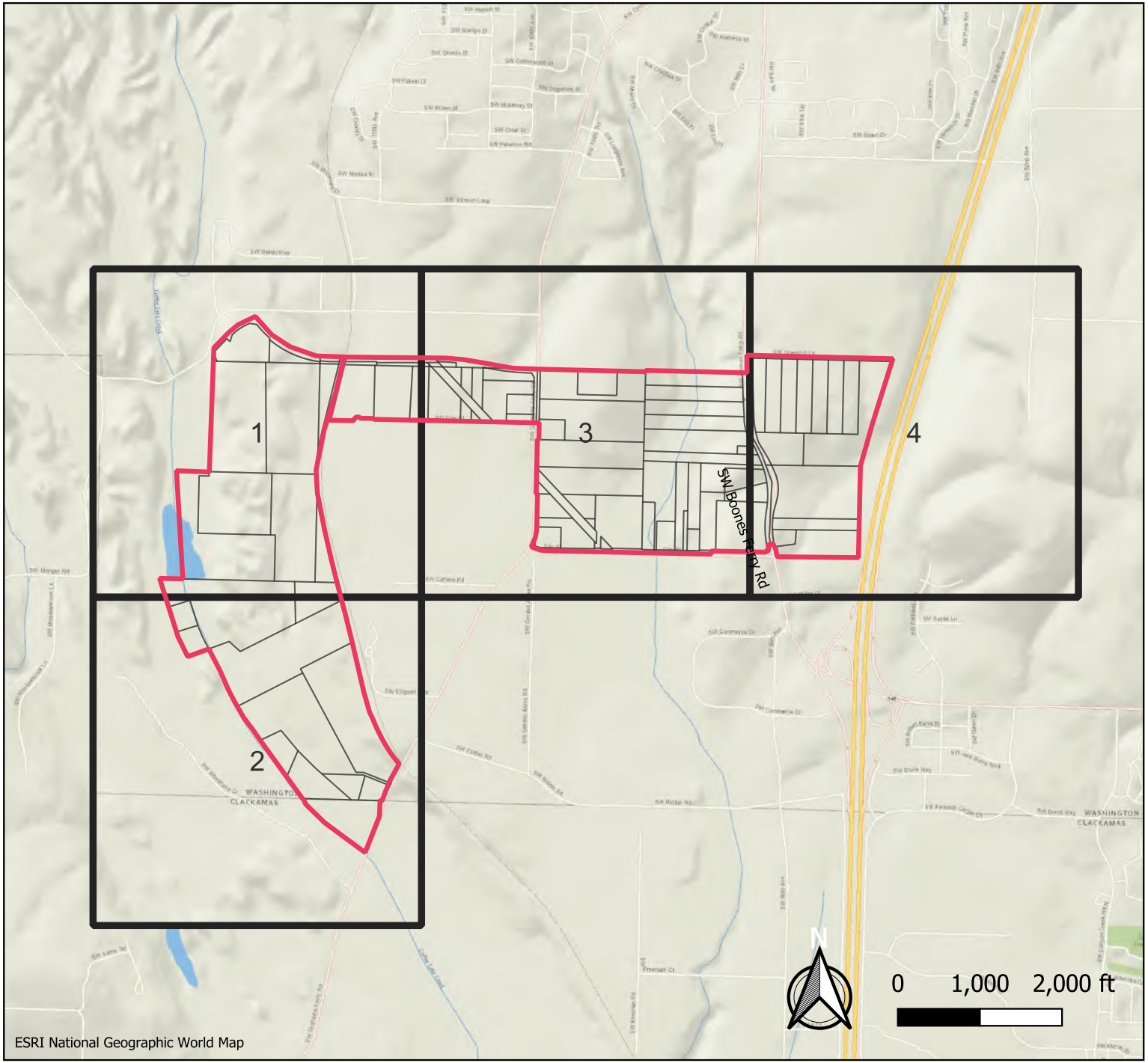
[1] (b) "Wildlife habitat" is an area upon which wildlife depend in order to meet their requirements for food, water, shelter, and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites. {OAR 660-23-110}

Appendix A

Inventory Maps

Attachment 8

Basalt Creek DRAFT Natural Resource Inventory: Map Index Overview

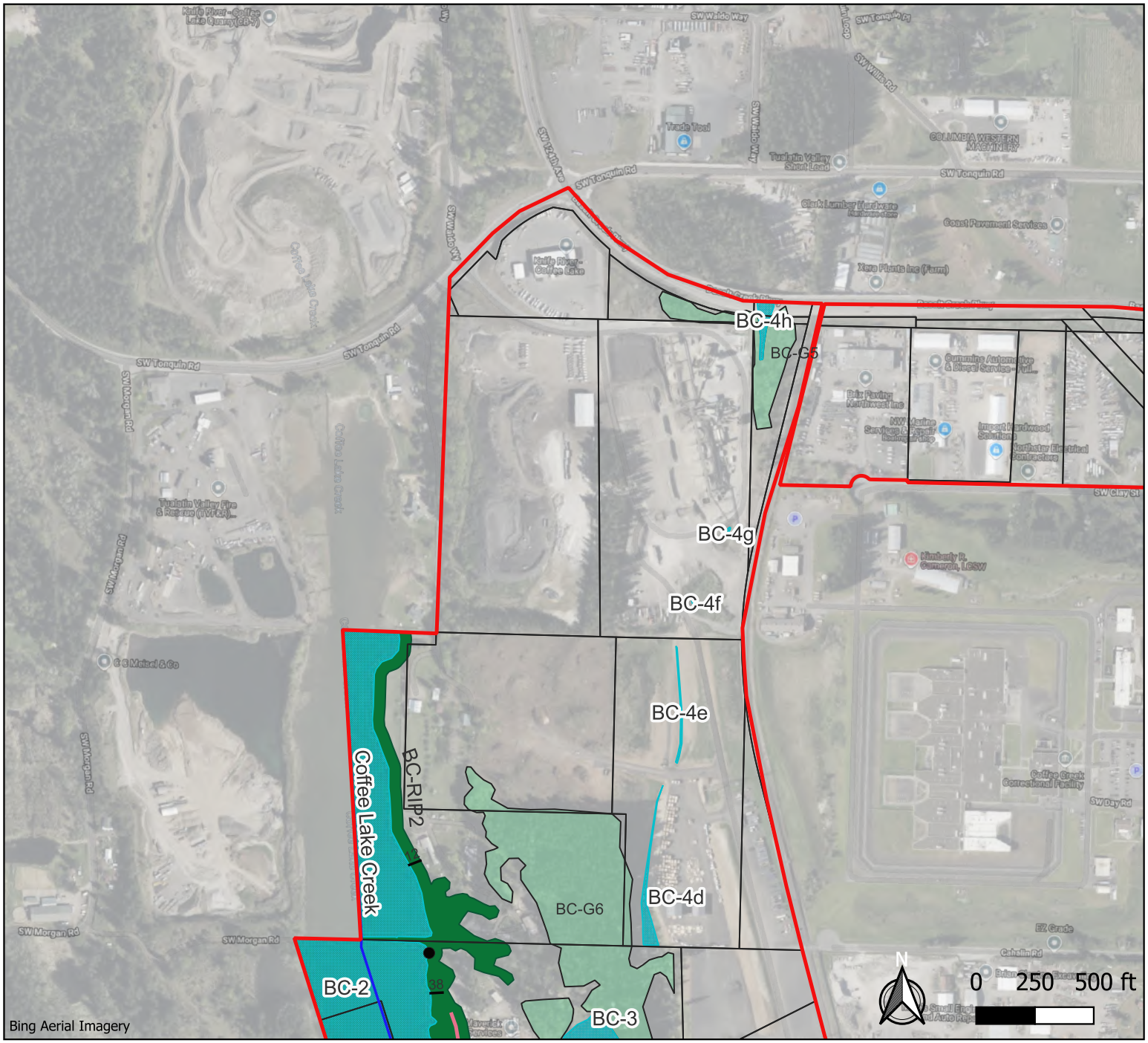


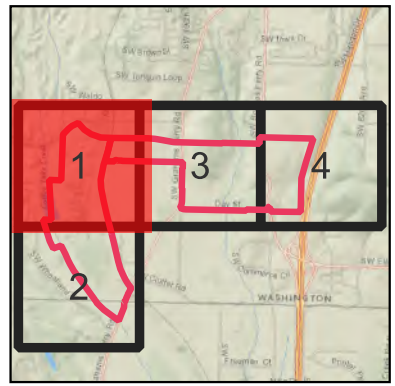
LEGEND

- Basalt Creek Study Area
- Tax Lot

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 1

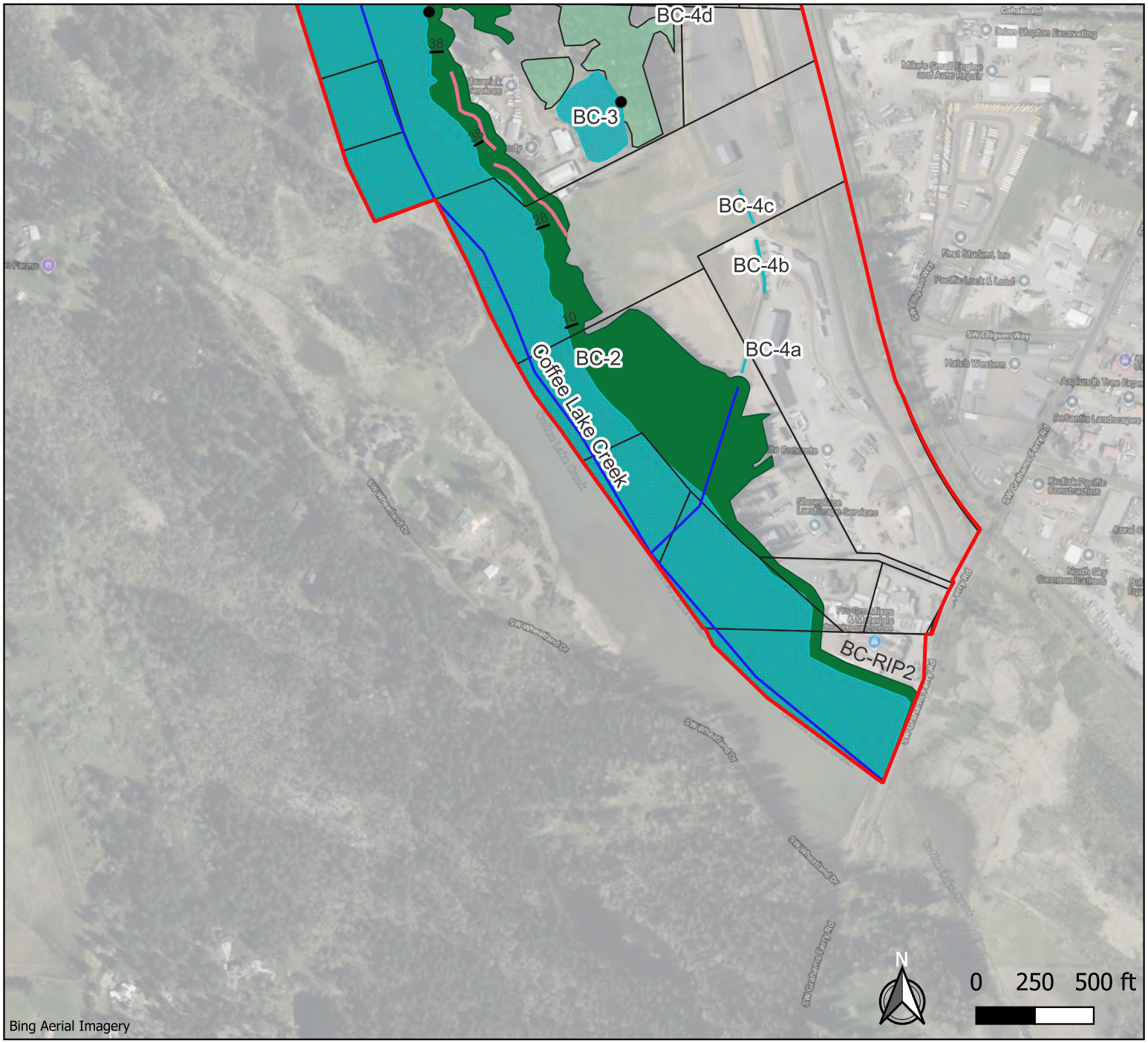




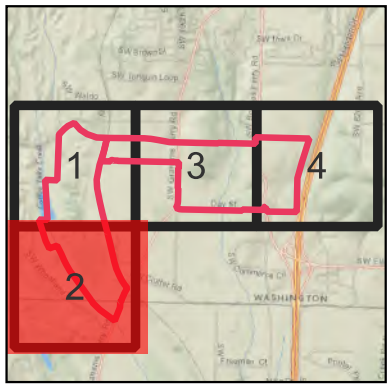
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070



Basalt Creek DRAFT Natural Resource Inventory: Inset: 2

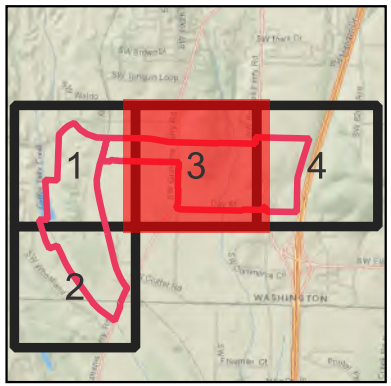


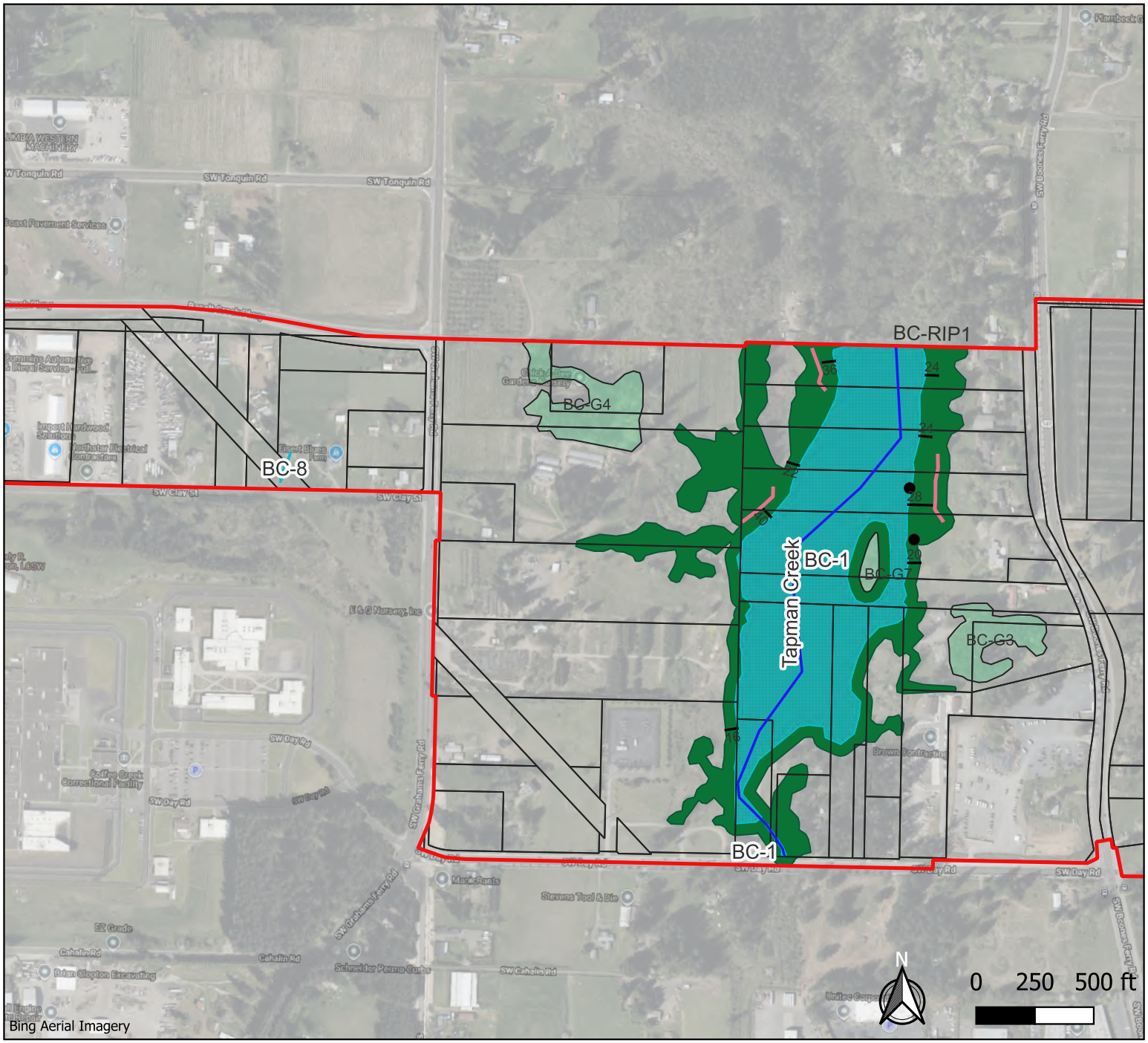
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 3



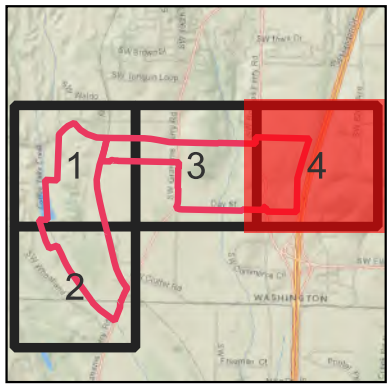


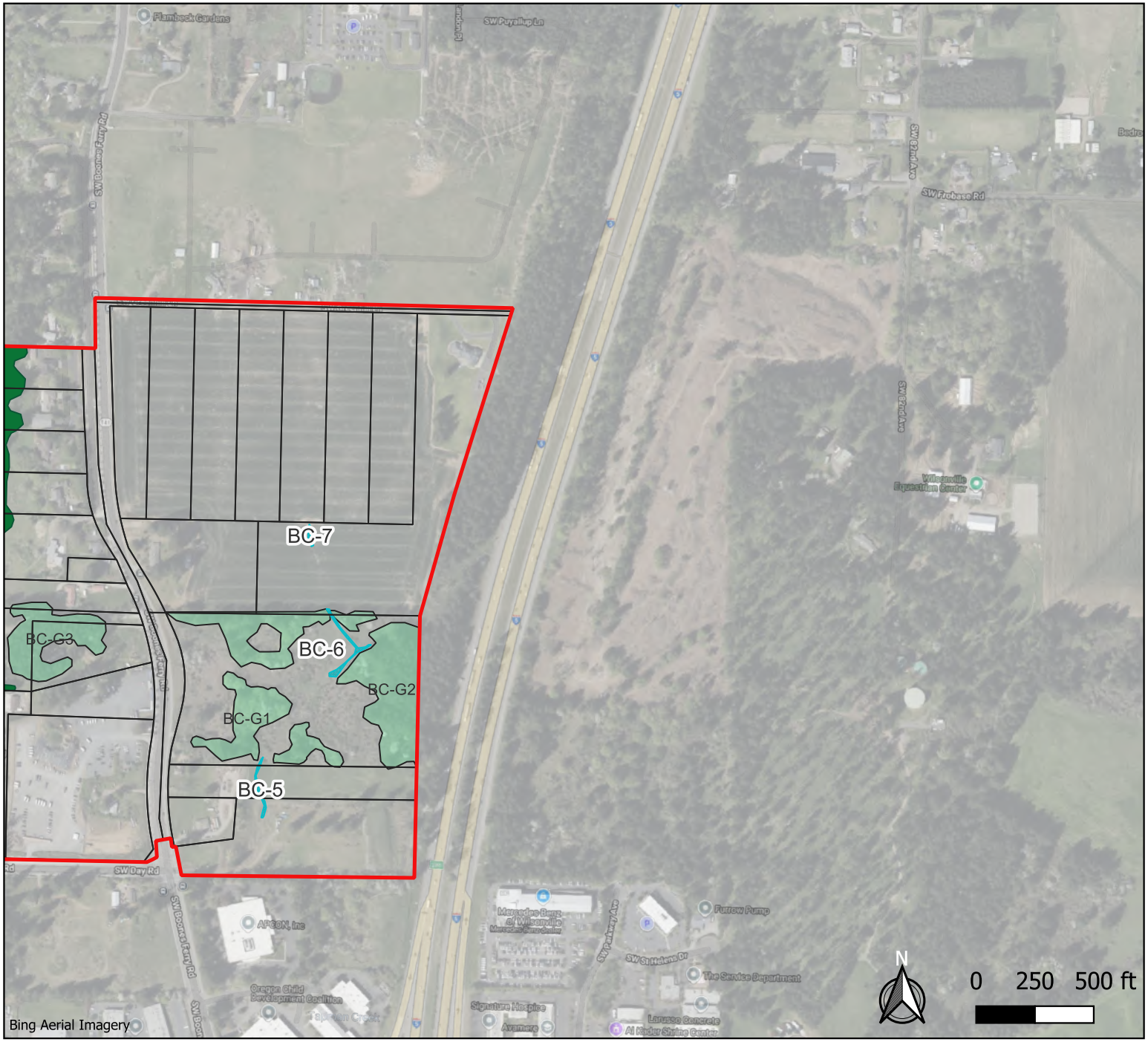
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 4





LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Appendix B

Wetland Determination Data Sheets

PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **1**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

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

Subregion (LRR): **LRR A** Lat: **45.344775** Long: **-122.777108** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 ***Fraxinus latifolia***	30	X	FACW
2			
3			
4			
	30	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 ***Prunus sp***	40	X	(FAC)
2 ***Rosa gymnocarpa***	15	X	FACU
3 ***Spiraea douglasii***	10		FACW
4			
5			
	65	= Total Cover	
Herb Stratum (plot size: 5)			
1 ***Phalaris arundinacea***	70	X	FACW
2			
3			
4			
5			
6			
7			
8			
	70	= Total Cover	
Woody Vine Stratum (plot size: 15)			
1 ***Toxicodendron diversilobum***	10	X	FAC
2			
	10	= Total Cover	

% Bare Ground in Herb Stratum **30**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **3** (A)

Total Number of Dominant Species Across All Strata: **5** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **60%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

- ____ 1- Rapid Test for Hydrophytic Vegetation
- **X** 2- Dominance Test is >50%
- ____ 3-Prevalence Index is ≤ 3.0[1]
- ____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)
- ____ 5- Wetland Non-Vascular Plants[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **1**

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

Depth	Matrix		Redox Features					
(Inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	**10YR 2/1**	**100**					**Silt Loam**	**Mucky**

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

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

	Histosol (A1)		Sandy Redox (S5)
	Histic Epipedon (A2)		Stripped Matrix (S6)
	Black Histic (A3)		Loamy Mucky Mineral (F1) **(except MLRA 1)**
X	Hydrogen Sulfide (A4)		Loamy Gleyed Matrix (F2)
	Depleted Below Dark Surface (A11)		Depleted Matrix (F3)
	Thick Dark Surface (A12)		Redox Dark Surface (F6)
	Sandy Mucky Mineral (S1)		Depleted Dark Surface (F7)
	Sandy Gleyed Matrix (S4)		Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

	2 cm Muck (A10)
	Red Parent Material (TF2)
	Very Shallow Dark Surface (TF12)
	Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

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

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Field Observations:

Surface Water Present?	Yes		No **X**	Depth (inches):	
Water Table Present?	Yes	**X**	No	Depth (inches):	**4**
Saturation Present? (includes capillary fringe)	Yes	**X**	No	Depth (inches):	**2**

Wetland Hydrology Present?

Yes **X** **No**

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

Remarks:

PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **2**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

Landform (hillslope, terrace, etc.:) **Slope** Local relief (concave, convex, none): **Flat** Slope (%): **~15**

Subregion (LRR): **LRR A** Lat: **45.344183** Long: **-122.777004** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **None**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		**Is Sampled Area within a Wetland?** Yes ____ No **X**
Hydric Soil Present?	Yes		No	**X**	
Wetland Hydrology Present?	Yes		No	**X**	

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: **30**)			
1 ***Quercus garryana***	**40**	**X**	**FACU**
2			
3			
4			
	40	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Schedonorus arundinaceus***	**50**	**X**	**FAC**
2 ***Phalaris arundinacea***	**30**	**X**	**FACW**
3 ***Cirsium arvense***	**10**		**FAC**
4 ***Bromus tectorum***	**5**		**(UPL)**
5 ***Conium maculatum***	**5**		**FAC**
6			
7			
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **3** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **67%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes X** **No** ____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **2**

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

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

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

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

- _____ Histosol (A1)
- _____ Histic Epipedon (A2)
- _____ Black Histic (A3)
- _____ Hydrogen Sulfide (A4)
- _____ Depleted Below Dark Surface (A11)
- _____ Thick Dark Surface (A12)
- _____ Sandy Mucky Mineral (S1)
- _____ Sandy Gleyed Matrix (S4)
- _____ Sandy Redox (S5)
- _____ Stripped Matrix (S6)
- _____ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- _____ Loamy Gleyed Matrix (F2)
- _____ Depleted Matrix (F3)
- _____ Redox Dark Surface (F6)
- _____ Depleted Dark Surface (F7)
- _____ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- _____ 2 cm Muck (A10)
- _____ Red Parent Material (TF2)
- _____ Very Shallow Dark Surface (TF12)
- _____ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ **No** **X**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- _____ Surface Water (A1)
- _____ High Water Table (A2)
- _____ Saturation (A3)
- _____ Water Marks (B1)
- _____ Sediment Deposits (B2)
- _____ Drift Deposits (B3)
- _____ Algal Mat or Crust (B4)
- _____ Iron Deposits (B5)
- _____ Surface Soil Cracks (B6)
- _____ Inundation Visible on Aerial Imagery (B7)
- _____ Sparsely Vegetated Concave Surface (B8)
- _____ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- _____ Salt Crust (B11)
- _____ Aquatic Invertebrates (B13)
- _____ Hydrogen Sulfide Odor (C1)
- _____ Oxidized Rhizospheres along Living Roots (C3)
- _____ Presence of Reduced Iron (C4)
- _____ Recent Iron Reduction in Plowed Soils (C6)
- _____ Stunted or Stressed Plants (D1) **(LRR A)**
- _____ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- _____ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- _____ Drainage Patterns (B10)
- _____ Dry-Season Water Table (C2)
- _____ Saturation Visible on Aerial Imagery (C9)
- _____ Geomorphic Position (D2)
- _____ Shallow Aquitard (D3)
- _____ Fac-Neutral Test (D5)
- _____ Raised Ant Mounds (D6) **(LRR A)**
- _____ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present?

Yes _____ **No** **X**

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

Remarks:

PHS # 7958

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **3**

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

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

Subregion (LRR): **LRR A** Lat: **45.337905** Long: **-122.797160** Datum: **WGS84**

Soil Map Unit Name: **Briedwell stony silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No ____
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**5**	**X**	**FAC**
2			
3			
4			
5			
	5	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2			
3			
4			
5			
6			
7			
8			
	95	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **5**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **3**

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

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

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

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

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Plowed Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- **X** Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** Fac-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present? Yes X No ___

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

Remarks:

PHS # 7958

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

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

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

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

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

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

Soil Map Unit Name: **Humaquepts** NWI Classification: **PEM**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**40**	**X**	**FAC**
2			
3			
4			
5			
	40	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2 ***Spiraea douglasii***	**10**		**FACW**
3			
4			
5			
6			
7			
8			
	105	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes X** **No** ____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **4**

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

Depth	Matrix		Redox Features					
(Inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	**10YR 2/1**	**95**	**10YR 4/6**	**5**	**C**	**M**	**Silty Clay Loam**	**mucky; fine**

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

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

	Histosol (A1)		Sandy Redox (S5)
	Histic Epipedon (A2)		Stripped Matrix (S6)
	Black Histic (A3)		Loamy Mucky Mineral (F1) **(except MLRA 1)**
	Hydrogen Sulfide (A4)		Loamy Gleyed Matrix (F2)
	Depleted Below Dark Surface (A11)		Depleted Matrix (F3)
	Thick Dark Surface (A12)	X	Redox Dark Surface (F6)
	Sandy Mucky Mineral (S1)		Depleted Dark Surface (F7)
	Sandy Gleyed Matrix (S4)		Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

	2 cm Muck (A10)
	Red Parent Material (TF2)
	Very Shallow Dark Surface (TF12)
	Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes X **No**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Field Observations:

Surface Water Present?	Yes		No X	Depth (inches):	
Water Table Present?	Yes	X	No	Depth (inches):	8
Saturation Present? (includes capillary fringe)	Yes	X	No	Depth (inches):	4

Wetland Hydrology Present?

Yes X **No**

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

Remarks:

Appendix C

OFWAM Summary Sheets

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
Fraxinus latifolia	***Rosa gymnocarpa***	***Toxicodendron diversilobum***	***Phalaris arundinacea***
	Spiraea douglasii		

Comments: **Locally Significant Wetland**

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

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
	Rubus armeniacus		***Phalaris arundinacea***
	Spiraea douglasii		***Lemna sp.***

Comments: **Locally Significant Wetland**

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

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
			Phalaris arundinacea

Comments:

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

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Appendix H: Wilsonville EOA

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

ECOnorthwest

January 2026

City of Wilsonville
Economic Opportunities Analysis

Prepared for: City of Wilsonville

ECOnorthwest
920 SW 6th Ave · Suite 1400 · Portland, OR 97204 · 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the City of Wilsonville. This work was funded by Metro. The contents of this report do not necessarily reflect the views or policies of Metro.

Technical Advisory Committee
Nick Triska, Greater Portland Inc.
Jeff Hampton, Business Oregon
Kevin Ferrasci O'Malley, Wilsonville Chamber of Commerce
David Tetrick, Metro
Amy Pepper, City of Wilsonville
Keith Katko, City of Wilsonville

City of Wilsonville
Miranda Bateschell, Planning Director
Daniel Pauly, Planning Manager
Cindy Luxhoj, Associate Planner
Matt Lorenzen, Economic Development Manager

ECOnorthwest
Beth Goodman, Project Director
Nicole Underwood, Project Manager
Barrett Lewis, GIS Specialist

City of Wilsonville Contact:
Miranda Bateschell
Planning Director
503-570-1536
bateschell@wilsonvilleoregon.gov

ECOnorthwest Contact:
Beth Goodman, Project Director
541-505-7208
goodman@econw.com

Table of Contents

Executive Summary 1

1. **Introduction** 7
2. **Economic Trends Shaping Wilsonville's Future** 11
3. **Employment Growth and Site Needs** 53
4. **Buildable Lands Inventory** 69
5. **Land Sufficiency and Conclusions** 80

Appendix A. National, State, and Local Economic Trends 85

Appendix B. Buildable Lands Inventory Methodology 114

Appendix C. Economic Development Strategy 123

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Executive Summary

The City of Wilsonville last completed an Economic Opportunities Analysis (EOA) in 2012. Since then, the City and the broader region have experienced significant economic changes driven by changes in the businesses located and growing in Wilsonville, evolving real estate market conditions, the COVID-19 pandemic, and shifts in national and state policies and priorities. One of Wilsonville's most important opportunities for future economic growth is the continued industrial development of the Coffee Creek area and Basalt Creek area (which includes West Railroad) which together form a key part of the Portland region's southern industrial land inventory.

This updated EOA aligns with Statewide Planning Goal 9 and the Goal 9 Administrative Rule (OAR 660-009). It provides an updated forecast of employment growth from 2026 to 2046, evaluates the City's available commercial and industrial land supply, and assesses whether it is sufficient to meet expected demand. The report also identifies the City's competitive advantages and target industries. Together, these findings form the technical foundation for the Economic Development Strategy (EDS), which offers recommendations to help Wilsonville maintain its position as a strong regional employment center.

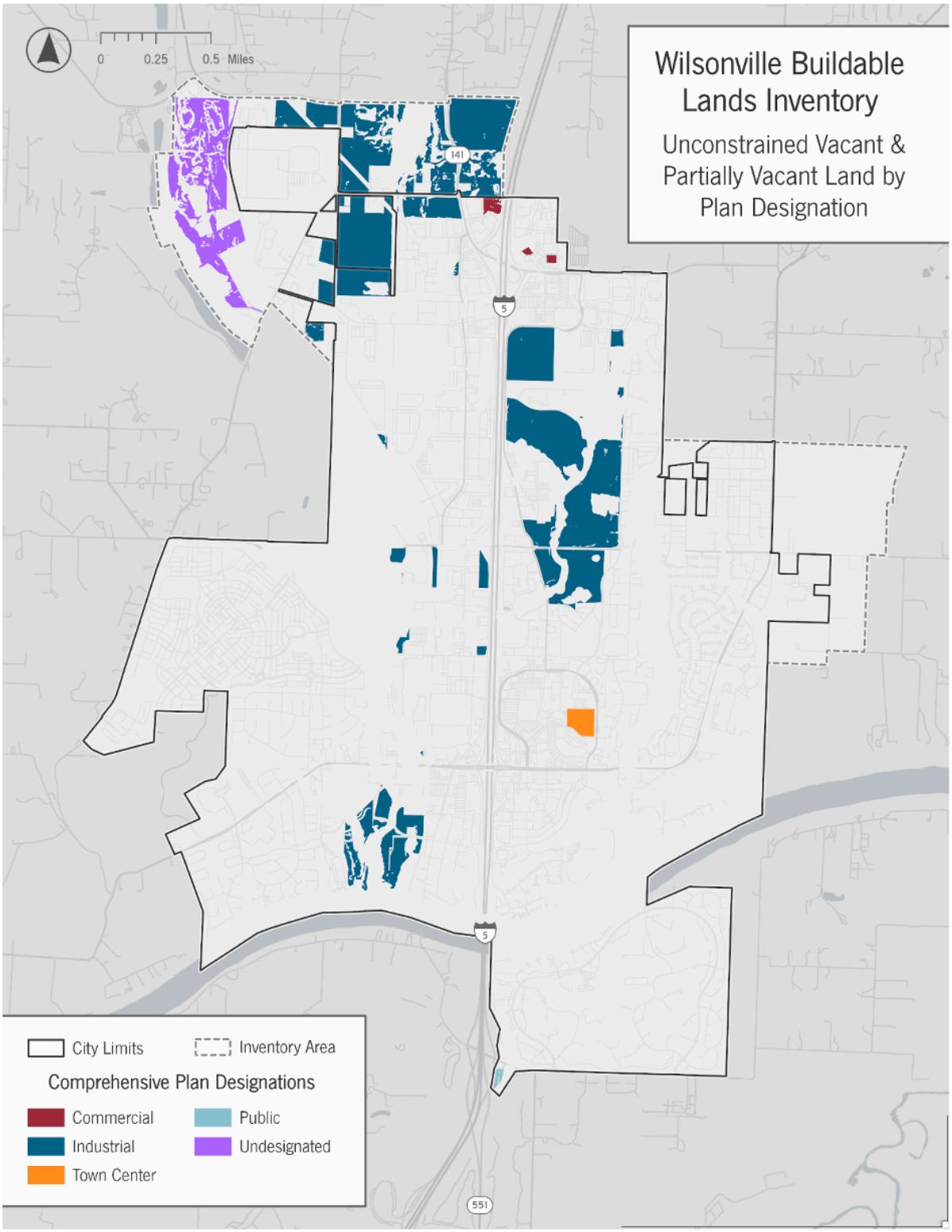
PURPOSE OF THIS ECONOMIC OPPORTUNITY ANALYSIS

- **Forecast the amount of land needed to accommodate the future employment growth within Wilsonville between 2026 and 2046.**
- **Evaluate the existing employment land supply within the City to determine if it is adequate to meet that need.**
- **Help the City understand its economic opportunities in the context of Wilsonville's competitive advantages and disadvantages.**
- **Fulfill state planning requirements for a twenty-year supply of employment land.**

How much buildable employment land does Wilsonville currently have?

Wilsonville has 2,396 acres designated for commercial or industrial use within City limits and urban growth area (UGB). Of these, approximately 366 acres (15%) are vacant, unconstrained and buildable as shown in **Exhibit 1.** Of the buildable land, 353 acres (96%) are designated for industrial development, and 13 acres (4%) are set aside for commercial uses.

Exhibit 1. Buildable Employment Land by Comprehensive Plan Designation, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Much of Wilsonville's vacant industrial land is located within the Coffee Creek and Basalt Creek planning areas which are in the northern portion of the City. Some of Coffee Creek has been annexed into the City but most is still unincorporated. The area benefits from an established Urban Renewal District that can help fund infrastructure improvements and support land assembly. Basalt Creek, which is also currently outside City limits, is in the process of having zoning established in preparation for future annexation, which would happen in conjunction with proposed development. The area faces challenges related to fragmented ownership, the presence of existing contractor establishments that provide economic activity but at lower assessed values and lower employment densities than typical urban industrial areas, and limited infrastructure to support new development.

How much growth is Wilsonville planning for?

Wilsonville's employment base is projected to grow from 33,165 employees in 2026 to 39,297 employees by 2046, an increase of about 6,132 jobs over the 20-year planning period. *(See Chapter 3, "Employment Growth and Site Needs," for methodology and additional details.)*

How much land will be required for employment?

Employment growth over the 2026-2046 period is expected to create demand for about 321 gross acres of industrial land and 110 gross acres of commercial land. *(See Chapter 3, "Employment Growth and Site Needs," for methodology and additional details.)*

Does Wilsonville have enough land to accommodate employment growth?

Wilsonville has a sufficient supply of vacant industrial land to accommodate projected growth, with a modest surplus of about 32 acres. However, many vacant industrial sites are small and/or lack urban-level infrastructure, which limits short-term development potential. Assembling larger contiguous sites and investing in infrastructure will be important to meeting long-term industrial needs.

In contrast, the City has a limited supply of vacant commercial land to accommodate forecasted employment growth but considerable redevelopment potential. Wilsonville currently has about 13 acres of vacant commercial land, compared to an estimated need of roughly 110 acres. The City can address this shortfall primarily through the redevelopment and reuse of existing properties, particularly within the Town Center and along established commercial corridors such as Wilsonville Road. Several large vacant buildings, including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, offer near-term opportunities for reuse or redevelopment. Together, these

known sites account for about 50 acres of redevelopment potential. The City may also consider allowing limited commercial uses in select industrial areas to support employment growth and help balance future land needs. *(See Chapter 4, "Buildable Lands Inventory," and Chapter 5, "Land Sufficiency and Conclusions," for detailed findings.)*

What are Wilsonville's key growth opportunities?

Wilsonville's economy is shaped by several strengths and challenges that influence its ability to attract and retain businesses.

(See Chapter 2, "Factors Affecting Future Economic Growth," for detailed discussion of regional trends and competitive position. See Chapter 3, "Employment Growth and Site Needs," for details on Wilsonville's target industries.)

KEY COMPETITIVE ADVANTAGES

- **Opportune Location:** Wilsonville's position at the southern edge of the Portland region along the I-5 corridor provides access to major transportation routes, regional labor markets, and nearby industrial employment centers in Tualatin and Sherwood. Its proximity to both urban and rural amenities enhance its appeal to employers and residents.
- **Industrial Land Supply:** The City has a substantial inventory of industrial land, with much of the vacant land located in Coffee Creek and Basalt Creek. These areas can support manufacturing, logistics, and other traded-sector businesses.
- **Established Industrial Base.** Wilsonville has a strong foundation of existing industrial and traded-sector employers, creating a stable economic base and opportunities for supply chain growth.
- **Labor Market.** Wilsonville benefits from a large and well-educated workforce drawn from both the Portland metropolitan area and the Mid-Valley labor sheds.
- **Redevelopment Potential.** Town Center and several large vacant commercial buildings, such as the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics sites, offer near-term opportunities for adaptive reuse and reinvestment in retail and service uses.

KEY CHALLENGES

- **Limited Supply of Development-Ready Industrial Sites.** Much of Wilsonville's vacant industrial land lacks urban-level infrastructure.

Fragmented ownership and small lot sizes compound this issue and create barriers to assembling larger sites more suitable for modern industrial uses.

- **Lower-Intensity Existing Uses on Industrial Land.** Contractor establishments and outdoor storage on industrial land provide some economic benefit but limit higher-intensity, higher-value development.
- **Power Supply Issues.** Some future industrial users may need more than 5 megawatts of power. Meeting this demand will require additional investment in power infrastructure and long lead times.
- **Traffic and Congestion.** The I-5 corridor experiences congestion, particularly during peak hours, which can impact key arterials in the City and delay freight movement.
- **Housing and amenities.** High regional housing costs, combined with a limited range of local services and amenities such as restaurants, shopping, and entertainment options in Wilsonville, may hinder the City's ability to attract and retain workers.

TARGET INDUSTRIES

The EOA identifies a mix of industries that are expected to drive Wilsonville's future growth:

- **Manufacturing.** Manufacturing is a cornerstone of Wilsonville's economy, supported by the region's strong workforce, established industrial employers, and proximity to suppliers and markets along I-5. Growth opportunities in this sector include advanced manufacturing, clean technology, and specialized production that build on regional strengths, the City's skilled labor force and available industrial land.
- **Wholesale Trade and Logistics.** This sector benefits from Wilsonville's central location and convenient access to both the Portland and Mid-Valley markets. Wholesale and logistics firms play a key role in regional supply chains and rely on available industrial land with strong highway access to support efficient goods movement.
- **Professional, Scientific, and Technical Services.** This diverse sector includes professional consulting, engineering, research and development, and life-science-related services that support the City's industrial and traded-sector base. Future growth is expected in smaller, flexible office or lab-flex spaces near industrial clusters or in mixed-use areas such as Town Center.
- **Local Services and Retail.** This sector includes retail, dining, healthcare, and personal service businesses that meet community needs, support local employment, and enhance Wilsonville's livability.

These industry strengths and opportunities position Wilsonville to support a balanced and diverse economy that includes both traded sector and local serving businesses.

What is the relationship between the Economic Opportunities Analysis (EOA) and the Economic Development Strategy (EDS)?

The EOA provides the technical foundation for understanding Wilsonville's employment land supply and long-term growth potential. The EDS, developed alongside this report, translates these findings into practical steps for implementation.

While the EOA identifies land capacity, site readiness, and target industries, the EDS outlines goals, policies, and actions to help the City act on those findings. The Strategy focuses on improving site readiness in Coffee Creek and Basalt Creek, addressing the commercial land deficit through redevelopment, and supporting small business and workforce development.

Together, the EOA and EDS provide a coordinated framework for guiding Wilsonville's economic growth. The EOA defines the opportunities; the EDS details how to achieve them. The EDS is included in Appendix C of this document.

1. Introduction

The City of Wilsonville last completed an Economic Opportunities Analysis (EOA) in 2012. Since that time, the City and the broader region have experienced major economic shifts influenced by changes in the businesses located and growing in Wilsonville, evolving market conditions, the COVID-19 pandemic, and shifts in state and national policy priorities. These changes highlight the need for an updated EOA that reflects Wilsonville's current economic position and identifies opportunities and challenges for supporting employment growth over the next 20 years.

Wilsonville's economic future will be greatly affected by development of key employment areas, particularly Coffee Creek and Basalt Creek. These areas are part of the Portland region's southern industrial corridor, located along I-5 with access to major freight routes, regional labor markets, and nearby employment areas in Tualatin and Sherwood. Continued buildout of these areas is important to Wilsonville's long-term competitiveness but will require addressing challenges such as fragmented land ownership, existing contractor establishments, and limited urban infrastructure, particularly in parts of Basalt Creek.

Although the majority of Coffee Creek remains outside of City limits, it benefits from an established Urban Renewal District that supports infrastructure investment and helps prepare sites for development. Basalt Creek, which also remains outside City limits, has greater challenges related to fragmented ownership, existing contractor establishments, and limited urban infrastructure. Coordinated planning and investment will be necessary to improve site readiness in both areas and to position Wilsonville to capture future regional industrial growth.

Beyond industrial growth, Wilsonville's holistic economic health also depends on redevelopment within Town Center and within established commercial corridors. With limited vacant commercial land, future growth will rely on reinvestment and reuse of existing commercial properties, including large vacant buildings such as the former Albertsons, Rite Aid, Regal Cinemas, and Fry's Electronics sites.

Updating the EOA allows the City to reassess its employment land needs and realign economic development policies with emerging opportunities. The EOA projects employment growth from 2026 to 2046 and identifies the types and amounts of land needed to support that growth. It also outlines recommendations to strengthen Wilsonville's economic foundation. The EOA provides the foundation for updates to the Comprehensive Plan and the Wilsonville Economic Development Strategy (EDS), which was prepared concurrently and presented in Appendix C of this document. Together,

these efforts ensure that land use policies, infrastructure planning, and economic priorities remain aligned.

The EOA draws on data from the Oregon Employment Department, U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics, the U.S. Census Bureau and Costar[1] along with coordination from regional and local partners. Collectively, these sources provide a detailed understanding of Wilsonville's economic trends, industry composition, and land readiness, forming the foundation for a strategic, data-driven approach to the City's economic planning.

Framework for an Economic Opportunities Analysis

The content of this report is designed to meet the requirements of Oregon Statewide Planning Goal 9 and the administrative rule that implements Goal 9 (OAR 660-009). The analysis in this report is designed to conform to the requirements for an EOA in OAR 660-009.

1. *Economic Opportunities Analysis (OAR 660-009-0015)*. The Economic Opportunities Analysis (EOA) requires communities to identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand in the planning area based on information about national, state, regional, county, or local trends; identify the number of sites by type that are reasonably expected to be needed to accommodate projected employment growth based on the site characteristics typical of expected uses; include an inventory of vacant and developed lands within the planning area designated for industrial or other employment use; and estimate the types and amounts of industrial and other employment uses likely to occur in the planning area. Local governments are also encouraged to assess community economic development potential through a visioning process or some other public input–based process in conjunction with state agencies.
2. *Industrial and commercial development policies (OAR 660-009-0020)*. Cities are required to develop commercial and industrial development policies based on the EOA. Local comprehensive plans must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Local comprehensive plans must also include policies that commit the City or county to designate an adequate number of employment sites of suitable sizes, types,

[1] Costar is a commercial real estate platform that tracks property listings, transactions, and market metrics nationwide.

and locations. The plan must also include policies to provide necessary public facilities and transportation facilities for the planning area.

3. *Designation of lands for industrial and commercial uses (OAR 660-009-0025).* Cities and counties must adopt measures to implement policies pursuant to OAR 660-009-0020. Appropriate implementation measures include amendments to plan and zone map designations, land use regulations, public facility plans, and transportation system plans. More specifically, plans must identify the approximate number, acreage, and characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies and must designate serviceable land suitable to meet identified site needs.

Stakeholder Engagement Process

The development of the EOA was informed by a Technical Advisory Committee (TAC) comprised of City staff and regional economic development professionals. The TAC met three times during the project to review key findings, provide feedback, and help shape the direction of the analysis.

The first TAC meeting focused on foundational elements of the EOA, including the buildable lands inventory, employment forecast, and analysis of Wilsonville's competitive advantages and target industries. Feedback from this meeting informed refinements to the employment forecast and buildable lands inventory. The second and third TAC meetings focused on developing and refining economic development goals, policies, and actions that will guide the City's future efforts. These discussions helped ensure consistency between the EOA, the City's Comprehensive Plan, and the EDS, which was developed concurrently and is presented in Appendix C of this document.

In addition to TAC engagement, ECOnorthwest also interviewed five business and property owners between August and October 2025. These one-on-one interviews, focused on both the industrial and commercial sectors, provided insight into local challenges and opportunities. The feedback helped assess Wilsonville's competitive position and shape recommended economic actions.

The project also included two work sessions with the Planning Commission and two work sessions with the City Council at key milestones. These public meetings provided opportunities for decision-makers to review findings, discuss economic development objectives, and ensure the analysis and recommendations aligned with Wilsonville's broader community priorities.

Organization of This Report

This report is organized as follows:

- **Chapter 2. Economic Trends Shaping Wilsonville's Future** summarizes historic economic trends that affect current and future economic conditions in Wilsonville, as well as Wilsonville's competitive advantages for economic development.
- **Chapter 3. Employment Growth and Site Needs** presents a forecast for employment growth in Wilsonville and describes potential growth industries and site needs.
- **Chapter 4. Buildable Lands Inventory** presents a summary of the inventory of employment lands.
- **Chapter 5. Land Sufficiency and Conclusions** compares the supply of employment land with the future need for land and presents conclusions.

This report also includes three appendices:

- **Appendix A. National, State, and Local Trends**
- **Appendix B. Buildable Lands Inventory Methodology**
- **Appendix C. Economic Development Strategy**

2. Economic Trends Shaping Wilsonville's Future

Wilsonville is centrally located in the southern portion of the Portland region, which includes Clackamas, Multnomah, and Washington counties. This opportune location gives Wilsonville residents access to a broad job market, both within the Portland region and extending south to Salem. It also enables local employers to draw from a larger and more diverse workforce.

The City has a strong industrial employment base. Manufacturing, wholesale trade, and construction account for over 40% of local jobs. This large industrial presence sets Wilsonville apart from many other communities in the Portland region, underscoring its distinct role in the broader regional economy.

This chapter explains the main factors driving economic growth in Wilsonville. It places the City's economy in the context of national, state, and regional trends. It also reviews Wilsonville's employment base and real estate market. Finally, it highlights Wilsonville's strengths in supporting business growth and broader economic development, as well as the obstacles that may inhibit those same outcomes.

UNDERSTANDING ECONOMIC DEVELOPMENT

What is Economic Development? Economic development refers to efforts that strengthen a community's economy by attracting investment, creating jobs, and supporting business growth. In Oregon, cities often focus on stimulating real estate development and capital investment because property tax is their primary source of revenue to fund public services. With no sales tax in Oregon, and income taxes going to the State, cities like Wilsonville prioritize facilitating new property development that grows the local tax base. Wages and jobs are important too because local payroll taxes fund public transit (SMART).

Why Do Firms Choose Certain Locations? Businesses consider multiple factors when selecting a location, including availability of skilled labor, infrastructure availability (roads, utilities, etc.), proximity to customers and suppliers, and cost factors including land, wages, taxes and the regulatory climate. Entrepreneurial environments, industry clusters, and quality of life also play a role in attracting new businesses.

Public Policy's Role in Economic Development: Government policies—including zoning, incentives, and infrastructure investments—directly impact a City's ability to attract and retain businesses.

Summary of the Effect of National, State, and Regional Trends on Economic Development in Wilsonville

This section summarizes how national, state, and regional economic trends (detailed in Appendix A) are expected to influence economic growth in Wilsonville.

- **Slowing employment growth.** Oregon is expected to continue adding jobs, although the pace of growth is projected to slow compared to previous decades. Between 2007 and 2023, Wilsonville added 2,900 jobs, representing a 15% increase. This growth rate was similar to the 16% increase seen across the Portland region.[2] Wilsonville's population is relatively young and well-educated, creating a strong base for future workforce needs. This foundation supports both ongoing industry growth and the replacement of retiring workers. However, broader demographic trends, including an aging population and slower statewide labor force growth, may lead to a tighter labor market over time.
- **Remote work and office real estate market shifts.** Remote and hybrid work have reduced demand for traditional office space nationally and regionally, leading to higher office vacancy rates. In Wilsonville, where vacancies had historically been low, rates rose above 12% in 2024, likely due to lease expirations.[3] Despite this, rents have remained steady, indicating some resilience in the suburban office market. As companies adjust to long-term hybrid work, demand is shifting toward smaller, more flexible office spaces. Peak attendance for workers is expected to stabilize at 60-70% of pre-pandemic levels, with overall occupancy leveling off by late 2025.[4] Nationwide, investor interest in traditional office buildings remains weak. In Wilsonville, this may reduce demand for conventional office development and increase interest in adaptable or mixed-use formats, especially over the five-to-ten-year timeframe.
- **Retail realignment.** Retail real estate markets across the country continue to shift toward experiential uses and categories less affected by e-commerce, including food service, entertainment, and essential goods. While retail construction has slowed nationwide, strong consumer spending has helped stabilize vacancy rates and rents. Wilsonville reflects these national patterns, with little new retail development in recent years. Although vacancy rates have increased, they remained below 5% in 2024 (similar to regional

[2] See Exhibit 2 and Exhibit 4; Oregon Employment Department, Quarterly Census of Employment and Wages, 2007–2023.
[3] CoStar Office Market Trends, 2024
[4] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

averages).[5] Retail vacancy could be explained by large anomaly vacancies, such as the former Fry's on Town Center Loop West and former Albertson's near the intersection of Wilsonville Road and Boones Ferry Road. As consumer preferences evolve, Wilsonville's high quality of life and regional accessibility may attract retail that blends experience and convenience. Much of Wilsonville's potential to support retail growth may stem from opportunities for redevelopment in Town Center, not only because of limited vacant commercial land elsewhere, but also because Town Center may offer the kind of experiential, mixed-use environment that aligns with evolving consumer and retailer preferences.

- **Industrial market strengths and constraints.** National and state trends indicate continued growth in sectors such as advanced manufacturing, logistics, and food and beverage manufacturing and warehousing. Wilsonville's industrial sector remains a core economic strength, with low vacancy rates and rising rents. However, the City faces a significant constraint: limited availability of development-ready industrial land.[6] Only 1.7% of Wilsonville's industrial space has been built in the past 10 years, compared to roughly 13% across the broader Portland region.[7] These figures highlight a relative lack of new supply of industrial space. Wilsonville is well-positioned to benefit from emerging opportunities, including semiconductor-related investments, concentrated in Washington County, and broader reshoring trends. However, without tools and strategies that facilitate land sales and the installation of infrastructure, the City may struggle to accommodate this demand and fully capitalize on its competitive advantages.
- **Shifts in manufacturing trends.** Manufacturing employment in Oregon declined by 6% between early 2019 and 2023, even as employment in manufacturing increased by 1% nationally.[8] This reflects a broader shift in the state toward productivity gains and capital investment, rather than labor-driven expansion. While manufacturing remains a vital component of Oregon's economy, its potential to drive near-term job growth may be limited. Rising costs, particularly in housing and taxes, alongside recent policy changes may be diminishing Oregon's historic appeal to manufacturers. Additionally, the shortage of development-ready industrial

[5] CoStar Retail Market Trends, 2024
[6] Development-ready land is land that is vacant with public infrastructure (e.g., water, sanitary sewer, and roads) and private infrastructure (e.g., electricity, natural gas, and internet service) sufficient to support immediate (or near-term) construction.
[7] CoStar Industrial Market Trends, 2024
[8] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.

land is frequently cited as a major barrier to expansion or relocation, prompting some businesses to consider other states.[9]

While manufacturing growth across the state may be more limited, Wilsonville is well-positioned to support future growth in the sector. Its central location in the southwest Portland region, availability of industrial land (but much of this land is not development-ready), presence of established manufacturers, and access to a skilled workforce create a strong foundation for manufacturing business growth. However, unlocking this potential will require efforts to make industrial land development ready. As of 2023, manufacturing accounted for about 16% of Wilsonville's covered employment, with an average wage of $88,469, above the Citywide average of $78,235.[10]

- **Increases in automation.** Automation continues to reshape employment across sectors, reducing demand for routine tasks while increasing the need for higher-skilled roles. In manufacturing, processes like assembly and quality control are increasingly automated, while in the service sector, tools such as self-checkout and automated ordering systems are becoming more common. Emerging applications of artificial intelligence (AI) are also extending automation into cognitive and administrative functions once considered resistant to change.

  For Wilsonville, these shifts present both challenges and opportunities. Routine roles may decline, but demand will grow for technical, supervisory, and analytical positions that complement automation. Wilsonville's location, access to I-5, and proximity to tech-driven firms in the Portland region support the City's ability to attract and retain businesses adapting to automation. Its educated workforce and regional talent pipelines further position the City to compete for the types of industries and jobs likely to grow in an increasingly automated economy.

- **Aging population and replacement needs.** Oregon's aging population mirrors national trends, with growing demand for replacement workers as older employees retire. While Wilsonville has a younger median age (38.7) than the state overall (40.1), its senior population is increasing.[11]

  Clackamas County's population is expected to continue aging, with people 60 years and older increasing from 27% of the population in 2024 to 30% of

[9] Oregon Business & Industry. *The Condition of Oregon's Manufacturing Sector*. October 2024. https://oregonbusinessindustry.com/wp-content/uploads/The-Condition-of-Oregons-Manufacturing-Sector_October-2024.pdf.
[10] See Exhibit 7; Oregon Employment Department, Quarterly Census of Employment and Wages, 2023
[11] See Exhibit 43 and Exhibit 44; U.S. Census Bureau

the population in 2044, consistent with statewide trends.[12] As workers retire, businesses need to replace them with new workers. With a comparatively young workforce, Wilsonville could be in a good position to replace retiring workers if workforce skills match job openings.

- **Growth of entrepreneurship and small business.** The creation of new businesses is essential to the economies of both Oregon and Wilsonville, driving job growth and introducing innovations to the marketplace. High inflation, rising interest rates, and recession risks, along with tighter access to venture capital and banking lending conditions, have slowed new business formation. However, several favorable factors could mitigate these impacts going forward and support continued strength in entrepreneurship and small business formation in Oregon. These include increased personal savings and home equity levels, which are common funding sources for new businesses, along with the shift toward remote work opportunities and the large millennial generation entering their prime entrepreneurial years (late 30s and early 40s, according to Census Bureau research).[13] Wilsonville's access to a relatively young, well-educated workforce both within the City and from across the Portland region presents opportunities for small businesses to grow in the City.
- **Continued increase in demand for energy.** Rising fuel prices and state-level pushes toward electric vehicle adoption may alter commuting behavior and increase demand for EV infrastructure. As energy costs climb, proximity to job centers and transportation-efficient development will become increasingly important. Wilsonville's location near I-5 and regional employment centers is a long-term advantage.

  Demand for electricity by businesses like data centers and energy-consumptive automated manufacturing processes are increasing demand and competition for electricity across the state. The availability of electricity is a challenge for development of businesses with large energy needs. Development of new energy sources and transmission infrastructure will be key to development of some businesses, including in the Portland region and Wilsonville.
- **Trade exposure and tariff vulnerability.** Oregon's economy is highly dependent on exports, with more than half of the state's goods shipped to just three countries—Mexico, China, and Canada. As a result, the state is particularly vulnerable to shifts in national trade policy and global market

[12] See Exhibit 46; Portland State University, College of Urban & Public Affairs: Population Research Center, Population Forecast, 2024

[13] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/

disruptions. During the 2018–19 trade war, Oregon's GDP growth fell by 2.5 percentage points, underscoring the potential impacts of tariff escalations.[14] Wilsonville is home to manufacturing businesses, high-tech suppliers, and logistics firms. Future trade tensions could impact export-oriented businesses and reduce demand for industrial space.

- **Labor supply and immigration policy.** Stricter immigration policies initiated by the Trump Administration are expected to reduce labor availability in several key sectors that rely heavily on foreign-born workers, including construction, agriculture, food processing, and hospitality. Given Oregon's reliance on net in-migration for workforce growth, federal immigration restrictions may exacerbate hiring challenges, limit productivity, and increase wage inflation in affected sectors. In Wilsonville, these impacts are particularly relevant given its industrial employment base in construction (3,192 covered jobs as of 2023).[15] More broadly, a shortage of construction workers may slow project timelines, raise costs, and make it harder for development to pencil financially. This will be particularly relevant to the continued development of Coffee Creek and Basalt Creek, as well as redevelopment of Town Center.
- **Inflation**. For the last several decades, inflation rates have generally stayed below 3% in the United States. Inflation started to increase in 2021, reaching 9.1% in June 2022 year-over-year, the highest level in about 40 years. [16] In December 2024 the annual inflation rate was 2.9%, a marked reduction from the 2022 inflation rate.[17] Continued high rates of inflation may slow economic growth, further erode purchasing power, discourage savings, and lead to a national recession. Consumers may start decreasing spending on nonessentials, which could particularly influence retail development and investment decisions. Recent tariff policies and trade tensions may lead to new increases in inflation in 2025 and beyond.
- **Potential impacts of global climate change on Wilsonville's economy**. Climate change is manifesting in the Pacific Northwest through more frequent and severe weather events, alongside long-term climatic shifts. Increased average temperatures, heightened wildfire risks, and more extreme weather conditions such as heat waves and droughts are becoming more

[14] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[15] See Exhibit 7; Oregon Employment Department, Quarterly Census of Employment and Wages, 2023
[16] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer prices up 9.1% over the year ended June 2022, largest increase in 40 years at https://www.bls.gov/opub/ted/2022/consumer-prices-up-9-1-percent-over-the-year-ended-june-2022-largest-increase-in-40-years.htm (visited *July 25, 2022*).
[17] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer Price Index: 2023 in Review, https://www.bls.gov/opub/ted/2024/consumer-price-index-2023-in-review.htm

common. These changes are disrupting ecosystems, reducing snowpack and water availability, and affecting air quality due to increased wildfire smoke.

For Wilsonville, the effects of climate change could strain infrastructure, energy systems, and certain sectors of the local economy. Increased wildfire smoke and rising temperatures may impact worker health and reduce outdoor labor productivity. Reduced snowpack and water availability could affect reliability of industrial water supplies. The City's proximity to agricultural and forestry areas means disruptions in those sectors—due to drought, pests, or fire—could ripple through related industries such as manufacturing and logistics.

Employment Trends in Wilsonville and the Portland Region

The City of Wilsonville last updated its Economic Opportunities Analysis (EOA) in 2012. Since then, the local economy experienced significant changes, influenced by events such as the COVID-19 pandemic. This section examines how broader economic trends over the past decade have affected Wilsonville and the Portland region.

Employment Trends in Portland Region

Exhibit 2 shows covered employment in the Portland region (Clackamas, Multnomah, and Washington counties) for 2007 and 2023.[18] Over this period, covered employment increased by 132,382, a 16% gain. The largest increases were in healthcare and social assistance (up 37,194 jobs) and professional and business services (up 24,516 jobs). In 2023, the average annual wage across the region was $76,066.[19]

Exhibit 2. Covered Employment by Industry, Portland Region, 2007–2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, Hunting & Mining	10,434	9,396	(1,038)	(0.7%)
Construction	48,646	59,114	10,468	1.2%
Manufacturing	102,778	101,508	(1,270)	(0.1%)
Wholesale Trade	50,097	46,013	(4,084)	(0.5%)
Retail Trade	87,545	90,202	2,657	0.2%
Transportation & Warehousing & Utilities	31,609	45,318	13,709	2.3%
Information	21,156	21,149	(7)	(0.0%)
Finance & Insurance	37,606	29,212	(8,394)	(1.6%)
Real Estate and Rental and Leasing	15,078	16,863	1,785	0.7%
Professional, Scientific, & Technical Services	43,880	68,396	24,516	2.8%
Management of Companies and Enterprises	21,623	37,487	15,864	3.5%
Admin, Support, Waste Management, & Remediation	51,221	55,221	4,000	0.5%
Private Education	15,201	19,126	3,925	1.4%
Health Care & Social Assistance	83,749	120,943	37,194	2.3%
Arts, Entertainment, & Recreation	11,152	14,884	3,732	1.8%
Accommodation & Food Services	68,206	81,081	12,875	1.1%
Other Services & Public Administration	31,743	36,347	4,604	0.9%
Government	100,832	112,678	11,846	0.7%
Total	**832,556**	**964,938**	**132,382**	**0.9%**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007–2023.
*AAGR = Average Annual Growth Rate

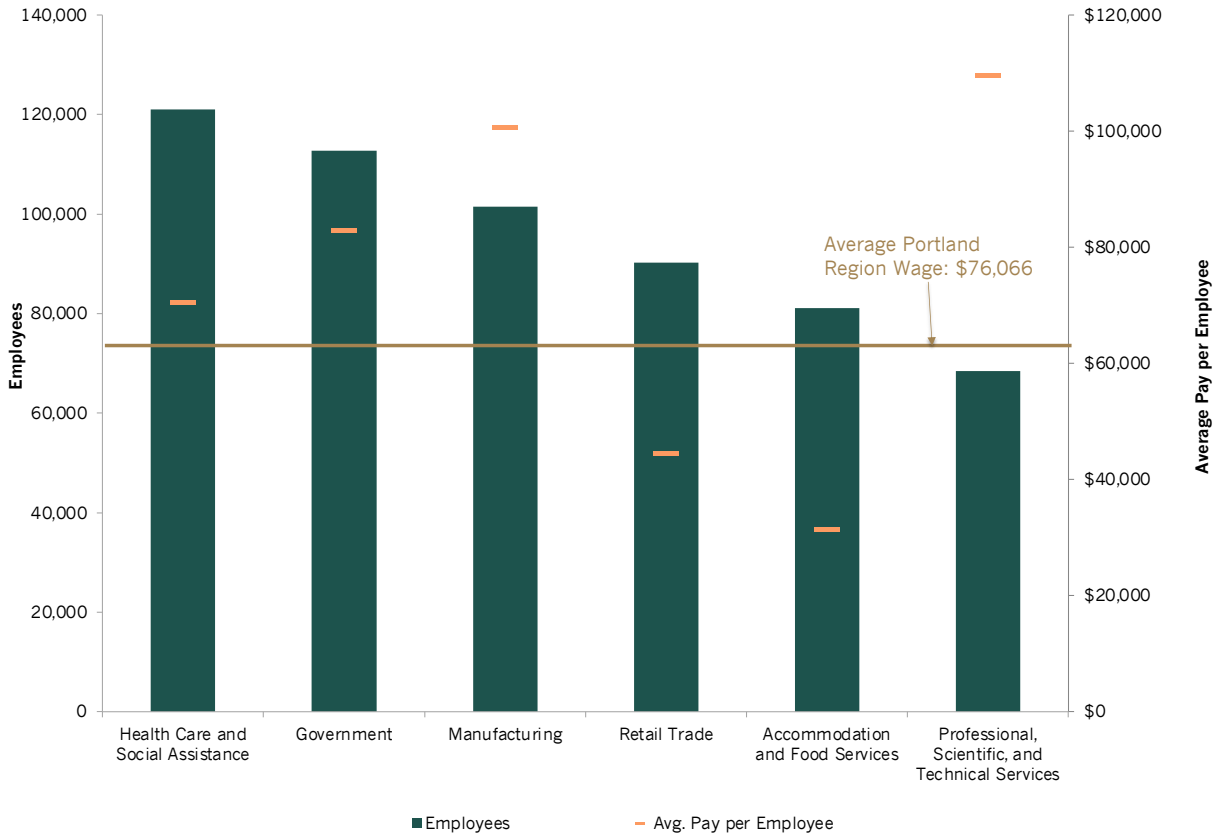
[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

[19] Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2023.

Exhibit 3 shows covered employment and average wage for the six largest sectors in the Portland region. Together these six sectors made up 60% of covered employment.

Among these six largest sectors, professional services, manufacturing, and government paid above-average wages. Other sectors such as construction, wholesale trade, management of companies and enterprises, finance and insurance, and information also had higher-than-average wages but made up a smaller share of covered employment.

Exhibit 3. Covered Employment and Average Pay by Sector, 6 Largest Sectors Portland Region, 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

Employment in Wilsonville

Between 2007 and 2023, covered employment in Wilsonville increased by 2,901 positions, representing a 15% total increase at an average annual growth rate of 0.9%, shown in **Exhibit 3.** This growth is similar to the Portland region's 16% growth and 0.9% annual rate.

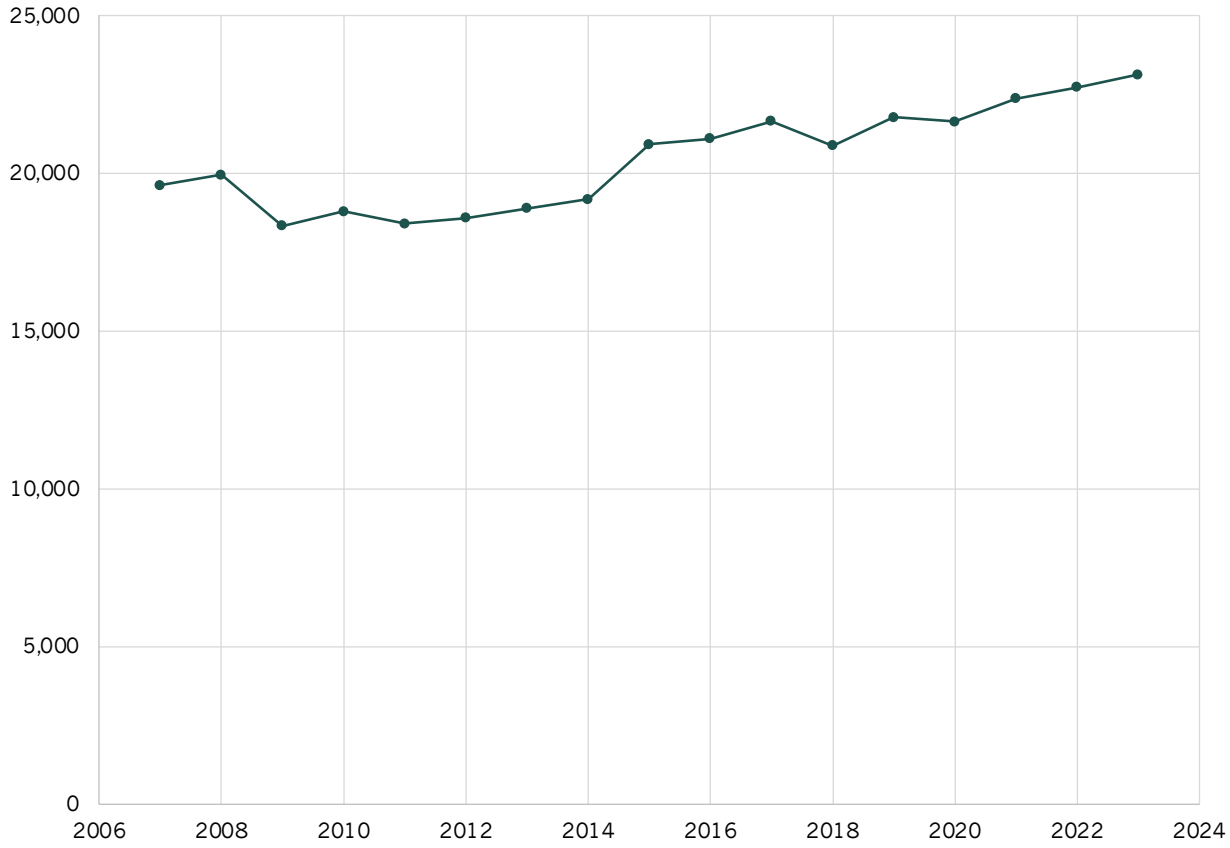
Exhibit 4. Change in Covered Employment, Wilsonville, 2007–2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, and Hunting	19	17	(2)	(0.7%)
Construction	1,008	3,010	2,002	7.1%
Manufacturing	4,225	3,719	(506)	(0.8%)
Wholesale Trade	2,424	3,318	894	2.0%
Retail Trade	1,663	2,125	462	1.5%
Transportation, Warehousing, and Utilities	1,501	864	(637)	(3.4%)
Information	130	78	(52)	(3.1%)
Finance and Insurance	297	172	(125)	(3.4%)
Real Estate and Rental and Leasing	304	233	(71)	(1.6%)
Professional, Scientific, and Technical Services	1,686	2,330	644	2.0%
Management of Companies and Enterprises	1,170	474	(696)	(5.5%)
Administrative, Support, Waste Management and Remediation	1,468	2,023	555	2.0%
Private Education	158	102	(56)	(2.7%)
Health Care and Social Assistance	1,029	989	(40)	(0.2%)
Arts, Entertainment, and Recreation	200	188	(12)	(0.4%)
Accommodation and Food Services	1,087	1,352	265	1.4%
Other Services and Public Administration	381	483	102	1.5%
Government	1,127	1,301	174	0.9%
Total	**19,877**	**22,778**	**2,901**	**0.9%**

Sectors highlighted in blue have wages higher than the City average.
*Average Annual Growth Rate
Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 and 2023.

Wilsonville's net covered employment growth between 2007 and 2023 generally reflects steady annual changes, with most years showing gains or losses between 1% and 4%. One notable exception was in 2009, when covered employment declined by 8% as a result of the Great Recession that impacted the entire nation. The strongest year for growth was 2015, when Wilsonville added 1,744 covered positions (9% increase). Much of that growth was due to the relocation of Stream Global Services to Wilsonville.[20]

Exhibit 5. Change in Covered Employment, Wilsonville, 2007 – 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 to 2023.

[20] Michael Bamesberger, "Stream Global Services to Relocate from Beaverton to Wilsonville," *The Oregonian/OregonLive*, March 26, 2013, https://www.oregonlive.com/wilsonville/2013/03/stream_global_services_to_relo.html.

Since 2007, Wilsonville's employment has grown at a pace similar to the broader Portland region. **Exhibit 6** shows that the composition of that growth, however, differs by industry. Construction jobs in Wilsonville more than tripled over this period, far outpacing the region's growth in the same sector. The City also saw notable gains in professional services, administrative services, and wholesale trade. Notably, while wholesale trade employment rose in Wilsonville, it declined across the broader Portland region. At the same time, several sectors that expanded across the Portland region, such as management of companies, transportation and warehousing, health care and social assistance, and real estate experienced declines within Wilsonville.

Exhibit 6. Change in Covered Employment, Wilsonville compared to the Portland Region, 2007 – 2023*



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007 to 2023.
*Exhibit only shows industries with greater than 200 employees in Wilsonville

Exhibit 7 summarizes covered employment in Wilsonville in 2023. The largest employment sectors were manufacturing (16% of employees), wholesale trade (15%), construction (13%), professional and technical services (10%), retail trade (9%), and administrative and support services (9%). The average annual wage across all employees was $78,235, slightly higher than the regional average.

Exhibit 7. Covered Employment and Average Pay by Sector, Wilsonville, 2023[21]

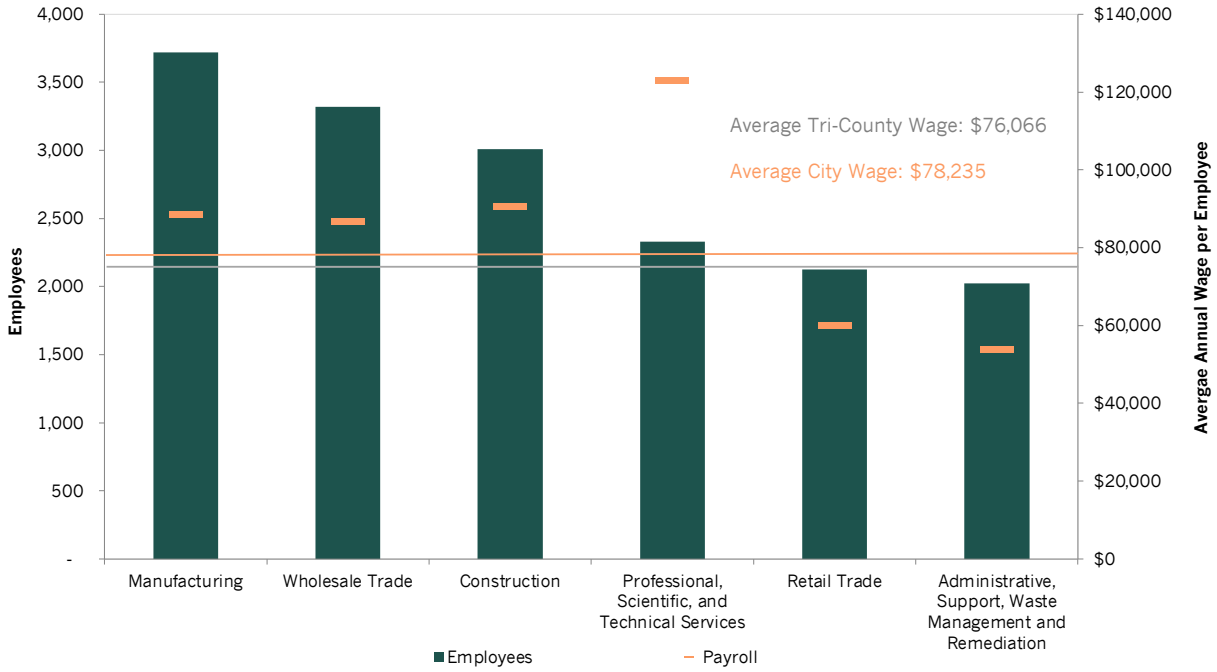
Sector	Employees	Payroll	Average Pay per Employee
Agriculture, Forestry, Fishing, and Hunting	17	$638,130	$37,537
Construction	3,010	$272,634,357	$90,576
Manufacturing	3,719	$329,017,787	$88,469
Wholesale Trade	3,318	$287,443,786	$86,632
Retail Trade	2,125	$127,210,907	$59,864
Transportation, Warehousing, and Utilities	864	$58,684,874	$67,922
Information	78	$9,193,644	$117,867
Finance and Insurance	172	$12,687,158	$73,763
Real Estate and Rental and Leasing	233	$16,287,329	$69,903
Professional, Scientific, and Technical Services	2,330	$286,426,416	$122,930
Management of Companies and Enterprises	474	$46,709,942	$98,544
Administrative, Support, Waste Management and Remediation	2,023	$108,715,935	$53,740
Private Education	102	$3,284,611	$32,202
Health Care and Social Assistance	989	$47,878,787	$48,411
Arts, Entertainment, and Recreation	188	$4,139,588	$22,019
Accommodation and Food Services	1,352	$39,210,617	$29,002
Other Services and Public Administration	483	$28,903,857	$59,842
Government	1,301	$102,958,420	$78,964
Total	**22,778**	**$1,782,026,145**	**$78,235**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

[21] The following sectors were combined due to confidentiality of QCEW data: transportation and warehousing and utilities; other services and public administration

Exhibit 8 shows covered employment and average pay per employee for the six largest sectors in Wilsonville. These six sectors account for 73% of covered employment. Of these sectors, manufacturing, wholesale trade, construction, and professional services had above-average wages, with wages for professional services considerably above the wages of other sectors. Retail trade and administrative and support services had below average wages.

Exhibit 8. Covered Employment and Average Pay for Six Largest Sectors, Wilsonville, 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

Outlook for Growth in the Portland Region

Exhibit 9 shows the Oregon Employment Department's forecast for employment growth by industry in the Portland region (Multnomah, Clackamas, and Washington Counties). Between 2023 and 2033, employment in the region is expected to grow at an average annual growth rate of 0.9%.

The sectors projected to add the most jobs are professional and business services (17,500 jobs), health care and social assistance (17,400 jobs), accommodation and food services (9,600 jobs), and construction (8,300 jobs). These four sectors are expected to add a total of 52,800 jobs, or about 56% of the region's employment growth. **Wilsonville accounts for about 3% of the Portland region's employment.**

Exhibit 9. Regional Employment Projections, 2023–2033, Portland Region (Multnomah, Clackamas, Washington Counties)

Industry Sector	2023	2033	Change 2023-2033		
			Number	Percent	AAGR
Total Private Payroll Employment	**886,600**	**970,700**	**84,100**	**9%**	**0.9%**
Natural resources and mining	9,700	10,000	300	3%	0.3%
Construction	60,300	68,600	8,300	14%	1.3%
Manufacturing	101,500	108,800	7,300	7%	0.7%
Wholesale trade	48,200	51,600	3,400	7%	0.7%
Retail trade	90,200	92,300	2,100	2%	0.2%
Transportation, warehousing, and utilities	46,100	51,700	5,600	12%	1.2%
Information	21,900	25,100	3,200	15%	1.4%
Financial activities	59,200	60,600	1,400	2%	0.2%
Professional and business services	166,600	184,100	17,500	11%	1.0%
Private educational services	21,300	24,000	2,700	13%	1.2%
Health care and social assistance	128,100	145,500	17,400	14%	1.3%
Arts, entertainment, and recreation	14,700	17,000	2,300	16%	1.5%
Accomodation and food services	81,200	90,800	9,600	12%	1.1%
Other services	37,500	40,700	3,200	9%	0.8%
Government	**119,200**	**124,700**	**5,500**	**5%**	**0.5%**
Self-employment	**65,200**	**70,200**	**5,000**	**8%**	**0.7%**
Total Employment	**1,070,900**	**1,165,700**	**94,800**	**9%**	**0.85%**

Note: AAGR is the Annual Average Growth Rate
Source: Oregon Employment Department. Employment Projections by Industry 2023-2033.

Real Estate Market Trends in Wilsonville and the Broader Portland Region

The real estate market trends in Wilsonville largely reflect broader regional and national trends (outlined in Appendix A), though local conditions, especially land availability, play a significant role in shaping development outcomes. The following trends are based on data from CoStar, a commercial real estate platform that tracks property listings, transactions, and market metrics nationwide. While CoStar offers valuable, up-to-date insights, its coverage is more limited in smaller markets and at the individual property level. It does not capture the entire market and should be viewed as a general indicator of market conditions rather than a complete inventory.

This section provides a summary of market conditions in Wilsonville, which is described in detail in the subsequent sections.

Office: Office demand in Wilsonville is expected to remain limited in the near term. High vacancy rates, ongoing negative absorption[22], and weak investor interest continue to affect both Wilsonville and the broader market. Although Wilsonville's office rents have recovered since 2020, they still lag behind those in the I-5 South submarket (see **Exhibit 10**) and the Portland region (see **Exhibit 11)**, despite briefly matching regional rates in 2024. Over the longer term, demand may grow as the market adjusts to hybrid work and as business formation and headcount increase. However, limited vacant land for commercial use (as shown in Chapter 4. Buildable Lands Inventory) could constrain new office development.

Retail: Demand for existing retail space remains steady in both the broader Portland region and Wilsonville. Relatively low vacancy rates and stable, modest rent growth suggest that Wilsonville could see new retail development in the coming years. However, while consumer demand holds, rising interest rates and higher operating costs have made retailers more cautious about expanding. Combined with Wilsonville's limited supply of vacant commercial land, retail growth is likely to remain modest near-term. Wilsonville has opportunities for retail development in areas like Town Center and other vacant large commercial buildings within the City.

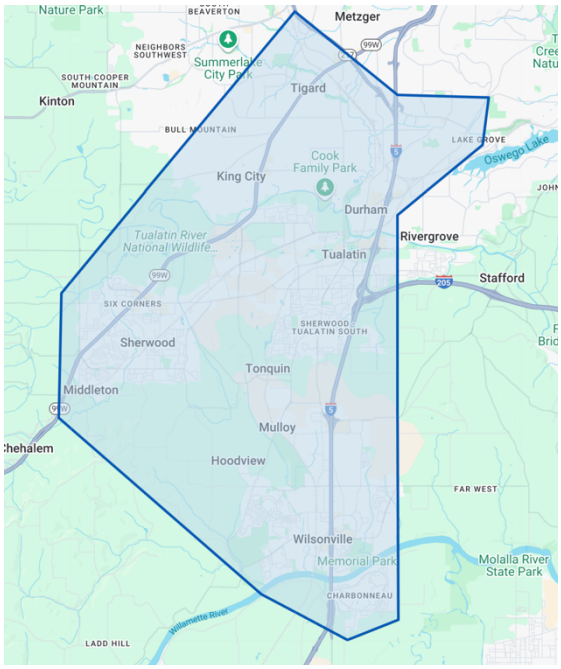
Industrial: Wilsonville's industrial market is strong but faces significant limitations to future growth. The City has very low industrial vacancy rates and higher-than-average rents, showing steady demand. However, very little new space has been built in the past decade, largely due to a shortage of *development-ready* industrial land and large sites. While regional interest in industrial space remains high—particularly in sectors like manufacturing and warehousing—most new development in the I-5 South

[22] Absorption occurs when vacant space is leased up and/or businesses take over existing leases. Negative net absorption means that more space was vacated than leased over a given period.

submarket has occurred in neighboring cities like Sherwood and Tualatin. Without more development-ready land, Wilsonville is likely to continue seeing new industrial investment occur where there are viable development sites.

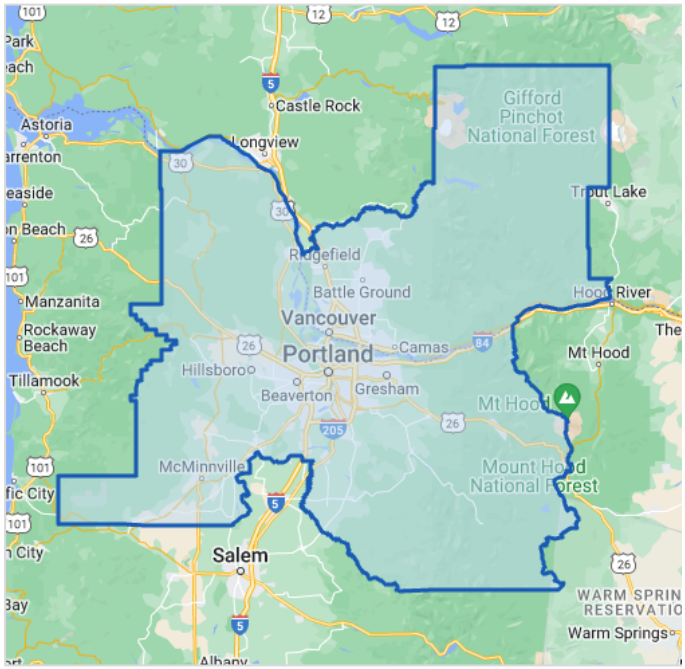
The remainder of this section provides detailed analysis of real estate trends in Wilsonville, the I-5 South submarket (**Exhibit 10)** and the broader Portland region (**Exhibit 11).**

Exhibit 10: I-5 South Submarket Boundary



Source: CoStar

Exhibit 11: Broader Portland Region CoStar Boundary



Source: CoStar

Commercial Market Trends

Broader Portland Regional Trends[23]

Similar to national trends presented in Appendix A, office spaces in the broader Portland region are experiencing high vacancy rates and lower leasing activity. Work-from-home policies and corporate downsizing have decreased the demand for office space, leading many companies to reassess the long-term space needs. Despite a small uptick in net absorption in Q4, the overall 2024 market posted another year of negative demand. With a limited construction pipeline and companies continuing to shrink footprints, vacancy rates are expected to increase, and growth in rent is projected to remain flat into 2025.

- **Vacancy rates:** Direct vacancy climbed to a record high of 13.5% in Q4 2024, continuing a steady upward trend over the past eight quarters.
- **Absorption:** While Q4 posted positive net absorption of 282,000 square feet, total net absorption for 2024 was negative 964,000 square feet, marking the fifth consecutive year of annual negative absorption in Portland's office market.
- **Leasing activity:** Q4 2024 leasing activity fell to a low of 524,000 square feet, nearly 50% lower year-over-year. Annual leasing volume totaled 3.4 million square feet, an 8.6% decline from 2023.

While the overall market remains soft, performance varies across submarkets. Portland's Central Business District continues to struggle, with a direct vacancy rate of 24%. In contrast, suburban markets are generally outperforming the core, with notably lower vacancy rates, ranging from **3% to 17%.** These patterns reflect a broader tenant shift toward decentralized, cost-effective, and flexible office space options outside the downtown core.

[23] Portland Metro Regional trends based on Kidder Matthews, Portland Office Market Report Q4 2024

Wilsonville Office Market

Wilsonville currently has roughly 1.4 million square feet of office space, representing roughly 15% of office space in the I-5 South submarket and 1% in the broader Portland region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, Eye Health Northwest, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet or roughly 2% of Wilsonville's total office space. Over the same time, the broader Portland region added a greater share (9%) of space to its office market.

Exhibit 12:Office Space Development Trends, 2015 to 2024

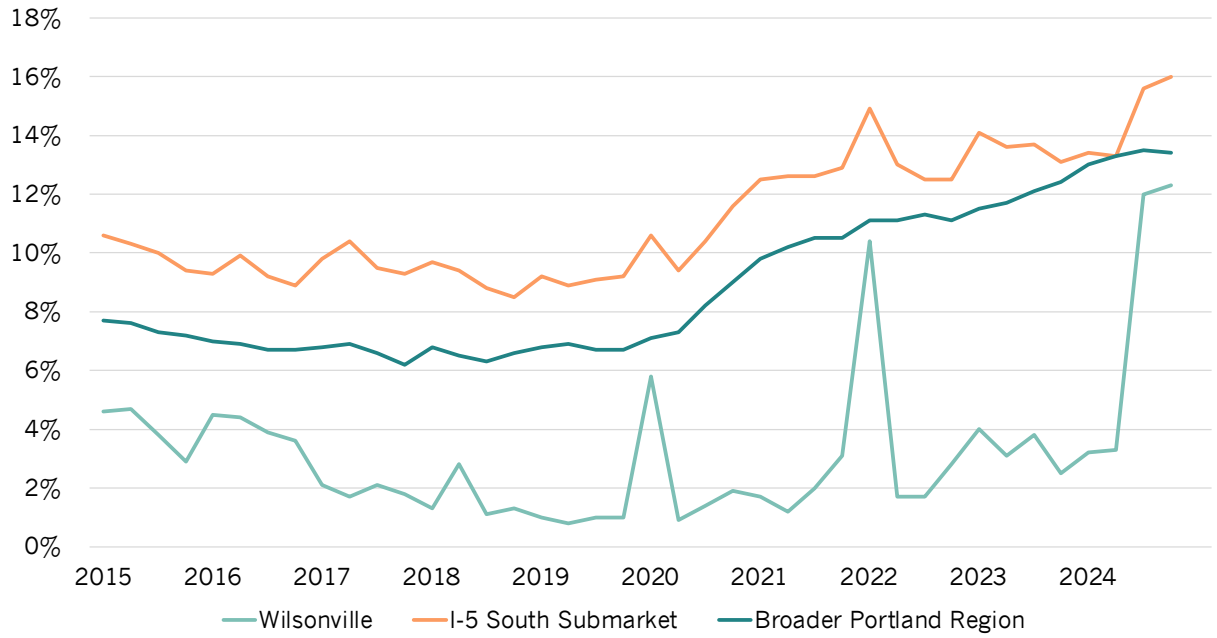
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Broader Portland Region	6,268	120,279,588	19,199
I-5 South Submarket	484	8,975,567	18,545
Wilsonville	63	1,369,151	21,733
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	159	10,765,783	67,710
I-5 South Submarket	8	74,590	9,320
Wilsonville	1	30,000	30,000

Source: CoStar, pulled February 2025

*Does not account for removal of office space from the market

Per CoStar, the I-5 South submarket office vacancy rates have been higher than the broader Portland region's vacancy rates since 2015. Both had vacancy rates above 13% at the end of 2024. While Wilsonville office vacancy rates have generally remained much lower, the end of a few leases is reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the broader Portland regional average.

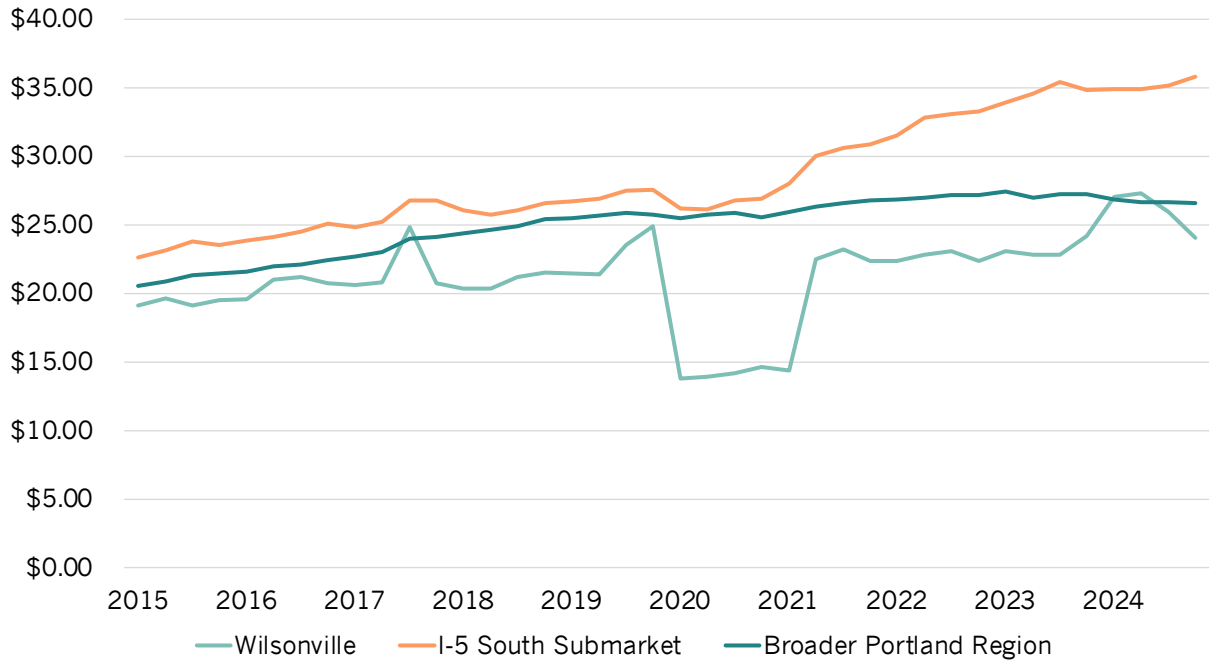
Exhibit 13: Office Vacancy Rate Trends, 2015-2024



Source: CoStar, pulled February 2025

Office rents have increased in the I-5 South submarket despite high vacancies and have been substantially above the broader Portland region's average since 2021, according to CoStar. Historically, office rents in Wilsonville have been lower than in the broader Portland region. Wilsonville's rents have recovered from the pandemic-related drop in 2020, and rents have been on par with the broader Portland region's rents at various points throughout 2024.

Exhibit 14: Office Lease Rate Trends, 2015-2024



Source: CoStar, accessed February 2025

Net absorption and delivery trends also indicate a relatively slow office market. From 2020 to 2024, net absorption was negative in all three areas: negative 4.5 million square feet in the broader Portland region, negative 555,000 square feet in the I-5 South submarket, and negative 124,000 square feet in Wilsonville.

This analysis suggests that **near-term demand for traditional office space in Wilsonville will remain limited.** High vacancy rates, ongoing negative absorption, and weak investor interest continue to affect both Wilsonville and the broader market. Although Wilsonville's office rents have recovered since 2020, they still lag behind those in the I-5 South submarket and the Portland region, despite briefly matching regional rates in 2024. Over the longer term, demand may grow as the market adjusts to hybrid work and as business formation and headcount increase. However, while there is redevelopment potential in Town Center, there is limited vacant land for commercial use (as shown in Chapter 4. Buildable Lands Inventory). Those spaces

currently vacant may fill in time but limited commercial land supply could constrain new office development in Wilsonville in the long term.

Broader Portland Regional Retail Trends[24]

Similar to national trends, development of new retail space in the broader Portland region remains limited. While consumer demand remains relatively stable, economic pressures including rising interest rates, higher operating costs, and concerns about tariffs, have led retailers to adopt more cautious expansion strategies. Vacancy rates have edged up, and leasing activity has slowed, which will place more pressure on landlords moving forward to stay competitive with lease terms, pricing and concessions. Despite these challenges, market rents continued to grow modestly, rising 3.5% year-over-year.

- **Rising vacancy rates:** The retail vacancy rate rose slightly to 3.9% in Q4 2024, up from 3.5% a year earlier.
- **Negative net absorption:** The Portland market had negative net absorption of 437,757 square feet in 2024, a reversal from the positive net absorption of 188,607 square feet in 2023.
- **Slower construction activity:** The under-construction pipeline shrank by nearly 30% year-over-year from Q4 2024.

[24] Broader Portland regional trends based on Kidder Matthews, Portland Retail Market Report Q4 2024

Wilsonville Retail Market

Wilsonville currently has 2.2 million square feet of retail space, representing 32% of all retail space in the I-5 South submarket and 2% of retail space in the broader Portland region. On average, Wilsonville's retail developments are larger with an average of 19,330 square feet, compared to 14,220 square feet in the I-5 South submarket and 10,450 square feet in the broader Portland region.

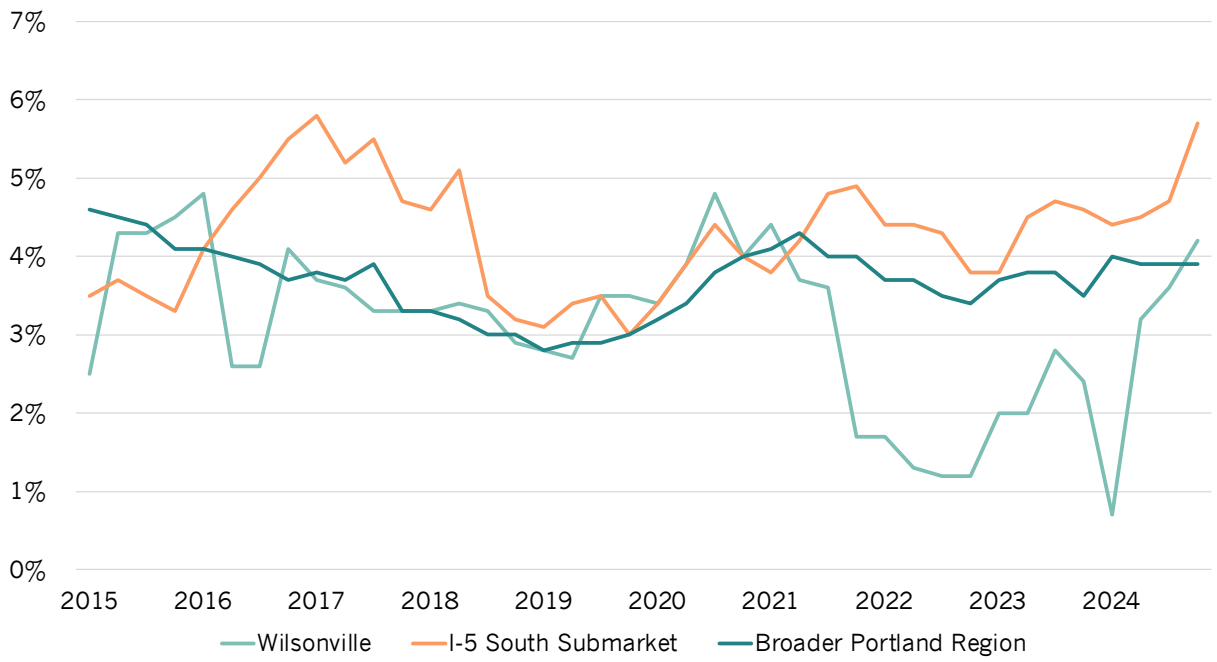
Exhibit 15: Retail Space Development Trends, 2015 - 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL RETAIL DEVELOPMENT			
Broader Portland Region	12,132	126,767,807	10,450
I-5 South Submarket	478	6,797,343	14,220
Wilsonville	112	2,165,439	19,330
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	441	5,186,720	11,760
I-5 South Submarket	23	229,939	10,000
Wilsonville	2	91,495	45,750

Source: CoStar, pulled February 2025 *Does not account for removal of retail space from the market

According to CoStar, Wilsonville's retail vacancy rates have been lower than the I-5 South Submarket and the broader Portland region since 2021. However, over the course of 2024, Wilsonville's vacancy rate has risen, reaching 4.2% by the end of 2024 similar to the broader Portland region's retail vacancy rate.

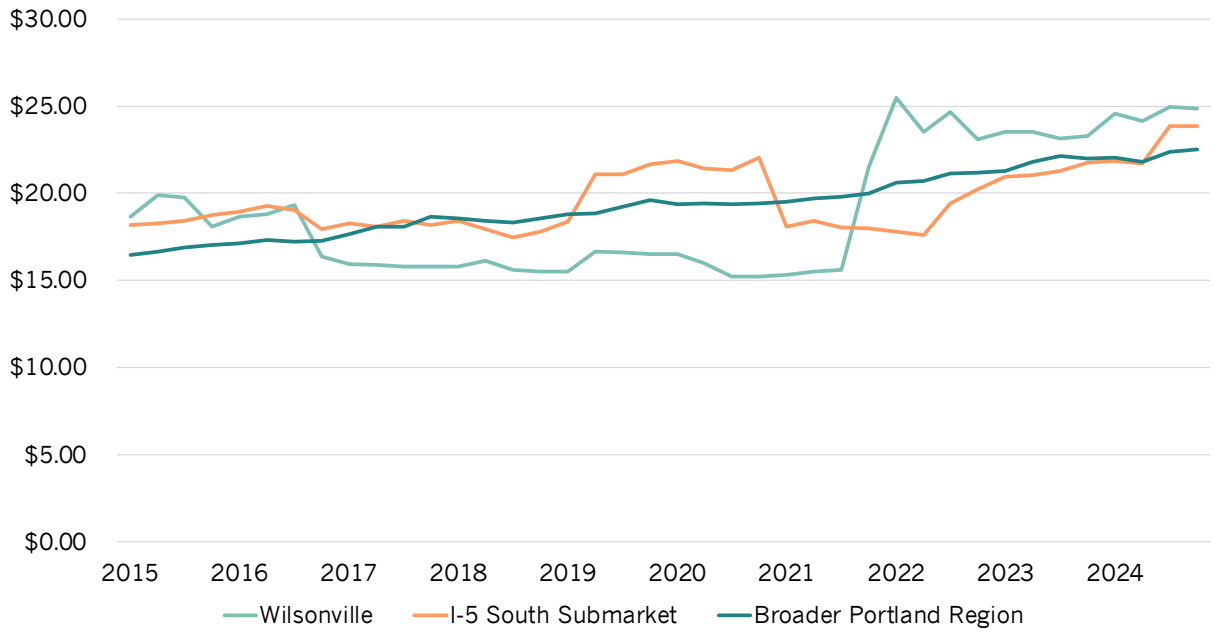
Exhibit 16: Retail Vacancy Rate Trends, 2015 - 2024



Source: CoStar, pulled February 2025

Retail rents are steadily increasing across the region, including within the submarket, and Wilsonville specifically. Wilsonville's rents surpassed and have remained slightly higher than the other markets since 2022. The low vacancy rate during this time likely contributed to the growing lease rates. Wilsonville's rents were about $24.90 by the end of 2024.

Exhibit 17: Retail Lease Rate Trends, 2015 - 2024



Source: CoStar, pulled February 2025

Despite low vacancies and rising rents in Wilsonville, there has been limited new retail development in Wilsonville in the past 10 years, and net absorption of vacant retail space has been negative for the past two years.

The relatively low vacancy rates and stable, modest rent growth suggest that Wilsonville could see new retail development in the coming years. However, while consumer demand holds, rising interest rates and higher operating costs will make retailers more cautious about expanding. While there is limited vacant land for retail development, infill and redevelopment in Town Center provide an opportunity for the new, modest square footage of retail development the market is demanding.

Wilsonville's Comprehensive Plan policy has for decades focused major retail development in commercial centers near the I-5 interchanges rather than in mixed-use centers and corridors. This focus reinforces the expectation of a very limited supply of land for retail growth. Besides the existing commercial centers, only small-scale neighborhood retail is planned within the City's Urban Growth Boundary and adjacent Urban Reserves. Retail growth is designed to occur through redevelopment of existing

commercial uses or underutilized parking areas, thus continuing to mostly limit retail to its current footprint in the City. The highest opportunity for new retail, particularly experience-based smaller-scale retail and food and beverage establishments, is anticipated through redevelopment in Town Center. This would appear to support broader trends in retail where several larger-format national retailers are reducing footprints or being cautious about expansion, while support for more local experience-based retail and food and beverage establishments is increasing.

Industrial Market

Broader Portland Regional Trends

Like the national industrial market overall, the broader Portland region industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:

- **Increasing vacancy rates:** Vacancy for industrial space in the broader Portland region has risen steadily since early 2023, and net absorption was negative in 2023 and 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, 2024 saw the lowest year-end leasing since 2018. A few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.[25]
- **Slow lease-up for new construction:** In 2024, 1.9 million square feet of new industrial space was added to the market, increasing the region's vacant supply. As of year-end, 73% of that new space remained unleased, indicating slower-than-expected tenant demand. [26]
- **Rising unemployment rates:** In 2024, Portland's unemployment rate increased to 4.1% matching and surpassing the national unemployment rate at various points through the year. Layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs are impacting the local unemployment rates.[27]

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[28] Market strengths include:

[25] CBRE, Q4 2024 Portland Industrial Market Update
[26] CBRE, Q4 2024 Portland Industrial Market Update
[27] CBRE, Q4 2024 Portland Industrial Market Update
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report

- **CHIPS Act:** In 2023, the federal government allocated $50 billion as a part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[29] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[30] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[31] As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

[29] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[30] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[31] CBRE, Q2 2024 Portland Industrial Market Update

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 38% of the I-5 South submarket and 3% of the broader Portland region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland region (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7% of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 9% of the I-5 South submarket industrial space and 13% of the broader Portland region's industrial space. This slow pace of development makes sense given the limited supply of development-ready industrial land in the City.

Exhibit 18: Industrial & Flex Space Development Trends, 2015 to 2024

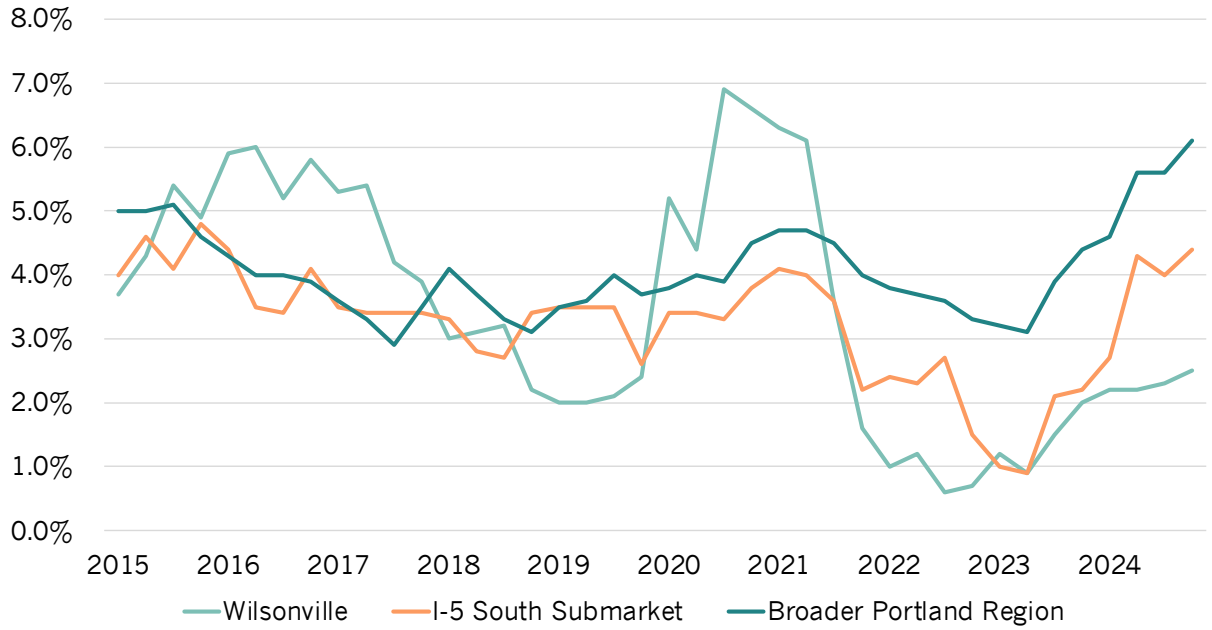
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Broader Portland Region	7,581	259,657,430	34,250
I-5 South Submarket	671	22,831,304	34,030
Wilsonville	136	8,592,887	63,180
BUILT IN THE LAST 10 YEARS*			
Broader Portland Region	403	33,736,304	83,710
I-5 South Submarket	40	2,096,708	52,420
Wilsonville	2[32]	145,611	72,810

Source: CoStar, pulled February 2025
*Does not account for removal of industrial/flex space from the market

[32] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2023). However, City staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate remained below 6% for most of the past decade. In 2020 and 2021 Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1% in 2023. As of Q4 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.5% (**Exhibit 20).** Wilsonville's industrial vacancy rate has been below the broader Portland region since 2021. As of Q4 2024, the broader Portland region had a vacancy rate of 6.1% and I-5 South submarket had a vacancy rate of 4.4%.

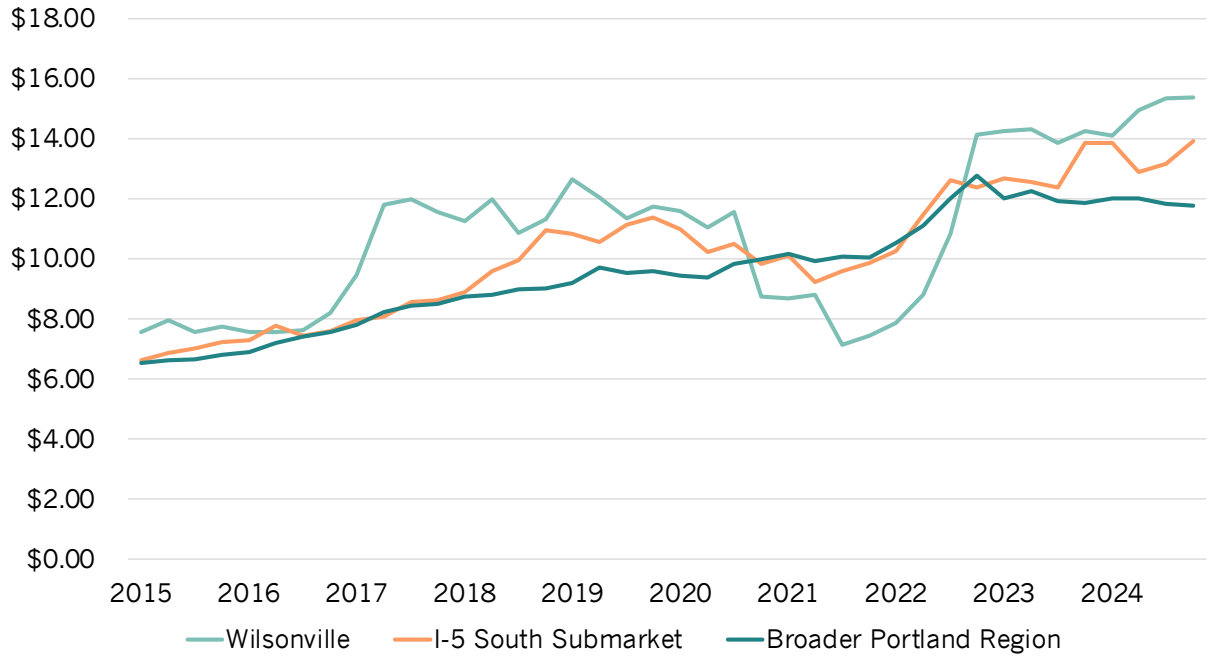
Exhibit 19: Industrial & Flex Vacancy Rate Trends, 2015-2024



Source: CoStar, pulled February 2025

Industrial/flex rents in Wilsonville increased from 2015 to 2020 and were generally higher than the broader Portland region over the period.[33] Wilsonville shows a drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2023, reaching $15.38 per square foot in Q4 2024, higher than the broader Portland region ($11.77) and I-5 South submarket ($13.93). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Exhibit 20: Industrial & Flex Rents Trends, 2015-2024

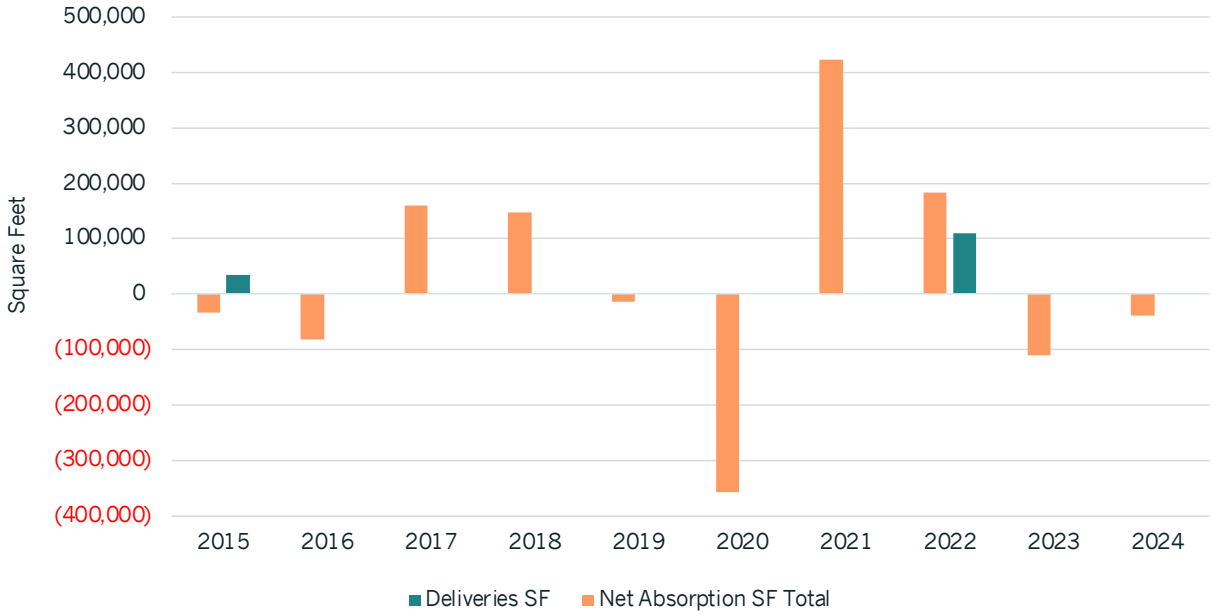


Source: CoStar, pulled February 2025

[33] Triple-Net (NNN) rents are annual rents on a per square foot basis. In a NNN lease, expenses such as taxes, insurance, and any utilities or maintenance costs, are also passed on to the tenant and paid separately from rent.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through 2024, but at a smaller magnitude than in 2020.

Exhibit 21: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled February 2025

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory, that are typically 200,000 square feet or more, have clear heights of at least 28 feet, are less than 5% office space, and have site coverage that can be up to 40%.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20% office area, have clear heights of 22 feet or greater, and have site coverage up to 50%.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50%.
- **R&D:** Flex space (see below) specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Exhibit 22 shows industrial development by submarket and secondary industrial space types. Historically, the I-5 South submarket has made up about 10.2% of all industrial space in the Portland region. Over the past decade, the I-5 South submarket's share of new construction has been a bit lower. Since 2014, 8.7% of new industrial development in the region occurred in the I-5 South submarket.

The types of industrial space being built in the I-5 South submarket have also shifted:

- Warehouse and R&D space have grown in this area. While the I-5 South submarket holds about 27% of the region's total warehouse and R&D space, it captured around 35% of the new development in these categories over the past decade.
- In contrast, I-5 South has seen less manufacturing and distribution development. It holds 27% of the region's total space for these types but only accounted for 19% of new space built in the past 10 years.

Exhibit 22: Industrial Development Trends by Secondary Market Type, Broader Portland Region and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	BROADER PORTLAND REGION	I-5 SOUTH	BROADER PORTLAND REGION	I-5 SOUTH	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

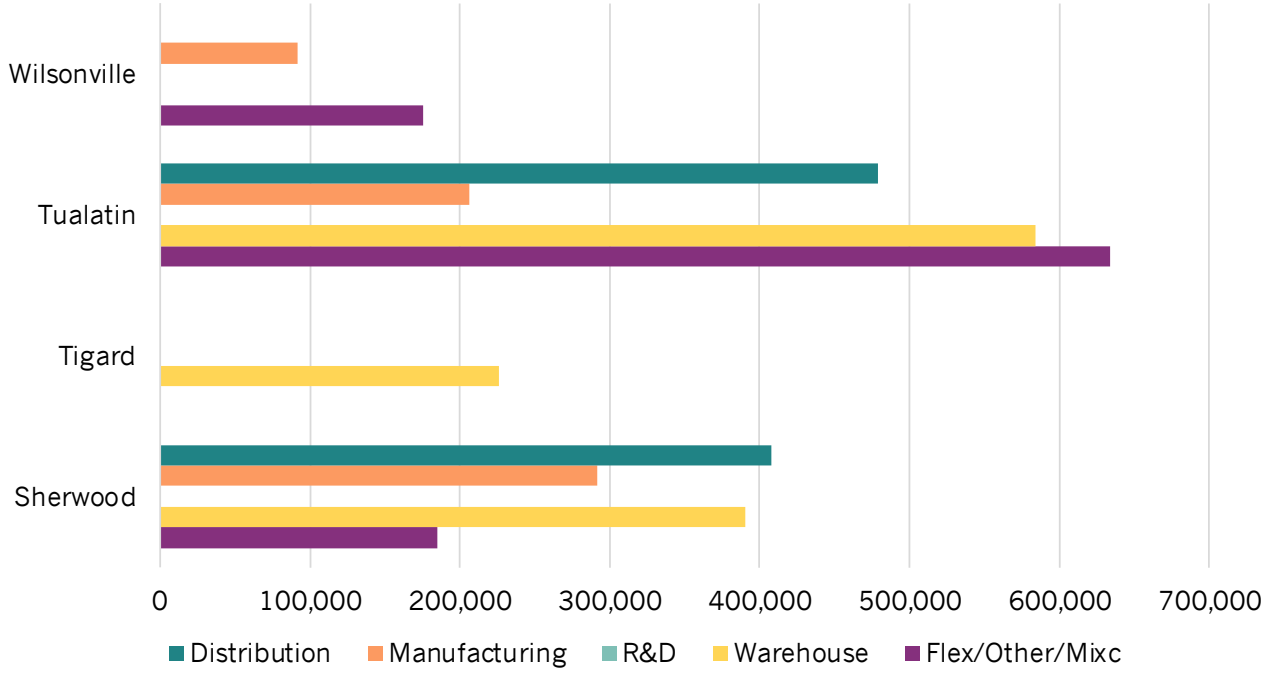
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2023 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Exhibit 23. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Real estate leasing and development data suggest that Wilsonville's industrial market is strong but faces significant limitations to future growth. The City has very low industrial vacancy rates and higher-than-average rents, showing steady demand. However, very little new space has been built in the past decade, largely due to a shortage of development-ready industrial land and large sites. While regional interest in industrial space remains high—particularly in sectors like manufacturing and warehousing—most new development in the I-5 South submarket has occurred in neighboring cities like Sherwood and Tualatin. Without more development-ready land that is ready for construction, Wilsonville is likely to continue to miss out on capturing new industrial investment.

This section provides information about common industrial development types that are tracked by CoStar. They do not include other types of development that commonly occur in on industrial land, such as indoor recreation, medical buildings, religious institutions, and government uses.

Wilsonville's Competitive Advantages and Disadvantages

Wilsonville's economic development potential is influenced by both local factors and the broader state and national economic trends. Economic conditions in Wilsonville relative to these conditions in other portions of the Portland region form Wilsonville's competitive advantage for economic development. Wilsonville's key competitive advantages include its opportune location in the southern Portland region, positioned between Portland and Salem; access to a well-educated workforce from both the Portland region and Mid-Valley labor sheds; and a supply of industrial land for employment growth, including sites near expanding job centers in Tualatin and Sherwood. The City also benefits from strong transportation connections via I-5, I-205, and Highway 217, as well as transit services. These attributes make Wilsonville an attractive choice for businesses and residents seeking a connected, high-quality place to live and work. How the City capitalizes on these strengths will be central to its future economic development.

Wilsonville's advantages for economic development include:

- **Location.** Wilsonville is located at the southern edge of the Portland region, providing excellent access to both Portland and Salem job centers and consumer markets. Its location along the I-5 corridor allows businesses to efficiently serve a broad geographic area that spans the Portland region, Mid-Willamette Valley, and Pacific Northwest. Its proximity to both urban and rural amenities add to its appeal.
- **Transportation Infrastructure.** Wilsonville has strong regional transportation access with I-5, I-205, and Highway 217 facilitating efficient freight and commuter movement. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and the South Metro Area Regional Transit (SMART).[34]

  Wilsonville is also 30 miles from the Portland International Airport and 20 from Port of Portland terminal providing connection to air and marine networks supporting container transport.
- **Foreign Trade Zone (FTZ) Access**. Wilsonville is located within Foreign Trade Zone 45 managed by the Port of Portland. Access to FTZ benefits provides advantages for firms engaged in global trade by enabling tariff deferral, duty elimination on re-exports, and logistical efficiencies. This makes Wilsonville

[34] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

particularly competitive for advanced manufacturing, semiconductor-related industries, and firms with complex international supply chains.

- **Availability of Industrial Land.** Wilsonville has 353 acres of vacant, buildable industrial land to accommodate employment growth. Much of this land is concentrated in two key employment areas:
  - **Coffee Creek:** Coffee Creek is supported by an active Urban Renewal District that funds critical infrastructure improvements. Coffee Creek's location near I-5 and other industrial areas makes it particularly attractive for industrial development.
  - **Basalt Creek:** Wilsonville's portion of Basalt Creek has a range of parcel sizes suitable for manufacturing, logistics, and supply chain uses.
- **Strong Industrial Base of Employment.** Wilsonville has a diverse and established industrial base. Manufacturing, wholesale trade, and construction account for 43% of total employment in the City, which is double the Portland region average. The City's manufacturing cluster includes high-tech, cleantech, electronics, materials, and food and beverage processing businesses. Wilsonville's industrial sectors support strong wage growth and contribute to economic resilience.
- **Proximity to other Growing Industrial Areas.** Wilsonville's industrial lands are a part of a larger cluster of industrial employment areas extending into Tualatin and Sherwood, offering supply chain efficiencies and complementary industry clustering.
- **Sustainable Water Supply**. Wilsonville has a sustainable water supply sourced from the Willamette River. This provides reliable capacity for industrial users with large water demands, including advanced manufacturing, semiconductor supply chains, cleantech, and food and beverage processors.
- **Business Support Services.** Wilsonville takes an active role in facilitating economic development, with dedicated programs and financing mechanisms that help reduce barriers to development, accelerate project readiness, and support job creation.
  - **Urban Renewal in Coffee Creek:** The Urban Renewal District plays a pivotal role in advancing infrastructure readiness and supporting new industrial development in Coffee Creek. Urban Renewal funds may be used to finance key infrastructure improvements in the Coffee Creek Industrial Area including roads, sewer, water, and stormwater systems helping make sites more marketable and development ready. To date, one infrastructure project has been completed: the construction of

Garden Acres Road to urban industrial standards. The Urban Renewal Plan also authorizes the purchase of land from willing sellers. The potential to buy, aggregate, and prepare land for development is a strategy that will be explored further in the EOA and Economic Development Strategy, and which merits discussion and consideration by policymakers.

- **WIN Program (Wilsonville Investment Now).** The **WIN Program** is a citywide business incentive tool that provides a limited-duration, partial property tax rebate to attract and retain traded-sector employers. The program offers flexible eligibility criteria that align with the City's economic development and industrial land strategies.

- **Proactive City Planning and Policy Alignment**. Wilsonville demonstrates strong leadership in aligning land use, infrastructure, housing, and economic development policy. The City has proactively advanced the Wilsonville Industrial Land Readiness Study, Housing Needs and Capacity Analysis, Housing Production Strategy, and several area-wide master plans, among others. This coordinated planning framework helps provide a predictable environment for business investment. Wilsonville also collaborates closely with regional and statewide partners—including Business Oregon, Greater Portland Inc., Metro, and the Wilsonville Chamber of Commerce—to support economic development and local businesses.
- **Redevelopment Potential in Town Center**. Wilsonville's Town Center offers strong potential for redevelopment into a vibrant mixed-use district. The Town Center Plan envisions a walkable, transit-accessible hub with expanded retail, services, housing, and employment uses. Public realm investments, flexible zoning, and catalytic projects can help drive momentum for redevelopment and create a more active community commercial center. Placemaking is considered one of the best strategies for driving local economic development in the 21st century. **The redevelopment of Town Center represents one of the best opportunities the City has for creating a magnetic force that draws in traded sector and local businesses, as well as talent.**
- **Labor Market.** Wilsonville draws from both the Portland region and Mid-Valley labor sheds, providing access to a large, skilled, and diverse workforce. Thriving residential growth continues to expand the City's labor pool and supports talent retention. The City also benefits from proximity to major higher education institutions that strengthen its workforce pipeline, including local campuses of **Clackamas Community College** and **Oregon Institute of Technology,** as well as regional colleges and universities such as **Portland**

Community College, Chemeketa Community College, Portland State University, **University of Portland**, and **Willamette University**.

- **Quality of Life.** Wilsonville's high quality of life is a key factor in attracting and retaining both businesses and talent. The City offers a balanced living environment with well-planned neighborhoods, a variety of housing options, high-performing K-12 schools, environmental stewardship, high quality urban amenities like its parks and library, and access to outdoor recreation. Its location provides convenient access to both urban amenities in the Portland region and rural amenities in the Willamette Valley and surrounding areas.

Wilsonville's disadvantages for economic development include:

- **Limited Supply of Development-Ready Industrial Sites.** Wilsonville has over 350 acres of vacant industrial land, but much of it in Coffee Creek and Basalt Creek is not ready for development due to the absence of urban-level infrastructure. Ongoing investment is needed to support future industrial growth. In Basalt Creek in particular—especially the West Railroad area—major infrastructure gaps remain. Physical access is also constrained by limited vehicular routes and a low railroad undercrossing on Grahams Ferry Road. Addressing these constraints will require substantial investment and coordination.
- **Small Lot Sizes and Fragmented Ownership Patterns.** The City has a limited inventory of large, contiguous, buildable parcels, which are attractive to large industrial owner-users, as well as speculative developers who need the efficiencies of a large project to make the development financially feasible. Fragmented ownership, small lot sizes, and lack of coordinated property aggregation in key areas create barriers to assembling larger sites suitable for modern industrial uses.
- **Lower-Intensity Existing Uses on Industrial Land.** Many parcels in Coffee Creek and Basalt Creek are used for low-density contractor establishments and outdoor storage. These uses do not align with Wilsonville's vision for higher-intensity, urban-style employment development. Because they generate steady income for property owners, there is little incentive to sell and/or redevelop. This phenomenon has limited industrial growth and development and will continue to do so without intervention.
- **Power Supply Issues.** Some future industrial users may need more than 5 megawatts of power. Meeting this demand will require additional investment in power infrastructure, as well as long lead times. Close coordination with Portland General Electric will be essential to ensure capacity is available.

- **Traffic and Congestion.** The I-5 corridor through Wilsonville experiences congestion from regional traffic, particularly during peak hours, which then backs up onto Wilsonville key arterials. Planned transportation improvements will help but may be years in coming. Ongoing regional growth may continue to pressure transportation infrastructure and increase travel times for both freight and commuters.
- **Regional Housing Affordability Challenges.** Like many parts of the Portland region, Wilsonville faces regional housing affordability pressures that can affect workforce attraction and retention. Although the City has pursued strategies to expand housing options, affordability remains a key issue for both lower- and middle-income workers.
- **Limited Urban Amenities**. Wilsonville's suburban setting and limited mix of local amenities such as restaurants, shopping, and entertainment may make it harder to attract workers, particularly younger professionals in technology, creative, and knowledge-based fields. Strengthening live-work-play environments, like those envisioned in Town Center, will be key to maintaining the City's competitiveness for talent.

Public Facilities and Services

Provision and costs of public facilities and services can impact a firm's decision about expanding or locating in a City. One of the primary considerations about developing a site is whether it has infrastructure to or near the site, including water, wastewater, stormwater, and roads. If infrastructure is not developed to or near the site, the consideration becomes whether infrastructure can be extended in a timely manner and at a financially feasible cost.

This section describes Wilsonville's water system, storm system, wastewater system, and transportation system infrastructure. It answers the question of whether Wilsonville has or is planning to have sufficient capacity to support the amount and types of development proposed in the EOA.

WATER

Wilsonville's primary drinking water source is treated water from the Willamette River. The Willamette River Water Treatment Plant has a total treatment capacity of 20 million gallons per day (mgd). Of that capacity, 13.3 mgd (two-thirds) is owned by the City of Wilsonville, and 6.7 mgd (one-third) is owned by the City of Sherwood. The City of Wilsonville also has eight groundwater wells that serve as a backup supply.

Wilsonville currently has sufficient water supply and treatment capacity to meet existing and future employment needs. The Water Distribution System Master Plan is

being updated to evaluate capacity and distribution improvements that will support continued growth within the Wilsonville. The next major expansion of the treatment plant, which will increase total capacity to 30 mgd, is planned for the 2035 to 2040 timeframe. This expansion will ensure long-term adequacy of the water system to serve both residential and employment growth.

There are no known water capacity limitations that would restrict new industrial or commercial development in the City over the 2026 to 2046 period.

WASTEWATER

Wilsonville's Wastewater Treatment Plant has a total treatment capacity of 4 mgd. The 2023 Wastewater Treatment Plant Master Plan evaluated the capacity of individual unit processes and identified those that may exceed capacity at buildout. Upgrades to those unit processes have been incorporated into the City's capital improvement program. The first phase, improvements to the aeration basins, is currently under design.

The City recently updated its System Development Charges (SDCs) to provide funding for these capacity improvements. A Wastewater Collection System Master Plan update is scheduled for completion by 2028, which will identify additional system improvements needed to serve future development.

There are currently no known wastewater capacity limitations that would prevent new industrial or commercial development. Planned improvements will ensure the system can support anticipated employment growth through 2046.

STORMWATER

The City updated its Stormwater Master Plan in 2024. The plan provides guidance for stormwater management and identifies system improvements to address capacity and conveyance needs. There are no known stormwater capacity issues that would limit employment growth.

TRANSPORTATION

Traffic congestion on the I-5, specifically the Boone Bridge, remains the most significant transportation challenge affecting Wilsonville. The bridge serves as a critical north–south connection between the Portland and Salem metropolitan areas, carrying regional commuter and freight traffic through the City. Peak-hour congestion creates recurring delays that impact both residents and businesses.

The Oregon Department of Transportation (ODOT) is leading the I-5 Boone Bridge Replacement Project to address these issues. The project will replace the existing bridge with a new, seismically resilient structure, add a southbound auxiliary lane

between the Wilsonville Road entrance and the OR 551 exit, make safety improvements at the Charbonneau interchange, and provide new walking and biking connections across the Willamette River. The project has completed the Planning and Environmental Linkages (PEL) study phase, positioning it to move forward once funding becomes available. Because the Boone Bridge is part of the state highway system, project implementation and timing are under ODOT's jurisdiction rather than the City's direct control.

Beyond the Boone Bridge corridor, Wilsonville's local transportation network is functioning well. The City actively monitors system performance and publishes a transportation performance monitoring report every three years to track progress toward its goals. Local facilities identified in the City's Transportation System Plan have adequate capacity to support planned employment and population growth, and improvements are being implemented as needed.

There are no additional transportation limitations currently identified that would restrict employment growth over the planning period.

3. Employment Growth and Site Needs

Statewide Planning Goal 9 requires cities to estimate how much land is needed for commercial and industrial development over a 20-year period. In Wilsonville, that means identifying how much employment growth is expected by 2046 and what kinds of businesses are likely to locate here. This chapter presents an employment forecast and analysis of potential growth industries that build from recent economic trends.

Forecast of Employment Growth and Land Demand

Demand for industrial and commercial land in Wilsonville will be shaped by the expansion and relocation of existing businesses as well as the establishment of new ones. The employment projections in this section build on Wilsonville's current employment base and assume that future growth will align with the Oregon Employment Department's (OED) regional forecasts for the 2026–2046 period.

The employment forecast does not account for a major shift in employment that could occur if one or more large employers were to locate in Wilsonville during the planning period. Such a change would exceed the growth anticipated in the City's employment forecast and the associated land needs. This would be true not only for employment uses but also for housing, parks, and other community needs. While major economic events, such as the successful recruitment of a very larger employer, are difficult to incorporate into an Economic Opportunities Analysis, their implications are relatively predictable: increased demand for land (of all types) and for public services.

ECOnorthwest's approach to projecting demand for industrial and commercial land includes four steps:

1. **Establish base employment** – Begin with the estimate of covered employment in Wilsonville, as shown in **Exhibit 7.** Since covered employment does not include all workers, this number is adjusted to reflect total employment in the City.
2. **Project total employment** – Consider forecasts and other factors that may influence employment growth in Wilsonville over the 20-year planning horizon.
3. **Allocate employment** – Assign projected employment to various land use categories.

4. **Estimate land demand** – Calculate employment land demand based on projected growth and assumptions about future employment densities.

This methodology follows administrative rule requirements and incorporates input the Technical Advisory Committee (TAC) that guided this project.

Employment Base for Projection

To estimate future employment land needs, ECOnorthwest first developed a baseline of current employment in Wilsonville. This baseline provides the foundation for forecasting job growth and associated land needs through 2046.

ECOnorthwest began with covered employment[35] data from the Oregon Employment Department's confidential Quarterly Census of Employment and Wages (QCEW), which includes most wage and salary employment. According to this data, Wilsonville had approximately 22,778 covered employees in 2023 (see Exhibit 6 and Exhibit 24). This is the best and most currently available data for Wilsonville and reflects changes in employment post-COVID.

However, covered employment does not account for all workers in the economy, notably excluding sole proprietors. An analysis of the data shows that *covered* employment reported by the Oregon Employment Department for Clackamas County represents only about 68% of *total* employment reported by the U.S. Bureau of Economic Analysis. This ratio was evaluated for each employment sector in Clackamas County, and the resulting figures were used to estimate the number of noncovered employees.

Based on this methodology, ECOnorthwest estimates that Wilsonville had approximately **32,332 total jobs** in 2023 **(Exhibit 24).** This estimate serves as the starting point for evaluating future employment growth and land needs.

[35] Covered employment includes employment covered by unemployment insurance.

Exhibit 24. Estimated Total Employment by Sector, Wilsonville City Limits and UGB Area*, 2023

Sector	Covered Employment	Estimated Total Employment	Covered % of Total
Agriculture, Forestry, Fishing, and Hunting	17	30	56%
Construction	3,010	3,917	77%
Manufacturing	3,719	4,043	92%
Wholesale Trade	3,318	3,977	83%
Retail Trade	2,125	2,834	75%
Transportation, Warehousing, and Utilities	864	1,965	44%
Information	78	118	66%
Finance and Insurance	172	438	39%
Real Estate and Rental and Leasing	233	1,748	13%
Professional, Scientific, and Technical Services	2,330	4,325	54%
Management of Companies and Enterprises	474	563	84%
Administrative, Support, Waste Management an	2,023	2,763	73%
Private Education	102	196	52%
Health Care and Social Assistance	989	1,187	83%
Arts, Entertainment, and Recreation	188	441	43%
Accommodation and Food Services	1,352	1,503	90%
Other Services and Public Administration	483	902	54%
Government	1,301	1,381	94%
Total	**22,778**	**32,332**	**70%**

Source: 2023 covered employment from confidential Quarterly Census of Employment and Wage (QCEW) provided by the Oregon Employment Department. ECOnorthwest estimate for total employment.
*See Exhibit 37 for a map of the planning area.

Employment Projection

The employment forecast covers the 2026 to 2046 period, requiring an estimate of total employment for Wilsonville in 2026. The base employment starts with the estimate of 32,332 total jobs in Wilsonville in 2023, shown in **Exhibit 24.**

Wilsonville does not have an existing employment forecast, and there is no required method for employment forecasting. OAR 660-024-0040(9)(a) sets out some optional "safe harbors" that allow a City to determine employment land need.

Exhibit 25 presents four employment growth rate scenarios:

- Metro Urban Growth Report regional growth rate: 0.42% annual employment growth.
- Oregon Employment Department's (OED) regional growth rate: 0.85% annual employment growth.
- Wilsonville's historic employment growth rate (2007-2023): 0.86% annual employment growth.
- Wilsonville's Housing Needs and Capacity Analysis projected household growth rate (2024-2044): 1.2% annual growth.

The OED regional growth rate (0.85%) is the safe harbor option identified in OAR 660-024-0040(9)(a)(A).

Exhibit 25. Forecast Rate Options for Employment Growth in Wilsonville, 2026-2046

Year	Jobs grow at the rate of... Urban Growth Report (0.42%)	OED Regional Employment Growth (0.85%)	Historic Employment Growth in Wilsonville (2007-23) (0.86%)	HNCA Household Growth Rate (1.20%)
2026	32,741	33,165	33,168	33,509
2046	35,607	39,297	39,326	42,537
Change 2026 to 2046				
Employees	2,866	6,132	6,158	9,028
Percent	9%	18%	19%	27%
Growth Rate	0.42%	0.85%	0.86%	1.20%

Source: ECOnorthwest

The City selected a forecast based on the regional employment growth rate of 0.85% average annual growth, consistent with the safe harbor in OAR 660-024-0040(9)(a). This safe harbor allows the City to assume that the current number of jobs in Wilsonville will grow at the same rate as the regional employment growth rate from the most recent Oregon Employment Department forecast.[36]

Exhibit 26 shows projected employment growth in Wilsonville from 2026 to 2046, assuming an average annual growth rate of 0.85%. By 2046, Wilsonville is expected to have 39,297 employees which is an increase of 6,132 employees, or 18%, over the 20-year period.

This forecast assumes employment growth is also consistent with Wilsonville's historical rate. It is faster than the regional growth rate in Metro's Urban Growth Report but slower than the City's projected household growth rate. The projection represents a modest and realistic pace of expansion that aligns with statewide and national trends of slower employment growth. It also reflects Wilsonville's role as a regional employment center that may grow faster than the broader Portland region because of its concentration of industrial land.

In the near term, growth over the next five to ten years is expected to occur more gradually as much of Wilsonville's industrial land is not yet development-ready and will require additional infrastructure investment. Commercial growth will depend on redevelopment opportunities in Town Center and the reuse of large vacant commercial properties such as the former Albertsons and Regal Cinema sites. It may also depend on future policy changes that allow underutilized industrial land to support a broader mix of commercial uses.

Exhibit 26. Employment Growth in Wilsonville, 2026-2046

Year	Total Employment
2026	33,165
2046	39,297
Change 2025 to 2045	
Employees	6,132
Percent	18%
Growth Rate	0.85%

Source: ECOnorthwest

[36] During the EOA process, ECOnorthwest used the OED forecast rates for the 2023-2033 period.

Allocate Employment to Different Land Use Types

The next step in forecasting employment is to allocate future employment to broad categories of land use. Firms wanting to expand or locate in Wilsonville will look for a variety of site characteristics, depending on the industry and circumstances. ECOnorthwest grouped employment into four broad categories of land use based on the North American Industrial Classification System (NAICS): industrial, retail commercial, office and commercial services, and government.[37]

Exhibit 27 shows the expected share of employment by land use type in 2026 and the forecast of employment growth by land use type in 2046 in Wilsonville. The results assume that the share of employment in each category will remain the same.

Exhibit 27. Forecast of Employment Growth by Land Use Type, Wilsonville UGB, 2026–2046

Land Use Type	2026		2046		Change
	Employment	% of Total	Employment	% of Total	2026 to 2046
Industrial	14,292	43%	16,934	43%	2,642
Retail Commercial	2,907	9%	3,445	9%	538
Office & Commercial Services	14,549	44%	17,239	44%	2,690
Government	1,417	4%	1,679	4%	262
Total	**33,165**	**100%**	**39,297**	**100%**	**6,132**

Source: ECOnorthwest
Note: The shaded percentages denote an assumption about the future share of employment (as a percent of total) by land use type.

Estimate of Demand for Commercial and Industrial Land

This section shows demand for vacant (including partially vacant) land in Wilsonville over the 20-year period. The assumptions used in this analysis are:

- **Employment density**. Employment density, measured as employees per net acre, reflects the ratio of the number of employees to the amount of developed employment land.

  Based on an empirical evaluation of commercial and industrial zones in the City that are at or near buildout, this study assumes an average of 8.9 employees per acre for industrial land and 33.1 employees per acre for commercial land **(Exhibit 28).** Actual densities vary by specific use; for

[37] Industrial employment includes construction and agriculture; manufacturing; transportation and warehousing; and wholesale trade. Retail commercial is retail trade. Office and commercial includes information; finance and insurance; real estate; professional services; management of companies; administrative support and waste management; educational services; healthcare and social assistance; recreation; accommodation and food services; and other services. Government includes all employment at federal, state, local, and other governmental agencies.

example, a two-story commercial building may have a higher density, while a convenience store with a large parking lot may have a lower density. Using an average helps account for these variations.

- **Conversion from net to gross acres**. Employment density data is expressed in *net* acres, which exclude land for public rights-of-way. Future employment land needs should include both the land within tax lots for employment use and the land required for public rights-of-way. One way to estimate this total is to convert *net* acres to *gross* acres based on assumptions about the share of land dedicated to rights-of-way. [38] This conversion is expressed as the percentage of gross acres occupied by rights-of-way.

  Based on an empirical evaluation of Wilsonville's existing net-to-gross ratios in areas designated for and developed with industrial and commercial uses, ECOnorthwest applied a net-to-gross conversion factor of 8% for industrial land and 13% for commercial land.

Using these assumptions, the forecasted growth of 6,132 new employees will result in the following demand for vacant (and partially vacant) employment land: 321 gross acres of industrial land and 110 gross acres of commercial land.[39]

Exhibit 28. Demand for Vacant Land to Accommodate Employment Growth, Wilsonville, 2026–2046

Land Use Type	New Employment	Employees per Net Acre	Land Demand (Net Acres)	Land Demand (Gross Acres)
Industrial	2,642	8.9	297	321
Commercial and Retail	3,228	33.1	97.5	110
Total	**5,870**	**-**	**395**	**431**

Source: ECOnorthwest

[38] OAR 660-024-0010(6) uses the following definition of net buildable acre. "Net Buildable Acre" consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads. While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

[39] Government employment is not included when discussing employment land demand since growth in government employment does not result directly in need for more land for public uses. For instance, schools require land based on expected growth of students in the school district or replacement of existing schools, rather than as a result of growth in government employment. Local or regional governments may grow and continue to occupy existing built space or may need land based on factors other than employment growth. In addition, government employment locates in a range of zones, including commercial, residential, public, and other zones.

Target Industries

Wilsonville's economy benefits from several advantages that help attract and support a diverse mix of industries. The City's location along I-5 at the southern edge of the Portland metro area provides easy access to the broader region, Oregon's Mid-Valley, and national and international markets through nearby highway, rail, port, and air connections. Employers can draw from a large and skilled labor force across both regions, offering a strong pool of educated workers.

Wilsonville also has vacant industrial land, including potentially large sites (if aggregated) in Basalt Creek and Coffee Creek that are recognized regionally as key areas for future employment growth. These assets, combined with the City's high quality of life, well-planned neighborhoods, parks, and community amenities, help attract and retain businesses and workers.

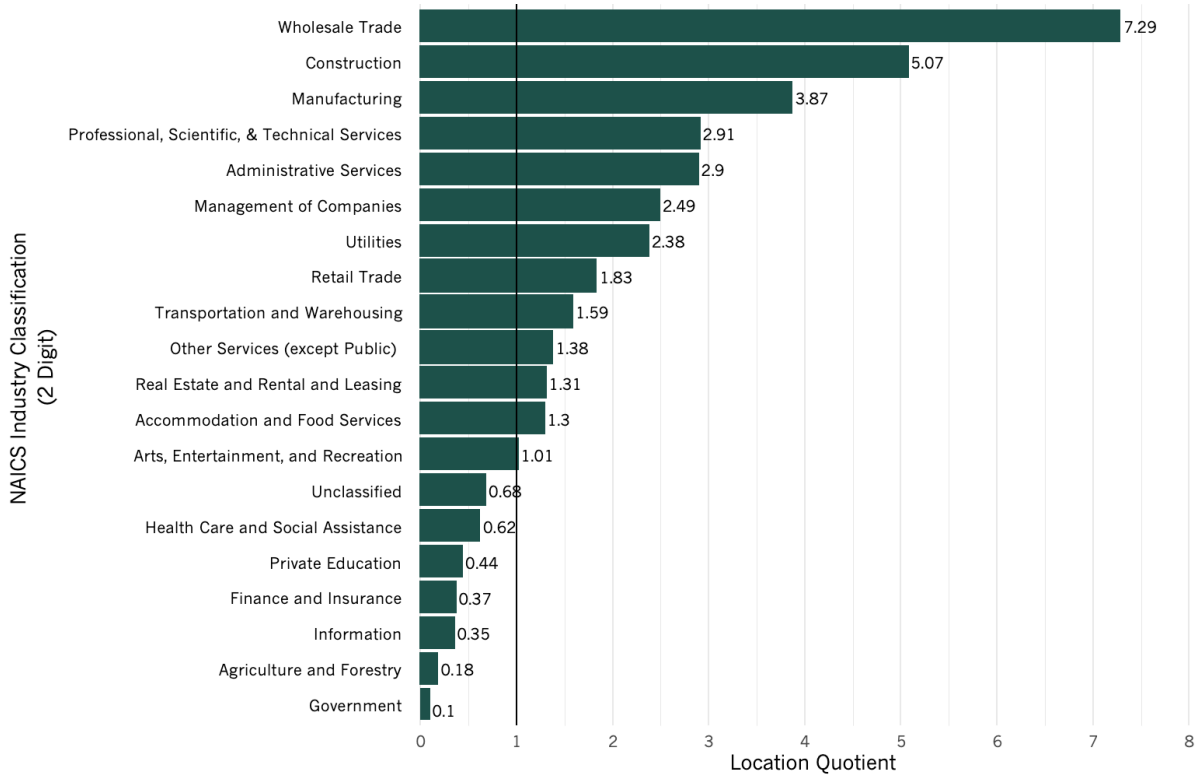
Together, these advantages have shaped an employment base with strong concentrations in wholesale trade (LQ 7.29), construction (LQ 5.07), and manufacturing (LQ 3.87), which are industries that provide higher-than-average wages.[40] For example, an LQ of 7.29 indicates that wholesale trade employment in Wilsonville is more than seven times higher than the national average. The City also shows notable specialization in professional services, administrative services, and management services, each with an LQ greater than 2.0.

By contrast, sectors such as healthcare and social assistance (LQ 0.62), educational services (LQ 0.44), finance and insurance (LQ 0.37), and information (LQ 0.35) have much lower concentrations, indicating these sectors are underrepresented in Wilsonville compared to the national average.

Exhibit 29 shows employment concentration by broad industry (2-digit NAICS) in Wilsonville compared with the United States in 2023. **Exhibit 30** provides additional detail at the 3-digit NAICS level, highlighting industries with above-average wages (light green), strong employment levels, and high location quotients that signal competitive advantage. Specialized industries in manufacturing, wholesale trade, and construction stand out as core drivers of the City's economy.

[40] A location quotient (LQ) of 1.0 indicates that the industry's share of local employment matches the U.S. average. Industries with higher concentration have more employment in Wilsonville than the national average, indicating a strength in employment in that industry. Typically, a LQ of 1.25 or greater indicates a specialization within that industry.

Exhibit 29. Employment Concentration by Industry, Wilsonville Compared to the U.S., 2023



Source: Oregon Employment Department and U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2023

Exhibit 30. Concentration of Industries and Employment, Wilsonville, 2023

	High Employment (250 employees or more)	Low Employment (at least 50 employees)
▪ High Location Quotient	▪ Computer and Electronic Product Manufacturing ▪ Nonmetallic Mineral Product Manufacturing ▪ Merchant Wholesalers, Nondurable Goods ▪ Electrical Equipment, Appliance, and Component Manufacturing ▪ Machinery Manufacturing ▪ Specialty Trade Contractors ▪ Heavy and Civil Engineering Construction ▪ Motor Vehicle and Parts Dealers ▪ Merchant Wholesalers, Durable Goods ▪ Fabricated Metal Product Manufacturing ▪ Construction of Buildings ▪ Truck Transportation ▪ General Merchandise Retailers ▪ Profession, Scientific, and Technical Services ▪ Administrative and Support Services ▪ Management of Companies and Enterprises ▪ Nursing and Residential Care Facilities ▪ Accommodation	▪ Wholesale Trade Agents and Brokers ▪ Waste Management and Remediation Services ▪ Transit and Ground Passenger Transportation ▪ Plastics and Rubber Products Manufacturing ▪ Utilities ▪ Paper Manufacturing ▪ Rental and Leasing Services ▪ Religious, Grantmaking, Civic, Professional, and Similar Organizations ▪ Miscellaneous Manufacturing ▪ Support Activities for Transportation ▪ Amusement, Gambling, and Recreation Industries ▪ Repair and Maintenance ▪ Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers
Low Location Quotient	▪ Food Services and Drinking Places ▪ Ambulatory Health Care Services	▪ Warehousing and Storage ▪ Food Manufacturing ▪ Real Estate ▪ Health and Personal Care Retailers ▪ Personal and Laundry Services ▪ Food and Beverage Retailers ▪ Gasoline Stations and Fuel =Dealers ▪ Credit Intermediation and Related Activities ▪ Educational Services ▪ Social Assistance

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.
Note: Green highlighting indicates higher than Wilsonville's average wage.

Potential Growth Industries

An analysis of potential growth industries in Wilsonville considers two core questions: (1) *Which industries are most likely to be attracted to Wilsonville?* and (2) *Which industries best support Wilsonville's economic development goals?* The selection of growth industries is informed by the City's economic development objectives, current economic conditions in Wilsonville and the broader Portland Metro region, and Wilsonville's competitive position.

The industries identified as having potential for growth in Wilsonville are:

- **Manufacturing.** Manufacturing is a cornerstone of Wilsonville's economy, accounting for roughly **16% of total covered employment in 2023**, with average annual wages well above the citywide average. The City's location along I-5, access to a skilled regional workforce, and proximity to existing industrial areas create advantages for manufacturers seeking efficient supply chain and distribution connections. Existing manufacturing industries with strong concentrations and high levels of employment include:
  - Computer and electronic products manufacturing
  - Nonmetallic mineral products manufacturing
  - Electrical equipment and components manufacturing
  - Machinery manufacturing
  - Fabricated metal product manufacturing

  Demand for manufacturing is expected to remain strong over the next two decades, driven by national and regional trends such as reshoring of production, growth in advanced manufacturing technologies, and public and private investments in sectors like semiconductors and clean technology. Rising transportation costs, the desire for supply chain resilience, Wilsonville's location at the southern part of the Portland region, Wilsonville's supply of industrial land, and Oregon's skilled labor pool further position Wilsonville to capture a share of this growth.

  The ability to sustain and grow this sector will depend on the City's capacity to assemble large, contiguous parcels and to provide the necessary infrastructure, particularly transportation, water, wastewater, and power, to support high-intensity manufacturing operations. Phase 1 of the Wilsonville Industrial Land Readiness project identified specific growth opportunities in semiconductor supply chain industries, clean technology (cleantech) such as renewable energy and sustainable manufacturing solutions, and other advanced manufacturing niches. These industries align with national and

regional investment trends and can build on Wilsonville's existing industrial base to deliver high-wage, traded-sector jobs.

- **Wholesale Trade.** Wilsonville has an established concentration of wholesale trade businesses, including both durable and nondurable goods. These firms benefit from the City's location along I-5 and its central position between the Portland metro and Mid-Valley regions, allowing efficient service to multiple markets. Wholesale trade in Wilsonville is closely tied to the City's manufacturing base, supplying inputs and moving finished products to market. While population growth in the region may be more limited in the future, demand for wholesale activity is expected to remain stable, supported by business-to-business transactions and regional supply chain needs. Continued success in this sector will depend on the availability of sites that can accommodate operational needs while managing the challenges of congestion on I-5, which affects the efficiency of freight movement.
- **Professional, Scientific, and Technical Services.** Although the office market is adjusting to hybrid work trends, there is ongoing demand for specialized professional and technical services, particularly those that support the City's industrial and traded-sector base. This category encompasses a wide range of activities, including professional consulting, engineering, scientific research, testing, and advanced technology services. In Wilsonville, it includes both traditional office-based firms and innovation-oriented businesses such as life sciences and R&D operations that often locate near industrial clusters. Future growth is most likely in flexible, smaller-scale office or lab-flex spaces located near industrial areas or in mixed-use environments such as Town Center.
- **Local Services and Retail.** As Wilsonville's population and employment base grow, demand will increase for a variety of resident-serving businesses. These include retail stores, restaurants, medical and dental offices, childcare providers, personal services, and other neighborhood-oriented establishments. Such services contribute to quality of life, provide everyday convenience, and support the City's attractiveness as a place to live and work.

  Services for residents also present opportunities for entrepreneurship and small business development. The City has expressed particular interest in attracting small-scale, distinctive retailers and restaurants that can help differentiate Wilsonville's commercial areas, especially in Town Center, from those in surrounding communities. While many of these businesses are locally serving and offer lower average wages than traded-sector industries, they play a vital role in meeting community needs and fostering a vibrant local economy.

Site Needs for Potential Growth Industries

OAR 660-009-0015(2) requires the EOA to "identify the number of sites by type reasonably expected to be needed to accommodate the expected [20-year] employment growth based on the site characteristics typical of expected uses." The Goal 9 rule does not specify how jurisdictions conduct and organize this analysis.

OAR 660-009-0015(2) does state that "industrial or other employment uses with compatible site characteristics may be grouped together into common site categories." The rule suggests, but does not require, that the City "examine existing firms in the planning area to identify the types of sites that may be needed." For example, site types can be described by (1) plan designation (e.g., heavy or light industrial), (2) general size categories that are defined locally (e.g., small, medium, or large sites), or (3) industry or use (e.g., manufacturing sites or distribution sites). For purposes of the EOA, Wilsonville groups its future employment uses into categories based on their need for land with a particular plan designation (i.e., industrial or commercial) and by their need for sites of a particular size.

The potential growth industries described in the prior section are a mixture of business sizes, which will require a mixture of site sizes. **Exhibit 31** shows the typical site needs for industrial businesses in Oregon.

Exhibit 31. Industrial Development Competitiveness Matrix, Business Oregon

INDUSTRY SECTOR	SITE SIZE (ACRES)	SITE TOPOGRAPHY (SLOPE)	TRIP GENERATION (ADT/ACRE)	SITE ACCESS (MAX DISTANCE IN MILES TO INTERSTATE OR MAJOR ARTERIAL)	RAILROAD OR PORT ACCESS	ELECTRICITY REQUIREMENTS
Clean-Tech Manufacturing	5-100+	0-5%	40 to 80	w/in 10	Preferred	4-6 MW
Heavy Industrial/Manufacturing	10-100+	0-5%	40 to 60	w/in 10	Preferred	2 MW
Food Processing	5-25+	0-5%	50 to 65	w/in 30	Preferred	2-6 MW
Advanced Manufacturing & Assembly	5-25+	0-7%	30 to 60	w/in 15	Not Required	1-2 MW
General Manufacturing	5-15+	0-5%	30 to 50	w/in 20	Preferred	0.5 MW
Business Park and R&D Campus	20-100+	0-7%	60 to 150	N/A	Preferred	0.5-1.5 MW
Business Admin Services	5-15+	0-12%	170 to 180	N/A	Not Required	0.5 MW
Regional Warehouse/Distribution	20-100+	0-5%	20 to 80	w/in 5 (only interstate or equivalent)	Preferred	1 MW
Local Warehouse / Distribution	10-25+	0-5%	20 to 80	w/in 5 (only interstate or equivalent)	Preferred	1 MW
UAV Manufacturing/Research	10-25+	0-7%	30 to 50	N/A	Not Required	0.5 MW
Data Center	10-50+	0-7%	20 to 30	w/in 30	Avoid / Not Required	5-100 MW
Rural Industrial	10-50+	0-5%	30 to 50	w/in 60	Preferred	1 MW

Source: Business Oregon, Infrastructure Finance Authority, "Industrial Development Competitiveness Matrix." Note: Items identified as "preferred" are those that increase the feasibility of the subject property and its future reuse. Items identified as "required" are factors seen as mandatory in many cases and have become industry standards.

Potential growth industries in Wilsonville will require a variety of building and site types depending on their operational needs, ranging from existing multi-tenant industrial space to large, development-ready sites for single users or business parks. Manufacturing and other industrial businesses likely to locate in Wilsonville will have diverse space needs, ranging from:

- **Existing industrial and flex space.** Most of the demand is for space in existing industrial or flex buildings that can accommodate immediate occupancy. These spaces typically serve small and mid-sized businesses, such as suppliers, logistics firms, manufacturers, and service providers, that benefit from shared facilities, lower upfront costs, and proximity to arterial corridors and other industrial users.
- **Small-scale development sites (1 to 5 acres).** Small-scale sites are typically occupied by contractors, specialized manufacturers, and service-oriented businesses that want ownership of their building and yard space. Development is usually owner-driven or by small developers constructing single buildings. These projects often feature limited office space with outdoor storage or yard areas and need convenient access to major roads and utilities.
- **Mid-sized development sites (5 to 25 acres).** Mid-sized sites accommodate larger industrial users or single-tenant buildings developed for manufacturing, assembly, or distribution. These sites can also support smaller industrial parks with multiple buildings and tenants. These sites generally require strong highway access and high-capacity infrastructure such as water, wastewater, and power to support a range of business operations.
- **Large industrial or manufacturing sites (25 acres or more).** Large-scale users, including manufacturers, logistics centers, or industrial business park and research campuses, require sites of 25 acres or more that are fully serviced and have direct access to the regional transportation network. These properties are typically developed as single-user, build-to-suit projects or as master-planned business parks designed to accommodate multiple large users. They require substantial infrastructure capacity and strong highway access. Given infrastructure and land-readiness constraints, these sites are limited in Wilsonville and throughout the region.

Commercial development in Wilsonville includes a broad mix of uses such as retail stores, restaurants, entertainment venues, offices, personal and professional services, and hospitality establishments. These businesses depend on locations with convenient access to customers, nearby neighborhoods, and other businesses. Much of Wilsonville's opportunity for new commercial development lies in the redevelopment and reuse of existing commercial properties.

- **Space in existing buildings (multi-tenant and standalone).** Many retail, restaurant, office, and service-oriented businesses prefer space in existing shopping centers, mixed-use developments, or other multi-tenant buildings. Some users, such as grocery stores, fitness centers, offices, and larger restaurants, occupy standalone buildings developed on individual sites or as part of larger centers.
- **Land for custom development (1 to 5 acres).** A smaller number of businesses, including hotels, larger retailers, larger restaurants, medical or professional offices, and auto-related services, require land for a purpose-built facility. These users typically seek one- to five-acre sites in areas with strong transportation access and available infrastructure to support higher customer traffic.

4. Buildable Lands Inventory

The **Buildable Lands Inventory (BLI)** identifies commercial and industrial lands available for employment-related development within the Wilsonville area. This area includes the City limits and Wilsonville's City limits and Wilsonville's portion of the Metro UGB.[41]

The inventory is sometimes characterized as the *supply* of land available to support future employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This section summarizes the results of the commercial and industrial buildable lands inventory for the Wilsonville City limits and UGB area. The analysis, conducted by ECOnorthwest, is based on GIS data from the City of Wilsonville, Metro, and the State of Oregon. City staff reviewed the findings.

The BLI process includes the following steps:

1. Generate Study Area "land base"
2. Classify lands by buildable area status
3. Identify constraints
4. Verify the inventory results
5. Tabulate and map results

The remainder of this section presents the results of the BLI in both tabular and map formats. Appendix A provides a detailed explanation of the inventory methodology.

[41] This area includes the Wilsonville portion of the Basalt Creek Planning Area in the northwest quadrant of the City.

Land Base

The land base for the BLI includes all tax lots within the Wilsonville City limits and UGB area that fall under comprehensive plan designations that allow for employment. **Exhibit 32** provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within Wilsonville.

Exhibit 32. Employment Land Base by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Commercial	297	32%	224	8%
Industrial	526	56%	1,819	63%
Town Center	57	6%	136	5%
Public	33	4%	480	17%
Undesignated	24	3%	216	8%
Total	**937**	**100%**	**2,876**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Note: The number of tax lots represented is greater than the actual total number of tax lots in the analysis because several tax lots have multiple plan designations on the tax lot.

Buildable Area Status

Exhibit 33 summarizes the total acres of commercial and industrial tax lots, classified by buildable area status. ECOnorthwest used a rule-based classification (described in Appendix B) to determine the initial development status. These classifications were then confirmed through a series of reviews by ECOnorthwest and City staff, based on local knowledge and review of aerial maps.

Exhibit 33. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Acres	Developed Acres	Constrained Acres	Buildable Acres
Commercial	224	194	25	4
Industrial	1,819	1,005	506	308
Town Center	136	125	2	9
Public	480	336	144	0.1
Undesignated	216	67	104	45
Total	**2,876**	**1,729**	**782**	**366**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Development Constraints

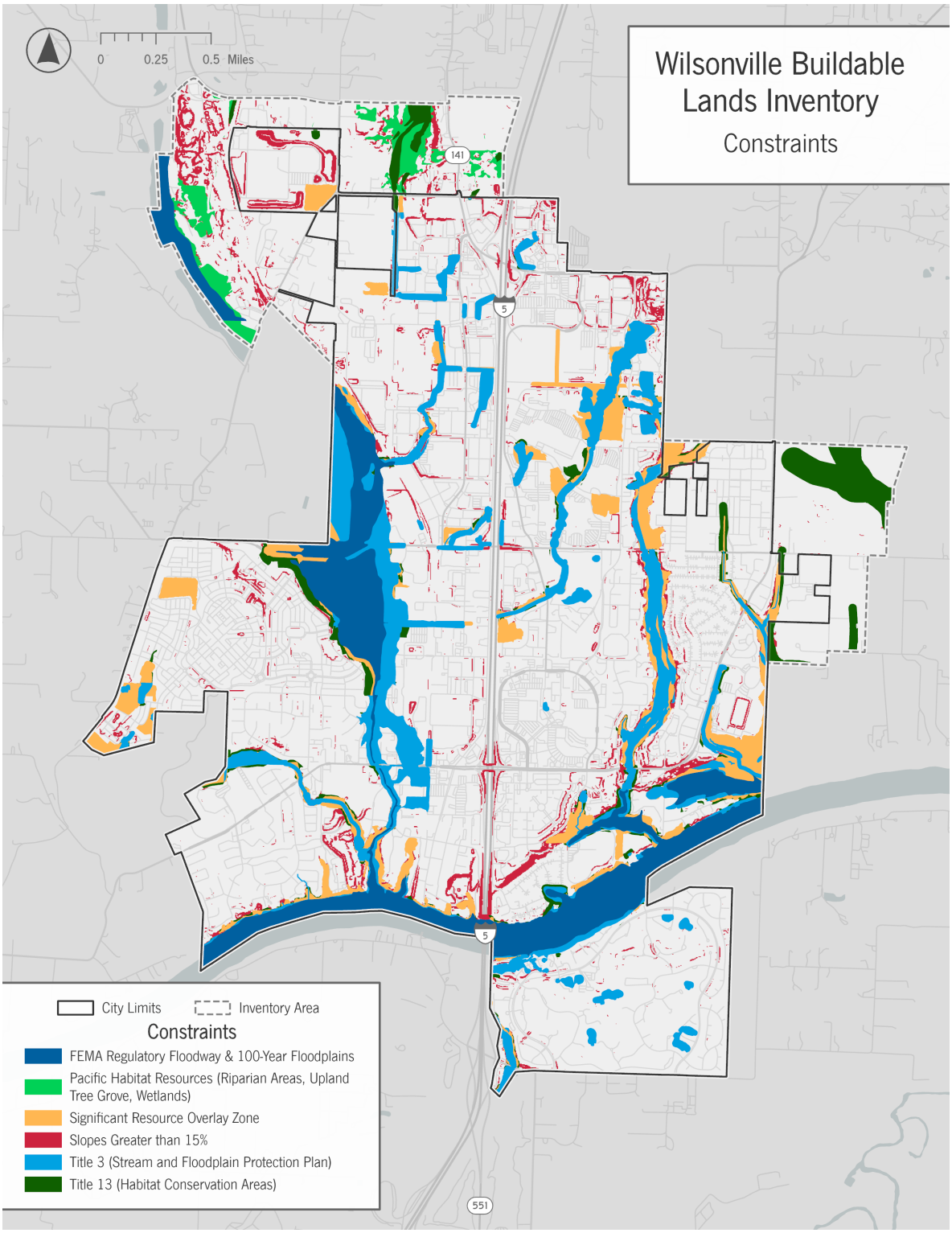
The BLI identifies the following conditions as constraints that prohibit development. These constraints are shown in Figure 1:

- FEMA 100-Year Floodplains and Regulatory Floodway
- High or very high landslide susceptibility
- Slopes greater than 15%
- Title 3 (Stream and Floodplain Protection Plan)
- Title 13 (Habitat Conservation Areas)
- Significant Resource Overlay Zone (SROZ)
- Natural Resource Areas (riparian areas, upload tree groves, or wetlands) identified by Pacific Habitat Services in the Basalt Creek area

Figure 2 shows buildable area status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

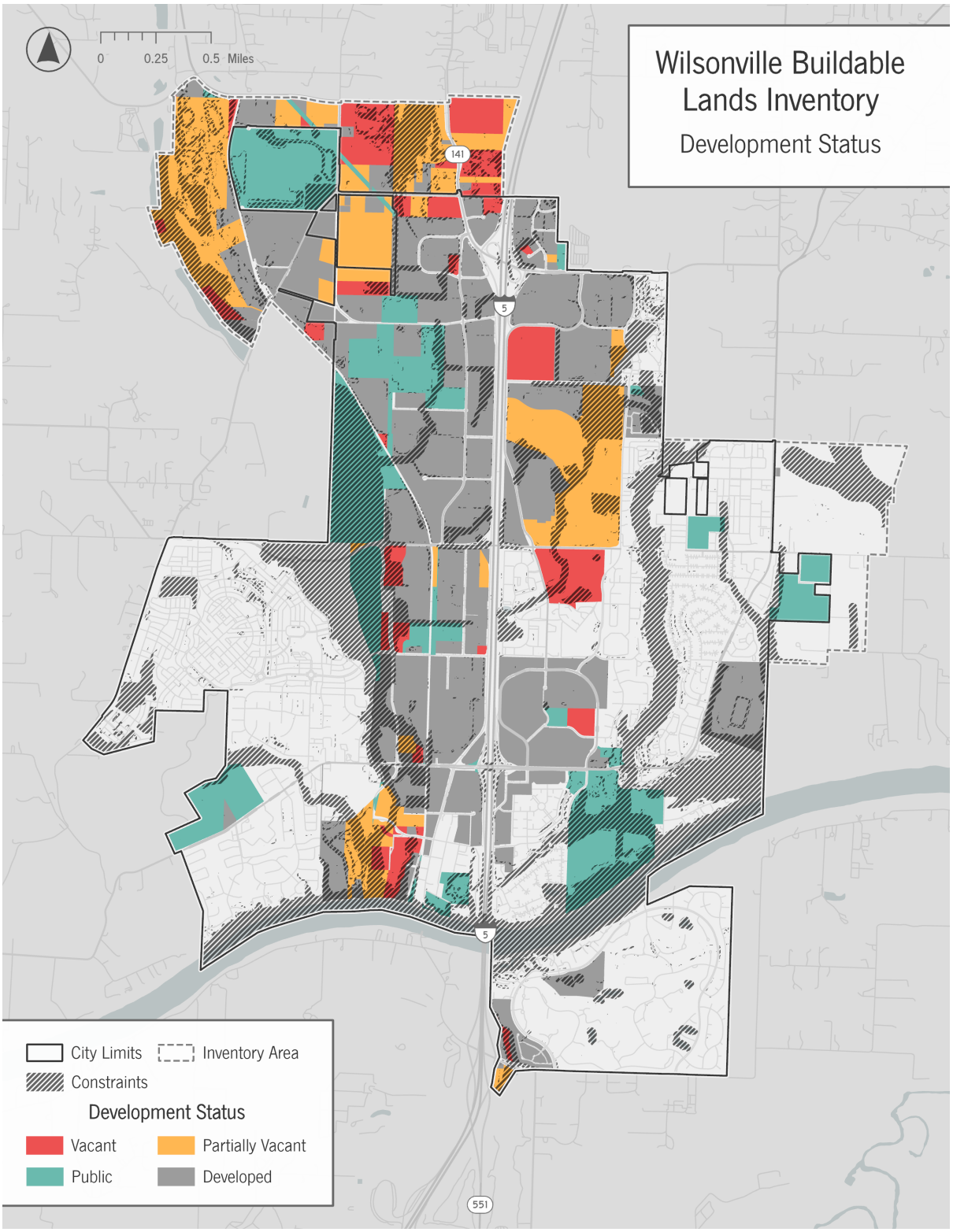
It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development. However, the buildable lands inventory database accounts for these distinctions.

Exhibit 34. Development Constraints, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro, Pacific Habitat Services, USGS

Exhibit 35. Buildable Area Status with Constraints, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the BLI involved removing portions of vacant and partially vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within wetlands, floodplains, steep slopes, etc.).

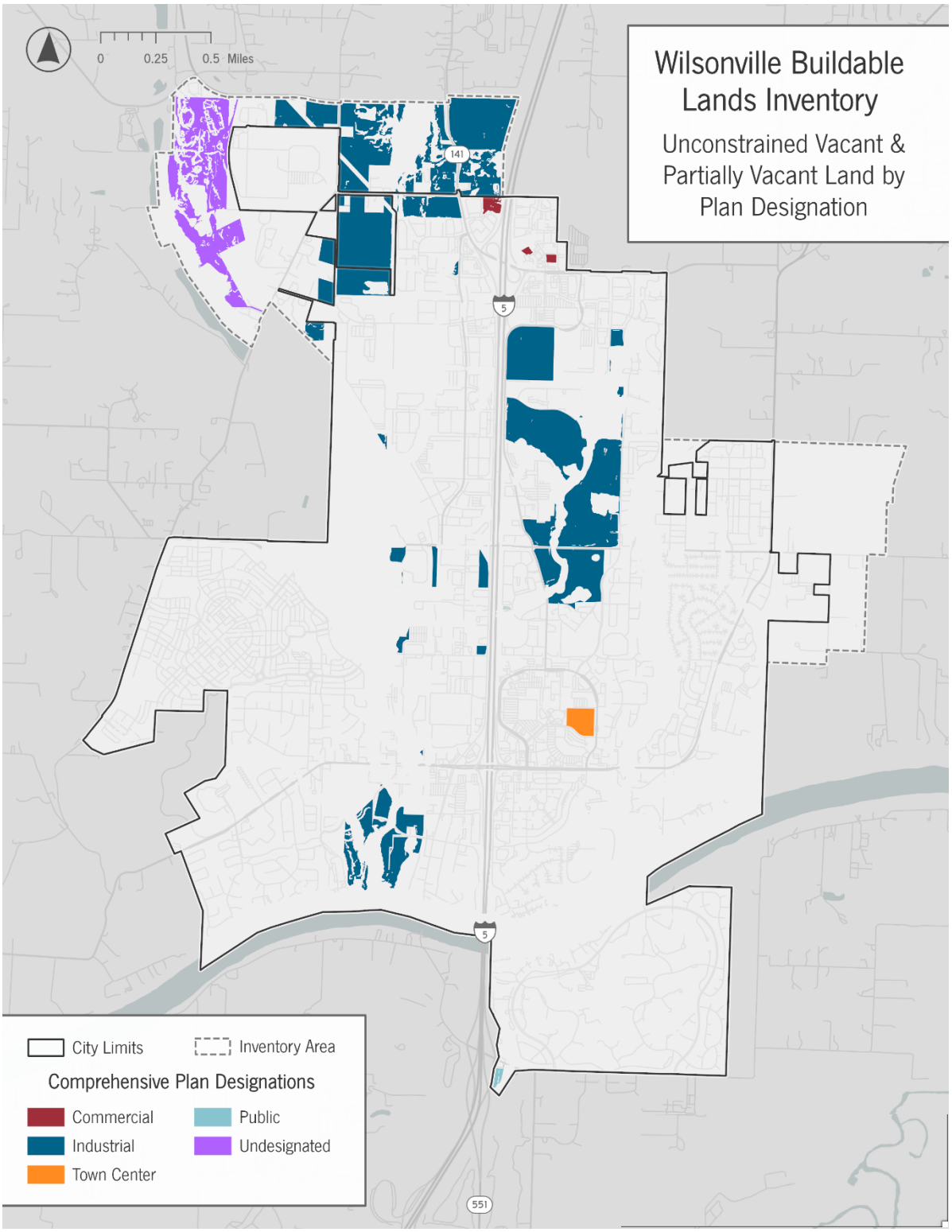
Exhibit 36 presents the total buildable acres by Comprehensive Plan designation after these constraints have been deducted. This includes both vacant and partially vacant lands in the Wilsonville City limits and UGB area. Figure 3 shows a map of the buildable commercial and industrial lands within the Wilsonville City limits and UGB area, also categorized by Comprehensive Plan designation. Overall, the Wilsonville City limits and UGB area contains 366 total buildable acres available for future development.

Exhibit 36. Buildable Acres in Vacant/Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Commercial	4	4	0.3
Industrial	308	178	130
Town Center	9	9	-
Undesignated	45	1	44
Total	**366**	**191**	**175**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 37. Buildable Employment Land by Plan Designation, Wilsonville City limits and UGB area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 38 shows the size of lots by plan designations for buildable employment land.

Exhibit 38. Acres of Land and Number of Tax Lots by Plan Designation, Buildable Acres, Wilsonville City limits and UGB area, 2025

Plan Designation	Buildable Sites Size						
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres	25 - 50 Acres
	Acres of Land by Plan Designation						
Commercial	0.3	1	-	3	-	-	-
Industrial	4	9	23	90	118	-	64
Town Center	-	-	2	-	7	-	-
Public	0.1	-	-	-	-	-	-
Undesignated	-	1	2	3	26	13	-
Acreage Total	**5**	**11**	**26**	**97**	**151**	**13**	**64**
	Number of Tax lots by Plan Designation						
Commercial	1	1	-	1	-	-	-
Industrial	16	12	15	28	16	-	2
Town Center	-	-	1	-	1	-	-
Public	1	-	-	-	-	-	-
Undesignated	-	2	1	1	3	1	-
Tax Lot Total	**18**	**15**	**17**	**30**	**20**	**1**	**2**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Short-term Land Supply

This section reviews Wilsonville's short-term supply of employment land within the context of state policy requirements.

Policy Context

The Goal 9 Administrative Rule (OAR 660-009) includes provisions that require certain cities to ensure an adequate short-term supply of industrial and other employment lands. OAR 660-009- 005(10) defines short term supply as follows:

> "...means suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for the short-term supply of land. Funding availability is not required. "Competitive Short-term Supply" means the short-term supply of land provides a range of site sizes and locations to accommodate the market needs of a variety of industrial and other employment uses." ∂

The Goal 9 rule also requires cities in a Metropolitan Planning Organization (MPO, which includes Wilsonville) to make a commitment to provide a competitive short-term

supply of land and establishes targets for the short-term supply of land. Specifically, OAR 660-009-0020(1)(b) states:

> "Cities and counties within a Metropolitan Planning Organization must adopt a policy stating that a competitive short-term supply of land as a community economic development objective for the industrial and other employment uses selected through the economic opportunities analysis pursuant to OAR 660-009-0015."

The rule goes on to clarify short-term land supply targets for cities in an MPO (OAR 660-009- 0025):

> (3) Short-Term Supply of Land. Plans for cities and counties within a Metropolitan Planning Organization or cities and counties that adopt policies relating to the short-term supply of land must designate suitable land to respond to economic development opportunities as they arise. Cities and counties may maintain the short-term supply of land according to the strategies adopted pursuant to OAR 660-009-0020(2).
>
> (a) Except as provided for in subsections (b) and (c), cities and counties subject to this section must provide at least 25% of the total land supply within the urban growth boundary designated for industrial and other employment uses as short-term supply.
>
> (b) Affected cities and counties that are unable to achieve the target in subsection (a) above may set an alternative target based on their economic opportunities analysis. ECONorthwest Chapter 2: Buildable Lands Inventory 2–21
>
> (c) A planning area with 10% or more of the total land supply enrolled in Oregon's industrial site certification program pursuant to ORS 284.565 satisfies the requirements of this section.

In summary, the rule requires Wilsonville to assess the short-term supply of employment land based on the criteria that land can be ready for construction within one year. The determination is based on "engineering feasibility."

Analysis of Short-term Supply of Land

City of Wilsonville staff used the results of the buildable lands inventory to identify commercial and industrial sites that meet the definition of short-term supply. Short-term land supply includes all sites within Coffee Creek and all lands located south of SW Day Road and/or within City limits.

In Basalt Creek, the area along and immediately south of SW Day Road represents the primary corridor for near-term development. These properties are considered part of the short-term supply because of their access to existing utilities and proximity to City limits. Sites in the northern portion of Basalt Creek were excluded due to utility constraints that may take longer to address, meaning development could extend beyond one year from the time a building permit is submitted. The West Railroad area of Basalt Creek is not considered short-term.

Overall, Wilsonville has 13 acres of commercial land (across 7 sites) and 200 acres of industrial land (across 59 sites) in the short-term supply. In comparison to all unconstrained vacant and partially vacant commercial and industrial land (from **Exhibit 36**) 100% of Wilsonville's commercial land (including Town Center) is in the short-term supply and 57% of industrial land (including land identified as undesignated) is in the short-term supply.

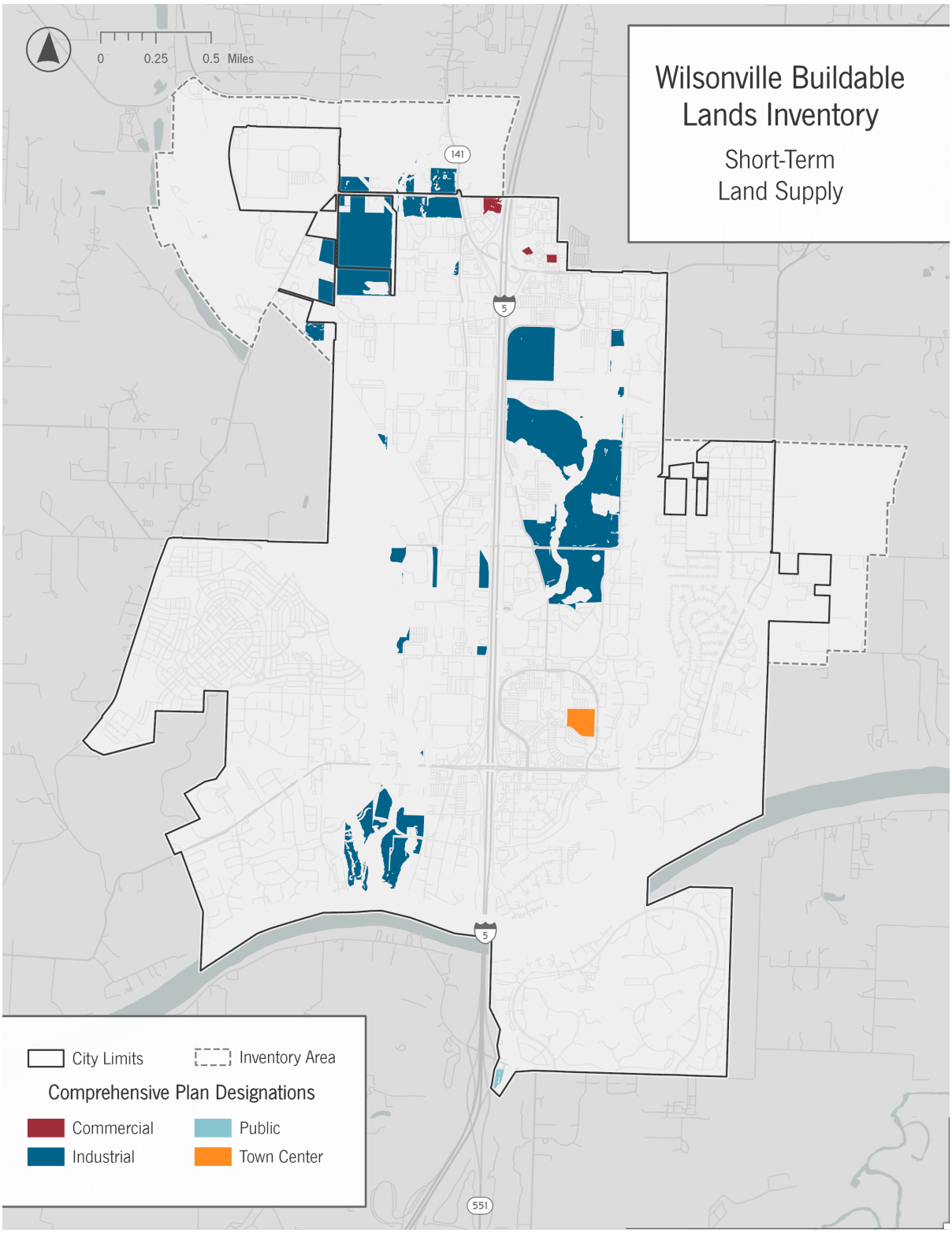
Exhibit 39 shows the short-term supply of employment land by plan designation. **Exhibit 40** shows a map of Wilsonville's short-term land supply.

Exhibit 39. Short-term Supply of Employment Land, Wilsonville City Limits and UGB Area, 2025

Plan Designation	Unconstrained Land		Short-Term Land Supply		
	Acres	Sites	Acres	Sites	Share of Unconstrained Acres
Commercial	**13**	**7**	**13**	**7**	**100%**
Commercial	4	5	4	5	100%
Town Center	9	2	9	2	100%
Industrial	**353**	**113**	**200**	**59**	**57%**
Industrial	308	98	200	59	65%
Undesignated	45	15	-	-	0%
Total	**366**	**120**	**213**	**66**	**58%**

Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 40. Short-term Supply of Employment Land, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

5. Land Sufficiency and Conclusions

This chapter presents conclusions about Wilsonville's employment land sufficiency for the 2026–2046 period, as well as recommendations for the City to consider for meeting its economic growth needs throughout the planning period.

Land Sufficiency

Exhibit 41 shows commercial and industrial land sufficiency within Wilsonville. It shows:

- **Vacant unconstrained land within Wilsonville's Planning Area**. This land is identified and discussed in detail in the Vacant Buildable Land section of this report. Using data from that section, **Exhibit 41** shows that Wilsonville has 353 gross acres of vacant industrial land and 13 gross acres of vacant commercial land available for development.
- **Demand for commercial and industrial land.** The Estimate of Demand for Commercial and Industrial Land section of this report describes the methodology used to identify demand. Based on assumptions described in that section, Wilsonville will need a total of 321 gross acres for industrial uses and 110 gross acres for commercial uses over the 2026-2046 period (**Exhibit 28**).
- **Land sufficiency.** When subtracting the demand for land from the supply of vacant unconstrained land, **Exhibit 41** shows that Wilsonville has:
  - A 32-acre surplus of industrial land, and
  - A 47-acre deficit of vacant unconstrained commercial land after accounting for near-term redevelopment and reuse opportunities.

  As described below, Wilsonville has several opportunities to increase the efficiency and intensity of development on existing commercial land, which will help meet the City's projected commercial land needs during the planning period.

Exhibit 41. Comparison of the Capacity of Unconstrained Vacant Land with Employment Land Demand by Land Use Type, Wilsonville, 2026-2046

Comprehensive Plan Designation	Land Supply (Gross Acres)	Land Demand (Gross Acres)	Redevelopment & Reuse Potential (Gross Acres)	Land Sufficiency (Gross Acres)
Industrial & Undesignated	353	321	N/A	32
Commercial & Town Center	13	110	50	(47)

Source: ECOnorthwest
Note: Redevelopment and reuse potential reflect known near-term opportunities in Town Center and reuse of large vacant sites such as the former Rite Aid, Albertsons, Regal Cinema, and Fry's Electronics properties. ECO did not model redevelopment of industrial sites, as the City has a surplus of industrial land within the planning period.

The target industries identified for Wilsonville include a mix of manufacturing, wholesale trade, and construction businesses, along with retail and commercial services that serve residents and employees (see *Potential Growth Industries*). Site needs for these industries range from space in existing buildings and redevelopment opportunities to large industrial sites of 25 acres or more for manufacturing and distribution (see *Site Needs for Potential Growth Industries*).

Exhibit 38 shows the following characteristics of Wilsonville's vacant, buildable employment land supply:

- **80 sites** smaller than 5 acres, including four in the commercial or Town Center designation and the remainder designated for industrial use
- **21 sites** ranging from 5 to 25 acres, with one in the Town Center designation and the rest industrial
- **2 industrial sites** between 25 and 50 acres, totaling 64 acres

Meeting future commercial land needs will depend primarily on redevelopment, particularly within Town Center. Based on this information and the analysis in **Exhibit 41**, Wilsonville has sufficient land to accommodate projected industrial growth but faces a limited supply of vacant commercial land. The City can address this gap through redevelopment, reuse of existing buildings, and targeted policy changes.

Town Center is a key redevelopment area, particularly for smaller, experience-based retail and food and beverage businesses. Several large vacant buildings, including the former Rite Aid, Albertsons, Regal Cinema, and Fry's Electronics, also offer opportunities for reuse to meet commercial needs. In addition, the City is evaluating whether certain industrial areas could support more commercial activity through zoning or policy adjustments.

Although Wilsonville has sufficient industrial land overall, much of it consists of small parcels under five acres. Assembling larger sites, either by the City or by the private sector will be important to meeting the needs of future industrial users and supporting long-term employment growth.

Conclusions

- **Wilsonville is forecasted to grow in both the commercial and industrial employment sectors.** Wilsonville is planning for growth of 6,132 new jobs in the City over the 2026 to 2046 period. About 2,642 of the jobs will be industrial, 2,690 of the jobs will be in office and commercial services, and 538 in retail. Growth of these jobs will result in demand for about 321 gross acres of industrial land and 110 gross acres of commercial land.
- **Wilsonville has a sufficient supply of industrial land to accommodate projected employment growth.** The City has approximately 353 acres of vacant, buildable industrial land compared with a forecasted demand of 321 acres, resulting in a small surplus of 32 acres.
- **Much of Wilsonville's industrial land is not development ready.** Most of the City's industrial supply is concentrated in the Coffee Creek and Basalt Creek planning areas. Coffee Creek benefits from an established Urban Renewal District that funds infrastructure improvements and enhances site readiness. In contrast, Basalt Creek faces similar challenges, including fragmented ownership, smaller parcel sizes, existing contractor establishments, and limited urban infrastructure such as water, sewer, and improved road access, but without the benefit of urban renewal. Wilsonville has about 80 vacant industrial sites that are smaller than five acres, totaling roughly 140 acres. Assembling larger, contiguous parcels and continuing infrastructure investment will be essential to unlocking Wilsonville's full industrial potential and supporting higher-intensity employment uses.
- **Wilsonville has limited vacant commercial land but strong redevelopment potential.** The City currently has about 13 acres of vacant, buildable commercial land compared to a forecasted need of 110 acres, creating a shortfall of about 97 acres. However, much of this future demand can be met through redevelopment and targeted policy adjustments. Town Center is the City's primary opportunity for new commercial and mixed-use growth, particularly for experience-based retail, food, and beverage businesses. Several large vacant buildings, including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, offer near-term opportunities for reuse or redevelopment. Together, these known sites account for about 50 acres of redevelopment potential. The City is also exploring whether certain industrial

areas could accommodate commercial uses through zoning or policy updates. These strategies will be important for maintaining a balanced employment land supply and supporting Wilsonville's long-term economic growth.

- **Wilsonville's average wages are higher than the regional average.** Wilsonville's average annual wage is approximately $78,235 compared with $76,066 for the Portland region. The City's employment base includes a concentration of higher-wage sectors such as manufacturing, wholesale trade, and construction. This distinguishes Wilsonville from nearby communities, where average wages tend to be lower. Potential growth industries in Wilsonville generally provide above-average wages, except for resident- and visitor-oriented services such as retail, food services, and accommodation.
- **Wilsonville's economic outlook is strong.** The City's opportune location along the I-5 corridor, access to regional labor markets, and industrial land supply provide a solid foundation for continued economic growth. Ongoing investment in site readiness, infrastructure, and redevelopment will be essential to maintaining Wilsonville's position as a leading employment center in the Portland metro region.

Recommendations

1. **Implement the Economic Development Strategy (EDS) as the City's primary action plan for responding to the EOA.** The EDS translates the EOA's findings into coordinated near-term and longer-term actions, including steps to improve industrial site readiness, address infrastructure constraints, and support commercial growth through redevelopment and reuse. Implementing the EDS will help the City prioritize investments and partnerships, track progress over time, and maintain a competitive short-term supply of market-ready employment land.

2. **Update the Comprehensive Plan to align with Goal 9 requirements for maintaining a competitive short-term supply of employment land.** OAR 660-009 requires jurisdictions to translate EOA findings into Comprehensive Plan policies and implementing measures (OAR 660-009-0020 and OAR 660-009-0025). The City is planning a broad update of the Comprehensive Plan in the future. Through that, the City should include a policy (required by Goal 9) to maintain a competitive short-term supply of employment land and adopt implementing measures to maintain and replenish that supply as it is developed.

EOA AND THE EDS: HOW THEY WORK TOGETHER

The EOA provides the required technical foundation for employment land planning, including employment forecasts, land demand, site needs, and an inventory of employment land supply and constraints. The companion EDS builds on the EOA by identifying implementation actions the City can pursue to address key issues such as industrial site readiness and the reliance on redevelopment to meet commercial needs. The EDS is presented in Appendix C.

Appendix A. National, State, and Local Economic Trends

The economic trends discussed in this appendix are based on long-term trends that are generally expected to continue on national, state, and regional scales.

National and State Trends

Economic development in Wilsonville over the next 20 years will occur in the context of long-run national and state trends. The most important of these trends are as follows:

- **Slower labor force growth will be offset by increased productivity gains.** According to the Oregon Office of Economic Analysis (OEA), long-term economic growth is shaped by two primary factors: the number of workers and their productivity. Oregon's labor force growth is slowing due to persistently low birth rates and ongoing shifts in migration trends—factors that have led to downward revisions in the state's population growth outlook. OEA anticipates that economic growth will be increasingly driven by gains in productivity as employers adapt to a tight labor market.

  - Employment is still expected to grow, but at a slower pace than previously forecast. Total nonfarm employment is projected to grow at an average annual rate of 0.6% through 2034, down from higher rates seen in prior decades. Productivity, meanwhile, is expected to rebound, supported by rising capital investment and the adoption of technologies like generative artificial intelligence (AI). These forces are expected to help businesses operate more efficiently and maintain economic momentum despite a slower-growing workforce.[42]

- **Manufacturing remains vital to Oregon's economy but faces near-term employment declines.** Manufacturing accounts for a slightly larger share of employment in Oregon compared to the national average, with 9.9% of jobs in the sector versus 8.4% nationally. [43] Over the long term, Oregon's manufacturing sector has experienced stronger growth than the nation. Since

[42] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[43] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.

reaching its lowest employment level in 2010, manufacturing employment in Oregon increased by 15% through 2023, compared to 13% nationally.[44]

Despite this long-term growth, recent trends have been less favorable. While most of the jobs lost during the pandemic were recovered, manufacturing employment in Oregon remains below 2019 levels and declined throughout much of 2023. Since January 2019, Oregon's manufacturing employment has decreased by 6%, while national manufacturing employment has increased by 1%.[45] Rising costs, particularly in housing and taxes, coupled with recent policy shifts, may be outweighing Oregon's traditional quality-of-life benefits for manufacturers. The lack of development-ready land is also frequently cited as a primary obstacle for manufacturers looking to expand in or relocate to Oregon, potentially driving businesses to other states.[46]

These recent setbacks are notable given the state's historical strength in manufacturing and stand in contrast to national trends, where the sector has been more resilient. Although federal investments like the CHIPS Act may offer long-term opportunities, their impacts have yet to materialize in job growth.[47] Overall, Oregon's manufacturing sector continues to reflect a broader statewide shift toward increased productivity and capital investment, rather than labor-driven expansion. It remains an essential part of the economy, but its contribution to short-term job growth is likely to be limited.[48]

- **Rising trade tensions increase risks to Oregon's export-dependent economy.** Oregon's economy is particularly sensitive to changes in national trade policy due to its high reliance on exports and manufacturing, which together account for a significant share of the state's GDP.[49] Core export sectors, including semiconductors, machinery, transportation equipment, and agricultural products, are especially vulnerable to global market disruptions.

  The state's exposure is further heightened by the concentration of its exports. More than 50% are destined for just three countries: Mexico, China, and Canada.[50] This creates a heightened risk that disruptions with any one

[44] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.
[45] Oregon Employment Department, Made in Oregon: A profile of the State's Manufacturing Sector, May 2024.
[46] Oregon Business & Industry. *The Condition of Oregon's Manufacturing Sector*. October 2024. https://oregonbusinessindustry.com/wp-content/uploads/The-Condition-of-Oregons-Manufacturing-Sector_October-2024.pdf.
[47] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[48] Ibid
[49] Ibid
[50] Ibid

trading partner could have broad economic impacts. Recent tariff policies introduced by the Trump Administration in early 2025 have added to these concerns.

Oregon's elevated export share of GDP places the state in a vulnerable position should trade tensions escalate. Policymakers often reference the 2018–2019 trade war as a cautionary example. During that period, rising tariffs and retaliatory measures contributed to a 2.5 percentage point decline in state economic growth.[51] A similar slowdown remains a risk if current disputes continue to intensify.

- **Tighter immigration policies may constrain Oregon's labor supply in key industries.** Stricter immigration policies initiated by the Trump Administration are expected to reduce labor availability in several key sectors that rely heavily on foreign-born workers, including construction, agriculture, food processing, and hospitality. The Oregon Office of Economic Analysis notes that immigration policies will remain a critical variable shaping the state's labor market flexibility and long-term growth prospects. Given Oregon's reliance on net in-migration for workforce growth, federal immigration restrictions may exacerbate hiring challenges, limit productivity, and increase wage inflation in affected sectors.[52]
- **Increases in automation across sectors reshapes workforce demands.** Automation has been a long-running trend in employment, leading to productivity gains across sectors. Additionally, the enhancement of artificial intelligence (AI) is expanding automation possibilities beyond routine tasks to jobs previously thought impervious, such as office and cognitive roles. However, complete job replacement due to AI is expected to be minimal with task efficiencies and shifting tasks within jobs as more likely outcomes.[53,54] The U.S. Government Accountability Office (GAO) reports that automation could be widespread, with anywhere from 9% to 47% of jobs being automated in the future according to academic research.[55]

  The GAO identified that jobs requiring a blend of soft skills (management, interpersonal), process skills, and technical expertise face lower automation

[51] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2025. Vol. XLV, No. 1. Release date February 2025, https://www.oregon.gov/das/oea/Documents/OEA-Forecast-0325.pdf
[52] Ibid
[53] BLS, Growth Trends for Selected Occupations Considered at Risk from Automation, July 2023, https://www.bls.gov/opub/mlr/2023/article/growth-trends-for-selected-occupations-considered-at-risk-from-automation.htm
[54] Manhattan Strategy Group, Job Automation Risk and the Future of Skills: Skills and Competency Change in the U.S. Workforce, May 2023, https://www.dol.gov/sites/dolgov/files/OASP/evaluation/pdf/FutureofSkillsLitScan-20230515.pdf
[55] Government Accountability Office, Workforce Automation, August 2023, https://www.gao.gov/assets/gao-22-105159.pdf



risks. Most of the top 20 in-demand jobs share this mixed skill set trait, including nurse practitioners, statisticians, occupational therapy assistants, home health aides, physical therapist assistants, medical managers, physician assistants, information security analysts, and data scientists, among others.[56] Lower-wage jobs are the most likely to be automated. The GAO reported that over 80% of jobs paying less than $20 per hour are susceptible to automation over the next two decades. About 30% of jobs paying $20 to $40 per hour and 4% of jobs paying $40 or more per hour were also identified as at risk.[57]

Oregon's automation trajectory mirrors national trends, with lower and middle-wage jobs facing higher automation potential. The state's tight labor market may further drive productivity and efficiency gains bolstered by AI's transformative potential.

- **Shifts in the national commercial and industrial real estate markets:** Following the COVID-19 pandemic, commercial and industrial real estate markets continue to face challenging development conditions. The increased cost of capital has made many projects economically infeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[58] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[59] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.
  - **Demand for office space remains soft.** The U.S. office market is in decline, driven largely by the shift to remote and hybrid work. The share of employees working from home rose from 24% in 2019 to 33% in 2024.[60] This trend has contributed to ten consecutive quarters of negative net absorption and a national reduction of 18.2 million square feet in occupied office space.[61] Office construction has slowed substantially with the development pipeline down 67% since early 2020.[62] While high-quality office spaces in prime locations continue to

[56] Government Accountability Office, Workforce Automation, August 2023.
[57] Executive Office of the President. (2016). Artificial Intelligence, Automation, and the Economy.
[58] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[59] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[60] BLS, American Time Use Survey, 2025; does not differentiate between part- and full-time workers
[61] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[62] Ibid

attract tenants, older and mid-tier properties face uncertainty, with some being repurposed.

The office sector continues to recalibrate to hybrid work with attendance stabilizing in the 60-70% range on peak attendance days, setting a new baseline for space requirements. Cushman & Wakefield projects that overall occupancy will begin to stabilize in late 2025 as demand gradually returns, supported by headcount growth and new business formation.[63] Investment interest in traditional office properties remains weak, though medical office space shows strong prospects.[64]

- **Demand for retail space remains stable:** The U.S. retail market ended 2024 on a strong note, with 1.4 million square feet of net absorption in Q4 (the highest quarterly total of the year) and a steady shopping center vacancy rate of 5.4%. While total annual absorption declined substantially from 2023, and store closures reached their highest level since 2020, retail fundamentals remain resilient. Limited new construction and solid consumer spending have helped keep vacancy rates and rents stable. Looking ahead, retail growth is expected to continue at a slower, more strategic pace, with demand increasingly concentrated among top-performing brands.[65]
- **Strong and sustained demand for industrial space.** The industrial real estate market experienced strong growth over the past decade, with investment prospects improving significantly between 2014 and 2021. Historically, fulfillment and warehouse space have been the most attractive investment options, outperforming research and development, manufacturing, and flex space. However, in recent years, these distinctions have blurred, with all industrial subtypes now holding similar investment ratings just below "good."[66]

  While the market remained strong in 2022 and 2023, 2024 has seen signs of a slowdown. Vacancy rates have risen to 6.1% but remain below historical averages, with a peak of 6.7% expected in early 2025 before declining.[67] Despite slowing, rent growth continues at 3.7% year-over-year.[68] An increase in new supply (1.2 billion square feet in 2022-2023) has contributed to rising vacancies, but construction has since dropped 46%, tightening future inventory.[69] Looking ahead, the sector is expected

[63] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[64] Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada
[65] Cushman & Wakefield Q4 2024 U.S. Retail MarketBeat report
[66] Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada
[67] Cushman & Wakefield, Industrial Marketbeat Q2 2024 U.S. National Industrial Report
[68] Ibid
[69] Ibid

to stabilize, with sustained demand driven by reshoring, e-commerce, and evolving supply chain strategies.[70] The impact of recent trade policies and tariffs on industrial real estate demand remains uncertain, as they can both stimulate reshoring and new investment while also increasing costs and risking business contraction.

- **The aging of the baby boomer generation and the need for replacement workers.** As the baby boomer generation continues to retire, the number of Social Security recipients is expected to increase from over 65 million in 2023 to over 86 million in 2045, a 32% increase. In 2023, there were 36 Social Security beneficiaries per 100 covered workers, but by 2045, there is expected to be 45 beneficiaries per 100 covered workers. This will increase the percent of the federal budget dedicated to Social Security and Medicare.[71]

  While the Bureau of Labor Statistics projects total U.S. employment to grow by 4.7 million jobs from 2023 to 2032, this job growth is unlikely to be sufficient to replace all the baby boomer retirees leaving the workforce during that period. The BLS estimates there will be 18.6 million annual job openings arising from the need to replace retiring workers and workers changing occupations, in addition to openings from newly created positions.[72] The sectors expected to grow the fastest are healthcare support, computer and mathematical occupations, healthcare practitioners, and community and social service.[73]

- **Growth of entrepreneurship and small businesses.** The creation of new businesses plays a vital role in driving Oregon's economic growth. Start-ups generate employment opportunities, introduce innovative products and services, and help better serve local communities. According to the 2023 Small Business Profile from the U.S. Small Business Administration Office of Advocacy, small businesses (defined as having between zero and 500 employees) account for 99.9% of total businesses in the United States and employ 46% of the American workforce. Oregon's performance in early-stage

[70] JLL, Q1 2024 Industrial Outlook
[71] The Board of Trustees, Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, 2023 https://www.ssa.gov/oact/TR/2023/tr2023.pdf
[72] Bureau of Labor Force Occupational Separations and Openings, 2023-2032 https://www.bls.gov/emp/tables/occupational-separations-and-openings.htm
[73] Bureau of Labor Statistics Employment Projections – 2023-2032, September 2023 https://www.bls.gov/news.release/pdf/ecopro.pdf

entrepreneurship activity, as measured by the Kauffman Early-Stage Entrepreneurship (KESE) Index, ranked 25th in the country in 2020.[74,75]

Start-up activity had been trending down for decades in Oregon and across the nation leading up to the pandemic, but since the pandemic, new business formation has increased and appears to be maintaining this higher rate.[76] In terms of outlook for start-ups, several key factors are at play. High inflation, rising interest rates, and recession risks, along with tighter venture capital and banking lending conditions, will likely slow new business formation. However, several favorable factors could mitigate these impacts and support continued strength in entrepreneurship and small business formation in Oregon. These include increased personal savings and home equity levels, which are common funding sources for new businesses, along with the shift toward remote work opportunities and the large millennial generation entering their prime entrepreneurial years (late 30s and early 40s, according to Census Bureau research).[77]

- **Continued transformation of retail.** In the last two decades, retail sales by e-commerce and warehouse clubs/supercenters (a lower-cost model to the traditional department store) have increased steadily. Online retail purchases increased from about 6% of all retail purchases in 2014 to about 16% of retail purchases in 2023.[78] Ultimately, the growth in online shopping and the increasing dominance of large supercenters has made it difficult for small and medium-sized retail firms (offering a narrower selection of goods) to compete. Declining net profits and increased competitive pressures have led many well-known retailers (e.g., JCPenney, Macy's, Sears) to declare bankruptcy or to scale back their operations.

  In the future, the importance of e-commerce will likely continue to grow. However, despite the highly publicized closures of brick-and-mortar stores, physical retail is likely to remain an important part of the retail sector as well. Since modern consumers are increasingly price sensitive, less brand loyal, and (since the advent of internet) able to substitute between retailers

[74] Kauffman Foundation. *Kauffman Indicators of Entrepreneurship*. Early-Stage Entrepreneurship. The Kauffman Index, Oregon. https://indicators.kauffman.org/.
[75] This index comprises four statistics: the rate of new entrepreneurs, the opportunity share of new entrepreneurs, start-up density, and start-up early survival rate.
[76] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/
[77] Josh Lehner. "Strong Startup Activity Continues" Oregon Office of Economic Analysis, May 3, 2023. Retrieved from https://oregoneconomicanalysis.com/2023/05/03/strong-start-up-activity-continues/
[78] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales, 4th Quarter 2023 https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf

easily, retailers must be nimble and able to adjust to the changing needs of their customers if they are to remain competitive.

The types of brick-and-mortar retail and related services that are likely to remain viable are those offering goods that consumers prefer to purchase in person or goods that are difficult to ship and return, such as large furniture items. Additionally, retailers specializing in groceries, personal goods that are needed immediately, restaurants, and experiential offerings like entertainment or social activities are expected to maintain their presence. According to the Urban Land Institute, large retailers such as Macy's, Nordstrom, Kohl's, and Ikea are experimenting with downsizing storefronts to operate spaces that can be flexible to changing consumer needs. These locally scaled shops feature in-person merchandise and services that are in demand for modern consumers: curated inventory, tailored services, and e-commerce fulfillment.[79]

- **Changing places where work is being done.** The COVID-19 pandemic accelerated the shift to remote work, with the share of employees working from home increasing from 24% in 2019 to 33% in 2024, according to the Bureau of Labor Statistics' American Time Use Survey.[80] However, the ability to work remotely is not equally distributed. Those most likely to have remote work opportunities tend to have higher educational attainment, be white or Asian, and be over 25 years old.[81] This uneven access to remote work raises equity concerns, as certain demographic groups may be disadvantaged in accessing these flexible work arrangements.

  Remote work trends have consequences for downtown health and recovery. OEA found that downtown recoveries are not driven by regional economic changes but rather are impacted by the strength of three components: workers, residents, and visitors.[82] If a significant portion of previous downtown workers are now working remotely from other locations, downtowns need to capture or bolster resident and visitor spending to counteract this shift.

  In 2025, major employers like Amazon, Dell, Walmart, and federal agencies have issued full-time return-to-office (RTO) mandates to justify office costs, boost perceived productivity, and reassert control—often in response to stock

[79] Holly Dutton. "More Retailers Are Rolling out Small-Format Stores" *Urban Land Institute*, January 8, 2024. https://urbanland.uli.org/economy-markets-trends/more-retailers-are-rolling-out-small-format-stores

[80] BLS, American Time Use Survey, 2025; does not differentiate between part- and full-time workers

[81] Ben Casselman, Emma Goldberg, and Ella Koeze. "Who still works from home?" *New York Times,* March 8, 2024.

[82] Oregon Office of Economic Analysis, Downtown Recoveries 2023 Update, https://oregoneconomicanalysis.com/2023/07/18/downtown-recoveries-2023-update/

declines. Yet, remote work remains far more common than before the pandemic, with over one in four U.S. workdays in 2024 done from home, up from one in fourteen pre-pandemic. Remote job postings are down, but demand remains high: just 20% of LinkedIn listings are remote or hybrid, yet they attract 60% of applications. While the current labor market favors employers, experts expect that retirements and an aging workforce will tighten labor supply, prompting a renewed need for flexibility. Smaller firms are already using remote options to attract talent, pointing to a future where workplace flexibility is a competitive necessity.[83]

- **Continued increase in demand for energy even as the sources supplying that energy shifts.** The 2023 Inflation Reduction Act aimed to drive increased investments in climate and energy projects across the United States.[84] As a result of the renewable energy investments and subsidies, the nation's energy consumption pattern is anticipated to undergo a shift over the coming years. There is an expected move away from traditional fossil fuels like crude oil and natural gas toward renewable energy sources.[85]

  However, this shift is not expected to reduce overall energy consumption. From 2023 to 2050, the U.S. Energy Information Administration (EIA) estimates that total energy consumption will rise due to population growth and economic expansion outpacing efficiency gains. This increasing demand is anticipated to be driven primarily by the industrial sector and, to a lesser extent, transportation.

- **Impact of rising energy prices on commuting patterns.** As energy prices increase over the planning period, transportation energy consumption is expected to shift to electric or fuel-efficient vehicles.[86] The share of electric vehicles is expected to grow from less than 6% in 2023 to 19% in 2050.[87] The Energy Information Administration estimates an 8% increase in transportation energy consumption, partially attributable to increasing vehicle miles traveled (VMT) that offset efficiency upgrades. With expected increases in fuel economy, people may commute farther while consuming less energy. VMT for passenger vehicles is forecasted to increase between 12% and 33% through 2050. Lower-income households may face financial

[83] Jennifer Liu, "5 Years into the Remote Work Boom, the Return-to-Office Push Is Stronger than Ever—Here's Why," *CNBC*, March 23, 2025. https://www.cnbc.com/2025/03/23/5-years-into-the-remote-work-boom-the-return-to-office-push-is-stronger-than-everheres-why.html.

[84] Energy Information Administration, Inflation Reduction Act of 2023

[85] Energy Information Administration, Inflation Reduction Act of 2023

[86] Energy Information Administration, 2023, *Annual Energy Outlook 2023 with Projections to 2050*, U.S. Department of Energy, March 2023.

[87] Energy Information Administration, 2019, *Annual Energy Outlook 2019 with Projections to 2050*, U.S. Department of Energy, January 2019.

barriers to efficiency upgrades and tend to have longer commutes, which may force them to face the brunt of rising energy prices.

- **High rates of inflation.** For the last several decades, inflation rates have generally stayed below 3% in the United States. Inflation started to increase in 2021, reaching 9.1% in June 2022 year-over-year, the largest annual increase in about 40 years.[88] In December 2024 the annual inflation rate was 2.9%, a marked reduction from the 2022 inflation rate.[89] Continued high rates of inflation may slow economic growth, further erode purchasing power, discourage savings, and lead to a national recession. Recent tariff policies and trade tensions may lead to new increases in inflation in 2025 and beyond.
- **Income gains in Oregon.** Oregon's economic growth in the past decade has led to improvements in the state's income and wage levels relative to the rest of the nation. Notably, Oregon's median household income has surpassed the national level for the first time in over 50 years.[90] Higher incomes can have positive impacts on an economy through improved standards of living and higher consumer spending, increased tax revenue potential, and talent attraction and retention, among others.
- **Potential impacts of global climate change**. Oregon and the Pacific Northwest have been experiencing the impacts of global climate change over the past 30 years, exacerbated by extreme events such as the 2020 Labor Day fires that burned over 840,000 acres in Oregon and the June 2021 heat dome that caused temperatures to soar to 111°F in Eugene and 116°F in Portland.[91] According to the National Oceanic and Atmospheric Administration (NOAA), between 1980 and 2023, the U.S. experienced an average of 8.5 weather-related disasters per year where overall damages/costs reached or exceeded $1 billion (adjusted for inflation). However, the number of such events has increased in the last five years, with an average of 20.4 events per year.[92] The Pacific Northwest is not only experiencing an increased frequency and severity of extreme weather events but also long-term climatic changes. These long-term changes include:

[88] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer prices up 9.1% over the year ended June 2023, largest increase in 40 years at https://www.bls.gov/opub/ted/2023/consumer-prices-up-9-1-percent-over-the-year-ended-june-2023-largest-increase-in-40-years.htm (visited *July 25, 2023*).
[89] Bureau of Labor Statistics, U.S. Department of Labor, *The Economics Daily*, Consumer Price Index: 2024 in Review, https://www.bls.gov/opub/ted/2025/consumer-price-index-2024-in-review.htm
[90] Oregon Economic Analysis, Oregon Economic and Revenue Forecast, March 2024. Vol. XLIV, No. 1.
[91] https://www.ncei.noaa.gov/access/monitoring/monthly-report/national/202106/supplemental/page-6.
[92] https://www.ncei.noaa.gov/access/billions/#:~:text=Menu-,Overview,376%20events%20exceeds%20%242.655%20trillion.

- **Increased average annual day and nighttime temperatures.** If greenhouse gas (GHG) emissions continue at the current rate, temperatures in Oregon are projected to rise approximately 5°F by the 2050s and 8.2°F by the 2080s.[93] These higher overall temperatures can have consequences, including increased mortality rates, the spread of diseases, and the forced migration of plants and animals as ecosystems undergo changes. Vegetation may become stressed and die, leading to an accumulation of fuel loads that heighten the risk of wildfires. Some areas that were once forestlands are transitioning into shrublands after being affected by forest fires.
- **Reduced snowpack and increased drought conditions.** As temperatures increase, snowpack is anticipated to decrease, reducing stream levels and water availability in the summer months.[94] Drought conditions can reduce surface water availability, reduce hydropower generation, and reduce recreational activities.[95]
- **Increased risk of high heat events.** Climate change increases the likelihood of experiencing high heat events like the June 2021 extreme heat wave that resulted in temperatures ranging from 110°F to 120°F in Oregon and Washington. This heat event caused approximately 159 deaths in Washington and more than 100 deaths in Oregon.[96,97]
- **Increased risk of wildfire.** Changing precipitation patterns and drought conditions are increasing fuel loads in wildland areas, increasing the risk of wildfires throughout the Pacific Northwest. Wildfire intensity, duration, and size have increased.
- **More days of poor air quality from wildfire smoke.** In 2021, people in Deschutes County, Klamath County, and Jackson County experienced 83

[93] Fleishman, E., editor. 2023. Sixth Oregon Climate Assessment. Oregon Climate Change Research Institute, Oregon State University, Corvallis, Oregon. https://blogs.oregonstate.edu/occri/oregon-climate-assessments.

[94] WASHINGTON Assessment work. TBD.

[95] Bumbaco, K.A., C.L. Raymond, L.W. O'Neill, A. Mehta, D.J. Hoekema. 2023. *2023 Pacific Northwest Water Year Impacts Assessment*. A collaboration between the Office of the Washington State Climatologist, Climate Impacts Group, Oregon State Climatologist, Idaho Department of Water Resources, and NOAA National Integrated Drought Information System. https://doi.org/10.6069/T5Q5-TT59

[96] Joan A. Casey, Robbie M. Parks, Tim A. Bruckner, Alison Gemmill, and Ralph Catalano, *2023: Excess Injury Mortality in Washington State During the 2021 Heat Wave*. American Journal of Public Health 113, 657_660, https://doi.org/10.2105/AJPH.2023.307269

[97] Vital Statistics Report. Oregon: Oregon Health Authority, Public Health Division, Center for Health Statistics. Prepared September 2021; data are preliminary and subject to change.

days of air quality at or above unhealthy levels for sensitive groups due to wildfire smoke.[98]

- **More floods and atmospheric rivers.** The University of Washington's Climate Impact Group forecasts that the Pacific Northwest will experience slightly more precipitation in the fall, winter, and spring and less in the summer.[99] Extreme precipitation events are more likely to produce flooding, erosion, and landslides. These changes can threaten salmon and other species. Adaptation to extreme events could require expensive upgrades to stormwater systems.

Climate change will have a wide range of impacts on industries and communities throughout the Pacific Northwest. While some industries are more resilient to climate change, others that require predictable delivery of water, such as agriculture and hydropower, are more vulnerable to climate change. Climate change and extreme weather events also impact human health and disrupt travel. Land use decisions, in part, determine the risk that homes, businesses, schools, hospitals, and other buildings face from climate change. Development patterns in at-risk areas like tsunami zones, floodplains, wetlands, wildland-urban interfaces, and other hazardous locations will impact the economic vitality and resilience of communities as climate change accelerates.

- **Agriculture.** Climate change impacts the quality and quantity of agricultural products. For example, exposure to cold weather during dormancy is important for fruit set and quality in many perennial crops. Exposure to cold weather may increase in northern areas of the Pacific Northwest and decrease in southern areas.[100] A study by the Washington State Department of Agriculture found that a drought in 2015 caused $633 to $773 million in agricultural losses.[101] Drought and shifting precipitation patterns represent major threats, as drought reduces feed on rangelands for livestock and decreases water available for irrigation.
- **Aquatic/Fishing.** Marine heat waves impact fresh and saltwater habitats and species. In 2021, algal blooms exacerbated by increased temperatures resulted in a $641.1 million (in 2023 dollars) loss of

[98] Barnack, A. Wildfire Smoke Trends and the Air Quality Index. Oregon: Department of Environmental Quality, Laboratory and Environmental Assessment Division [cited 2023 May 5]. 24 p. Available from: https://www. oregon.gov/deq/wildfires/Documents/WildfireSmokeTrendsReport.pdf.

[99] https://express.adobe.com/page/C5CQaxjHUmGQ7/

[100] Noorazar, H., L. Kalcsits, V.P. Jones, M.S. Jones, and K. Rajagopalan, 2023: Climate change and chill accumulation: Implications for tree fruit production in cold-winter regions. *Climatic Change,* **171** (3), 34. https://doi.org/10.1007/s10584-022-03339-6

[101] Raymond, C.L, T.P. Nadreau, M. Rogers, Z. Kearl. 2023. Biophysical Climate Risks and Economic Impacts for Washington State. Report prepared for the Washington State legislature. Climate Impacts Group, University of Washington, Seattle.

commercial fishing revenue.[102] Tribes are often disproportionately impacted, accounting for half of fishery loss requests and experiencing losses from Dungeness crab fisheries. [103,104]

- **Forestry.** Forest plants and animals vulnerable to temperature and drought stresses are undergoing climate-induced die-offs. Five fir species in Oregon, Washington, and Northern California are experiencing severe mortality dubbed "Firmageddon."[105] Species at the edges of their ranges are expected to succumb first and may shift to higher elevations or northward. Die-offs include Douglas fir, a primary commercial timber species. Die-offs and stressed trees face higher risks of pest infestations and increase the risk of wildfires.
- **Human health.** With many Pacific Northwest households lacking air conditioning, higher summer temperatures and extreme heat events endanger vulnerable groups like older adults, low-income residents, those with disabilities, and individuals living alone who face heightened risks of heat stroke and death.
- **Tourism, Recreation, and Service Industries.** The Northwest tourism and recreation industry employs about 588,000 people and supports almost $60 billion (in 2023 dollars) in annual expenditures.[106] Climate impacts will vary as decreased snowpack will make trails and camping accessible later in the fall and earlier in the spring, but increased extreme events from atmospheric rivers may increase maintenance costs due to flooding and erosion. Higher temperatures will increase demand for water-based recreation; however, droughts may decrease lake, reservoir, and river levels during peak recreation season.

---

[102] Bellquist, L., V. Saccomanno, B.X. Semmens, M. Gleason, and J. Wilson, 2021: *The rise in climate change-induced federal fishery disasters in the United States*. PeerJ, 9, e11186. https://doi.org/10.7717/peerj.11186

[103] Bellquist, L., V. Saccomanno, B.X. Semmens, M. Gleason, and J. Wilson, 2021: *The rise in climate change-induced federal fishery disasters in the United States*. PeerJ, 9, e11186. https://doi.org/10.7717/peerj.11186

[104] Schlinger, C., O. Conroy-Ben, C. Cooley, N. Cooley, M. Cruz, D. Dotson, J. Doyle, M.J. Eggers, P. Hardison, M. Hatch, C. Hogue, K. Jacobson Hedin, C. Jones, K. Lanphier, D. Marks-Marino, D. Mosley, F. Olsen Jr., and M. Peacock, 2021: Ch. 4.2. Water. In: *Status of Tribes and Climate Change Report.* Marks-Marino, D., Ed. Institute for Tribal Environmental Professionals, Flagstaff, AZ, 98–141. http://nau.edu/stacc2021

105 https://www.seattletimes.com/seattle-news/climate-change-is-hastening-the-demise-of-pacific-northwest-forests/

[106] Mojica, J., K. Cousins, and T. Madsen, 2021: Economic Analysis of Outdoor Recreation in Oregon. Earth Economics, Tacoma, WA. https://static1.squarespace.com/static/561dcdc6e4b039470e9afc00/t/5ffe3084ce56a6552b7a3c71/1610494115376/EconomicAnalysisofOutdoorRecreationinOregon_OTC-EarthEconomics_SmallRes.pdf

- **Infrastructure.** Water, sewer, roads, utilities, and other infrastructure face risks if not designed to withstand climate change and extreme events. During the June 2021 heat dome, roads buckled near Everett, Washington, and a Portland streetcar cable melted.[107] Damaged power lines can lead to wildfires (a problem utility companies have started to mitigate by preemptively shutting down power when windy and dry conditions occur).[108] Rural communities relying on single water sources may be in jeopardy as droughts reduce groundwater aquifers or surface water availability. Sea level rise and flooding also threaten septic wastewater treatment systems. Atmospheric rivers and flooding can damage highways and streets through inundation and landslides, temporarily halting travel access to jobs, schools, healthcare, grocery stores, etc., necessitating expensive repairs and long detours. Additionally, the Pacific Northwest's hydropower dependency means the region may see fluctuations in electricity availability and costs as altered snowpack and precipitation patterns make the water supply less predictable.

[107] https://www.npr.org/2021/06/29/1011269025/photos-the-pacific-northwest-heatwave-is-melting-power-cables-and-buckling-roads
[108] EPI, 2023: Wildfire-Grid Risk, Power Talk. Boise State University, Energy Policy Institute. https://www.boisestate.edu/epi/upcomingevents/

Regional and Local Trends

Throughout this section, Wilsonville is compared to the Portland region and the State of Oregon. These comparisons are meant to provide context for changes in Wilsonville's socioeconomic characteristics. Additionally, information based on the 2019-2023 ACS is described as 2023 to enhance readability.

Availability of Labor

The availability of trained workers in Wilsonville will impact the development of its economy over the planning period. A skilled and educated populace can attract well-paying businesses and employers and spur the benefits that follow from a growing economy. Key trends that will affect the workforce in Wilsonville over the next 20 years include its growth in its overall population, growth in the senior population, and commuting trends.

POPULATION CHANGE

Population growth in Oregon tends to follow economic cycles. Oregon's population grew from 3.4 million people in 2000 to 4.3 million people in 2023, an increase of 830,000 people or 0.9% each year. Between 2000 and 2023, Wilsonville's population increased by 12,457 people at an average annual rate of 2.8% (**Exhibit 42**), exceeding both the Portland region's and Oregon's growth rates during the same time (1.0% and 0.9%, respectively).

Exhibit 42. Population Growth, Wilsonville, Portland Region, and Oregon, 2000–2023

	Population			Change, 2000 - 2023		
	2000	2010	2023	Number	Percent	AAGR*
Wilsonville	14,365	18,095	26,822	12,457	87%	2.8%
Portland Region	1,444,219	1,644,535	1,830,731	386,512	27%	1.0%
Oregon	3,421,399	3,831,074	4,250,027	828,628	24%	0.9%

Source: U.S. Census Bureau, 2000, and 2010. Portland State University Population Estimates, 2023.

AGE DISTRIBUTION

The number of people ages 65 and older in the United States is projected to increase from 58 million in 2023 to 82 million by 2050 (a 47% increase).[109] The economic effects of this demographic change include a slowdown of labor force growth, the need for workers to replace retirees, an aging workforce as seniors continue working after

[109] Mather, M. & Scommegna, P. (2024). Fact Sheet: Aging in the United States. https://www.prb.org/aging-unitedstates-fact-sheet/

age 65, an increased demand for healthcare services, and a larger portion of the federal budget dedicated to Social Security and Medicare.[110]

Exhibit 43 through **Exhibit 46** show the following trends:

- Wilsonville has a higher proportion of residents aged 20 – 39 compared to the Portland region and the state. While Wilsonville is growing across all age groups 5 years and older, the older age groups are experiencing much faster growth. This growth rate and the 2.5-year increase in median age between 2000 and 2023 suggests that Wilsonville is attracting or retaining older adults.
- Clackamas County's population is aging, with the population aged 60 and over projected to increase from 27% in 2024 to 30% in 2044. Clackamas County may continue to attract those in their late adult years (i.e., 60 years and older) over the planning period. While the share of retirees in these respective areas may increase over the next 20 years, the share of youth (i.e., under 20 years old) or people in their early adult lives (i.e., 20 to 39 years old) is likely to decrease. While this demographic shift can provide a valuable source of skilled labor and experienced mentorship for younger generations entering the workforce, it also raises concerns about a potential labor shortage as a significant portion of the workforce approaches retirement age.

Wilsonville saw an increase in median age between 2010 and 2023.

Wilsonville's median age was 38.7 in 2023, 1.4 years younger than the median age in Oregon and 3.4 years younger than the median age in Clackamas County

Exhibit 43. Median Age, Wilsonville, Clackamas County, Washington County and Oregon, 2010 to 2019–2023

2010	36.2 Wilsonville	40.6 Clackamas County	38.4 Oregon
2023	38.7 Wilsonville	42.1 Clackamas County	40.1 Oregon

Source: U.S. Census Bureau, 2010 Decennial Census, Table P12; American Community Survey 2019–2023 5-Year Estimates, Table B01002.

[110] The Board of Trustees, Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, 2023. The Budget and Economic Outlook: Fiscal Years 2024 to 2034, February 2024.

Wilsonville saw substantial growth across all age groups between 2010 and 2023 except for children under 5.

The age group between 25 and 44 remains the largest age group overall.

Exhibit 44. Wilsonville Population Change by Age Group, 2010 to 2019–2023



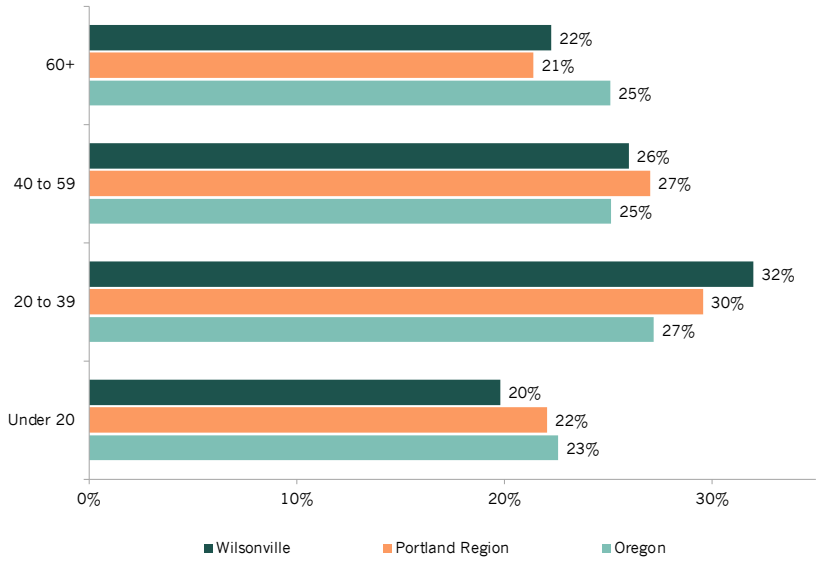
Source: U.S. Census Bureau, 2010 Summary File P12; American Community Survey 2019-2023 5-Year Estimates, Table B01001.

Nearly one-third of Wilsonville residents were between 20 and 39 years of age.

The proportion of Wilsonville's younger adults was higher than that of both the state and the Portland region.

Conversely, the proportion of Wilsonville residents under 20 years of age was lower relative to the Portland region and Oregon.

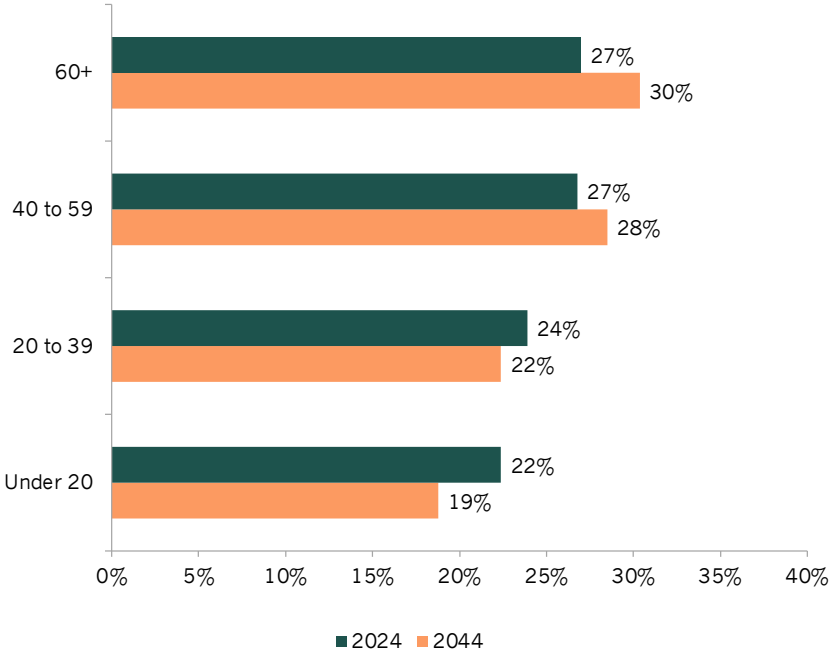
Exhibit 45. Population Distribution by Age, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey, 2019–2023 5-Year Estimates, Table B01001.

By 2044, Clackamas County residents age 40 and older will make up 58% of the county's total population, a 4% increase in share from 2024.

Exhibit 46. Population Share by Age Group, Clackamas County, 2024–2044



Source: Portland State University, College of Urban & Public Affairs: Population Research Center, Population Forecast, 2024.

RACE AND ETHNICITY

Wilsonville is becoming more racially and ethnically diverse. From 2000 to 2023, the share of the Hispanic/Latino population in Wilsonville grew from 12% to 16% of the total population, and the share of people of color increased from 15% to 25%. In the Portland region, the share of the Hispanic/Latino population rose from 12% to 14% of the total population, while the share of people of color grew from 21% to 29%.

Statewide, Hispanic and Latino Oregonians have employment rates that are average or slightly above average compared to the overall population in recent decades. However, their higher employment rates are primarily concentrated in low- and middle-wage occupations such as agriculture, building maintenance, production, construction, food preparation, and transportation and material moving.[111] Providing culturally specific services, particularly for Spanish speakers, can help improve workforce participation and economic contribution from these growing demographic groups. Such services may also facilitate the entry of Hispanic and Latino workers into higher-wage industries, enabling greater economic opportunities for these communities (if they wish to pursue them).

The population of people of color is defined as the share of the population that identifies as another race other than "white alone" according to Census definitions. The small population in Wilsonville results in small sample sizes, and thus people of color are combined into one category rather than showing individual races. The margin of error is considerable for the estimate of these populations.

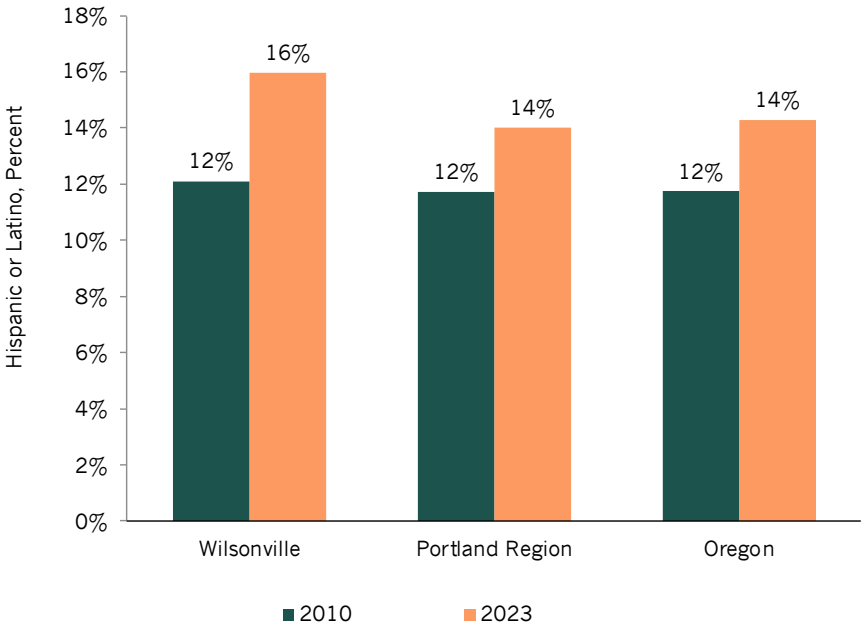
Exhibit 47 and **Exhibit 48** show the change in the share of Hispanic and Latino and people of color in Wilsonville compared to the Portland region and Oregon between 2010 and 2023. The group with the largest share of people of color in 2023 is two or more races, representing 15% and 11% of Wilsonville's and the Portland region's total populations, respectively.

[111] Lehner, Josh. "Oregon's Growing Hispanic and Latino Population." Oregon Office of Economic Analysis, 21 June 2023. https://oregoneconomicanalysis.com/2023/06/21/oregons-growing-hispanic-and-latino-population/

The share of Wilsonville residents that identified as Hispanic/Latino increased between 2010 and 2023 from 12% to 16%.

Wilsonville's growth in residents with Hispanic or Latino ethnicity outpaced the Portland region and Oregon.

Exhibit 47. Hispanic or Latino Population as a Percentage of the Total Population, Wilsonville, Portland Region, and Oregon, 2010, 2019–2023

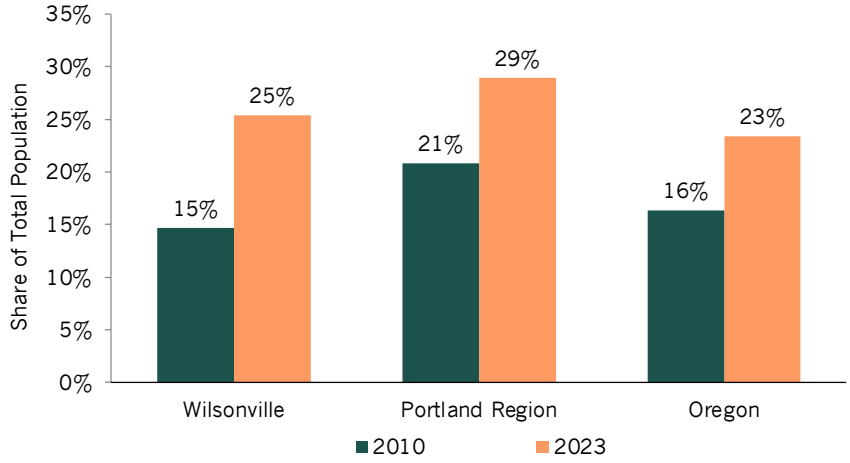


Source: U.S. Census Bureau, 2010 Decennial Census, Table P0008; 2019–2023 American Community Survey, 5-Year Estimates, Table B03002.

The share of people of color in Wilsonville increased between 2010 and 2023 from 15% to 25%.

Although Wilsonville's racial diversity increased at the fastest rate, it remains slightly less racially diverse than the Portland region.

Exhibit 48. Population of People of Color as a Percentage of the Total Population, Wilsonville, Portland Region, and Oregon, 2010, 2019–2023



Source: U.S. Census Bureau, 2010 Decennial Census Table P8; 2019–2023 American Community Survey, 5-Year Estimates, Table B02001.

INCOME AND WAGES

Income and wage levels can influence where businesses choose to locate. Industries that depend on lower-wage labor may be less likely to locate in areas with higher wages. In 2023, Wilsonville's median household income was $87,371—lower than Clackamas County's median but higher than the state median.

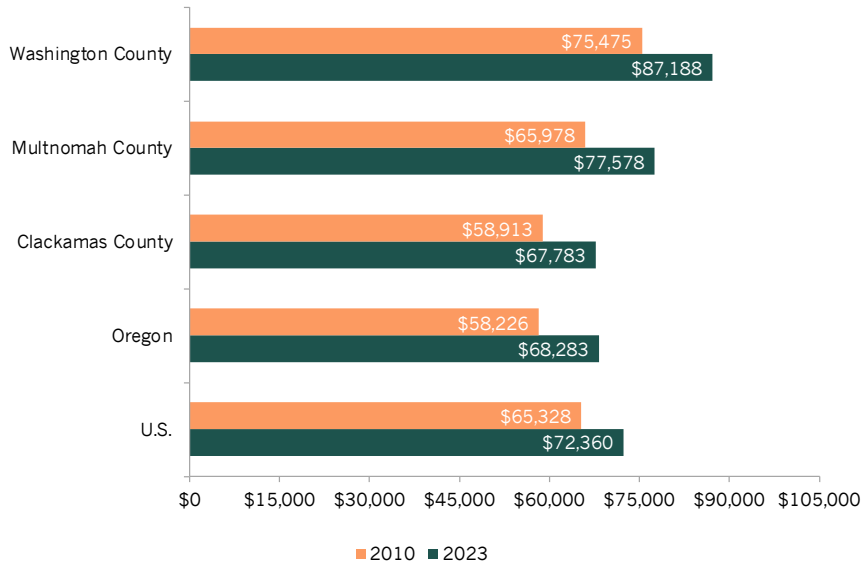
Average wages at businesses in Washington and Multnomah counties exceeded the Oregon average of $68,283, while Clackamas County's average wage was roughly in line with the state average.

From 2010 to 2023, average annual wages in Oregon and the Portland region grew faster than the national rate.

Oregon's wages rose by 17%, outpacing the 11% growth nationally. Still, Oregon's average wage in 2023 was $68,283, which remained below the U.S. average of $72,360.

Within the Portland region, average wages ranged from $67,783 in Clackamas County to $87,188 in Washington County.

Exhibit 49. Average Annual Wage, Covered Employment, Portland Region, Oregon, and U.S., 2010 to 2023, Inflation-Adjusted 2023 Dollars



Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages; State of Oregon Employment Department, Employment and Wages by Industry (QCEW).

The median household income in Wilsonville was lower than Clackamas County but higher than the state.

Exhibit 50. Median Household Income (MHI),[112] 2019–2023

$87,371	$100,360	$80,426
Wilsonville	Clackamas County	Oregon

Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19013.

[112] The Census calculated household income based on the income of all individuals 15 years old and over in the household, whether they were related or not.

Wilsonville's median family income was similar to Clackamas County and higher than the state overall.

Exhibit 51. Median Family Income,[113] 2019–2023

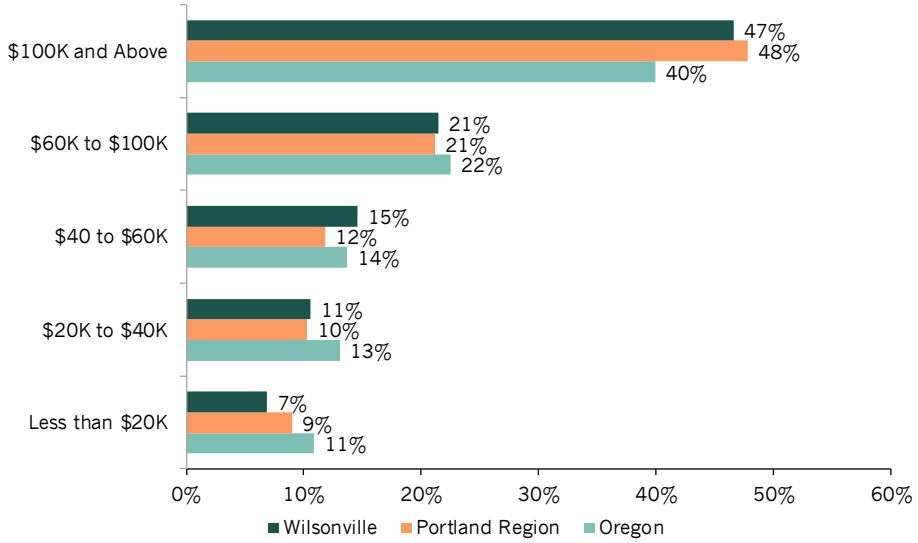
$115,941	$119,052	$98,832
Wilsonville	Clackamas County	Oregon

Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19113.

Nearly half of Wilsonville households earned more than $100,000 annually, consistent with Portland region trends.

About 18% of Wilsonville households earned less than $40,000 annually.

Exhibit 52. Household Income by Income Group, Wilsonville, Portland Region, and Oregon, 2019–2023, Inflation-Adjusted 2023 Dollars



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B19001.

[113] The Census calculated family income based on the income of the head of household, as identified in the response to the Census forms, and income of all individuals 15 years old and over in the household who were related to the head of household by birth, marriage, or adoption.

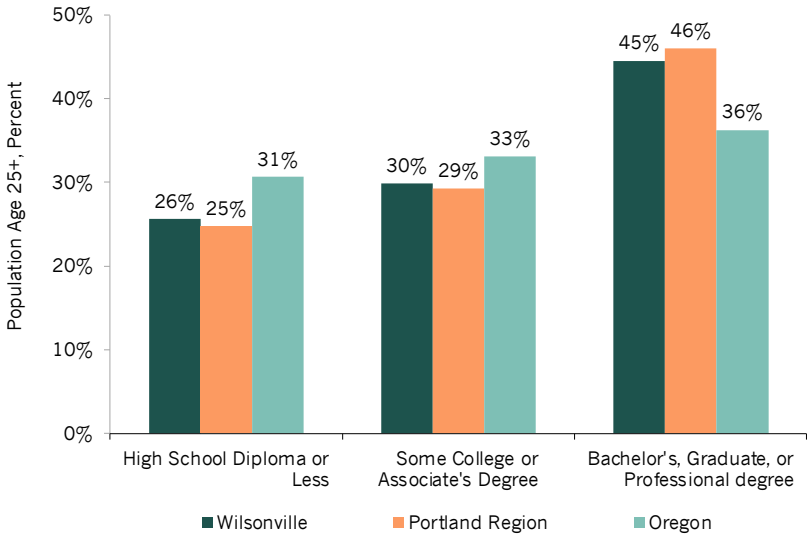
EDUCATIONAL ATTAINMENT

The educational level of a community's workforce is a crucial factor that influences the quality of labor available. Many businesses require access to employees with relevant education and training to meet their staffing needs. A community with a highly educated population is better positioned to attract and retain companies seeking skilled workers.

Wilsonville's educational attainment is higher than the state average and consistent with Portland region trends.

About 45% of Wilsonville residents hold a bachelor's, graduate, or professional degree, compared to 36% of Oregon residents statewide.

Exhibit 53. Educational Attainment for the Population 25 Years and Over, Wilsonville, Portland Region, and Oregon, 2019–2023



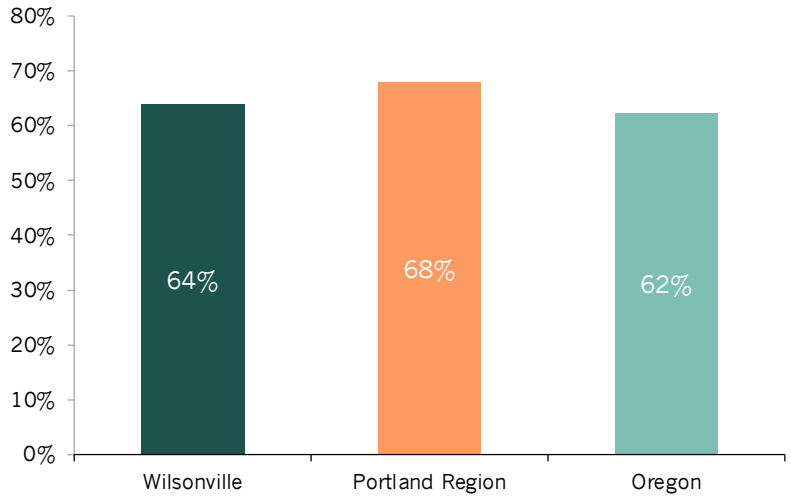
Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B15003.

LABOR FORCE PARTICIPATION AND UNEMPLOYMENT

Labor force participation is a key factor in assessing workforce availability. The labor force includes adults aged 16 and older who are either employed or actively seeking work. It does not include children, retirees, students, or others not currently looking for work. According to the 2019–2023 American Community Survey, the labor force included 1,505,127 people in the Portland region and 21,997 people in Wilsonville.

Wilsonville has a slightly lower labor force participation rate (64%) relative to the Portland region (68%).

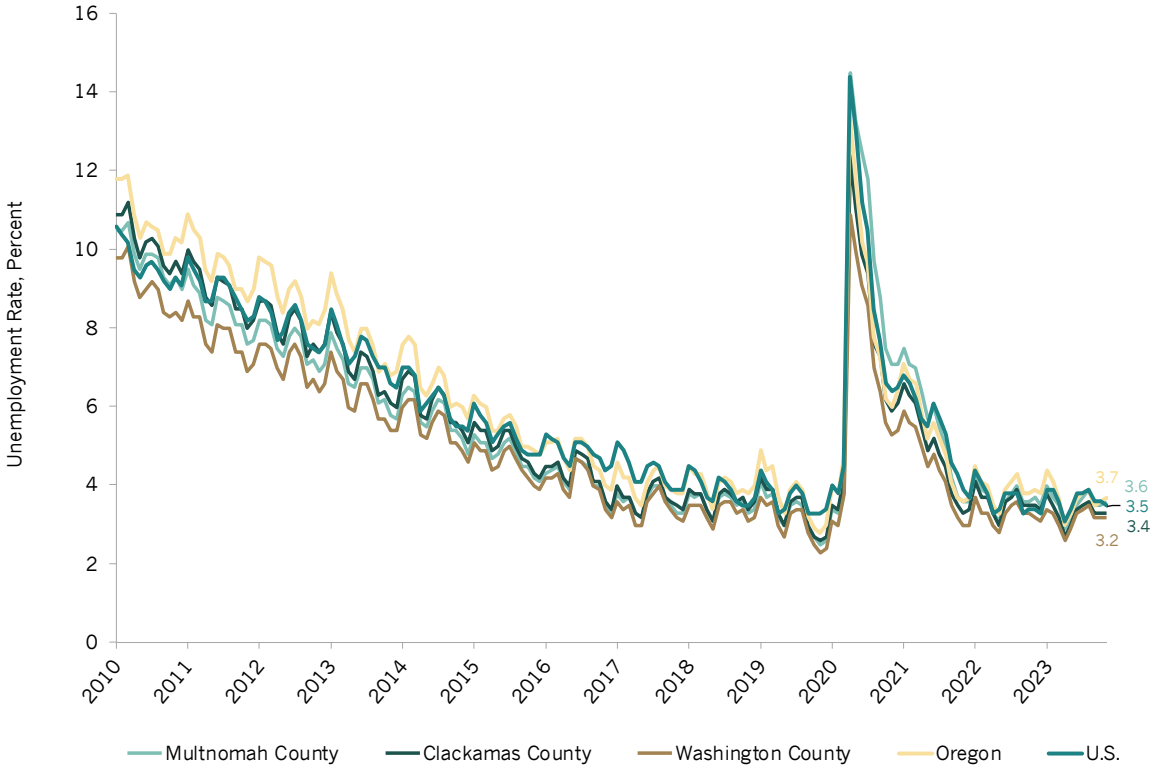
Exhibit 54. Labor Force Participation Rate, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B23001.

In 2023, unemployment rates in the Portland region were similar to state and national averages, in **Exhibit 55.** Rates ranged from 3.2% in Washington County to 3.6% in Multnomah County, compared to 3.7% for Oregon and 3.6% nationally.

Exhibit 55. Unemployment Rate, Multnomah County, Washington County, Clackamas County, Oregon, and the U.S., 2000–2023



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics, and Labor Force Statistics. Not seasonally adjusted.

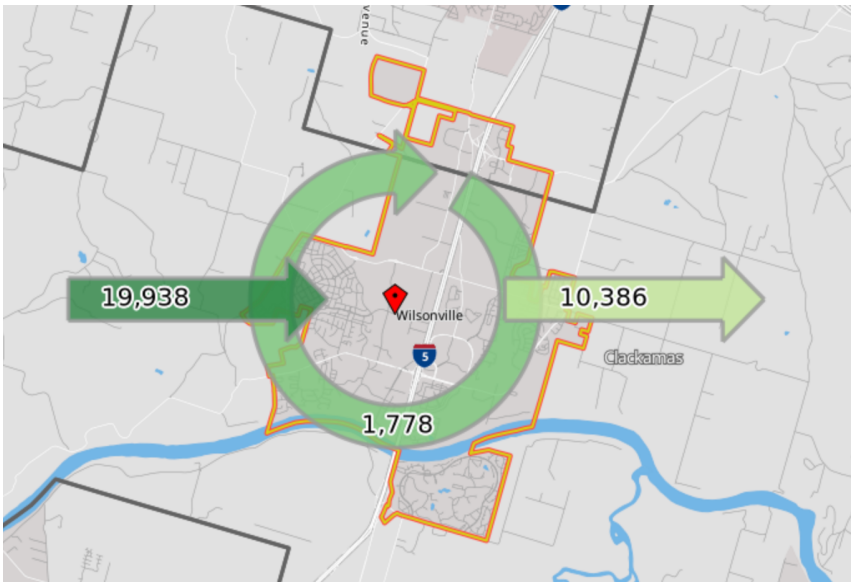
COMMUTING PATTERNS

Employers in Wilsonville benefit significantly from access to a labor pool that extends beyond City limits into neighboring areas of the Portland region, as well as Marion County. This access to a broader workforce through commuting allows businesses in Wilsonville to find suitable candidates for available positions, even if the local population alone may not provide enough qualified workers.

Wilsonville is part of an interconnected regional economy.

Nearly 20,000 people commuted into Wilsonville for work while just over 10,000 commuted out of Wilsonville for work. About 1,800 people both lived and worked in Wilsonville.

Exhibit 56. Commuting Flows, Wilsonville, 2022



Source: U.S. Census Bureau, Census On the Map.

Eight percent of all people who were employed at businesses in Wilsonville also lived in Wilsonville.

Ten percent of workers commute into Wilsonville from Portland and 5% commute from Salem.

Exhibit 57. Top Places Where Wilsonville Workers Lived, 2022

10%	8%	5%	3%
Portland	Wilsonville	Salem	Beaverton

Source: U.S. Census Bureau, Census On the Map.

About 15% of residents who lived in Wilsonville also worked in Wilsonville.

Twenty-two percent of Wilsonville residents commuted to Portland for work.

Exhibit 58. Top Places Where Wilsonville Residents Were Employed, 2022

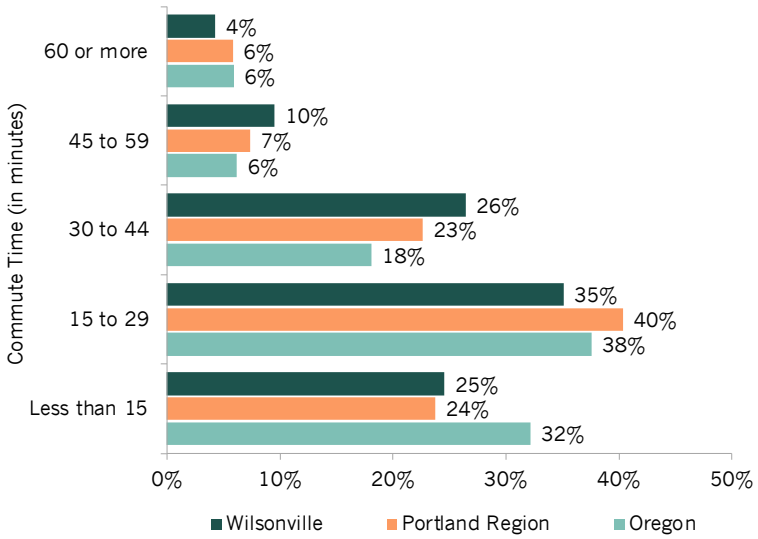
22%	15%	7%	5%
Portland	Wilsonville	Tualatin	Tigard

Source: U.S. Census Bureau, Census On the Map.

About 60% of Wilsonville residents had a commute time of less than 30 minutes.

About 26% of Wilsonville residents commute 30 to 44 minutes to work, with 14% commuting longer than 45 minutes. This distribution is similar to the broader Portland region.

Exhibit 59. Commute Time by Place of Residence, Wilsonville, Portland Region, and Oregon, 2019–2023



Source: U.S. Census Bureau, American Community Survey 2019–2023 5-Year Estimates, Table B08303.

Tourism in Clackamas County and the Portland Region

Tourism plays a crucial role in local economies by supporting businesses, creating jobs, and generating tax revenue. Dean Runyan Associates, a travel industry research firm, provides tourism data through Travel Oregon's TravelStats dashboard.[114] According to the dashboard, the Clackamas County welcomed about 3.5 million overnight visitors in 2023, representing 28% of overnight travel to the Portland region. Visitors to Clackamas County contributed over $551 million in direct travel spending in 2023, with the largest expenditures in food services, retail, and accommodations.

Direct travel spending in the Portland Region increased 21% from 2014 to 2023.

Clackamas County's tourism spending increased by 8% over the same period.

Exhibit 60. Direct Travel Spending ($ millions), 2014 and 2023 (not inflation adjusted)

2014	**$4,417.9** Portland Region	**$551.6** Clackamas County
2023	**$5,365.9** Portland Region	**$597.6** Clackamas County

Source: Dean Runyan Associates, Oregon Travel Impacts, 2014-2023.

In 2023, the category that saw the highest level of visitor spending in Clackamas County was food services, which includes restaurants, cafés, and other establishments that provide prepared meals and beverages.

Exhibit 61. Largest Visitor Spending Categories ($ millions), Clackamas County, 2023

$174.6 Food Services	**$99.6** Retail Sales	**$92.5** Accommodations

Source: Dean Runyan Associates, Oregon Travel Impacts, 2023

[114] Travel Oregon. "Oregon Travel Impacts dashboard" Dean Runyan Associates. Retrieved March 27, 2024, from https://www.travelstats.com/impacts/oregon

The industry with the most employment generated by travel spending in the Clackamas County in 2023 was accommodations and food services.

Exhibit 62. Largest Industry Employment Generated by Travel Spending, Clackamas County, 2023

5,500 jobs	1,300 jobs	543 jobs
Accommodations & Food Services	Arts, Entertainment & Recreation	Retail

Source: Dean Runyan Associates, Oregon Travel Impacts. 2023

Appendix B. Buildable Lands Inventory Methodology

The Buildable Lands Inventory (BLI) identifies commercial and industrial lands that are available for development for employment uses within Wilsonville. This appendix presents methods and definitions used to develop the commercial and industrial buildable lands inventory for Wilsonville.

Methods and Definitions

The BLI for Wilsonville includes all land that allows commercial and industrial uses within the Wilsonville City limits and Wilsonville's portion of the Metro UGB.[115] From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the Wilsonville City limits and UGB area
2. It is inside a tax lot (as defined by Metro), and
3. Its current zoning/comprehensive plan designation allows employment uses. *Note that tax lots do not generally include roads, railroad rights-of-ways, or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate the study area "land base"
2. Classify lands by buildable area status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

[115] This area includes the Wilsonville portion of the Basalt Creek Planning Area in the northwest quadrant of the City.

Step 1: Generate Study Area "Land Base"

The commercial and industrial inventory used all tax lots within the Wilsonville City limits and UGB area with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Commercial (C)
- Industrial (I)
- Town Center (TC)
- Public (P)
- Undesignated

Figure 4 (on page 15) shows a map of these designations used in the BLI.

Step 2: Classify Lands by Buildable Area Status

In this step, ECOnorthwest classified each tax lot with an employment plan designation (based on the definitions in Table 5) into one of four mutually exclusive categories based on buildable area status:

- Vacant land
- Partially vacant land
- Public land
- Developed land

ECOnorthwest identified buildable land and classified buildable area status using a rule-based methodology, which identifies that that is buildable (vacant and partially vacant land). The rules are described in Table 5. The buildable area status classifications of the BLI land base are visualized in map format below in Figure 5.

Exhibit 63. Rules for Buildable Area Status Classification

BUILDABLE AREA STATUS	DEFINITION	STATUTORY AUTHORITY
Vacant Land	Tax lots designated as vacant by Metro based on the following criteria: 1. Fully vacant based on Metro aerial photos 2. Tax lots with less than 2,000 square feet developed AND developed area is less than 10% of lot 3. Lots 95% or more vacant from GIS vacant land inventory.	OAR 660-009-0005(5); Oregon Metro BLI Methodology (2024)[116]
Partially Vacant Land	A tax lot: 1) Between one and five acres occupied by a use that could still be further developed based on zoning; or 2) Equal to or larger than five acres where one half-acre or more is occupied by permanent buildings or improvements where excess land that could be further developed is present. This determination was based on a visual assessment and City staff verification.	No statutory definition
Public	Lands in public or semi-public ownership are considered unavailable for commercial or industrial development. This includes lands in Federal, State, County, or City ownership as well as lands owned by churches and other semi-public organizations and properties with conservation easements. These lands are identified using the Metro's definitions and categories.	No statutory definition
Developed Land	Lands not classified as vacant, partially vacant, or public/exempt are considered developed. Developed land includes lots with redevelopment capacity, which are also included in BLI.	OAR 660-009-0005(1)

[116] https://www.oregonmetro.gov/sites/default/files/2024/10/25/2024-UGR-Appendix-2-with-attachments.pdf

Step 3: Identify Constraints

As shown in Table 6, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and Metro's 2024 BLI methodology.

Exhibit 64. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Title 3 (Stream and Floodplain Protection Plan)	OAR 660-009-0005(2)	Lands within Metro-defined Title 3 areas	Metro
Title 13 (Habitat Conservation Areas)	OAR 660-009-0005(2)	Lands within Conservation Areas identified as "High" or "Very High"	Metro
Significant Resource Overlay Zone	OAR 660-009-0005(2)	Lands within the Wilsonville-defined Significant Resource Overlay Zone	City of Wilsonville
Pacific Habitat Services in Basalt Creek	OAR 660-009-0005(2)	Lands within riparian areas, upland tree groves, or wetlands, as identified by Pacific Habitat Services in the Basalt Creek area.	Pacific Habitat Resources
Natural Hazard Constraints			
FEMA Regulatory Floodway and 100-Year Floodplains	OAR 660-009-0005(2)	Lands within FEMA–defined regulatory floodway or 100-year floodplains	FEMA via National Flood Hazard Layer Interactive Viewer
Steep Slopes	OAR 660-009-0005(2)	Slopes greater than 15%	Oregon Department of Geology and Mining Industries

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 6 (page 17) shows a map of the individual constraints.

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involves reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments. The final verification included review by stakeholders, including by members of the Technical Advisory Committee.

Step 5: Tabulate and Map Results

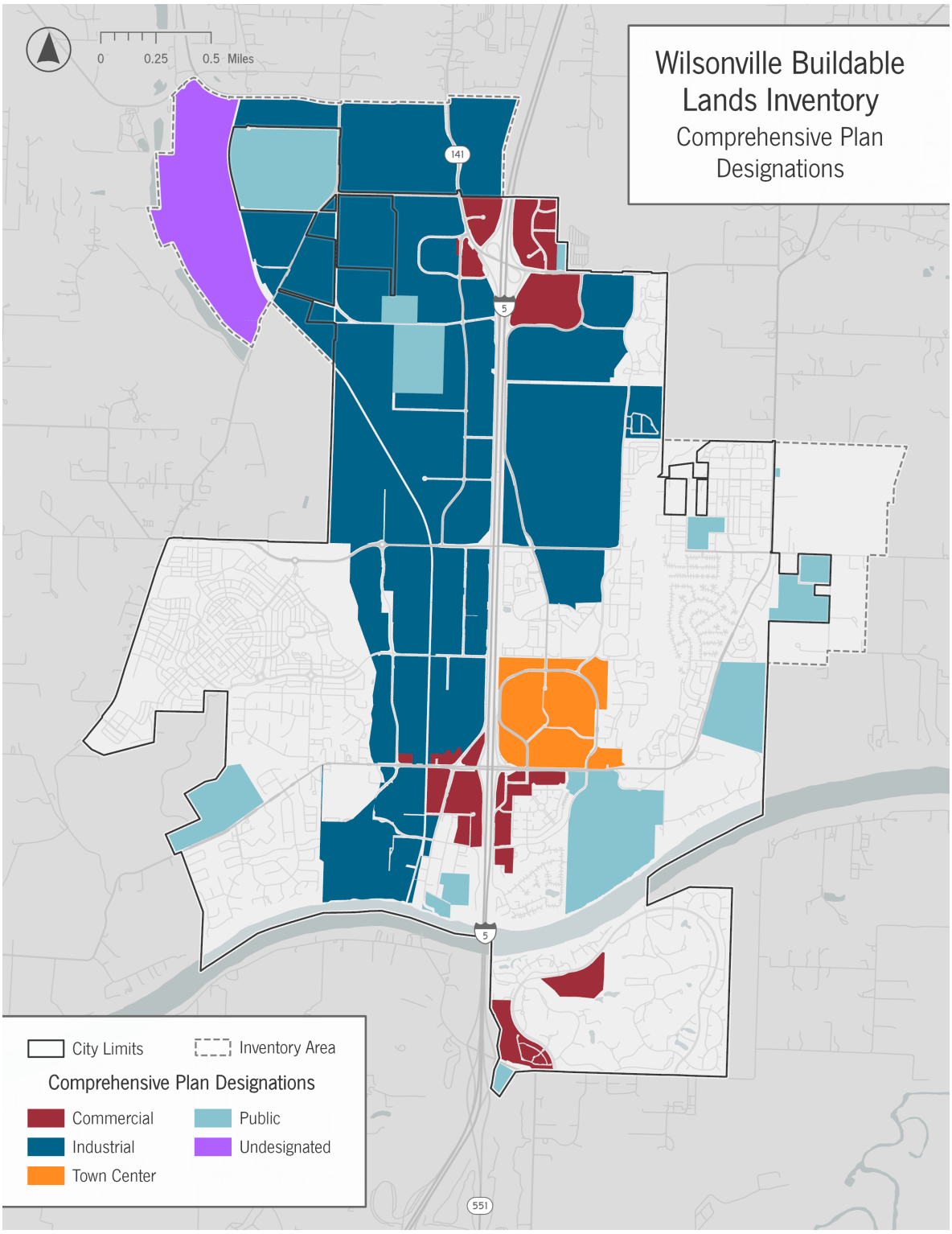
The results of the commercial and industrial BLI are presented in tabular form and maps in the remainder of this Appendix. These maps separately show the existing Comprehensive Plan designations, individual constraints used, the land base by buildable area status with aggregated constraints represented, and unconstrained vacant and partially vacant lands by Comprehensive Plan designation.

Exhibit 65. Buildable Acres in Vacant/Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designation, Wilsonville City limits and UGB area, 2025

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Commercial	4	4	0.3
Industrial	308	178	130
Town Center	9	9	-
Undesignated	45	1	44
Total	**366**	**191**	**175**

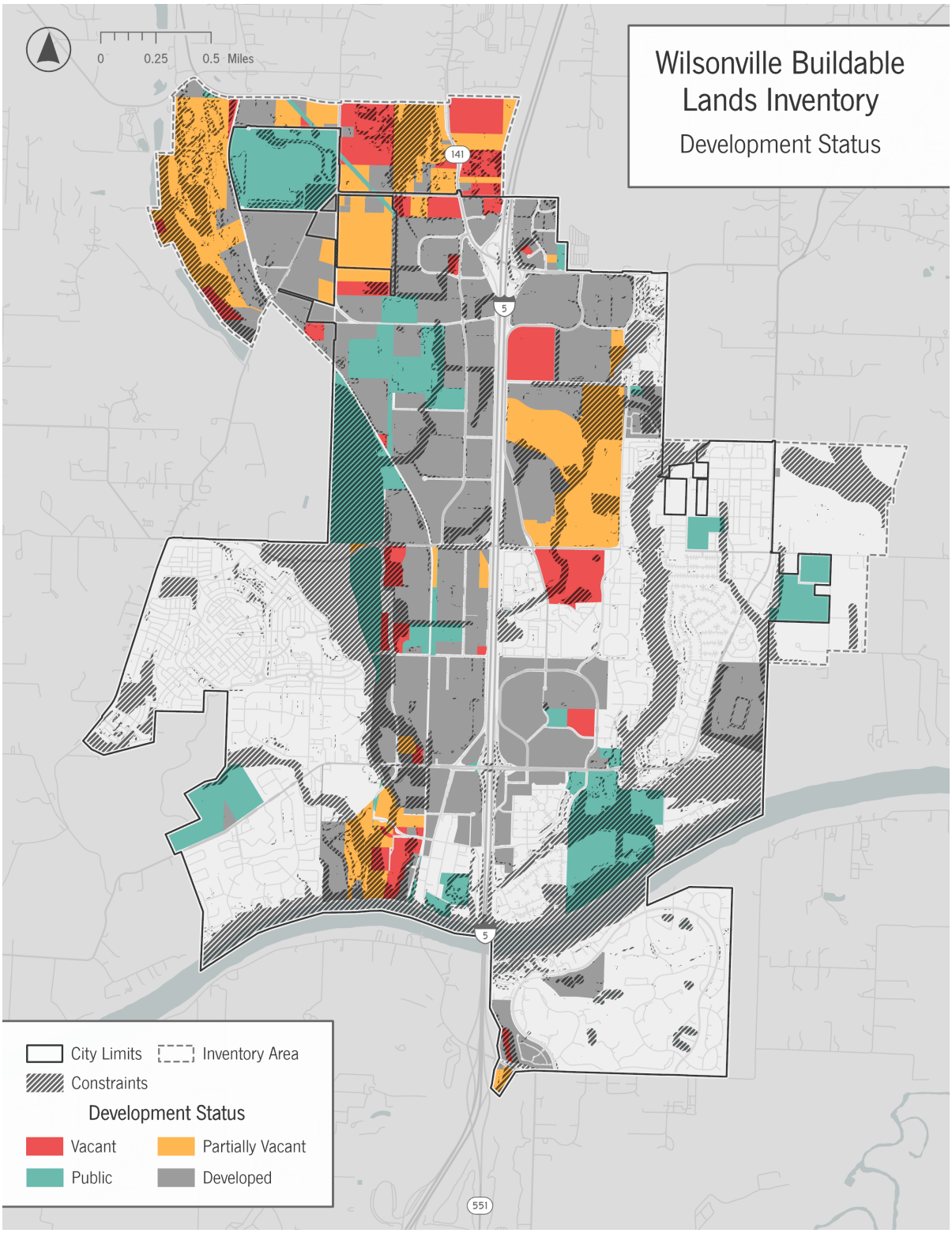
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 66. Comprehensive Plan Designations Included in the Employment Land Base, Wilsonville City Limits and UGB Area, 2025



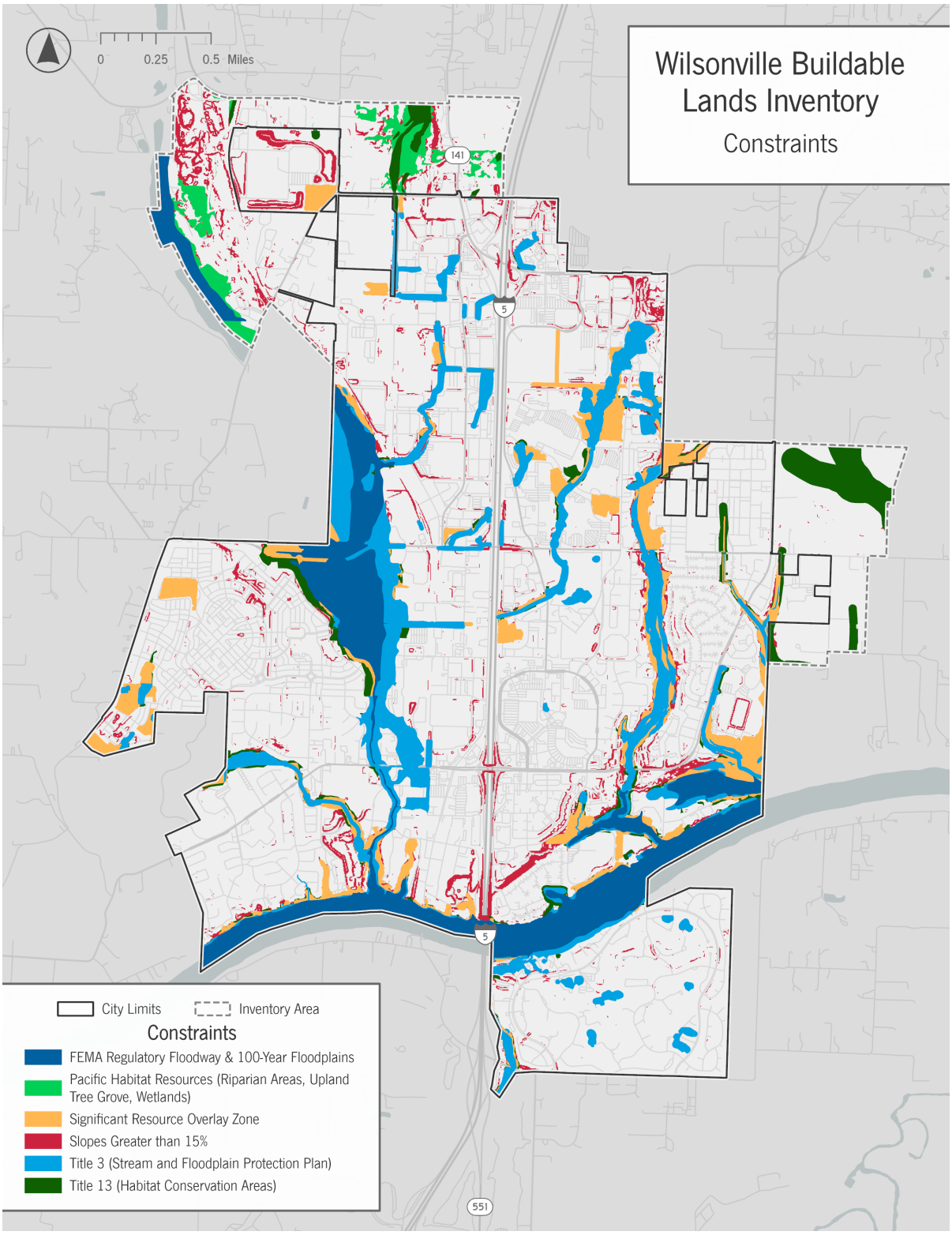
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 67. Buildable Area Status with Constraints, Wilsonville City Limits and UGB Area, 2025



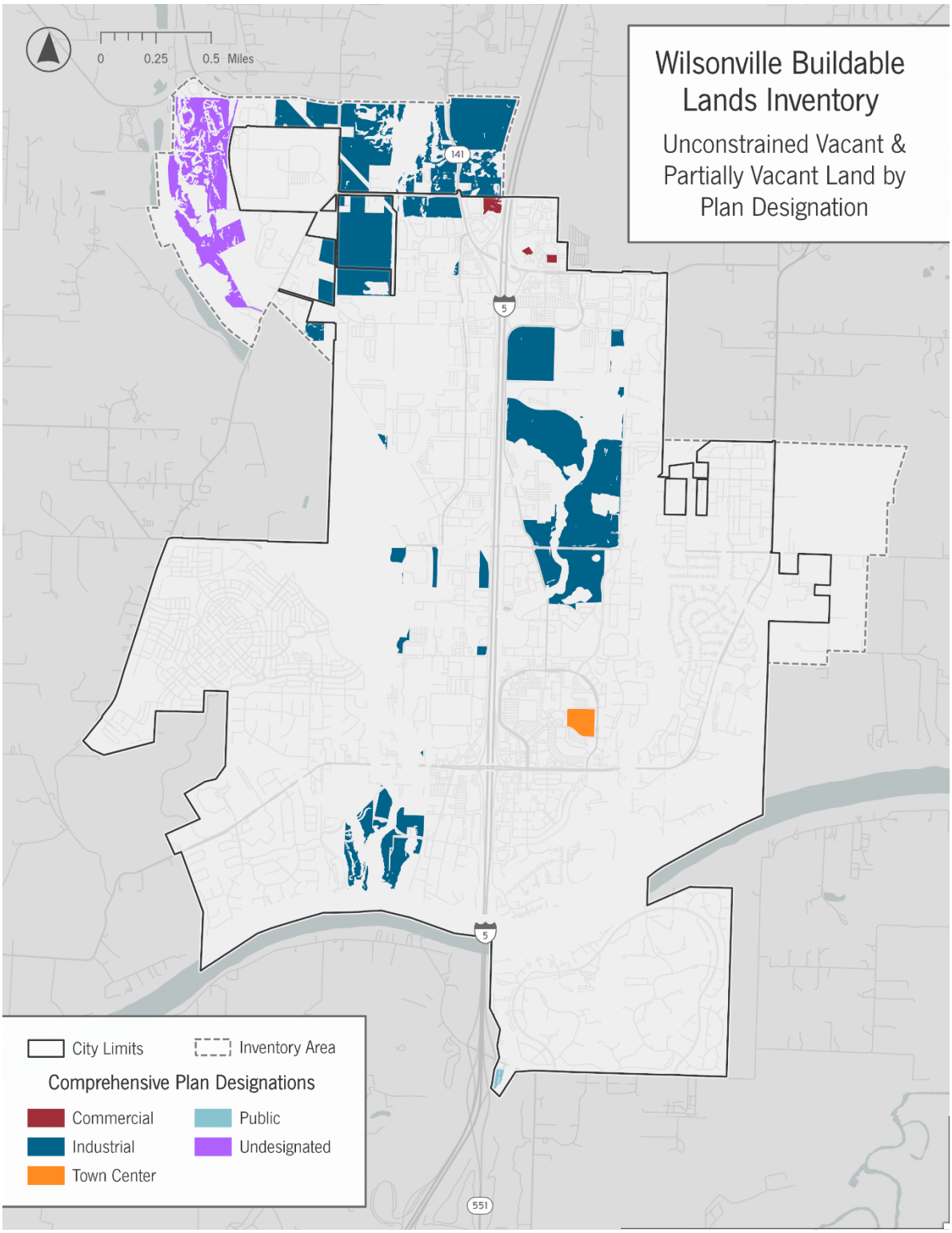
Source: ECOnorthwest analysis, City of Wilsonville, Metro

Exhibit 68. Development Constraints, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro, Pacific Habitat Services, USGS

Exhibit 69. Buildable Employment Land by Comprehensive Plan Designation, Wilsonville City Limits and UGB Area, 2025



Source: ECOnorthwest analysis, City of Wilsonville, Metro

Appendix C. Economic Development Strategy

The City of Wilsonville is a leading employment center in the southern Portland metro area. Its location along I-5 and concentration of advanced manufacturing, wholesale trade, and construction industries distinguish it from other communities in the region. Employers located in Wilsonville benefit from access to a large, skilled labor force that extends north into the Portland area and south into Oregon's Mid-Valley.

Looking ahead, Wilsonville faces key decisions about how to sustain economic growth and strengthen its role as a regional employment hub. Industrial development in Coffee Creek and Basalt Creek is constrained by small parcels, fragmented land ownership, existing contractor establishments, and limited urban-level infrastructure. At the same time, limited vacant commercial land means most new commercial growth will rely on redevelopment and reuse of existing buildings. This is particularly relevant in Town Center and within established commercial corridors where large vacant buildings present both challenges and opportunities.

These same conditions affect small businesses across the city. Rising rents and limited access to financial and technical resources make it difficult for some to remain competitive and for others to expand. Many are unaware of existing programs or find it challenging to navigate state and regional systems to access them. Across industries, mismatches between available workforce skills and employer needs also remain a persistent concern for businesses of all sizes.

This **Economic Development Strategy (EDS** or **Strategy)** provides a 10-year roadmap for maintaining and expanding Wilsonville's economic base. It builds on the findings of the Wilsonville Industrial Land Readiness (WILR) project. This work focused on industrial site readiness in Basalt Creek and included the 2025 Economic Opportunities Analysis (EOA), which assessed land capacity, employment trends, and industry strengths. The Strategy also reflects input from local businesses, property owners, developers, and regional economic development partners. It aligns with other key initiatives, such as the Town Center Plan and Tourism Development Strategy, to create a coordinated framework for advancing the City's economic goals.

Desired Outcomes

The Strategy identifies six desired outcomes that define long-term economic success for Wilsonville over the next 10-years:

- **Basalt Creek and Coffee Creek show considerable momentum,** building out with high-quality, high-value development and are home to employers that provide higher-than-average-wage job opportunities.
- **Town Center is redeveloping** with active retail, housing, and civic spaces.
- **Zoning and infrastructure investments balance** the needs of residents and target industries, supporting both community livability and economic growth.
- **Retail and restaurant offerings are expanded**, including more locally owned and experience-oriented businesses.
- **Employment opportunities with higher-than-average wages have expanded,** providing more career options for Wilsonville residents.
- **Wilsonville is recognized regionally** for its advanced industrial employment, quality of life, and high-caliber customer service.

Achieving these outcomes will require coordinated and sustained effort as well as public and private investment.

Summary of Actions

The Strategy organizes implementation work into six focus areas, each with a small set of actions the City can lead, coordinate, or support with partners. Together, the actions address priorities identified through the WILR work and stakeholder engagement, including industrial site readiness, commercial and mixed-use redevelopment, workforce connections, and support for existing and new businesses. Exhibit 70 provides a high-level summary of the actions by focus area. The Timing column indicates whether an action is expected to occur in the near term (1 to 5 years) or the longer term (6 to 10 years). The Resources column indicates whether an action can be advanced with existing staff capacity and funding or will require more staff capacity or a new funding source.

Exhibit 70. Summary of Actions

Focus Areas	Actions	Timing	Resources
Issue #1: Much of Wilsonville's undeveloped industrial land is not development ready	1.1 Launch a land aggregation and resale program in Coffee Creek	Near-term	Existing
	1.2 Conduct a feasibility study for a Basalt Creek URA	Near-term	Existing
	1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation	Near-term	Existing
	1.4 Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers	Near-term (design) Longer-term (expand)	May require new funding source
	1.5 Promote Wilsonville's industrial sites for development	Longer-term	Existing
Issue #2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment	Near-term	Exploration with existing staff
Issue #3: Vacant commercial land is limited	3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas	Near-term	Existing
	3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities	Near-term	Some priorities will require new funding source(s)
	3.3 Catalyze redevelopment of key sites in Town Center	Longer-term	New
Issue #4: Lack of unique retail and dining experiences	4.1 Incentivize local dining and retail in Town Center	Near-term (explore) Longer-term (implement)	New *if* providing financial incentives
	4.2 Explore the creation of a food cart incubation program in Town Center	Near-term (explore) Longer-term (implement)	New *if* providing seed funding
	4.3 Explore affordable commercial space models and partnerships	Near-term (explore) Longer-term (implement)	New *if* subsidizing commercial space
	4.4 Recruit unique restaurants and shops to Town Center	Longer-term	New *if* providing financial incentives or placemaking investments
Issue #5: Businesses struggle to find qualified workers	5.1 Facilitate workforce connections and support partner initiatives	Near-term	Existing
Issue #6: Perceived limited supports for small businesses	6.1 Strengthen business communication, customer service, and resource connections	Near-term	Existing
	6.2 Provide small business assistance grants for upgrades	Longer-term	New

Organization of the Economic Development Strategy

This strategy is organized as follows:

- **Framework for Action.** Presents the Strategy's implementation approach and how the City will advance the actions over time.
  - **Implementation Leadership and Partnerships.** Describes City departments' roles and the external partners needed to support delivery.
  - **Strategic Focus Areas and Actions.** Describes each focus area, the underlying issue, and the actions identified to address it.
  - **Resource Needs.** Summarizes staffing and funding considerations and identifies which actions can proceed with existing resources versus those requiring new resources.
  - **Sequencing of Actions.** Outlines near-term priorities (1-5 years) and longer-term steps (6–10 years), including actions that start with exploration and scale later.
- **Detailed Action Sheets.** Provides action-by-action implementation details, including rationale, roles, and implementation steps.

Framework for Action

The Framework for Action translates Wilsonville's desired economic outcomes into a clear plan for implementation. It defines who will lead the work, what actions the City will take and why, and when those actions will occur. This section presents actions to guide the City in managing growth, strengthening its business environment, and promoting long-term economic resilience.

Implementation Leadership and Partnerships

Implementation of the EDS will be led by the City of Wilsonville's Economic Development and Planning departments, with support from Engineering, Parks, and other City departments as needed. Close coordination among departments will be essential to align land use, infrastructure, and economic development priorities.

Success will also depend on collaboration with external partners that bring technical expertise, funding, and regional connections. Key partners include:

- **Business Oregon:** Provides state programs and resources that support infrastructure investment, industrial site development, and business investment and recruitment.
- **Greater Portland Inc. (GPI):** Supports business recruitment, foreign direct investment (FDI), marketing, and traded-sector growth in the region.
- **Metro and Washington County:** Supports coordination of infrastructure, transportation, and land-use planning.
- **Chambers of Commerce:** Provide local business support, networking, and convening to strengthen the business community.
- **Educational and workforce partners** (Clackamas Community College, Oregon Tech, Oregon Manufacturing Extension Partnership, Clackamas Workforce Partnership, Worksystems): Offers workforce training, industry engagement, and alignment of education programs with employer needs.

Note: These partners represent core collaborators but not the full list of organizations that may support implementation of the EDS actions.

Strategic Focus Areas and Actions

The Strategy focuses on six key focus areas that most influence Wilsonville's ability to achieve its desired economic outcomes. Each represents a point of leverage where the City can make measurable progress through investment, policy, and partnership.

Each focus area includes a description of the issue, followed by the specific actions identified to address it. Collectively, these actions provide a framework for the City to manage growth, strengthen its business environment, and promote long-term economic resilience.

Note: Several actions are drawn from the Town Center Plan (TCP) and Tourism Development Strategy (TDS). These existing plans include initiatives that directly advance the outcomes and focus areas identified through the WILR and engagement process. Incorporating them here ensures consistency across adopted plans and avoids duplicating existing work. When an action originates in the TCP or TDS, it is noted for reference.

FOCUS AREA 1: MUCH OF WILSONVILLE'S UNDEVELOPED INDUSTRIAL LAND IS NOT DEVELOPMENT READY

Wilsonville has more than 350 acres of vacant industrial land across the city. However, much of this land is not development ready, with the greatest readiness challenges concentrated in Coffee Creek and Basalt Creek. Many of the sites in these areas are unavailable for development of higher-intensity industrial uses because of infrastructure gaps (e.g., lack of sufficient sewer and water capacity), small parcel sizes and fragmented ownership, and existing low-intensity uses that hinder private investment.

Actions

1.1 Launch a land aggregation and resale program in Coffee Creek

Use Urban Renewal funds to acquire parcels from willing sellers in Coffee Creek, consolidate them into marketable sites, and resell them through an RFP process to industrial developers or owner-users. Land may be sold below acquisition cost (at Fair Reuse Value, as defined by ORS 457) to overcome barriers created by land fragmentation and gaps between seller price expectations and buyers' ability to pay. The price gap would be reimbursed through the Business Oregon Regionally Significant Industrial Site (RSIS) program once job thresholds are met.[117] This approach directly reduces land fragmentation and creates larger, development-ready industrial parcels.

[117] The RSIS program, administered by Business Oregon, helps local governments prepare large industrial sites for traded-sector employers. The program reimburses eligible site-readiness costs, such as land assembly, infrastructure, and environmental mitigation. Local governments fund the initial

City role: Use Urban Renewal funds to acquire and consolidate parcels, manage resale through an RFP and Disposition & Development Agreement (DDA), and pursue RSIS reimbursement for eligible costs once job performance criteria are met.

1.2 Conduct a feasibility study for a Basalt Creek Urban Renewal Area (URA)

Evaluate whether expanding the Coffee Creek URA to include Basalt Creek, or establishing a new URA for Basalt Creek, could generate sufficient tax increment to fund needed infrastructure and site readiness. The study will assess the potential to fund roads, utilities, and other urban infrastructure, as well as opportunities to support land aggregation. It will provide City Council with options and recommendations. This action directly addresses the lack of infrastructure and fragmented sites that currently limit development in Basalt Creek.

City role: Lead the feasibility study, engage with affected taxing districts, and prepare City Council for a decision on whether to expand the Coffee Creek URA or establish a new URA for Basalt Creek

1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation

Coordinate with Washington County to review development applications in the Basalt Creek area and advocate for uses that align with the Basalt Creek Concept Plan (BCCP) and the City's long-term industrial goals. Although Washington County maintains permitting authority until annexation, the City should be closely involved in pre-application meetings and development review to encourage land use decisions that support the BCCP. As an alternative approach, the City could work with Washington County to update the Urban Planning Area Agreement (UPAA) to transfer planning authority for Basalt Creek to the City, which would help ensure development approved under Washington County zoning includes required off-site improvements.

If properties are annexed, require new uses and development to comply with the City's Development Code and support the area's intended industrial character. For properties that remain under Washington County jurisdiction, prioritize clear communication with owners and transition planning. Encourage interim site and design improvements that fit the surrounding urban industrial context until such time that annexation and development occur.

City role: Coordinate with Washington County on development review in Basalt Creek, communicate expectations for BCCP-consistent development, lead any discussions about

improvements and receive reimbursement after the site meets job and wage thresholds based on new employment created.

updating the UPAA, and, after annexation, manage City Development Code compliance and provide guidance to property owners on needed changes.

1.4 Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers

Identify, evaluate, and refine a coordinated package of financial and policy tools that reduce high infrastructure costs and support industrial land development in Wilsonville. The work will clarify funding mechanisms, incentives, and partnerships that can help offset or share upfront costs of site readiness and infrastructure delivery, and package them in a way that is predictable and easy for staff and developers to use. The package could include:

- New funding mechanisms, such as Local Improvement Districts (LIDs) or latecomer agreements.
- Promotion and potential refinements to the Wilsonville Investment Now (WIN) program to better support site readiness in areas outside Coffee Creek.
- Public cost-sharing and site preparation support, including development agreements that share infrastructure or site preparation costs on strategic sites. The RSIS program could reimburse qualifying investments in areas such as Coffee Creek, Basalt Creek, and select sites east of I-5.
- State and federal funding through Business Oregon, Metro, and federal/state infrastructure programs to reduce the local funding burden.
- Regional collaboration and advocacy to align Wilsonville's needs with broader regional industrial land readiness goals and increase visibility of local infrastructure challenges in state funding discussions.

City role: Evaluate and, where appropriate, implement new funding tools, pursue state and federal grants to offset infrastructure costs, coordinate advocacy with regional partners, and maintain a clear summary of available tools for use in City discussions with property owners and developers.

1.5 Promote Wilsonville's industrial sites for development

Increase the City's promotion of Wilsonville's industrial sites by clearly communicating site readiness status, available incentives (such as the WIN program), tools developed under Action 1.4, and the City's support for traded-sector employers. Strengthen targeted outreach through regional partnerships and consistent engagement with site selectors, developers, and employers, using tools such as the developer and site selector newsletter with a regular schedule and proactive, site-specific messaging.

City role: Lead marketing of industrial sites through direct communication and outreach, maintain up-to-date information on sites and incentives, and collaborate with Greater

Portland Inc. and Business Oregon to increase the visibility of Wilsonville's opportunities in regional and state recruitment.

FOCUS AREA 2: LIMITED CITY FUNDS TO SUPPORT ECONOMIC DEVELOPMENT OUTSIDE OF COFFEE CREEK URBAN RENEWAL AREA

Wilsonville's capacity to support infrastructure, redevelopment, and business investment is constrained by a limited set of local funding tools. The Coffee Creek Urban Renewal Area (URA) provides dedicated resources for site improvements and infrastructure, but other priority areas, including Basalt Creek and Town Center, do not have comparable funding sources. This gap limits the City's ability to provide infrastructure to support the development and/or redevelopment of priority sites, attract employers, and act on other City priorities.

Actions

2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment *(Refer to Town Center Plan & Tourism Development Strategy)*

Evaluate options for creating a dedicated funding source to support commercial and mixed-use redevelopment, particularly in Town Center and along key commercial corridors. Potential tools include a Town Center Urban Renewal Area (URA), a Business Improvement District (BID), a Local Improvement District (LID), and adjustments to the Transient Lodging Tax (TLT). This action will assess feasibility, tradeoffs, and community support for these options and identify how a funding package could provide sustained resources for infrastructure, amenities, and redevelopment projects that strengthen Wilsonville as a hub for retail, dining, and tourism.

City role: Lead policy design, financial analysis, and public and stakeholder engagement; coordinate with overlapping taxing districts; and, if a tool is adopted, administer the chosen funding mechanism.

1.2. Conduct a feasibility study for a Basalt Creek URA (See Focus Area 1)

1.4. Develop a coordinated set of financial and policy tools for overcoming infrastructure barriers (See Focus Area 1)

FOCUS AREA 3: VACANT COMMERCIAL LAND IS LIMITED

Wilsonville has a limited supply of vacant commercial land to accommodate future growth. The EOA highlighted that redevelopment and policy changes, such as allowing certain commercial uses in select industrial areas, will be essential to meeting future commercial needs. Town Center represents Wilsonville's primary opportunity for new commercial and mixed-use growth. Several large vacant commercial buildings,

including the former Albertsons, Rite Aid, Regal Cinema, and Fry's Electronics, also offer near-term opportunities for reuse.

Actions

3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas

Explore targeted updates to the Wilsonville Development Code to allow a limited range of non-retail commercial uses in carefully selected industrial areas. Potential uses could include commercial recreation (for example, gyms, climbing facilities, or indoor entertainment) and offices or coworking spaces that are not directly tied to an industrial operation but are compatible with industrial activity. This action is explicitly framed as an exploration exercise and will focus on where and how such uses might be appropriate, whether they should be allowed as conditional uses, and what safeguards are needed to protect traded-sector industrial land.

City role: Lead the exploratory analysis and stakeholder conversations, and, if appropriate, manage the Development Code amendment process.

3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities *(Refer to Town Center Plan & Tourism Development Strategy)*

Work across departments so that Economic Development helps advance key actions from the Town Center Plan and Tourism Development Strategy that align with the desired outcomes identified in this Economic Development Strategy. This includes supporting parking management, shared parking strategies, placemaking, and streetscape or public space improvements that make redevelopment more attractive and feasible.

City role: Coordinate across departments to align Economic Development, Planning, Parks and Recreation, Engineering and Public Works with Town Center and tourism strategies.

3.3 Catalyze redevelopment of key sites in Town Center *(Refer to Town Center Plan)*

Partner on select priority sites where City support could spark reinvestment and create new commercial space on underutilized land. The City could collaborate with property owners and potential developers to facilitate site readiness, assist with predevelopment analysis, and coordinate infrastructure or amenity improvements needed to attract investment. If a Town Center URA is adopted, URA-funded acquisition and disposition, SDC transfer programs, or predevelopment grants (e.g., feasibility studies, site development analysis) could be used to help catalyze projects.

City Role: Facilitate partnerships with property owners and developers, provide technical and policy support for site redevelopment, and coordinate needed infrastructure and public improvements. Offer regulatory or financial incentives, marketing support, or infrastructure cost-sharing; recruit development partners.

FOCUS AREA 4: LACK OF UNIQUE RETAIL AND DINING EXPERIENCES

Wilsonville has few distinctive, locally owned shops and restaurants that help create a strong sense of place and attract workers and visitors. Most retail centers are anchored by national chains, and smaller experience-oriented businesses face barriers such as high rents, limited appropriately sized spaces, and costly tenant improvements. These challenges make it difficult for locally owned restaurants, shops, and personal service businesses to establish and grow. Expanding opportunities for locally owned and experience-driven businesses, particularly in Town Center, would strengthen Wilsonville's identity and support local entrepreneurs. This work also offers an opportunity to broaden access for business owners from all backgrounds, including those from historically underrepresented communities, by reducing barriers to entry and increasing access to space, visibility, and customers.

Actions

4.1 Incentivize local dining and retail in Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Design and implement an incentives program to encourage local and experience-oriented dining and retail businesses to locate in Town Center. Incentives may include tenant improvement grants, limited fee reductions, or lease subsidies designed to attract small, locally owned businesses that contribute to Town Center's identity as a vibrant community destination. These incentives are intended to support businesses and entrepreneurs both in and outside of Wilsonville that are seeking to establish or expand in Town Center. This program will be coordinated with the Town Center Plan and Tourism Development Strategy to ensure alignment.

City role: Design and administer incentive programs, coordinate with property owners and tenants, and monitor outcomes to refine the program over time.

4.2 Explore the creation of a food cart incubation program in Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Explore the feasibility of a food cart incubation program in Town Center to support small-scale entrepreneurs, activate underused sites, and test market demand. The concept could draw on Tigard's Launch Pod model, which pairs lower rents withs business advising and coaching. Initial rent is low and increases over time. Business advising includes coaching and a defined "graduation" period, after which successful businesses move to other locations. The program would be open to entrepreneurs both in and outside of Wilsonville who are looking for an accessible way to launch or test a concept.

City role: Lead exploration of the concept by identifying potential sites, evaluating feasibility, and defining partner roles. If a viable model and funding source are identified, help secure resources and promote the program.

4.3 Explore affordable commercial space models and partnerships

Evaluate strategies and partnerships to increase the supply of affordable or below-market commercial space for small and locally owned businesses in Town Center and other key commercial areas, and to preserve existing affordable commercial spaces. Potential approaches include City master leasing, where the City leases ground-floor space from a property owner and subleases it to local businesses at reduced rates, and partnerships with developers that reserve a portion of new projects for local tenants. The City could also explore shared incubator spaces or micro-suites that offer low-cost entry points for start-ups. These approaches support small businesses and entrepreneurs operating in Wilsonville, including minority-owned businesses, whether they start here or relocate from elsewhere.

City role: Lead evaluation of options to support affordable commercial space; identify pilot sites and engage property owners.

4.4 Recruit unique restaurants and shops to Town Center *(Refer to Town Center Plan & Tourism Development Strategy)*

Actively recruit distinctive dining and retail tenants to strengthen Town Center as a destination district. Focus recruitment on concepts that fit the Town Center Plan vision and Tourism Development Strategy, using targeted marketing materials, coordination with property owners and brokers, and direct outreach to operators whose offerings match the desired character and tenant mix. Recruitment could be paired with catalytic redevelopment efforts (Action 3.1) to ensure new businesses locate in highly visible, high-impact sites. Recruitment efforts could include outreach to both existing Wilsonville businesses that may want to expand into Town Center, and businesses from outside the city that offer concepts not currently available in Wilsonville. Recruitment should aim to bring a diversity of business types that broaden the mix of experiences, cuisines, and services available in Town Center.

City role: Market Town Center opportunity sites, lead or support outreach to targeted tenants, and coordinate with property owners, brokers, and tourism partners so recruitment is explicitly aligned with the Town Center Plan and Tourism Development Strategy and connected to City incentive tools.

FOCUS AREA 5: BUSINESSES STRUGGLE TO FIND QUALIFIED WORKERS

Employers in Wilsonville face challenges finding and retaining workers with the skills needed for manufacturing and other key industries. During the EOA engagement

process, employers and regional economic development partners also raised concerns about how artificial intelligence (AI) may affect local jobs and emphasized the importance of upskilling workers to meet evolving job requirements. These issues are particularly challenging for smaller employers that have limited resources to dedicate to in-house training. Stronger coordination between businesses, schools, and workforce partners is needed to align training programs with both current and emerging industry needs.

Actions

5.1 Facilitate workforce connections and support partner initiatives

Take a more active coordinating role in workforce efforts by working with employers, education providers, and workforce organizations so Wilsonville's needs are clearly reflected in regional programs and funding decisions. This means not only connecting partners, but also advocating for training, partnerships, and resources that align with local industry priorities.

City role: Facilitate communication between employers and workforce training partners, support partner-led initiatives that address workforce challenges, and elevate Wilsonville's workforce needs with state and regional agencies.

FOCUS AREA 6: PERCEIVED LIMITED SUPPORT FOR SMALL BUSINESSES

During the EOA engagement process, business owners and economic development partners identified several key challenges: difficulty accessing financing for small businesses, limited awareness of available business support resources, and a shortage of affordable space for startups and growing companies. Participants emphasized that developers and business owners value a proactive, service-oriented approach from the City that helps them navigate permitting and regulatory processes, connect with funding or technical assistance, and work collaboratively with staff to find solutions. This work is intended to support the needs of existing Wilsonville businesses as well as new businesses evaluating locations in the city. As part of this work, the City can use inclusive outreach strategies that ensure small businesses and entrepreneurs from a wide range of backgrounds are aware of available resources and able to access support.

Actions

6.1 Strengthen business communication, customer service, and resource connections

Continue and strengthen the City's direct engagement with local businesses by expanding outreach, improving communication, and addressing barriers identified by businesses. By coordinating across departments and maintaining regular contact with

both industrial and commercial businesses, the City can identify challenges early, connect businesses to assistance, and make City processes easier to navigate.

City role: Proactively engage businesses, identify barriers early, provide clear permitting guidance, and connect businesses to resources.

6.2 Provide small business assistance grants for upgrades

Offer small business grants to help industrial and commercial businesses make key investments that support long-term viability. Eligible activities could include energy efficiency and building systems upgrades, technology adoption, tenant improvements and façade enhancements, and technology or equipment investments tied to productivity and job retention. The grants could prioritize small businesses with limited access to capital and those in areas experiencing or anticipating redevelopment such as Town Center.

City role: Design and administer the grant offerings and use outreach from Action 6.1 to build a pipeline of businesses that could benefit.

Resource Needs

The resource needs to implement each action will depend on Council priorities and the desired level of effort. Maintaining current programs may be possible within existing capacity, while expanded outreach, new incentives, or redevelopment programs will require additional funding or staff support. Some actions, such as creating new funding tools or expanding urban renewal areas, are foundational steps that enable broader implementation.

Exhibit 71 summarizes the actions, organized by focus area, and indicates whether they can be advanced with existing staff and funding or will require additional resources.

Exhibit 71. Summary of Focus Areas, Supporting Actions, and Resource Needs

Focus Areas	Actions		Existing or New Resources
Issue #1: Much of Wilsonville's undeveloped industrial land is not development ready	1.1	Launch a land aggregation and resale program in Coffee Creek	Existing
	1.2	Conduct a feasibility study for a Basalt Creek URA	Existing
	1.3	Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation	Existing

	1.4	Develop a coordinated set of financial and policy tools for overcoming infrastructure barriers	Exploration with existing staff; *may* require establishing new funding source(s)
	1.5	Promote Wilsonville's industrial sites for development	Existing
Issue #2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	2.1	Explore a dedicated funding source to support commercial and mixed-use redevelopment *(TCP/TDS)*	Exploration with existing staff
		Conduct a feasibility study for a Basalt Creek URA **(see 1.2)**	
		Create a package of incentives for overcoming infrastructure barriers **(see 1.4)**	
Issue #3: Vacant commercial land is limited	3.1	Explore expansion of allowable non-retail commercial uses in select industrial areas	Existing
	3.2	Coordinate with other City departments to deliver on Town Center and tourism priorities *(TCP/TDS)*	*Some* priorities will require new funding source(s)
	3.3	Catalyze redevelopment of key sites in Town Center (*TCP)*	Requires new funding source
Issue #4: Lack of unique retail and dining experiences	4.1	Incentivize local dining and retail in Town Center *(TCP/ TDS)*	New funding source needed *if* providing financial incentives
	4.2	Explore the creation of a food cart incubation program in Town Center *(TCP/ TDS)*	New funding source needed *if* providing seed funding
	4.3	Explore affordable commercial space models and partnerships	New funding source needed *if* subsidizing commercial space
	4.4	Recruit unique restaurants and shops to Town Center *(TCP/ TDS)*	New funding source needed *if* providing financial incentives or placemaking investments
Issue #5: Businesses struggle to find qualified workers	5.1	Facilitate workforce connections and support partner initiatives	Existing
Issue #6: Perceived limited supports for small businesses	6.1	Strengthen business communication, customer service, and resource connections	Existing
	6.2	Provide small business assistance grants for upgrades	Requires new funding source

Sequencing of Actions

Implementation of the actions will advance in stages based on available resources, partnerships, and logical sequencing rather than fixed timelines. Some actions can begin immediately using existing capacity, while others depend on funding, feasibility studies, or enabling steps.

Dependencies between actions are a key feature of this strategy. For example:

- Developing a **dedicated funding source (2.1)** could enable future redevelopment incentives, retail activation, and small-business grants.
- Completing the **Basalt Creek URA study (1.2)** and launching the **land aggregation program (1.1)** lays the groundwork for infrastructure development and the marketing of industrial land.
- Launching **retail incentive** and **activation programs (4.1, 4.2, 4.3)** can start small with current tools and scale once funding is secured.
- **Business outreach (6.1) and Town Center coordination (3.2)** can proceed now and shape later investment decisions.

The City Council's direction on which actions to elevate (such as prioritizing industrial readiness or small-business support) will guide how staff allocate resources through work plans and budgets.

Exhibit 72 separates actions by near-term priorities, which can be initiated with existing resources, and longer-term priorities that depend on new funding or enabling actions.

Exhibit 72. Sequencing and Dependencies

Focus Area	Near-Term Priorities (Years 1 to 5)	Longer-Term Priorities (Years 6 to 10)
Focus Area 1: Much of Wilsonville's undeveloped industrial land is not development ready	**1.1** Launch land aggregation and resale program in Coffee Creek **1.2** Conduct feasibility study for a Basalt Creek URA **1.3** Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation **1.4** Evaluate and design a coordinated set of financial and polity tools for overcoming infrastructure barriers	**1.4** Expand the financial tools for overcoming infrastructure barriers if new funding mechanisms are pursued **1.5** Promote Wilsonville's industrial sites for development once incentive package and funding tools are in place
Focus Area 2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area	**2.1** Explore a dedicated funding source to support commercial and mixed-use redevelopment	—
Focus Area 3: Vacant commercial land is limited	**3.1** Explore expansion of allowable non-retail commercial uses in select industrial areas **3.2** Coordinate with other City departments to deliver on Town Center and tourism priorities	**3.3** Catalyze redevelopment of key Town Center sites once funding and partnerships are secured (such as through funding from 2.1)
Focus Area 4: Lack of unique retail and dining experiences	**4.1** Pursue targeted incentives for local dining and retail in Town Center within existing resources **4.2** Explore creation of a food cart incubation program (may begin with low-cost site prep or partnerships) **4.3** Explore affordable commercial space models and partnerships	**4.1** Expand incentives for local dining and retail in Town Center, supported by new funding source from 2.1 **4.2** and **4.3** Implement full programs once additional funding or partnerships are in place **4.4** Recruit unique restaurants and shops, supported by new funding source from 2.1
Focus Area 5: Businesses struggle to find qualified workers	**5.1** Facilitate workforce connections and support partner initiatives	—
Focus Area 6: Perceived limited supports for small businesses	**6.1** Strengthen business communication, customer service, and resource connections	**6.2** Provide small business assistance grants, enabled by new funding sources such as from 2.1 or 1.2

Detailed Action Sheets

This section includes detailed action sheets for each of the actions laid out in the previous section. These sheets consolidate information on rationale, timeline, City and partner roles, resource considerations and implementation steps. These action sheets are intended to serve as working tools for City staff to guide annual work programs and inform interdepartmental coordination.

1.1 Launch a land aggregation and resale program in Coffee Creek

Description	Timeline
Use Urban Renewal funds to acquire parcels from willing sellers in Coffee Creek, consolidate them into marketable sites, and resell them through an RFP process to industrial developers or owner-users. Land may be sold below acquisition cost (at Fair Reuse Value, as defined by ORS 457) to overcome barriers created by land fragmentation and gaps between seller price expectations and buyers' ability to pay. The price gap would be reimbursed through the Business Oregon Regionally Significant Industrial Site (RSIS) program once job thresholds are met.[118]	**Near-term**

Rationale

Industrial redevelopment in Coffee Creek has been slowed by three related challenges:

- **Parcelization.** Many small, irregularly shaped lots are held by different owners, which makes it difficult to assemble sites large enough for modern industrial buildings, truck circulation, and required buffering.
- **Contractor Establishments.** Many properties are in contractor establishment uses (sites cleared of vegetation and used as outdoor laydown yards for heavy equipment, materials, and other storage) that provide strong returns with minimal management but do not align with the long-term vision for the area.
- **Land Value Discrepancies.** There is also a gap between what current owners expect for their land, often based on income-producing value, and what industrial developers can afford to pay based on project economics.

A City-led aggregation and resale effort addresses these constraints by assembling and repositioning land so that industrial projects can move forward. Similar models in Hillsboro and at the Port of Portland have successfully attracted traded-sector employers, grown the tax base, and leveraged public infrastructure investments.

City Role	Use Urban Renewal funds to acquire and consolidate parcels, manage resale through an RFP and Disposition & Development Agreement (DDA), and pursue RSIS reimbursement for eligible costs once job performance criteria are met. **Department Lead(s):** Economic Development (lead); City Attorney's Office (support)
Partners	Business Oregon; Coffee Creek property owners; industrial brokers; industrial developers and owner-users
Funding/Resource Considerations	Urban Renewal funds will cover initial acquisition and holding costs. RSIS reimbursement can offset the gap between acquisition and resale prices, and

[118] The RSIS program, administered by Business Oregon, helps local governments prepare large industrial sites for traded-sector employers. The program reimburses eligible site-readiness costs, such as land assembly, infrastructure, and environmental mitigation. Local governments fund the initial improvements and receive reimbursement after the site meets job and wage thresholds based on new employment created.

1.1 Launch a land aggregation and resale program in Coffee Creek	
	other eligible costs, once employment thresholds and program requirements are met.
Implementation Steps	• Request and finalize an amendment to the City's RSIS agreement to make land assembly a reimbursable cost. • Draft and adopt an amendment to the Coffee Creek Urban Renewal Plan to add property acquisition and aggregation as eligible projects. • Conduct outreach with brokers and property owners to identify willing sellers and potential assemblies; use mapping and engagement to identify parcels of desirable size and configuration, such as several adjacent parcels. • Option or acquire land using URA funds, with City Council approval. • Issue an RFP and enter into a DDA with a qualified developer, including development standards and use requirements that align with the Coffee Creek Master Plan. • Seek RSIS reimbursement for eligible costs once job thresholds and other program criteria are met.

1.2 Conduct a feasibility study for a Basalt Creek Urban Renewal Area (URA)

Description	Timeline
Evaluate whether expanding the Coffee Creek URA to include Basalt Creek, or establishing a new URA for Basalt Creek, could generate sufficient tax increment to fund needed infrastructure and site readiness. The study will assess the potential to fund roads, utilities, and other urban infrastructure, as well as opportunities to support land aggregation. It will provide City Council with options and recommendations.	**Near-term**

Rationale

Baseline financial analysis provided by Tiberius Solutions indicates that system development charge (SDC) revenues in Basalt Creek are unlikely to cover the full cost of required infrastructure improvements to support industrial development, particularly in the early years, and in certain SDC categories. Without an additional funding tool, the area may remain partially served and less attractive for large-scale industrial development. A URA feasibility study will clarify whether tax increment financing can help close these gaps and, if so, whether that is best achieved by expanding the Coffee Creek URA or by creating a new URA tailored to Basalt Creek.

City Role	Lead the feasibility study, engage with affected taxing districts, and prepare City Council for a decision on whether to expand the Coffee Creek URA or establish a new URA for Basalt Creek **Department Lead(s):** Economic Development (lead); Finance (support)
Partners	Overlapping taxing districts; Urban Renewal Task Force
Funding/Resource Considerations	City General Fund or other one-time funds are needed to cover study costs. If the study supports creation or expansion of a URA, tax increment financing could provide long-term resources to support infrastructure and site readiness in Basalt Creek.
Implementation Steps	• Confirm and document infrastructure funding gaps based on the financial analysis completed by Tiberius Solutions. • Define and test potential URA boundary options, including expansion of the Coffee Creek URA and a standalone Basalt Creek URA. • Prepare revenue projections and assess tax increment potential for each option, including estimated funding capacity for infrastructure and land assembly. • Engage overlapping taxing districts to review findings, evaluate impacts, and identify preferred approach. • Prepare a draft feasibility report summarizing options, tradeoffs, and recommended next steps, and present it to City Council for direction. • If Council determines that a URA is viable, proceed to an advisory vote (if Council so directs) to URA plan development and adoption in coordination with taxing districts. • Engage the Urban Renewal Task Force throughout the steps noted above.

1.3 Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation

Description	Timeline
Coordinate with Washington County to review development applications in the Basalt Creek area and advocate for uses that align with the Basalt Creek Concept Plan (BCCP) and the City's long-term industrial goals. Although Washington County maintains permitting authority until annexation, the City should be closely involved in pre-application meetings and development review to encourage land use decisions that support the BCCP. As an alternative approach, the City could work with Washington County to update the Urban Planning Area Agreement (UPAA) to transfer planning authority for Basalt Creek to the City, which would help ensure development approved under Washington County zoning includes required off-site improvements. If properties are annexed, require new uses and development to comply with the City's Development Code and support the area's intended industrial character. For properties that remain under Washington County jurisdiction, prioritize clear communication with owners and transition planning. Encourage interim site and design improvements that fit the surrounding urban industrial context until such time that annexation and development occur.	**Near-term**

Rationale

Contractor establishments provide stable jobs, but many occupy parcels intended for higher-intensity industrial development under the BCCP. If new or expanded uses are approved without close coordination, it becomes harder to transition these sites to the long-term industrial vision and may increase pressure to expand the urban growth boundary in the future. Proactively working with Washington County during the application process and clearly communicating expectations before annexation will help ensure that new investment is consistent with the BCCP and make the transition into the City smoother for businesses and property owners.

City Role	Coordinate with Washington County on development review in Basalt Creek, communicate expectations for BCCP-consistent development, lead any discussions about updating the UPAA, and, after annexation, manage City Development Code compliance and provide guidance to property owners on needed changes. **Department Lead(s):** Planning
Partners	Washington County; Basalt Creek property owners; developers; business tenants
Funding/Resource Considerations	Staff time will be required to coordinate with the County, review applications, and manage compliance after annexation. No new funding source is required at this time.

1.3	Coordinate with Washington County on development application review in Basalt Creek and ensure compliance with City Development Code after property annexation
Implementation Steps	• Continue to review and provide comments on all development proposals if processed by Washington County, within the Basalt Creek planning area, and participate in pre-application meetings where possible. • Evaluate whether updating the UPAA to transfer planning authority for Basalt Creek to the City is feasible and mutually beneficial; initiate discussions with Washington County if appropriate. (example: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB). • Regularly communicate the BCCP vision and City expectations for future industrial development with County staff and property owners. • Prior to annexation, communicate annexation and development standards to property owners and business tenants. • Conduct code compliance reviews and provide technical guidance to property owners on required site or building changes.

1.4 Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers

Description	Timeline
Identify, evaluate, and refine a coordinated package of financial and policy tools that reduce high infrastructure costs and support industrial land development in Wilsonville. The work will clarify funding mechanisms, incentives, and partnerships that can help offset or share upfront costs of site readiness and infrastructure delivery, and package them in a way that is predictable and easy for staff and developers to use.	**Near-term**

Rationale

Infrastructure costs remain a barrier to industrial site development and can make otherwise suitable lands financially infeasible to develop. A clear, coordinated package of financial and policy tools will give the City and developers predictable options for addressing financing gaps, improve alignment between public and private investments, and encourage development on industrial sites.

City Role	Evaluate and, where appropriate, implement new funding tools, pursue state and federal grants to offset infrastructure costs, coordinate advocacy with regional partners, and maintain a clear summary of available tools for use in City discussions with property owners and developers. **Department Lead(s):** Economic Development (lead); Finance (support)
Partners	Developers; industrial brokers property owners; Metro, Business Oregon, and other state agencies (grant opportunities)
Funding/Resource Considerations	Initial exploration can occur with existing staff. Some tools may require establishing new funding sources or making long-term financial commitments, which will require City Council direction.

Implementation Steps	• Explore and evaluate potential tools to address high infrastructure costs that limit development, including:
	  ○ New funding mechanisms, such as Local Improvement Districts (LIDs) or latecomer agreements.
	  ○ Promotion and potential refinements to the Wilsonville Investment Now (WIN) program to better support development and redevelopment in areas outside Coffee Creek.
	  ○ Public cost-sharing and site preparation support, including development agreements that share infrastructure or site preparation costs on strategic sites. The RSIS program could reimburse qualifying investments in areas such as Coffee Creek, Basalt Creek, and select sites east of I-5.
	  ○ State and federal funding through Business Oregon, Metro, and federal/state infrastructure programs to reduce the local funding burden.

1.4	Develop a coordinated package of financial and policy tools for overcoming infrastructure barriers
	○ Regional collaboration and advocacy to align Wilsonville's needs with broader regional industrial land readiness goals and increase visibility of local infrastructure challenges in state funding discussions. • Seek City Council direction if implementation of any new tool requires a financial commitment, policy amendment, or adjustment to existing funding programs. • Compile and document recommended tools into a coordinated package that can be shared internally and with developers, brokers, and property owners to improve awareness of available resources and how they can be used together on specific sites.

1.5 Promote Wilsonville's industrial sites for development

Description	Timeline
Increase the City's promotion of Wilsonville's industrial sites by clearly communicating site readiness status, available incentives (such as the WIN program), tools developed under Action 1.4, and the City's support for traded-sector employers. Strengthen targeted outreach through regional partnerships and consistent engagement with site selectors, developers, and employers, using tools such as the developer and site selector newsletter with a regular schedule and proactive, site-specific messaging.	**Longer-term**: After coordinated package of financial and policy tools is in place

Rationale

Wilsonville's strategic location and supply of industrial land position the City to attract traded-sector employers, but these advantages are not always visible in regional marketing and recruitment efforts. A marketing effort that showcases potential development sites, incentives, and readiness can help Wilsonville compete for high-quality projects and increase employment on its industrial lands.

City Role	Lead marketing of industrial sites through direct communication and outreach, maintain up-to-date information on sites and incentives, and collaborate with Greater Portland Inc. and Business Oregon to increase the visibility of Wilsonville's opportunities in regional and state recruitment. **Department Lead(s):** Economic Development
Partners	Greater Portland Inc.; Business Oregon; industrial brokers; developers; site selectors; property owners; traded-sector employers
Funding/Resource Considerations	Primarily staff time for outreach and materials development, supported by existing communications and technology resources. No new funding source is required at this time.
Implementation Steps	• Develop and maintain a marketing toolkit and inventory of available industrial sites, including GIS mapping, photos, zoning details, development-readiness, infrastructure, and incentive information for Coffee Creek and Basalt Creek. The toolkit should include ready-to-use materials such as one-page site sheets, maps, and standard talking points for staff and partners. • Strengthen direct outreach by maintaining a regular developer, broker, and site selector newsletter, update real estate and program information on the City's website, and regularly connect with local brokers, developers, and employers. • Share updated information and promotional materials with Greater Portland Inc. and Business Oregon so Wilsonville's opportunities are visible in regional and state recruitment efforts. • Track leads, site tours, and responses to evaluate the effectiveness of outreach and adjust messaging and tactics as needed.

2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment

Description	Timeline
Evaluate options for creating a dedicated funding source to support commercial and mixed-use redevelopment, particularly in Town Center and along key commercial corridors. Potential tools include a Town Center Urban Renewal Area (URA), a Business Improvement District (BID), a Local Improvement District (LID), and adjustments to the Transient Lodging Tax (TLT). This action will assess feasibility, tradeoffs, and community support for these options and identify how a funding package could provide sustained resources for infrastructure, amenities, and redevelopment projects that strengthen Wilsonville as a hub for retail, dining, and tourism.	**Near-term**

Rationale

The City has limited discretionary funds for commercial revitalization, which constrains its ability to implement the Town Center Plan and Tourism Development Strategy. Key projects such as streetscape improvements, public space investments, and redevelopment partnerships require a predictable local funding source to be competitive for outside grants and private investment. Establishing one or more dedicated funding tools would allow the City to make more strategic, long-term investments in Town Center and other commercial nodes. Without this, the scope and pace of City support for redevelopment in commercial areas will remain highly constrained and progress on adopted plans will depend on scattered, one-time funding.

The need for dedicated funding sources was elevated in the Town Center Plan and Tourism Development Strategy.

City Role	Lead policy design, financial analysis, and public and stakeholder engagement; coordinate with overlapping taxing districts; and, if a tool is adopted, administer the chosen funding mechanism. **Department Lead(s):** Economic Development with support from Finance
Partners	Town Center and commercial corridor property owners; business owners and tenants; residents; Chambers of Commerce; tourism partners (e.g., regional destination marketing organizations); overlapping taxing districts
Funding/Resource Considerations	Initial exploration can begin with existing staff time and may require consultant support for financial feasibility, revenue projections, and public process design. If Council adopts a tool such as a URA, BID, LID, or TLT adjustment, it will create an ongoing revenue source for Town Center and commercial corridor projects but will also require sustained staff and legal capacity to administer.
Implementation Steps	• Evaluate potential funding mechanisms, which could include:

2.1	Explore a dedicated funding source to support commercial and mixed-use redevelopment

  - A Town Center URA, which could provide the largest and most flexible funding source for a range of Town Center projects.
  - TLT adjustments, which could provide additional resources for amenity and tourism-related investments.
  - A BID, which could create a special assessment to fund ongoing services and small-scale improvements in a defined district.
  - A LID, which could provide a time-limited assessment to help fund specific infrastructure or streetscape projects.
- Engage property owners, business owners, residents, and overlapping taxing districts to gauge interest, concerns, and feasibility for each option.
- Prepare a comparative financial and policy analysis of preferred options.
- Present findings and a recommended path, which may include a preferred tool or a phased combination of tools, to City Council for direction.
- If directed by Council, initiate the formal process to create the preferred mechanism or mechanisms, such as URA plan development, BID or LID formation, or TLT code changes, including required public hearings and outreach.

3.1 Explore expansion of allowable non-retail commercial uses in select industrial areas

Description	Timeline
Explore targeted updates to the Wilsonville Development Code to allow a limited range of non-retail commercial uses in carefully selected industrial areas. Potential uses could include commercial recreation (for example, gyms, climbing facilities, or indoor entertainment) and offices or coworking spaces that are not directly tied to an industrial operation but are compatible with industrial activity. This action is explicitly framed as an exploration exercise and will focus on where and how such uses might be appropriate, whether they should be allowed as conditional uses, and what safeguards are needed to protect prime industrial land.	**Near-term**

Rationale

Wilsonville has a limited supply of vacant commercial land, and the 2025 Economic Opportunities Analysis found that most future commercial growth will depend on redevelopment and reuse rather than new greenfield sites. At the same time, some uses, such as certain commercial recreation or indoor entertainment, are not a good fit for Town Center or neighborhood commercial locations but can function well in certain industrial settings without conflicting with industrial activity. Carefully exploring expanded allowances in select industrial areas can relieve pressure on scarce commercial sites, activate underutilized industrial property, and support a more diverse employment base while preserving industrial competitiveness.

City Role	Lead the exploratory analysis and stakeholder conversations and, if appropriate, manage the Development Code amendment process **Department Lead(s):** Planning (lead); Economic Development (support)
Partners	**Industrial property owners; developers; businesses**
Funding/Resource Considerations	This action can be implemented with existing staff resources.
Implementation Steps	• Identify “candidate” areas where additional non-retail uses might be appropriate based on existing and planned industrial uses; access, visibility, and potential for conflicts (traffic, noise, parking); and long-term industrial land readiness goals. • Evaluate whether additional uses should be allowed outright, allowed as conditional uses, or limited to specific sub-areas to preserve core industrial districts. • Conduct stakeholder outreach to test these options, understand potential benefits and concerns, and refine location and approval criteria. • If warranted, draft Development Code amendments and bring them through Planning Commission and City Council for consideration. • Monitor development patterns to ensure that expanded uses complement, rather than displace, industrial employment.

3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities

Description	Timeline
Work across departments so that Economic Development helps advance key actions from the Town Center Plan and Tourism Development Strategy that align with the desired outcomes identified in this Economic Development Strategy. This includes supporting parking management, shared parking strategies, placemaking, and streetscape or public space improvements that make redevelopment more attractive and feasible.	**Near-term**

Rationale

The Town Center Plan and Tourism Development Strategy already identify projects and policy changes to support business activity and visitor spending. Whether those benefits are realized will depend on future City decisions about capital investments, street design, public space programming, parking, and signage. More fully integrating Economic Development into these decisions helps ensure that project scoping and prioritization reflect business and property-owner perspectives and that Town Center and tourism investments advance the City's broader economic development strategy.

City Role	Coordinate across departments to align Economic Development, Planning, Parks and Recreation, Engineering and Public Works with Town Center and tourism strategies. **Department Lead(s):** Economic Development as it relates to priorities that overlap with this Strategy
Partners	**Refer to Town Center Plan and Tourism Development Strategy**
Funding/Resource Considerations	Some priorities will require new funding source(s) and/or additional staff capacity. Refer to Town Center Plan and Tourism Development Strategy for actions and funding needs.
Implementation Steps	**Refer to Town Center Plan and Tourism Development Strategy**

3.3 Catalyze redevelopment of key sites in Town Center

Description	Timeline
Partner on select priority sites where City support could spark reinvestment and create new commercial space on underutilized land. The City could collaborate with property owners and potential developers to facilitate site readiness, assist with predevelopment analysis, and coordinate infrastructure or amenity improvements needed to attract investment. If a Town Center URA is adopted, URA-funded acquisition and disposition, SDC transfer programs, or predevelopment grants (e.g., feasibility studies, site development analysis) could be used to help catalyze projects.	**Longer-term**: Once funding and partnerships are secured

Rationale

Town Center provides a strong opportunity for higher-intensity mixed-use and commercial redevelopment, but property owners may face feasibility challenges, high infrastructure costs, or limited capacity to move projects forward. Concentrating effort on a small number of catalyst sites can create momentum, demonstrate visible progress on the Town Center vision, and deliver benefits such as public space, housing, and small-business opportunities. Without a new funding source, the City's role will remain limited to coordination and light-touch support; with a Town Center URA or similar tool, the City will have more ability to move priority projects forward.

City Role	Establish and maintain partnerships with property owners and developers, provide technical and policy support for site redevelopment, and coordinate needed infrastructure and public improvements. Offer regulatory or financial incentives, marketing support, or infrastructure cost-sharing; recruit development partners. **Department Lead(s):** Economic Development and Planning
Partners	Town Center property owners; developers; brokers; Chambers of Commerce; tourism partners; residents and neighborhood representatives
Funding/Resource Considerations	Requires a new funding source to move beyond light-touch predevelopment support. If a Town Center URA or similar tool is adopted through Action 2.1, URA-funded land acquisition and disposition, SDC transfer programs, or predevelopment grants could be used to help advance projects.
Implementation Steps	• Identify potential priority catalyst sites for redevelopment consistent with the Town Center Plan. • Engage property owners and potential development partners to assess interest, constraints, and redevelopment potential. • Identify financial and policy tools, including those implemented in Action 2.1, that the City can utilize to support site redevelopment. • Develop site-specific implementation strategies and bring them to City Council for direction, including any proposed public-private partnership structures and funding commitments. See Town Center Plan for ideas. • Apply the Town Center Plan's business retention and location strategies when advancing catalyst projects to support existing businesses.

4.1 Incentivize local dining and retail in Town Center

Description	Timeline
Design and implement an incentives program to encourage local and experience-oriented dining and retail businesses to locate in Town Center. Incentives may include tenant improvement grants, limited fee reductions, or lease subsidies designed to attract small, locally owned businesses that contribute to Town Center's identity as a vibrant community destination. These incentives are intended to support businesses and entrepreneurs both in and outside of Wilsonville that are seeking to establish or expand in Town Center. This program will be coordinated with the Town Center Plan and Tourism Development Strategy to ensure alignment.	**Near-term:** Pursue targeted incentives within existing resources **Longer-term:** Expand incentives, dependent on new funding

Rationale

Town Center does not have enough unique, locally owned restaurants and shops to draw regular foot traffic or create a strong sense of place. National chains add stability, but small local businesses bring character and reinforce community identity. Because high startup costs and rising rents make it hard for smaller businesses to locate here, the City can use targeted incentives to help close modest feasibility gaps. A clear, predictable incentives program would support tenants that advance Town Center and tourism goals, improve the local business mix, and keep more spending in Wilsonville.

City Role	Design and administer the incentives program, coordinate with property owners and tenants, and monitor outcomes to refine the program over time. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; property owners; business owners and tenants; business support organizations, including those serving minority-owned businesses
Funding/Resource Considerations	Program design and limited incentives could move forward with existing resources. Full-scale incentives will depend on creation of a sustainable funding mechanism through Action 2.1.
Implementation Steps	• Define program goals and target tenants focusing on locally-owned restaurants and specialty retail that align with Town Center and tourism priorities • Select a small set of tools to support the desired types of business growth and set clear eligibility and evaluation criteria. • Promote the incentives program widely, including outreach to minority-owned businesses and business support organizations as well as existing Wilsonville businesses who may want to locate in Town Center. • Track funded projects and early outcomes, and refine the program based on what works. • As funding tools from Action 2.1 are clarified, decide how to scale and sustain the program and coordinate it with other Town Center investments.

4.2 Explore the creation of a food cart incubation program in Town Center

Description	Timeline
Explore the feasibility of a food cart incubation program in Town Center to support small-scale entrepreneurs, activate underused sites, and test market demand. The concept could draw on Tigard's Launch Pod model, which pairs lower rents with business advising and coaching. Initial rent is low and increases over time. Business advising includes coaching and a defined "graduation" period, after which successful businesses move to other locations. The program would be open to entrepreneurs both within and outside of Wilsonville who are looking for an accessible way to launch or test a concept.	**Near-term**: Concept development, site and regulatory analysis **Longer-term:** Implementation, dependent on funding and capacity

Rationale

Food carts can lower the cost-of-entry for new food businesses, generate immediate activity, and provide a pathway for restaurants to brick-and-mortar locations. A well-located pod in Town Center could complement existing businesses, support diverse and minority-owned entrepreneurs, and help establish Town Center as a dining destination.

City Role	Lead exploration of the concept by identifying potential sites, evaluating feasibility, and defining partner roles. If a viable model and funding source are identified, help secure resources and promote the program. **Department Lead(s):** Economic Development
Partners	Property owners of strategic, underutilized sites; Chambers of Commerce; Small Business Development Center and other business support providers; lenders and potential grant funders; food entrepreneurs.
Funding/Resource Considerations	Staff can complete planning and coordination with existing resources. Any direct City investment in site improvements, food carts, or business services would require a dedicated funding source (e.g., URA funds or grants).
Implementation Steps	• Review Tigard's Launch Pod and similar food-business accelerator models to identify key elements that could work in Wilsonville (cohort size, rent structure, term length, coaching model, equity goals). • Identify one or more candidate sites in Town Center focusing on visibility, access, utilities, and consistency with the Town Center Plan and Tourism Development Strategy. • Assess zoning and other requirements for a pod and determine whether any code updates or clarifications are needed. • Engage property owners, business support partners and entrepreneurs to gauge interest. • Outline a preferred concept including target entrepreneurs, rent and "graduation" structure, expected costs, and basic partner roles. • Identify potential funding pathways and partner contributions and, if feasibility looks promising, prepare a concept package for City Council.

4.3 Explore affordable commercial space models and partnerships

Description	Timeline
Evaluate strategies and partnerships to increase the supply of affordable or below-market commercial space for small and locally owned businesses in Town Center and other key commercial areas, and to preserve existing affordable commercial spaces. Potential approaches include City master leasing, where the City leases ground-floor space from a property owner and subleases it to local businesses at reduced rates, and partnerships with developers that reserve a portion of new projects for local tenants. The City could also explore shared incubator spaces or micro-suites that offer low-cost entry points for start-ups. These approaches support small businesses and entrepreneurs operating in Wilsonville, including minority-owned businesses, whether they start here or relocate from elsewhere.	**Near term:** Concept development and partnership discussions **Longer term:** Implementation as funding and opportunities arise

Rationale

High rents and limited availability of small, flexible commercial spaces create barriers for small, local, and startup businesses. Increasing access to more affordable space would support entrepreneurship, strengthen the local retail and dining scene, and reinforce Town Center's role as a vibrant, experience-driven destination. This strategy aligns with the Town Center Plan's and Tourism Development Strategy's goals to increase local business diversity and help retain businesses that contribute to Wilsonville's identity and economy.

City Role	Lead evaluation of options to support affordable commercial space; identify pilot sites and engage property owners. **Department Lead(s):** Economic Development
Partners	Property owners and developers; business support organizations; lenders and potential grant funders; prospective small businesses and entrepreneurs
Funding/Resource Considerations	Initial exploration and partner outreach can occur with existing staff resources. Implementing a pilot that includes rent subsidies, buildout support, or master leasing will require a new funding source and could be coordinated with tools developed under Action 2.1.
Implementation Steps	• Assess demand and space needs for small and locally-owned businesses. • Review affordable commercial space models from other communities, including incubators, shared spaces, master leases, and set-aside agreements, and identify which are most applicable in Wilsonville. • Identify candidate sites and partners. • Outline pilot concepts, including roles, eligibility, lease terms, and how affordability would be maintained. • Evaluate potential funding tools, including those developed through Action 2.1, to support any required public contribution. • If a viable pilot emerges, prepare a concept and funding strategy for City Council review and direction on whether/how the City should participate.

4.4 Recruit unique restaurants and shops to Town Center

Description	Timeline
Actively recruit distinctive dining and retail tenants to strengthen Town Center as a destination district. Focus recruitment on concepts that fit the Town Center Plan vision and Tourism Development Strategy, using targeted marketing materials, coordination with property owners and brokers, and direct outreach to operators whose offerings match the desired character and tenant mix. Recruitment could be paired with catalytic redevelopment efforts (Action 3.1) to ensure new businesses locate in highly visible, high-impact sites. Recruitment efforts could include outreach to both existing Wilsonville businesses that may want to expand into Town Center, and businesses from outside the city that offer concepts not currently available in Wilsonville. Recruitment should aim to bring a diversity of business types that broaden the mix of experiences, cuisines, and services available in Town Center.	**Longer-term**: Enabled by new funding source from 2.1

Rationale

The Town Center Plan calls for a stronger cluster of destination dining and retail, active storefronts, and a mix of local and regional tenants. The Tourism Development Strategy emphasizes experiences that give residents and visitors a reason to choose Wilsonville and stay longer. A focused, plan-driven recruitment effort can strengthen Town Center as Wilsonville's primary dining and activity hub, complement planned public investments, and create opportunities for local and minority-owned businesses that reinforce the City's identity and visitor appeal.

City Role	Market Town Center opportunity sites, lead or support outreach to targeted tenants, and coordinate with property owners, brokers, and tourism partners so recruitment is explicitly aligned with the Town Center Plan and Tourism Development Strategy and connected to City incentive tools. **Department Lead(s):** Economic Development
Partners	Town Center property owners and brokers; developers; Chambers of Commerce; tourism partners; business support organizations; prospective tenants, including local and minority-owned businesses
Funding/Resource Considerations	Primarily staff time for outreach and marketing. Recruitment efforts will be more effective if paired with incentives, which could be supported by funding tools identified in Action 2.1.
Implementation Steps	• Develop concise recruitment materials that summarize the Town Center vision, highlight tourism-related strengths, and showcase opportunity sites and available incentives. • Coordinate with property owners and brokers to identify current and future spaces best suited for destination dining and retail. • Maintain a list of priority tenant types and target operators (local, regional, and minority-owned) and conduct proactive outreach to them.

4.4 Recruit unique restaurants and shops to Town Center

- Use recruitment conversations to understand what tenants need to make a Town Center location feasible and coordinate that information with Actions 3.1 and 4.1.
- Integrate recruitment with Town Center and tourism activation efforts, such as events and promotions (see Town Center Plan and Tourism Development Strategy), so prospective tenants can see how the district is evolving.
- Track leads, new leases, and openings influenced by City outreach and periodically report progress to City Council.

5.1 Facilitate workforce connections and support partner initiatives

Description	Timeline
Take a more active coordinating role in workforce efforts by working with employers, education providers, and workforce organizations so Wilsonville's needs are clearly reflected in regional programs and funding decisions. This means not only connecting partners, but also advocating for training, partnerships, and resources that align with local industry priorities.	**Near-term**

Rationale

Through engagement, businesses reported difficulty finding qualified workers, a problem that is not unique to Wilsonville. City Council has emphasized workforce support as a priority, while recognizing that workforce funding and program design are largely controlled by regional and state entities. The City cannot close workforce gaps on its own, but the City can *add value* by convening employers and partners, communicating local needs, and advocating for programs that fit Wilsonville's key sectors (for example, advanced manufacturing and construction). A more deliberate coordination role will help partners tailor programs to local needs and give Wilsonville a stronger voice in regional workforce conversations and funding decisions.

City Role	Facilitate communication between employers and workforce partners, support partner-led initiatives that address workforce challenges, and elevate Wilsonville's workforce needs with regional and state agencies. **Department Lead(s):** Economic Development
Partners	Clackamas Workforce Partnership; Worksystems; Clackamas Community College; Oregon Tech; OMEP; Chambers of Commerce; major employers; small and locally owned businesses
Funding/Resource Considerations	Primarily staff time for outreach, coordination, and communication. Staff could spend more time on this work if it remains a City Council priority.
Implementation Steps	Work with employers and partners to identify what level of workforce coordination makes sense for Wilsonville and execute on that approach. This could include: • Developing an employer listening framework (e.g., annual survey, sector roundtables, or one-on-one visits) to ensure the City understands the workforce development needs of businesses. Make sure to engage a range of business sizes and owners, including minority-owned businesses. • Creating and maintaining a directory of workforce partners and programs relevant to Wilsonville employers. • Convening sector-focused conversations (e.g., advanced manufacturing) with employers and training providers to identify shared priorities. • Sharing employer feedback with partners and tracking follow-up where feasible (e.g., new course offerings, apprenticeships). • Coordinating with workforce partners to elevate Wilsonville-specific needs in regional workforce plans and funding proposals.

6.1 Strengthen business communication, customer service, and resource connections

Description	Timeline
Continue and strengthen the City's direct engagement with local businesses by expanding outreach, improving communication, and addressing barriers identified by businesses. By coordinating across departments and maintaining regular contact with both industrial and commercial businesses, the City can identify challenges early, connect businesses to assistance, and make City processes easier to navigate.	**Near-term**

Rationale

Businesses and developers consistently asked for a more proactive partnership with the City, especially around navigating regulations, accessing resources, and finding a clear path to "yes." Wilsonville already connects with a variety of businesses, but it is not always systematic. Clarifying priorities, ensuring small and minority-owned businesses are included, and establishing a feedback loop from business outreach to process and policy changes will help the City respond more consistently and make it easier to do business in Wilsonville.

City Role	Proactively engage businesses, identify barriers early, provide clear permitting guidance, and connect businesses to resources. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; Small Business Development Center and other business support organizations; workforce development partners; capital providers and lenders; property owners and brokers
Funding/Resource Considerations	Primarily existing staff time. The City could place more emphasis on this work if it remains a Council priority.
Implementation Steps	Develop an Economic Development business engagement workplan that: • Sets a cadence for proactive outreach (for example, business visits, roundtables, and/or surveys), with intentional outreach to small and minority-owned businesses. • Assigns responsibility for keeping the City's business resource hub (primarily the website and any printed materials) current and easy to use, consolidating key City and partner programs in one place. • Establishes basic coordination practices between Economic Development, Planning, and other departments (for example, warm hand-offs, shared notes, and internal check-ins on active projects). • Specifies how recurring issues raised by businesses and by developers will be tracked and fed into process or policy review. • Includes a simple reporting schedule to City Council on outreach activities, common themes, and resulting changes or follow-up actions. • Review and update the workplan annually based on what staff are hearing from businesses, available capacity, and City Council priorities.

6.2 Provide small business assistance grants for upgrades

Description	Timeline
Offer small business grants to help industrial and commercial businesses make key investments that support long-term viability. Eligible activities could include energy efficiency and building systems upgrades, technology adoption, tenant improvements and façade enhancements, and technology or equipment investments tied to productivity and job retention. The grants could prioritize small businesses with limited access to capital and those in areas experiencing or anticipating redevelopment such as Town Center.	**Longer-term**: Once funding is secured

Rationale

Many small businesses struggle to pay for modest but critical upgrades, especially in older industrial and commercial buildings or when owners have limited access to traditional financing. This can make it harder for them to stay competitive or remain in place as nearby investment occurs. Targeted grants for building or facility upgrades would build on the City's outreach and problem-solving (Action 6.1) by filling specific capital gaps for firms the City wants to retain and grow. Well-designed grants can stabilize and modernize existing businesses, support visible improvements that complement public investments, and advance equity by prioritizing businesses that struggle to access to capital and City incentives, including minority-owned businesses.

City Role	Design and administer the grant offerings and use outreach from Action 6.1 to build a pipeline of businesses that could benefit. **Department Lead(s):** Economic Development
Partners	Chambers of Commerce; Small Business Development Center and other business support organizations (including minority-business organizations); property owners
Funding/Resource Considerations	Implementation will require a **dedicated funding source to support grants**, potentially through a Town Center URA or other mechanisms evaluated under Actions 2.1 and 1.4.
Implementation Steps	• Identify and secure a funding source (for example, URA revenues, state or federal grants, or other local tools) and set an overall budget and timeline for grant offerings. • Define clear goals, eligibility criteria, and basic grant structure, including typical award size, eligible upgrade types, and any match expectations. • Prepare simple program guidelines and an application process. • Use existing business outreach (Action 6.1) and partner networks—including the Chamber, Small Business Development Center, minority business organizations, and property owners—to identify candidate businesses and invite them to apply. • Collect light follow-up information from recipients on key outcomes and periodically summarize results for presentation to decision makers.

Appendix I: West Railroad Water and Sewer Evaluation

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Technical Memorandum

Date:	6/5/2026
To:	Chris Meyers, City of Wilsonville Senior Planner
CC:	Amy Magg, City of Wilsonville Development Engineering Manager
Prepared By:	Jason Rice, PE and Olivia Burke, EIT of Water Systems Consulting Inc.
Reviewed By:	Scott Duren, PE of Water Systems Consulting, Inc.
Subject:	Basalt Creek - West Railroad Water and Sewer Evaluation

Executive Summary

The City of Wilsonville commissioned this planning-level study to evaluate sanitary sewer and drinking water infrastructure needed to serve the West Railroad Area, a future industrial development area within the Basalt Creek Planning Area. This study developed conceptual utility layouts, estimated future wastewater and water demands, identified key constraints, and prepared AACE Class 5 planning-level cost estimates.

The proposed sanitary sewer system consists of a 10-inch gravity trunk sewer located along the eastern portion of the site to avoid environmentally sensitive areas, with 8-inch extensions serving future development. Due to site topography and existing system elevations, a lift station and force main are proposed to convey flows to the City's existing collection system. Projected peak wastewater flow is approximately 553,000 gallons per day. The total estimated construction cost for the sanitary sewer system is approximately $5.3 million, including engineering and administrative costs.

The proposed water system consists of a looped 12-inch distribution main connected to the existing City system at the north and south ends of the study area. The system is sized to meet projected industrial demands and required fire flows while maintaining City pressure standards. Maximum day demand is estimated at approximately 240,000 gallons per day, with peak hour demand of approximately 338,000 gallons per day. Total estimated construction cost for the water system is approximately $8.3 million, including engineering and administrative costs.

Key project constraints include lack of existing right-of-way, environmental resources, future development uncertainty. Overall, the study concludes that the recommended sewer and water improvements can adequately serve anticipated industrial development within the West Railroad Area and provide a foundation for future detailed design and implementation.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Document Contents

1.0 Introduction
2.0 Overview of Conceptual Utility Designs
2.1 Sanitary Sewer System
2.1.1 Sanitary Sewer Design Assumptions and Principals
2.1.2 Sanitary Sewer Flow Calculations
2.1.3 Sanitary Sewer Concept Design and Cost Estimate
2.2 Water System
2.2.1 Water Design Assumptions and Principals
2.2.2 Water Demand and Calculations
2.2.3 Water Concept Design and Cost Estimate
3.0 Challenges and Constraints
4.0 Summary
Appendix A – West Railroad Flow Calculations
Appendix B – West Railroad Sanitary Sewer Profile

1.0 Introduction

The City of Wilsonville (City) has requested a planning level study to determine the feasibility of providing City sanitary sewer and drinking water to a sub-section of the Basalt Creek Planning Area referred to as the West Railroad Area. This technical memorandum describes the West Railroad Area, estimates wastewater collection flows and water use demand, provides preliminary sizing, proposes locations for each facility, and provides AACE Class 5 planning level cost estimates for planning purposes. Detailed modeling or design was not completed as a part of this task.

The West Railroad Area is considered a sub-area to the larger Basalt Creek Planning Area, which is a tract of land located between the cities of Tualatin and Wilsonville. More specifically, the West Railroad Area is bound to the north by SW Tonquin Rd and SW Basalt Creek Parkway, to the east by the Portland & Western Railroad, to the south by SW Grahams Ferry Rd, and to the west by the City's urban growth boundary (UGB). Subsequently, this area is planned to be zoned as Industrial once annexed.

Figure 1 on the following page depicts the study area in relation to the City's current limits, Urban Growth Boundary (UGB), and treatment plants.

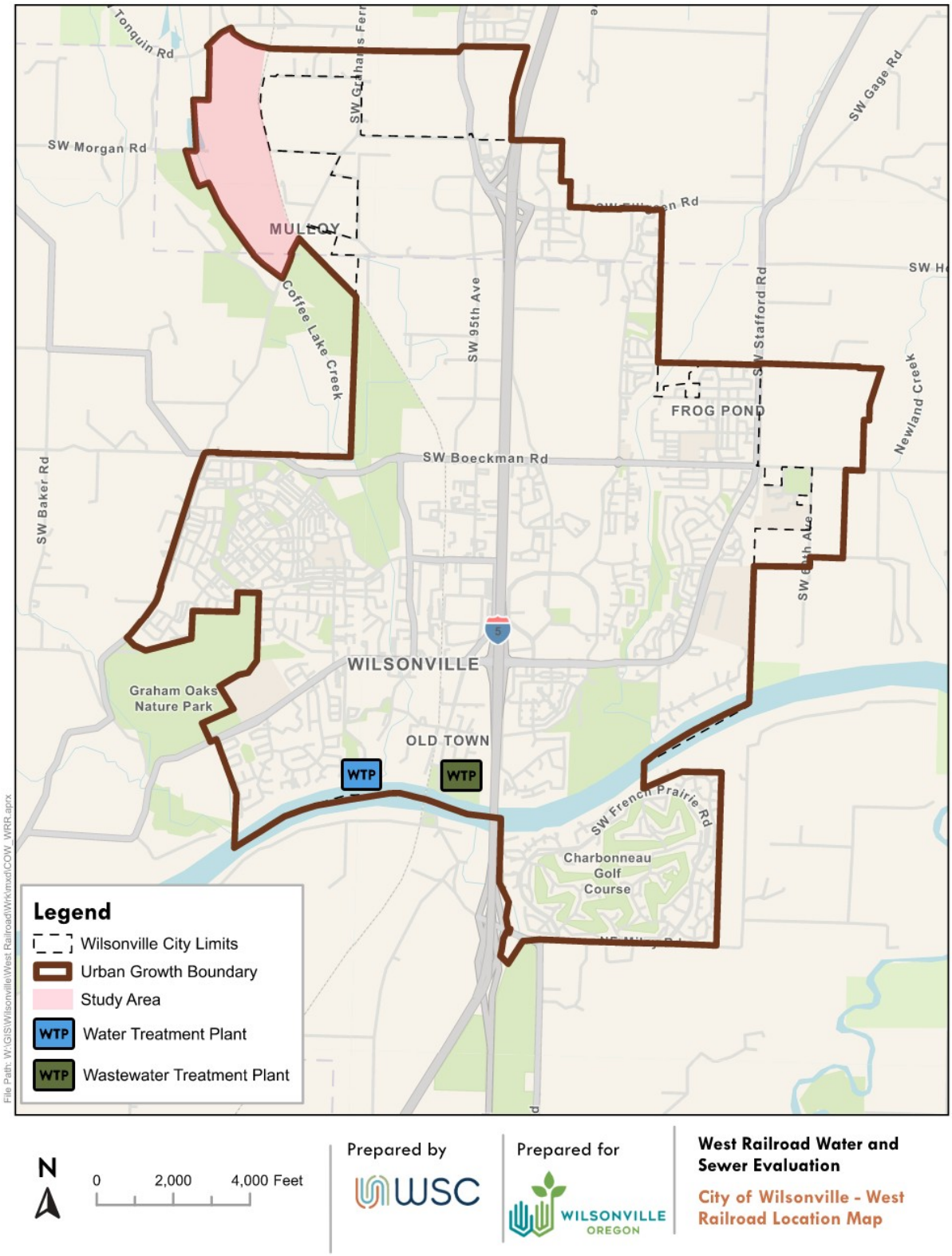


Figure 1: West Railroad Area Location Map

2.0 Overview of Conceptual Utility Designs

2.1 Sanitary Sewer System

The City's sanitary sewer system is conveyed and treated at the Wilsonville Wastewater Treatment Plant (WWTP) located at 9275 SW Tauchman Street, approximately three miles south of this planning area.

The conceptual sanitary sewer system prioritizes gravity collection and avoids sensitive areas by locating the sanitary sewer trunk line along an existing private driveway flowing southward. The planned sanitary sewer main is located on the eastern edge of the West Railroad Area to avoid Coffee Lake Creek, North Coffee Lake Creek Wetlands, and other natural areas. This eastern alignment avoids the need for more than one City maintained sanitary lift station because of variable contours throughout the site traveling North to South. The proposed sanitary sewer main trunk reaches its lowest elevation in the southeastern corner of the West Railroad Area, lower than the City's adjacent existing sanitary system on SW Clutter Street. A sanitary sewer lift station is proposed at SW Grahams Ferry Road to lift collected flows into the existing City system on SW Clutter Street. In the proposed configuration, some properties within the West Railroad Area may need to install privately maintained pump systems to lift sewage to the proposed public sanitary system.

The sanitary sewer concept is divided into segments that can be built as development occurs in the West Railroad Area. The Main Sanitary Sewer Trunkline conveys sanitary sewer flows from the entire area and is sized at 10-inch diameter. The concept for the Main Trunkline includes a lift station and force-main that crosses the railroad. The Northern, Western, and Southern Sanitary Sewer Extensions are sized at 8-inches to convey sanitary sewer flows from parcels throughout the area. The proposed sanitary sewer system is shown on the next page on Figure 2.

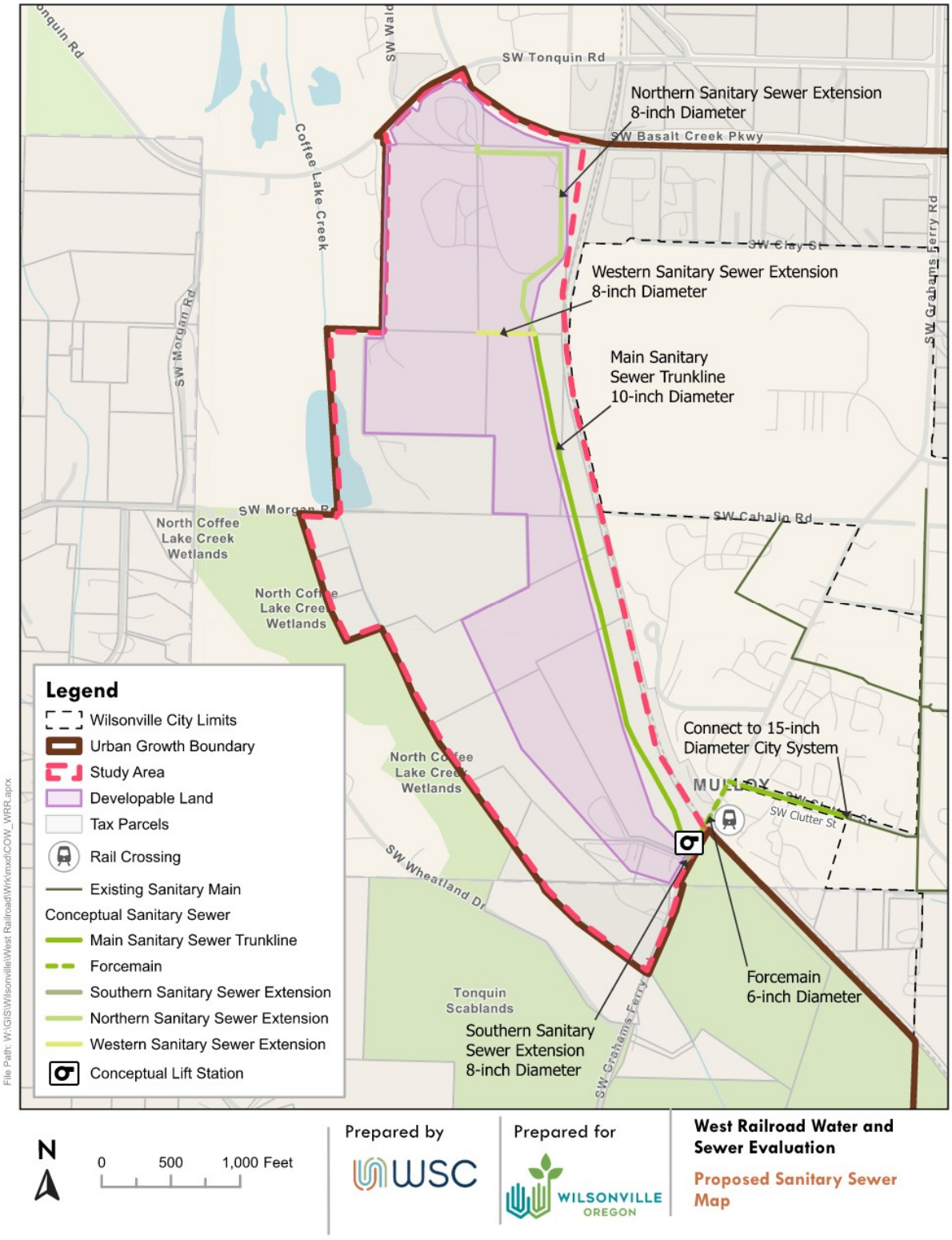


Figure 2: West Railroad Proposed Sanitary Sewer Map

2.1.1 Sanitary Sewer Design Assumptions and Principles

The following design assumptions were applied in the sanitary system design and obtained the City of Wilsonville Public Work Standards (2017). While specific lateral locations are not identified, careful layout of main lines provides service at each property within the West Railroad Area along existing driveways. Sanitary sewer mains are below the minimum 8 feet of cover, with minimum sanitary pipe grades as defined in Table 1.

Table 1: Minimum Sanitary Pipe Grades

Inside Pipe Diameter (inches)	Grade (%) (feet per 100 feet)
Sanitary Laterals	
4	2.00
6	2.00
Sanitary Mains	
8	0.40
10	0.28
12	0.22
15	0.15
18	0.12
21	0.10
24	0.08
27	0.07
30	0.06

Source: 2017 Public Works Standards Table 4.1

The sanitary system design followed these guiding principles for the layout:

- Use gravity as much as possible to reduce initial construction costs and ongoing operational costs
- Attempts to follow previously identified routes by the City
- Follows land use boundaries (not serving Undeveloped Natural Area land use areas)
- Avoid streams and significant natural areas
- Siting pump stations as far as practical from present or proposed built-up residential areas and off the traffic way of streets and alleys. (Wilsonville Public Works Standards: Section 401.3.02)

2.1.2 Sanitary Sewer Flow Calculations

Estimation of sanitary sewer collection flows was based on flow factors from the City's 2014 Wastewater Collection System Master Plan (CSMP).

Dry weather flows were calculated using the high-density industrial unit loading factor developed in the CSMP of 1,000 gallons per acre per day (gpad) (Table 5-10, CSMP (2014)). A peaking factor of 2.3 was used, and is consistent with wastewater meter data reviewed in the CSMP for the Canyon Creek basin, which is located in the upper sub-basins of the City similar to the West Railroad Area where the flow pattern is less affected by travel time and flow attenuation (Table 5-5, CSMP (2014)).

$$Peak\ Dry\ Weather\ Flow\ (DWF) = \ Developed\ area\ (ac) * 1{,}000 \frac{gal}{ac * day} * 2.3\ peak\ factor$$

Wet weather flows were calculated using an inflow and infiltration rate of 2,500 gpad, which was the maximum value computed in the CSMP (Table 5-8, CSMP (2014)). The wet weather flows were calculated using the following equation.

$$Wet\ Weather\ Flow\ (WWF) = Developed\ area\ (ac) * 2{,}500 \frac{gal}{ac\ * day}$$

The total peak flow was calculated by adding wet and dry weather flows together.

$$Peak\ Sanitary\ Sewer\ Flow = Dry\ Weather\ Flow\ (DWF) + Wet\ Weather\ Flow\ (WWF)$$

The total calculated peak sanitary sewer flow is 552,764 gallons per day (gpd). Calculations are provided in Appendix A.

2.1.3 Sanitary Sewer Concept Design and Cost Estimate

A surface profile was developed using Google Earth along the sanitary sewer alignment to evaluate sanitary sewer depth and is provided in Appendix B. The profile assumed a minimum depth from surface to pipe invert of 10 feet and used the minimum pipe slope for 10-inch pipe of 0.28 feet/feet wherever possible. To maintain gravity flow within the trunkline, some sections may be up to 30 feet deep. The lift station wet well depth was estimated at 20 feet deep to accommodate laterals connecting from the southeast properties.

The cost estimate for each segment of the proposed sanitary sewer system is provided in Table 2 through Table 5. Project costs include pipe material based on pipe bury depth, and lift station capital costs. While it is not anticipated that development within this area would require additional upgrades to the existing downstream sewer system, estimates for this work are not included in this analysis. A detailed design fee of 20% of total project cost and City engineering/admin/finance/legal fee of 15% of total project cost was applied. Because this is a planning level study, a Level 5 Association for the Advancement of Cost Engineering (AACE) estimate was performed; providing a range of total cost of construction from -50% to 100%. All cost totals are rounded up to the nearest hundred thousand.

Table 2. Main Sanitary Sewer Trunkline Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
10-inch PVC SDR 35 (8'-10' bury)	970	LF	$275	$266,750
10-inch PVC SDR 35 (10'-20' bury)	2640	LF	$330	$871,200
10-inch PVC SDR 35 (20'-30' bury)	1010	LF	$385	$388,850
6-inch DIP Sanitary Force Main (3' bury)	740	LF	$350	$259,000
Railroad Crossing	1	EA	$200,000	$200,000
Lift Station	1	EA	$1,100,000	$1,100,000
		Subtotal		**$3,085,800**
		Detailed Design	20%	$618,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$463,000
		Total Estimated Cost of Construction		$4,166,800
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$2,084,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$8,334,000**

Table 3: Southern Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (10'-20' bury)	110	LF	$300	$33,000
		Subtotal		**$33,000**
		Detailed Design	20%	$7,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$5,000
		Total Estimated Cost of Construction		$45,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$23,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$90,000**

Table 4: Northern Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (standard 10' bury)	200	LF	$250	$50,000
8-inch PVC SDR 35 (10'-20' bury)	1340	LF	$300	$402,000
8-inch PVC SDR 35 (20'-30' bury)	570	LF	$350	$199,500
		Subtotal		**$651,500**
		Detailed Design	20%	$131,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$98,000
		Total Estimated Cost of Construction		$880,500
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$441,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$1,761,000**

Table 5: Western Sanitary Sewer Extension Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
8-inch PVC SDR 35 (10'-20' bury)	410	LF	$300	$123,000
		Subtotal		**$123,000**
		Detailed Design	20%	$25,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$18,000
		Total Estimated Cost of Construction		**$166,000**
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$83,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$332,000**

2.2 Water System

The City's primary water supply comes from the Willamette River and is treated at the Willamette River Water Treatment Plant (WRWTP). Treated water is conveyed from the WRWTP to the distribution system. The West Railroad area is located within the existing pressure zone B. Zone B is the main pressure zone in the City and is served by Elligsen Reservoirs 1 and 2 and Westside. A comparison of City pressure data for Zone B and elevations within the study area confirmed that Zone B can provide the hydraulic pressure necessary to serve the West Railroad Area. A detailed water model was not developed for the Study.

The proposed water system is a looped system within the West Railroad Area using existing private driveways, connecting to the existing distribution system along SW Grahams Ferry Rd in the north and along SW Clutter St in the south. The proposed water system concept is divided into segments that can be built as development occurs in the West Railroad Area. The Main Water Loop delivers water for much of the area and includes two railroad crossings. The Northern and Southern Water Extensions deliver water to parcels that do not have access to the main loop and may need to loop back to the Main Water Loop when development occurs. The proposed water system is shown on the next page on Figure 3.

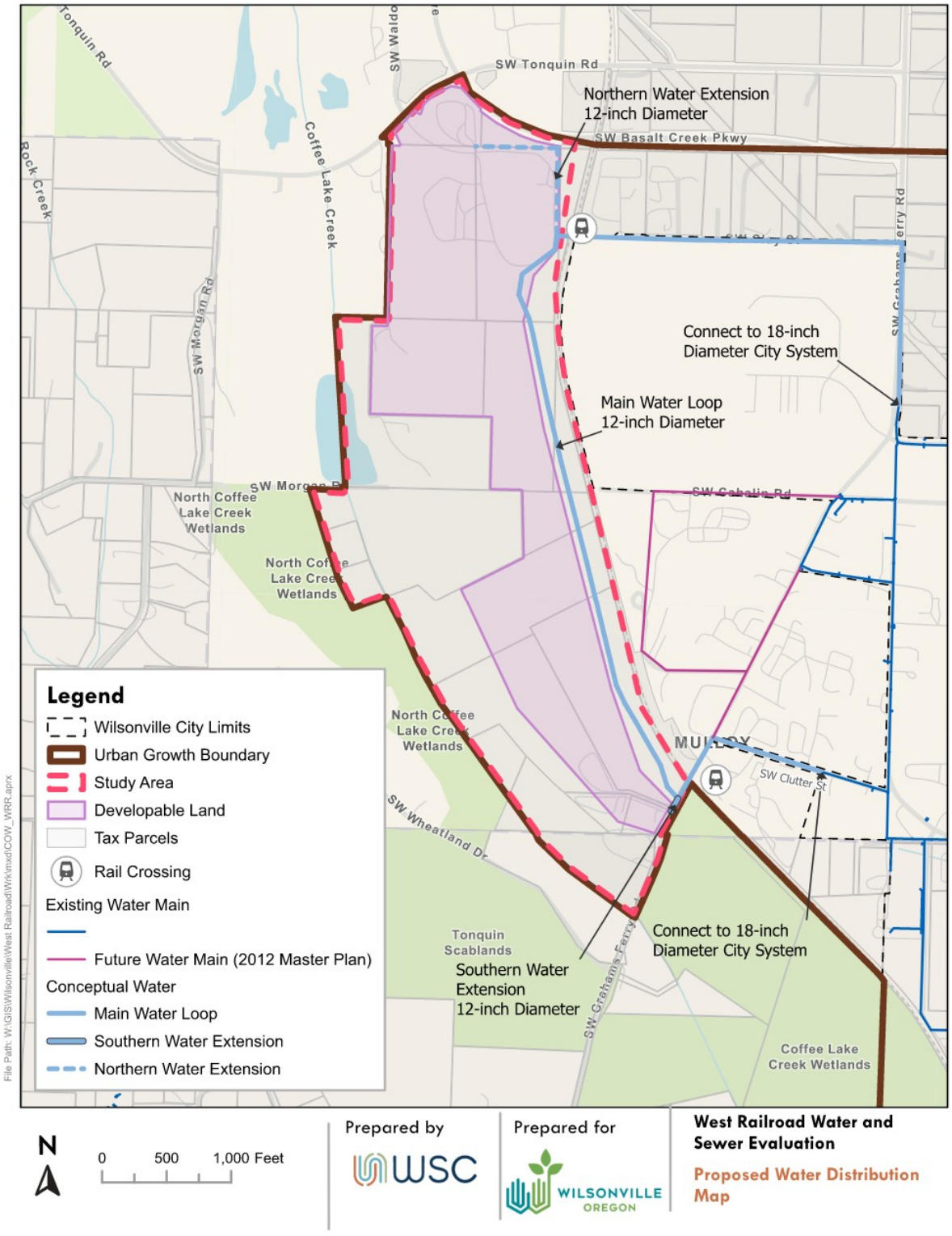


Figure 3: West Railroad Proposed Water Distribution Map

2.2.1 Water Design Assumptions and Principles

The following level of service requirements presented in Table 6 were evaluated for the proposed water system were obtained from the City's 2012 Water Distribution System Plan (WDSP) developed by Keller and Associates and cross referenced to the City's Updated Water Master Plan (WMP), currently being developed by Water Systems Consulting, Inc. Service connections are not included in the conceptual layout.

Table 6: Water Level of Service Requirements

Statement/Measure	Goal/Target	Units
Fire Flow Requirement for Industrial Areas	3,000	gpm
Minimum Pressure while delivering MDD + Fire	20	psi
Minimum Pressure while delivering PHD	40	psi
Maximum Pressure without pressure regulator	80	psi
Maximum Velocity for pipes under 12-inches under PHD or MDD + Fire	10	feet/sec

MDD = max day demand, PHD = peak hour demand

2.2.2 Water Demand Calculations

Estimation of water use demand was based on land use information provided by the City and factors developed in the WMP.

An industrial demand of 977 gpad[1] is consistent with the WMP based on historical meter usage (Table 2-9, WMP, in-progress). A conservative peaking factor of 2.13 for maximum day demand (MDD) and 3.0 for peak hour demand (PHD) was used as are consistent with the historical systemwide peaking factors (Table 2-4, WMP, in-progress).

Peak demand was calculated using the equation below.

$$MDD = Ind.Land\ Area\ (ac) * 977 \frac{gal}{ac * day} * 2.13\ peak\ factor$$

$$PHD = Ind.Land\ Area\ (ac) * 977 \frac{gal}{ac * day} * 3.0\ peak\ factor$$

[1] The industrial water demand of 977 gpad was calculated as a part of the City's Water Master Plan Update (in-progress) using the last 5 years of City water meter data. This is slightly lower than the industrial sewer discharge of 1,000 gpad as recommended in the City's 2014 Sanitary Master Plan.

The estimated demand is summarized in Table 7.

Table 7. Estimated Water Demand

Demand	gpd	Gpm
MDD	239,647	166
PHD	337,532	234

MDD = max day demand, PHD = peak hour demand

2.2.3 Water Concept Design and Cost Estimate

AFT Fathom software was used to evaluate the conceptual water system's static pressures and residual pressures at MDD + Fire Flow (MDD + FF). To evaluate static pressures, the analysis first assumed the reservoirs feeding Zone B were at their minimum operating level. Static pressure at the highest water main elevation within the Study area was above 40 psi. Static pressure was then evaluated if the reservoirs feeding Zone B were at their maximum operating level. Static pressure at the lowest water main elevation within the Study area was greater than 80 psi.

The analysis then evaluated the system's performance to convey MDD + FF. A pipe size of 12-inches was identified as the minimum pipe size to deliver MDD + FF while meeting minimum residual pressures in the system. The analysis then evaluated the 12-inch pipe at PHD. Results of the analysis are included in Table 8.

Table 8: Water Level of Service at PHD

Parameter	Value	Units
Static Pressure at Highest Elevation in Study Area, assuming Lowest Reservoir Levels	50	psi
Static Pressure at Lowest Elevation in Study Area, assuming Highest Reservoir Levels	101	psi
PHD	234	gpm
Velocity at PHD	0.66	ft/s
MDD + FF	3,166	gpm
Velocity at MDD + FF	9.7	ft/s
Residual Pressure at Highest Elevation in Study Area at MDD + FF	30	psi

MDD = max day demand, PHD = peak hour demand, FF = fire flow

The cost estimate for the water system is provided in Table 9 through Table 11. Because this is a conceptual level study, a Level 5 Association for the Advancement of Cost Engineering (AACE) estimate was performed; providing a range of total cost of construction from -50% to 100%. All cost totals are rounded up to the nearest hundred thousand.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Table 9: Main Water Loop Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	10080	LF	$500	$5,040,000
Railroad Crossing	2	EA	$200,000	$400,000
		Subtotal		**$5,440,000**
		Detailed Design	20%	$1,088,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$816,000
		Total Estimated Cost of Construction		$7,344,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$3,672,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$14,688,000**

Table 10: Southern Water Connection Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	110	LF	$500	$55,000
		Subtotal		**$55,000**
		Detailed Design	20%	$11,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$8,000
		Total Estimated Cost of Construction		$74,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$37,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$148,000**

Table 11: Northern Water Connection Estimated Cost

Item	Quantity	Unit	Unit Cost	Cost
12-inch DIP	1320	LF	$500	$660,000
		Subtotal		**$660,000**
		Detailed Design	20%	$132,000
		Wilsonville Engineering/Admin/Finance/Legal	15%	$99,000
		Total Estimated Cost of Construction		$891,000
		Lower AACE Level 5 Estimate for Total Cost of Construction	-50%	**$446,000**
		Upper AACE Level 5 Estimate for Total Cost of Construction	100%	**$1,782,000**

3.0 Challenges and Constraints

Area Topography

The planning area's topography ranges from approximately 229 feet in elevation at the northern boundary to 169 feet at the southern boundary, providing favorable conditions for the proposed sanitary sewer gravity main. The site also slopes downward from east to west, with an average elevation change of approximately 25 feet toward the wetlands located along Coffee Creek. To avoid impacts to these environmentally sensitive areas and existing structures, the proposed sanitary sewer main has been routed along the eastern side of the planning area. As development arises, the City may wish to evaluate locating the main further west to reduce the number of private pumping systems.

Right-of-Way and Easements

Because the planning area has no available right-of-way or existing sanitary sewer or water easements in which the City can utilize, in any alignment scenario a combination of Easements and Right-of-Way placement will need to be considered.

Maximum EDU's Under Recommended Scenario

Section 2.4.1 of the WMP established a demand per equivalent dwelling unit (EDU) of 178 gpd/EDU. The proposed 10-inch sewer main serves flow equivalent to 647 EDUs and has the capacity to serve 2,320 EDUs.

The proposed 12-inch water main serves a demand equivalent to 632 EDUs. The water main is sized to meet fire flow requirements and has capacity to serve the maximum number of EDUs the proposed 10-inch sanitary sewer can support.

Water scouring velocity due to fire flow requirements

The diameter of the water main is driven by the requirement to meet fire flow demand. Under average system demands, water velocity in the 12-inch pipe is very low. Until demand becomes higher and the water “turn-over” rate increases, the City may schedule flushing as a part of their ongoing water system maintenance program.

Sanitary Sewer Velocities for section with minimum grade

One item that should be given consideration is lower sanitary sewer scouring velocities in the upstream sections of the sewer main due to fewer connections. Some sections of the sanitary sewer main are at the City’s minimum slope to meet cover requirements. Until there are enough connections to the sewer main where there are constant flows, the City may schedule flushing to eliminate odor concerns.

4.0 Summary

This technical memorandum evaluated projected sanitary sewer flows and water demands, site constraints, and connection to existing utilities to evaluate a conceptual layout for sanitary sewer and water in the West Railroad Area. Flow and demand calculations indicate that a 10-inch sanitary sewer trunk main along with 8-inch extensions and 12-inch water main are sufficient to serve the area while meeting City Standards. Conceptual cost estimates were developed for both systems, however more detailed modeling and final design will need to be performed prior to construction.

Appendix A: West Railroad Flow Calculations

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Appendix A: Flow Calculations

Pg 1

	SF	AC
Study Area	9,659,117	222
Developable Land	5,016,334	115

Sewer

Industrial Area	115	AC	
Industrial Unit (high density)	1,000	gpd/ac	Table 5-10, CSMP (2014)
Peak Factor	2.3		Table 5-5, CSMP (2014)
Peak DWF	264,866	gpd	
Industrial Area	115	AC	
RDII Rate	2,500	gal/ac/day	Table 5-8, CSMP (2014)
Peak WWF	287,898	gpd	
Peak Sewer Flow	552,764	gpd	

Water

Industrial Area	115	AC	
Industrial Unit Demand	977	gpd/ac	Table 2-9, WSMP (in progress)
Peak Factor	3.0		Table 2-4, WSMP (in progress)
Peak Water Demand	337,532	gpd	
	234	gpm	
Maximum Day Peak Factor	2.13		Table 2-4, WSMP (in progress)
Maximum Day Demand	239,647		
	166	gpm	
Industrial Peak Fire Flow	3,000	gpm	WSMP (in progress)

Appendix A: Flow Calculations

Pg 2

Sewer

Peak Sewer Flow	552,764	gpd
	384	gpm
	0.86	cfs
	0.55	MGD
Gravity Main Length	3900	LF
Gravity Main Diameter	10	inches
	0.83	ft
Minimum Slope	0.28%	

Partially Full Pipe

Minimum d/D	0.67	
Roughness	0.011	
Central Angle	3.84	rad
	220	deg
Area	0.39	SF
Perimeter	1.60	ft
Hydraulic Radius	0.24	ft
Capacity	1.08	cfs
	487	gpm

Full Pipe

Area	0.55	SF
Perimeter	2.62	ft
Hydraulic Radius	0.21	ft
Capacity	1.37	cfs
	617	gpm

Water

Peak Water Demand	337,532	gpd
PHD	234	gpm
	0.52	cfs
	0.34	MGD
Area	0.79	sf
Velocity	0.66	ft/s
Highest El. in Study Area	235	El.
Lowest El. in Study Area	161	El.

Fire Flow: 3,000 gpm / 6.70 cfs

Zone B Maximum Tank El.	403
Zone B Minimum Tank El.	350

Inputs

water calcs were done using AFT Fathom

Connection Point to City	Elevation (ft)	Minimum Static Pressure (psi)	
SW Clay St	259	39	*assuming min level in reservoirs*
SW Cutter St	226	54	*assuming min level in reservoirs*

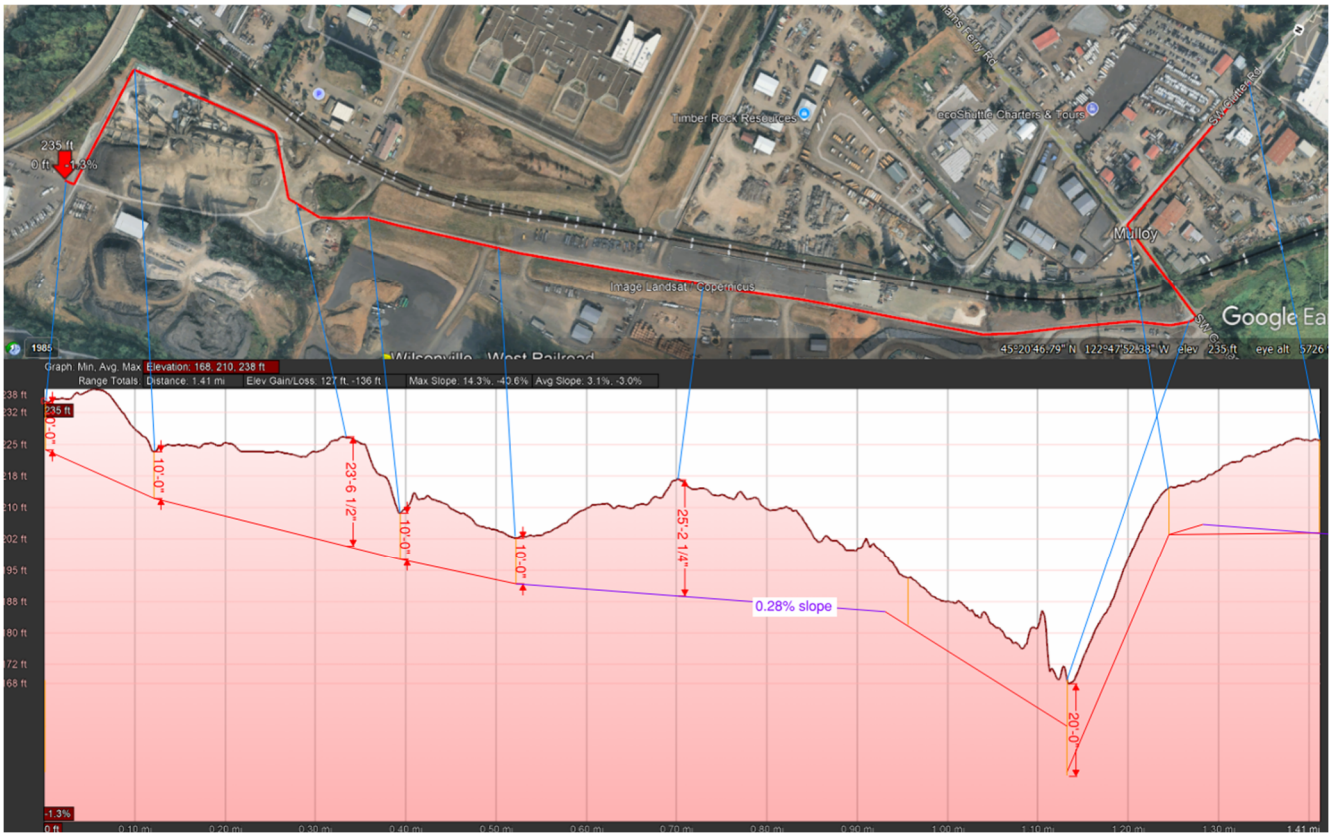
Results

Pipe Size: 12 inches

Peak Service Elevation	235	feet	*assuming min level in reservoirs*
Static Pressure	50	psi	
Fire Flow	3,000	gpm	
Residual Pressure	30	psi	
Velocity	9.7	ft/sec	

Lowest Service Elevation	170	feet	
Static Pressure	101	psi	*assuming max level in reservoirs*
Peak Hour Demand	234	gpm	
Velocity	0.66	ft/sec	

Appendix B: West Railroad Sanitary Sewer Profile



Appendix K: Basalt Creek Funding Analysis

This page intentionally left blank

City of Wilsonville

Basalt Creek
Infrastructure Funding Analysis

TIBERIUS SOLUTIONS

Prepared for City of Wilsonville
Prepared by Tiberius Solutions LLC
August 2026

Acknowledgments

This report was prepared for the City of Wilsonville (City) by Tiberius Solutions, a limited liability company headquartered in Portland, Oregon. Tiberius Solutions specializes in infrastructure funding and tax increment financing analysis, helping clients achieve their economic and financial goals. Margaret Raimann, an independent contractor, contributed on the project, conducting spatial and other analysis.

Tiberius Solutions is not a registered municipal advisor as defined in Section 15B of the Securities Exchange Act, as amended by Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act. The contents of this report are intended to provide factual information and are not intended to be construed as advice or recommendations regarding any specific municipal financial products. The City should discuss any information and material contained in this report with any and all internal or external advisors and experts that the City deems appropriate before acting on this information.

Tiberius Solutions acknowledges the assistance and data provided by staff at the City who were involved in the preparation of this report, providing input on key assumptions and review of all analysis.

This page intentionally left blank

Table of Contents

SUMMARY VI

1 FRAMEWORK FOR THE EVALUATION 1

1.1 Background and Purpose 1
1.2 Study Area Boundary 1
1.3 Public Services Included in the Analysis 2
1.4 Funding Sources Included in the Analysis 3

2 ANALYSIS 6

2.1 Development Capacity 6
2.2 SDC Revenue 10
2.3 TIF Revenue 21
2.4 Infrastructure Needs 28
2.5 Cash Flow 29

3 CONCLUSIONS 38

ATTACHMENT A: DETAILED CASH FLOWS 40

This page intentionally left blank

Summary

This document provides an Infrastructure Funding Analysis for Basalt Creek. The purpose of the Infrastructure Funding Analysis is to identify infrastructure challenges that could hinder development within the Basalt Creek Study Area (Study Area), and to suggest approaches for overcoming those challenges. This analysis focused on two primary sources of infrastructure funding: system development charges (SDCs) and tax increment financing (TIF).

This analysis was originally conducted in 2025, with the draft report completed in December of 2025. Subsequently, in July of 2026, additional analysis was completed to examine the possibility of funding infrastructure in the West Railroad area, adjacent to Basalt Creek. This updated financial analysis is described in Appendix B. The main body of the report, however, remains limited to the original analysis of Basalt Creek.

City engineering staff provided a list of necessary infrastructure projects to support development within the Study Area. Total project costs are estimated to be $61.8 million in constant 2025 dollars, with the City's share of those costs estimated to be $24.5 million. The majority of the City's share of costs, $18.5 million, are estimated to be eligible for SDC funds.

Projected cash flows were analyzed that show the combined revenues and expenditures for the Study Area over time. Four different scenarios were evaluated that considered full buildout versus 50% buildout of the Study Area, and whether the Grahams Ferry Assemblage or Greenhill opportunity sites would be first to develop. We draw the following conclusions from this analysis:

- SDCs alone are insufficient to fund the necessary infrastructure in the Study Area. The City is estimated to have over $6.0 million in project costs that are the City's responsibility but are not SDC eligible. Additionally, water and parks SDC revenue projected in the area are less than the SDC eligible share of project costs in the area at full buildout.
- Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are estimated to be responsibility of developers.
- A funding strategy that includes both TIF and SDCs generates sufficient revenue long-term, but still results in temporary funding shortfalls that would need to be addressed. There are multiple strategies that the City could consider to address these shortfalls, including delaying projects, relying on developer-led construction, using alternative financing options, or obtaining other funding sources.
- The biggest funding challenges are early on. The City will need to carefully coordinate early phases of development with private development partners.
- Developer-led construction of public infrastructure projects is an advantageous strategy to resolve the City's short-term funding gaps.
- Funding capacity for TIF is greater than the infrastructure funding gaps that have been identified in the area.
- The finance scenarios that assumed full buildout of the Study Area resulted in significantly better cash flows than scenarios assuming only 50 percent buildout over the same timeframe.
- All things being equal, the Greenhill opportunity site is less challenging to fund upfront than the Grahams Ferry Assemblage opportunity site.

- State funding through RSIS is uncertain but worth pursuing. Because Wilsonville has already been accepted into the RSIS program, it seems likely that infrastructure projects in the Study Area could receive State funding through the program.
- TIF also involves uncertainty. Because the City typically seeks an advisory vote before creating a new TIF district, any funding strategy that relies on TIF revenues is contingent on public approval. [1]

[1] Subsequent to the completion of this draft report, the City Charter was amended to require voter approval of any new TIF district, specifically requiring the public votes to occur in a Primary or General election during even numbered years.

1 Framework for the Evaluation

1.1 Background and Purpose

The Basalt Creek Planning Area (BCPA) includes 847 acres of unincorporated land in Washington County between the Cities of Wilsonville and Tualatin. The BCPA was added to the urban growth boundary (UGB) by Metro in 2004. In 2011, both cities, Metro, and Washington County entered into an intergovernmental agreement to coordinate planning efforts for the BCPA. These efforts culminated in a Basalt Creek Concept Plan, adopted by the Cities of Wilsonville and Tualatin in August 2018. The City of Wilsonville is now working to prepare a Basalt Creek Master Plan and Code amendments to adopt zoning for the Wilsonville portion of the planning area, which will allow for development to occur. For that development to be successful, however, significant infrastructure improvements are necessary.

This document provides an Infrastructure Funding Analysis for Basalt Creek. This Infrastructure Funding Analysis:

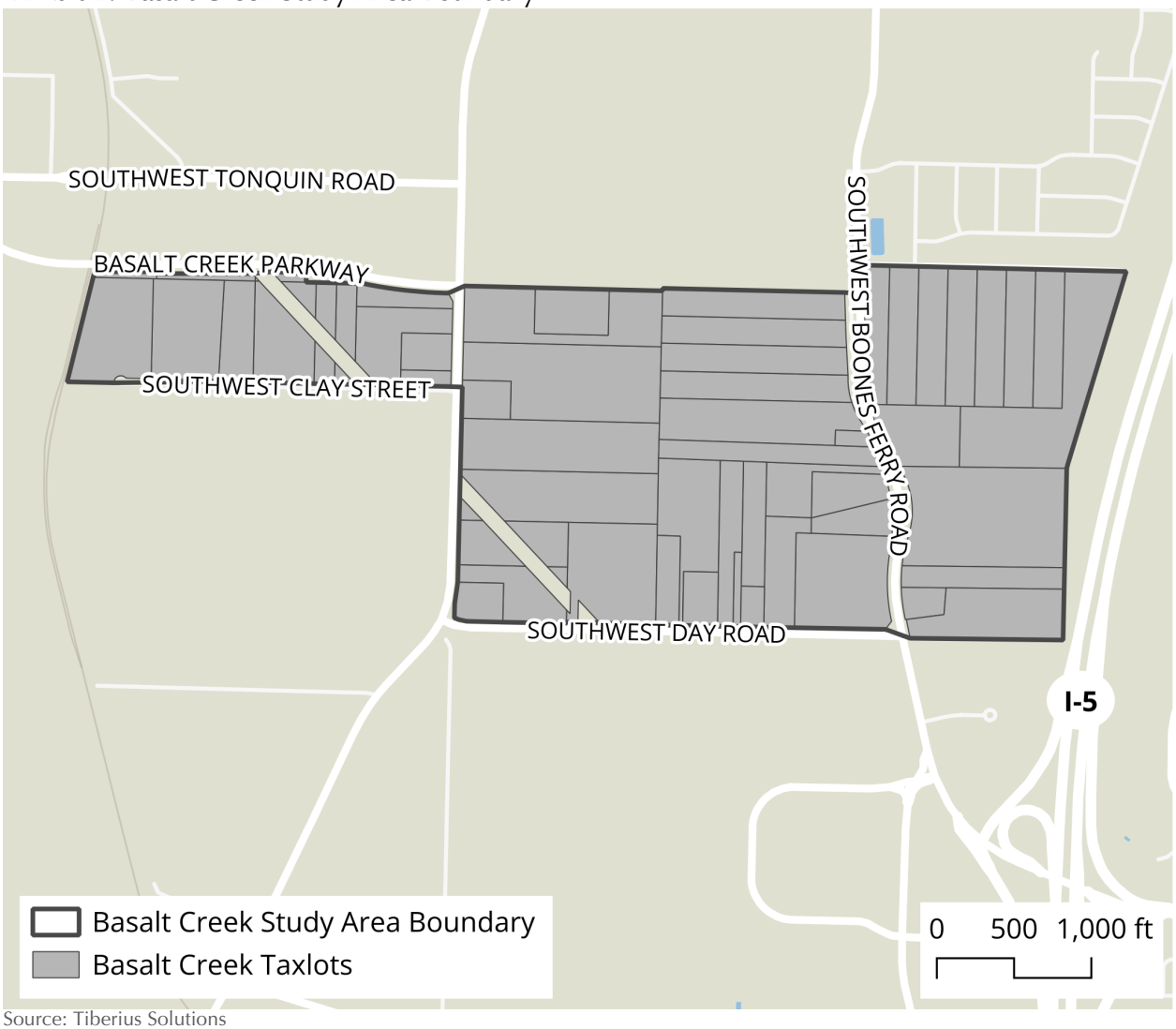
- Defines a subarea of the BCPA as the Basalt Creek Study Area ("Study Area") to be used for the analysis,
- Estimates future development activity within that Study Area,
- Forecasts likely sources of City infrastructure funding that would be generated by future development,
- Estimates the cost of infrastructure projects needed for development to occur, and
- Conducts a cash flow analysis to show the timing of infrastructure investments relative to the timing of revenue generated by development in the Study Area.

The purpose of the Infrastructure Funding Analysis is to identify infrastructure challenges that could hinder development within the Study Area, and to suggest approaches for overcoming those challenges.

1.2 Study Area Boundary

The Study Area used for this analysis is a subarea within the larger BCPA, limited to the portion of the BCPA within the City of Wilsonville's urban growth management area, and excluding the West Railroad subarea, which is being treated separately. The Study Area is generally bound by the City of Wilsonville urban growth management boundary to the North, Interstate 5 to the East, SW Day Road, and SW Clay Street on the South, and the Portland and Western Railroad to the West. The Study Area boundary encompasses 247 acres and is shown in Exhibit 1.

Exhibit 1. Basalt Creek Study Area Boundary



Source: Tiberius Solutions

1.3 Public Services Included in the Analysis

The costs of infrastructure included in the analysis was limited to services provided by the City of Wilsonville that require additional improvements for development within the Study Area to occur. The analysis included:

- Stormwater
- Trails (Parks and Recreation)
- Transportation
- Wastewater
- Water

Other City services, such as library and police, were excluded from the analysis, as no new public infrastructure investments are planned to specifically serve this Study Area. Additionally, services provided by other government partners, such as schools, fire and emergency response, are excluded from

the analysis, as they are not funded directly by the City of Wilsonville, and there are no plans to make additional infrastructure investments in this area by those service providers.

1.4 Funding Sources Included in the Analysis

This analysis focused on two primary sources of infrastructure funding: system development charges (SDCs) and tax increment financing (TIF). SDCs are an existing funding source imposed by the City on new construction with revenue restricted to pay for infrastructure improvements that serve new development. In some situations, SDCs may be sufficient to cover the entire cost of infrastructure related to new development. But in many cases, SDCs are insufficient, and additional funding sources are needed. For this analysis, we examined the potential use of TIF to augment SDC revenues. TIF was selected because of its local control, flexibility of use, and ability to generate revenue through the division of taxes, rather than by imposing additional taxes.

1.4.1 Systems Development Charges

SDCs are one-time charges imposed on new development. SDC revenues are used to fund capacity-increasing utility infrastructure in the City. Each new development must pay SDCs for Parks, Sewer/Wastewater, Water, Transportation, and Stormwater, based on their calculated impact on the City's utility capacity.

Allowed and regulated by Oregon Revised Statutes (ORS) 223, SDCs can only be used to fund capital projects that add capacity to accommodate new development, and must be on an adopted SDC project list. Collected SDCs are deposited into individual SDC funds, which can be spent citywide on eligible projects as needed. SDC funds are utility-specific. For example, water SDCs can only be used on water projects, and transportation SDCs can only be used on transportation projects.

1.4.2 Tax Increment Financing

Urban Renewal, also known as Tax Increment Financing (TIF), is an economic development and redevelopment financing tool permitted by ORS 457. TIF allows municipalities across Oregon to collect the incremental property tax revenues in an urban renewal area (URA), also known as a TIF district, and spend that revenue on infrastructure and economic development projects and programs within the TIF district. The City has two TIF districts that currently collect revenue, the Coffee Creek TIF district adopted in 2016, and the Twist Bioscience TIF District, which was adopted in 2021 as part of the City's site-specific urban renewal program, WIN, or "Wilsonville Investment Now."

Urban Renewal Plans

To establish a TIF district, a municipality must adopt an Urban Renewal Plan. ORS 457 defines the specific requirements of Urban Renewal Plans. Key elements of Urban Renewal Plans include:

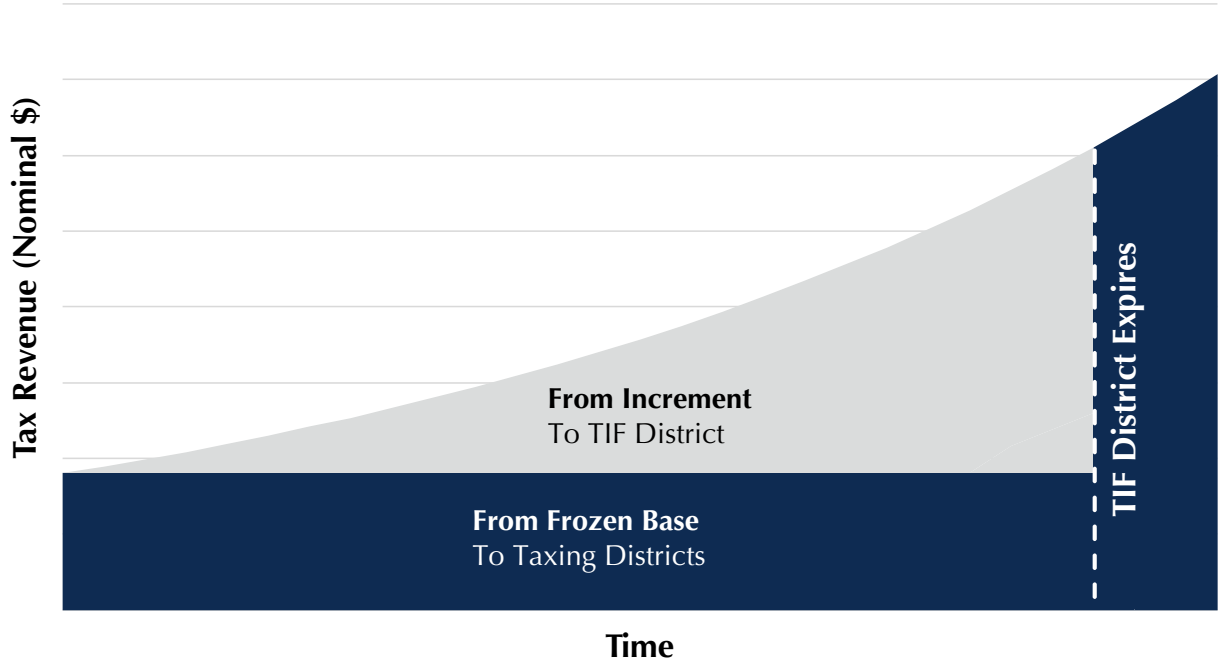
- Boundary of the TIF district, including a map and legal description
- Goals and objectives for the TIF district
- Eligible projects to be funded in the TIF district
- Findings of "Blight" within the TIF district as defined in ORS 457.010
- The dollar limit on the cumulative amount of indebtedness that the TIF district may incur, known as "Maximum Indebtedness"

ORS also limits the cumulative acreage and value that may be included in TIF districts to no more than 25% of the citywide total. Additionally, once a TIF district is established, future amendments may not add acreage equal to more than 20% of the original boundary area.

Tax Increment Financing

Urban renewal allows municipalities to use TIF revenue to service debt incurred to fund projects and programs within a TIF district. When a TIF district is established, the existing assessed value in the TIF district is certified as the "Frozen Base" value. As assessed value in the TIF district increases over time, the difference between the frozen base and the growing total assessed value is considered "Increment" assessed value. Each year, property tax revenue generated by the frozen base of the TIF district is distributed normally to all overlapping taxing districts, and the URA receives all the property tax revenue generated from the increment, called TIF revenue. Exhibit 2 illustrates the general tax revenue distribution within a TIF district boundary over the life of the URA.

Exhibit 2. Example Tax Revenue Distribution in a TIF District



Source: Tiberius Solutions

Maximum Indebtedness

Each TIF District must establish a maximum indebtedness amount when adopted. Once a TIF district has incurred the full amount of maximum indebtedness, it cannot incur additional debt, and once a TIF district has collected sufficient TIF revenue to fully repay the maximum indebtedness, the TIF district loses its authority to collect TIF revenue, effectively resulting in the termination of the TIF district.

Consolidated Tax Rate

Oregon statutes governing TIF have been amended over time, resulting in different types of Urban Renewal Plans. A key difference is the determination of which tax rates are included in the calculation of TIF revenue. All new Urban Renewal Plans established after September 29, 2019 are "permanent rate" plans. The consolidated tax rate is equal to the sum of all permanent tax rates. Local option levies and

general obligation bond levies are not permanent rates, and thus are not impacted by new Urban Renewal Plans.

Revenue Sharing

Plans initially approved or substantially amended to increase maximum indebtedness on or after January 1, 2010 are subject to additional provisions in ORS regarding revenue sharing. Revenue sharing, when a TIF district shares a portion of its TIF revenue with other "overlapping" taxing districts, is required when a plan achieves certain thresholds of annual TIF revenue, relative to the maximum indebtedness of the plan.[2]

[2]Formulas for calculating required Revenue Sharing are defined in ORS 457.470. For most Urban Renewal Plans in Oregon, the formulas refer to the initial Maximum Indebtedness of a Plan.

2 Analysis

This section describes the methods, assumptions, and results of the analysis, organized into five main tasks:

- Development capacity
- SDC revenue
- TIF revenue
- Infrastructure needs
- Cash flow

2.1 Development Capacity

A forecast of future development capacity was essential for understanding what infrastructure improvements are needed in the Study Area, when those improvements would be needed, and how much revenue would be generated from SDCs and TIF.

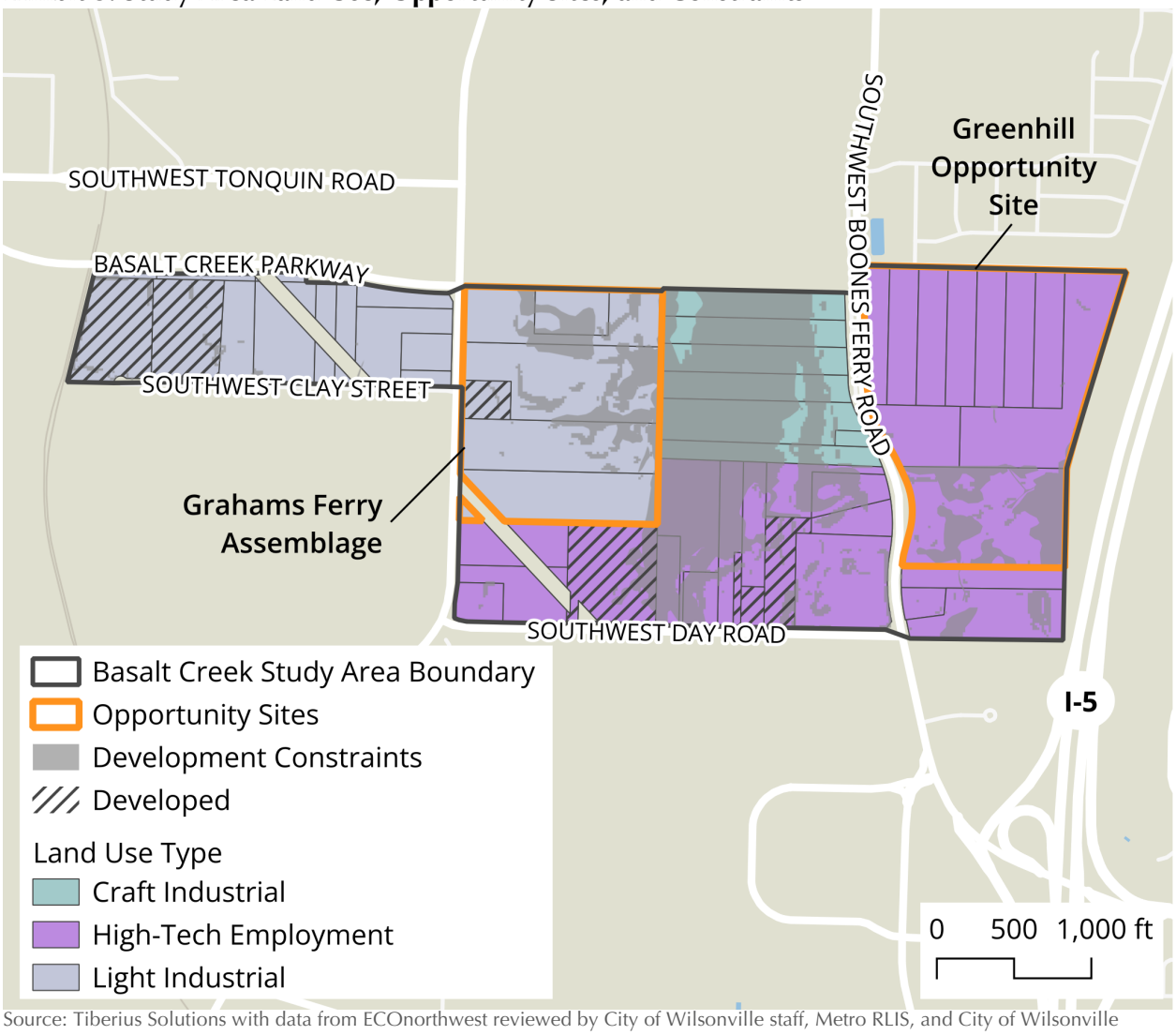
The analysis first identified the number of developable acres. Total acreage of all tax accounts in the Study Area was reduced to account for already developed tax lots that are unlikely to redevelop in the foreseeable future, and for constrained land, such as wetlands, riparian areas, steep slopes, and other constraints.[3]

The developable acres were then separated by assumed future land use, based on the Land Use Concept Map included in the Basalt Creek Concept Plan, and as refined by more recent land use planning work. Furthermore, City staff identified two "opportunity sites" within the Study Area, where collections of tax lots are expected to develop before the remainder of the area, due to existing uses and the interests of property owners. This resulted in estimates of the total developable acreage by land use and by opportunity site.

Exhibit 3 shows a breakdown of the Study Area by land use, opportunity sites, and site constraints.

[3]Data on development constraints was obtained from the Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, completed by ECOnorthwest.

Exhibit 3. Study Area Land Use, Opportunity Sites, and Constraints



Source: Tiberius Solutions with data from ECOnorthwest reviewed by City of Wilsonville staff, Metro RLIS, and City of Wilsonville

Exhibit 4 summarizes the developable acres in the Study Area by land use type. The opportunity sites, most primed for development, are composed of 31.8 acres of light industrial property and 50.4 acres of high-tech employment property for a total of 82.2 acres. The other developable land in the Study Area, which is likely to develop after the opportunity sites, is composed of 7.8 acres of craft industrial property, 20.8 acres of light industrial property, and 33.7 acres of high-tech employment property, for a total of 85.9 acres. Overall, 144.6 acres of land is considered developable in the Study Area.

Exhibit 4. Developable Acres

	Opportunity Sites	Other Sites	Total	Percent
Craft Industrial	0.0	7.8	**7.8**	**5%**
Light Industrial	31.8	20.8	**52.6**	**36%**
High-Tech Employment	50.4	33.7	**84.1**	**58%**
Total	**82.2**	**62.4**	**144.6**	**100%**

Source: Tiberius Solutions

Through conversations with City staff, assumptions were made on the likely timing of development in the area, including the number of acres of development by land use by year. This assumes that the opportunity sites develop first, from 2028 through 2037. Once the opportunity sites are fully built out, the analysis assumes the remaining light industrial and high-tech employment sites will begin to develop over the next 18 years, reaching full buildout by 2055. The craft industrial parcels are forecast to take 10 years to develop, beginning in 2046, also reaching full buildout by 2055.

The forecast of developed acres per year were translated into the number of individual buildings and the number of built square feet per year for each land use type. Assumptions on the number of buildings were informed by the Basalt Creek Concept Plan development scenarios. This previous analysis showed the hypothetical building footprints of assumed future development, overlayed on a map of tax lots within the Study Area, providing data on both the number and size of buildings within each opportunity site and within each assumed future land use. Comparing the total estimated built square footage to the total estimated developable acres within each assumed land use resulted in an estimated floor-to-area (FAR) ratio for each land use, which was applied to the forecast of acres of development each year to estimate the square footage of development each year.

The forecast of developed acres per year were also translated into new impervious surface area, assuming 85% of each developed acre would be impervious. This assumption was based on conversations with City staff, recognizing applicable zoning for the area is likely to require a minimum of 15% of each site to be dedicated to landscaping.

Exhibit 5 shows the resulting acres developed, built square feet of development, impervious square feet of development, and number of buildings developed each year by land use type, assuming the area is fully built out by 2055. In total, the 144.6 developable acres resulted in 2.3 million of built square feet over 28 buildings, with 5.4 million square feet of impervious surface area.

These development assumptions result in projections for the average number of buildings and average built square feet per year over the time horizons. These assumptions result in fractions of a building being completed each year, and a steady level of development activity. In reality, the pace of development is likely to be much more volatile, including some years with large amounts of development, and some years with no development. These even assumptions are for planning purposes, to broadly estimate the revenue generated by potential development in the Study Area, in the absence of specific assumptions on the exact size and timing of future construction.

Exhibit 5. Development by Year, Full Buildout

	Craft Industrial				High-Tech Employment				Light Industrial			
Year	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings
2028	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2029	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2030	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2031	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2032	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2033	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2034	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2035	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2036	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2037	0.0	0	0	0.0	5.0	91,992	186,581	1.0	3.2	40,931	117,643	0.4
2038	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2039	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2040	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2041	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2042	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2043	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2044	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2045	0.0	0	0	0.0	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2046	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2047	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2048	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2049	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2050	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2051	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2052	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2053	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2054	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
2055	0.8	12,700	29,001	0.5	1.9	34,138	69,239	0.4	1.2	14,944	42,950	0.2
Total	**7.8**	**127,000**	**290,008**	**5.0**	**84.1**	**1,534,400**	**3,112,110**	**16.0**	**52.7**	**678,300**	**1,949,530**	**7.0**

Source: Tiberius Solutions

An alternative more conservative analysis was also conducted, assuming *only 50%* of the full buildout is achieved through 2055, with half of the number of acres of development assumed for each year of the forecast period as compared to the full buildout scenario. Exhibit 6 shows the resulting acres developed, built square feet of development, impervious square feet of development, and number of buildings developed each year by land use type, assuming the area is 50% built out by 2055. This scenario results in 1.2 million built square feet in 14 buildings, with 2.7 million square feet of impervious surface area by 2055.

Exhibit 6. Development by Year, 50% Buildout

	Craft Industrial				High-Tech Employment				Light Industrial			
Year	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings	Acres	Built SF	Impervious SF	Number of Buildings
2028	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2029	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2030	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2031	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2032	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2033	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2034	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2035	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2036	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2037	0.0	0	0	0.0	2.5	45,898	93,291	0.5	1.6	20,466	58,821	0.2
2038	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2039	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2040	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2041	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2042	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2043	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2044	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2045	0.0	0	0	0.0	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2046	0.4	6,326	14,440	0.2	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2047	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2048	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2049	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2050	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2051	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2052	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2053	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2054	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
2055	0.4	6,353	14,500	0.3	0.9	17,123	34,804	0.2	0.6	7,472	21,475	0.1
Total	**3.9**	**63,500**	**144,944**	**2.5**	**42.1**	**767,200**	**1,559,387**	**8.0**	**26.3**	**339,150**	**974,765**	**3.5**

Source: Tiberius Solutions

2.2 SDC Revenue

This analysis forecasts future SDC revenue generated by development in the Study Area from 2026 through 2055. The analysis included results in both 2025 constant dollars and nominal (i.e., "future") dollars, based on assumed 3.0 percent annual inflation. The City provided information on current rates for all relevant SDCs for FYE 2026. The basis of the charge varies by type of SDC. Assumptions on each SDC rate are described in this section.

2.2.1 Parks

Parks SDCs are imposed on a rate per thousand gross square feet of development. That rate varies by land use type. The list of land uses in the parks SDC rate table is more detailed than the broad land use categories assumed in this analysis. We identified 19 employment land use categories on the parks SDC rate table, and applied the average rate of those 19 categories to all development within the Study Area. This resulted in an assumed average rate of $490 per 1,000 built square feet. The full list of development types included in the calculation of average parks SDC rate is shown in Exhibit 7.

Exhibit 7. Parks SDC Rates by Development Type, FYE 2026

Development Type	Fee Per Unit		Unit
Manufacturing SIC 36, 38: Electrical Machinery, Equipment	$	918	TGSF
SIC 81-89: Educational, Social & Membership Services	$	787	TGSF
SIC 70-79: Non-Health Services	$	745	TGSF
Manfacturing SIC 37: Transportation Equipment	$	689	TGSF
Manufacturing SIC 28-31: Chemicals, Petroleum, Rubber, Leather	$	612	TGSF
Manufacturing SIC 35: Machinery Equipment	$	612	TGSF
SIC 50, 51: Wholesale Trade	$	599	TGSF
SIC 60-68: Finance, Insurance & Real Estate	$	587	TGSF
SIC 80: Health Services	$	538	TGSF
Manufacturing SIC 20: Food & Kindred Products	$	467	TGSF
Manufacturing SIC 22, 23: Textile & Apparel	$	437	TGSF
Manufacturing SIC 25, 32, 39: Furniture; Clay, Stone & Glass; Misc	$	431	TGSF
TCPU SIC 40-42, 44, 45, 47: Transportatoin & Warehousing	$	394	TGSF
Manufacturing SIC 33, 34: Primary & Fabricated Metals	$	383	TGSF
Manufacturing SIC 26: Paper & Allied	$	363	TGSF
Manufacturing SIC 24: Lumber & Wood	$	296	TGSF
SIC 52-59: Retail Trade	$	198	TGSF
Manufacturing SIC 27: Printing, Publishing, & Allied	$	172	TGSF
TCPU SIC 43, 46, 48, 49: Communications & Public Utility	$	84	TGSF
Average	**$**	**490**	

Source: City of Wilsonville, Systems Development Charges rate sheet, 7/1/2025

Exhibit 8 and Exhibit 9 show the forecast of parks SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $1.1 million of parks SDCs in 2025 dollars and $1.7 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $570,000 of parks SDCs in 2025 dollars and $860,000 in nominal dollars.

Exhibit 8. Parks SDC Revenue Forecast, Full Buildout

	Built SF (1,000's)					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2027	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2028	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 69,114**
2029	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 71,188**
2030	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 73,323**
2031	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 75,523**
2032	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 77,789**
2033	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 80,122**
2034	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 82,526**
2035	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 85,002**
2036	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 87,552**
2037	0.0	92.0	40.9	**132.9**	$ 490	**$ 65,147**	**$ 90,178**
2038	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 34,297**
2039	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 35,325**
2040	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 36,385**
2041	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 37,477**
2042	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 38,601**
2043	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 39,759**
2044	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 40,952**
2045	0.0	34.1	14.9	**49.1**	$ 490	**$ 24,055**	**$ 42,180**
2046	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 54,688**
2047	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 56,328**
2048	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 58,018**
2049	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 59,759**
2050	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 61,552**
2051	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 63,398**
2052	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 65,300**
2053	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 67,259**
2054	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 69,277**
2055	12.7	34.1	14.9	**61.8**	$ 490	**$ 30,279**	**$ 71,355**
Total	**127.0**	**1,534.4**	**678.3**	**2,339.7**		**$ 1,146,699**	**$ 1,724,227**

Source: Tiberius Solutions

Exhibit 9. Parks SDC Revenue Forecast, 50% Buildout

	Built SF (1,000's)					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2027	0.0	0.0	0.0	**0.0**	$ 490	**$ -**	**$ -**
2028	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 34,506**
2029	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 35,541**
2030	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 36,607**
2031	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 37,706**
2032	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 38,837**
2033	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 40,002**
2034	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 41,202**
2035	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 42,438**
2036	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 43,711**
2037	0.0	45.9	20.5	**66.4**	$ 490	**$ 32,525**	**$ 45,022**
2038	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 17,186**
2039	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 17,702**
2040	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 18,233**
2041	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 18,780**
2042	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 19,344**
2043	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 19,924**
2044	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 20,522**
2045	0.0	17.1	7.5	**24.6**	$ 490	**$ 12,054**	**$ 21,137**
2046	6.3	17.1	7.5	**30.9**	$ 490	**$ 15,155**	**$ 27,371**
2047	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 28,216**
2048	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 29,063**
2049	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 29,935**
2050	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 30,833**
2051	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 31,758**
2052	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 32,711**
2053	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 33,692**
2054	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 34,703**
2055	6.4	17.1	7.5	**30.9**	$ 490	**$ 15,168**	**$ 35,744**
Total	**63.5**	**767.2**	**339.2**	**1,169.9**		**$ 573,350**	**$ 862,424**

Source: Tiberius Solutions

2.2.2 Transportation

Transportation SDCs are imposed on a rate per thousand gross square feet of development. That rate varies by land use type. The list of land uses in the transportation SDC rate table is more detailed than the broad land use categories assumed in this analysis. This analysis used the following assumptions for transportation SDC rates by land use category:

- For high-tech employment development, we assumed the "Industrial Parks" land use would apply, with a rate of $12,523 per thousand gross square feet.

- For craft industrial and light industrial development, we assumed an average of the rates for "Industrial Parks" ($12,523) and "Manufacturing" ($7,004), resulting in a rate of $9,764 per thousand gross square feet.

Exhibit 10 and Exhibit 11 show the forecast of Transportation SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $27.1 million of transportation SDCs in 2025 dollars and $40.6 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $13.5 million of transportation SDCs in 2025 dollars and $20.3 million in nominal dollars.

Exhibit 10. Transportation SDC Revenue Forecast, Full Buildout

	Craft Industrial			High Tech Employment			Light Industrial			Total SDC	
Year	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	2025 $	Nominal $
2026	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2027	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2028	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,646,151
2029	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,695,536
2030	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,746,402
2031	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,798,794
2032	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,852,758
2033	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,908,341
2034	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 1,965,591
2035	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 2,024,558
2036	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 2,085,295
2037	0.0	$ 9,764	$ -	92.0	$ 12,523	$ 1,152,021	40.9	$ 9,764	$ 399,634	$ 1,551,655	$ 2,147,854
2038	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 817,541
2039	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 842,067
2040	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 867,329
2041	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 893,349
2042	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 920,149
2043	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 947,754
2044	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 976,186
2045	0.0	$ 9,764	$ -	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 573,407	$ 1,005,472
2046	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,259,587
2047	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,297,375
2048	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,336,296
2049	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,376,385
2050	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,417,677
2051	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,460,207
2052	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,504,013
2053	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,549,134
2054	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,595,608
2055	12.7	$ 9,764	$ 123,996	34.1	$ 12,523	$ 427,504	14.9	$ 9,764	$ 145,902	$ 697,403	$ 1,643,476
Total	**127.0**		**$ 1,239,965**	**1,534.4**		**$19,215,291**	**678.3**		**$ 6,622,582**	**$ 27,077,838**	**$ 40,580,885**

Source: Tiberius Solutions

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Exhibit 11. Transportation SDC Revenue Forecast, 50% Buildout

	Craft Industrial			High Tech Employment			Light Industrial			Total SDC	
Year	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	Built SF (1,000s)	Rate per 1,000 SF	SDC	2025 $	Nominal $
2026	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2027	0.0	$ 9,764	$ -	0.0	$ 12,523	$ -	0.0	$ 9,764	$ -	$ -	$ -
2028	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 821,770
2029	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 846,423
2030	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 871,816
2031	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 897,970
2032	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 924,909
2033	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 952,656
2034	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 981,236
2035	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,010,673
2036	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,040,993
2037	0.0	$ 9,764	$ -	45.9	$ 12,523	$ 574,780	20.5	$ 9,764	$ 199,817	$ 774,597	$ 1,072,223
2038	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 409,745
2039	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 422,038
2040	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 434,699
2041	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 447,740
2042	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 461,172
2043	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 475,007
2044	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 489,257
2045	0.0	$ 9,764	$ -	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 287,387	$ 503,935
2046	6.3	$ 9,764	$ 61,766	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,153	$ 630,610
2047	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 650,008
2048	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 669,508
2049	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 689,593
2050	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 710,281
2051	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 731,589
2052	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 753,537
2053	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 776,143
2054	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 799,427
2055	6.4	$ 9,764	$ 62,024	17.1	$ 12,523	$ 214,436	7.5	$ 9,764	$ 72,951	$ 349,411	$ 823,410
Total	**63.5**		**$ 619,982**	**767.2**		**$ 9,607,646**	**339.2**		**$ 3,311,291**	**$ 13,538,919**	**$ 20,298,369**

Source: Tiberius Solutions

2.2.3 Stormwater

Stormwater SDCs are imposed on a rate of $1.28 per impervious square foot. Exhibit 12 and Exhibit 13 show the forecast of Stormwater SDC revenue in the Study Area through 2055 in 2025 dollars and nominal dollars under the full buildout and 50% buildout scenarios. At full buildout, development in the Study Area is forecast to generate $6.9 million of stormwater SDCs in 2025 dollars and $10.3 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $3.4 million of stormwater SDCs in 2025 dollars and $5.2 million in nominal dollars.

Exhibit 12. Stormwater SDC Forecast, Full Buildout

	Impervious SF					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0	0	0	0	$ 1.28	$ -	$ -
2027	0	0	0	0	$ 1.28	$ -	$ -
2028	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 414,530
2029	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 426,966
2030	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 439,775
2031	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 452,968
2032	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 466,557
2033	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 480,554
2034	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 494,971
2035	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 509,820
2036	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 525,115
2037	0	186,581	117,643	304,224	$ 1.28	$ 390,735	$ 540,868
2038	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 205,440
2039	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 211,603
2040	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 217,951
2041	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 224,489
2042	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 231,224
2043	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 238,161
2044	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 245,306
2045	0	69,239	42,950	112,189	$ 1.28	$ 144,091	$ 252,665
2046	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 327,518
2047	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 337,344
2048	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 347,464
2049	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 357,888
2050	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 368,624
2051	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 379,683
2052	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 391,074
2053	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 402,806
2054	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 414,890
2055	29,001	69,239	42,950	141,190	$ 1.28	$ 181,339	$ 427,337
Total	**290,008**	**3,112,110**	**1,949,530**	**5,351,648**		**$ 6,873,462**	**$ 10,333,589**

Source: Tiberius Solutions

Exhibit 13. Stormwater SDC Forecast, 50% Buildout

	Impervious SF					Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	Rate per 1,000 SF	2025 $	Nominal $
2026	0	0	0	0	$ 1.28	$ -	$ -
2027	0	0	0	0	$ 1.28	$ -	$ -
2028	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 207,265
2029	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 213,483
2030	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 219,888
2031	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 226,484
2032	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 233,279
2033	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 240,277
2034	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 247,485
2035	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 254,910
2036	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 262,557
2037	0	93,291	58,821	152,112	$ 1.28	$ 195,367	$ 270,434
2038	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 103,059
2039	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 106,151
2040	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 109,335
2041	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 112,615
2042	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 115,994
2043	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 119,473
2044	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 123,058
2045	0	34,804	21,475	56,280	$ 1.28	$ 72,283	$ 126,749
2046	14,440	34,804	21,475	70,720	$ 1.28	$ 90,830	$ 164,049
2047	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 169,114
2048	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 174,188
2049	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 179,413
2050	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 184,796
2051	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 190,339
2052	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 196,050
2053	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 201,931
2054	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 207,989
2055	14,500	34,804	21,475	70,780	$ 1.28	$ 90,907	$ 214,229
Total	**144,944**	**1,559,387**	**974,765**	**2,679,096**		**$ 3,440,934**	**$ 5,174,593**

Source: Tiberius Solutions

2.2.4 Water

Water SDCs are imposed based on the number and size of water meters installed with the development. Based on assumptions provided by City staff, this analysis assumes each craft industrial building would have a 1" water meter installed, and each high-tech employment or light industrial building would have a 1.5" water meter installed. In addition, all buildings would have another 1" water meter installed for irrigation purposes. The applicable water SDC rates for each water meter size are:

- 1" meter: $31,101
- 1.5" meter: $62,203

Exhibit 14 and Exhibit 15 show the forecast of water SDC revenue in the Study Area through 2055. At full buildout, development in the Study Area is forecast to generate $2.5 million of water SDCs in 2025

dollars and $3.8 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $1.2 million of water SDCs in 2025 dollars and $1.9 million in nominal dollars.

Exhibit 14. Water SDC Forecast, Full Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 31,101	$ 62,203	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 31,101	$ 62,203	$ -	$ -
2028	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 136,766
2029	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 140,869
2030	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 145,095
2031	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 149,447
2032	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 153,931
2033	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 158,549
2034	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 163,305
2035	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 168,204
2036	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 173,251
2037	0.0	1.0	0.4	1.4	1.4	1.4	$ 31,101	$ 62,203	$ 128,915	$ 178,448
2038	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 67,870
2039	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 69,906
2040	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 72,003
2041	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 74,163
2042	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 76,388
2043	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 78,680
2044	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 81,040
2045	0.0	0.4	0.2	0.5	0.5	0.5	$ 31,101	$ 62,203	$ 47,603	$ 83,471
2046	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 142,147
2047	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 146,412
2048	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 150,804
2049	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 155,328
2050	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 159,988
2051	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 164,788
2052	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 169,731
2053	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 174,823
2054	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 180,068
2055	0.5	0.4	0.2	1.0	1.5	0.5	$ 31,101	$ 62,203	$ 78,704	$ 185,470
Total	**5.0**	**16.0**	**7.0**	**28.0**	**33.0**	**23.0**			**$ 2,457,002**	**$ 3,800,945**

Source: Tiberius Solutions

Exhibit 15. Water SDC Forecast, 50% Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$31,101	$62,203	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$31,101	$62,203	$ -	$ -
2028	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 68,281
2029	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 70,330
2030	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 72,440
2031	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 74,613
2032	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 76,851
2033	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 79,157
2034	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 81,531
2035	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 83,977
2036	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 86,497
2037	0.0	0.5	0.2	0.7	0.7	0.7	$31,101	$62,203	$ 64,362	$ 89,092
2038	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 34,011
2039	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 35,031
2040	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 36,082
2041	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 37,164
2042	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 38,279
2043	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 39,428
2044	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 40,610
2045	0.0	0.2	0.1	0.3	0.3	0.3	$31,101	$62,203	$ 23,854	$ 41,829
2046	0.2	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,347	$ 71,065
2047	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 73,317
2048	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 75,516
2049	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 77,782
2050	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 80,115
2051	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 82,519
2052	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 84,994
2053	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 87,544
2054	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 90,170
2055	0.3	0.2	0.1	0.5	0.8	0.3	$31,101	$62,203	$ 39,411	$ 92,875
Total	**2.5**	**8.0**	**3.5**	**14.0**	**16.5**	**11.5**			**$ 1,228,501**	**$ 1,901,100**

Source: Tiberius Solutions

2.2.5 Wastewater/Sewer

Wastewater SDCs are imposed based on the number and size of water meters installed with the development, excluding water meters installed for irrigation. This analysis again assumes each Craft Industrial building would have a 1" water meter installed, and each high-tech employment or light industrial building would have a 1.5" water meter installed.

The applicable Wastewater SDC rates for each water meter size are:

- 1" meter: $38,396
- 1.5" meter: $76,792

Exhibit 16 shows the forecast of Wastewater SDC revenue in the Study Area through 2055. At full buildout, development in the Study Area is forecast to generate $2.0 million of wastewater SDCs in 2025 dollars and $3.0 million in nominal dollars. At 50% buildout, the Study Area is forecast to generate $1.0 million of wastewater SDCs in 2025 dollars and $1.5 million in nominal dollars.

Exhibit 16. Wastewater SDC Revenue Forecast, Full Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2028	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 112,562
2029	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 115,939
2030	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 119,417
2031	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 123,000
2032	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 126,690
2033	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 130,490
2034	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 134,405
2035	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 138,437
2036	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 142,590
2037	0.0	1.0	0.4	1.4	0.0	1.4	$ 38,396	$ 76,792	$ 106,101	$ 146,868
2038	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 55,859
2039	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 57,535
2040	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 59,261
2041	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 61,039
2042	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 62,870
2043	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 64,756
2044	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 66,698
2045	0.0	0.4	0.2	0.5	0.0	0.5	$ 38,396	$ 76,792	$ 39,178	$ 68,699
2046	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 105,434
2047	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 108,597
2048	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 111,855
2049	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 115,211
2050	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 118,667
2051	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 122,227
2052	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 125,894
2053	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 129,671
2054	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 133,561
2055	0.5	0.4	0.2	1.0	0.5	0.5	$ 38,396	$ 76,792	$ 58,376	$ 137,568
Total	**5.0**	**16.0**	**7.0**	**28.0**	**5.0**	**23.0**			**$ 1,958,196**	**$ 2,995,799**

Source: Tiberius Solutions

Exhibit 17. Wastewater SDC Revenue Forecast, 50% Buildout

	Buildings				Number of Meters		Rate		Total SDC	
Year	Craft Industrial	High-Tech Employment	Light Industrial	Total	1"	1.5"	1"	1.5"	2025 $	Nominal $
2026	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2027	0.0	0.0	0.0	0.0	0.0	0.0	$ 38,396	$ 76,792	$ -	$ -
2028	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 56,198
2029	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 57,884
2030	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 59,620
2031	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 61,409
2032	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 63,251
2033	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 65,148
2034	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 67,103
2035	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 69,116
2036	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 71,189
2037	0.0	0.5	0.2	0.7	0.0	0.7	$ 38,396	$ 76,792	$ 52,972	$ 73,325
2038	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 27,992
2039	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 28,832
2040	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 29,696
2041	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 30,587
2042	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 31,505
2043	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 32,450
2044	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 33,424
2045	0.0	0.2	0.1	0.3	0.0	0.3	$ 38,396	$ 76,792	$ 19,633	$ 34,426
2046	0.2	0.2	0.1	0.5	0.2	0.3	$ 38,396	$ 76,792	$ 29,196	$ 52,731
2047	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 54,387
2048	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 56,019
2049	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 57,700
2050	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 59,430
2051	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 61,213
2052	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 63,050
2053	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 64,941
2054	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 66,890
2055	0.3	0.2	0.1	0.5	0.3	0.3	$ 38,396	$ 76,792	$ 29,236	$ 68,896
Total	**2.5**	**8.0**	**3.5**	**14.0**	**2.5**	**11.5**			**$ 979,098**	**$ 1,498,413**

Source: Tiberius Solutions

2.3 TIF Revenue

This analysis forecasts future TIF revenue generated by the Study Area for 30 years, from FYE 2029 through FYE 2058. This time-frame was selected because FYE 2029 is assumed to be the first year that new construction activity inside the Study Area would come on the tax rolls, and 30-years is a common duration for TIF districts in Oregon. The analysis included results in both 2025 dollars and nominal (i.e., "future") dollars, based on assumed 3.0 percent annual inflation.

2.3.1 Evaluating Boundary Options

The analysis initially considered two potential approaches for using TIF to fund infrastructure in the Study Area: (1) amending the nearby Coffee Creek TIF District to expand the boundary into the Basalt Creek Study Area, and (2) adopting a new TIF district focused on Basalt Creek.

Amending the Coffee Creek TIF District Boundary

The Study Area is directly adjacent to the existing Coffee Creek TIF district, with Day Road serving as the dividing line. The Coffee Creek Urban Renewal Plan was adopted in 2016, establishing the 258.3-

acre TIF District with a $67 million maximum indebtedness amount. In theory, the existing plan could be amended to expand the boundary to include a portion of the Basalt Creek Study Area.

Expanding an existing TIF district boundary has advantages compared to establishing a new TIF district. TIF districts typically take a long time to begin generating revenue. The process to adopt a new TIF district may take a year or more, depending on stakeholder involvement and public outreach efforts. Once a TIF district is established, it then takes another year or more before it receives its first allocation of TIF revenue, as the County Assessor must first establish the frozen base value of the TIF district, and then calculate increment value in the following fiscal year. The initial tax increment value is often low when there is not already substantial development occurring in the area before the TIF district is created. In the Coffee Creek TIF District, for example, there was little development in place when it was adopted in 2016, and nearly a decade later it still has not generated more than $1 million in revenue in any given year.

Expanding the Coffee Creek TIF District to encompass the Study Area would effectively "jump start" the financial capacity of the Study Area. This would allow the existing Coffee Creek cash flow to be used to finance infrastructure investments in Basalt Creek immediately, without waiting years for the increment value of a new TIF District to slowly build up.

This approach does have drawbacks. Redirecting the Coffee Creek financial capacity to support Basalt Creek projects would diminish the City's ability to invest in Coffee Creek. Additionally, the Coffee Creek TIF district has an established maximum indebtedness limit. This means that any dollar spent on a Basalt Creek project would directly reduce the amount of funding capacity for Coffee Creek projects. The Coffee Creek Urban Renewal Plan could be amended to increase the maximum indebtedness. However, State Statutes limit the amount of any maximum indebtedness increase to no more than 20 percent of the original amount (adjusted for inflation). Exceeding this limit on the maximum indebtedness can only be done with "concurrence," meaning the official approval of 75 percent of the impacted taxing districts, as measured by permanent rate levies.

The most significant drawback to this approach is the statutory limit on the amount of acreage that can be added to an existing TIF district boundary. ORS 457.220(3) limits the cumulative amount of land that can be added to a TIF district boundary to no more than 20 percent of the original acreage. This calculation cannot take into account any reductions of the original boundary, so removing acreage does not free up additional capacity to add more. ORS provides no exceptions to this limitation on expanding TIF district boundaries.

The original acreage of the Coffee Creek TIF District is 258.3 acres, and thus the 20-percent limit would restrict any boundary expansion to only 51.7 acres. The Basalt Creek Study Area is 247 acres in size. Therefore, only about 20 percent of the Study Area could be included in an expanded version of the Coffee Creek TIF District. Given the inability to include a significant portion of the Study Area in an expanded Coffee Creek TIF District boundary, no further analysis was conducted on this approach.

Adopting a New Basalt Creek TIF District

To form a TIF district, the City must follow a series of steps required by ORS 457. These include drafting an urban renewal plan and report accompanying the urban renewal plan, presenting the plan to the Urban Renewal Agency, Planning Commission, County Commission, and City Council, completing additional public involvement, and consulting and conferring with impacted taxing districts. Although not required by statute, the City of Wilsonville has historically sought input from key stakeholders on an Urban Renewal Task Force and has sought approval from all City voters via an advisory vote.

The new TIF district would need to comply with ORS restrictions on the total acreage and assessed value that can be included in TIF districts citywide. For cities with a population under 50,000, like the City of Wilsonville, total acreage in TIF districts cannot exceed 25% of total city acreage and total frozen base assessed value in TIF districts cannot exceed 25% of city assessed value (less increment value in TIF districts). A new TIF district that encompasses the Study Area would be well within these limits, bringing the total percentages to 10.1% of City acreage and 2.6% of City assessed value, shown in Exhibit 18.

Exhibit 18. TIF District Acreage and Assessed Value Statutory Limit Calculations

Statutory Limit Verification	
Acreage Calculation	
A. City of Wilsonville Total Acreage	5,051
B. Total Frozen Base of all TIF Districts	
Coffee Creek	258
Twist Bioscience WIN Zone	4
Total	*263*
C. Study Area Acreage	247
D. TIF District Acreage as % of City Acreage	10.1%
Assessed Value Calculation	
A. City of Wilsonville Total Assessed Value	$ 5,220,493,688
B. Total Frozen Base of Existing TIF Districts	
Coffee Creek	$ 99,003,704
Twist Bioscience WIN Zone	$ 3,661,005
Total	*$ 102,664,709*
C. Assessed Value of Study Area	$ 30,334,297
D. Total Increment of Existing TIF Districts	
Coffee Creek	$ 70,627,749
Twist Bioscience WIN Zone	$ 71,814,162
Total	*$ 142,441,911*
E. Frozen Base as % of City AV: (B+C)/(A-C)	2.6%

Source: Tiberius Solutions with data from City of Wilsonville and Washington County and Clackamas County Departments of Assessment and Taxation

Although TIF districts do not raise taxes, it is a complicated financing tool that is not well understood by the public. Additionally, the tool redirects tax revenues. For these reasons, there can be general public skepticism towards the use of the tool. Community support is generally tied to enthusiasm for the vision and projects that would be implemented with TIF. In May 2024, the City held an advisory vote on whether to implement a TIF district for the Town Center area. The vote was narrowly defeated by just 54 votes citywide, with a final margin of 49.6% in favor and 50.4% opposed. That recent history demonstrates the challenge that the City faces in pursuing a new TIF district.

2.3.2 Revenue Projections

To forecast TIF revenue, the consolidated tax rate is multiplied by the increment assessed value of the TIF district.

Consolidated Tax Rate

As described earlier in this report, the consolidated tax rate of a new TIF district is equal to the sum of all permanent tax levy rates that overlap the boundary. Local option levies and general obligation bond levies are not impacted by new urban renewal plans. The Study Area, currently outside City limits, would be

located in two tax code areas: 088.13 and 088.14. However, properties are anticipated to annex into the City upon development. Exhibit 19 shows the consolidated tax rate for the two current Study Area TCAs in FYE 2026, along with the new consolidated tax rate for annexed properties.

Exhibit 19. Consolidated Tax Rate

	Tax Code Area		
Taxing District	**88.13**	**88.14**	**After Annexation**
General Government			
Washington County	$ 2.2484	$ 2.2484	$ 2.2484
Metro	$ 0.0966	$ -	$ 0.0966
TVF&R	$ 1.5252	$ 1.5252	$ 1.5252
Tualatin Soil & Water	$ 0.0900	$ 0.0900	$ 0.0900
Port of Portland	$ 0.0701	$ 0.0701	$ 0.0701
Tri-Met	$ -	$ -	$ -
City of Wilsonville	$ -	$ -	$ 2.5206
Subtotal	***$ 4.0303***	***$ 3.9337***	***$ 6.5509***
Education			
Sherwood School District	$ 4.8123	$ 4.8123	$ 4.8123
Portland Community College	$ 0.2828	$ 0.2828	$ 0.2828
NW Regional ESD	$ 0.1538	$ 0.1538	$ 0.1538
Subtotal	***$ 5.2489***	***$ 5.2489***	***$ 5.2489***
Total	**$ 9.2792**	**$ 9.1826**	**$ 11.7998**

Source: Tiberius Solutions

Assessed Value Growth

The forecast of assessed value within the Area includes increases from appreciation of existing real property value (limited by the Oregon Constitution to a maximum of 3% annually)[4], and from new construction (not subject to the 3% limit). The estimates of developed acreage in the Study Area were translated into estimates of the real market value of improvements in the area. City staff identified a list of 29 comparable properties from elsewhere in the region, reflecting the range of land use types anticipated in the Study Area. For each comparable property, the total acreage and improvement value were documented from the applicable county's assessment data. Outliers with abnormally high or low improvement values per acre were excluded from the dataset, and the remaining 22 comparable properties were used to estimate the average improvement value per acre for each land use category. Exhibit 20 and Exhibit 21 show the total improvement value of the forecast development in the full buildout and 50% buildout scenarios. In the full buildout scenario, total improvement value totals $338.5 million, and in the 50% buildout scenario, improvement value totals $169.4 million.

[4] This forecast conservatively assumes existing personal property accounts experience a 0% growth rate, and there is no utility value in the Study Area.

Exhibit 20. Value of New Development, Full Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2029	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2030	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2031	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2032	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2033	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2034	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2035	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2036	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2037	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2038	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2039	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2040	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2041	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2042	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2043	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2044	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2045	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 7,030,584**
2046	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2047	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2048	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2049	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2050	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2051	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2052	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2053	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2054	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
2055	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	1.2	$ 3,388,349	$ 3,930,485	**$ 9,101,489**
Total	**7.8**	**$79,319,151**	**$ 20,709,046**	**84.1**	**$ 49,734,212**	**$ 139,342,016**	**52.7**	**$ 101,650,473**	**$ 178,406,791**	**$ 338,457,853**

Source: Tiberius Solutions

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Exhibit 21. Value of New Development, 50% Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2029	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2030	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2031	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2032	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2033	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2034	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2035	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2036	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2037	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2038	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2039	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2040	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2041	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2042	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2043	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2044	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2045	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 3,523,581**
2046	0.4	$ 2,643,972	$ 1,031,149	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,554,730**
2047	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2048	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2049	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2050	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2051	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2052	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2053	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2054	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
2055	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,558,339	0.6	$ 3,388,349	$ 1,965,242	**$ 4,559,033**
Total	**3.9**	**$79,319,151**	**$ 10,350,220**	**42.1**	**$ 49,734,212**	**$ 69,820,210**	**26.3**	**$ 101,650,473**	**$ 89,203,396**	**$ 169,373,826**

Source: Tiberius Solutions

There is a delay between when a development receives its certificate of occupancy and when the value is reflected on the tax roll. For the purposes of this analysis, we assume the full amount of assessed value from new construction is added to the tax roll in the next fiscal year following the calendar year in which construction is completed.

TIF Forecast

Exhibit 22 and Exhibit 23 show the forecast of TIF revenues for the Study Area under full buildout and 50% buildout scenarios. The analysis assumes the effective date of the proposed Study Area would be between January 1, 2027 and October 1, 2027. Therefore, the frozen base would be calculated using the FYE 2027 tax roll, and the first year that the potential TIF district would collect TIF would be FYE 2029. This analysis assumes the potential TIF district would collect revenue for 30 years, through FYE 2058. Assuming full buildout, a TIF district in the Study Area could collect $152.6 million in TIF revenue. Assuming 50% buildout, a TIF district in the Study Area could collect $78.4 million in TIF revenue.

Exhibit 22. TIF Forecast, Full Buildout

	Assessed Value				TIF Revenue				
FYE	Total	Frozen Base	Increment	Tax Rate	Gross	Adjustments	Net (Current)	Net (Prior)	Net (Total)
2025	$ 30,334,297	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2026	$ 30,968,545	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2027	$ 31,621,821	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2028	$ 31,541,199	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2029	$ 53,803,156	$ 31,621,821	$ 22,181,335	$ 11.6519	$ 258,454	$ (12,923)	$ 245,531	$ -	$ 245,531
2030	$ 77,406,922	$ 31,621,821	$ 45,785,101	$ 11.6942	$ 535,419	$ (26,771)	$ 508,648	$ 3,683	$ 512,331
2031	$ 102,414,565	$ 31,621,821	$ 70,792,744	$ 11.7104	$ 829,011	$ (41,451)	$ 787,561	$ 7,630	$ 795,190
2032	$ 128,890,770	$ 31,621,821	$ 97,268,949	$ 11.7201	$ 1,139,998	$ (57,000)	$ 1,082,999	$ 11,813	$ 1,094,812
2033	$ 156,902,937	$ 31,621,821	$ 125,281,116	$ 11.7271	$ 1,469,180	$ (73,459)	$ 1,395,721	$ 16,245	$ 1,411,966
2034	$ 186,521,301	$ 31,621,821	$ 154,899,480	$ 11.7327	$ 1,817,388	$ (90,869)	$ 1,726,519	$ 20,936	$ 1,747,455
2035	$ 217,819,047	$ 31,621,821	$ 186,197,226	$ 11.7375	$ 2,185,492	$ (109,275)	$ 2,076,217	$ 25,898	$ 2,102,115
2036	$ 250,872,424	$ 31,621,821	$ 219,250,603	$ 11.7418	$ 2,574,394	$ (128,720)	$ 2,445,674	$ 31,143	$ 2,476,818
2037	$ 285,760,876	$ 31,621,821	$ 254,139,055	$ 11.7457	$ 2,985,038	$ (149,252)	$ 2,835,786	$ 36,685	$ 2,872,471
2038	$ 323,206,416	$ 31,621,821	$ 291,584,595	$ 11.7481	$ 3,425,559	$ (171,278)	$ 3,254,281	$ 42,537	$ 3,296,818
2039	$ 343,441,414	$ 31,621,821	$ 311,819,593	$ 11.7472	$ 3,663,006	$ (183,150)	$ 3,479,856	$ 48,814	$ 3,528,670
2040	$ 364,625,353	$ 31,621,821	$ 333,003,532	$ 11.7466	$ 3,911,659	$ (195,583)	$ 3,716,076	$ 52,198	$ 3,768,273
2041	$ 386,798,019	$ 31,621,821	$ 355,176,198	$ 11.7462	$ 4,171,987	$ (208,599)	$ 3,963,387	$ 55,741	$ 4,019,128
2042	$ 410,000,797	$ 31,621,821	$ 378,378,976	$ 11.7461	$ 4,444,480	$ (222,224)	$ 4,222,256	$ 59,451	$ 4,281,707
2043	$ 434,276,738	$ 31,621,821	$ 402,654,917	$ 11.7462	$ 4,729,648	$ (236,482)	$ 4,493,166	$ 63,334	$ 4,556,500
2044	$ 459,670,614	$ 31,621,821	$ 428,048,793	$ 11.7464	$ 5,028,021	$ (251,401)	$ 4,776,620	$ 67,397	$ 4,844,017
2045	$ 486,229,002	$ 31,621,821	$ 454,607,181	$ 11.7467	$ 5,340,149	$ (267,007)	$ 5,073,141	$ 71,649	$ 5,144,791
2046	$ 513,174,741	$ 31,621,821	$ 481,552,920	$ 11.7490	$ 5,657,748	$ (282,887)	$ 5,374,861	$ 76,097	$ 5,450,958
2047	$ 546,864,261	$ 31,621,821	$ 515,242,440	$ 11.7519	$ 6,055,069	$ (302,753)	$ 5,752,316	$ 80,623	$ 5,832,939
2048	$ 582,222,447	$ 31,621,821	$ 550,600,626	$ 11.7549	$ 6,472,230	$ (323,611)	$ 6,148,618	$ 86,285	$ 6,234,903
2049	$ 619,300,006	$ 31,621,821	$ 587,678,185	$ 11.7579	$ 6,909,835	$ (345,492)	$ 6,564,344	$ 92,229	$ 6,656,573
2050	$ 658,173,259	$ 31,621,821	$ 626,551,438	$ 11.7609	$ 7,368,796	$ (368,440)	$ 7,000,356	$ 98,465	$ 7,098,821
2051	$ 698,921,862	$ 31,621,821	$ 667,300,041	$ 11.7639	$ 7,850,058	$ (392,503)	$ 7,457,555	$ 105,005	$ 7,562,560
2052	$ 741,628,956	$ 31,621,821	$ 710,007,135	$ 11.7669	$ 8,354,612	$ (417,731)	$ 7,936,881	$ 111,863	$ 8,048,744
2053	$ 786,381,323	$ 31,621,821	$ 754,759,502	$ 11.7700	$ 8,883,490	$ (444,175)	$ 8,439,316	$ 119,053	$ 8,558,369
2054	$ 833,269,556	$ 31,621,821	$ 801,647,735	$ 11.7730	$ 9,437,772	$ (471,889)	$ 8,965,883	$ 126,590	$ 9,092,473
2055	$ 882,388,221	$ 31,621,821	$ 850,766,400	$ 11.7759	$ 10,018,581	$ (500,929)	$ 9,517,652	$ 134,488	$ 9,652,140
2056	$ 935,585,902	$ 31,621,821	$ 903,964,081	$ 11.7763	$ 10,645,320	$ (532,266)	$ 10,113,054	$ 142,765	$ 10,255,819
2057	$ 963,377,698	$ 31,621,821	$ 931,755,877	$ 11.7759	$ 10,972,245	$ (548,612)	$ 10,423,633	$ 151,696	$ 10,575,329
2058	$ 992,003,248	$ 31,621,821	$ 960,381,427	$ 11.7755	$ 11,308,978	$ (565,449)	$ 10,743,529	$ 156,355	$ 10,899,884
Total					**$ 158,443,615**	**$ (7,922,181)**	**$ 150,521,434**	**$ 2,096,669**	**$ 152,618,103**

Source: Tiberius Solutions

Notes: The blended tax rate increases over time as more property annexes into the City and therefore is subject to a higher consolidated tax rate; adjustments include prior year taxes and losses from delinquent taxes, discounts from early payment, compression, and truncation.

Exhibit 23. TIF Forecast, 50% Buildout

	Assessed Value				TIF Revenue				
FYE	Total	Frozen Base	Increment	Blended Tax Rate	Gross	Adjustments	Net (Current)	Net (Prior)	Net (Total)
2025	$ 30,334,297	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2026	$ 30,968,545	$ 30,334,297	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2027	$ 31,621,821	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2028	$ 31,918,436	$ 31,621,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2029	$ 43,395,914	$ 31,621,821	$ 11,774,093	$ 11.5125	$ 135,549	$ (6,777)	$ 128,772	$ -	$ 128,772
2030	$ 55,554,671	$ 31,621,821	$ 23,932,850	$ 11.5879	$ 277,333	$ (13,867)	$ 263,466	$ 1,932	$ 265,398
2031	$ 68,426,053	$ 31,621,821	$ 36,804,232	$ 11.6163	$ 427,529	$ (21,376)	$ 406,152	$ 3,952	$ 410,104
2032	$ 82,042,721	$ 31,621,821	$ 50,420,900	$ 11.6325	$ 586,524	$ (29,326)	$ 557,197	$ 6,092	$ 563,290
2033	$ 96,438,704	$ 31,621,821	$ 64,816,883	$ 11.6439	$ 754,720	$ (37,736)	$ 716,984	$ 8,358	$ 725,342
2034	$ 111,649,456	$ 31,621,821	$ 80,027,635	$ 11.6527	$ 932,539	$ (46,627)	$ 885,912	$ 10,755	$ 896,667
2035	$ 127,711,918	$ 31,621,821	$ 96,090,097	$ 11.6601	$ 1,120,416	$ (56,021)	$ 1,064,395	$ 13,289	$ 1,077,684
2036	$ 144,664,575	$ 31,621,821	$ 113,042,754	$ 11.6664	$ 1,318,807	$ (65,940)	$ 1,252,867	$ 15,966	$ 1,268,833
2037	$ 162,547,517	$ 31,621,821	$ 130,925,696	$ 11.6722	$ 1,528,187	$ (76,409)	$ 1,451,778	$ 18,793	$ 1,470,571
2038	$ 181,721,105	$ 31,621,821	$ 150,099,284	$ 11.6764	$ 1,752,615	$ (87,631)	$ 1,664,984	$ 21,777	$ 1,686,761
2039	$ 192,316,967	$ 31,621,821	$ 160,695,146	$ 11.6730	$ 1,875,796	$ (93,790)	$ 1,782,006	$ 24,975	$ 1,806,981
2040	$ 203,402,046	$ 31,621,821	$ 171,780,225	$ 11.6703	$ 2,004,719	$ (100,236)	$ 1,904,483	$ 26,730	$ 1,931,213
2041	$ 214,996,693	$ 31,621,821	$ 183,374,872	$ 11.6680	$ 2,139,622	$ (106,981)	$ 2,032,641	$ 28,567	$ 2,061,208
2042	$ 227,122,072	$ 31,621,821	$ 195,500,251	$ 11.6663	$ 2,280,756	$ (114,038)	$ 2,166,718	$ 30,490	$ 2,197,207
2043	$ 239,800,191	$ 31,621,821	$ 208,178,370	$ 11.6649	$ 2,428,378	$ (121,419)	$ 2,306,959	$ 32,501	$ 2,339,460
2044	$ 253,053,935	$ 31,621,821	$ 221,432,114	$ 11.6639	$ 2,582,760	$ (129,138)	$ 2,453,622	$ 34,604	$ 2,488,226
2045	$ 266,907,107	$ 31,621,821	$ 235,285,286	$ 11.6632	$ 2,744,181	$ (137,209)	$ 2,606,972	$ 36,804	$ 2,643,776
2046	$ 280,971,658	$ 31,621,821	$ 249,349,837	$ 11.6644	$ 2,908,505	$ (145,425)	$ 2,763,080	$ 39,105	$ 2,802,185
2047	$ 298,426,349	$ 31,621,821	$ 266,804,528	$ 11.6672	$ 3,112,862	$ (155,643)	$ 2,957,219	$ 41,446	$ 2,998,665
2048	$ 316,734,187	$ 31,621,821	$ 285,112,366	$ 11.6702	$ 3,327,316	$ (166,366)	$ 3,160,950	$ 44,358	$ 3,205,309
2049	$ 335,921,107	$ 31,621,821	$ 304,299,286	$ 11.6733	$ 3,552,176	$ (177,609)	$ 3,374,567	$ 47,414	$ 3,421,981
2050	$ 356,025,870	$ 31,621,821	$ 324,404,049	$ 11.6765	$ 3,787,901	$ (189,395)	$ 3,598,506	$ 50,619	$ 3,649,125
2051	$ 377,088,922	$ 31,621,821	$ 345,467,101	$ 11.6798	$ 4,034,972	$ (201,749)	$ 3,833,224	$ 53,978	$ 3,887,201
2052	$ 399,152,470	$ 31,621,821	$ 367,530,649	$ 11.6831	$ 4,293,890	$ (214,694)	$ 4,079,195	$ 57,498	$ 4,136,693
2053	$ 422,260,562	$ 31,621,821	$ 390,638,741	$ 11.6864	$ 4,565,176	$ (228,259)	$ 4,336,918	$ 61,188	$ 4,398,105
2054	$ 446,459,174	$ 31,621,821	$ 414,837,353	$ 11.6898	$ 4,849,378	$ (242,469)	$ 4,606,909	$ 65,054	$ 4,671,963
2055	$ 471,796,286	$ 31,621,821	$ 440,174,465	$ 11.6932	$ 5,147,064	$ (257,353)	$ 4,889,711	$ 69,104	$ 4,958,815
2056	$ 499,197,535	$ 31,621,821	$ 467,575,714	$ 11.6942	$ 5,467,939	$ (273,397)	$ 5,194,542	$ 73,346	$ 5,267,888
2057	$ 513,897,681	$ 31,621,821	$ 482,275,860	$ 11.6922	$ 5,638,870	$ (281,944)	$ 5,356,927	$ 77,918	$ 5,434,845
2058	$ 529,038,830	$ 31,621,821	$ 497,417,009	$ 11.6902	$ 5,814,929	$ (290,746)	$ 5,524,182	$ 80,354	$ 5,604,536
Total					**$ 81,391,410**	**$ (4,069,571)**	**$ 77,321,839**	**$ 1,076,965**	**$ 78,398,804**

Source: Tiberius Solutions
Notes: The blended tax rate increases over time as more property annexes into the City and therefore is subject to a higher consolidated tax rate; adjustments include prior year taxes and losses from delinquent taxes, discounts from early payment, compression, and truncation.

2.4 Infrastructure Needs

City engineering staff provided a list of necessary infrastructure projects to support development within the Study Area. For each project, the City provided a brief description, cost estimate, determination of City versus developer share of funding responsibility, and share of project costs that are eligible for SDC funding. Additionally, City staff specified whether the improvements would be necessary for development of the Grahams Ferry Assemblage or Greenhill opportunity sites. The list of necessary infrastructure projects is shown in Exhibit 24. Total project costs are estimated to be $61.8 million in constant 2025 dollars, with the City's share of those costs estimated to be $24.5 million. The majority of the City's share of costs, $17.8 million, are estimated to be eligible for SDC funds.

Exhibit 24. Summary of Needed Infrastructure in Basalt Creek Study Area

	Project Category	Project Name	Project Cost Total	Developer Share	Remaining Share City	City SDC Eligible Share	City Non-SDC Eligible Share	Opportunity Sites
1	Roads	RW-05. Grahams Ferry Road widening	$ 2,768,468	100%	$ -	$ -	$ -	
2	Roads	RW-04. Boones Ferry Road widening	$ 1,661,081	100%	$ -	$ -	$ -	
3	Roads	Looping Greenhill Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
4	Roads	Pioneer Court Extension - Local	$ -	50%	$ -	$ -	$ -	
5	Roads	Looping Day Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
6	Roads	Day Rd to Clay St - Local	$ -	100%	$ -	$ -	$ -	
7	Roads	Day Rd to Garden Acres Rd and Grahams Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
8	Roads	Grahams Ferry Rd to Tonquin Rd - Local	$ -	100%	$ -	$ -	$ -	
9	Roads	Cahalin Extension - Local	$ -	100%	$ -	$ -	$ -	
10	Water	Booster Station -	$ 4,520,000	0%	$ 4,520,000	$ 4,520,000	$ -	Grahams Ferry Assemblage
11	Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ 2,224,800	33%	$ 1,490,616	$ 1,490,616	$ -	Grahams Ferry Assemblage
12	Water	Boones Ferry Road - 12-inch pipe	$ 1,158,751	33%	$ 776,363	$ 776,363	$ -	Greenhill
13	Water	East of Boones Ferry Road - 12-inch pipe	$ 1,205,100	33%	$ 807,417	$ 807,417	$ -	Greenhill
14	Water	Clay Street - 12-inch pipe	$ 1,019,700	33%	$ 683,199	$ 683,199	$ -	
15	Water	Unnamed - 8-inch pipe	$ -	100%	$ -	$ -	$ -	
16	Wastewater	B-3 Day Road - varies	$ 4,059,778	0%	$ 4,059,778	$ -	$ 4,059,778	Both
17	Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ 346,276	91%	$ 32,481	$ 32,481	$ -	Greenhill
18	Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ 847,777	85%	$ 124,708	$ 124,708	$ -	Greenhill
19	Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ 835,836	91%	$ 78,401	$ 78,401	$ -	
20	Wastewater	B-6 Unnamed Road to Future Day - 10-inch pipe	$ 400,008	91%	$ 37,521	$ 37,521	$ -	
21	Wastewater	B-6 Unnamed Road to Future Day - 12-inch pipe	$ 913,450	85%	$ 134,368	$ 134,368	$ -	
22	Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ 1,074,647	85%	$ 158,081	$ 158,081	$ -	
23	Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 2,985,130	81%	$ 580,309	$ 580,309	$ -	
24	Wastewater	B-9 Clay Rd - 10-inch pipe	$ 513,443	91%	$ 48,161	$ 48,161	$ -	
25	Wastewater	B-9 Clay Rd - 12-inch pipe	$ 358,216	85%	$ 52,694	$ 52,694	$ -	
26	Wastewater	B-9 Clay Rd - 15-inch pipe	$ 2,029,889	81%	$ 394,610	$ 394,610	$ -	
27	Wastewater	Conceptual Sewer System - 8-inch pipe	$ 17,393,121	100%	$ -	$ -	$ -	
28	Stormwater	Day Road Phase 1 -	$ 8,260,600	0%	$ 8,260,600	$ 3,139,028	$ 5,121,572	
29	Stormwater	Day Road Phase 2 -	$ 4,047,900	0%	$ 4,047,900	$ 1,538,202	$ 2,509,698	
30	Trails	Basalt Creek Regional Trail -	$ 3,182,700	0%	$ 3,182,700	$ 3,182,700	$ -	Grahams Ferry Assemblage
Total			**$ 61,806,671**		**$ 29,469,907**	**$17,778,859**	**$ 11,691,048**	

Source: City of Wilsonville

2.5 Cash Flow

The final step in the analysis was to prepare cash flows that show the combined revenues and expenditures for the Study Area over time. Four different cash flow scenarios were prepared:

- Full buildout, Grahams Ferry Assemblage opportunity site develops first
- Full buildout, Greenhill opportunity site develops first
- 50% buildout, Grahams Ferry Assemblage opportunity site develops first
- 50% buildout, Greenhill opportunity site develops first

2.5.1 Key Assumptions

Although each cash flow scenario is unique, they share a common set of key assumptions:

- To facilitate the assumed timeline of private development, it is assumed infrastructure for one opportunity site would need to be in place in FYE 2027, and infrastructure for the second opportunity site would need to be in place by FYE 2032. For infrastructure projects that were not deemed critical for opportunity site development to occur, the timing is more flexible, with projects receiving funding when resources are available.
- When possible, the timing of public improvements should coincide with sufficient SDC revenues being generated within the Study Area. This approach generally assumes that projects within the Study Area cannot rely on SDC fund balances generated by development elsewhere in the City, and that TIF should not be used to fund project costs, if that share of project costs are SDC eligible. However, each scenario faced challenges that required exceptions to this approach. In particular, early infrastructure investments to facilitate opportunity site development must occur prior to the receipt of significant SDC revenues. Thus, in some situations, TIF is assumed to be used to pay for SDC eligible project costs, and in other situations we assume citywide SDC funds would be necessary to pay for specific projects.
- When necessary to achieve the desired timing of public improvement, it is assumed the City would incur debt backed by TIF revenue. The assumed terms of indebtedness include:
  - Level debt service payments that are the same each year of the amortization period.
  - Amortization period as long as possible (not-to-exceed 20 years) to reduce the size of annual payments.
  - Interest rate of 5.0 percent.
  - Financing fees for each borrowing are assumed to be equal to 2 percent of the principal amount of indebtedness.
- The TIF district is assumed to incur administrative costs of $100,000 per year (adjusted 3.0 percent annually for inflation) for the duration of the TIF district.

2.5.2 Cash Flow Projections

This section summarizes the cash flow projection results for each scenario, excluding projects not funded by SDC or TIF revenues generated in the Study Area. Appendix A shows the detailed sources, uses, and fund balances for each revenue source and project for each scenario.

Scenario 1: Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

In Scenario 1, summarized in Exhibit 25, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Grahams Ferry Assemblage opportunity site, it is assumed that the TIF district would incur $10 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2035, with a maximum deficit of $2.3 million (2025 dollars) estimated to occur in FYE 2031. Long-term, TIF revenues are expected to exceed obligations by $54.1 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced to bring the projected revenues in line with the estimated infrastructure costs.

The cash flow projection also shows there would be a temporary deficit of water SDC revenues. This would require the City to fund early water infrastructure projects in the Study Area with SDC funds generated elsewhere in the City. This results in a maximum deficit of $900,000 (2025 dollars) projected to occur in FYE 2032 to allow for development of the opportunity sites. Long-term, it is projected that water SDC revenues generated in the Study Area would be sufficient to repay this deficit, resulting in a surplus of $190,000 (2025 dollars) revenue over the forecast period.

No other categories of SDCs are anticipated to have a shortfall in this cash flow scenario, though water and stormwater projects are funded by TIF revenue in 2027, avoiding shortfalls in these SDC categories.

Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are expected to be the responsibility of developers, and transportation SDC revenues are anticipated to be substantial, totaling $27.1 million over the forecast period. These transportation SDC revenues would be available for the City to spend on eligible transportation improvements elsewhere in the City. This is true for transportation SDCs across all four cash flow scenarios.

Exhibit 25. Cash Flow Summary, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2053	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2029	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2029	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2027	$ -	$ 3,182,700
Total					**$8,585,543**	**$16,824,586**

Source: Tiberius Solutions

Scenario 2: Full Buildout, Greenhill Opportunity Site Develops First

In Scenario 2, summarized in Exhibit 26, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Greenhill opportunity site, it is assumed that the TIF district would incur $1.9 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a temporary deficit of TIF resources through FYE 2030, with a maximum deficit of $300,000 (2025 dollars) estimated to occur in FYE 2039. Long-term, TIF revenues are expected to

exceed obligations by $52.5 million (2025 dollars) over the forecast period. This fund surplus suggests that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

Unlike Scenario 1, Scenario 2 does not predict a temporary deficit of water SDC revenues. In this scenario, the City would not be required to fund early water infrastructure projects in the Study Area with SDC funds generated elsewhere in the City. No other categories of SDCs are anticipated to have a shortfall in this cash flow scenario. Surplus transportation SDCs are estimated to total $27.1 million (2025 dollars) over the forecast period.

Exhibit 26. Cash Flow Summary, Full Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 640,000	$ 3,880,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417
14	**Water**	Clay Street - 12-inch pipe		2036	$ -	$ 683,199
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -
20	**Wastewater**	B-6 Unnamed Road to Future Day - 10-inch pipe		2031	$ 37,521	$ -
21	**Wastewater**	B-6 Unnamed Road to Future Day - 12-inch pipe		2031	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2038	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 325,000	$ 2,857,700
Total					**$7,126,375**	**$ 18,283,754**

Source: Tiberius Solutions

Scenario 3: 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

In Scenario 3, summarized in Exhibit 27, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Grahams Ferry Assemblage opportunity site, it is assumed that the TIF district would incur $8 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2038, with a maximum deficit of $2.3 million (2025 dollars) estimated to occur in FYE 2032. Long-term,

TIF revenues are expected to exceed obligations by $12.6 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

No categories of SDCs are anticipated to have a shortfall in this cash flow scenario. This is achieved by relying on TIF revenues when SDC funds are insufficient and delaying funding for projects later than in the full buildout scenario. In particular, the Basalt Creek Regional Trail is identified as a project that should be constructed prior to development of the Grahams Ferry Assemblage opportunity site. However, given the lack of funding in the early years, it is not feasible to fund this project on that timeline with SDC and TIF dollars. Instead, this scenario pushes the Basalt Creek Regional Trail project out until FYE 2050 as one of the final projects to receive funding in the Study Area.

Surplus transportation SDCs are estimated to total $13.5 million (2025 dollars) over the forecast period.

Exhibit 27. Cash Flow Summary, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	Water	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000
11	Water	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616
12	Water	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 321,000	$ 455,363
13	Water	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ -	$ 807,417
14	Water	Clay Street - 12-inch pipe		2040	$ 394,000	$ 289,199
17	Wastewater	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2030	$ 32,481	$ -
18	Wastewater	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2030	$ 124,708	$ -
19	Wastewater	B-5, East of Boones Ferry - 10-inch pipe		2032	$ 78,401	$ -
20	Wastewater	B-6 Unnamed Road to Future Day - 10-inch pipe		2035	$ 37,521	$ -
21	Wastewater	B-6 Unnamed Road to Future Day - 12-inch pipe		2035	$ 134,368	$ -
22	Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe		2039	$ 158,081	$ -
23	Wastewater	B-8 Grahams Ferry - 15-inch pipe		2040	$ -	$ 580,309
24	Wastewater	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	Wastewater	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	Wastewater	B-9 Clay Rd - 15-inch pipe		2050	$ 166,000	$ 228,610
28	Stormwater	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600
29	Stormwater	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900
30	Trails	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2050	$ 497,000	$ 2,685,700
Total					**$5,030,415**	**$ 20,379,714**

Source: Tiberius Solutions

Scenario 4: 50% Buildout, Greenhill Opportunity Site Develops First

In Scenario 4, summarized in Exhibit 28, the cash flow encounters financial shortfalls in the early years, followed by surpluses long-term. To fund the initial infrastructure investments to support the Greenhill

opportunity site, it is assumed that the TIF district would incur $1.9 million of indebtedness in FYE 2027, prior to collecting any TIF revenue to repay the debt. Annual debt service payments in excess of annual TIF revenues results in a sustained deficit of TIF resources through FYE 2039, with a maximum deficit of $1.0 million (2025 dollars) estimated to occur in FYE 2035. Long-term, TIF revenues are expected to exceed obligations by $12.2 million (2025 dollars) over the forecast period. These surplus funds suggest that the TIF district could fund additional capital projects beyond those identified in this Infrastructure Funding Analysis, or could be used for other economic development activities, such as land assembly (acquisition and aggregation). Alternatively, the duration of the proposed TIF district could be reduced, to bring the projected revenues in line with the estimated infrastructure costs.

No categories of SDCs are anticipated to have a shortfall in this cash flow scenario. This is achieved by relying on TIF revenues when SDC funds are insufficient, and delaying funding for projects later than in the full buildout scenario, at the time of TIF district borrowings. Surplus transportation SDCs are estimated to total $13.5 million (2025 dollars) over the forecast period.

Exhibit 28. Cash Flow Summary, 50% Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 321,000	$ 4,199,000
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417
14	**Water**	Clay Street - 12-inch pipe		2050	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2029	$ 78,401	$ -
20	**Wastewater**	B-6 Unnamed Road to Future Day - 10-inch pipe		2032	$ 37,521	$ -
21	**Wastewater**	B-6 Unnamed Road to Future Day - 12-inch pipe		2032	$ 134,368	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2035	$ 158,081	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2043	$ 239,000	$ 341,309
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 143,000	$ 251,610
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 162,000	$ 3,020,700
Total					**$5,043,425**	**$ 20,366,704**

Source: Tiberius Solutions

2.5.3 Options for Addressing Funding Shortfalls

Each of the four cash flow scenarios included in the analysis demonstrate some level of funding shortfall, particularly in the early years. There are several strategies the City could employ to address these shortfalls:

- Delaying the timing of public improvements
- Relying on developer-led construction of public improvements
- Using creative financing options
- Obtaining other funding sources

Delaying Public Improvements

Most of the funding shortfalls observed in the cash flow analysis are due to the timing of projects, rather than the long-term financial capacity of the Study Area. Thus, a potential option for addressing funding shortfalls is to delay certain projects until more funding is available. However, this approach has its limits. Some projects are required to be in place for private development to occur. Delaying a critical public infrastructure project may result in a lack of future development activity that would translate to lower SDC and TIF revenue projections. In the worst-case scenario, a "chicken and the egg" situation occurs, where no infrastructure can be funded due to a lack of development-derived funding sources, and no development can occur due to a lack of infrastructure.

Developer-Led Construction

Many of the infrastructure projects needed in the Study Area could be developer led. Even though a large share of certain project costs may be the City's responsibility, it is common for developers to build infrastructure themselves, obtaining SDC credits for the portion of the project above and beyond their legal responsibility. If the City lacks upfront funding for a certain project that a developer is willing to take the lead on, that solves the funding gap for the City. This approach does result in less SDC revenue being collected over time, as the SDC credits are used to offset the developer's SDC obligations, or may even be sold to neighboring developers to offset the obligations of others.

This approach can be challenging for higher cost projects that may be too costly for a private development project to absorb, and for projects where the SDC credits are substantially more than a developer is obligated to pay. This approach also has challenges for infrastructure improvements on frontages of properties that are not expected to develop in the near future, which can result in gaps in the infrastructure, and an inefficient, piece-meal approach to infrastructure construction.

Alternative Financing Options

Financing allows the City to shift the timing of when the costs of infrastructure need to be paid. The financing assumptions used in this analysis are fairly standard, but there are other alternative financing terms that could be used to mitigate the funding shortfalls seen in the cash flow analysis. However, borrowing strategies that result in lower annual debt service obligations early on, ultimately result in greater risk to the City or higher long-term costs of debt service. Some alternative finance options include:

- Longer amortization period. This analysis capped all assumed borrowings to an amortization period of 20 years or less. However, it may be possible to incur debt with a 25 or 30-year amortization period. Generally speaking, the longer the term of the loan, the lower than annual payments. Though these annual savings are offset by higher total costs long-term.

- Capitalized interest. It may be possible to increase size of a borrowing to include extra debt proceeds that are used to pay the cost of interest in the early years. This results in higher annual debt service payments, but also a dedicated source of funds to make those payments in the early years.
- Interest only payments. Some lenders may structure loans so that payments in the early years are interest-only, with amortized principal repayment beginning several years later. This can significantly reduce debt service payments at the outset, while having little effect on the total long-term cost of the loan.
- Escalating payments. Not all debt is structured with level debt service payments (i.e., paying the same amount each year). The debt could be structured with escalating payment amounts, so that the payments increase over time, to better align with the expected growth in TIF revenues. However, an escalating payment structure results in greater risk to the City, as speculative future revenue growth is necessary for revenues to keep up with the growing payments.
- Balloon payments. A particular form of escalating payments is a balloon payment, where the annual debt service payments are decreased over the life of the borrowing, in exchange for a very large final payment. Balloon payments also result in greater risk to the City, as revenue must be carefully planned for and set aside to ensure sufficient funds available for the balloon payment (or potentially refinanced at a later date).
- Lower interest rates. This is not as much an "alternative" financing approach, as it is a different financing assumption that could significantly improve the financial feasibility of the cash flows. The analysis in this document assumes any debt incurred would have a 5.0 percent interest rate. But if actual interest rates are lower, it would result in lower annual debt service payments.

Ultimately the City finance staff will want to collaborate with financial advisors to evaluate different borrowing options and to select the borrowing option that best helps the City achieve its goals.

Other Funding Sources

The City could pursue additional funding sources either directly under the City's control or from outside funding partners, such as the State or Federal government. There are several local funding tools the City could consider to augment SDCs and TIF funding. When it comes to State and Federal funds, the most likely program is the State of Oregon's Regionally Significant Industrial Sites (RSIS) program.

REGIONALLY SIGNIFICANT INDUSTRIAL SITES PROGRAM

RSIS is managed by Business Oregon, in accordance with ORS 285B.626 and OAR 123-097, and provides tax reimbursements to assist local jurisdictions with costs to develop industrial land. Broadly, sponsoring jurisdictions (e.g., local governments) must provide characteristics of the site, demonstrate the projected costs that would qualify for tax reimbursements, as well as estimate jobs that will be created as part of new development in the RSIS area in their application for RSIS designation (a full description of the criteria is provided in OAR 123-097). Additionally, as part of the qualifications for the program, cities within Metro are required to identify land within Metro's definition for regionally significant industrial areas. Business Oregon lists the types of projects that qualify for RSIS to include: "land assembly, site preparation, utility and transportation improvements, environmental remediation and mitigation, and financing costs."[5]

The City of Wilsonville previously applied for, and was accepted into, the RSIS program with a 809.13 acre "site" comprised of the Coffee Creek and Basalt Creek industrial areas, as well as select industrial

[5] https://www.oregon.gov/biz/programs/RSIS/Pages/default.aspx

sites east of Interstate 5. The projected costs requested for tax reimbursement through the program are $299,240,000, and the area is projected to create 5,609 jobs.

Unless or until Business Oregon provides for an 'upfront' funding mechanism, which does not currently exist, sponsoring jurisdictions such as Wilsonville must expend local funds first in order to spur development and job creation within the site area, through eligible activities such as land assembly, utility and infrastructure improvements. Then, when development occurs and jobs are created within the site area, the costs of the completed site improvement activities become eligible for reimbursement. In short, the City could recover up to 100% of its costs to construct the projects identified in Exhibit 24, but such cost recovery would occur piecemeal annually, with a significant timing delay, and would be contingent upon the specifics of the jobs created within the site area. The City would need to provide for near-term debt-service (through SDCs and TIF). Reimbursement revenue through RSIS could be a source of funds to service debt years after infrastructure is complete and the site is generating development (property tax) and jobs (income tax).

LOCAL FUNDING TOOLS

Although there are dozens of funding tools used by municipalities in Oregon, most are ill-suited for the purpose of funding specific infrastructure projects in an area like the Basalt Creek Study Area. The four tools with the most promise are:

- Supplemental SDCs: An additional SDC imposed on a specific subarea on top of the citywide SDC. These funds would be restricted to a specific project list adopted by the City, and the eligible portion of project costs cannot already be included in the calculation of the citywide SDC rate.
- Local Improvement District (LID): An additional assessment on specific properties that benefit from a specified infrastructure project. The City could provide financing options for property owners subject to the LID.
- Public Service Fee: A recurring fee (typically billed monthly or quarterly) like a utility bill, with funding to pay for a specific list of projects or services. The rate of the fee must be tied in some way to the benefits received by each property owner subject to the fee.
- General Obligation Bond: A temporary increase in property tax levy to pay for a specified list of projects. GO bonds must be enacted citywide, and must be approved by a public vote.

Many jurisdictions across Oregon have used each of these tools to fund infrastructure projects. However, the challenge with each of these tools is that they increase costs, either on new development, or on taxpayers citywide. That can make these tools an impediment to the development they are trying to encourage, and politically unpopular with voters. TIF is a unique local tool, in that it does not increase costs on developers or taxpayers.

3 Conclusions

We draw the following conclusions from this analysis:

- SDCs alone are insufficient to fund the necessary infrastructure in the Study Area. The City is estimated to have over $6.0 million in project costs that are the City's responsibility but are not SDC eligible. Additionally, water and parks SDC revenue projected in the area are less than the SDC eligible share of project costs in the area at full buildout. Even for wastewater and stormwater infrastructure, where total SDC revenue is expected to exceed the SDC eligible share of project costs, there may be timing constraints that prevent projects from being completed.
- Transportation SDCs are an anomaly, as all transportation infrastructure projects in the Study Area are estimated to be responsibility of developers, and transportation SDC revenues are anticipated to be substantial, totaling $27.1 million (2025 dollars) at full buildout over the forecast period. These transportation SDC revenues would be available for the City to spend on eligible transportation improvements elsewhere in the City, for example on projects that serve industrial traffic in the northwest area of the City.
- A funding strategy that includes both TIF and SDCs generates sufficient revenue long-term, but still results in temporary funding shortfalls that would need to be addressed. There are multiple strategies that the City could consider to address these shortfalls, including delaying projects, relying on developer-led construction, using alternative financing options, or obtaining other funding sources.
- As is common with urbanizing areas that lack infrastructure, the biggest funding challenges are early on. The City will need to carefully coordinate early phases of development with private development partners to ensure the City will receive adequate resources to pay for the upfront infrastructure investments, and that private developers will have the infrastructure in place to allow for private development to occur.
- Developer-led construction of public infrastructure projects is an advantageous strategy to resolve the City's short-term funding gaps. To the extent that private developers are willing to pay for these early projects in exchange for SDC credits, it would greatly improve the financial feasibility of the cash flow. Understanding which projects that developers of key opportunity sites would be willing and able to build themselves will be helpful to finalizing an infrastructure funding plan.
- Funding capacity for TIF is greater than the infrastructure funding gaps that have been identified in the area. The amount of surplus TIF capacity is estimated to range from $12.2 million to $54.1 million across the different cash flow scenarios. These funds could be used to pay for other economic development activities in the area, such as land assembly. Alternatively, the City could potentially terminate the proposed TIF district in a shorter timeframe than the 30-years assumed in this analysis.
- The finance scenarios that assumed full buildout of the Study Area resulted in significantly better cash flows than scenarios assuming only 50 percent buildout over the same timeframe. This is expected as the funding scenario relies entirely on development derived resources. Actions the City can take to ensure faster absorption will payoff through accelerated revenues (both SDCs and TIF).
- All things being equal, the Greenhill opportunity site is less challenging to fund upfront than the Grahams Ferry Assemblage opportunity site. The specific package of infrastructure projects needed for the Greenhill opportunity site costs less than the necessary package for Grahams Ferry Assemblage. However, all things may not be equal, and the development readiness of property

owners may play a large role in which opportunity site is ready to advance first. If both opportunity sites were ready to develop simultaneously, it would present greater financial challenges, but also more rapid revenue generation in the early years.

- State funding through RSIS is uncertain but worth pursuing. Because Wilsonville has already been accepted into the RSIS program, it seems likely that infrastructure projects in the Study Area could receive State funding through the program. Actually receiving RSIS funds, however, will depend upon the specifics of the jobs created by private development in the area, which makes the funding source difficult to count on at this stage of the planning process.
- TIF also involves uncertainty. Because the City typically seeks an advisory vote before creating a new TIF district, any funding strategy that relies on TIF revenues is contingent on public approval.[6] The recent narrow defeat of the proposed Town Center TIF district demonstrates how challenging it can be to secure sufficient voter support for this tool. If TIF is intended to be a major component of the final Basalt Creek infrastructure funding plan, substantial public outreach and education will likely be required.

[6] Subsequent to the completion of this draft report, the City Charter was amended to require voter approval of any new TIF district, specifically requiring the public votes to occur in a Primary or General election during even numbered years.

Attachment A: Detailed Cash Flows

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Exhibit 29. Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,583,780	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 157,189	$ 78,401	$ 171,889	$ -	$ 158,081
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 9,193,316	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 9,193,316**	**$ -**	**$ 157,189**	**$ 78,401**	**$ 171,889**	**$ 1,583,780**	**$ 158,081**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ 4,520,000	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ 1,490,616	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 776,363	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 807,417	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 158,081
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ 3,182,700	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 9,193,316**	**$ -**	**$ 157,189**	**$ 78,401**	**$ 171,889**	**$ 1,583,780**	**$ 158,081**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 1,551,655	$ 3,103,311	$ 4,654,966	$ 6,206,622	$ 7,758,277	$ 9,309,933
Water SDC		$ -	$ -	$ -	$ 128,915	$ 257,829	$ 386,744	$ 515,659	$ (939,207)	$ (810,292)
Wastewater SDC		$ -	$ -	$ -	$ 106,101	$ 55,012	$ 82,712	$ 16,924	$ 123,024	$ 71,044
Stormwater SDC		$ -	$ -	$ -	$ 390,735	$ 781,469	$ 1,172,204	$ 1,562,938	$ 1,953,673	$ 2,344,407
Parks SDC		$ -	$ -	$ -	$ 65,147	$ 130,293	$ 195,440	$ 260,587	$ 325,733	$ 390,880
TIF		$ -	$ -	$ (712,239)	$ (1,428,251)	$ (1,987,287)	$ (2,288,154)	$ (2,337,565)	$ (2,142,069)	$ (1,707,836)

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Stormwater SDC		$ -	$ -	$ 3,139,028	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 5,121,572	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**	**$ -**	**$ 580,309**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ 8,260,600	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**	**$ -**	**$ 580,309**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$10,861,588	$12,413,244	$13,964,899	$15,516,555	$16,089,961	$16,663,368	$17,236,775	$17,810,181	$18,383,588
Water SDC		$ (681,377)	$ (552,463)	$ (423,548)	$ (294,633)	$ (247,031)	$ (199,428)	$ (151,826)	$ (104,223)	$ (56,621)
Wastewater SDC		$ 177,145	$ 283,245	$ 389,346	$ 495,447	$ 534,625	$ 573,803	$ 32,672	$ 71,851	$ 111,029
Stormwater SDC		$ 2,735,142	$ 3,125,876	$ 377,583	$ 768,317	$ 912,408	$ 1,056,500	$ 1,200,591	$ 1,344,682	$ 1,488,773
Parks SDC		$ 456,027	$ 521,174	$ 586,320	$ 651,467	$ 675,522	$ 699,577	$ 723,632	$ 747,687	$ 771,742
TIF		$ (1,041,047)	$ (147,639)	$ 720,235	$ 1,650,062	$ 2,838,842	$ 4,143,328	$ 5,560,676	$ 7,090,191	$ 8,731,153

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 495,465	$ -
Stormwater SDC		$ 1,538,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 2,509,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ 4,047,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Ending Fund Balances										
Transportation SDC		$18,956,994	$19,530,401	$20,103,807	$20,801,210	$21,498,614	$22,196,017	$22,893,420	$23,590,823	$24,288,226
Water SDC		$ (9,018)	$ 38,584	$ 86,187	$ 164,890	$ 243,594	$ 322,297	$ 401,001	$ 479,704	$ 558,408
Wastewater SDC		$ 150,207	$ 189,386	$ 228,564	$ 286,940	$ 345,317	$ 403,693	$ 462,069	$ 24,980	$ 83,357
Stormwater SDC		$ 94,662	$ 238,753	$ 382,845	$ 564,183	$ 745,522	$ 926,861	$ 1,108,200	$ 1,289,539	$ 1,470,877
Parks SDC		$ 795,797	$ 819,852	$ 843,906	$ 874,186	$ 904,465	$ 934,744	$ 965,024	$ 995,303	$ 1,025,582
TIF		$ 7,973,108	$ 9,834,768	$11,805,831	$13,881,132	$16,511,218	$19,265,436	$22,143,965	$25,146,936	$28,274,582

Source: Tiberius Solutions

Cash Flow, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ 683,199**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 683,199**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$24,985,629	$25,683,032	$26,380,435	$27,077,838	$27,077,838	$27,077,838	$27,077,838
Water SDC		$ 637,111	$ 32,616	$ 111,319	$ 190,023	$ 190,023	$ 190,023	$ 190,023
Wastewater SDC		$ 141,733	$ 200,109	$ 258,486	$ 316,862	$ 316,862	$ 316,862	$ 316,862
Stormwater SDC		$ 1,652,216	$ 1,833,555	$ 2,014,894	$ 2,196,232	$ 2,196,232	$ 2,196,232	$ 2,196,232
Parks SDC		$ 1,055,861	$ 1,086,141	$ 1,116,420	$ 1,146,699	$ 1,146,699	$ 1,146,699	$ 1,146,699
TIF		$31,527,089	$34,904,754	$38,407,832	$42,036,541	$46,038,868	$50,045,792	$54,055,389

Source: Tiberius Solutions

Exhibit 30. Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 640,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ 78,401	$ 171,889	$ -	$ 158,081
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 325,000	$ -
TIF		$ -	$ -	$ 1,740,969	$ -	$ -	$ -	$ -	$ 8,228,316	$ -
Total Sources		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ -**	**$ 78,401**	**$ 171,889**	**$ 9,193,316**	**$ 158,081**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,520,000	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,490,616	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 776,363	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 807,417	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 158,081
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ -**	**$ 78,401**	**$ 171,889**	**$ 9,193,316**	**$ 158,081**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 1,551,655	$ 3,103,311	$ 4,654,966	$ 6,206,622	$ 7,758,277	$ 9,309,933
Water SDC		$ -	$ -	$ -	$ 128,915	$ 257,829	$ 386,744	$ 515,659	$ 4,573	$ 133,488
Wastewater SDC		$ -	$ -	$ -	$ 106,101	$ 212,201	$ 239,901	$ 174,113	$ 280,213	$ 228,233
Stormwater SDC		$ -	$ -	$ -	$ 390,735	$ 781,469	$ 1,172,204	$ 1,562,938	$ 1,953,673	$ 2,344,407
Parks SDC		$ -	$ -	$ -	$ 65,147	$ 130,293	$ 195,440	$ 260,587	$ 733	$ 65,880
TIF		$ -	$ -	$ (129,564)	$ (265,606)	$ (276,119)	$ (58,646)	$ 381,376	$ 134,957	$ 395,771

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ 3,139,028	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 5,804,771	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ 8,943,799**	**$ -**	**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ 683,199	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ 8,260,600	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 8,943,799**	**$ -**	**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$10,861,588	$12,413,244	$13,964,899	$15,516,555	$16,089,961	$16,663,368	$17,236,775	$17,810,181	$18,383,588
Water SDC		$ 262,403	$ 391,317	$ 520,232	$ 649,147	$ 696,749	$ 744,352	$ 791,954	$ 839,557	$ 887,159
Wastewater SDC		$ 334,334	$ 440,434	$ 546,535	$ 652,636	$ 111,505	$ 150,683	$ 189,861	$ 229,040	$ 268,218
Stormwater SDC		$ 2,735,142	$ 3,125,876	$ 377,583	$ 768,317	$ 912,408	$ 1,056,500	$ 1,200,591	$ 1,344,682	$ 1,488,773
Parks SDC		$ 131,027	$ 196,174	$ 261,320	$ 326,467	$ 350,522	$ 374,577	$ 398,632	$ 422,687	$ 446,742
TIF		$ 903,196	$ 1,656,852	$ 426,692	$ 1,362,148	$ 2,556,391	$ 3,866,182	$ 5,288,680	$ 6,823,196	$ 8,469,013

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 495,465	$ -
Stormwater SDC		$ 1,538,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 2,509,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ 4,047,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 4,047,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 495,465**	**$ -**
Ending Fund Balances										
Transportation SDC		$18,956,994	$19,530,401	$20,103,807	$20,801,210	$21,498,614	$22,196,017	$22,893,420	$23,590,823	$24,288,226
Water SDC		$ 934,762	$ 982,364	$ 1,029,967	$ 1,108,670	$ 1,187,374	$ 1,266,077	$ 1,344,781	$ 1,423,484	$ 1,502,188
Wastewater SDC		$ 307,396	$ 346,575	$ 385,753	$ 444,129	$ 502,506	$ 560,882	$ 619,258	$ 182,169	$ 240,546
Stormwater SDC		$ 94,662	$ 238,753	$ 382,845	$ 564,183	$ 745,522	$ 926,861	$ 1,108,200	$ 1,289,539	$ 1,470,877
Parks SDC		$ 470,797	$ 494,852	$ 518,906	$ 549,186	$ 579,465	$ 609,744	$ 640,024	$ 670,303	$ 700,582
TIF		$ 7,715,681	$ 9,581,918	$11,557,423	$13,637,038	$15,932,100	$18,361,054	$20,923,791	$23,620,171	$26,450,154

Source: Tiberius Solutions

Cash Flow, Full Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$24,985,629	$25,683,032	$26,380,435	$27,077,838	$27,077,838	$27,077,838	$27,077,838
Water SDC		$ 1,580,891	$ 1,659,595	$ 1,738,298	$ 1,817,002	$ 1,817,002	$ 1,817,002	$ 1,817,002
Wastewater SDC		$ 298,922	$ 357,298	$ 415,675	$ 474,051	$ 474,051	$ 474,051	$ 474,051
Stormwater SDC		$ 1,652,216	$ 1,833,555	$ 2,014,894	$ 2,196,232	$ 2,196,232	$ 2,196,232	$ 2,196,232
Parks SDC		$ 730,861	$ 761,141	$ 791,420	$ 821,699	$ 821,699	$ 821,699	$ 821,699
TIF		$29,774,910	$33,222,720	$36,793,901	$40,488,728	$44,491,056	$48,497,980	$52,507,577

Source: Tiberius Solutions

Exhibit 31. Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 321,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ 157,189	$ -	$ 78,401	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ 6,010,616	$ -	$ -	$ -	$ -	$ 1,262,780	$ -
Total Sources		**$ -**	**$ -**	**$ 6,010,616**	**$ -**	**$ -**	**$ 157,189**	**$ -**	**$ 1,662,181**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ 4,520,000	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ 1,490,616	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 776,363	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 807,417	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 32,481	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 124,708	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 78,401	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ 6,010,616**	**$ -**	**$ -**	**$ 157,189**	**$ -**	**$ 1,662,181**	**$ -**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 774,597	$ 1,549,194	$ 2,323,790	$ 3,098,387	$ 3,872,984	$ 4,647,581
Water SDC		$ -	$ -	$ -	$ 64,362	$ 128,723	$ 193,085	$ 257,447	$ 809	$ 65,170
Wastewater SDC		$ -	$ -	$ -	$ 52,972	$ 105,943	$ 1,726	$ 54,697	$ 29,268	$ 82,240
Stormwater SDC		$ -	$ -	$ -	$ 195,367	$ 390,735	$ 586,102	$ 781,469	$ 976,836	$ 1,172,204
Parks SDC		$ -	$ -	$ -	$ 32,525	$ 65,050	$ 97,576	$ 130,101	$ 162,626	$ 195,151
TIF		$ -	$ -	$ 774,245	$ 201,436	$ (325,902)	$ (709,264)	$ (952,686)	$ (2,322,855)	$ (2,297,803)

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 394,000	$ -	$ -
Wastewater SDC		$ -	$ 171,889	$ -	$ -	$ -	$ 158,081	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,170,000	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ 6,960,108	$ -	$ -
Total Sources		**$ -**	**$ 171,889**	**$ -**	**$ -**	**$ -**	**$ 158,081**	**$ 9,524,108**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ 37,521	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ 134,368	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ 158,081	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ 580,309	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,260,600	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 171,889**	**$ -**	**$ -**	**$ -**	**$ 158,081**	**$ 9,524,108**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 5,422,178	$ 6,196,775	$ 6,971,371	$ 7,745,968	$ 8,033,355	$ 8,320,743	$ 8,608,130	$ 8,895,517	$ 9,182,904
Water SDC		$ 129,532	$ 193,894	$ 258,255	$ 322,617	$ 346,471	$ 370,326	$ 180	$ 24,035	$ 47,889
Wastewater SDC		$ 135,211	$ 16,294	$ 69,266	$ 122,237	$ 141,870	$ 3,422	$ 23,055	$ 42,688	$ 62,321
Stormwater SDC		$ 1,367,571	$ 1,562,938	$ 1,758,305	$ 1,953,673	$ 2,025,956	$ 2,098,239	$ 523	$ 72,806	$ 145,089
Parks SDC		$ 227,676	$ 260,201	$ 292,727	$ 325,252	$ 337,306	$ 349,360	$ 361,414	$ 373,469	$ 385,523
TIF		$ (2,143,988)	$ (1,864,954)	$ (1,463,992)	$ (944,448)	$ (307,187)	$ 373,335	$ 2,779,271	$ 2,790,253	$ 2,880,289

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 266,855	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 816,000	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 497,000	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,146,210	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,726,065**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,047,900	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,726,065**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 9,470,291	$ 9,757,678	$10,045,065	$10,394,219	$10,743,630	$11,093,041	$11,442,452	$11,791,863	$12,141,274
Water SDC		$ 71,743	$ 95,598	$ 119,452	$ 158,799	$ 198,210	$ 237,622	$ 277,033	$ 316,444	$ 355,856
Wastewater SDC		$ 81,953	$ 101,586	$ 121,219	$ 150,415	$ 179,651	$ 208,887	$ 238,123	$ 504	$ 29,740
Stormwater SDC		$ 217,373	$ 289,656	$ 361,940	$ 452,769	$ 543,676	$ 634,584	$ 725,491	$ 398	$ 91,305
Parks SDC		$ 397,577	$ 409,631	$ 421,686	$ 436,840	$ 452,008	$ 467,176	$ 482,343	$ 511	$ 15,679
TIF		$ 3,048,348	$ 3,293,435	$ 3,614,597	$ 4,008,641	$ 4,825,863	$ 5,721,067	$ 6,693,876	$ 1,597,704	$ 2,724,647

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$12,490,685	$12,840,097	$13,189,508	$13,538,919	$13,538,919	$13,538,919	$13,538,919
Water SDC		$ 395,267	$ 434,678	$ 474,090	$ 513,501	$ 513,501	$ 513,501	$ 513,501
Wastewater SDC		$ 58,975	$ 88,211	$ 117,447	$ 146,683	$ 146,683	$ 146,683	$ 146,683
Stormwater SDC		$ 182,212	$ 273,119	$ 364,027	$ 454,934	$ 454,934	$ 454,934	$ 454,934
Parks SDC		$ 30,847	$ 46,014	$ 61,182	$ 76,350	$ 76,350	$ 76,350	$ 76,350
TIF		$ 3,928,171	$ 5,208,009	$ 6,563,892	$ 7,995,549	$ 9,506,234	$11,034,844	$12,579,967

Source: Tiberius Solutions

Exhibit 32. Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (1 of 4)

		2025	2026	2027	2028	2029	2030	2031	2032	2033
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 321,000	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ 171,889	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 162,000	$ -
TIF		$ -	$ -	$ 1,740,969	$ -	$ -	$ -	$ -	$ 8,710,316	$ -
Total Sources		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ 78,401**	**$ -**	**$ -**	**$ 9,365,205**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,520,000	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,490,616	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 776,363	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 807,417	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ 32,481	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ 124,708	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ 78,401	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,521	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,368	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,182,700	$ -
Total Uses		**$ -**	**$ -**	**$ 1,740,969**	**$ -**	**$ 78,401**	**$ -**	**$ -**	**$ 9,365,205**	**$ -**
Ending Fund Balances										
Transportation SDC		$ -	$ -	$ -	$ 774,597	$ 1,549,194	$ 2,323,790	$ 3,098,387	$ 3,872,984	$ 4,647,581
Water SDC		$ -	$ -	$ -	$ 64,362	$ 128,723	$ 193,085	$ 257,447	$ 809	$ 65,170
Wastewater SDC		$ -	$ -	$ -	$ 52,972	$ 27,542	$ 80,514	$ 133,485	$ 14,568	$ 67,540
Stormwater SDC		$ -	$ -	$ -	$ 195,367	$ 390,735	$ 586,102	$ 781,469	$ 976,836	$ 1,172,204
Parks SDC		$ -	$ -	$ -	$ 32,525	$ 65,050	$ 97,576	$ 130,101	$ 626	$ 33,151
TIF		$ -	$ -	$ (129,564)	$ (265,606)	$ (379,859)	$ (372,867)	$ (247,703)	$ (377,741)	$ (737,675)

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (2 of 4)

		2034	2035	2036	2037	2038	2039	2040	2041	2042
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ 158,081	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ 2,170,000	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ 6,090,600	$ -	$ -
Total Sources		**$ -**	**$ 158,081**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ 158,081	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,260,600	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ 158,081**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,260,600**	**$ -**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 5,422,178	$ 6,196,775	$ 6,971,371	$ 7,745,968	$ 8,033,355	$ 8,320,743	$ 8,608,130	$ 8,895,517	$ 9,182,904
Water SDC		$ 129,532	$ 193,894	$ 258,255	$ 322,617	$ 346,471	$ 370,326	$ 394,180	$ 418,035	$ 441,889
Wastewater SDC		$ 120,511	$ 15,402	$ 68,374	$ 121,345	$ 140,978	$ 160,611	$ 180,244	$ 199,877	$ 219,510
Stormwater SDC		$ 1,367,571	$ 1,562,938	$ 1,758,305	$ 1,953,673	$ 2,025,956	$ 2,098,239	$ 523	$ 72,806	$ 145,089
Parks SDC		$ 65,676	$ 98,201	$ 130,727	$ 163,252	$ 175,306	$ 187,360	$ 199,414	$ 211,469	$ 223,523
TIF		$ (949,713)	$ (1,018,135)	$ (947,010)	$ (740,355)	$ (399,711)	$ (158)	$ 123,589	$ 127,366	$ 210,408

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (3 of 4)

		2043	2044	2045	2046	2047	2048	2049	2050	2051
Sources of Funds										
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -
Wastewater SDC		$ 239,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 243,855	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 816,000	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ 341,309	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,483,510	$ -
Total Sources		**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,226,564**	**$ -**
Uses of Funds (City Share)										
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 683,199	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 580,309	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,161	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,694	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 394,610	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,047,900	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ 580,309**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,226,564**	**$ -**
Ending Fund Balances										
Transportation SDC		$ 9,470,291	$ 9,757,678	$10,045,065	$10,394,219	$10,743,630	$11,093,041	$11,442,452	$11,791,863	$12,141,274
Water SDC		$ 465,743	$ 489,598	$ 513,452	$ 552,799	$ 592,210	$ 631,622	$ 671,033	$ 27,245	$ 66,657
Wastewater SDC		$ 142	$ 19,775	$ 39,408	$ 68,604	$ 97,840	$ 127,076	$ 156,312	$ (58,307)	$ (29,071)
Stormwater SDC		$ 217,373	$ 289,656	$ 361,940	$ 452,769	$ 543,676	$ 634,584	$ 725,491	$ 398	$ 91,305
Parks SDC		$ 235,577	$ 247,631	$ 259,686	$ 274,840	$ 290,008	$ 305,176	$ 320,343	$ 335,511	$ 350,679
TIF		$ 30,367	$ 268,862	$ 583,623	$ 971,452	$ 1,527,185	$ 2,168,517	$ 2,894,848	$ 222,079	$ 1,116,693

Source: Tiberius Solutions

Cash Flow, 50% Buildout, Greenhill Opportunity Site Develops First, 2025 Dollars (4 of 4)

		2052	2053	2054	2055	2056	2057	2058
Sources of Funds								
Transportation SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Parks SDC		$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIF		$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Sources		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Uses of Funds (City Share)								
Water	Booster Station -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	East of Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Clay Street - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water	Unnamed - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-3 Day Road - varies	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-6 Unnamed Road to Future dDay - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 10-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 12-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	B-9 Clay Rd - 15-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Wastewater	Conceptual Sewer System - 8-inch pipe	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 1 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stormwater	Day Road Phase 2 -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Trails	Basalt Creek Regional Trail -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Ending Fund Balances								
Transportation SDC		$12,490,685	$12,840,097	$13,189,508	$13,538,919	$13,538,919	$13,538,919	$ 13,538,919
Water SDC		$ 106,068	$ 145,479	$ 184,891	$ 224,302	$ 224,302	$ 224,302	$ 224,302
Wastewater SDC		$ 164	$ 29,400	$ 58,636	$ 87,872	$ 87,872	$ 87,872	$ 87,872
Stormwater SDC		$ 182,212	$ 273,119	$ 364,027	$ 454,934	$ 454,934	$ 454,934	$ 454,934
Parks SDC		$ 365,847	$ 381,014	$ 396,182	$ 411,350	$ 411,350	$ 411,350	$ 411,350
TIF		$ 2,506,471	$ 3,967,140	$ 5,498,591	$ 7,100,702	$ 8,776,877	$10,466,156	$ 12,167,267

Source: Tiberius Solution

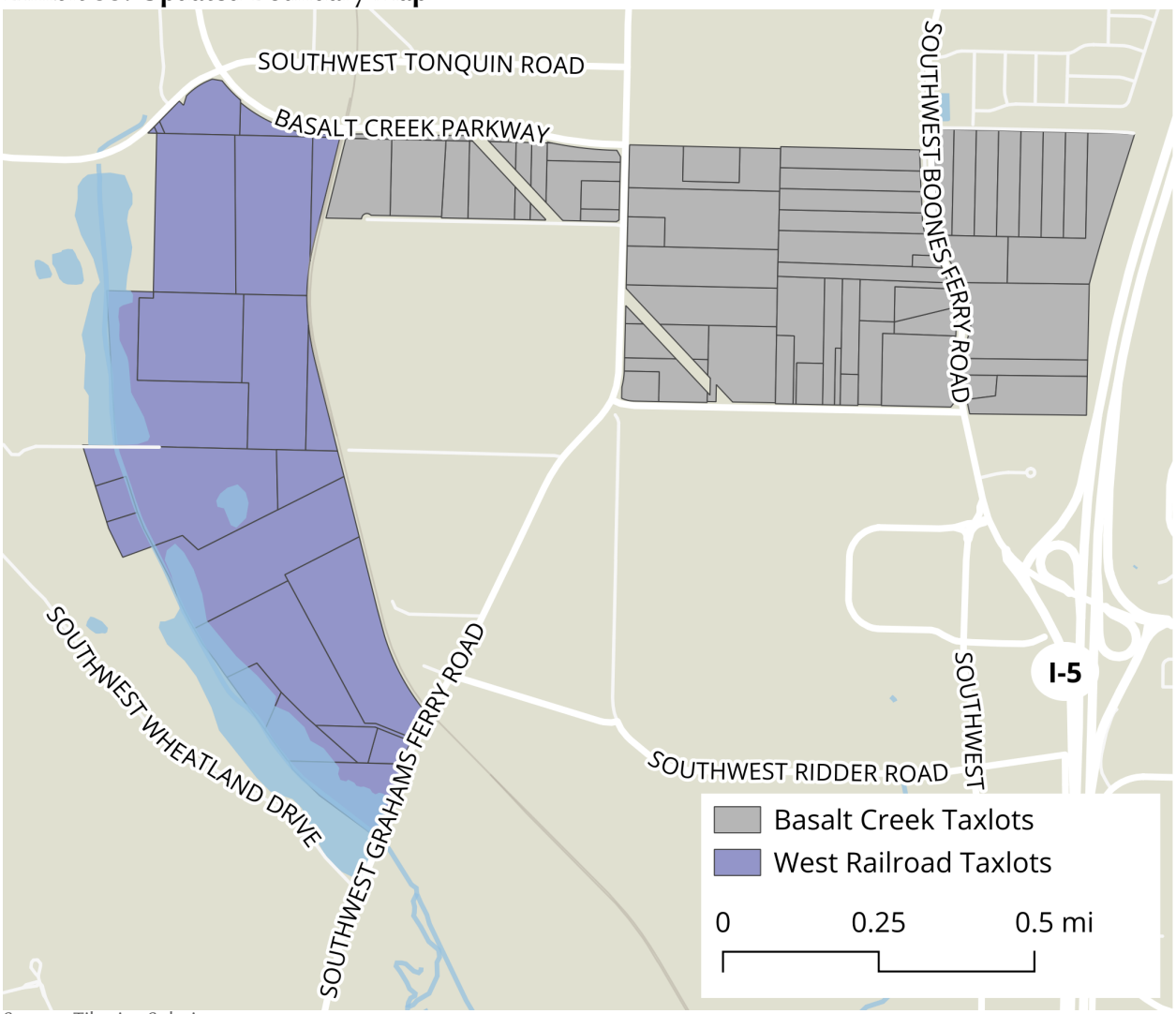
Attachment B: August 2026 Update

After completing the Basalt Creek Infrastructure Funding Analysis in December 2025, the City requested additional analysis of scenarios that included a larger boundary, encompassing the West Railroad subarea. This memorandum summarizes the results of the additional analysis. It includes the same four basic scenarios:

1. Full buildout, Grahams Ferry Assemblage opportunity site develops first
2. Full buildout, Greenhill opportunity site develops first
3. 50% buildout, Grahams Ferry Assemblage opportunity site develops first
4. 50% buildout, Greenhill opportunity site develops first

Each of these scenarios have been updated to account for additional private development potential within the West Railroad subarea, as well as an additional list of public improvements necessary for the West Railroad area to develop.

Exhibit 33. Updated Boundary Map



Source: Tiberius Solutions

Exhibit 34. Updated TIF District Acreage and Assessed Value Statutory Limit Calculations

Statutory Limit Verification	
Acreage Calculation	
A. City of Wilsonville Total Acreage	5,051
B. Total Frozen Base of all TIF Districts	
Coffee Creek	258
Twist Bioscience WIN Zone	4
Total	*263*
C. Study Area Acreage	463
D. TIF District Acreage as % of City Acreage	14.4%
Assessed Value Calculation	
A. City of Wilsonville Total Assessed Value	$ 5,220,493,688
B. Total Frozen Base of Existing TIF Districts	
Coffee Creek	$ 99,003,704
Twist Bioscience WIN Zone	$ 3,661,005
Total	*$ 102,664,709*
C. Assessed Value of Study Area	$ 41,231,497
D. Total Increment of Existing TIF Districts	
Coffee Creek	$ 70,627,749
Twist Bioscience WIN Zone	$ 71,814,162
Total	*$ 142,441,911*
E. Frozen Base as % of City AV: (B+C)/(A-C)	2.8%

Source: Tiberius Solutions with data from City of Wilsonville and Washington County and Clackamas County Departments of Assessment and Taxation

Exhibit 35. Updated Value of New Development, Full Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2029	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2030	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2031	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2032	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2033	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2034	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2035	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2036	0.0	$ 2,643,972	$ -	5.0	$ 1,657,807	$ 8,354,023	3.2	$ 3,388,349	$ 10,765,806	**$ 19,119,829**
2037	0.3	$ 2,643,972	$ 914,160	5.0	$ 1,657,807	$ 8,354,023	6.7	$ 3,388,349	$ 22,545,582	**$ 31,813,766**
2038	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2039	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2040	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2041	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2042	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2043	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2044	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2045	0.0	$ 2,643,972	$ -	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 18,810,360**
2046	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2047	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2048	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2049	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2050	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2051	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2052	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2053	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2054	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2055	0.8	$ 2,643,972	$ 2,070,905	1.9	$ 1,657,807	$ 3,100,099	4.6	$ 3,388,349	$ 15,710,261	**$ 20,881,265**
2056	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	3.5	$ 3,388,349	$ 11,779,776	**$ 11,779,776**
Total	**8.2**	**$81,963,122**	**$ 21,623,206**	**84.1**	**$ 51,392,019**	**$ 139,342,016**	**122.2**	**$ 105,038,822**	**$ 414,002,314**	**$ 574,967,536**

Exhibit 36. Updated Value of New Development, 50% Buildout (2025 $)

	Craft Industrial			High Tech Employment			Light Industrial			Total
Year	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Acres	Improvement Value/Acre	Improvement Value	Improvement Value
2026	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2027	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	0.0	$ 3,388,349	$ -	**$ -**
2028	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2029	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2030	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2031	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2032	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2033	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2034	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2035	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2036	0.0	$ 2,643,972	$ -	2.5	$ 1,657,807	$ 4,177,011	1.6	$ 3,388,349	$ 5,382,903	**$ 9,559,915**
2037	0.2	$ 2,643,972	$ 457,080	2.5	$ 1,657,807	$ 4,177,011	3.3	$ 3,388,349	$ 11,272,791	**$ 15,906,883**
2038	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2039	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2040	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2041	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2042	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2043	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2044	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2045	0.0	$ 2,643,972	$ -	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 9,405,180**
2046	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2047	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2048	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2049	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2050	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2051	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2052	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2053	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2054	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2055	0.4	$ 2,643,972	$ 1,035,452	0.9	$ 1,657,807	$ 1,550,050	2.3	$ 3,388,349	$ 7,855,131	**$ 10,440,632**
2056	0.0	$ 2,643,972	$ -	0.0	$ 1,657,807	$ -	1.7	$ 3,388,349	$ 5,889,888	**$ 5,889,888**
Total	**4.1**	**$81,963,122**	**$ 10,811,603**	**42.0**	**$ 51,392,019**	**$ 69,671,008**	**61.1**	**$ 105,038,822**	**$ 207,001,157**	**$ 287,483,768**

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Exhibit 37. Updated Summary of Needed Infrastructure in Basalt Creek Study Area (2025 $)

	Project Category	Project Name	Project Cost Total	Developer Share	Remaining Share City	City SDC Eligible Share	City Non-SDC Eligible Share	Opportunity Sites
1	Roads	RW-05. Grahams Ferry Road widening	$ 2,768,468	100%	$ -	$ -	$ -	
2	Roads	RW-04. Boones Ferry Road widening	$ 1,661,081	100%	$ -	$ -	$ -	
3	Roads	Looping Greenhill Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
4	Roads	Pioneer Court Extension - Local	$ -	50%	$ -	$ -	$ -	
5	Roads	Looping Day Rd to Boones Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
6	Roads	Day Rd to Clay St - Local	$ -	100%	$ -	$ -	$ -	
7	Roads	Day Rd to Garden Acres Rd and Grahams Ferry Rd - Local	$ -	100%	$ -	$ -	$ -	
8	Roads	Grahams Ferry Rd to Tonquin Rd - Local	$ -	100%	$ -	$ -	$ -	
9	Roads	Cahalin Extension - Local	$ -	100%	$ -	$ -	$ -	
10	Water	Booster Station -	$ 4,520,000	0%	$ 4,520,000	$ 4,520,000	$ -	GFA
11	Water	Day Road/Grahams Ferry Road - 12-inch pipe	$ 2,224,800	33%	$ 1,490,616	$ 1,490,616	$ -	GFA
12	Water	Boones Ferry Road - 12-inch pipe	$ 1,158,751	33%	$ 776,363	$ 776,363	$ -	Greenhill
13	Water	East of Boones Ferry Road - 12-inch pipe	$ 1,205,100	33%	$ 807,417	$ 807,417	$ -	Greenhill
14	Water	Clay Street - 12-inch pipe	$ 1,019,700	33%	$ 683,199	$ 683,199	$ -	
15	Water	Unnamed - 8-inch pipe	$ -	100%	$ -	$ -	$ -	
16	Wastewater	B-3 Day Road - varies	$ 4,059,778	0%	$ 4,059,778	$ -	$ 4,059,778	Both
17	Wastewater	B-4 Boones Ferry Road - 10-inch pipe	$ 346,276	91%	$ 32,481	$ 32,481	$ -	Greenhill
18	Wastewater	B-4 Boones Ferry Road - 12-inch pipe	$ 847,777	85%	$ 124,708	$ 124,708	$ -	Greenhill
19	Wastewater	B-5, East of Boones Ferry - 10-inch pipe	$ 835,836	91%	$ 78,401	$ 78,401	$ -	
20	Wastewater	B-6 Unnamed Road to Future Day - 10-inch pipe	$ 400,008	91%	$ 37,521	$ 37,521	$ -	
21	Wastewater	B-6 Unnamed Road to Future Day - 12-inch pipe	$ 913,450	85%	$ 134,368	$ 134,368	$ -	
22	Wastewater	B7 East of Grahams Ferry to Day - 12-inch pipe	$ 1,074,647	85%	$ 158,081	$ 158,081	$ -	
23	Wastewater	B-8 Grahams Ferry - 15-inch pipe	$ 2,985,130	81%	$ 580,309	$ 580,309	$ -	
24	Wastewater	B-9 Clay Rd - 10-inch pipe	$ 513,443	91%	$ 48,161	$ 48,161	$ -	
25	Wastewater	B-9 Clay Rd - 12-inch pipe	$ 358,216	85%	$ 52,694	$ 52,694	$ -	
26	Wastewater	B-9 Clay Rd - 15-inch pipe	$ 2,029,889	81%	$ 394,610	$ 394,610	$ -	
27	Wastewater	Conceptual Sewer System - 8-inch pipe	$ 17,393,121	100%	$ -	$ -	$ -	
28	Stormwater	Day Road Phase 1 -	$ 8,260,600	0%	$ 8,260,600	$ 3,139,028	$ 5,121,572	
29	Stormwater	Day Road Phase 2 -	$ 4,047,900	0%	$ 4,047,900	$ 1,538,202	$ 2,509,698	
30	Trails	Basalt Creek Regional Trail -	$ 3,182,700	0%	$ 3,182,700	$ 3,182,700	$ -	GFA
31	Roads	West RailRoad Undercrossing - Undercrossing	$ 38,175,134	0%	$ 38,175,134	$ 2,672,259	$ 35,502,875	
32	Wastewater	West Railroad 10" - 10-inch	$ 3,180,243	90%	$ 318,024	$ 318,024	$ -	
33	Wastewater	West Railroad Pump Station and Force Main - Force Main	$ 3,816,241	100%	$ -	$ -	$ -	
34	Wastewater	West Railroad South Extension - 8-inch pipe	$ 84,834	100%	$ -	$ -	$ -	
35	Wastewater	West Railroad North Extension - 8-inch pipe	$ 1,659,911	100%	$ -	$ -	$ -	
36	Wastewater	West Railroad Western Extension - 8-inch pipe	$ 312,942	100%	$ -	$ -	$ -	
37	Water	West Railroad Main Loop - 12-inch pipe	$ 13,844,849	67%	$ 4,568,800	$ 4,568,800	$ -	
38	Water	West Railroad Southern Connection - 12-inch pipe	$ 139,504	67%	$ 46,036	$ 46,036	$ -	
39	Water	West Railroad Northern Connection - 12-inch pipe	$ 1,679,706	67%	$ 554,303	$ 554,303	$ -	
40	Trails	Ice Age Tonquin Trail -	$ 6,786,691	0%	$ 6,786,691	$ 6,786,691	$ -	
Total			**$ 131,486,726**		**$ 79,918,896**	**$ 32,724,972**	**$ 47,193,923**	

Source: City of Wilsonville
Note: GFA = Grahams Ferry Assemblage

Exhibit 38. Updated Cash Flow Summary, Full Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 776,363	$ -	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 807,417	$ -	$ -
14	**Water**	Clay Street - 12-inch pipe		2053	$ 683,199	$ -	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2029	$ 32,481	$ -	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2029	$ 124,708	$ -	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ 580,309	$ -	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572	$ -
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2027	$ -	$ 3,182,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2046	$ 2,672,259	$ 35,502,875	$ -
32	**Wastewater**	West Railroad 10" - 10-inch		2041	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2045	$ 692,614	$ 3,876,186	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2039	$ -	$ 46,036	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2040	$ -	$ 554,303	$ -
40	**Trails**	Ice Age Tonquin Trail -		2049	$ 1,368,086	$ 5,418,605	$ -
Total					**$ 13,636,526**	**$ 62,222,591**	**$ -**

Source: Tiberius Solutions

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Exhibit 39. Updated Cash Flow Summary, Full Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 640,000	$ 3,880,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2036	$ -	$ 683,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2030	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2031	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2031	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2033	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2039	$ 580,309	$ -	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 394,610	$ -	$ -
28	**Stormwater**	Day Road Phase 1 -		2036	$ 3,139,028	$ 5,121,572	$ -
29	**Stormwater**	Day Road Phase 2 -		2043	$ 1,538,202	$ 2,509,698	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 325,000	$ 2,857,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2046	$ 2,672,259	$ 35,502,875	$ -
32	**Wastewater**	West Railroad 10" - 10-inch		2034	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2036	$ 520,232	$ 4,048,568	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2037	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2041	$ 554,303	$ -	$ -
40	**Trails**	Ice Age Tonquin Trail -		2050	$ 1,104,144	$ 5,682,547	$ -
Total					**$ 12,341,373**	**$ 63,517,744**	**$ -**

Source: Tiberius Solutions

Exhibit 40. Updated Cash Flow Summary, 50% Buildout, Grahams Ferry Assemblage Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2027	$ -	$ 4,520,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2027	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ 321,000	$ 455,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2032	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2040	$ 394,000	$ 289,199	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2030	$ 32,481	$ -	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2030	$ 124,708	$ -	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2032	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2035	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2035	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2039	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2040	$ -	$ 580,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 166,000	$ 228,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600	$ -
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2050	$ 497,000	$ 2,685,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2058	$ 2,672,259	$ 18,039,664	$ 17,463,211
32	**Wastewater**	West Railroad 10" - 10-inch		2044	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2050	$ 771,129	$ 3,797,671	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2051	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2058	$ 332,132	$ 222,171	$ -
40	**Trails**	Ice Age Tonquin Trail -		2058	$ 385,606	$ 6,401,085	$ -
Total					**$ 9,555,601**	**$ 48,840,305**	**$ 17,463,211**

Source: Tiberius Solutions

Exhibit 41. Updated Cash Flow Summary, 50% Buildout, Greenhill Opportunity Site Develops First

	Project Category	Project Name	Opportunity Sites	Year of Funding	SDC Funding	TIF Funding	Funding Shortfall
10	**Water**	Booster Station -	Grahams Ferry Assemblage	2032	$ 321,000	$ 4,199,000	$ -
11	**Water**	Day Road/Grahams Ferry Road - 12-inch pipe	Grahams Ferry Assemblage	2032	$ -	$ 1,490,616	$ -
12	**Water**	Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 776,363	$ -
13	**Water**	East of Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 807,417	$ -
14	**Water**	Clay Street - 12-inch pipe		2050	$ 683,199	$ -	$ -
17	**Wastewater**	B-4 Boones Ferry Road - 10-inch pipe	Greenhill	2027	$ -	$ 32,481	$ -
18	**Wastewater**	B-4 Boones Ferry Road - 12-inch pipe	Greenhill	2027	$ -	$ 124,708	$ -
19	**Wastewater**	B-5, East of Boones Ferry - 10-inch pipe		2029	$ 78,401	$ -	$ -
20	**Wastewater**	pipe		2032	$ 37,521	$ -	$ -
21	**Wastewater**	pipe		2032	$ 134,368	$ -	$ -
22	**Wastewater**	B7 East of Grahams Ferry to Day - 12-inch pipe		2035	$ 158,081	$ -	$ -
23	**Wastewater**	B-8 Grahams Ferry - 15-inch pipe		2043	$ 239,000	$ 341,309	$ -
24	**Wastewater**	B-9 Clay Rd - 10-inch pipe		2050	$ 48,161	$ -	$ -
25	**Wastewater**	B-9 Clay Rd - 12-inch pipe		2050	$ 52,694	$ -	$ -
26	**Wastewater**	B-9 Clay Rd - 15-inch pipe		2050	$ 143,000	$ 251,610	$ -
28	**Stormwater**	Day Road Phase 1 -		2040	$ 2,170,000	$ 6,090,600	$ -
29	**Stormwater**	Day Road Phase 2 -		2050	$ 816,000	$ 3,231,900	$ -
30	**Trails**	Basalt Creek Regional Trail -	Grahams Ferry Assemblage	2032	$ 162,000	$ 3,020,700	$ -
31	**Roads**	West RailRoad Undercrossing - Undercrossing		2058	$ 2,672,259	$ 17,675,267	$ 17,827,608
32	**Wastewater**	West Railroad 10" - 10-inch		2051	$ 318,024	$ -	$ -
37	**Water**	West Railroad Main Loop - 12-inch pipe		2050	$ 481,930	$ 4,086,870	$ -
38	**Water**	West Railroad Southern Connection - 12-inch pipe		2051	$ 46,036	$ -	$ -
39	**Water**	West Railroad Northern Connection - 12-inch pipe		2058	$ 332,132	$ 222,171	$ -
40	**Trails**	Ice Age Tonquin Trail -		2058	$ 720,606	$ 6,066,085	$ -
Total					**$ 9,614,412**	**$ 48,417,097**	**$ 17,827,608**

Source: Tiberius Solutions

Conclusions

We draw the following conclusions from this analysis:

- SDC revenues remain insufficient to fund the necessary infrastructure in the Study Area. In all scenarios, SDC revenue projected to be generated in the area for water and parks projects are less than the SDC-eligible share of project costs in the area. The same is true for wastewater SDCs in the 50% buildout scenarios (though wastewater SDC funding is projected to be sufficient in full buildout scenarios). Although stormwater SDCs are expected to be sufficient in all scenarios, there may still be timing constraints that prevent projects from being completed on the desired schedule.
- Transportation SDCs remain an anomaly; at full buildout, the area is estimated to generate $39.4 million in transportation SDC revenues, while only requiring $2.7 million of SDC-eligible project costs. Only one transportation project in the boundary (the West Railroad undercrossing) is expected to be partially eligible for SDC funding, and only a small share of that project cost is expected to be eligible for SDC funds.
- For scenarios that assume full buildout of the area, the biggest financial challenges remain early in the development timeline. However, the West Railroad area is not expected to experience private development for at least the next 10 years (until 2036 or beyond). Additionally, the West Railroad area does not require expensive, City-funded capital projects prior to development occurring. A wastewater pump station and force main is the only capital project that must occur prior to development, and this project is anticipated to be the responsibility of private developers to fund. This means the inclusion of West Railroad in the infrastructure funding plan does not exacerbate the early year funding challenges of Basalt Creek.
- For scenarios that assume only 50% buildout of the area, the biggest challenge now becomes insufficient resources for major capital projects in the West Railroad area. In particular, the West Railroad undercrossing project has a total estimated project cost of $38.2 million in 2025 dollars. This is also assumed to be one of the last projects to receive funding in the area. The long delay before the project receives funding will result in significant cost increases from inflation. In the 50% buildout scenarios, the railroad undercrossing project is forecast to have a funding gap of $17.5 to $17.8 million dollars (2025 dollars).
- There are several potential strategies the City could pursue to close the potential funding gap:
  - Encouraging full buildout within Basalt Creek and West Railroad. In scenarios where full buildout occurs, there is no projected funding gap. The more the City can do to encourage private development to occur, the more SDC and TIF revenue will be generated, minimizing or eliminating the potential funding gap.
  - Pursuing State and Federal grants. This analysis assumed all projects rely on local funding. To the extent that the City is successful at securing external grants, it can free up local resources to help fill the potential funding gap.
  - Pursuing a TIF District with a larger maximum indebtedness (and likely a longer duration), would result in additional financial capacity that could be devoted to the railroad undercrossing project. The financial capacity of the TIF District in this analysis was limited by an assumed 30-year duration. If the City is comfortable with a longer duration, the TIF District could generate significantly more financial capacity.
- Ultimately, including the West Railroad area in a potential new TIF District is likely the best chance that the City has to generate funding for the railroad undercrossing project. The project is too expensive for private development to pay for, and does not qualify for a significant amount of

transportation SDC funding. While it is possible that State and Federal grants may contribute to the project, any such grants are likely to require a substantial match of local funding. A TIF District can provide that local funding. Urban renewal also works best for projects that have a long timeline for implementation, as it can take decades for a TIF District to reach its full financial capacity. The railroad undercrossing project aligns well with a TIF District, given there is relatively little urgency in completing the undercrossing project, although it is an important long-term priority for the City.

Attachment 2

Basalt Creek Master Plan – Proposed Development Code Edits – Draft June 2026

Proposed added language ***bold italics underline.*** Proposed removed language ~~struck through.~~

ADMINISTRATION

Section 4.001. Definitions

The following definitions will be added or amended to this section. All subsequent definitions will be renumbered

Accessory Retail Sales. Retail sales that are incidental and subordinate to a permitted primary use and are conducted on the same site. Accessory retail sales shall be limited primarily to goods or products manufactured, fabricated, assembled, processed, crafted, repaired, or substantially modified on the premises, and may include merchandise directly related to the primary use. Accessory retail sales are not intended to function as a stand-alone retail establishment.

Addressing street*:* A major existing or planned street within the ~~Coffee Creek~~ ***Northwest Industrial (NWI)*** ~~Design Overlay District~~ ***Zone*** as defined in Section 4.134.

Artisan Food and Beverage Production: A craft industrial use involving the small-scale production, processing, preparation, packaging, or distribution of food and beverage products. These uses are characterized by limited-batch production, specialty or handcrafted products, and may incorporate customer-oriented activities such as tasting rooms, retail sales, demonstrations, classes, tours, and similar experiences that support the primary production use. Artisan Food and Beverage Production does not include large-scale food processing, regional distribution centers, or industrial-scale manufacturing operations.

Contractor Establishment: A site used for the storage, maintenance, dispatch, and staging of equipment, vehicles, tools, and materials associated with construction and contracting activities. Such uses are characterized by the active deployment of personnel, equipment, and materials to off-site work locations and may include offices, workshops, maintenance facilities, storage buildings, and outdoor storage yards.

Craft Studio. A facility used for the creation, production, fabrication, assembly, repair, or finishing of handcrafted or small-batch goods by artists, artisans, designers, or skilled tradespersons. Uses may include studios, workshops, demonstration areas, classrooms, and limited accessory retail sales of goods produced on-site.

Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics: A light industrial use involving the receipt, storage, sorting, packaging, and shipment of goods directly to individual consumers, typically in response to online, catalog, or similar retail purchases. Such uses are characterized by high volumes of small-package outbound deliveries and frequent last-mile distribution activity and are distinct from traditional wholesale warehousing and distribution facilities that primarily serve commercial customers or retail establishments.

Home Business*:* A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit,

except in the Craft Industrial (CI) Zone which allows a home business outright as a typically permitted use (see Section 4.137(.03)A.).

Incubator. A building or portion of a building that provides flexible workspace, shared facilities, and common support services for multiple startup or early-stage businesses. Incubators may include offices, workshops, laboratories, production areas, shared equipment, meeting rooms, and similar spaces intended to support entrepreneurship, product development, innovation, fabrication, or small-scale manufacturing.

Industrial Services: Establishments that provide repair, maintenance, testing, fabrication, installation, technical support, or other services for industrial equipment, products, facilities, or operations.

Innovation Hub. A facility that brings together businesses, entrepreneurs, researchers, educational institutions, investors, or other organizations to support collaboration, research, product development, technology commercialization, workforce development, or entrepreneurial activities. Innovation hubs may include offices, laboratories, meeting spaces, classrooms, collaborative workspaces, and shared support facilities.

Light Manufacturing*:* ~~Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a Residential Village environment.~~

A manufacturing, processing, fabrication, assembly, and/or packaging, that occurs primarily within enclosed buildings where the primary activity is the conversion of raw materials or parts into finished products and produces minimal noise, vibration, dust, odor, glare, hazardous materials, or other off-site impacts. Typical uses may include the production of consumer goods, electronics, food products, apparel, furniture, and similar products. In Residential Village, exhibits benign external characteristics compatible with the character and overall design of the Village zone.

Master Plan: A plan with a series of detailed components covering one or more distinct areas. ***For example see:***

- ~~See~~ Villebois Village Master Plan.
- ~~See~~ Coffee Cree~~k Design Overlay District~~***Master Plan***.

Maker Space. A shared workspace that provides access to tools, equipment, technology, and work areas for individuals or businesses engaged in designing, prototyping, fabricating, repairing, or producing products. Maker spaces may include workshops, fabrication equipment, digital manufacturing technologies, classrooms, and collaborative work areas.

Micro-Mobility Vehicle. A small, lightweight vehicle designed for individual transportation that is powered by human power, electric power, or a combination of both, and is intended for use on streets, bicycle facilities, shared-use paths, or other designated transportation facilities. Micro-mobility vehicles include, but are not limited to, bicycles, electric bicycles, electric scooters, cargo bicycles, and similar devices intended for short-distance travel.

Parcel: (1) A unit of land resulting from a partition and (2) Within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone,*** areas bounded by addressing streets, supporting streets and/or through connections are defined as a parcel.

Pattern Book: An illustrative document that depicts the site development, landscaped design, and/ or architectural character of a proposed development. ***For example see:***

- ~~See~~ Section 4.125.15, Pattern Book for projects in Villebois.
- ~~See~~ Section 4.134(.06) ~~F~~***D***., Pattern Book for projects in the ***Northwest Industrial (NWI) Zone.*** ~~Coffee Creek Design Overlay District~~.

Professional—~~Type~~ Services: ***Services catering to daily customers in an office setting*** ~~A "professional type service" shall include activities~~ such as those offered by a physician, surgeon, dentist, lawyer, architect, engineer, accountant, artist, teacher, real estate and insurance sales.

Regulating Plan: A plan that organizes the system of existing and future streets and multi-use paths within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone.***

Retail. A commercial use engaged primarily in selling, leasing, renting, displaying, or distributing goods, merchandise, or products directly to consumers or end users. Retail uses may include customer service, product demonstration, order pickup, and other activities customarily associated with the direct sale of goods, but do not include manufacturing, fabrication, processing, warehousing, or wholesale distribution as the primary use.

Service Commercial: – Establishments providing commercial services catering to daily customers, such as automobile service stations, automobile repair, salons, banking, dry cleaners, laundromats, studios, pet services, equipment rental, and self-storage.

Supporting streets: New streets within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone,*** which may be located within public rights-of-way or public easements.

Through connections*:* New streets, multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They are located within the ~~Coffee Creek~~ ***Northwest Industrial*** ~~Design Overlay District~~***(NWI) Zone*** and may be located within public rights-of-way or public easements.

No additional changes proposed in this section

Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

(.01) *Authority of Planning Director.* The Planning Director shall have authority over the daily administration and enforcement of the provisions of this Chapter, including dealing with non-discretionary matters, and shall have specific authority as follows:

A. A Class I application shall be processed as a ministerial action without public hearing, shall not require public notice, and shall not be subject to appeal by anyone other than the applicant or call-up, except as noted below. Pursuant to Class I procedures set forth in Section 4.035, and upon finding that a proposal is consistent with the provisions of this Code and any applicable Conditions of Approval, shall approve the following, with or without conditions:

1. Minor site clearing and grading, prior to the approval of a Site Development Plan, provided that:

   a. No clearing or grading occurs within the Significant Resource Overlay Zone. Clearing or grading in the Significant Resource Overlay Zone shall require, at a minimum, approval of a Class II permit through the procedures specified below;

   b. No clearing or grading occurs within 25 feet of an area that has been identified by the City as a wetland;

   c. Not more than three trees are proposed to be removed;

   d. No fill or removal is proposed;

   e. Adequate measures are utilized to control erosion and runoff from the site and that the applicant will submit a final Site Development application within seven days of submitting the minor site grading application. All grading activities require compliance with the requirements of the applicable building code and City Public Works standards.

2. Class I Sign Permits, and Temporary Sign Permits for 30 days or less.

3. Architectural, landscape, tree removal, grading and building plans that substantially conform to the plans approved by the Development Review Board and/or City Council. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

4. Building permits for single family dwellings, middle housing, and in the Village zone, row houses or apartments, meeting zoning requirements and located on lots that have been legally created. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.

5. Lot line adjustments, where none of the lots increase in area by 50 percent or more, subject to the standards specified in Section 4.233.

6. A temporary use permit for not more than 30 days. Permitted days may or may not be consecutive, but shall not exceed 30 days within the calendar year for which the permit was applied. Temporary use permits are subject to the following standards:

    a. The applicant has the written permission of the property owner to use the site;

    b. The proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property;

    c. Adequate parking is provided;

    d. Signs shall meet the standards of Section 4.156.09; and

    e. The proposed use has the approval of the Fire Marshal.

7. Determination that an existing use or structure is a non-conforming use or non-conforming structure, as defined in this Code. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the history of the property, choose to process such determinations through the Class II procedures below.

8. Actions taken subject to Site Development Permits which have been approved by the appropriate decision-making body of the City.

9. Final plats for condominiums, subdivisions, or partitions that are substantially the same as tentative plats approved by the City and which are submitted for review and signature prior to recordation with the appropriate county.

10. Type A tree removal permits as provided in Section 4.600.

11. Determination, based upon consultation with the City Attorney, whether a given development application is quasi-judicial or legislative. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the nature of the application, choose to process such determinations through the Class II procedures below.

12. Expedited land divisions and middle housing land divisions requiring expedited review under state law. Applications for expedited land divisions and middle housing land divisions requiring expedited review under state law, as provided for in Section 4.232 of this Code and ORS Chapter 197 shall be processed without public hearing, and shall be subject to appeal through the special appeal procedures specified in Section 4.232.

    a. Authority of Planning Director. The Planning Director shall have authority to review applications for expedited land divisions and middle housing land divisions requiring expedited review under state law and to take action approving, approving with conditions, or denying such applications, based on findings of fact.

    b. Tentative Plat Requirements for Expedited Land Divisions and middle housing land divisions requiring expedited review under state law. Tentative plats and all other application

requirements for expedited land divisions and middle housing land divisions requiring expedited review under state law shall be the same as for other forms of land divisions, except as those requirements are specifically altered by the Oregon Revised Statutes.

c. Administrative Relief Not Available. In taking action on an application for an expedited land division or middle housing land divisions requiring expedited review under state law, the Planning Director is not authorized to grant Variances or waivers from the requirements of the Code.

d. Residential Areas Only. As specified in ORS 197, expedited land divisions shall only be approved in areas zoned for residential use.

13. Development approval extensions as provided in Section 4.023.

B. A Class II application shall be processed as an administrative action, with or without a public hearing, shall require public notice, and shall be subject to appeal or call-up, as specified in Section 4.022 and noted below. Class II residential development applications shall be processed without a public hearing. Pursuant to Class II procedures set forth in Section 4.035, the Director shall approve, approve with conditions, deny, or refer the application to the Development Review Board (as applicable) for a hearing:

1. Minor alterations to existing buildings or site improvements of less than 25 percent of the previous floor area of a building, but not to exceed 10,000 square feet. Minor modifications to approved Architectural and Site Development Plans may also be approved, subject to the same standards.

2. Residential accessory buildings or structures with less than 120 square feet of floor area located within the Willamette River Greenway Boundary pursuant to Section 4.500 and subject to the flood plain development standards of Section 4.172. Approval of such accessory structures in the Greenway shall be based on all of the following findings of fact:

a. The building or structure is located so that the maximum amount of landscape area, open space and/or vegetation is provided between the river and the building;

b. Public access to the river is preserved or is provided in accordance with an approved and adopted plan; and

c. That the change of use, intensification of use, or development will be directed away from the river to the greatest possible degree while allowing a reasonable use of the property.

3. Written interpretations of the text or maps of this Code, the Comprehensive Plan or sub elements of the Comprehensive Plan, subject to appeal as provided in Section 4.022. The Planning Director may review and interpret the provisions and standards of Chapter 4 (Planning) of the Wilsonville Code upon receiving the required filing fee along with a specific written request. The Director shall publish and mail notice to affected parties and shall inform the Planning Commission and City Attorney prior to making a final written decision. The Director's letter and notice of decision shall be provided to the applicant, the Planning Commission, the City Council, and City Attorney and the notice shall clearly state that the decision may be appealed in accordance with Section 4.022 (Appeal Procedures). A log of such interpretations shall be kept in the office of the Planning Department for public review.

4. A permit to locate an accessory use on a lot adjacent to the site of the principal use.

5. Residential subdivisions, subdivisions located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~, and land partitions, other than expedited land divisions, pursuant to Section 4.210. Approval shall be based on all of the following findings of fact:

a. The applicant has made a complete submittal of materials for the Director to review, as required in Section 4.210;

b. The proposed plan meets the requirements of the Code regarding minimum lot size and yard setbacks;

c. The approval will not block the orderly development of any adjoining property or access thereto;

d. The public right-of-way bordering the lots or parcels will meet City standards;

e. Any required public dedications of land have been approved for acceptance by the City and will be recorded with the County at the time of final plat approval;

f. Adequate easements are proposed where an existing utility line crosses or encroaches upon any other parcel to be created by the partition;

g. All public utilities and facilities are available or can be provided prior to the issuance of any development permit for any lot or parcel; and

h. Roads extended or created as a result of the land division will meet City standards.

6. Decisions on the following:

a. Lot line adjustments, where any of the lots increase by more than 50 percent in area, subject to the provisions of Section 4.233.

b. Temporary use permits for periods exceeding 30 days but not more than 120 days. Permitted days may or may not be consecutive, but shall not exceed 120 days within the calendar year for which the permit was applied. Temporary use permits may allow specific activities associated with the primary use or business located on the property for up to 120 days provided that:

i. the property owners have given written permission;

ii. no structure, sign or any other object shall exceed 20 feet in height;

iii. adequate parking is provided in designated spaces;

iv. signs shall meet the standards of Section 4.156.09;

v. electrical and building permits are obtained as required;

vi. undue traffic congestion will not result and, if traffic congestion is expected, a traffic control plan is submitted along with the application that identifies the traffic control procedures that will be used;

vii. the activity and/or use shall not unduly interfere with motorists driving on adjacent roads and streets, including I-5; and

viii. public notice has been provided and the comments of interested parties have been considered in the action that has been taken;

ix. the proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property; and

x. the proposed use has the approval of the Fire Marshal.

7. Solar access permits, as specified in Section 4.137.3.

8. Class II Sign Permits.

9. Site design review, as authorized in Section 4.400 for residential development or properties located within the ***Northwest Industrial (NWI) Zone***, ~~Coffee Creek Design Overlay District,~~ which satisfy all applicable standards and adjustment criteria in Section 4.134~~.10~~.

10. Review of Stage I and Stage II Planned Development applications for properties located within the NWI Zone, which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Review of Stage I and Stage II Planned Development applications for residential development which satisfy all applicable standards.

12. ~~11.~~ Type B tree removal permits as provided in Section 4.600.

13. ~~12.~~ Type C tree removal permits as provided in Section 4.600 for properties located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~ or associated with applications for residential development.

14. ~~13.~~ Architectural and site plans, including modifications and remodels, for multi-family residential structures in residential zones with seven or more units not subject to Site Design Review, meeting clear and objective zoning, siting, and design standards, and located on lots that have previously been legally created.

15. ~~14.~~ ***Waivers, refinements, and variances for residential development subject to the criteria in Sections 4.119, 4.125, and 4.196.***

16. ~~15.~~ **Zone Map Amendments that increase density for residential development.**

No additional changes proposed in this section

Section 4.110. Zoning—Zones.

(.01) The following Base Zones are established by this Code:

A. Residential Agricultural H Holding, which shall be designated "RA-H".

B. Residential, which shall be designated "R".

C. Planned Development Residential, which shall be designated "PDR," and further divided into:

PDR-1

PDR-2

PDR-3

PDR-4

PDR-5

PDR-6

PDR-7

D. Planned Development Commercial, which shall be designated "PDC."

E. Planned Development Industrial, which shall be designated "PDI."

F. Public Facility, which shall be designated "PF."

G. Public Facility - Corrections, which shall be designated "PF-C."

H. Village, which shall be designated "V".

I. Residential Neighborhood, which shall be designated "RN". The RN ~~zone~~ ***Zone*** is a Planned Development Residential zone.

J. Town Center, which shall be designated "TC". The TC ~~zone~~ ***Zone*** is a Planned Development zone.

K. Craft Industrial (CI), which shall be designated "CI". The CI Zone is a Planned Development zone.

L. Northwest Industrial (NWI), which shall be designated "NWI". The NWI Zone is a Planned Development zone.

(.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.

A. Solar-Friendly (S) overlay zone;

B. Screening and Buffering (SB) overlay zone; ***and***

C. Old Town (O) overlay zone~~.; and~~

~~D. Coffee Creek Industrial Design Overlay District (CCDOD).~~

(.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.

(.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

(Ord. No. 557, 9-5-2003; Ord. No. 806, 7-17-2017; Ord. No. 812, 2-22-2018; Ord. No. 835, 6-5-2019)

No additional changes proposed in this section

Section 4.117. Standards Applying to Industrial Developments in any Zone.

(.01) ~~All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).~~

(.01) Performance Standards. If not otherwise specified in the Planning and Development Code, all industrial developments, uses, or activities are subject to the following performance standards. These standards are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design Review, or Administrative Review.

B. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.

C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.

D. Any open storage shall comply with the provisions of Section 4.176, and this Section.

E. No building customarily used for night operation, such as a baker, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.

F. Heat and Glare:

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.

2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.

G. Dangerous Substances. Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

H. Liquid and Solid Wastes:

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.

3. No connection with any public sewer or public stormwater system shall be made or maintained in violation of applicable City or State standards.

4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer or public stormwater system in violation of applicable City or State standards.

5. ~~All drainage permitted to discharge int a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary public sewer and stormwater sewer discharges.

I. Noise. Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. Electrical Disturbances. Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. Discharge Standards. There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. ~~Material~~ ***Outdoor Storage:***

1. Outdoor ~~material~~***l storage must be maintained in an orderly manner at all times.***

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. Landscaping:

1. ***Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.***

2. ***Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion, cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.***

3. ***Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.***

No additional changes proposed in this section

Section 4.130 CI—Craft Industrial Zone.

(.01) Purpose. The purpose of the Craft Industrial (CI) Zone is to support a diverse range of small-scale industrial and creative enterprises such as incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses accessory to the typically permitted uses that serve as a transition to and support more intense urban uses nearby.

(.02) The CI Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Sections 4.118 and 4.140). Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Section shall apply.

(.03) Uses that are typically permitted:

- ***A. Home Businesses that include any of the uses listed below.***
- ***B. Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).***
- ***C. Studios and Creative Workspaces.***
- ***D. Artisan Food and Beverage Production and Food-Related Businesses, with or without accessory on-site tasting rooms or eateries subject to the limitations for Retail and Service Commercial Uses of Subsection 4.130.***
- ***E. Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan goods and handcrafted items.***
- ***F. Custom Fabrication and Printing Services, including sign fabrication.***
- ***G. Small-scale Light Manufacturing and Assembly of small machinery and appliances, micro-mobility vehicles, precision tools, or other electrical or mechanical items.***
- ***H. Industrial Office and Laboratory Uses, including research, development, testing, or product training and support.***
- ***I. Repair, Finishing, and Testing Services of products manufactured or assembled within the zone.***
- ***J. Service Commercial and Professional Services uses shall not exceed 5,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.***
- ***K. Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.***

L. Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.

M. Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.

(.04) Performance Standards. The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.05) Design and Development Standards:

A. The standards of Section 4.134(.11), Development Standards Table, excepting the front yard setback provisions, for properties with frontage on SW Boones Ferry Road located north of SW Day Road, where the setback standards of Section 4.130(08) shall apply; or

B. The standards of the PDC zone, Section 4.131(.03), for all other properties.

(.07) Block and access standards. The CI zone shall be subject to:

A. The block and access standards of Section 4.134(.10), Development Standards Table, for properties with frontage on SW Boones Ferry Road located north of SW Day Road; or

B. The block and access standards of the PDC zone, Section 4.131(.03), for all other properties.

(.08) Other Standards:

A. Minimum Individual Lot Size. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

C. Minimum Front Yard Setback. None required except when front yard abuts a more restrictive district, in which case the front yard setback shall be a minimum of half the same and a maximum of the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City Transportation System Plan (TSP).

D. Minimum Rear and Side Yard Setback. None required except when rear and side yards abut a more restrictive district, in which case setbacks shall be the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City TSP.

E. No setback is required when side or rear yards abut a railroad siding.

F. Corner Vision. Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

No additional changes proposed in this section

Section 4.134. ~~Coffee Creek Industrial Design Overlay District~~ *Northwest Industrial (NWI) Zone.*

(.01) *Purpose.* ~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD)~~ is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone ~~Section 4.135.5.~~ The purpose of ~~this Coffee Creek DOD~~ ***the Northwest Industrial (NWI) Zone*** is to implement the Coffee Creek Industrial Area Master Plan (2007) ***and Basalt Creek Master Plan (2026) by establishing standards for street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master planned areas. These standards are intended to result in:***

A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.

B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern industrial district.

C. Preservation of trees and natural features.

D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.

E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.

F. Creation of a pleasant and functional industrial district for employees and visitors.

G. A predictable and timely process for reviewing industrial development applications.

(.02) *Applicability.* ~~The Coffee Creek DOD shall apply to all properties within the Coffee Creek Industrial Area Master Plan as shown in the Regulating Plan (Figure CC-1). The provisions of this section shall apply to~~: ***The NWI Zone shall apply to all properties within the Coffee Creek Industrial Area Master Plan and Basalt Creek Master Plan areas as shown in the Regulating Plan (Figure NWI-2).***

A. All new building construction.

B. Any exterior modifications to ***or expansions of*** existing, non-residential buildings~~, subject to Section 4.134(.03)~~.

C. All development of site improvements, including but not limited to, new paved parking lots, outdoor storage, display areas, signs, and landscaping.

~~D. All building expansions greater than 1,250 square feet.~~

(.03) ***Subdistricts. The NWI Zone includes four subdistricts (Figure NWI-1):*** ~~*Exceptions.* This section does not apply to the following:~~

~~A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to an approved color palette, reroofing, or residing with the same or similar materials.~~

~~B. Interior remodeling.~~

~~C. Maintenance of existing dwellings and accessory buildings.~~

~~D. Maintenance of agricultural buildings.~~

A. Coffee Creek. Properties in the Coffee Creek Master Plan area located south of SW Day Road.

B. High-Tech Employment. Properties located in the Basalt Creek Master Plan area north of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road.

C. Light Industrial. Properties located in the Basalt Creek Master Plan area north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams

Ferry Road to the western boundary of properties along Boones Ferry Road in the Craft Industrial (CI) Zone.

D. West Railroad. Properties located in the Basalt Creek Master Plan area west of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.

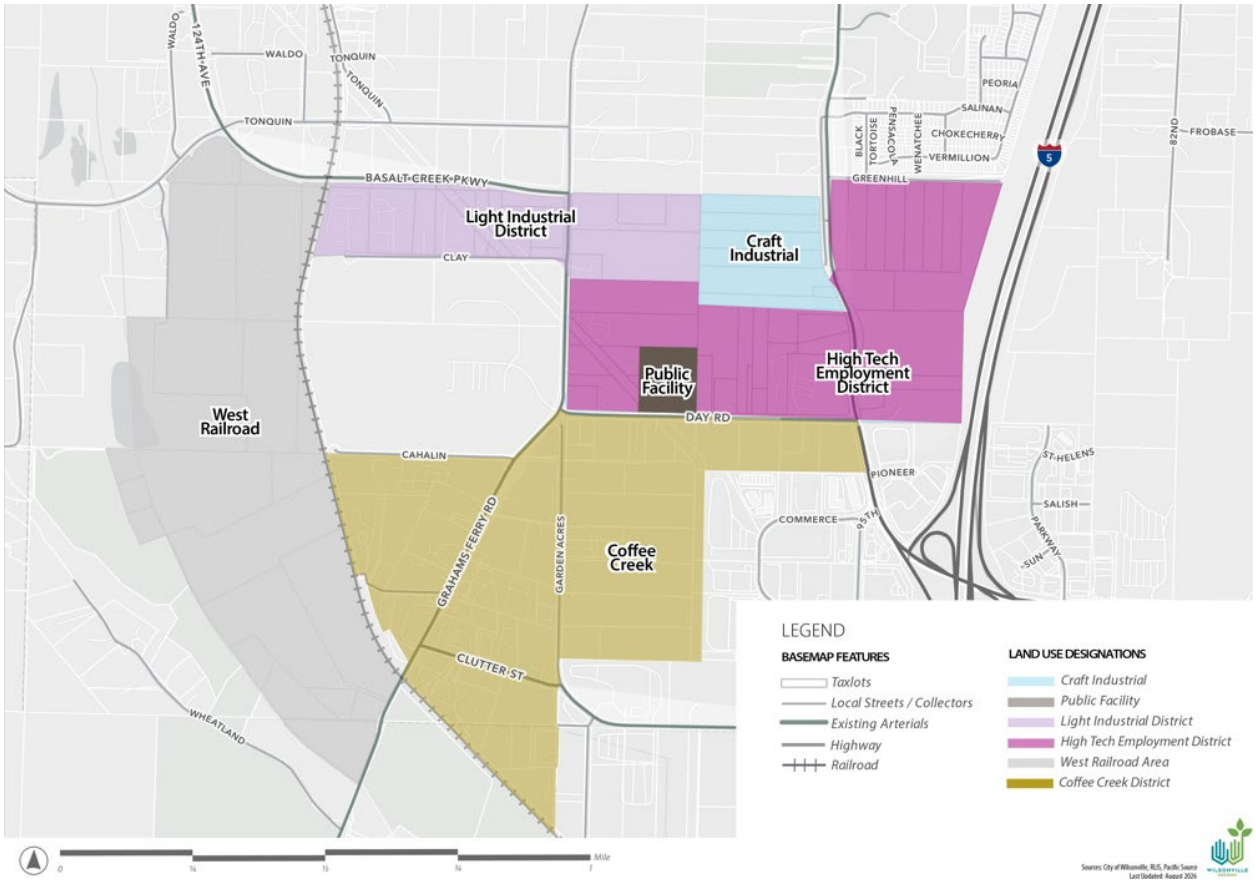


Figure ~~CC-1~~ ***NWI-1.*** Subdistricts

(.04) *Uses that are Allowed:* ~~The uses permitted shall be governed by Section 4.135.5(.03).~~

Table NWI-1. Allowed Uses				
Abbreviations:				
A	Allowed			
R	Allowed with Restrictions			
C	Conditional			
P	Prohibited			
Subdistricts:	**Coffee Creek Subdistrict**	**High-Tech Employment Subdistrict**	**Light Industrial Subdistrict**	**West Railroad Subdistrict**
See Figure NWI-1	Properties in the Coffee Creek Master Plan area located south of SW Day Road	North of SW Day Road, south of the Light Industrial subdistrict, and east of SW Boones Ferry Road	North of SW Clay Street, west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of the Craft Industrial (CI) Zone	West of the Portland and Western Railroad tracks and south of Tonquin Road and the Basalt Creek Parkway.
Use	**Coffee Creek Subdistrict**	**High-Tech Employment Subdistrict**	**Light Industrial Subdistrict**	**West Railroad Subdistrict**
Manufacturing, Processing, Assembly, and Packaging of products.	A	A	A	A
Fabrication.	P	A	A	A
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A	A	A	A
Research and Development.	R No single building on a site dedicated to this use may be less than 75,000 square feet in size. This use is also allowed as an accessory use to a primary use without the same minimum size requirement.	A	A	A
Laboratories.	A	A	A	A
Residential Hospital: A live-in healthcare facility where patients stay full-time to receive medical care, or similar hospital uses, where daily trips to and from the facility are almost entirely caused by employees.	C	C	A	A
Warehousing and Distribution, except Direct to Consumer (DTC) E-commerce Fulfillment or Logistics.	A	A	A	A
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics.	P	P	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	R On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.
Industrial Services.	P	P	A	A
Motor Vehicle Services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.	A	A	A	A

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict
Specialty Automotive Services.	P	P	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.
Corporate Headquarters.	R Must have more than 20 employees.	A	A	A
Office Complex-Technology, other than Call Center or Data Center.	A	A	A	A
Call Center.	R Must have more than 20 employees.	R Must have more than 20 employees.	A	A
Data Center.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.	R Only allowed as an accessory use and limited to maximum of 25,000 square feet on a site.
Training Facilities and Vocational Schools providing education to meet industrial workforce needs.	A	A	A	A
Public Facilities.	A	A	A	A
Residential use.	R Shall not exceed 10 percent of total floor area.	P	P	P
Accessory Uses, Buildings and Structures customarily inciental to any permitted use.	A	A	A	A
Temporary Buildings or Structures for uses incidential to construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.
Expansion of a Building, Structure or Use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.	A	P	P	P
Similar Uses to those listed as typically allowed.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.
Any use allowed in the PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use, planned and developed in a manner consistent with the purposes and objectives of Section 4.130 to 4.140, and subject to the follwoing criteria:				
Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.
Professional Services or Service Commercial with regular customers (daily or more than 3 per week) including small medical/dental offices.	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

Use	*Coffee Creek Subdistrict*	*High-Tech Employment Subdistrict*	*Light Industrial Subdistrict*	*West Railroad Subdistrict*
Retail use including indoor and outdoor sales, service or inventory storage area	*R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*
Combined Professional Services, Service Commercial, and Retail uses including indoor and outdoor sales, service or inventory storage area	*R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*	*R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.*

(.05) *Prohibited Uses:* The uses prohibited shall be governed ***by Table NWI-1*** and Section 4.135.5(.04).

(.06) ~~*Overview of Coffee Creek DOD Standards:*~~ ***Overview of Northwest Industrial Zone Standards:***

A. *Section 4.134(.09) Regulating Plan.* The Regulating Plan organizes all existing and future streets, drives, and shared-use paths within the ~~Coffee Creek Industrial Area~~ ***NWI Zone*** into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.

B. *Section 4.134(.10) Connectivity Standards:*

1. New Supporting Streets and Through Connections are required within the ~~Coffee Creek DOD~~ ***NWI Zone*** to meet Connectivity Requirements as shown on Figure ~~CC-4~~ ***NWI-5.***

2. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications apply to both existing and proposed new streets. A range of cross sections for Supporting Streets and Through Connections is permitted and detailed in Figures ~~CC-2 and CC-3~~ ***NWI-3 and NWI-4.***

C. *Section 4.134(.11) Development Standards Table:*

1. The Development Standards Table provides an overview of all applicable development standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table ~~CC-1~~ ***NWI-2.***

2. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5***, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. ~~Coffee Creek DOD Pattern Book~~ ***NWI Zone Pattern Book.*** ~~The Coffee Creek DOD Pattern Book.~~***The NWI Zone Pattern Book*** provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the ~~Coffee Creek DOD~~ ***NWI Zone.***

(.07) *Review Process.* Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

~~B. Section 4.198 Comprehensive Plan Changes.~~

~~C~~***B.*** Section 4.700 Annexation and Urban Growth Boundary Amendments.

~~D~~***C.*** Section 4.140 Planned Development Regulations.

(.08) *Waivers.* The Development Review Board may waive standards as listed in Section 4.134(.11), consistent with the provisions of Section 4.119.

A. The following standards shall not be waived, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. Required minimum building height as provided in Section 4.134(.11) Table ~~CC-4~~ ***NWI-5;***

2. Parking location and design along Addressing Streets in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***; and

3. Parcel pedestrian access as listed in Section 4.134(.11) Table ~~CC-3~~ ***NWI-4***.

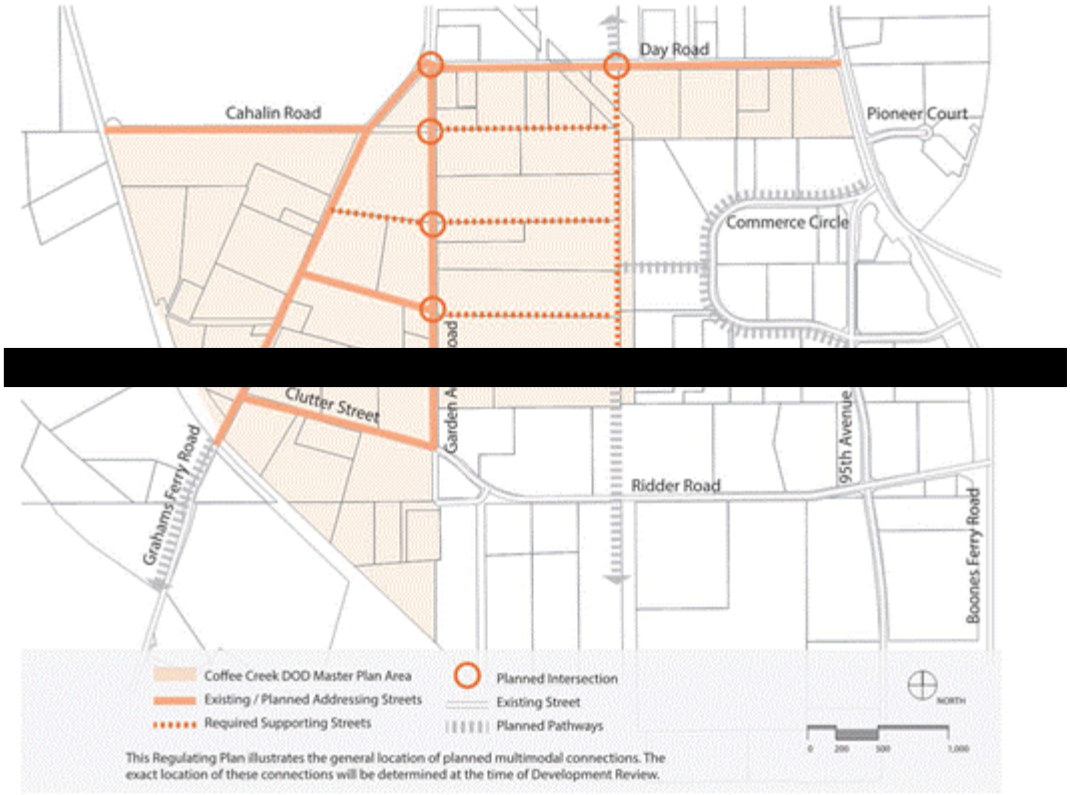
B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the NWI Zone must be found to be consistent with the intent of the ~~Coffee Creek DOD~~ ***NWI Zone*** Pattern Book.

(.09) ~~*Coffee Creek DOD*~~ ***NWI Zone*** *Regulating Plan, Figure* ~~*CC-1*~~ ***NWI-2:***

A. *Components of the Regulating Plan Map:*

1. *Addressing Streets.* Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include ***Boones Ferry Road***, Cahalin Road, ***Clay Street***, Day Road, Clutter Street, Grahams Ferry Road, ***and*** Garden Acres Road~~, and "Future" Street"~~. ***For the purposes of this Subsection, the Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets as referred to in Tables NWI-2 through NWI-5.***

2. ~~*Overlay District.* Land area identified within the Coffee Creek DOD on Figure CC-1 is subject to additional Connectivity Standards as detailed in Figure CC-4 and Table CC-1.~~ **Regulating Plan Area. Land area identified within the NWI Zone on Figure NWI-2 is subject to additional Connectivity Standards as detailed in Figure NWI-5 and Table NWI-2.**



~~Figure CC-1 - Regulating Plan~~

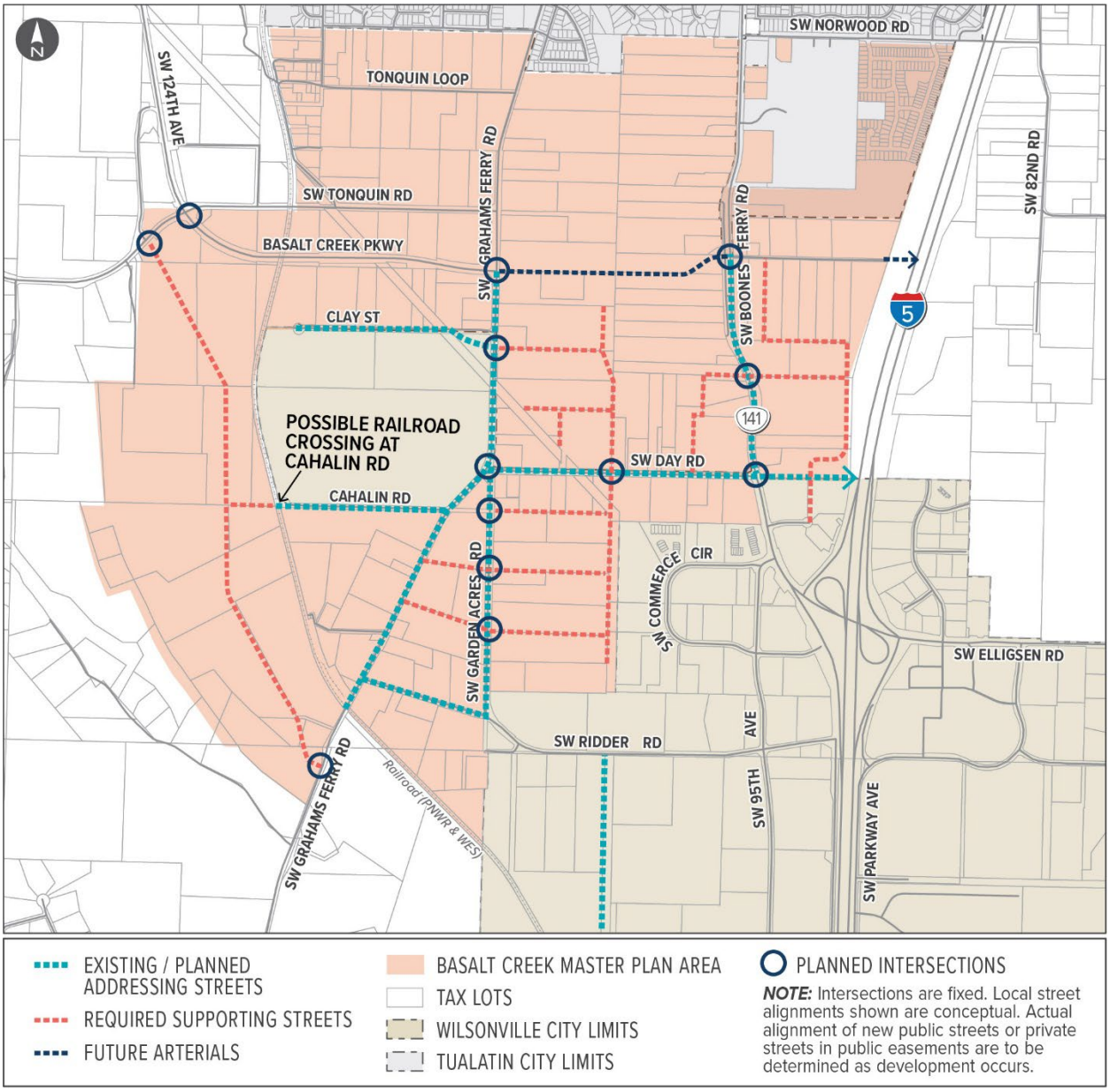


Figure ~~CC-1~~ ***NWI-2.*** Regulating Plan

(.10) ~~Coffee Creek Connectivity Standards:~~ ***NWI Zone Connectivity Standards:***

A. *Street Types, ~~Figure CC-1~~ **NWI-2***. Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross-section standards. New connections may be one of the following types:

1. *Supporting Streets.* Supporting Streets are new public streets or private streets in public easements. They shall meet the development standards set out in Figure ~~CC-2~~ ***NWI-3.***

a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure ~~CC-1~~ ***NWI-2.*** The exact location and design of these connections will be determined at the time of development review.

b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets and Planned Pathways, as generally shown in Figure ~~CC-1~~ ***NWI-2.***

2. *Through Connections.* Through Connections are new public streets or private streets in public easements with multi-use paths, or streets or public easements that combine characteristics of streets and multi-use paths. They shall meet the Development Standards set out in Figure ~~CC-3~~ ***NWI-4.***

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure ~~CC-1~~ ***NWI-2***. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-4.***

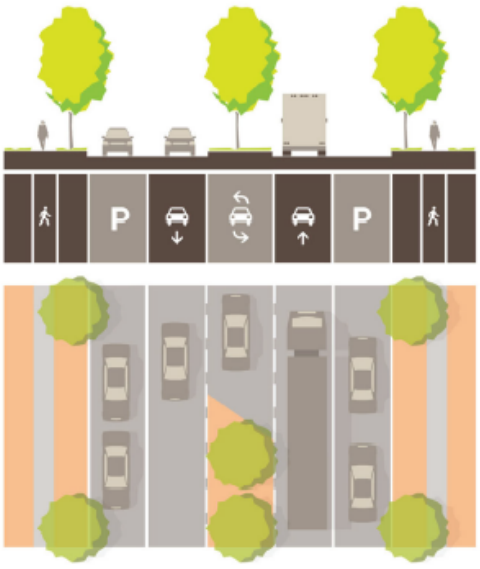
C. *Maximum Connection Spacing:*

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table ~~CC-1~~ ***NWI-2.***

2. Internal Supporting Streets and Through Connections. See Figures ~~CC-4 and Table CC-1.~~***NWI-3 and NWI-4 and Table NWI-2.***

D. *Required Connectivity Master Plan.* Connectivity Master Plans are required for all development within the ~~Coffee Creek DOD~~ ***NWI Zone***. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



~~NWI-2~~

*The Regulating Plan (Figure ~~CC-1~~) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure ~~CC-2~~ ***NWI-3*** – Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Ease-ment	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permit-ted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

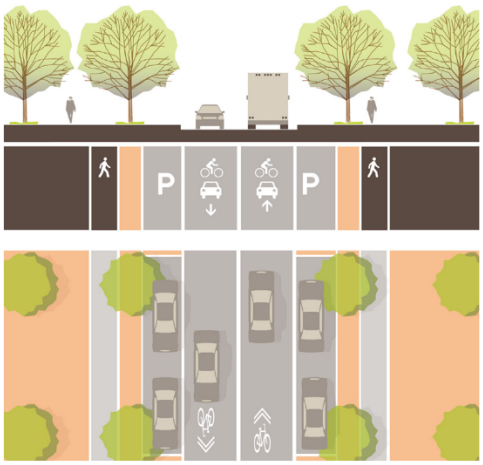


Figure ~~CC-3~~ ***NWI-4*** – Through Connections Standards

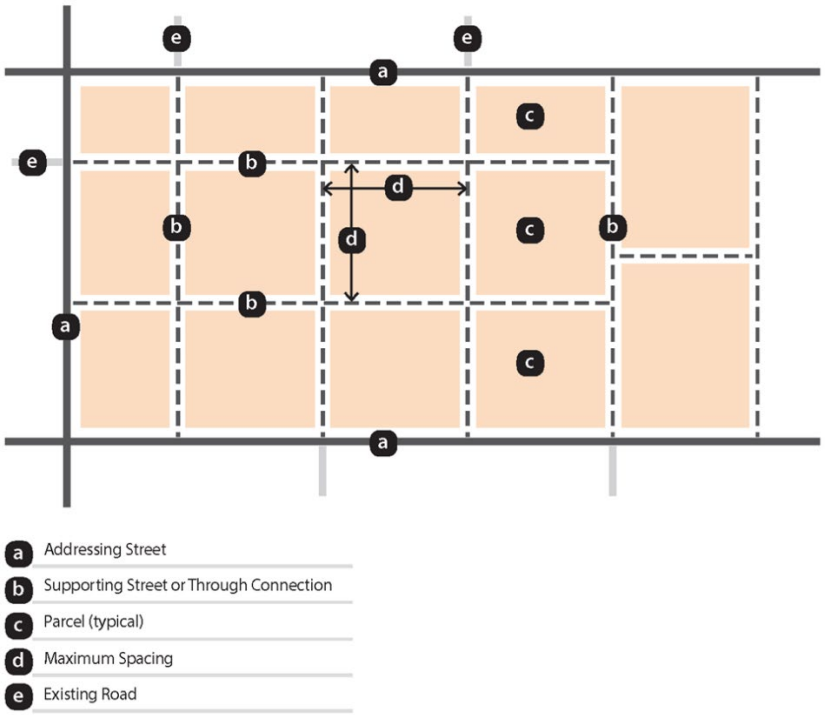


Figure ~~CC-4~~ ***NWI-5*** – Connectivity Standards

(.11) *Development Standards Table.* Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5.***

Table ~~CC 1~~ ***NWI-2*: Street Design and Connectivity**			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road***, Boones Ferry Road, and Grahams Ferry Road Addressing Streets*** as shown on Figure ~~CC 1~~ ***NWI-2***, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, ***Boones Ferry Road,*** Cahalin Road, ***Clay Street,*** Garden Acres Road, ***and*** Clutter Street***.*** ~~and "Future" Street.~~	Supporting Streets are those meeting Specifications, Figure ~~CC 2~~ ***NWI-3***. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure ~~CC 3~~ ***NWI-4***. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure ~~CC 5~~ ***NWI-6***.		

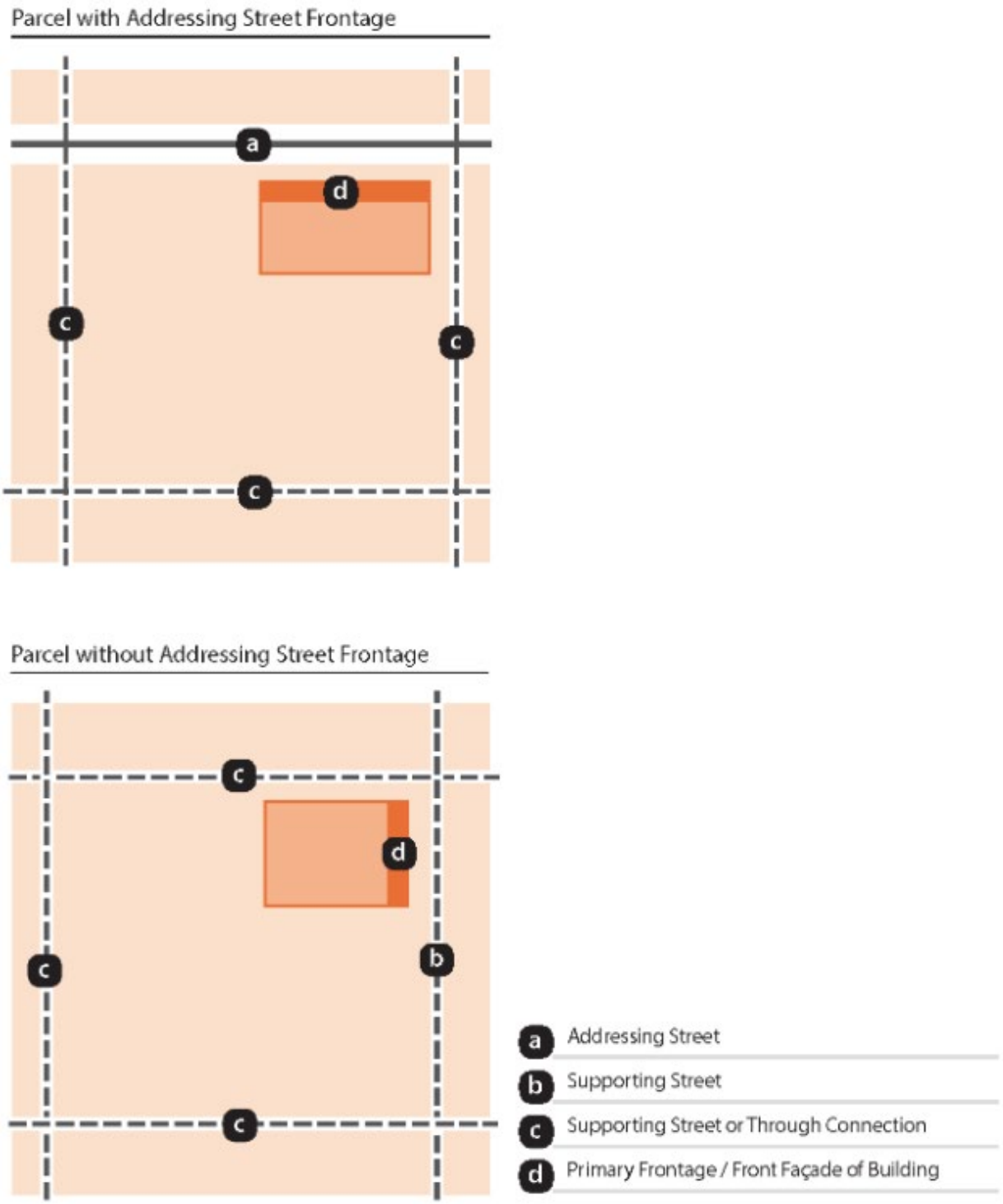


Figure ~~CC-5~~ ***NWI-6*** – Connection Hierarchy and Primary Frontage

Table ~~CC-2~~ ***NWI-3***: District-Wide Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10(.01)C. for consideration of development alternatives to preserve wooded areas & trees.		

Table ~~CC-3~~***NWI-4:*** Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7***. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***	150 feet, minimum See Figure ~~CC-6~~ ***NWI-7***

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open space • Section 4.167 (.01) for points of access		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).		
Parcel Pedestrian Access to Transit	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space.		
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure ~~CC-5~~ ***NWI-6***.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary	No minimum	

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	Frontage occupied by a building shall be limited only by required side yard setbacks.		
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
			Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.	No limitation. Shall meet minimum standards in Section 4.155(.05).	
Carpool and Vanpool Parking	No limitation		

Table ~~CC-3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be ~~48 inches tall maximum when visible from adjacent streets and~~ 60 inches tall maximum ~~when visible only to users from within a site~~. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176(.02 C. Low Berm Standard, Section 4.176(.02)E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section 4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, equipment, and outdoor	Site and building service, utility equipment, and	No limitation

Table ~~CC 3~~*NWI-4:* Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.	

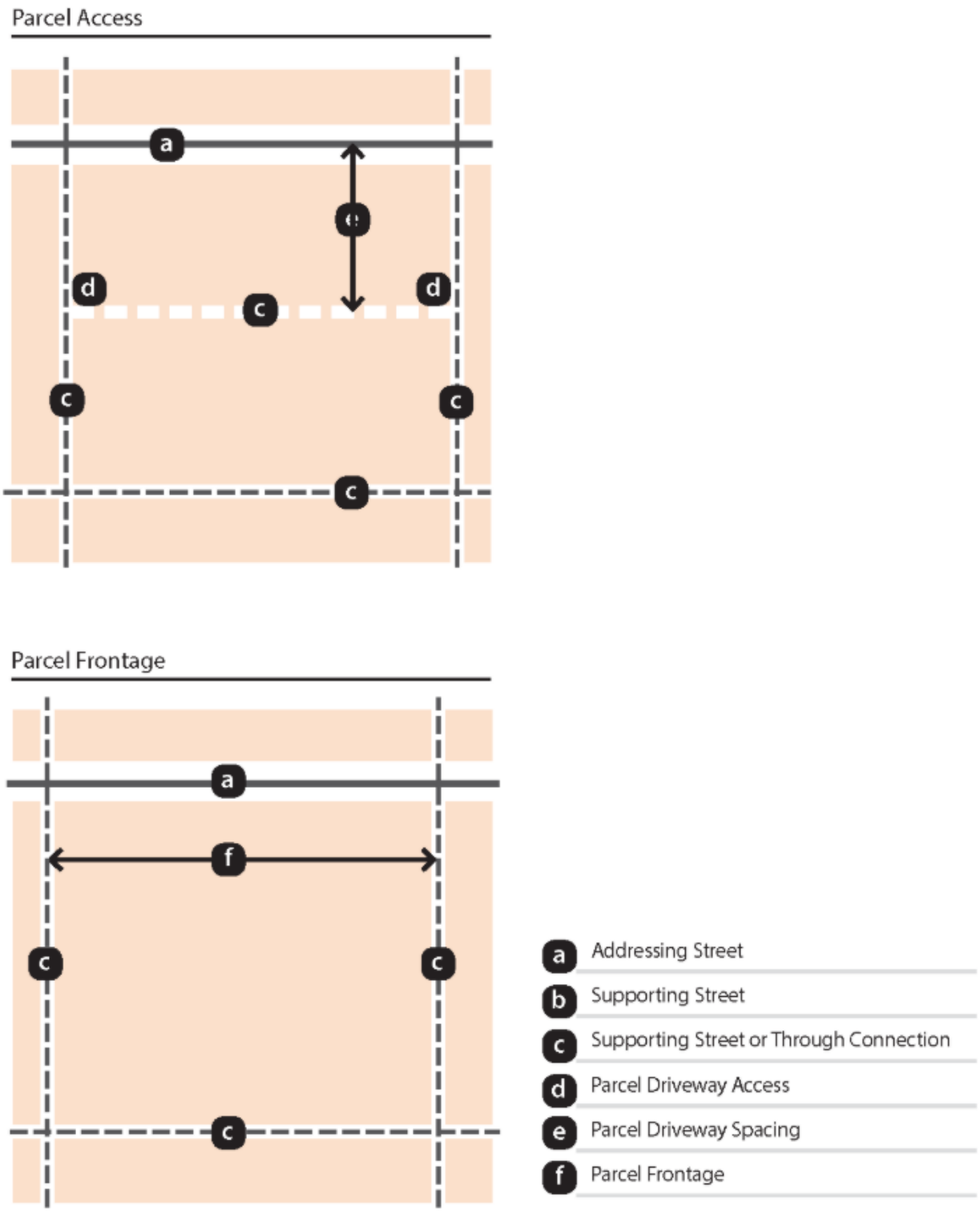


Figure ~~CC-6~~ ***NWI-7***-Site Design – Parcel Access

Table ~~CC-4~~ *NWI-5*: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure ~~CC-5~~ ***NWI-8***.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance *	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure ~~CC-7~~ ***NWI-8***.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure ~~CC-7~~ ***NWI-8***.	

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Table ~~CC-4~~ *NWI-5*: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy *	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance *	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and e. The standards for site design and accessibility are met.	Not applicable	Not applicable

Table ~~CC-4~~ ***NWI-5***: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Required Minimum Height	30 feet minimum.		
Ground Floor Height *	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): i. The base shall be 30 inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. b. For Buildings between 30 feet and 5 stories in height: i. The base shall be 30 inches, minimum; 2 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. c. For Buildings greater than 6 stories in height: i. The base shall be 1 story, minimum, 3 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum.		
Base Design	The design of the building Base shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Base projects beyond the Body of the building by 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.		
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1½ inches, minimum.		
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.		

* When an applicant elects to use the allowed adjustment to reduce Required Canopy height to less than 15 feet, corresponding reduction in minimum height is allowed for Accessible Entrance, Allowance of Primary Building Entrance, and Ground Floor Height.

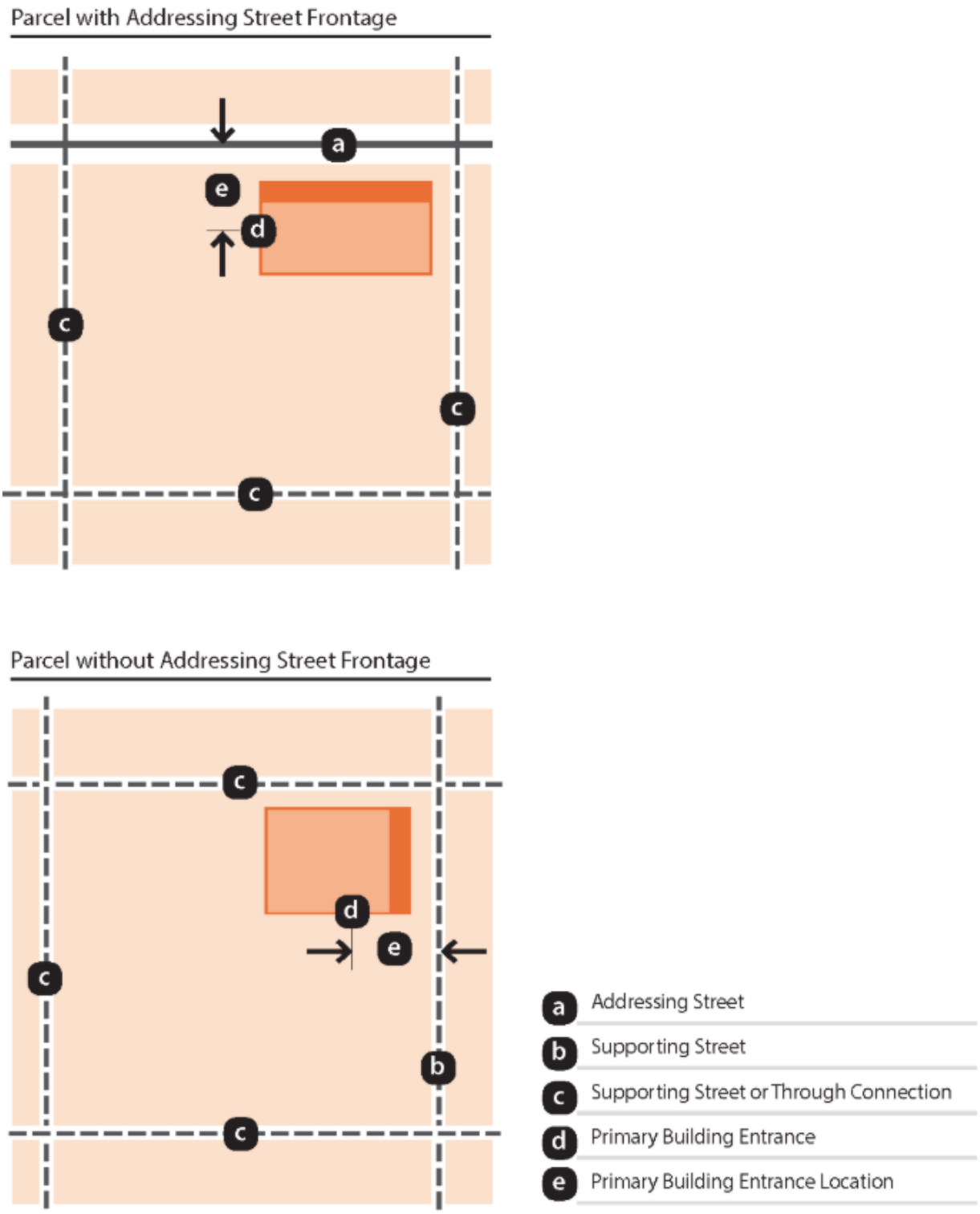


Figure ~~CC-7~~ ***NWI-8*** – Building Design – Primary Building Entrance

(.12) *Waysides*:

A. *Purpose*. This section consists of standards and regulations for use throughout the ***Northwest Industrial Zone*** ~~Coffee Creek Design Overlay District~~. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1. Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;
2. Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;
3. Connect Industrial Waysides to transit;
4. Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting;
5. Provide access. Provide access to the employees and the public between the hours of 6:00 a.m. and 8:00 p.m.;
6. Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;
7. Provide facilities appropriate for the scale of the proposed development; and
8. Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B. *Applicability.* All projects in the ***Northwest Industrial Zone*** ~~Coffee Creek Master Plan Area~~ shall provide waysides according to the standards in Table ~~CC-5~~ ***NWI-6***

C. General. The following development standards apply to all Waysides:

1. Required Wayside Area is exclusive of required landscape screening.
2. Required Minimum Dimension of 20 feet (either width or depth).

D. *Criteria.* Waysides shall meet the following criteria:

1. *Perimeter Landscaping.* In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176(.02). Permitted screening includes: Section 4.176(.02)D. Low Screen Landscaping Standard; Section 4.176(.02)E. Low Berm Standard; or Section 4.176(.02)F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.
2. *Visibility.* Industrial Waysides shall be visible from and accessible to Addressing Streets.
3. *Accessible Pathway.* A paved walking surface, width: Five feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.
4. *Accessible Surface.* Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions ten feet, minimum meeting ADA standards.
5. *Required Amenities:*
    a. *Seating.* Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:
        i. Free standing outdoor benches consistent with the standards; or
        ii. Seating incorporated into low walls, berms, or raised planters.

b. *Landscaping.* The landscaping must be planted and maintained according to Section 4.176(.02)

c. *Lighting.*

d. *Recycling/ Waste Receptacle.* Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.

6. *Installation and Maintenance.* Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176(.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.

7. *Solar Access.* Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00 a.m. and 2:00 p.m. local time.

8. *Lighting.* Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be so arranged and shielded so as not to shine into adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. *Optional Amenities include the following:*

1. Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;
2. Arbors or trellises;
3. Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;
4. Sculpture and other works of art;
5. Bicycle repair stations;
6. Exercise stations; or
7. Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table ~~CC-5~~ *NWI-6*: Waysides

Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.

Table ~~CC-5~~ *NWI-6*: Waysides			
Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

*‡ In the future when SMART serves **Northwest Industrial Zone** ~~Coffee Creek~~, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:*

**Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

***Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

****For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to 50 percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.*

(.13) *Signs:*

A. *Applicability.* PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the ***Northwest Industrial Zone*** ~~Coffee Creek~~ ~~DOD~~ with the following modifications and adjustments.

B. *General:*

1. Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2. Monument-style signs are required. Pole-style freestanding signs are not permitted.
3. Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4. Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

No additional changes proposed in this section

Section 4.135. PDI—Planned Development Industrial Zone.

(.01) *Purpose.* The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

(.03) *Uses that are typically permitted:*

A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.

B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.

C. Assembly and packing of products for wholesale shipment.

D. Manufacturing and processing.

E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.

F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.

G. Fabrication.

H. Office complexes—Technology.

I. Corporate headquarters.

J. Call centers.

K. Research and development.

L. Laboratories.

M. Repair, finishing and testing of product types manufactured or fabricated within the zone.

N. Industrial services.

O. Any use allowed in a PDC Zone, subject to the following limitations:

1. Service Commercial **and Professional Services** uses ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

2. Office Complex Use (as defined in Section 4.001) shall not exceed 30 percent of total floor area within a project site.

3. Retail uses, not to exceed 5,000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

P. Training facilities whose primary purpose is to provide training to meet industrial needs.

Q. *Public facilities.*

R. Accessory uses, buildings and structures customarily incidental to any permitted uses.

S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.

T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

(.04) *Block and access standards.* The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

(.05) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01) shall*** apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration.* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176, and this Section.~~

~~E. No building customarily used for night operation, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances.* Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having~~

~~similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

~~6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.~~

~~I. *Noise.* Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.~~

~~J. *Electrical Disturbances.* Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.~~

~~K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.~~

~~L. Open burning is prohibited.~~

~~M. *Storage:*~~

~~1. Outdoor storage must be maintained in an orderly manner at all times.~~

~~2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.~~

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping:*~~

~~1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.135.5. Planned Development Industrial—Regionally Significant Industrial Area.

No prior changes proposed in this section

(.03) *Uses that are typically permitted:*

A. Wholesale houses, storage units, and warehouses.

B. Laboratories, storage buildings, warehouses, and cold storage plants.

C. Assembly of electrical equipment, including the manufacture of small parts.

D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.

E. Office Complexes-Technology (as defined in Section 4.001).

F. Experimental, film or testing laboratories.

G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.

H. Motor vehicle service facilities complementary or incidental to permitted uses.

I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:

1. Service Commercial **and Professional Services uses** ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ shall not exceed 3,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.

2. Office Use (as defined in Section 4.001) shall not exceed 20 percent of total floor area within a project site.

3. Retail uses not to exceed 3,000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under I.1 and 3. above shall not exceed a total of 3,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

J. Residential uses shall not exceed ten percent of total floor area.

K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.

L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.

M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.

N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) *Prohibited uses:*

A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple

buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.

B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) *Block and Access Standards.* The PDI-RSIA Zone shall be subject to:

A. The same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)] ~~for properties located outside of the Coffee Creek Industrial Design Overlay District; or~~

B. ~~The access and block size standards in Section 4.134 for those properties located within the Coffee Creek Industrial Design Overlay District.~~

(.06) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01)*** apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration:* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176 and this Section.~~

~~E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances:* Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

~~6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.~~

~~I. *Noise:* Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7-16-2007]~~

~~J. *Electrical Disturbances.* Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.~~

~~K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.~~

~~L. Open burning is prohibited.~~

~~M. *Storage.*~~

~~1. Outdoor storage must be maintained in an orderly manner at all times.~~

~~2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.~~

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping.*~~

~~1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.140. Planned Development Regulations.

No prior changes proposed in this section

(.05) *Planned Development Permit Process:*

A. All parcels of land exceeding two acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;

2. Obtain a planned development permit; and

3. Obtain Planning Director, Development Review Board, or, on appeal, City Council approval.

B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197.

C. Site Design Review approval is governed by Sections 4.400 to 4.450.

D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

1. Pre-application conference with Planning Department;

2. Preliminary (Stage I) review by the review authority. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval; and

3. Final (Stage II) review by the review authority.

4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for residential development or properties within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone***, which may receive separate zone map amendment approvals.

(.06) *Staff Report:*

A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

B. The applicant may proceed to apply for Stage I—Preliminary Approval - upon determination by the review authority that the use contemplated is consistent with the Comprehensive Plan.

(.07) *Preliminary Approval (Stage One):*

A. Applications for preliminary approval for planned developments shall:

1. Be made by the owner of all affected property or the owner's authorized agent; and

2. Be filed on a form prescribed by the City Planning Department and filed with said Department.

3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.

4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.

2. Topographic information as set forth in Section 4.035.

3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.

4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two years of receiving Stage I approval, and to commence construction within two years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.

5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.

6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.

7. Statement of anticipated waivers from any of the applicable site development standards.

C. An application for a Stage I approval shall be considered by the Development Review Board as follows:

1. A public hearing as provided in Section 4.013.

2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.

4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.

D. As provided in Section 4.134, an application for a Stage I approval within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone*** may be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in his or her judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in his or her discretion, authorize submission of the final development plan in stages, corresponding to

different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 12 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

E. An application for a Stage I approval for residential development shall be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in their judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in their discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. Unless otherwise specified by State law, a final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

(.09) *Final Approval (Stage Two):*

A. Unless an extension has been granted by the Planning Director, not later than two years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013, except that an application for a Stage II approval for residential development, or within the ~~Coffee Creek Industrial Design Overlay District~~***NWI Zone as provided in Section 4.134,*** must be considered by the Planning Director without a public hearing as a Class II Administrative Review as provided in Section 4.035(.03).

No additional changes proposed in this section

Section 4.156.02. Sign Review Process and General Requirements

No prior changes proposed in this section

(.05) *Class II Sign Permit.* Sign permit requests for meeting one or more of the descriptions listed in A. through C. below shall be processed as a Class II Sign Permit when the request does not conform with a Master Sign Plan or other previous sign approval but meets the requirements of the applicable sign regulations, unless the request would modify a condition of approval specifically imposed by the DRB or City Council:

A. Existing residential development;

B. Existing non-residential development with less than three tenants unless the request involves a freestanding or ground mounted sign greater than eight feet in height in a new location;

C. New development or redevelopment in the ~~Coffee Creek~~ ***Northwest*** Industrial ***(NWI)*** ~~Design Overlay District~~ ***Zone*** subject to a Class II administrative review process;

D. Major Adjustments to a Master Sign Plan when all of the following criteria are met:

1. The request is compatible with the pattern of signage established in the sign plan in terms of locations, placement on buildings, proportionality to fascia and building facade, architectural design, and materials used;

2. The request is due to special conditions or circumstances that make it difficult to comply with the established Master Sign Plan;

3. The request involves signs for a single tenant, a single multi-tenant freestanding or ground mounted sign, or a series of similar related multi-tenant freestanding or ground mounted signs in the same development; and

4. The request does not involve a freestanding or ground mounted sign greater than eight feet in height at a new location.

E. *Class II Sign Permit Submission Requirements:* Application for a Class II Sign Permit shall include two paper copies and one electronic copy of the following in addition to all required fees:

1. Completed application form prescribed by the City and signed by the property owner or their authorized representative;

2. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas, lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;

3. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;

4. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed; and

5. Narrative describing the scope of the project, including written findings addressing all applicable review criteria, along with any other information showing how the proposed signage conforms with requirements for the applicable zone.

F. *Class II Sign Permit Review Criteria.* Class II Sign Permits shall satisfy the sign regulations for the applicable zoning district and the Site Design Review Criteria in Sections 4.400 through 4.421, as well as the following criteria:

1. The proposed signage is compatible with developments or uses permitted in the zone in terms of design, materials used, color schemes, proportionality, and location, so that it does not interfere with or detract from the visual appearance of surrounding development;

2. The proposed signage will not create a nuisance or result in a significant reduction in the value or usefulness of surrounding development; and

3. Special attention is paid to the interface between signs and other site elements including building architecture and landscaping, including trees.

No additional changes proposed in this section*

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

(.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:

A. Into any required yard:

1. Architectural features may project into the required yard not more than two inches for each foot of required setback.

2. Architectural features on buildings within the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone*** shall be subject to the applicable requirements in Section 4.134.

3. Open, unenclosed fire escapes may project a distance not exceeding 48 inches.

B. Into any required yard, adjoining a street or tract with a private drive:

1. Architectural features may project a distance not exceeding 40 inches.

2. An uncovered porch, terrace, or patio extending no more than two and one-half feet above the finished elevation may extend within three feet of an interior side lot line, or within ten feet of a front lot line or of an exterior side lot line.

No additional changes proposed in this section

Section 4.197. Zone Changes and Amendments to This Code—Procedures.

No prior changes proposed in this section

(.02) The following procedures shall be followed for zone map amendments.

A. When a requested quasi-judicial zone map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with the adopted or concurrently proposed Comprehensive Plan Map designation and only one option exists for a zone map amendment consistent with the Comprehensive Plan Map the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

1. The Zoning Order adopting such zone map amendments shall state the zone map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the zone map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

2. Notwithstanding the process described above an applicant may elect to have the zone map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

3. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested zone map amendment's compliance with the Comprehensive Plan the Planning Director may require the zone map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

B. When a requested quasi-judicial zone map amendment will increase residential density, the amendment shall be reviewed by the Planning Director in a Class II administrative review process without a public hearing.

C. All other quasi-judicial zone map amendments shall be reviewed by the Development Review Board to make a recommendation to City Council and all legislative zone map amendments shall be reviewed by the Planning Commission to make a recommendation to City Council.

D. In recommending approval or denial of a proposed zone map amendment, the review authority shall at a minimum, adopt findings addressing the following criteria:

1. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and

2. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

3. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and

4. That the existing primary public facilities, including roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The review authority shall utilize adopted City Standards to ensure that all facilities are available and are adequately sized; and

5. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the review authority shall apply conditions pursuant to Sections 4.139.00 through 4.139.11 and 4.171 to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone; and

6. That the application includes a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change; and

7. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards; and

8. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

No additional changes proposed in this section

Section 4.198. Comprehensive Plan Changes—Adoption by the City Council.

No prior changes proposed in this section

(.02) When a requested quasi-judicial Comprehensive Plan Map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with an adopted master plan that is a sub-element of the Comprehensive Plan and only one option exists for a Comprehensive Plan Map amendment consistent with the adopted area plan the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

A. The ordinance adopting such Comprehensive Plan Map amendments shall state the Comprehensive Plan Map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the Comprehensive Plan Map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

B. Notwithstanding the process described above an applicant may elect to have the Comprehensive Plan Map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

C. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested Comprehensive Plan Map amendment's compliance with the adopted master plan the Planning Director may require the Comprehensive Plan Map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Section 4.610.00. Application Review Procedure.

No prior changes proposed in this section

(.03) *Review Authority.*

A. *Type A or B.* Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to the DRB under the Class II administrative review procedures of this Chapter. The decision to grant or deny a permit shall be governed by the applicable review standards enumerated in WC 4.610.10.

B. *Type C.* Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council. For site development applications subject to a Class II administrative review process in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential development, the Planning Director shall be responsible for the granting or denial of the Tree Removal Permit application.

C. *Type D.* Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules and Statutes. The Planning Director shall make the decision to grant or deny an application for a Type D permit.

No additional changes proposed in this section

Section 4.610.40. Type C Permit.

(.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** or for residential

development, where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.

No additional changes proposed in this section

Section 4.700. Procedures Relating to the Processing of Requests for Annexation and Urban Growth Boundary Amendments.

No prior changes proposed in this section

(.02) Each quasi-judicial request shall be reviewed by the Development Review Board, which shall make a recommendation to the City Council after concluding a public hearing on the proposal, except in the following circumstances:

A. When an annexation in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is requested concurrent with a quasi-judicial Comprehensive Plan Map amendment and/or zone map amendment as specified in Section 4.197 (.02)A. and Section 4.198(.02), or when an annexation is for residential development consistent with an adopted Legislative Master Plan, the annexation shall be reviewed by the City Council without prior review or recommendation by the Development Review Board.

a. The ordinance adopting such annexation request shall state the annexation expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the annexation. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

b. Notwithstanding the process described above an applicant in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial Zone*** may elect to have the annexation reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

c. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested annexation's compliance with the applicable criteria the Planning Director may require the annexation be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Note: Any section references affected by the proposed amendments throughout the Development Code will be renumbered accordingly.

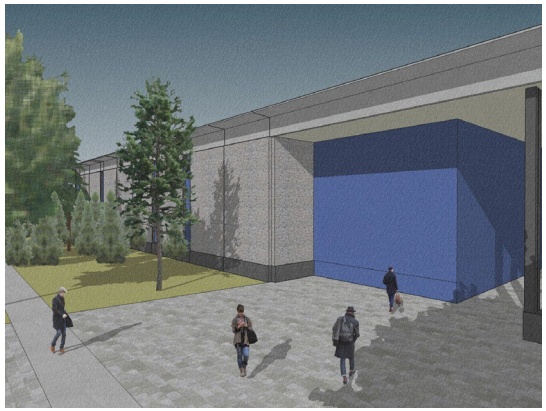
Attachment 3

~~COFFEE CREEK~~*NORTHWEST* INDUSTRIAL ~~DESIGN OVERLAY DISTRICT~~*ZONE*

(formerly Coffee Creek Industrial Design Overlay District)

PATTERN BOOK

DECEMBER 2017; ***REVISED JUNE*** ~~JANUARY~~2026


WILSONVILLE
OREGON

CITY OF WILSONVILLE | TRANSPORTATION GROWTH MANAGEMENT (TGM) URBSWORKS INC | BAINBRIDGE.

CONTENTS

Introduction

Goals of the Pattern Book 1

Relationship to the Wilsonville Code 2

Overview of the Design Guidelines 3

Overview of the Two Track System 7

Relationship of the Design Guidelines to Section 4.134 Development Standards 8

How to Use the Pattern Book 9

Design Guidelines

Connectivity and Street Design 11

District-wide Site Planning and Landscaping 17

Site Design 21

Building Design 27

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Patterns and Typologies

Overview of the Prototypes 35

Connectivity and Street Design Patterns 36

Site Design Patterns 38

Supporting Street Typology 40

Through Connection Typology 42

Addressing Street Typology 44

Prototype 1 46

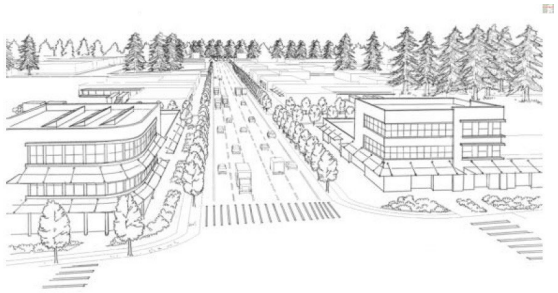
Prototype 2 48

Prototype 3 50

INTRODUCTION

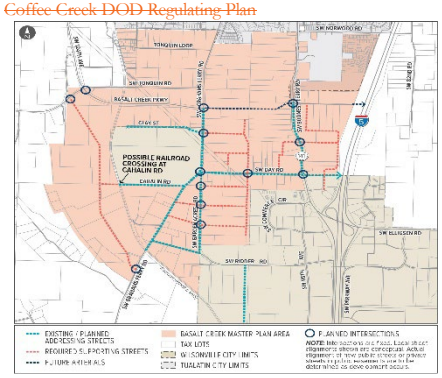
Industrial (NWI) Zone

Introduction



Rendering of the Coffee Creek Master Plan area

~~Coffee Creek DOD Regulating Plan~~



Regulating Plan from Section 4.134 ~~Coffee Creek Industrial Design Overlay District~~***Northwest***

GOALS OF THE PATTERN BOOK

~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5 of the Wilsonville Code.~~ It is the purpose of the ~~Coffee Creek DOD~~ ***Northwest Industrial (NWI) Zone is*** to implement the Coffee Creek Industrial Area Master Plan (2007) ***and the Basalt Creek Master Plan (2026)*** by establishing standards and guidelines for development. Wilsonville Code Section 4.134 (~~Form-based Code, or FBC~~) ***NWI Zone*** and the Pattern Book together establish regulations and guidelines for ***allowed uses,*** street design and connectivity, site design and circulation, building form, and building architecture and landscape of all development ~~located~~ within the ~~Coffee Creek Industrial Area Master Plan area~~ ***NWI Zone***. Together, or separately, the clear and objective standards of the ~~FBC~~***NWI Zone*** and the Pattern Book (Design Guidelines) are intended to result in:

- A multi-modal transportation network that accommodates pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial district;
- A complete network of existing and new streets, paths, and trails that will support a sense of place and identity within the City of Wilsonville;
- An industrial district featuring cohesive and high-quality site, landscape, and building design through a de-emphasis on building design and more appropriate emphasis on the design of the public realm;
- Minimization of the visibility of vehicular parking, circulation, and loading areas;
- Public realm design that considers the contribution that landscape design has made to the design quality of other industrial lands in Wilsonville, where landscaping is effective at breaking down the scale of industrial development and providing a human scale to the public realm;
- Preservation of trees and natural features, which supports the creation of a special place with a distinctive image and identity;
- Minimization of adverse impacts on adjacent properties from development that detracts from the character and appearance of the area; and
- Connectivity requirements that achieve City policy objectives but are appropriate for industrial scale sites and buildings, establish connectivity between parcels, and address challenges of shared site access between landlocked parcels.

RELATIONSHIP TO THE WILSONVILLE CODE

The ~~Form-based Code~~ ***design and development standards (form-based code) in Section 4.134 NWI Zone*** ~~for industrial areas~~ set the standards for development and define~~s~~ the essential determinants for design that are critical to development. These standards are clear, objective, and represent a baseline minimum for the sound development of employment uses in industrial areas. Because the community standards for design are high, the expectation for the design for all new development is correspondingly high. The design guidelines in this Pattern Book encourage and promote the design of buildings and landscapes that exceed the minimum functional standards established in the Wilsonville Code. The design guidelines illustrate how the provisions of the ~~Form-based~~ Code can be practically applied with examples from specific context zones. However, no single guideline or illustration is capable of representing the full, complete, and exhaustive range of possible design solutions. Rather than representing an ultimate design, the design guidelines and their illustrative examples are intended to promote a creative response to the development regulations and foster a collaborative discussion of design that includes City staff and members of the Development Review Board.

The City of Wilsonville expects new development in industrial areas to be successful contributors to the quality of life in the city by:

- Constructing well-designed, high-quality buildings that serve current needs and are adaptable to future uses;
- Integrating industrial land uses with all modes of transportation including active modes of transportation of walking, biking, and transit;
- Preserving existing trees and natural features and enhancing the character and qualities of a unique landscape with a distinctive image and identity;
- Preserving existing jobs and creating new ones; and
- Creating a quality workplace for employees.

OVERVIEW OF THE DESIGN GUIDELINES

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
A | Street Design and Connectivity	1. Network	1.1 Connection spacing 1.2 Large parcels
	2. Addressing Streets	2.1 Park-like character 2.2 Serving multiple modes 2.3 Prominent address 2.4 Enclosed public realm
	3. Supporting Streets	3.1 Role of Supporting Streets. 3.2 High-quality Supporting Streets 3.3 Extension of the public realm 3.4 Supporting Street as the primary access 3.5 Supporting Street as the secondary access
	4. Through Connections	4.1 Balancing extension of the public realm with flexible design 4.2 Serving pedestrians 4.3 Serving bicyclists 4.4 Wayfinding 4.5 Flexible alignment 4.6 Flexible width

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
B | District-Wide Planning and Landscaping	1. The Natural Landscape	1.1 Water flow to Coffee Lake Creek 1.2 Natural landscape as visual unifier 1.3 Naturalistic landscape, native planting 1.4 Access to nature 1.5 Ice Age artifacts 1.6 Tree preservation within setbacks 1.7 Informal park-like landscaping
	2. Special Landscape Features	2.1 City of Wilsonville themes 2.2 Existing tree groves at points of access 2.3 Water features 2.4 Selective use of non-native plants 2.5 Intentional aesthetic use of industrial materials
	3. Strong Gateways	3.1 ***NWI*** ~~Coffee Creek~~ gateways 3.2 Buildings as gateway markers 3.3 Monument signs 3.4 Iconic elements

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
C | Site Design	1. Parcel Access	1.1 Distinctive identity of visitor arrival point 1.2 Converging parcel access points 1.3 Formal landscape design that contrasts 1.4 Parcel access from an Addressing Street 1.5 Parcel access from a Supporting Street 1.6 Parcel access from a Through Connection 1.7 Pedestrian and bicycle access network 1.8 Accessible paths 1.9 Adjust paths to incorporate site features 1.10 Front yards that contribute to the public realm 1.11 Signs 1.12 Outdoor rooms
	2. Parking Location and Design	2.1 Front yard surface parking on an Addressing Street 2.2 Through Connections that provide parking 2.3 Surface parking 2.4 From the parking spot to the primary entry 2.5 Stormwater run-off 2.6 Planting
	3. Location and Screening of Utilities and Services	3.1 Geometry 3.2 Screening materials 3.3 Native plant material
	4. Exterior Lighting	4.1 Nighttime safety 4.2 Highlighting 4.3 No flood lighting 4.4 Sustainable lighting 4.5 Addressing and Supporting streets at night 4.6 Through Connections at night 4.7 Fixture heights 4.8 Night sky

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
D | Building Design	1. Primary Building Orientation and Entries	1.1 Primary building entry relationship to Addressing Street 1.2 Primary entry as significant building feature 1.3 Primary entry characteristics 1.4 Visual interest and human scale
	2. Building Façades	2.1 Façade articulation 2.2 Office building façades 2.3 Multi-story building façades 2.4 Addressing Street façades 2.5 Addressing Street enclosure and street wall
	3. Roof Forms	3.1 Fifth elevation 3.2 Natural light 3.3 Roof edge 3.4 Roof forms 3.5 Incorporation of mechanical systems 3.6 Roof stormwater
	4. Materials and Colors	4.1 ~~Coffee Creek~~***Northwest Industrial*** colors 4.2 Emphasize base, body, and top 4.3 Muted color palette
	5. Sustainable Building Design	5.1 Solar advantage and daylight 5.2 Shading 5.3 Non-mechanical light and ventilation 5.4 Minimal site alteration

OVERVIEW OF THE TWO TRACK SYSTEM

The Two Tracks

TRACK ONE
The Planning Director determines your project complies with all Development Standards, or ~~***that***~~

Your project complies with all Development Standards and all needed Adjustment Allowances.

Your project will be approved by the Planning Director.

TRACK TWO
Your project does not comply with all Development Standards.

Your project must comply with some or all Design Guidelines in the Pattern Book.

Your project is reviewed and may be approved by the Development Review Board.

Track One: Reduced timeline, approval certainty

Track Two: Design flexibility

HOW THE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES ARE INTENDED TO BE USED

The clear and objective standards in Section 4.134, found within Chapter 4 of the Wilsonville Planning and Land Development Code, are written to allow streamlined development approval. As long as a proposed development meets the numerical standards it will be approved.

The Design Guidelines within this Pattern Book provide the basis for an optional "waiver track." An applicant may elect to apply for the waiver track, instead of the clear and objective track. In this case, the Design Guidelines, including the Intent Statements and other contents of this Pattern Book, will guide approval of the project.

TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

~~Track One is a ministerial review process, intended to result in automatic project approval if all criteria are met.~~
~~The development applicant must meet Development Standards (numerical standards) for Connectivity, District-wide Planning, Site Design, Building Design, Waysides and Signage. Limited adjustments are permitted, as noted in Section 4.134.~~

Track One provides an administrative approval process for projects that comply with the clear and objective standards of Section 4.134. If an application meets all applicable development standards, the project is approved without discretionary design review.

Applicable standards include requirements for connectivity, site planning, building design, landscaping, waysides, and signage. Limited adjustments to specific numerical standards may be granted where authorized by Section 4.134.

TRACK TWO: WAIVER TRACK

~~Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134.~~

~~When choosing this track, applicants must meet Design Guidelines within the Pattern Book for development standards to be waived. Clear and objective standards eligible for the waiver track are found in subsections~~
~~2) District-wide Planning and Landscaping, 3) Site Design, and 4) Building Design.~~

~~The clear and objective standards of subsection 1) Street Design and Connectivity, may elect to use the waiver track by providing a Connectivity Master Plan that complies with the Design Guidelines and the Pattern Book.~~***Track Two is a discretionary review process available to applicants proposing development that does not meet all of the clear and objective standards contained in Section 4.134. Under this track, applicants must demonstrate that the proposed alternative design satisfies the intent and objectives of the Northwest Industrial Zone through compliance with the applicable Design Guidelines contained in the NWI Pattern Book.***

Standards eligible for waiver review include selected provisions within District-wide Planning and Landscaping, Site Design, and Building Design, as specifically identified in Section 4.134. Standards that are not identified as adjustable or eligible for waiver review shall remain applicable.

Applicants seeking flexibility from Street Design and Connectivity standards may utilize Track Two by submitting a Connectivity Master Plan that demonstrates how the proposed development will achieve the connectivity, circulation, and public realm objectives of the Northwest Industrial Zone and is consistent with the Design Guidelines and recommendations contained in the NWI Pattern Book.

Approval of a waiver request is discretionary and requires a finding that the proposed alternative design meets or exceeds the intent of the applicable standards and contributes to the overall vision and objectives of the Northwest Industrial Zone.

Projects are reviewed and may be approved by the Development Review Board.

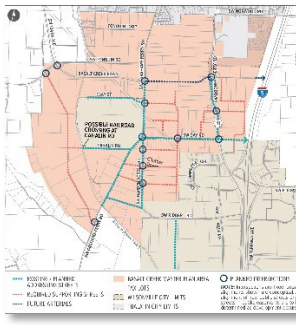
RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS

TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

Track One is a***n*** ~~ministerial~~ ***administrative*** review process, intended to result in automatic project approval if all criteria are met. The development applicant must meet **Development Standards** (numerical standards) for Connectivity, District-wide Planning, Site Design, and Building Design. Projects will be approved by the **Planning Director.**

TRACK TWO: WAIVER TRACK

Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134. The development applicant must meet **Design Guidelines** for the applicable waiver track section. Projects are reviewed and may be approved by the **Development Review Board.**



Section 4.134 ~~Coffee Creek~~*Northwest Industrial* ~~Design Overlay District~~*Zone*

TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)



2

~~*CC-**NWI** - 2*~~1 | Street Design and Connectivity

- Connection Spacing
- Connection Type
- Connection Hierarchy and Primary Frontage

Waiver Track only permitted using the Connectivity Master Plan (see below)

~~*CC-**NWI** - 2*~~1 | Street Design and Connectivity

Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".

A | Street Design and Connectivity

- Network
- Addressing Streets
- Supporting Streets
- Through Connections

1

~~*CC**NWI** - 3*~~2 | ~~District-wide~~ Planning and Landscaping

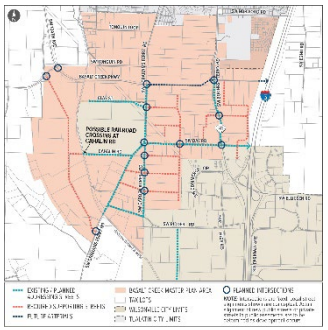
- Tree Removal
- Tree Protection

B | ~~District-wide~~ Planning and Landscaping

- The Natural Landscape
- Special Landscape Features
- Strong Gateways

RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS CONTINUED

Section 4.134 ~~Coffee Creek Industrial Design Overlay District~~*Northwest Industrial Zone*



TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

NWI~~CC-3-4~~ | Site Design

- Parcel Access (Adjustable)
- Parcel Pedestrian Access
- Parcel Frontage
- Parking Location and Design (Adjustable)
- Grading and Retaining Walls (Adjustable)
- Planting
- Location and Screening of Utilities

~~CC-4~~ ***NWI-5*** | Building Design

- Building Orientation
- Primary Building Entrance
- Overall Building Massing (Adjustable)

(.12) | Waysides

- Size and Dimensions
- Perimeter Landscaping
- Required and Optional Amenities

(.13) | Signs

- Applicability
- General

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)



C | Site Design

- Parcel Access
- Parking Location and Design
- Location and Screening of Utilities and Services
- Exterior Lighting

D | Building Design

- Primary Building Orientation and Entries
- Building Façades
- Roof Forms
- Materials and Colors
- Sustainable Building Design

Per Section 4.134 (.07)

Per Section 4.156.02 (.08)

EXAMPLE 1

Approval using Clear and Objective Track only.

Section 4.134 Northwest-Industrial *Zone*

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
NW*I - *1 | Street Design and Connectivity • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see
CC - 1 | Street Design and Connectivity Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and Connectivity • Network • Addressing Streets • Supporting Streets
NW*I - *2 | District-wide Planning and Landscaping • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features • Strong Gateways
NW*I - *3 | Site Design • Parcel Access (Adjustable) • Parcel Pedestrian Access • Parcel Frontage • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
NWI - 4 | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing (Adjustable)	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • Size and Dimensions • Perimeter Landscaping • Required and Optional Amenities	Per Section 4.156.02 (.08)
(.13) | Signage • Applicability • General	
Waiver Track Not Permitted	

EXAMPLE 2

Approval using both Clear and Objective and Waiver Tracks.

Section 4.134 *Northwest* Industrial *Zone*~~Design Overlay District~~

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
CC - 1 | Street Design and Connectivity • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see below)
NWI*~~CC~~* - *1* | Street Design and Connectivity Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and Connectivity • Network • Addressing Streets • Supporting Streets • Through Connections
NWI - *2* | District-wide Planning and Landscaping • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features
~~CC – 3~~ ***NWI - 4*** | Site Design • Parcel Access (Adjustable) • Parcel Pedestrian Access • Parcel Frontage • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
~~CC – 4~~ ***NWI - 5*** | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • Size and Dimensions • Perimeter Landscaping • Required and Optional Amenities	Waiver Track Not Permitted
(13) | Signage • Applicability • General	Per Section 4.156.02 (.08)

HOW TO USE THE PATTERN BOOK

This Pattern Book ~~for Coffee Creek~~uses design guidelines and prototypes to illustrate the principles that inform the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial Zone.*** For those projects where the clear and objective standards of the Form- based Code***Section 4.134*** do not provide sufficient flexibility to address specific issues for site design, landscape design, or building design the Pattern Book provides guidance to the applicant and the Development Review Board.

What is an Intent Statement? Intent statements summarize the fundamental principles for the four primary patterns and their typologies that guide development in ~~Coffee Creek~~***the Northwest Industrial Zone.***

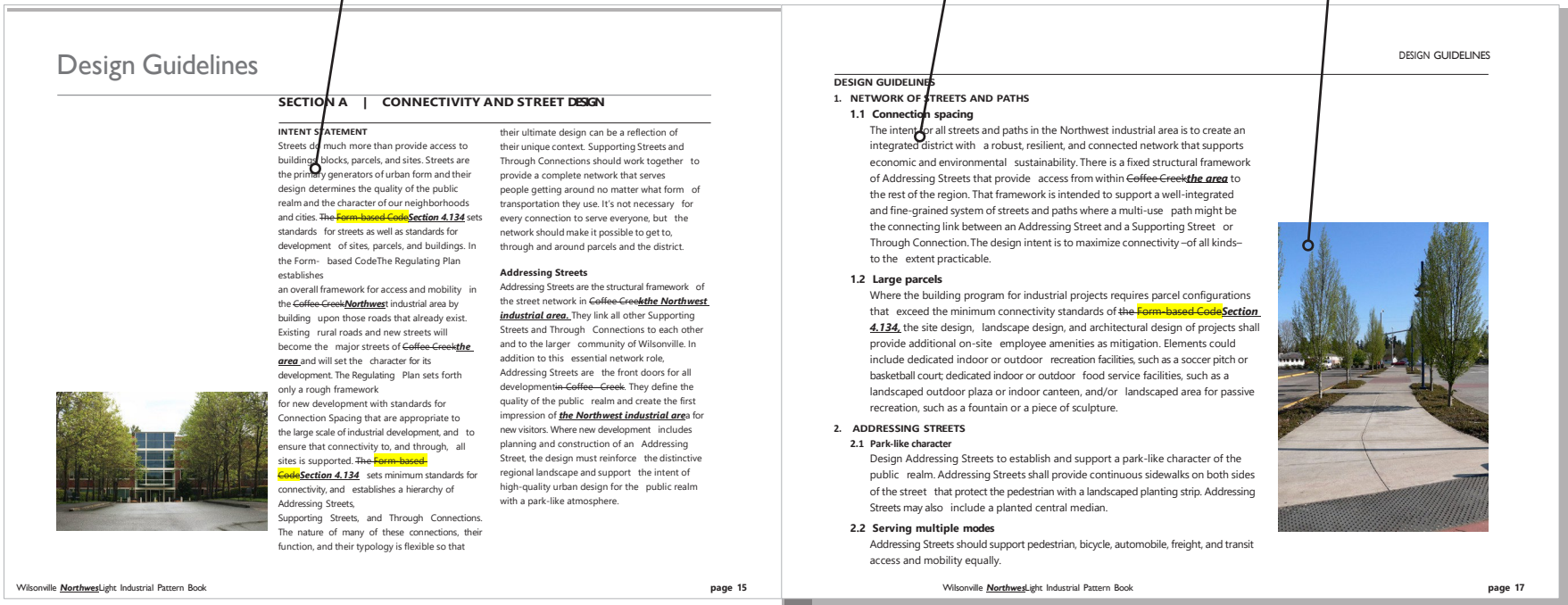
What is a Design Guideline? Every design guideline is intended to promote a carefully articulated and well-crafted design response that is consistent with the principles of the Intent Statement.

What is a Precedent Photo? Each image is intended to provide a visual reference to the text that represents a level of quality and aesthetics appropriate to the industrial context of ~~Coffee Creek~~***the Northwest Industrial Zone.*** They are intended to inspire creativity and a thoughtful, considered design response to addressing the unique conditions of street, site, building, and landscape design.

Intent Statement

Design Guideline

Precedent photo



Design Guidelines

SECTION A | CONNECTIVITY AND STREET DESIGN

INTENT STATEMENT

Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form- based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based CodeThe Regulating Plan establishes an overall framework for access and mobility in the ~~Coffee Creek~~***Northwes***t industrial area by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ~~Coffee Creek~~***the area*** and will set the character for its development. The Regulating Plan sets forth only a rough framework for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. ~~The Form- based Code~~***Section 4.134*** sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It's not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets

Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area.*** They link all other Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development~~in Coffee Creek~~. They define the quality of the public realm and create the first impression of ***the Northwest industrial are***a for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.

Wilsonville ***Northwes***t Industrial Pattern Book page 15

DESIGN GUIDELINES

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in the Northwest industrial area is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent practicable.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of ~~the Form- based Code~~***Section 4.134,*** the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer pitch or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.

Wilsonville ***Northwes***t Industrial Pattern Book page 17

INTRODUCTION

Example projects, or Prototypes—representing a range of possible building and development typologies—are modeled in dimensionally accurate illustrations. Each of the prototypes illustrates how a development may comply with the Design Guidelines and Intent Statements.

In the Patterns and Prototypes section starting on page 33, Prototypes and Design Guidelines are arrayed side-by-side to demonstrate different ways that a project may comply with the Design Guidelines.

What is a Prototype? Prototypes are models of possible development, designed to-scale for a particular context. Development prototypes are used in a wide variety of applications—to illustrate design objectives, to test development capacity for a specific site, to model a real estate development proforma, or to test proposed
zoning designations and development standards. Prototypes provide an easy-to-understand visual representation of complex spatial information and are often drawn in three dimensions to help users visualize results. The ~~Coffee Creek~~***Northwest***

Industrial prototypes are aimed at City staff, the Development Review Board, developers who want clear guidance about the type of development that is permitted by the ~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone,*** and neighborhood representatives trying to visualize the effect of the zoning.

Excerpts from Design Guidelines

PATTERNS AND TYPOLOGIES

Prototype 2

A. 2.1 PARK-LIKE CHARACTER
Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS
Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous planted landscape strip.

A. 2.4 ENCLOSE THE PUBLIC REALM
Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive frame for the streets, and support the sense of place in ***the area.***

A. 3.3 EXTENSION OF PUBLIC REALM
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

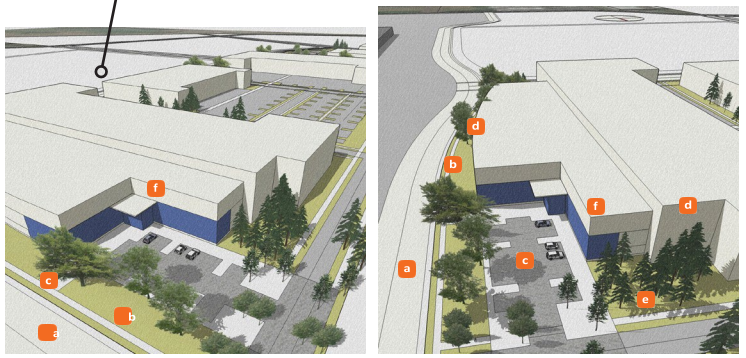
SECTION C. INTENT STATEMENT
Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. The landscape design, installation, and maintenance help to define the ~~Coffee Creek~~***Northwest*** industrial ~~district~~ ***area*** and to diminish the large-scale industrial buildings. It also helps
to define and direct people to building entries. The native plant material are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

page 52 **Final Draft** June 2015

Prototype illustration demonstrating compliance with Design Guidelines

PATTERNS AND TYPOLOGIES



a Primary Addressing Street
b Addressing Street park-like character
c Front door on the Addressing Street as front door
d Enclosure of the public realm
e Native trees in the setback
f Visual interest and human scale

Wilsonville Light Industrial Pattern Book page 53

Design Guidelines

SECTION A | STREET DESIGN AND CONNECTIVITY

INTENT STATEMENT

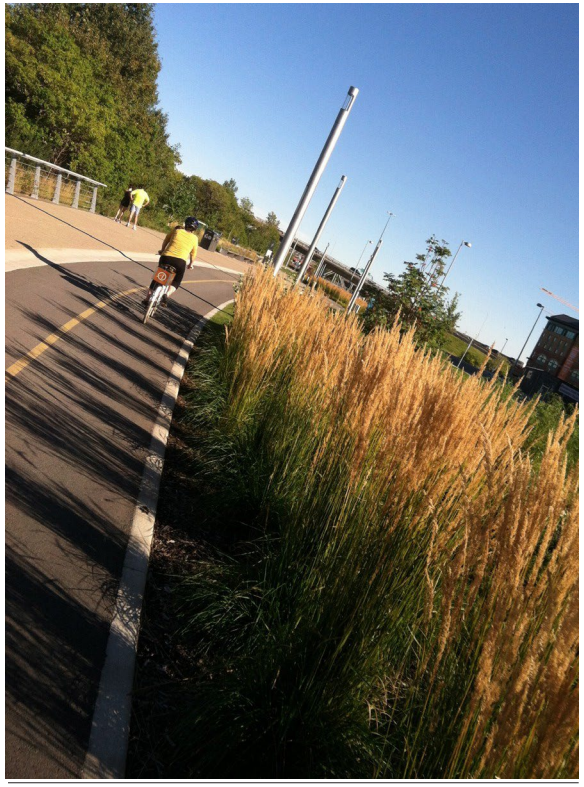
Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form-based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based Code, the Regulating Plan establishes
an overall framework for access and mobility in the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ***the area*** ~~Coffee Creek~~ and will set the character for its development. The Regulating Plan sets forth only a rough framework
for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. The Form-based Code sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It is not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.



Example of a Supporting Street
On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel.

Addressing Streets

Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area***. They link Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development in ~~Coffee Creek~~***the area.*** They define the quality of the public realm and create the first impression of ~~Coffee Creek~~***the industrial area*** for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.



Example of a Through Connection
Through Connections may serve as a multi-use path ~~bicycles~~***for bicycles*** and pedestrians.

Supporting Streets

Supporting Streets are primarily intended to be the flexible links between Addressing Streets and destinations. They play a significant role in supporting freight and automobile access, but they also connect people on foot or bike to transit. They have a fundamental role in providing fine-grained connectivity within the large scale of industrial blocks. On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel. Where they do, Supporting Streets should contribute to the overall urban design quality of ~~Coffee Creek~~***the area.*** Design elements of Supporting Streets may share many of the same characteristics as Addressing Streets: continuous sidewalks on both sides of the street protected by landscaped park strips.

In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

Through Connections

Through Connections offer a broad range of design possibilities that support specific needs for access and mobility. Through Connections may look like Addressing Streets or Supporting Streets and function like any other street; they may look like a street and at the same time function as access to parking within a surface parking lot. They may serve as a multi-use path for bicycles and pedestrians; or they may look and function like a sidewalk. Regardless of their ultimate appearance or configuration, Through Connections are intended to link ***the*** ~~the Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea together as a network of streets, routes, and paths that support multi-modal transportation. Through Connections are also intended to link ~~Coffee Creek~~***the area*** to other local and regional destinations, such as the Ice Age Tonquin Trail or Coffee Lake Creek Natural Area.

The design of the landscape along Through Connections is intended primarily as a visual relief from the large-scale industrial development. A simple, natural landscape of native plant materials will result in an attractive contribution to the quality of this limited part of the public realm.

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in ~~Coffee Creek~~ ***the Northwest Industrial area*** is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity of all kinds to the extent feasible.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of the Form-based Code, the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer field or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.



Example of a Through Connection
Through Connections may function as access to parking within a surface parking lot.

2.3 Prominent address

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

2.4 Enclosed public realm

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in ~~Coffee Creek~~***the Northwest Industrial area.***

3. SUPPORTING STREETS

3.1 Role of Supporting Streets

Supporting Streets are the flexible links between Addressing Streets and destinations throughout the ~~Coffee Creek~~ area. Supporting Streets may sometimes function as the "front door" or "address for new buildings and development. In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

3.2 High-quality Supporting Streets

Where appropriate to the master plan for large development sites, design Supporting Streets to the same standards as Addressing Streets. Match street design standards for Addressing Streets, including street profiles, street trees, and sidewalks.

3.3 Extension of the public realm

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.4 Supporting Street as the primary access

If the Supporting Street serves as the development's primary access street, it should be developed to the same standards as Addressing Streets and serve as the "front door" or "address" for new buildings and development.



Extension of public realm
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.5 Supporting Street as the secondary access

If the Supporting Streets does not serve as the development's primary access street, it should be developed as a secondary service connection from the designated Addressing Streets.

4. THROUGH CONNECTIONS

4.1 Balancing extension of the public realm with flexible design

Design Through Connections to fully support the extension of the public realm while responding to a wide range of functions.

4.2 Serving pedestrians

Through Connections must serve pedestrians and function as an extension of the sidewalk network in ~~Coffee Creek~~***the Northwest Industrial area.***

4.3 Serving bicyclists

Through Connections must serve as multi-use paths and support the effective use of bicycles for transportation

4.4 Wayfinding

Install a system of signage that serves to orient people to their location and assist them in wayfinding to their destination.

4.5 Flexible alignment

Adjust the alignment of Through Connections to accommodate natural features and resources.

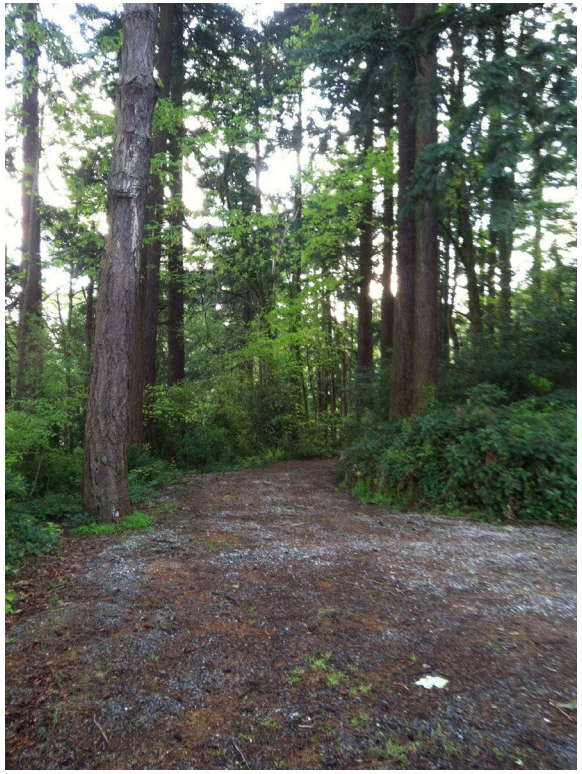
4.6 Flexible width

Increase the width of a Through Connection designed as a multi-use path to incorporate amenities such as benches, lighting, or trash receptacles, and to create visual interest.



Serving pedestrians
Through Connections must serve pedestrians and function as an extension of the sidewalk network in ***the Northwest Industrial area***~~Coffee Creek.~~

DESIGN GUIDELINES



Naturalistic landscape, native planting
Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner

SECTION B | DISTRICT-WIDE SITE PLANNING AND LANDSCAPING

INTENT STATEMENT

The impact of the Ice Age floods on the Willamette Valley defies the imagination. The cataclysmic effects of the Missoula Floods created the modern-day landscape that includes ***the Basalt Creek Canyon, Tonquin Scablands***, Coffee Lake Wetlands and Coffee Lake Creek. These remnants of the geologic events of 12,000 years ago and the landscape that has emerged since that time are authentic elements that establish our sense of place and contribute to creating a distinctive image and identity that is unique to the City of Wilsonville. In ~~Coffee Creek~~***the Northwest Industrial area,*** the oak savanna is the most distinctive and significant landscape feature visible today that emerged as a result of the Missoula Floods. The effects of settlement have diminished the extent of this oak forest and groves of fir trees are now a distinctive part of the skyline. There may well be elements of the floods still to be discovered; the glacial erratics of the Willamette Valley were scattered here as the ice rafts that they arrived with melted.

The City's commitment to preserving and enhancing the heritage of this distinctive landscape is reflected in several of the patterns and guidelines. At the scale of the district, the City expects development to promote visual and physical connections from the industrial district to the ***Basalt Creek Canyon, Tonquin Scablands,*** Coffee Lake Creek Natural Area and the future Tonquin Ice Age Trail.

The themes that express the unique character, quality, and culture of ~~Coffee Creek~~***the area*** are still emerging as the ***Northwest Industrial*** district becomes fully integrated with the larger, more established city. Existing stands of Douglas Fir acknowledge both the city's status as a Tree City USA and its commitment to maintaining its natural beauty. The city is also home to three water features by the celebrated Pacific Northwest landscape architect Bob Murase: water features are ~~strongly~~encouraged as part of the ***Coffee Creek Industrial Master Plan and Basalt Creek Master Plan, particularly in future industrial waysides.***

Within the ~~Coffee Creek~~***Northwest*** Industrial Area the design of individual buildings should be linked by unifying elements. The public realm of Addressing Streets provides unity to the district by establishing a pastoral character of place with the regular planting of street trees, sidewalks, and front yard setbacks. Trees help to define place, and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area.

Improving existing and providing new pedestrian and bicycle connections to and through natural areas strengthens the sense of place by developing the character of place.

Gateways reinforce a sense of arrival or departure and mark the transition from one precinct of the city to another.





Trees

Trees help to define place and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea.

GUIDELINES

1. THE NATURAL LANDSCAPE

1.1 Water flow to Coffee Lake Creek

Design landscapes to acknowledge the Ice Age heritage of ~~Coffee Creek~~***the Northwest Industrial area*** by orienting patterns of new landscape plantings reflecting the natural flows of water from the industrial district to Coffee Lake Creek ***and Basalt Creek.***

1.2 Natural landscape as visual unifier

Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

1.3 Naturalistic landscape, native planting

Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner.

1.4 Access to nature

Pedestrian and bicycle connection is critical and incorporating public connections through large-scale industrial sites is encouraged. Access connections to the creeks, natural areas, and greenway trails should be clearly marked and provide safe and convenient passage.

1.5 Ice Age artifacts

Identify, preserve, and enhance any Ice Age elements found on site, such as erratics the foreign boulders carried to the site on ice rafts, as elements that influence site design and development.

1.6 Tree preservation within setbacks

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

1.7 Informal park-like landscaping

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal,



Tree preservation within setbacks
Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

natural, and original landscape that preceded development and persists in places across the site.

2. SPECIAL LANDSCAPE FEATURES

2.1 City of Wilsonville themes

Integrate the themes related to the City of Wilsonville as unifying elements in the conceptual design for new development, and into the landscape design.

2.2 Existing tree groves at points of access

Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.

2.3 Water features

Integrate fountains and water features to emphasize important places, such as parcel access, building entries, and employee amenities.

2.4 Selective use of non-native plants

Non-native, ornamental plants, shrubs, and trees should be used sparingly and strategically as elements that accent special elements of the site or building, such as entries.

2.5 Intentional aesthetic use of industrial materials

Integrate the materials of industry at an industrial scale. This guideline may be accomplished by designing buildings, enclosures, and retaining walls with the simple, natural, unembellished materials common to industry. Use unfinished steel, raw aluminum, and plain concrete as the finish materials for the construction of site and building elements.

3. STRENGTHEN GATEWAYS

3.1 ~~Coffee Creek~~*Northwest Industrial* gateways

Design gateway locations to promote a sense of place and to reinforce the distinct identity of ~~Coffee Creek~~***the Northwest Industrial area.*** This guideline may be accomplished by placing new buildings strategically at areas that define boundaries and edges to create gateways in conjunction with other buildings or with significant landscape features.



Existing tree groves at points of access
Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.



Informal park-like landscaping
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

3.2 Buildings as gateway markers

Develop gateway buildings at strategic intersections.

3.3 Monument signs

Use freestanding monument signs to mark gateways.

3.4 Iconic elements

Install iconic elements within the right-of-way, such as signs, monuments, or art, that help identify a specific address as a district-wide or site-specific gateway to ~~Coffee Creek~~***the area.***



Natural landscape as visual unifier
Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

SECTION C | SITE DESIGN

INTENT STATEMENT

Access and mobility

Access and mobility are essential elements of successful industrial development. We tend to think of tractor-trailer rigs as essential to industry, and they are, but equally essential to industry is an educated work force that can get to their shifts with a full range of transportation options: options that offer employees real choices that include driving alone, but also support and encourage transit, walking, and biking.

Automobile and freight access from Addressing Streets and Supporting Streets to a parcel should be obvious, clear, simple, and safe. Parcel access provides an opportunity to create a gateway and reinforce a strong sense of place.

Bicycle and pedestrian access to a parcel from Addressing Streets and Supporting Streets can also reinforce the sense of place ~~in Coffee Creek.~~ Bicycle and pedestrian access from an Addressing Street to a parcel should be convenient, direct, and complete. Cyclists and walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Access and mobility are for all people. The pedestrian system is successful only when all people can conveniently reach their destinations. Universal and equitable barrier- free design is most successful when designed and developed systematically from initial site design through final building design and construction.



Access from an Addressing Street
Walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Parking Design

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

Ensure that the parking lot landscape is planned, installed, and maintained to promote the informal design character associated with each landscape frontage type.

Design that Contributes to the Site Minimize site grading to preserve the natural character of the site. Contoured slopes are generally preferred to the installation of retaining walls. Where retaining walls are necessary to support site development, ensure that they facilitate surface drainage, limit soil erosion, and avoid increasing instability of

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

native soils. Integrate retaining walls with other site design features, such as stairs, ramps, and planters wherever possible.

To the extent possible, site development should maintain and enhance natural drainage patterns. Incorporate features for the storage, cleaning, transport, and re-infiltration of stormwater into site design and landscaping. Stormwater facilities such as swales should be designed to reinforce the natural quality and visual continuity of the landscape at the scale of the site and the district.

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~Area~~. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~District~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials
are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

Industrial building types typically need extensive, relatively flat surfaces for buildings, parking lots, service yards, access lanes, and truck maneuvering areas. It may still be possible to fit a multistory building into the terrain of Coffee Creek. Integrating buildings with their sites is strongly encouraged.

Landscape that Contributes to the Building
Building designs should acknowledge and respect the natural character of their
sites. The ***Northwest Industria Zone*** ~~Coffee Creek Industrial Area~~ has a strong character that derives from context, topography, and native vegetation. New site development, landscaping, and building design can reinforce this distinctive character.

Provide a consistent and high-quality environment for the ***Northwest*** ~~Coffee Creek~~ ***Industrial Zone*** ~~Area~~ by obscuring views of loading areas, work yards, above-grade utilities and services, and recycling and refuse areas from Addressing Streets, Supporting Streets and Through Connections. Whenever possible, group utilities and services to minimize visual clutter.

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone***. ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

GUIDELINES

1. PARCEL ACCESS

1.1 Distinctive identity of visitor arrival point

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.

1.2 Converging parcel access points

Use routes providing parcel access to build active intersections where pedestrians, bicyclists, and motorists have access to site amenities.

1.3 Formal landscape design that contrasts

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.

1.4 Parcel access from an Addressing Street

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

1.5 Parcel access from a Supporting Street

Where parcel access from a Supporting Street is the primary automobile access to a building for visitors use landscaping and signage to create a distinctive sense of arrival.

1.6 Parcel access from a Through Connection

Where parcel access connects only with a pedestrian walkway or multi-use path with the ~~Coffee Creek~~ pedestrian and bicycle network, design the walkway or multi-use path for safety, comfort, and convenience of pedestrians and cyclists.

1.7 Pedestrian and bicycle access network

Develop an integrated system for pedestrians and bicycles that includes good connections to other parts of the ~~Coffee Creek~~ Industrial Area and to the larger city beyond.

1.8 Accessible paths

Make paths accessible for all.

1.9 Adjust paths to incorporate site features

Add character and interest to the path by adjusting its direction and/ or width to incorporate unique natural features of the site, such as streams, pools, or rock outcroppings.

1.10 Front yards that contribute to the public realm

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

1.11 Signs

Plan the size and location of signs and their structure so that they do not detract from the natural quality of the native landscape.

1.12 Outdoor rooms

Establish and maintain a sense of the public realm as an outdoor room where building elevations serve as walls and the streets, sidewalks, and landscape serve as the floor. Use buildings to create and maintain a sense of urban enclosure.

2. PARKING LOCATION AND DESIGN

2.1 Front yard surface parking on an Addressing Street

Surface parking is permitted in the front yard setback for development along Addressing Streets and Supporting Streets with limitations. Design parking lots to result in an attractive and functional experience for staff and visitors arriving by car. To enhance the design quality of parking lots in front yards along Addressing Streets, consider increasing the quality of the materials used and treating the surface of the parking lot and walkway system as a plaza that connects to, and integrates with, the primary building entrance.

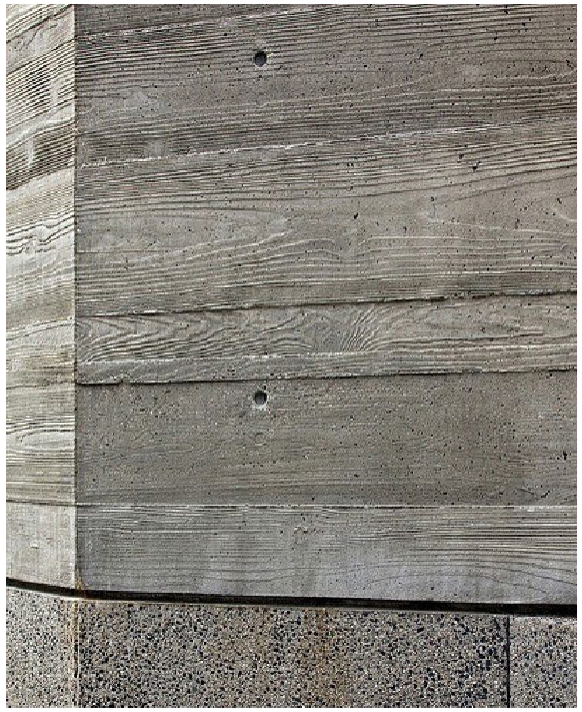
2.2 Through Connections that provide parking

Through Connections can support a wide range of on street parking options including parallel, diagonal, or perpendicular parking. Choose the type of parking most appropriate to the context: consider natural features and resources as well as programmatic needs associated with building use. Adjust the layout of parking lots to accommodate natural features and resources.

2.3 Surface parking

Vary the scale of parking lots, the pattern of landscape elements and lighting to add visual





Screening materials
Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in- place or board-formed concrete.

interest and reduce the monotonous effect of large extents of surface parking.

2.4 From the parking spot to the primary entry

Design parking lots for the comfort and convenience of visitors and the disabled. The accessible route from one's parking spot to the primary building entrances should be clear, obvious, and unobstructed.

2.5 Stormwater run-off

Consider the integration of permeable paving to reduce stormwater run-off.

2.6 Planting

Design and install new landscapes with plantings grouped in natural, irregular masses to establish and support a continuous, integrated, and natural district-wide appearance. Landscapes and plant materials shall be maintained throughout the year.

3. LOCATION AND SCREENING OF UTILITIES AND SERVICES

3.1 Geometry

Organize above-grade services elements, such as transformers, with the geometry of the adjacent streets or nearby site elements and buildings.

3.2 Screening materials

Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in-place or board-formed concrete. Long extents of fencing should be modulated with the use of reveals and other techniques. Where required, service access gates and doors should be constructed of high-quality, durable materials that complement the design of screening walls and receive regular maintenance.

3.3 Native plant material

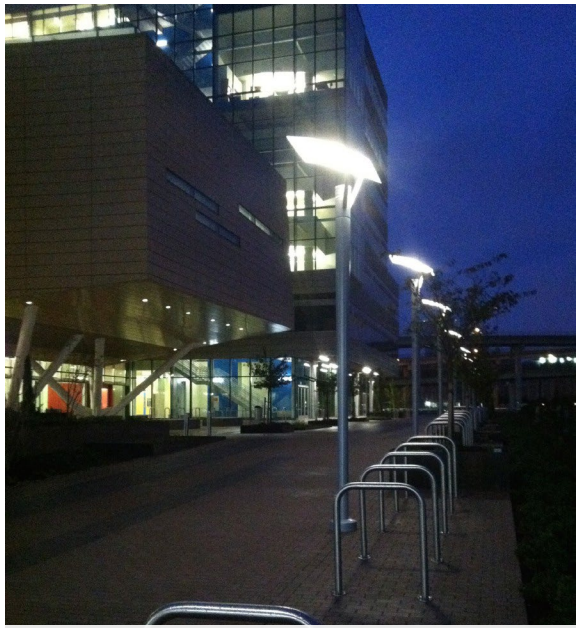
Where appropriate, screening walls should be enhanced with native plant material to diminish the visual mass and integrate with the landscape.

4. EXTERIOR LIGHTING

4.1 Nighttime safety

Exterior lighting should support safe access and use of sites in the evening and nighttime.





Nighttime safety
Exterior lighting should support safe access and use of sites in the evening and nighttime.

4.2 Highlighting

The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

4.3 Flood lighting

Surface parking lots, building entries and courtyards, and loading areas and service yards should be illuminated, but the use of flood lighting is discouraged.

4.4 Sustainable lighting

Exterior lighting should be selected for maximum energy-efficiency, durability, and maintainability.

4.5 Addressing and Supporting Streets at night

Lighting plays a significant role in supporting the design character of Addressing Streets and Supporting Streets in the evening and nighttime by encouraging the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape frontages required along Addressing Streets.

4.6 Through Connections at night

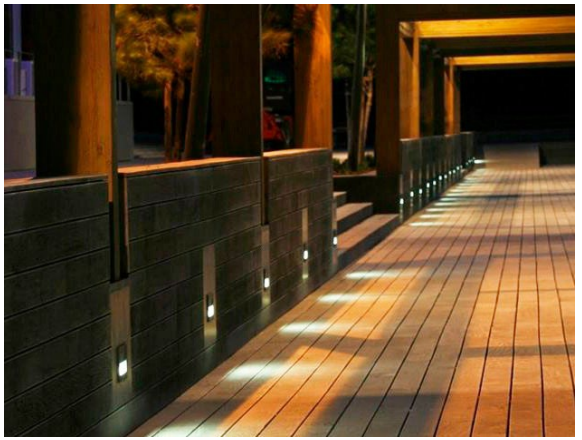
Lighting plays a supporting role in the design character of Through Connections in the evening and nighttime by promoting safety and security along routes of pedestrian access as well as the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements.

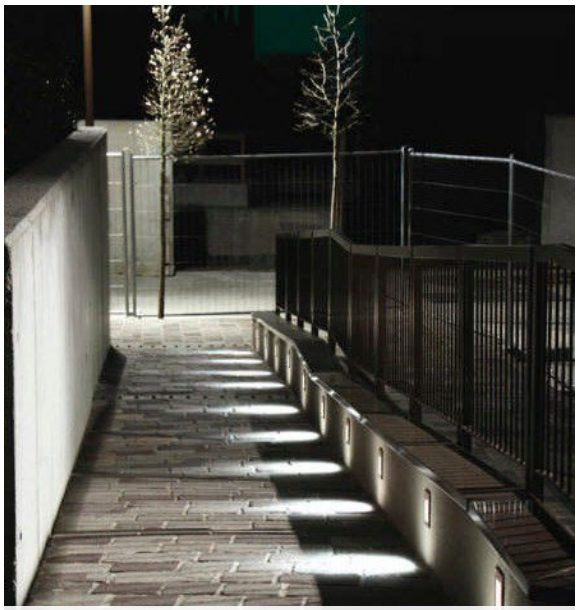
4.7 Fixture heights

Fixture heights of 15-20' are preferred for surface parking lots and loading areas and service yards. Through Connections, internal walks, courtyards, and paths should be illuminated with pedestrian-scaled lighting.

4.8 Night sky

Lighting shall protect night skies, and not extend beyond site boundaries. Light fixtures shall be cast downward with full cut-off shades. In-ground up-lighting should be avoided.





Highlighting
The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

SECTION D | BUILDING DESIGN

INTENT STATEMENT

Building massing and the architectural expression of building design elements define the scale, quality, and character of the built environment. The design guidelines for buildings focus on the following elements:

- Prominent building entrance visible from an Addressing Street
- Overall building mass and bulk
- Composition of building elevations
- Roof forms
- Materials and colors
- Sustainable building design

The massive size, enormous bulk, and large surface areas of many industrial buildings represent design challenges and opportunities. Not all of the buildings developed in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ will be warehouses or factories. Some will be office buildings or industrial hybrid buildings that incorporate office, research, assembly, manufacturing, distribution or warehousing. Buildings designed to support industrial or warehouse functions should have strong, simple forms and use windows and doors to create visual interest. Office buildings may have more varied forms that emphasize windows into, and views from, the office floors. While methods for reducing building bulk, mass, and scale will differ, the design for all buildings should consider architectural techniques that reduce their perceived scale along streets and adjacent to public spaces and help them blend into the district-wide landscape context for the aesthetic benefit of motorists, bicyclists, and pedestrians.

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial Zone***. ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.





Visual connection to the public realm
Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/ break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.

DESIGN GUIDELINES

Every address, business, and destination in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ deserves a good entrance. Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.



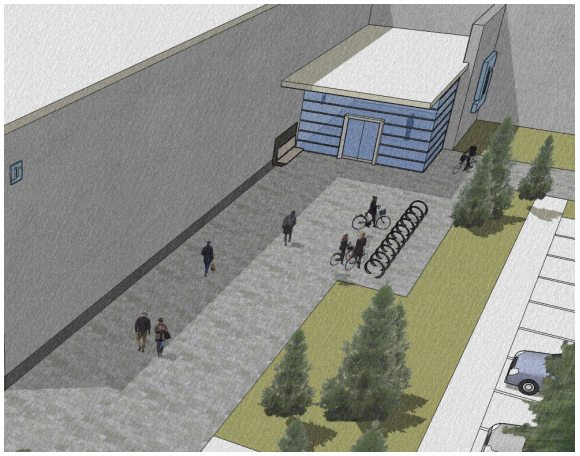


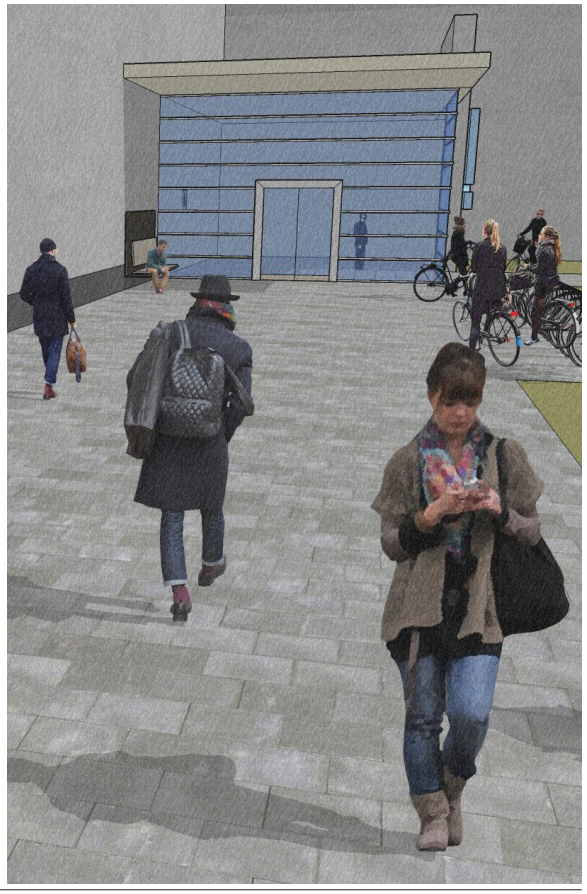




Primary entry as significant building feature
Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.







Primary entry as significant building feature
Example of prominent entrance that is visible from Addressing Street, sidewalks and parking areas. Entrance is human-scaled with transparent vestibule, weather protection and a generous pedestrian walkway.

GUIDELINES

1. BUILDING ORIENTATION AND ENTRIES

1.1 Primary building entry relationship to Addressing Street

The primary building entrance shall be visible to and accessible from an Addressing Street.

1.2 Primary entry as significant building feature

Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

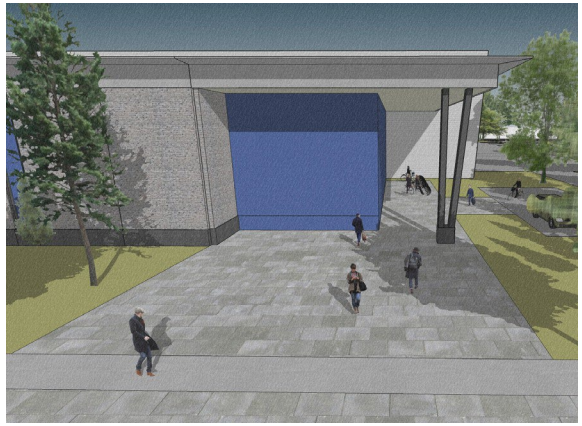
1.3 Visual interest and human scale

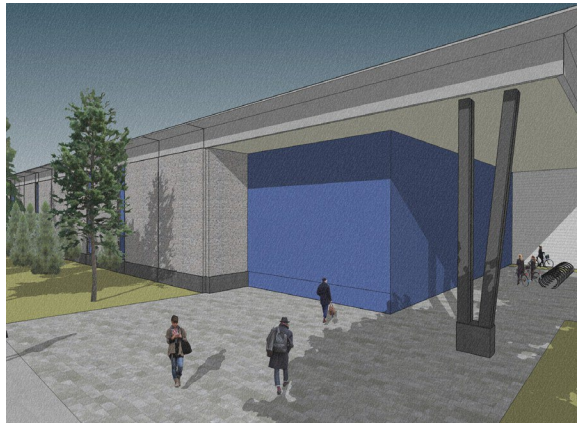
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

2. BUILDING FAÇADES

2.1 Façade articulation

Articulate façades with a sense of depth by including design elements that create shadow lines, change color or materials, or incorporate other details that together with the required landscape breakdown large expanses of flat, unembellished surfaces.





Building entrance
Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.

2.2 Office building façades

Office building windows and doors offer opportunities to decrease apparent building mass and promote a sense of the human scale. Express the programmatic elements of office buildings including lobbies, conference rooms, lunch rooms, and fitness centers as distinct elements on the building exterior, especially the front façade.

2.3 Multi-story building façades

Because their building program is more flexible than industrial or warehouse projects, multi-story office buildings in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ should incorporate elements such as jogs or offsets in street-facing building elevations, building step-backs at upper floor levels,
projections that create shadow lines, deep roof overhangs, major recesses in the building elevation to mark entries, or the bold expression of the building's structural system.

2.4 Addressing Street façades

Building elevations fronting Addressing Streets offer an initial impression of design quality and deserve special design attention. The design for all elevations for all buildings facing an Addressing Street shall clearly delineate a distinctive three-part design of base, body, and top. The intent of this guideline is to visually ground all buildings in the ~~Coffee Creek~~ landscape and provide a distinctive silhouette of each building against the skyline.

2.5 Addressing Street enclosure and street wall

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

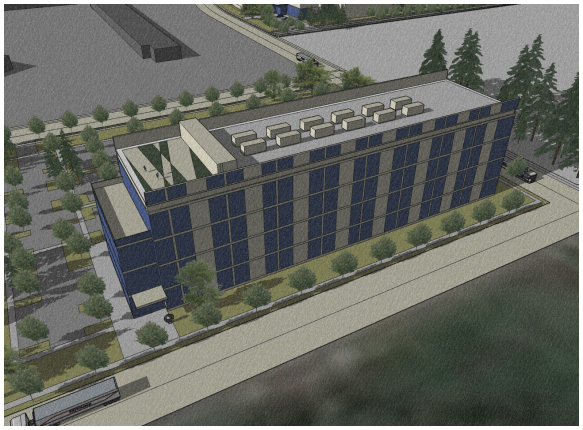
3. ROOF FORMS

3.1 Fifth elevation

The roof forms of office buildings and industrial buildings in the ~~Coffee Creek~~ Industrial Area should be considered as the "fifth elevation" of the building and their design should be fully considered as one element in the overall design of any building.

3.2 Natural light

For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.





Roof forms
The roof forms of buildings should be considered as the "fifth elevation" and their design should be fully considered as one element in the overall design.
Collection, storage, and discharge of stormwater should be expressed as architectural features.

3.3 Roof edge

At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm. In the case of warehouse or factory buildings with large floor plates, the roof may not be visible from grade and other elements of the building –the primary building entry, landscape plantings, signage, or elements of the building façade will be the prominent design features.

3.4 Roof forms

Buildings in the ~~Coffee Creek~~***Northwest*** Industrial ***Zone*** ~~Area~~ are encouraged to include prominent roof forms. This guideline may be accomplished by accentuating the required building top with upturned eaves or projections, using sloped roofs, extending roofs beyond the building elevation to create deep overhangs, adding architectural elements like braces or brackets, and prominent vertical features such as towers or vertical circulation.

3.5 Incorporation of mechanical systems

Design roof forms to incorporate a building's mechanical systems and fully screen roof-mounted equipment from view from the public realm. Minimize any visual clutter of multiple, isolated roof-top equipment by grouping such elements and screening them from view with architectural elements.

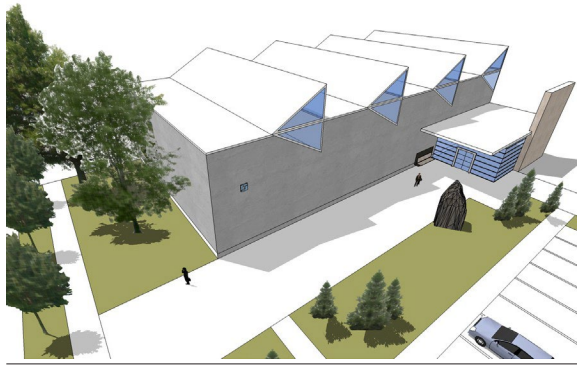
3.6 Roof stormwater

Collection, storage, and discharge of stormwater from building roofs should be expressed as distinct architectural features, integrated into building design using the design of sloping roofs, gutters, scuppers, downspouts, and cisterns that collect and store rain water. Green roof technologies could be appropriate in new buildings in ~~Coffee Creek~~ ***the NWI Zone*** as an integrated element in stormwater management.

4. MATERIALS AND COLORS

4.1 ~~Coffee Creek~~*Northwest* Industrial *Zone*~~Area~~ colors

Use of authentic, durable, and sustainable materials that derive their color from the natural setting of ~~Coffee Creek~~***the Northwest*** Industrial ***Zone*** ~~Area~~ support a consistent image and identity of the industrial area as a high-quality employment hub of the City of Wilsonville. Simple, basic, industrial materials, such as board-formed or cast-in-place concrete, architectural metal panels, corrugated steel, brick masonry, and architecturally-finished concrete masonry units are encouraged.



Natural light
For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.



Roof edge
At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm.

4.2 Emphasize base, body, and top

Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

4.3 Muted color palette

Site features and buildings should incorporate the subtle color palette derived from the natural landscape. Larger building forms can be made less prominent by employing a muted color palette drawn from the colors prevalent on the site.

5. SUSTAINABLE BUILDING DESIGN

5.1 Solar advantage and daylight

Sustainable building practices help to create healthy communities and ecosystems. To the extent possible, building orientation should consider solar exposure and capture the energy of the sun in a passive manner. Entries and public spaces should be sited where they can benefit from daylight.

5.2 Shading

Building elevations facing south and west should incorporate deep roof overhangs, projections, or sun shading devices.

5.3 Non-mechanical light and ventilation

Introduce natural light into buildings using clerestory windows and skylights. In those areas, such as offices, operable windows, and natural ventilation is encouraged.

5.4 Minimal site alteration

Where possible, buildings, surface parking lots, drive aisles, service yards, and loading areas should merge with the existing grades, rather than significantly altering them.



Base, body, and top
Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~Coffee Creek Light Industrial~~ ***Northwest Industrial*** Patterns and Typologies

Prototypes

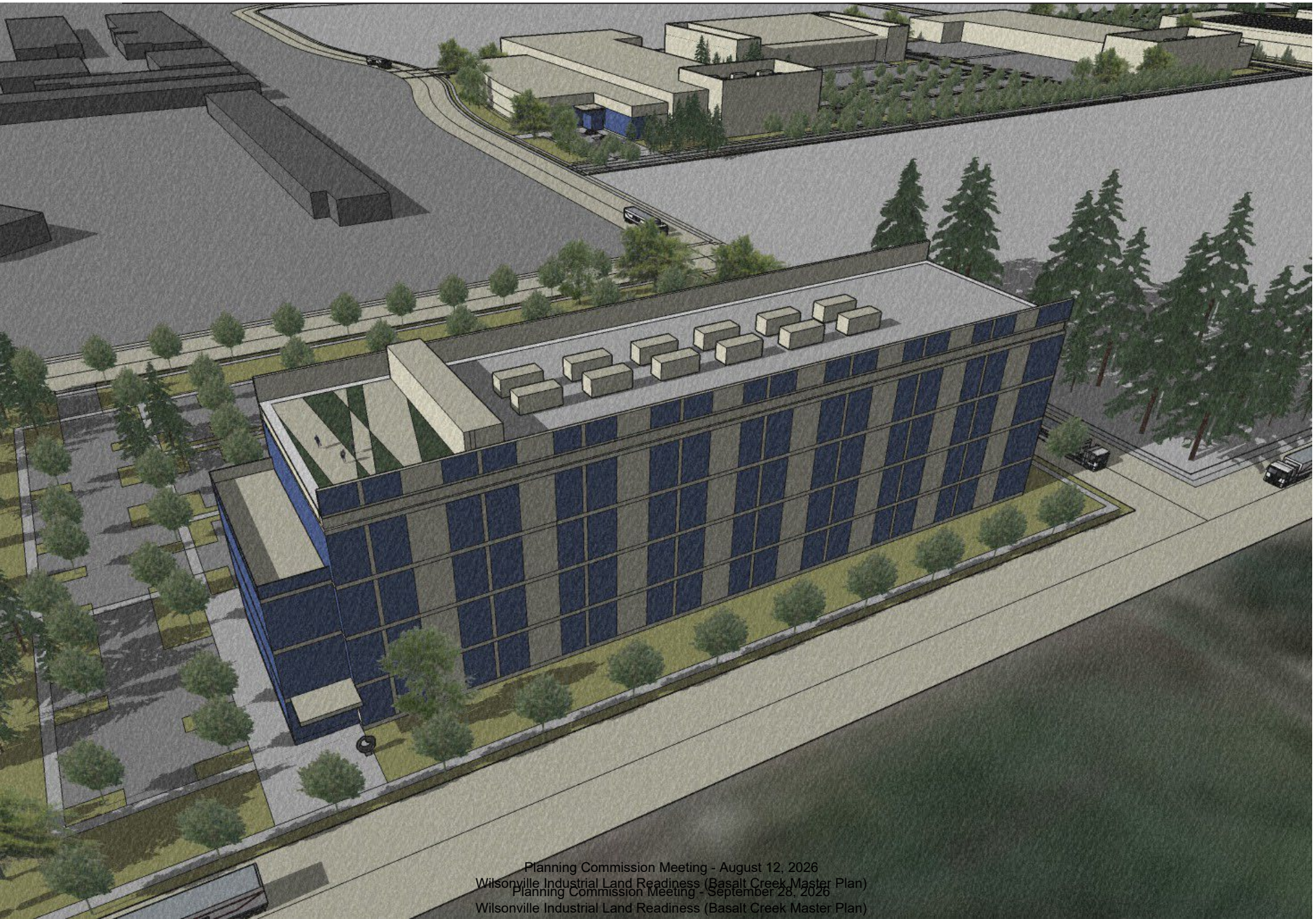
Connectivity and Street Design Patterns

Street and Path Typology

Site Design Patterns

Building Design Patterns

PATTERNS AND TYPOLOGIES

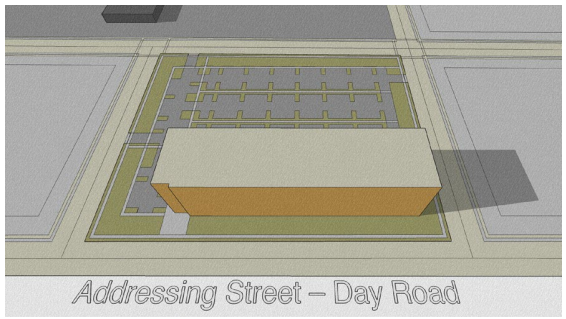


Overview of the Prototypes

Prototype 1

HYPOTHETICAL SITE AND BUILDING PROGRAM

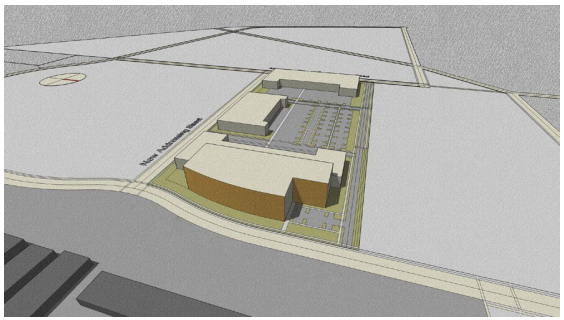
- 142,000 square feet located on Day Road
- Multi-story office building
- 40,000 square feet for office, research, lab, fabrication
- Building footprint of 20,000 square feet



Prototype 2

HYPOTHETICAL SITE AND BUILDING PROGRAM

- 700,000 square feet located on Garden Acres Road
- Industrial / warehouse building with loading docks and service bays
- 400,000 square feet for warehouse, office



Prototype 3

HYPOTHETICAL SITE AND BUILDING PROGRAM

- Existing 525,000 square foot industrial site on Grahams Ferry Road
- Combines existing structures with new development
- Hypothetical: 261,000 square feet for industrial fabrication and office



Planning Commission Meeting - August 12, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

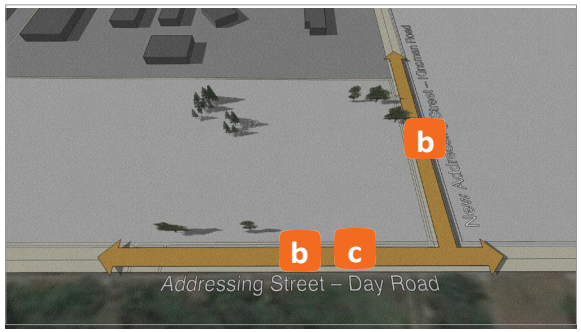
Connectivity and Street Design Patterns

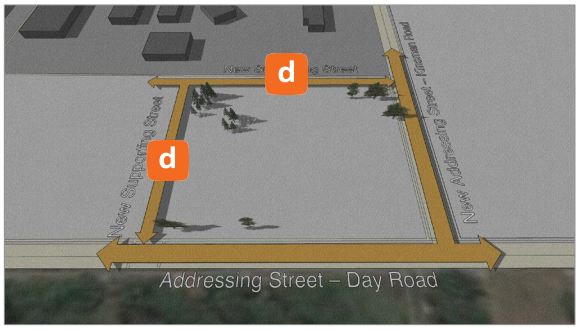
A.1.1 CONNECTION SPACING

The intent for all streets and paths in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provides access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent feasible.

- Potential ~~industrial~~ development site
- b Location of nearest existing or planned Addressing Street
- c Priority Addressing Street
- d Location of Through Connections



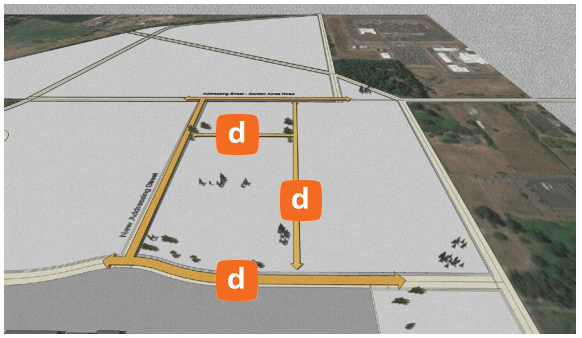




Prototype 1

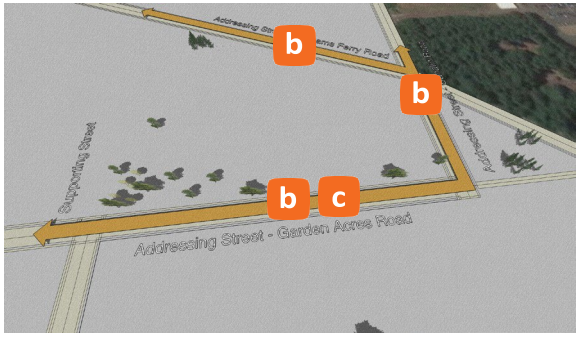






Prototype 2







Prototype 3

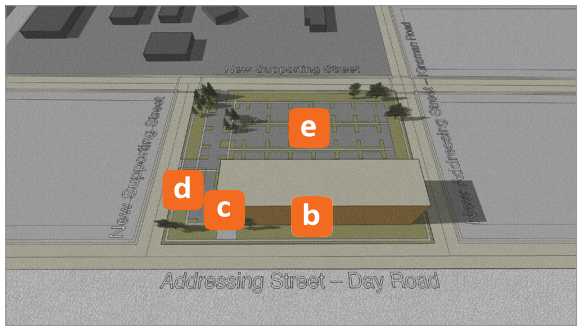
Site Design Patterns

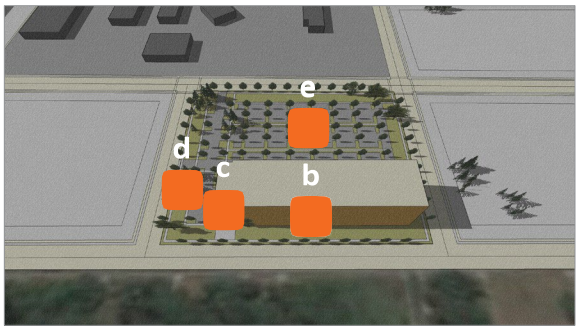
SECTION C. INTENT STATEMENT

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

- a Development parcel delineated by Addressing and Supporting Streets
- b Primary building frontage
- c Primary entrance
- d Location of limited front yard surface parking
- e Surface parking







Prototype 1

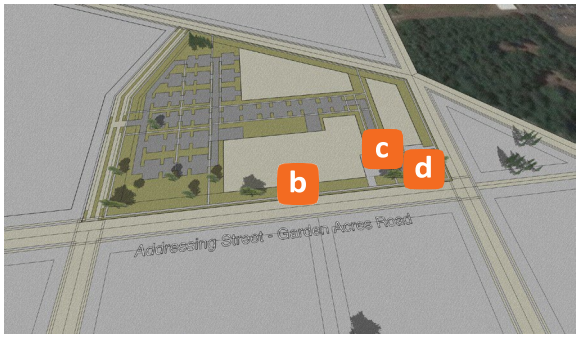






Prototype 2

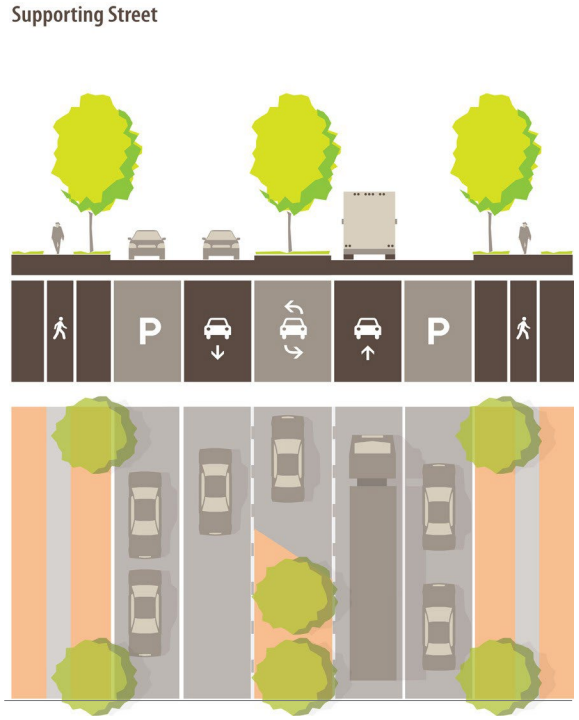




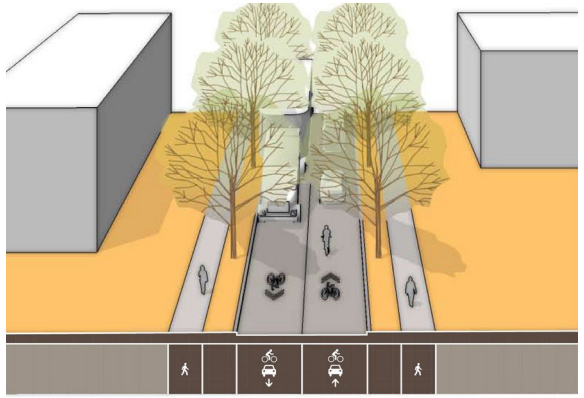


Prototype 3

Supporting Street Typology

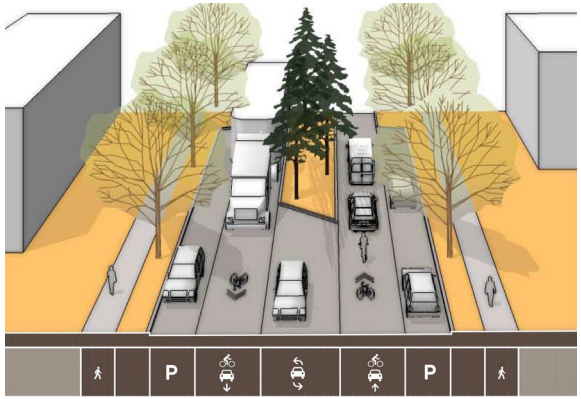


Supporting Street—Possible street section and plan



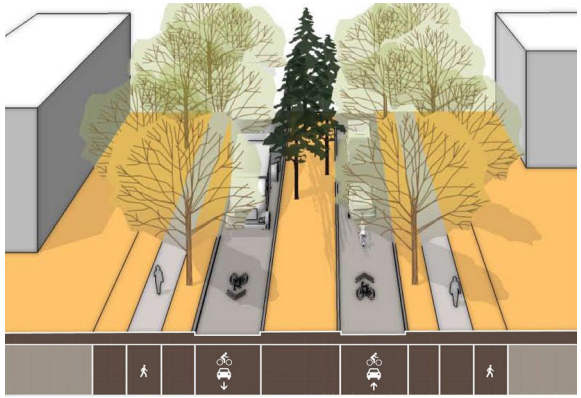
Minimal

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☐ Planted median
- ☐ Left turn lane
- ☐ On-street parking



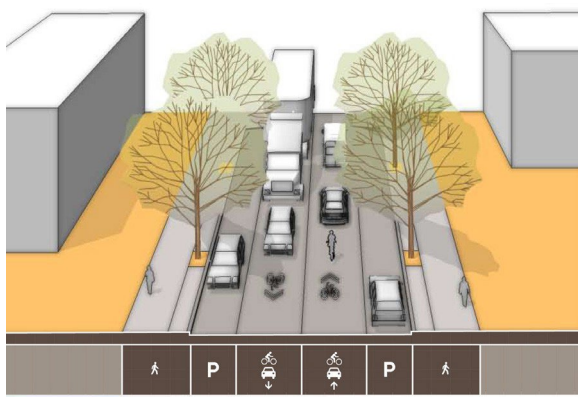
Monumental

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☑ Left turn lane
- ☑ On-street parking



Park-like character

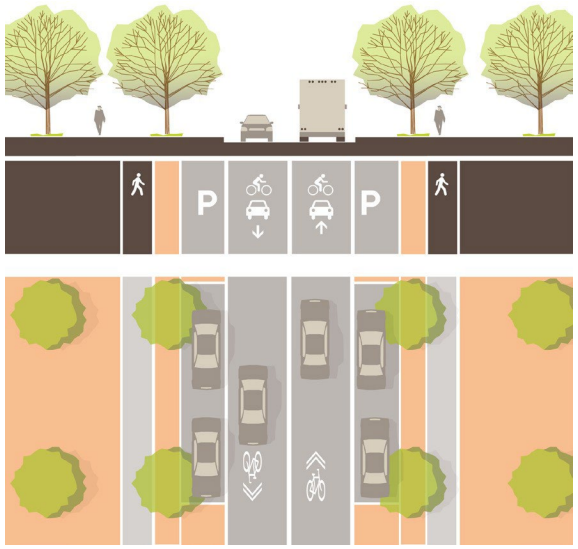
- ☑ Vehicular access
- ☑ Pedestrian access—sidewalks
- ☑ Bicycle access—shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☐ Left turn lane
- ☐ On-street parking



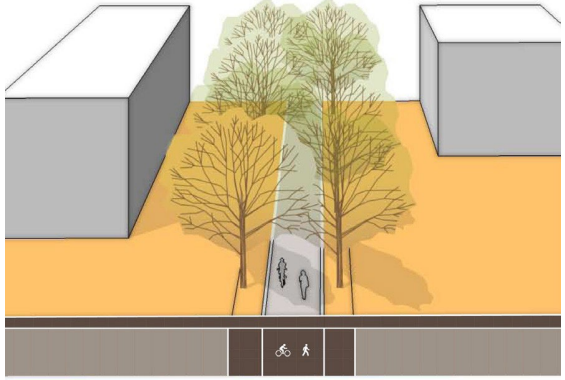
Urban character

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in tree wells
- ☐ Planted median
- ☐ Left turn lane
- ☑ On-street parking

Through Connection Typology

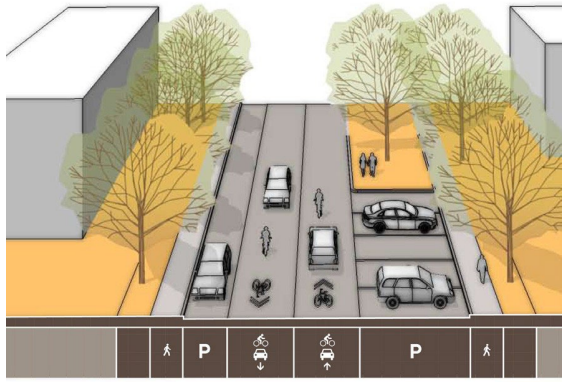


Through Connection—Possible street section and plan



Minimal bike-ped

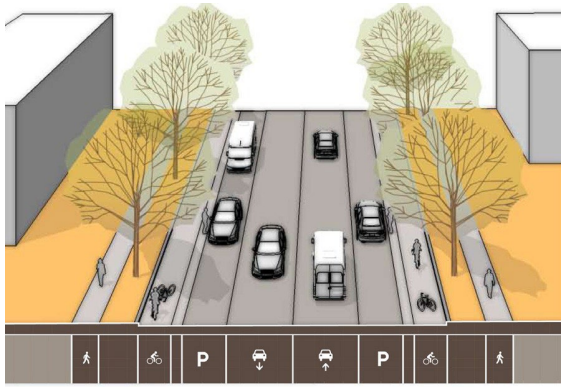
- ☐ Vehicular access
- ☑ Pedestrian access—in multi-use path
- ☑ Bicycle access—in multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☐ On-street parking



Park-like

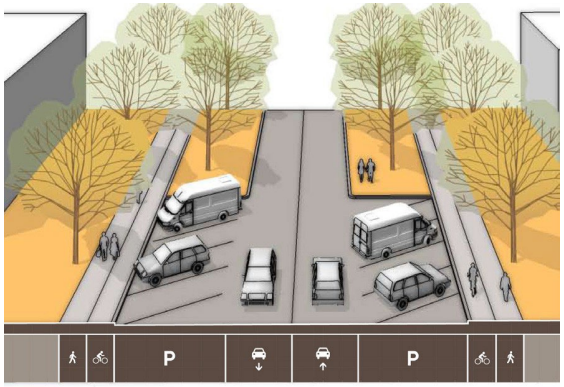
- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—head-in

*A "parklet" is a pocket park within the parking width



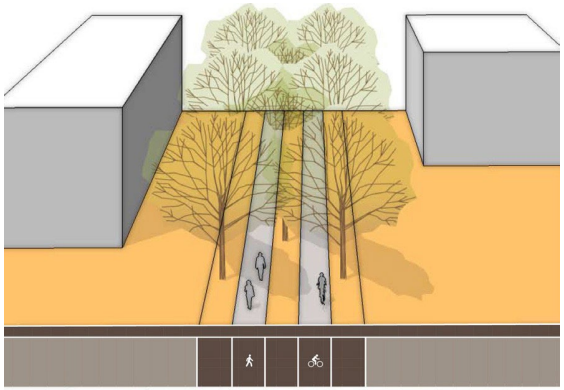
Bike priority

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalk
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☑ On-street parking—parallel



Maximum parking

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—diagonal

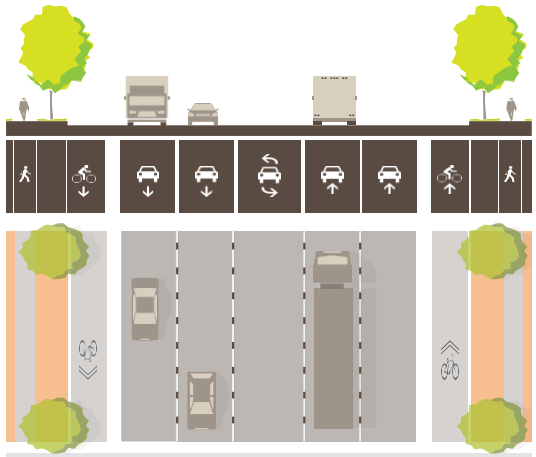


Bike-ped

- ☐ Vehicular access
- ☑ Pedestrian access—multi-use path
- ☑ Bicycle access—multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks—in parklets*
- ☑ Planted median
- ☐ On-street parking

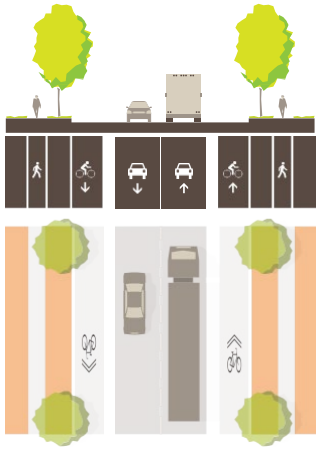
*A "parklet" is a pocket park within the parking width

Addressing Street Typology



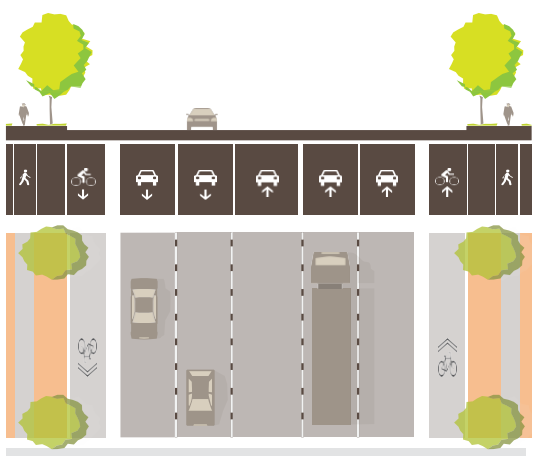
Day Road

Type	Major Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 35 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



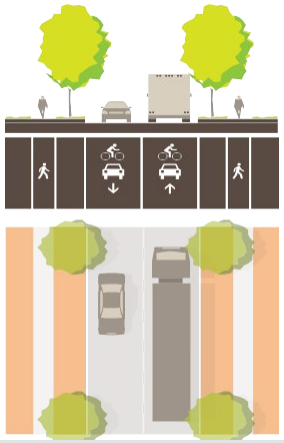
Cahalin Road

Type	Local Street
Role in Network	Bike Route
Design Speed	Under 20 mph
Right-of-Way Easement	72 feet
Curb-to-Curb Width	44 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



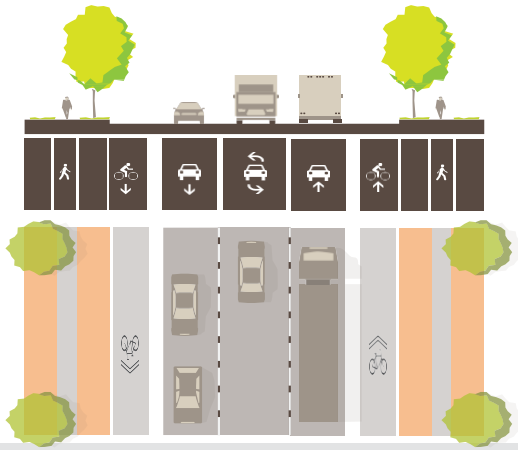
Grahams Ferry Rd

Type	Minor Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 30 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



~~Garden Acres Rd~~

~~Type~~	~~Minor Arterial~~
~~Role in Network~~	
~~Design Speed~~	~~Under 25 mph~~
~~Right-of-Way Easement~~	~~52 feet~~
~~Curb-to-Curb Width~~	~~24 feet~~
~~Travel Lanes (number)~~	~~2~~
~~Travel Lane Width~~	~~10-11 feet~~
~~Center Turn Lane Width~~	~~NA~~
~~Parking Lane Width~~	~~0~~
~~Bike Facilities Width~~	~~Cycle track~~
~~Sidewalk Width~~	~~6 feet each side~~
~~Planting Strip Width~~	~~8 feet~~



~~Clutter Road~~

~~Type~~	~~Collector~~
~~Role in Network~~	~~Freight Route~~
~~Design Speed~~	~~Under 25 mph~~
~~Right-of-Way Easement~~	~~86 feet~~
~~Curb-to-Curb Width~~	~~58 feet~~
~~Travel Lanes (number)~~	~~2~~
~~Travel Lane Width~~	~~10-12 feet~~
~~Center Turn Lane Width~~	~~14 feet~~
~~Parking Lane Width~~	~~0~~
~~Bike Facilities Width~~	~~10 feet Buffered Bike Lane~~
~~Sidewalk Width~~	~~6 feet each side~~
~~Planting Strip Width~~	~~8 feet~~

Addressing Streets

Existing and planned public streets within the Regulating Plan Area are called Addressing Streets and include Boones Ferry Road, Cahalin Road, Clay Street, Day Road, Clutter Street, Grahams Ferry Road, and Garden Acres Road. Supporting Streets and Through Connections have design options and flexibility as depicted above. Addressing Street cross-sections will be designed consistent with the Wilsonville Transportation System Plan and Public Works Standards. The Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets.

Prototype 1

B. 2.2 EXISTING TREE GROVES AT POINTS OF ACCESS

Incorporate elements such as existing stands of native trees to emphasize points of site access and building access.

C. 1.4 PARCEL ACCESS FROM AN ADDRESSING STREET

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

C. 1.10 FRONT YARDS THAT CONTRIBUTE TO THE PUBLIC REALM

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

SECTION D. INTENT STATEMENT

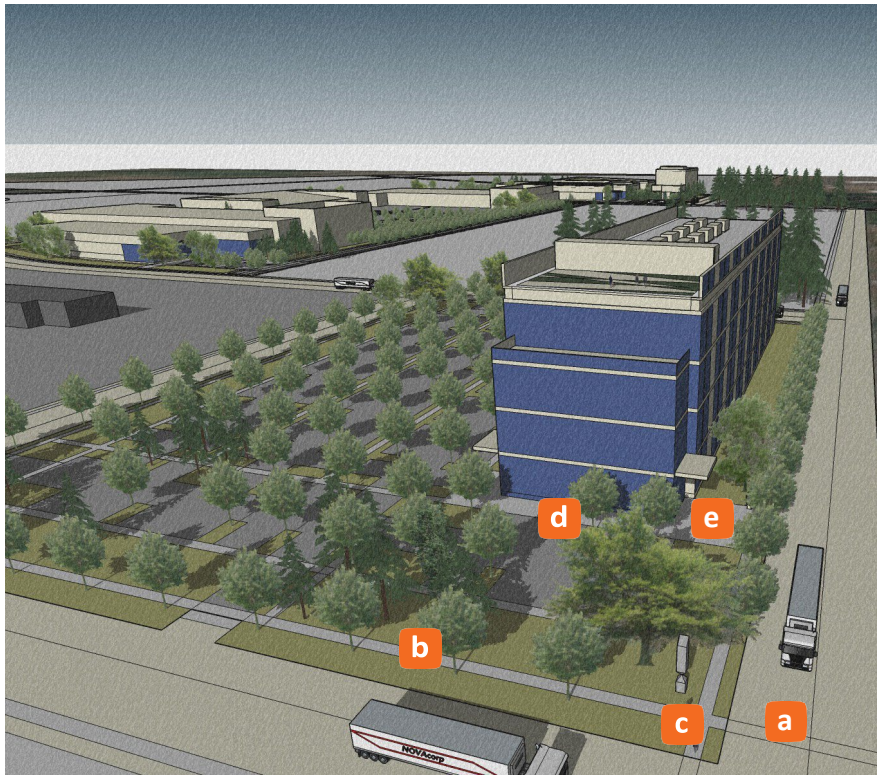
Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial area.*** ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

D. 1.2 PRIMARY ENTRY AS SIGNIFICANT BUILDING FEATURE

Make the primary building entry a significant element of building design in ***the Northwest Industrial Zone.*** ~~Coffee Creek~~. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

D. 2.5 ADDRESSING STREET ENCLOSURE AND STREET WALL

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.





a Primary Addressing Street

b Existing tree groves at points of access

c Front yards that contribute to the public realm

d Enhanced public realm safety through interaction of public and private spaces

e Primary building entry relationship to Addressing Street

f Primary entrance

Prototype 2

A. 2.1 PARK-LIKE CHARACTER

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

A. 2.4 ENCLOSED PUBLIC REALM

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in the ***Northwest Industrial Zone.*** ~~Coffee Creek.~~

A. 3.3 EXTENSION OF PUBLIC REALM

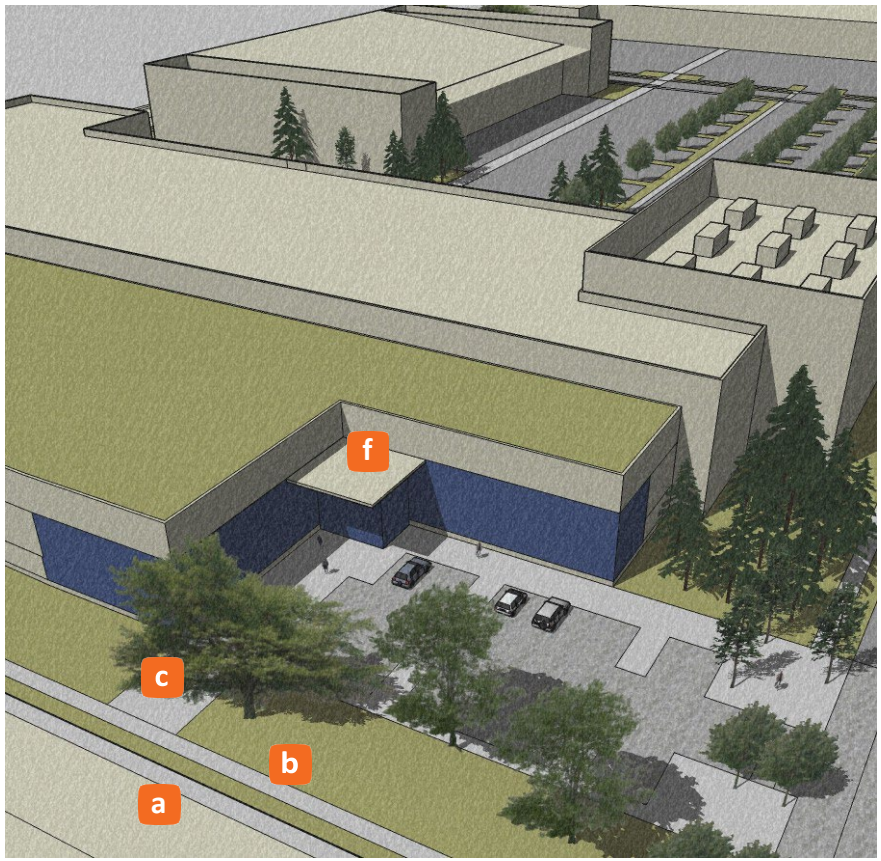
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

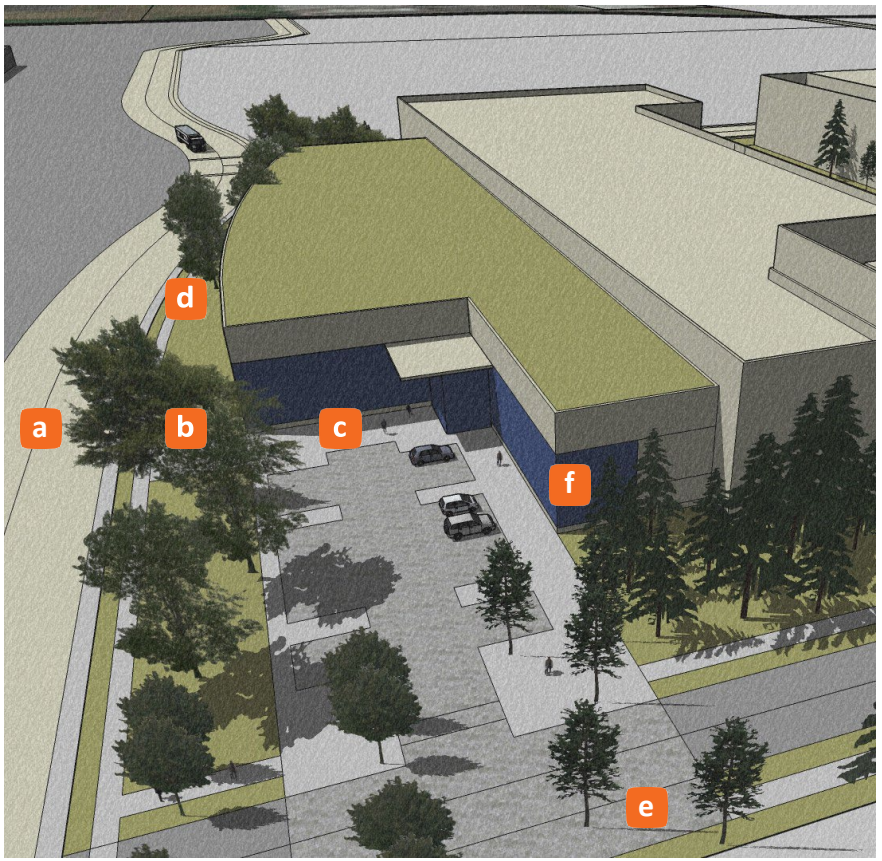
SECTION C. INTENT STATEMENT

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~ Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. Expressing the smaller-scale of these programmatic functions on the ground floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.





a Primary Addressing Street

b Addressing Street park-like character

c Addressing Street as front door

d Enclosed public realm

e Native trees in the setback

f Visual interest and human scale

Prototype 3

B. 1.6 TREE PRESERVATION WITHIN SETBACKS

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

B. 1.7 INFORMAL PARK-LIKE LANDSCAPING

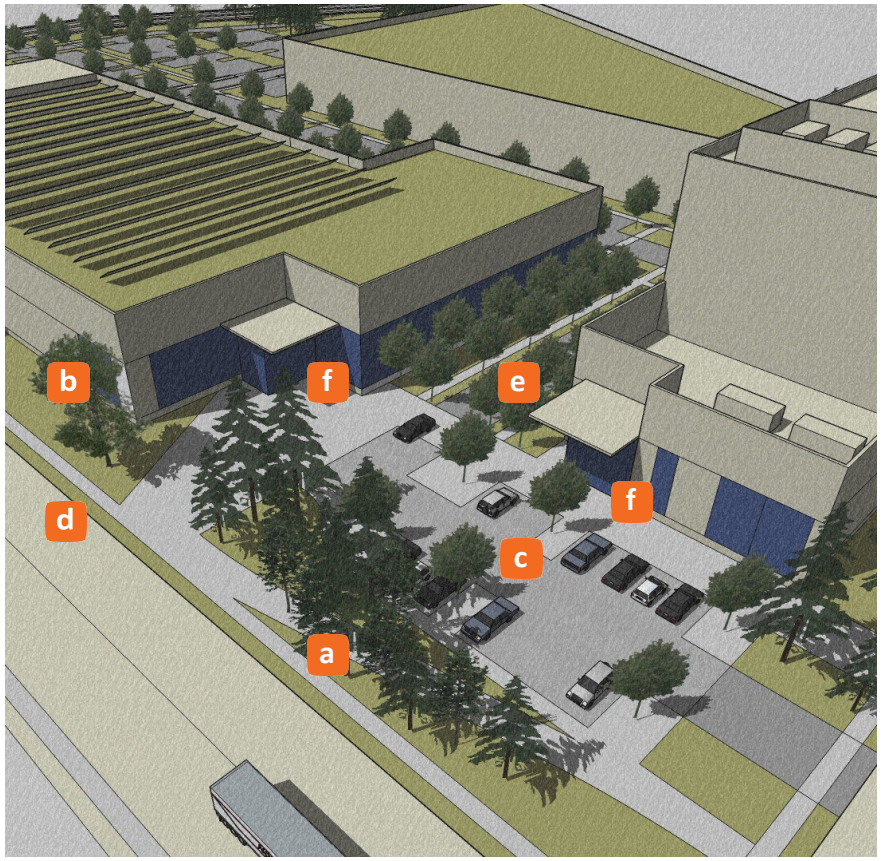
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

SECTION C. INTENT STATEMENT

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries only. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

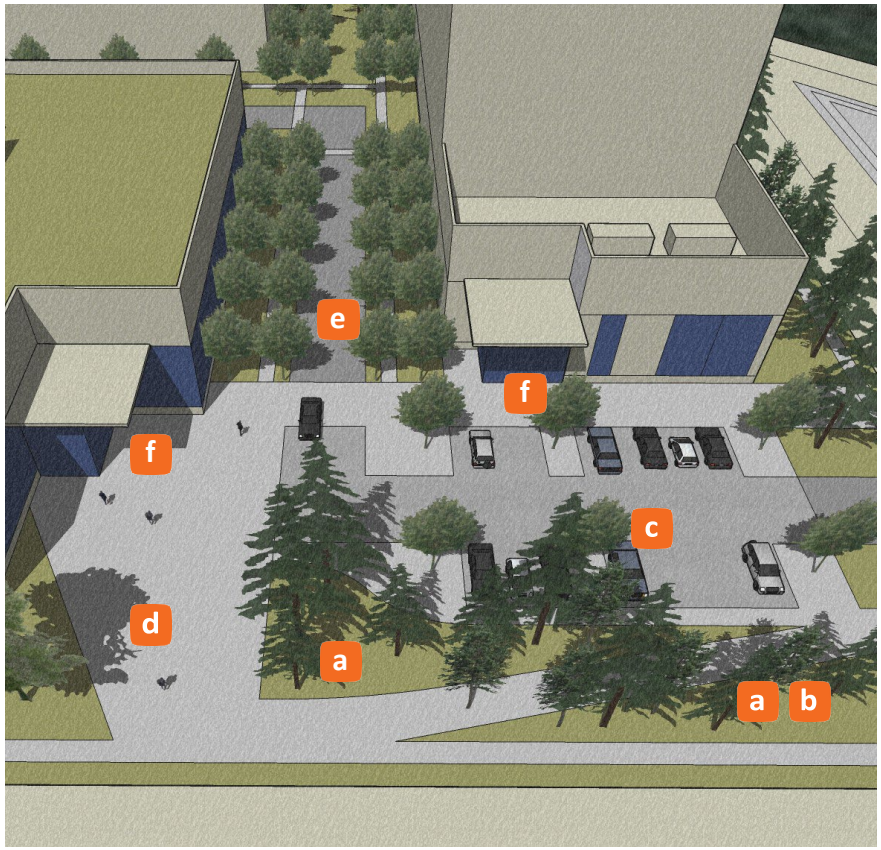
C. 1.1 DISTINCTIVE IDENTITY OF VISITOR ARRIVAL POINT

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.



C. 1.3 FORMAL LANDSCAPE DESIGN THAT CONTRASTS

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.





D. 1.1 PRIMARY BUILDING ENTRY RELATIONSHIP TO ADDRESSING STREET

The primary building entrance shall be visible to and accessible from an Addressing Street.

- **a** Tree preservation within setbacks
- **b** Informal park-like landscaping
- **c** Limited surface parking in the front setback
- **d** Distinctive identity of visitor arrival point
- **e** Formal landscaping that contrasts
- **f** Primary entrance

WILSONVILLE OREGON

Attachment 4

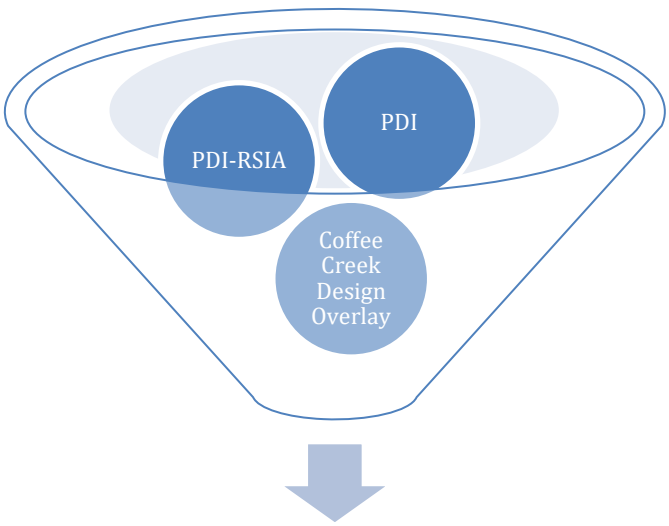
Planning Division Memorandum

From:	Chris Myers, Senior Planner; Amy Maag, Development Engineering Manager
To:	Wilsonville Planning Commission
Cc:	Miranda Bateschell, Planning Director; Zach Weigel, City Engineer
Date:	August 5, 2026
RE:	Response to Schnitzer Properties Comments Re: NWI Code Amendments

The Northwest Industrial (NWI) Zone standards are the product of the Coffee Creek and Basalt Creek planning processes and reflect policy direction provided by the Planning Commission and City Council for more than a decade, including most recently through the Economic Development Strategy and Basalt Creek Master Plan processes conducted over the past year and a half. The standards are intended to support a well-designed and uniquely attractive business community characterized by cohesive, high-quality development, a consistent design character, and a range of industrial and employment opportunities. Applying these standards consistently throughout the district is essential to carrying out the long-term vision for the northwest Wilsonville industrial area (Basalt Creek, West Railroad, and Coffee Creek industrial areas). This memorandum provides context regarding the differences between the amendments requested to the NWI Zone by Schnitzer Properties and the foundation and rationale underlying the City's existing policies.

What is the NWI Zone?

It is important to emphasize that the proposed NWI Zone does not represent a fundamental change in the City's approach to industrial development. The NWI Zone is not a set of new standards. At its core, the Coffee Creek Design Overlay District (CCDOD) has been renamed the NWI Zone to reflect its application to both the Coffee Creek Industrial Area and the Basalt Creek Planning Area. Planning Commission and City Council feedback last year was clear: development in Basalt Creek should be consistent with development across Day Road in Coffee Creek.



Although limited updates are proposed to incorporate modern industrial uses (e.g. fulfillment centers) and distinguish use allowances among the subdistricts, the underlying development standards remain the same. The NWI Zone combines three well-established, and highly successful, portions of City Code - Planned Industrial Development (PDI), PDI-RSIA (Regionally Significant Industrial Area), and the CCDOD - consistent with the direction provided by the Planning Commission and City Council over the past two years.

Policy Foundation & Purpose

When the CCDOD was established, the intent was to mimic well-designed, highly successful industrial areas in the City (e.g. 95th Avenue). Where a broad range of employment uses are allowed, but an overall sense of a business district is formed by good design. There is flexibility for each business as it relates to business needs and site layout, but there are also design standards that ensure an overall positive experience in the public realm rather than having this differentiate from property to property. When Wilsonville adopted the CCDOD, it also put itself in a unique position among cities by providing a streamlined clear and objective administrative review process for industrial development. Clear and objective standards are not required in the State of Oregon for commercial and industrial development. The City wanted to be business friendly by providing a faster, more certain process for projects that met the desired vision for development in the area.

The purpose of clear and objective standards is not to establish criteria for all developments a city may consider or approve. The intent of creating clear and objective standards is to set the ideal for development the city wants, and then to streamline the process into an administrative review, because it is ideal. When it is not the ideal and needs further assessment, then it goes through a different process. In Wilsonville's case, to the Development Review Board. For example, ideally the city wants freight and vehicle traffic separated for safety and circulation reasons. Thus, the clear and objective standards require freight and vehicle traffic to be separated. However, if an applicant wants to combine access, they can seek a waiver. This is the purpose of a two-path review process.

Role of the Two-Path Review Process

The availability of an alternative design or waiver process is important to the NWI framework. It allows the City to consider legitimate site-specific constraints and opportunities without converting one applicant's preferred site plan into the standard for the entire district. Where a site's size, topography, operations, or configuration warrants a different design response than what is required by clear and objective code, the proposed, alternative design can receive approval through the waiver process (e.g. a large site under single ownership, which can propose alternatives to internal connectivity). This is determined at the time a development proposal is reviewed. As long as the applicant can provide findings that the alternative does not supersede the broader public objectives established through the City's legislative planning process, but rather meets them through a different approach.

In reviewing any such request, the City's DRB considers whether the alternative:

- meets the purpose of the standard to an equal or better degree;
- preserves multimodal connectivity and access to surrounding properties;
- supports safe and functional freight, employee, and visitor circulation;
- maintains the intended relationship among buildings, entrances, parking, landscaping, and the public street; and
- is supported by evidence specific to the site and proposed use.

Successful Application of the Policies

After the construction of Garden Acres Road, four development projects are now built or underway in the Coffee Creek Industrial Area under the existing code standards of the CCDOD (the same as the proposed NWI Zone). All four previously approved projects received land use approval through a combination of administrative review for elements meeting clear and objective standards and DRB review for requested waivers.

In 2024, staff conducted a comprehensive review of the CCDOD and made updates recommended by the Planning Commission and City Council. This modified several clear and objective standards that previously would have required a waiver. In March 2026, the City Council adopted a new Economic Opportunities Analysis and Economic Development Strategy, which reaffirmed the City's existing policies as supporting successful employment opportunities and business growth, and reaffirmed the desire to apply the CCDOD in Basalt Creek. The result is the proposed NWI Zone. Over the course of 2025 and 2026, the Council, informed by the Planning Commission, held multiple work sessions, including a joint work session in October 2025. Through this process, Council provided direction on a preferred master planning concept and the NWI zoning approach (in particular: October 6 and November 17, 2025, and April 20, 2026, for West Railroad; May 19, June 2, and August 4, 2025, and December 2, 2024 for BCPA).

Relevant Policy Objectives

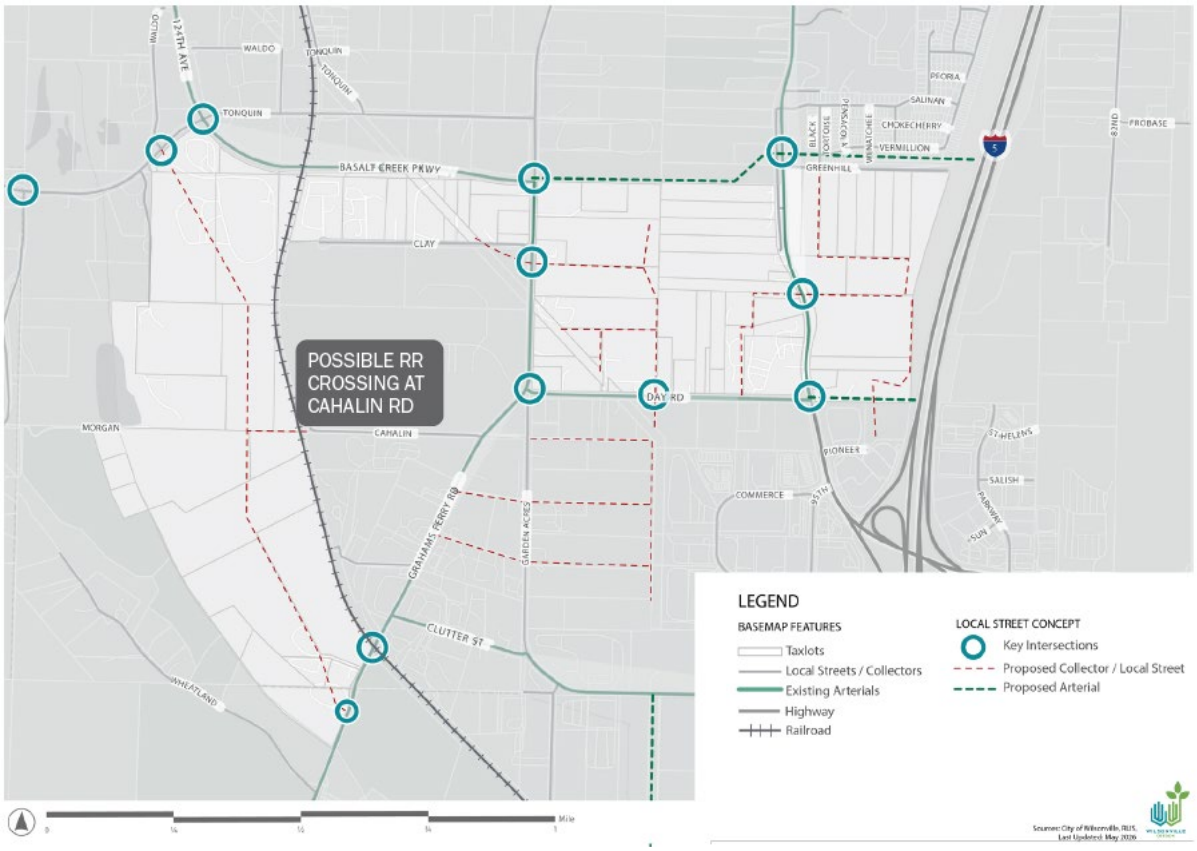
The principal policy objectives relevant to the Schnitzer requests are:

- A connected street and pathway network that supports freight, automobiles, transit, bicycling, and walking while maintaining access to adjacent and future development.
- An identifiable public realm in which buildings, primary entrances, landscaping, and pedestrian routes help shape the street edge.
- Parking and circulation standards that support industrial operations without allowing surface parking and truck functions to dominate addressing streets.
- Cohesive, high-quality site, landscape, and building design implemented through standards that can be administered consistently.Responses to Requested Amendments

Responses to Requested Amendments

Connectivity and connection spacing *(Proposals 1 and 14)*
The adopted standard is for 600 feet maximum between internal connections, or 1,000 feet maximum if located along Day Road. These requirements are consistent with transportation network planning standards utilized by jurisdictions across the country and match access spacing requirements applied to all roadways within Wilsonville as identified in the Wilsonville Public Works Standards. These access standards help ensure that vehicle capacity along the City's major roadways is maintained and vehicle travel delay is minimized, while maintaining internal site access and circulation via the minor streets.

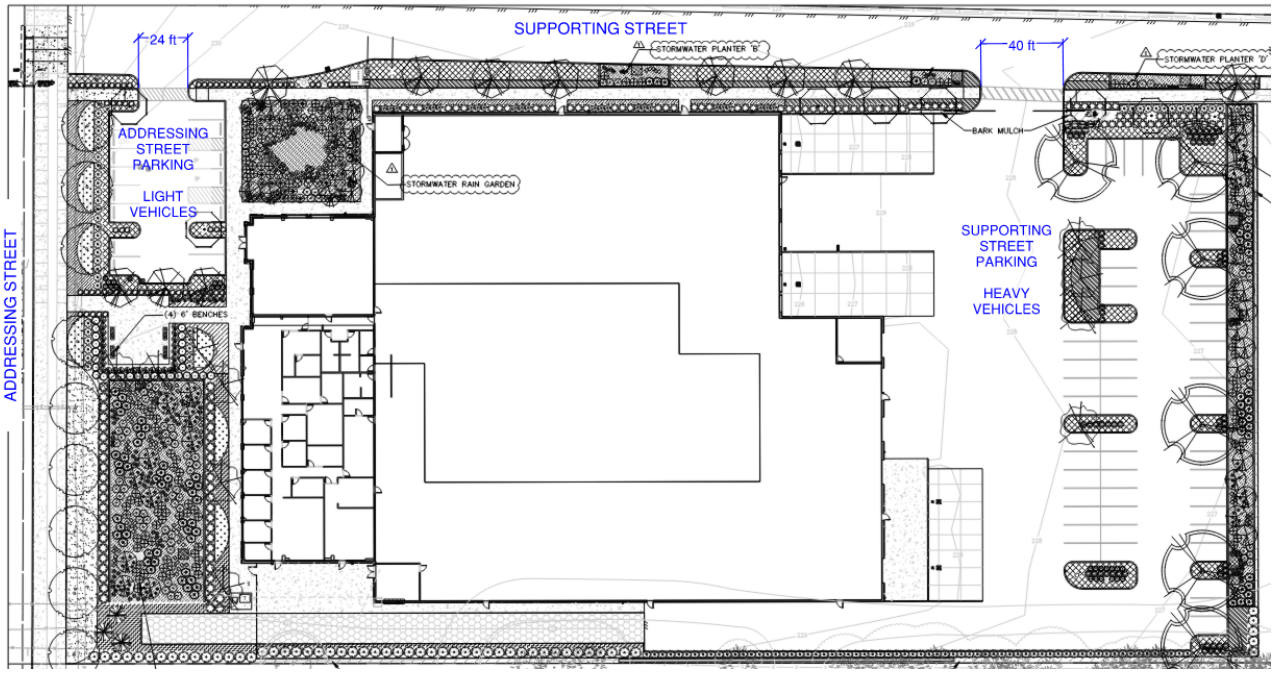
Per the Local Street Concept Map (Figure 13 of the Basalt Creek Master Plan) shown below, the access spacing requirements ensure that each existing tax lot is provided internal access and circulation through the supporting streets, limiting access to the City's major streets at specific intersections preserving roadway capacity and minimizing vehicle delay. Comparing Highway 99 through Tigard, where access on the major street is not limited and very little internal circulation is provided to that of the Basalt Creek Parkway, and it is easy to see the effect access spacing has on vehicle travel time and capacity. These access spacing requirements implement the City's direction for a connected industrial district and continued access to adjacent and future development.



A 1,400-foot spacing standard or developer determined connectivity standard, as requested by Schnitzer Properties, would substantially weaken that framework. This modified standard would result in elimination of some of the internal supporting streets and require the City to authorize direct access to major streets, such as Day Road, Graham's Ferry, and Boones Ferry, as the City cannot deny access to a public street as part of a development. These additional access points along major streets decrease roadway capacity and increase vehicle delay, impacting the City's ability to move traffic efficiently through the City.

However, a site-specific alternative may be considered through the waiver process if the applicant demonstrates that the proposal for greater block lengths still maintains safe and efficient freight and vehicle circulation, pedestrian and bicycle connectivity, emergency access, access to transit, and connections to adjacent properties and the surrounding transportation network.

Driveway widths *(Proposal 2)*
Prior revisions to the proposed NWI standards largely address the operational concern by allowing driveways up to 40 feet wide on Supporting Streets where needed to accommodate freight and other heavy-vehicle movements. Consistent with direction from the Planning Commission and City Council, the street hierarchy is intended to minimize freight ingress and egress on Addressing Streets, which serve as the district's primary building frontages and pedestrian-oriented streets, and instead direct those movements to Supporting Streets designed to accommodate wider driveways and service access. The present framework can therefore accommodate necessary freight movements without making a 40-foot driveway the standard for combined access points.



Example site plan to illustrate driveway width standard, Precision Countertops

Pedestrian connection width *(Proposal 3)*
The eight-foot width is an intentional multimodal design standard that provides a clear, comfortable connection from the street to the primary building entrance and bike parking area. A reduction to six feet, as requested by Schnitzer Properties, is not supported as a district-wide change; unusual site conditions may be considered through the waiver process.

Parking along Addressing Streets *(Proposals 4 and 5)*
Limiting parking between an Addressing Street and a building, and locating buildings closer to the street, were central policy objectives to the original CCDOD design standards and recently

confirmed by the Planning Commission and City Council. Parking location and design was discussed substantially during the CCDOD evaluation in 2023-2024 with policymakers deciding to eliminate the parking bay limitations and require 50% of spaces to be designated for short-term uses. It was decided at that time not to increase the number of spaces allowed by-right so that larger parking areas are reviewed through a waiver process to ensure additional design or landscaping can mitigate the impact of the larger parking area fronting the primary addressing street. Increasing the allowance to 28 spaces per entrance, or up to 120 spaces, as requested by Schnitzer Properties, would materially change the intended public realm and divert substantially from the direction of policymakers from 2014 to present. Alternatives are reviewed through the waiver process. A project in Coffee Creek received a waiver to locate all parking along the frontage of an addressing street under conditions of approval requiring additional landscaping and design.

Retaining-wall height, materials, and design *(Proposals 6, 7 and 8)*
The current Development Code limits landscape retaining walls visible from adjacent streets to 48 inches in height. In 2024, the Code was amended to allow retaining walls up to 60 inches when they are visible only from within the development site and not from adjacent streets. Schnitzer Properties proposes allowing retaining walls up to 60 inches more broadly and expressly authorizing modular or ultra-block wall systems and unspecified “other techniques.”

In response to the topographic conditions found throughout the Basalt Creek Planning Area, staff has revised the proposed NWI standards to allow retaining walls up to 60 inches in height, including when visible from adjacent streets. This district-wide revision addresses Schnitzer Properties’ requested height increase while maintaining a clear and objective standard applicable to all NWI properties. Staff does not support expressly authorizing modular or ultra-block systems or using open-ended phrases such as “other techniques” without corresponding, measurable design standards that are clear and objective. These additions could result in retaining walls that do not support the cohesive, high-quality development character intended for the district.

Primary entrances and visibility *(Proposals 9 and 10)*
The requirement that primary entrances relate visibly and directly to an Addressing Street is fundamental to the form-based design approach and pedestrian-oriented public realm. The requested language by Schnitzer Properties would weaken that relationship and create uncertainty for buildings with multiple entrances.

Front, side, and rear setbacks *(Proposals 11, 12 and 13)*
The adopted setback standards are consistent with the long-established policies in the PDI and PDI-RSIA Zones and those established in the form-based design approach of the CCDOD. These regulations are consistent with industry standards for industrial development. Site-specific designs, buildings, or operational constraints that justify reduced setbacks, as requested by Schnitzer Properties, are more appropriately evaluated through the alternative, waiver process.

Permitted uses and use restrictions *(Proposal 15)*
Under the proposed NWI Zone, fabrication, industrial services, outdoor storage, general storage, and cold storage are allowed only in the subdistricts and under the limitations identified in the use table. These distinctions are intended to maintain the specific employment and development character established for the Coffee Creek, High-Tech Employment, and Light Industrial subdistricts. Schnitzer Properties proposes allowing these uses outright throughout the NWI Zone without the proposed subdistrict specific restrictions. Applying the same permissions across all subdistricts would eliminate important distinctions among them, confirmed as desired by Council over the past eighteen months, and could allow storage-oriented and other lower employment uses in areas intended for higher density employment and higher quality development. Staff recommend retaining the proposed use framework established through this planning process.

Building orientation on shorter frontages *(Proposal 16)*
The request by Schnitzer Properties is to allow buildings with frontages under 650 linear feet on Addressing Street to face any direction. This would undercut the primary-frontage and building-orientation standards, which encourage a more visible, inviting, and attractive employment district. Having consistent design standards throughout the district promotes the identity and long-term performance of the industrial area.

Summary
Staff has met with representatives of Schnitzer Properties several times, including twice in 2026, to discuss the concerns presented to the Planning Commission. Staff recognize Schnitzer Properties' interest in maximizing usable industrial land and accommodating contemporary, large-format industrial buildings. Large-format industrial development is not prohibited by the City's Development Code. However, the scale and configuration presented in Schnitzer Properties proposal exceed the limitations established by the clear and objective (ideal) standards and therefore would not qualify for the administrative staff review process.

The Council's vision in the northwest Wilsonville industrial area is for a connected, multimodal employment district characterized by a range of industrial uses, and an interconnected street and block network based on industry standards. Because the proposal departs from the clear and objective standards that policymakers feel comfortable being approved through an administrative review process, it would require review through the waiver process by the Development Review Board. That process provides an appropriate mechanism for considering greater flexibility based on site-specific evidence while preserving the district-wide standards and broader policy objectives established for the planning area.

Stakeholder Engagement

The Basalt Creek Concept Plan review process (2014-2019) included comprehensive community involvement to gather input. The CCDOD (2014-2017) engagement process included an Open House and Technical Advisory Committee, which included developers, brokers, and industry professionals. Review of the CCDOD (2023-2024) included interviews and focus groups with recent

applicants and their consultant teams to inform the evaluation and provide input on the CCDOD process and standards to inform the Code amendments. During the current project (2025-2026), ECONorthwest focused on gathering input from Business Oregon, Greater Portland Inc., property owners, and developers (including Schnitzer Properties and Johnson Economics), to understand demand for industrial land in Wilsonville as well as property owners' current and future plans for their property, to inform the market and site suitability analyses and determine appropriate zoning standards. Staff also mailed letters to property owners with limited, supportive feedback.

Conclusion

Staff therefore recommend retaining the proposed NWI connectivity, site-design, building-design, setback, and orientation clear and objective standards. The standards being pulled into the NWI Zone have been reviewed and confirmed twice in the past three years by Council's specific direction and feedback on the desired outcomes for employment and industrial growth. The only limited refinement supported is consideration of a 60-inch retaining wall height where it can be written as a clear, objective, and generally applicable response to district topography. All other site-specific concerns included in their requests should be evaluated through the alternative design and waiver process during development review.

The proposed NWI Zone and associated Basalt Creek Master Plan (BCMP) materials will return to the Planning Commission for a work session on August 12, 2026, followed by a City Council work session on August 17. The Planning Commission public hearing is scheduled for September 9, with the City Council public hearing scheduled for October 5. The purpose of the BCMP is to outline desired land uses, necessary infrastructure, and apply the necessary zoning to make the area ready for development. Council has directed staff to develop the BCMP over the past two years. The project scope, budget, and grant timeline are nearing completion. The BCMP must be adopted this fall, along with Comprehensive Plan and Zone Map designations to make properties development-ready from a land use perspective. Given the consistent support and direction for applying the existing code, and its success in being applied historically, staff recommends adoption of the NWI Zone for the BCMP area. If there is a desire to change the clear and objective standards to reflect a different ideal, staff recommend that as a future, follow-on project.

Basalt Creek Master Plan

Planning Commission Work Session #3

August 12, 2026

Where Are We Now

- Two previous work sessions
  - June 10, 2026
  - July 8, 2026
- Public hearing
  - September 9, 2026

WILSONVILLE
OREGON

Purpose of Work Session 3

- Final review of:
  - Draft Master Plan
  - Appendices
    - Water
    - Sewer
    - Stormwater

WILSONVILLE
OREGON

The Basalt Creek Master Plan

- Chapter 1: Introduction
- Chapter 2: The Planning Process
- Chapter 3: Existing Conditions & Future Needs
- Chapter 4: Master Plan for Basalt Creek
- Chapter 5: Implementation & Phasing Strategy

Technical Appendices

- A. City of Wilsonville Ordinance No. 834
- B. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report
- C. Transportation System Plan (TSP) Evaluation
- D. A Transportation Analysis for the Basalt Creek Master Plan
- E. Local Street Concept Map
- F. Grahams Ferry Road Freight Traffic Accommodation Evaluation
- G. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville
- H. City of Wilsonville Economic Opportunities Analysis
- I. Basalt Creek: West Railroad Water and Sewer Evaluation
- J. Basalt Creek Subbasin Evaluation, *in progress*
- K. Basalt Creek/West Railroad Infrastructure Funding Analysis

Work Session #1

- **Plan Refinements**
  - **Natural resources:** elevated and refined discussion
  - **Implementation timing:** adjusted to reflect staff capacity
- **Additional Discussion**
  - Transportation planning
  - Wildlife crossings
  - Basalt Creek history & previous planning
  - Infrastructure & master planning

June Work Session: Items in Progress

- Water system analysis
- Sanitary sewer analysis
- Stormwater analysis
- Zoning refinements
- Associated maps, figures, and recommendations

Work Session 2

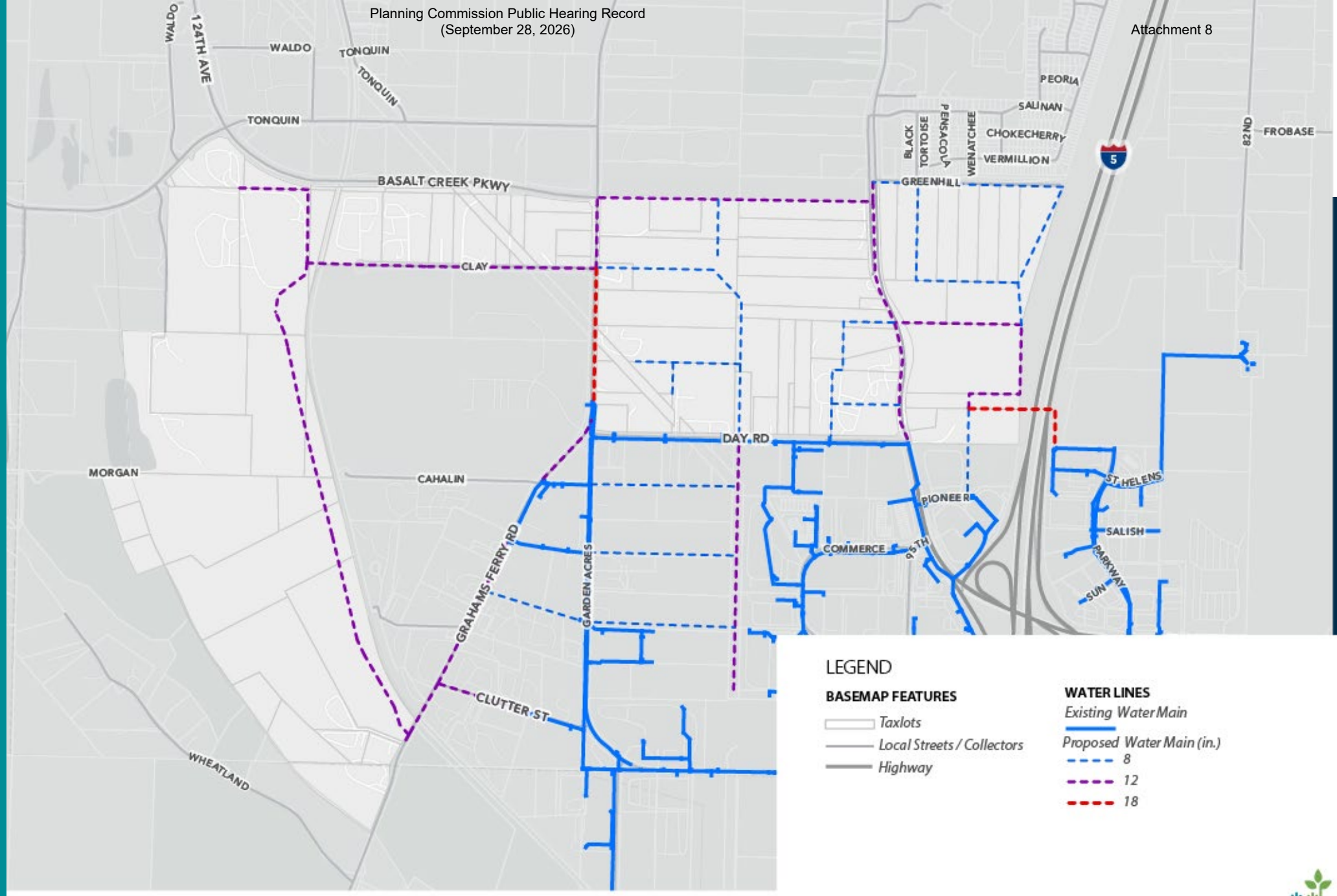
- Proposed Development Code Edits
  Including Craft Industrial Code Language (4.130)
  11 new definitions
- Northwest Industrial Pattern Book
- Changes to the use table
  Direct-to-Consumer (e-commerce fulfillment)
  Data Centers
  Residential Hospital

WS2 Feedback

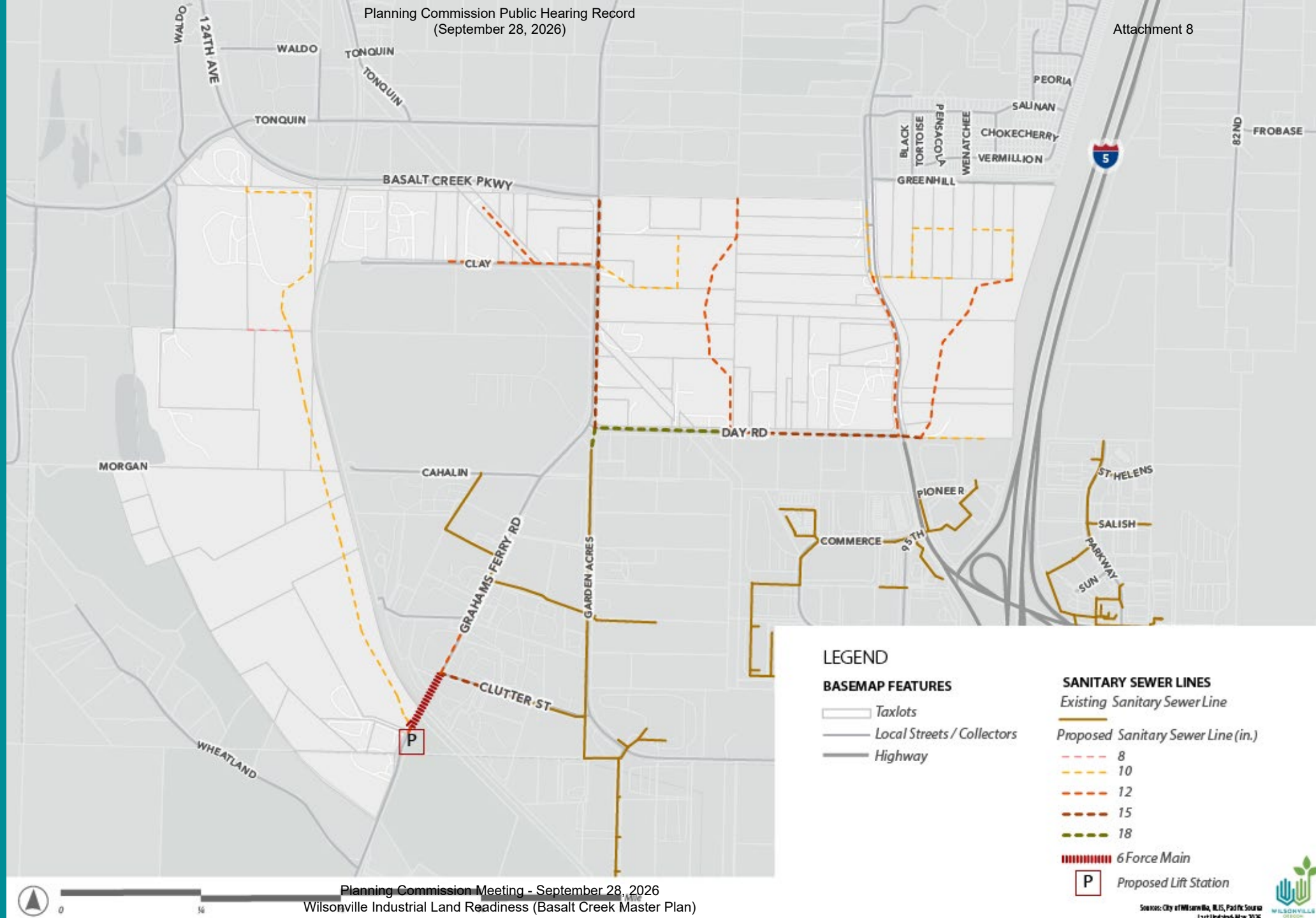
- Changes made:
  - Data Centers (Attachment 2)
  - *Industrial Services* Definition (Attachment 2)
  - NWI Pattern Book (Attachment 3)
    - Clarify street/multimodal design framework

WILSONVILLE
OREGON

Water: Future System



Sewer: Future System



Stormwater: Future System



City Council Timeline

- City Council Work Session
  - August 17, 2026
- City Council Public Hearing
  - October 5, 2026 (first reading)

WILSONVILLE
OREGON

Discussion

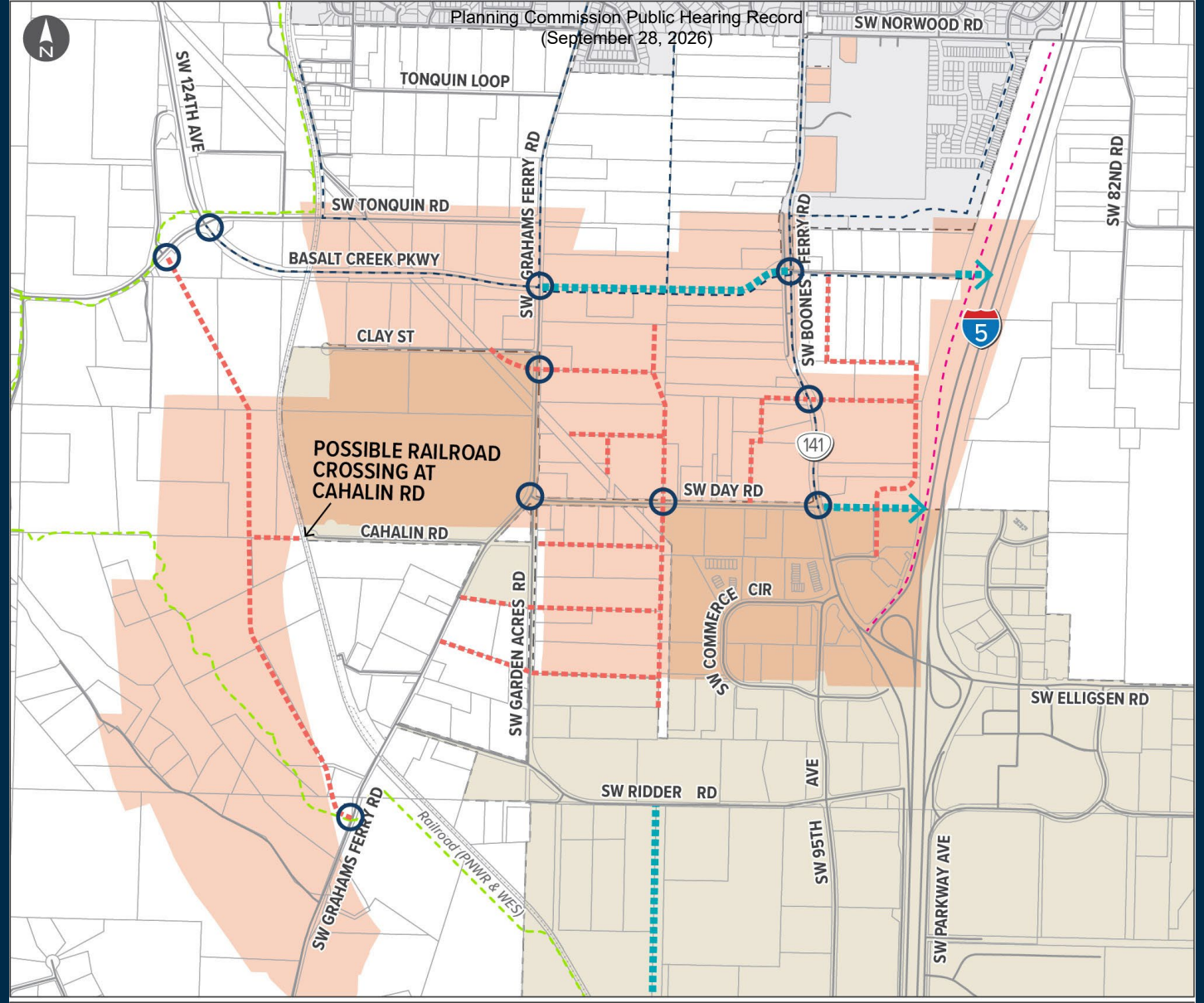
- Does this draft reflect prior PC input?
- Any specific revisions?

WILSONVILLE
OREGON

Accessory Use

Accessory Building or Use: A subordinate building or use, the function of which is clearly incidental to that of the main building or use on the same lot. For non-residential uses, an accessory use may be located on a lot adjoining that of the main use if approved for this purpose through the Administrative Review procedures of Section 4.030.

WILSONVILLE
OREGON


N
SW 124TH AVE
TONQUIN LOOP
SW NORWOOD RD
SW 82ND RD
SW TONQUIN RD
SW GRAHAMS FERRY RD
SW BOONES FERRY RD
BASALT CREEK PKWY
CLAY ST
5
141
POSSIBLE RAILROAD CROSSING AT CAHALIN RD
SW DAY RD
CAHALIN RD
SW GARDEN ACRES RD
SW COMMERCE CIR
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
ICE AGE TONQUIN TRAIL CONCEPT
BASALT CREEK TRAIL CONCEPT
I-5 EASEMENT TRAIL CONCEPT
BASALT CREEK PLANNING AREA
TAX LOTS
WILSONVILLE CITY LIMITS
TUALATIN CITY LIMITS
KEY INTERSECTION
NOTE: Key intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

- **Ms. Bogert** explained that the updated report would probably include crash data through 2024 because statewide crash data typically lagged approximately two years due to the reporting and public-release process. Notable, more recent crashes known through news reports or City knowledge could be documented and discussed unofficially despite not yet being included in the statewide data.
- **Mr. Mansur** explained that the approximately 24-month lag resulted from Oregon's paper-based crash-reporting process, which required information from police crash reports to be manually entered and could result in information being lost. ODOT had received a grant to transition the process to electronic reporting, which was intended to improve the process.

Planning Director Bateschell offered to check with Staff working with the Tourism Committee about bicycle tourism and designated scenic cycling area and share the information with the Commission by email.

4. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)

Senior Planner Myers introduced the Commission's third and final work session on the draft Basalt Creek Master Plan before the September 9 public hearing. The Commission had reviewed most major plan elements and supporting analysis during the June and July work sessions, so the presentation would focus on revisions made in response to Commission comments and elements not previously presented.

Lauren Scott, MIG, reviewed the draft Master Plan via PowerPoint. The five-chapter structure remained unchanged, with the stormwater evaluation and funding analysis remaining outstanding. The stormwater evaluation was nearly complete, and its major recommended facilities had been incorporated into the draft plan. Revisions since June included expanded treatment of natural resources, including Tapman Creek and Coffee Lake Creek; adjusted Chapter 5 implementation timing to better reflect Staff capacity; and refinements addressing transportation planning, wildlife crossings, planning history, infrastructure, and master planning. Sanitary sewer and stormwater planning were incorporated at a high level, and most placeholder text and figures had been resolved.

Senior Planner Myers continued, reviewing changes following the prior work session. Data centers were changed to a restricted use in all four subdistricts, required to be accessory rather than primary uses, and remained limited to 25,000 sq ft. An industrial services definition was added, and the Northwest Industrial Pattern Book was clarified regarding streets and the multimodal design framework.

- A recent meeting with Ryan Schera and Schnitzer Properties clarified the Track 1 administrative and Track 2 Development Review Board (DRB) pathways available to the property. The City would retain the design standard limiting parking between an addressing street and building frontage to 16 spaces per structure, reflecting the longstanding principle

ABC Transcription DRAFT

of avoiding large expanses of parking in front of buildings. Staff continued working with Schnitzer Properties on other concerns, including connectivity, with additional information provided in Attachment 4.

Development Engineering Manager Maag continued the PowerPoint, reviewing the infrastructure planning for future development. Planned water extensions would generally follow the transportation network, with the system looped for reliability and fire service and line sizing coordinated with development needs. Sanitary sewer would primarily use gravity service following road alignments and terrain, with a lift station anticipated near Grahams Ferry Road to serve the West Railroad area.

Commissioner comments were as follows with questions addressed by Staff as noted:

- **Senior Planner Myers** explained that the regulating Master Plan and Pattern Book identify addressing streets within the Basalt Creek Master Plan area, generally corresponding to the higher-volume or larger street fronting a site.
- The memo summarizing the Schnitzer Properties discussions and Staff's work navigating those meetings were appreciated.
- The Commission's prior comments, including those regarding data centers, had been well addressed.
- **Development Engineering Manager Maag** explained that the master plan includes a funding plan for infrastructure, with much of the infrastructure expected to be funded and installed through private development. Much of the stormwater system would also be privately owned and maintained. The City would own and maintain the water and sewer systems to meet State law and public health requirements, with new development paying its proportional share through rates. Although development would initially construct new infrastructure, its ongoing monthly fees would also help offset the cost of aging infrastructure throughout the city.
- **Commissioner Candrian** raised concerns about allowing data centers. Exhibit 31 showed data centers' electricity demand of 5 to 100 megawatts (MW) far exceeding the maximum 6 MW of other potential uses listed. The proposed accessory-use definition could contain a loophole that would allow a company to structure its operations to effectively make the data center a primary use. Having data centers as a permitted or acceptable use was dangerous, especially with regard to water and electricity consumption. Data centers also employed relatively few people compared to the employment envisioned for Basalt Creek. He preferred prohibiting data centers altogether, but if he was in the minority, accessory uses should be more strictly defined; perhaps even with regard to the amount of power that could be used in specific locations to ensure loopholes could not be exploited if data centers are allowed.
    - **Planning Director Bateschell** read the existing Accessory Use definition (Slide 15) and noted additional restrictions could be considered if the Commission did not want to prohibit data centers entirely. Rather than relying only on the existing square-footage limit, the City could limit an accessory data center to a percentage of the primary building or use, such as a maximum of 10 percent of the main use on site. Data centers

ARC Transcription DRAFT

could also be changed from a restricted use to a Conditional Use Permit (CUP) only, requiring review by the DRB even if the proposal otherwise met the Track 1 process criteria.

- **Chair Semenova** questioned if data centers were allowed, whether a study or other review should determine whether a proposed data center could constrain other development by consuming available electricity or water system resources. While existing infrastructure might have capacity for the data center, subsequent development could become substantially more expensive if additional transmission or water-system capacity was then required. She also asked whether the sewer and water infrastructure presented for Basalt Creek could support the resource demands of a data center.
  - **Development Engineering Manager Maag** explained that data centers varied widely in their power and water usage, largely depending on how the facility was cooled; some used more power while others used more water. The Governor had convened a task force that spring to examine data centers, including their power and water usage, and Maag offered to provide links to the task force discussions for additional information. If a large water user impacted the City's water system, the developer would be responsible for contributing to the necessary system upgrades. Power infrastructure was under Portland General Electric's (PGE) control, and existing standards limited PGE's ability to extend new transmission routes through the city. A data center requiring significant power might be possible along Grahams Ferry Road near existing transmission routes, while other areas, such as Clay Street, might not be able to accommodate one. PGE understood the amount of power available for Wilsonville and continued to track that capacity. Given the wide variation in water and power consumption, she recommended limiting data centers by square footage rather than attempting to limit resource consumption. She confirmed that square footage would be the more effective approach for restricting data centers and preventing a loophole.
- **City Attorney Guile-Hinman** explained that regulating data centers based on usage could be challenging if usage increased over time. From a Code enforcement perspective, square footage was much easier to regulate than resource usage, particularly because the City would not have access to power-usage data. She supported considering both size limitations and the review process, noting that a CUP provided more than a simple discretionary review path.
- **Planning Director Bateschell** explained that data centers were currently proposed as a restricted use in all four subdistricts, meaning they could not exceed 25,000 sq ft and had to be an accessory use. A standalone 25,000-sq-ft data center would not qualify; an applicant would have to demonstrate a primary building and primary use, with the data center incidental and in addition to that use. However, as a restricted use, a qualifying data center would be allowed by right. Whether reviewed through the DRB or the Track 1 administrative process, the clear and objective standards could be reviewed and approved by Staff. If the Commission wanted to further limit data centers, they could instead be designated as a CUP, while retaining a size limitation based on square footage or a percentage of the primary use. A CUP would require DRB review through a discretionary process, providing an opportunity to determine whether the use was appropriate in the

ADC Transcription DRAFT

particular circumstances and consistent with surrounding development, and to condition the use accordingly. The Commission could determine the appropriate level of oversight by subdistrict, including retaining data centers as a restricted use in the High-Tech subdistrict with a CUP in the other subdistricts, requiring a CUP in all subdistricts, or prohibiting data centers outside the High-Tech subdistrict and requiring a CUP within High-Tech.

- **Planning Director Bateschell** believed 15 percent or less seemed reasonable as an accessory use when the primary use occupied the remaining 85 percent. Staff could also assess the existing data center in Wilsonville to determine what percentage of the total square footage of the use on the entire site was occupied by the data center. Because the existing data center was clearly permitted as an accessory use, that percentage could provide a reference point and, if consistent with the percentage range identified by the Commission, could be incorporated into the use table.
- **Commissioner Candrian** favored allowing data centers only in the High-Tech subdistrict, questioning the need for data centers in the other subdistricts, such as Craft Industrial. Within High-Tech, he supported requiring data centers to be an accessory use limited to a percentage of the primary building square footage and also requiring a CUP. He questioned whether the regulations could prevent one company from purchasing multiple lots and using the allowable percentage on each property to create a much larger data center. He also questioned how relevant the existing Siemens data center should be as a precedent because it was already approved in a separate area, while acknowledging that it could provide a basis for determining a reasonable percentage for an accessory use.
- **Planning Director Bateschell** confirmed that the existing Siemens data center solely met Siemens' business needs and was not leased to another company. Staff could determine the data center's percentage based on the square footage of Siemens' uses rather than the square footage of the property. The resulting percentage could provide an informative data point for the Commission when considering an appropriate accessory-use limitation, although the Commission would not be required to use it.
- **Commissioner Zundel** questioned what would happen to an accessory data center over time if the circumstances under which it was originally approved changed. Siemens, for example, built a data center as a genuine accessory to its primary business, but what if it later contracted, sold portions of its property, or eventually left Wilsonville, potentially leaving the data center without the primary use upon which its accessory status was based? Perhaps the Commission was focusing on the wrong mechanism. If the underlying concerns were water and power usage, could those impacts be restricted, more meaningfully outside the land-use process, such as through a City license to operate a data center that would be renewed regularly and tied to resource usage.
    - **Planning Director Bateschell** stated she could not identify a clear path for restricting a data center's water or power consumption once the use had been entitled and allowed, noting the Code enforcement challenges associated with obtaining and monitoring resource-usage data or regulating the use through a business-license process. The Commission could combine restrictions, such as limiting a data center to 10 percent of the primary use while also retaining the maximum 25,000-sq-ft cap. The purpose of the square-footage limitation was, to some degree, to limit power consumption because

ADU Transcription DRAFT

smaller data centers supporting the business conducted on site generally did not have the water or power demands associated with massive data-center facilities. Data centers could also be prohibited across all subdistricts and reconsidered in 5 to 10 years as conditions evolved. She summarized the Commission's remaining policy choices: whether to allow data centers in all or only some subdistricts, what limitations to impose, and what level of review to require. Based on the discussion and Commissioners' responses, she heard interest in limiting or potentially prohibiting data centers, along with considerable support for requiring a CUP and public review.

- **Commissioner Karr** believed the Commission generally wanted to discourage large data centers and identified a percentage of building square footage combined with an overall square-footage limit and CUP process as potential mechanisms. He questioned whether data centers should be allowed only in the High-Tech subdistrict and prohibited in others, such as Craft Industrial. He distinguished between discouraging large data centers and allowing a high-tech company to have a data center that fit its own business needs.
- **Commissioner Candrian** suggested the City might need to better define a data center, distinguishing between a company hosting servers internally for its own business needs and an external-facing data center providing services to outside users. He reiterated that based on what he had read about other jurisdictions, companies had identified loopholes that resulted in uses that were not originally intended. If that trend could not be prevented, he preferred prohibiting data centers altogether. Rather than having a blanket data-center category, he suggested defining what a company could have to host servers internally solely for its own benefit and not for external-facing operations.
- **Commissioner Karr** agreed with distinguishing internal from external data centers, noting Siemens was likely using its data center for internal proprietary storage rather than e-commerce or providing server capacity to external users. Drawing from his experience working for a large high-tech company, he noted that such companies could have sizable internal servers behind their firewalls that were proprietary and solely for the company's own use. He suggested the definition could potentially distinguish between an internal and an external data center.
  - **Senior Planner Myers** reported that the State was currently working on an official data center definition, which could provide additional guidance for the City. He noted regulating data centers was more complicated than initially anticipated, with the discussion raising numerous issues that would require substantial research to answer accurately because the topic was new and evolving quickly. He suggested the Master Plan might need some type of interim or "stopgap" approach, with the regulations revisited in the future with City Council direction as more information became available.
- Discussion followed about establishing interim data center restrictions that could be revisited as technology and development conditions changed. For example, data centers could initially be prohibited and reconsidered in approximately 10 years if technological advances reduced impacts on the power grid or if Basalt Creek had not fully developed and additional tenants were needed.
  - **Senior Planner Myers** confirmed this was an available approach that Staff could present to City Council as the Planning Commission's current position, recognizing Council could

Action Transcription DRAFT

provide different direction. A Commissioner asked whether the initial regulations should instead include a percentage limitation, square-footage limit, and CUP.

- **Commissioner Zundel** asked how robust the CUP process was and how well it positioned the City to make a defensible decision to deny a data center application, including what could occur if the decision was challenged.
  - **Planning Director Bateschell** explained that the CUP process was fairly discretionary and allowed the City to determine whether a proposed use was suitable for a particular area. An allowed use would be very difficult for the City to deny, and a data center designated as a restricted use would likewise be difficult to further limit if it met the accessory-use definition and applicable size limitation. A CUP, however, would allow the City to determine whether a data center could or could not be suitable for a particular parcel or area and provided the ability to deny the use when supported by evidence. For example, evidence that a proposed data center would draw substantial power or water in an area already approaching maximum capacity could provide a basis for denial.
  - **City Attorney Guile-Hinman** read the general CUP standard, Section 4.184.1, which stated that a conditional use was generally not compatible with surrounding uses unless mitigating conditions of approval were established and allowed the DRB, following a public hearing, to establish conditions necessary to implement the Comprehensive Plan or ensure compliance with Code standards based on the record. In addition to the general standards, the City could establish specific considerations for data centers that the DRB would confirm had been adequately addressed during CUP review.
    - Another regulatory option related to properties being sold or divided over time was requiring an accessory data center to be located on the same site as the primary use rather than on an adjacent property. This would prevent a company with multiple properties from consolidating the allowable data-center space from those properties into one location and creating a substantially larger data center.
- **Commissioner Hendrix** supported a CUP because it would keep options open while maintaining City control. Given the number of potential regulatory mechanisms being discussed, she was not ready to commit to one approach but supported combining a CUP with a square-footage limitation. The Siemens data point would help visualize or understand an appropriate limitation. In response to Staff's clarification, she was comfortable prohibiting data centers in all subdistricts except High-Tech.
- **Commissioner Zundel** believed the Commission was speculating about technology and uses that could not yet be anticipated, noting that even Craft Industrial might have a need for a data center as technology evolved. Rather than prohibiting data centers in certain subdistricts, he favored allowing them as a Conditional Use in all subdistricts to leave the door open for future development that could not be anticipated today. This would allow proposed data centers to be evaluated on a case-by-case basis and provide a more defensible position for the City.
- **Commissioner Karr** questioned whether prohibiting data centers outside High-Tech would provide greater specificity while still allowing the regulations to be changed later. He agreed that the issue also depended on how a data center was defined, questioning whether something as small as a laptop used within a craft business could meet the definition.

ADOPTION DRAFT

- **Chair Semenova** did not support prohibiting data centers, noting they could bring tax revenue, investment, and development that benefited the community despite providing relatively few jobs. She supported keeping options open given how quickly technology, data storage, and computing could change, while ensuring data centers did not consume resources needed for further development. She favored a CUP with criteria addressing those concerns.
  - Commissioners noted that tax benefits could depend on whether incentives were provided and that, if a data center was limited to an accessory use, the primary use could provide much of the taxable value.
  - **Senior Planner Myers** noted that, based on those concerns, the safest approach might be to allow data centers conditionally in all four subdistricts, subject to further City review, while also limiting them to a percentage of the total structure and a maximum of 25,000 sq ft.
- Commissioners reiterated the need to refine the data center definition and supported developing an interim City definition rather than waiting for the State's definition.
- **Planning Director Bateschell** summarized the regulatory tools identified by the Commission, including restrictions on accessory-use size, requiring the data center to be on the same property as the primary use, requiring all data centers to go through the CUP process, and adding review criteria addressing infrastructure usage. Staff would advise City Council that the Commission was split on whether data centers should be allowed only in the High-Tech subdistrict or in all subdistricts. The use table would be refined accordingly.

5. Chapter 4 Code Enforcement (Guile-Hinman)

City Attorney Guile-Hinman introduced the City's Code Enforcement Update via PowerPoint, an approximately 18-month effort implementing 2025–2027 City Council Goal 2, Strategy 2.2. The City's general enforcement regulations in Chapter 1 dated largely from the 1980s and lacked specificity, consistency, and effective tools. The City followed a compliance-first approach, but that approach was not codified. Most substantive changes would occur in Chapter 1, with the Planning Commission responsible for recommending related Chapter 4 amendments.

- The proposed Chapter 1 update would establish a standardized administrative process for civil Code violations, formally incorporate compliance agreements, provide a broader fine structure and administrative appeal process, and add enforcement tools such as stop-work orders and withholding permits. Processes governed by other laws would remain separate. Chapter 4 amendments would generally conform to the new Chapter 1 process while retaining necessary exceptions, such as tree-preservation mitigation, and clarifying enforcement responsibilities.
- The Planning Commission would review the Chapter 4 amendments in September, followed by a public hearing in October. City Council consideration of the full Code package was planned for November, with an anticipated effective date of January 1, 2027.

City Attorney Guile-Hinman addressed questions as follows:

ARC Transcription DRAFT

PLANNING COMMISSION

WEDNESDAY, JULY 8, 2026

WORK SESSION

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)(60 minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: July 8, 2026	**Subject: Proposed Code Amendments and Pattern Book Edits as part of the Basalt Creek Master Plan** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager; Amy Maag, Engineering **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide feedback on Proposed BCMP Code Amendments and Northwest Industrial Zone Pattern Book.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION:
Staff seeks feedback from the Planning Commission regarding the Development Code edits and BCMP Pattern Book (street cross sections and Regulating Plan graphics to be updated prior to public hearing) as part of the Basalt Creek Master Plan.

BACKGROUND
In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, the Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, and stakeholder coordination. Stated differently, the BCCP was a joint planning effort, high level, and conceptual in nature, while the BCMP is the document that will guide and regulate actual development exclusively in the City of Wilsonville. The BCMP is by Wilsonville, for Wilsonville.

EXECUTIVE SUMMARY:
This Basalt Creek Master Plan represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, and employment uses. The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

The BCMP builds upon the City's recently adopted Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS), which were reviewed by the Planning Commission during a work session on November 12, 2025, and a public hearing on February 11, 2026, before being adopted by the City Council following a public hearing on March 2, 2026. Those planning efforts identified Basalt Creek as one of Wilsonville's most significant long-term employment growth areas and established the economic development priorities that help guide the BCMP. While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the

continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time.

Summary of Proposed Development Code Amendments

The proposed Development Code amendments implement the Basalt Creek Master Plan by updating existing industrial development regulations, modernizing outdated code language, establishing the Northwest Industrial (NWI) Zone as a standalone zoning district, and providing clear standards for future industrial and employment development. The amendments build upon the framework established by the Coffee Creek Master Plan while incorporating new planning concepts, contemporary industrial land uses, and design standards developed through the Basalt Creek Master Plan process. The Planning Commission first reviewed the proposed code amendments during a work session on September 10, 2025, with subsequent revisions informed by additional work sessions, technical analysis, consultant recommendations, and public feedback. Collectively, the proposed amendments improve code clarity, provide greater flexibility for high-quality industrial development, and ensure consistency with the proposed Comprehensive Plan amendments.

- New definitions for (see Attachment 1):
    - Accessory Retail Sales
    - Artisan Food and Beverage Production
    - Contractor Establishment
    - Craft and Artisan Studio
    - Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics
    - Home Business
    - Incubator
    - Innovation Hub
    - Light Manufacturing
    - Maker Space
    - Micro-Mobility Vehicle
    - Regulating Plan
    - Retail
    - Supporting Street
    - Through Connection

The proposed Development Code amendments establish the Northwest Industrial (NWI) Zone as a standalone Planned Development zoning district and create a new industrial use matrix that organizes permitted uses by four planning subdistricts, modernizes industrial use classifications, establishes standards for emerging industrial uses, and ensures that supporting commercial uses remain subordinate to primary employment-generating activities. The amendments also modernize industrial performance standards related to hazardous materials, air quality, waste management, outdoor storage, landscaping, erosion control, and other operational characteristics while expanding the applicability of the NWI standards to new development, exterior building modifications, site improvements, and larger building additions.

The amendments further clarify the NWI review process, including implementation of the Pattern Book and Regulating Plan, update connectivity standards to implement the Basalt Creek Master Plan street network and multimodal transportation framework, and ensure consistency across the NWI, Planned Development Industrial (PDI), and Planned Development Industrial–Regionally Significant Industrial Area (PDI-RSIA) zones. Additional amendments add Artisan Food and Beverage Production as a permitted use within the Craft Industrial (CI) Zone, modernize the Planned Development Regulations to support coordinated planning and high-quality development, and update architectural encroachment standards to provide clear and consistent setback regulations.

On June 10, 2026, the Planning Commission held a work session to review the Draft Basalt Creek Master Plan, Draft Comprehensive Plan Amendments, Transportation Analysis, and supporting technical materials. During the work session, project consultants and staff presented the proposed land use framework, transportation network, economic development strategy, infrastructure concepts, and implementation approach for the Basalt Creek Planning Area. Planning Commissioners provided feedback and raised several questions regarding the proposed transportation network and long-term infrastructure planning.

In several meetings during the development of the EOA, EDS, and BCMP, the Planning Commission has discussed the appropriateness of allowing Contractor Establishments within the proposed industrial zoning districts and expressed interest in further evaluating the use and potential operational standards that would improve these sites from their current conditions. Recently, Washington County has initiated a policy review of Contractor Establishments and is evaluating potential amendments to its development code. In light of the County's ongoing work, staff recommends removing Contractor Establishments from the proposed use matrix at this time. Staff will monitor and participate in the County's policy process and will return to the Planning Commission and City Council with a separate policy discussion and recommendation regarding whether and how Contractor Establishments should be incorporated into Wilsonville's Development Code.

DISCUSSION QUESTIONS:

Staff is seeking Planning Commission (PC) feedback on the following questions:

1. Does the Planning Commission have any remaining questions or concerns regarding the proposed Development Code amendments as presented?
2. Having reviewed the supporting technical memoranda, does the Planning Commission have any questions or policy concerns regarding the proposed transportation and utility infrastructure framework for the Basalt Creek Planning Area?
3. Having reviewed the draft Basalt Creek Master Plan, technical memoranda, and proposed code amendments, are there any additional issues the Planning Commission would like staff to address prior to the public hearing?

EXPECTED RESULTS:
Feedback from the Planning Commission during this work session will help guide refinement of the final draft of the BCMP.

TIMELINE:
Next steps in the project include a Planning Commission public hearing on September 9, 2026. We will also hold a work session with City Council on July 20, 2026, and public hearing on October 5, 2026 (first reading) and October 19, 2026 (second reading).

CURRENT YEAR BUDGET IMPACTS:
Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted utilizing the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and CIP 3000 funds.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Master Plan project was preceded by the preparation of an Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) to evaluate whether Wilsonville has sufficient employment land capacity to support anticipated business and job growth between 2026 and 2046. The project also identified strategies intended to support long-term economic growth, infrastructure planning, and employment opportunities aligned with community priorities that would inform the BCMP. To help inform the analysis and recommendations, the City conducted a public engagement process throughout 2025 and 2026 that included Technical Advisory Committee (TAC) meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and public hearings, and City Council work sessions and hearings.

The TAC included representatives from the City of Wilsonville, Business Oregon, Greater Portland Inc. (GPI), Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. Key themes identified through engagement included workforce development challenges, land and space constraints, high development and operating costs, demand for additional local-serving retail and services, and the importance of maintaining a proactive and collaborative City-business relationship. The City also conducted outreach to property owners within the West Railroad area of the Basalt Creek Planning Area regarding future development opportunities, Comprehensive Plan amendments, and proposed Development Code changes.

Overall, the BCMP engagement process provided numerous opportunities for coordination, stakeholder input, and public review. Feedback received from agencies, businesses, developers, property owners, and community members helped inform the City's understanding of local economic conditions, infrastructure needs, and long-term employment opportunities. The

engagement process ultimately supported development of policies and implementation strategies intended to promote economic competitiveness, employment growth, and high-quality industrial and employment districts consistent with the long-term vision for Wilsonville and the Basalt Creek Planning Area.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The Basalt Creek Master Plan provides the Wilsonville community with a long-term framework for coordinated economic growth, infrastructure investment, and land use planning. By identifying appropriate locations for industrial and employment uses, a master plan helps ensure that transportation systems, utilities, stormwater infrastructure, and public services are designed efficiently and strategically rather than through piecemeal development. The BCMP will provide future job creation, strengthen the local tax base, diversify employment opportunities, and improve economic resilience by attracting a range of businesses such as advanced manufacturing, logistics, research and development, and technology industries. When thoughtfully designed, industrial employment districts can incorporate high-quality site design, multimodal transportation networks, open spaces, and environmental protections that improve functionality and compatibility with surrounding areas.

The BCMP establishes the policies, land use framework, transportation network, infrastructure strategy, development standards, and environmental protections necessary to guide future urbanization of the Basalt Creek area. Together, these elements provide a coordinated and predictable approach to development that balances economic opportunity with infrastructure capacity, natural resource stewardship, and long-term community objectives.

ALTERNATIVES:
As the concept plan was refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning were considered in collaboration with the Planning Commission and City Council. Additional refinements to the BCMP and implementing policies may also be considered.

ATTACHMENTS:
1. Proposed BCMP Development Code Edits (June 2026)
2. Northwest Industrial Zone Pattern Book (June 2026)

Attachment 1

Basalt Creek Master Plan – Proposed Development Code Edits – Draft June 2026

Proposed added language ***bold italics underline.*** Proposed removed language ~~struck through.~~

ADMINISTRATION

Section 4.001. Definitions

The following definitions will be added to this section. All subsequent definitions will be renumbered

Addressing street*:* A major existing or planned street within the ~~Coffee Creek~~ ***Northwest Industrial (NWI)*** ~~Design Overlay District~~ Z***one*** as defined in Section 4.134.

Accessory Retail Sales. Retail sales that are incidental and subordinate to a permitted primary use and are conducted on the same site. Accessory retail sales shall be limited primarily to goods or products manufactured, fabricated, assembled, processed, crafted, repaired, or substantially modified on the premises, and may include merchandise directly related to the primary use. Accessory retail sales are not intended to function as a stand-alone retail establishment.

Artisan Food and Beverage Production: A craft industrial use involving the small-scale production, processing, preparation, packaging, or distribution of food and beverage products. These uses are characterized by limited-batch production, specialty or handcrafted products, and may incorporate customer-oriented activities such as tasting rooms, retail sales, demonstrations, classes, tours, and similar experiences that support the primary production use. Artisan Food and Beverage Production does not include large-scale food processing, regional distribution centers, or industrial-scale manufacturing operations.

Contractor Establishment: A site used for the storage, maintenance, dispatch, and staging of equipment, vehicles, tools, and materials associated with construction and contracting activities. Such uses are characterized by the active deployment of personnel, equipment, and materials to off-site work locations and may include offices, workshops, maintenance facilities, storage buildings, and outdoor storage yards.

Craft Studio. A facility used for the creation, production, fabrication, assembly, repair, or finishing of handcrafted or small-batch goods by artists, artisans, designers, or skilled tradespersons. Uses may include studios, workshops, demonstration areas, classrooms, and limited accessory retail sales of goods produced on-site.

Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics: A light industrial use involving the receipt, storage, sorting, packaging, and shipment of goods directly to individual consumers, typically in response to online, catalog, or similar retail purchases. Such uses are characterized by high volumes of small-package outbound deliveries and frequent last-mile distribution activity and are distinct from traditional wholesale warehousing and distribution facilities that primarily serve commercial customers or retail establishments.

Home Business: A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit, except in the Craft Industrial (CI) Zone which allows a home business outright as a typically permitted use (see Section 4.130).

Incubator. A building or portion of a building that provides flexible workspace, shared facilities, and common support services for multiple startup or early-stage businesses. Incubators may include offices, workshops, laboratories, production areas, shared equipment, meeting rooms, and similar spaces intended to support entrepreneurship, product development, innovation, fabrication, or small-scale manufacturing.

Innovation Hub. A facility that brings together businesses, entrepreneurs, researchers, educational institutions, investors, or other organizations to support collaboration, research, product development, technology commercialization, workforce development, or entrepreneurial activities. Innovation hubs may include offices, laboratories, meeting spaces, classrooms, collaborative workspaces, and shared support facilities.

Light Manufacturing*:* ~~Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a Residential Village environment.~~

A manufacturing, processing, fabrication, assembly, packaging, that occurs primarily within enclosed buildings where the primary activity is the conversion of raw materials or parts into finished products and produces minimal noise, vibration, dust, odor, glare, hazardous materials, or other off-site impacts. Typical uses may include the production of consumer goods, electronics, food products, apparel, furniture, and similar products.

Maker Space. A shared workspace that provides access to tools, equipment, technology, and work areas for individuals or businesses engaged in designing, prototyping, fabricating, repairing, or producing products. Maker spaces may include workshops, fabrication equipment, digital manufacturing technologies, classrooms, and collaborative work areas.

Micro-Mobility Vehicle. A small, lightweight vehicle designed for individual transportation that is powered by human power, electric power, or a combination of both, and is intended for use on streets, bicycle facilities, shared-use paths, or other designated transportation facilities. Micro-mobility vehicles include, but are not limited to, bicycles, electric bicycles, electric scooters, cargo bicycles, and similar devices intended for short-distance travel.

Regulating Plan: A plan that organizes the system of existing and future streets and multi-use paths within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone.***

Retail. A commercial use engaged primarily in selling, leasing, renting, displaying, or distributing goods, merchandise, or products directly to consumers or end users. Retail uses may include customer service, product demonstration, order pickup, and other activities customarily associated with the direct sale of goods, but do not include manufacturing, fabrication, processing, warehousing, or wholesale distribution as the primary use.

Supporting streets: New streets within the ~~Coffee Creek~~ ***Northwest Industrial*** Design Overlay District***(NWI) Zone,*** which may be located within public rights-of-way or public easements.

Through connections*:* New streets, multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They are located within the ~~Coffee Creek~~ ***Northwest*** Industrial ~~Design Overlay District~~***(NWI) Zone*** and may be located within public rights-of-way or public easements.

No additional changes proposed in this section

Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

(.01) *Authority of Planning Director.* The Planning Director shall have authority over the daily administration and enforcement of the provisions of this Chapter, including dealing with non-discretionary matters, and shall have specific authority as follows:

A. A Class I application shall be processed as a ministerial action without public hearing, shall not require public notice, and shall not be subject to appeal ***by anyone other than the applicant*** or call-up, except as noted below. Pursuant to Class I procedures set forth in Section 4.035, and upon finding that a proposal is consistent with the provisions of this Code and any applicable Conditions of Approval, shall approve the following, with or without conditions:

1. Minor site clearing and grading, prior to the approval of a Site Development Plan, provided that:
    a. No clearing or grading occurs within the Significant Resource Overlay Zone. Clearing or grading in the Significant Resource Overlay Zone shall require, at a minimum, approval of a Class II permit through the procedures specified below;
    b. No clearing or grading occurs within 25 feet of an area that has been identified by the City as a wetland;
    c. Not more than three trees are proposed to be removed;
    d. No fill or removal is proposed;
    e. Adequate measures are utilized to control erosion and runoff from the site and that the applicant will submit a final Site Development application within seven days of submitting the minor site grading application. All grading activities require compliance with the requirements of the applicable building code and City Public Works standards.
2. Class I Sign Permits, and Temporary Sign Permits for 30 days or less.
3. Architectural, landscape, tree removal, grading and building plans that substantially conform to the plans approved by the Development Review Board and/or City Council. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.
4. Building permits for single family dwellings, middle housing, and in the Village zone, row houses or apartments, meeting zoning requirements and located on lots that have been legally created. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.
5. Lot line adjustments, where none of the lots increase in area by 50 percent or more, subject to the standards specified in Section 4.233.
6. A temporary use permit for not more than 30 days. Permitted days may or may not be consecutive, but shall not exceed 30 days within the calendar year for which the permit was applied. Temporary use permits are subject to the following standards:
    a. The applicant has the written permission of the property owner to use the site;
    b. The proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property;
    c. Adequate parking is provided;
    d. Signs shall meet the standards of Section 4.156.09; and
    e. The proposed use has the approval of the Fire Marshal.
7. Determination that an existing use or structure is a non-conforming use or non-conforming structure, as defined in this Code. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the history of the property, choose to process such determinations through the Class II procedures below.
8. Actions taken subject to Site Development Permits which have been approved by the appropriate decision-making body of the City.

9. Final plats for condominiums, subdivisions, or partitions that are substantially the same as tentative plats approved by the City and which are submitted for review and signature prior to recordation with the appropriate county.

10. Type A tree removal permits as provided in Section 4.600.

11. Determination, based upon consultation with the City Attorney, whether a given development application is quasi-judicial or legislative. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the nature of the application, choose to process such determinations through the Class II procedures below.

12. Expedited land divisions and middle housing land divisions requiring expedited review under state law. Applications for expedited land divisions and middle housing land divisions requiring expedited review under state law, as provided for in Section 4.232 of this Code and ORS Chapter 197 shall be processed without public hearing, and shall be subject to appeal through the special appeal procedures specified in Section 4.232.

    a. Authority of Planning Director. The Planning Director shall have authority to review applications for expedited land divisions and middle housing land divisions requiring expedited review under state law and to take action approving, approving with conditions, or denying such applications, based on findings of fact.

    b. Tentative Plat Requirements for Expedited Land Divisions and middle housing land divisions requiring expedited review under state law. Tentative plats and all other application requirements for expedited land divisions and middle housing land divisions requiring expedited review under state law shall be the same as for other forms of land divisions, except as those requirements are specifically altered by the Oregon Revised Statutes.

    c. Administrative Relief Not Available. In taking action on an application for an expedited land division or middle housing land divisions requiring expedited review under state law, the Planning Director is not authorized to grant Variances or waivers from the requirements of the Code.

    d. Residential Areas Only. As specified in ORS 197, expedited land divisions shall only be approved in areas zoned for residential use.

13. Development approval extensions as provided in Section 4.023.

B. A Class II application shall be processed as an administrative action, with or without a public hearing, shall require public notice, and shall be subject to appeal or call-up, as ***specified in Section 4.022 and*** noted below. ***Class II residential development applications shall be processed without a public hearing.*** Pursuant to Class II procedures set forth in Section 4.035, the Director shall approve, approve with conditions, deny, or refer the application to the Development Review Board ***(as applicable***) for a hearing:

1. Minor alterations to existing buildings or site improvements of less than 25 percent of the previous floor area of a building, but not to exceed ~~1250~~ ***10,000*** square feet, ~~or including the addition or removal of not more than ten parking spaces.~~ Minor modifications to approved Architectural and Site Development Plans may also be approved, subject to the same standards.

2. Residential accessory buildings or structures with less than 120 square feet of floor area located within the Willamette River Greenway Boundary pursuant to Section 4.500 and subject to the flood plain development standards of Section 4.172. Approval of such accessory structures in the Greenway shall be based on all of the following findings of fact:

    a. The building or structure is located so that the maximum amount of landscape area, open space and/or vegetation is provided between the river and the building;

b. Public access to the river is preserved or is provided in accordance with an approved and adopted plan; and

c. That the change of use, intensification of use, or development will be directed away from the river to the greatest possible degree while allowing a reasonable use of the property.

3. Written interpretations of the text or maps of this Code, the Comprehensive Plan or subelements of the Comprehensive Plan, subject to appeal as provided in Section 4.022. The Planning Director may review and interpret the provisions and standards of Chapter 4 (Planning) of the Wilsonville Code upon receiving the required filing fee along with a specific written request. The Director shall publish and mail notice to affected parties and shall inform the Planning Commission and City Attorney prior to making a final written decision. The Director's letter and notice of decision shall be provided to the applicant, the Planning Commission, the City Council, and City Attorney and the notice shall clearly state that the decision may be appealed in accordance with Section 4.022 (Appeal Procedures). A log of such interpretations shall be kept in the office of the Planning Department for public review.

4. A permit to locate an accessory use on a lot adjacent to the site of the principal use.

5. ***Residential subdivisions***, ***s***~~S~~ubdivisions located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~**,** and land partitions, other than expedited land divisions, pursuant to Section 4.210. Approval shall be based on all of the following findings of fact:

a. The applicant has made a complete submittal of materials for the Director to review, as required in Section 4.210;

b. The proposed plan meets the requirements of the Code regarding minimum lot size and yard setbacks;

c. The approval will not ***block*** ~~impede or adversely affet~~ the orderly development of any adjoining property or access thereto;

d. The public right-of-way bordering the lots or parcels will meet City standards;

e. Any required public dedications of land have been approved for acceptance by the City and will be recorded with the County ~~prior to~~ ***at the time of*** final plat approval;

f. Adequate easements are proposed where an existing utility line crosses or encroaches upon any other parcel to be created by the partition;

g. All public utilities and facilities are available or can be provided prior to the issuance of any development permit for any lot or parcel; and

h. Roads extended or created as a result of the land division will meet City standards.

6. Decisions on the following:

a. Lot line adjustments, where any of the lots increase by more than 50 percent in area, subject to the provisions of Section 4.233.

b. Temporary use permits for periods exceeding 30 days but not more than 120 days. Permitted days may or may not be consecutive, but shall not exceed 120 days within the calendar year for which the permit was applied. Temporary use permits may allow specific activities associated with the primary use or business located on the property for up to 120 days provided that:

i. the property owners have given written permission;

ii. no structure, sign or any other object shall exceed 20 feet in height;

iii. adequate parking is provided in designated spaces;

iv. signs shall meet the standards of Section 4.156.09;

v. electrical and building permits are obtained as required;

vi. undue traffic congestion will not result and, if traffic congestion is expected, a traffic control plan is submitted along with the application that identifies the traffic control procedures that will be used;

vii. the activity and/or use shall not unduly interfere with motorists driving on adjacent roads and streets, including I-5; and

viii. public notice has been provided and the comments of interested parties have been considered in the action that has been taken;

ix. the proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property; and

x. the proposed use has the approval of the Fire Marshal.

7. Solar access permits, as specified in Section 4.137.3.

8. Class II Sign Permits.

9. Site design review, as authorized in Section 4.400 for ***residential development*** or properties located within the Northwest Industrial (NWI) Zone, which satisfy all applicable standards and adjustment criteria in Section 4.134.10.

10. Review of Stage I and Stage II Planned Development applications for properties located within the NWI Zone, which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Review of Stage I and Stage II Planned Development applications for residential development which satisfy all applicable standards.

12. Type B tree removal permits as provided in Section 4.600.

13. Type C tree removal permits as provided in Section 4.600 for properties located within the ***Northwest Industrial Zone*** ~~Coffee Creek Industrial Design Overlay District~~ ***or associated with applications for residential development.***

14. Architectural and site plans, including modifications and remodels, for multi-family residential structures in residential zones with seven or more units not subject to Site Design Review, meeting clear and objective zoning, siting, and design standards, and located on lots that have previously been legally created. ~~This does not include review of Stage I and Stage II Planned Development Master Plans and Site Design Review of open space and other common improvements, which are subject to review by the Development Review Board.~~

15. Waivers, refinements, and variances for residential development subject to the criteria in Sections 4.119, 4.125, and 4.196.

16. Zone Map Amendments that increase density for residential development.

No additional changes proposed in this section

Section 4.110. Zoning—Zones.

(.01) The following Base Zones are established by this Code:

A. ***Future Development Agricultural-Holding***

B. Residential, which shall be designated "R".

C. Planned Development Residential, which shall be designated "PDR," and further divided into:

PDR-1

PDR-2

PDR-3

PDR-4

PDR-5

PDR-6

PDR-7

D. Planned Development Commercial, which shall be designated "PDC."

E. Planned Development Industrial, which shall be designated "PDI."

F. Public Facility, which shall be designated "PF."

G. Public Facility - Corrections, which shall be designated "PF-C."

H. Village, which shall be designated "V".

I. Residential Neighborhood, which shall be designated "RN". The RN ~~zone~~ ***Zone*** is a Planned Development Residential zone.

J. Town Center, which shall be designated "TC". The TC ~~zone~~ ***Zone*** is a Planned Development zone.

K. Craft Industrial (CI), which shall be designated "CI". The CI Zone is a Planned Development zone.

L. ***Northwest Industrial (NWI), which shall be designated "NWI". The NWI Zone is a Planned Development zone.***

(.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.

A. Solar-Friendly (S) overlay zone;

B. Screening and Buffering (SB) overlay zone; ***and***

C. Old Town (O) overlay zone~~.; and~~

~~D. Coffee Creek Industrial Design Overlay District (CCDOD).~~

(.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.

(.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

(Ord. No. 557, 9-5-2003; Ord. No. 806, 7-17-2017; Ord. No. 812, 2-22-2018; Ord. No. 835, 6-5-2019)

No additional changes proposed in this section

Section 4.117. Standards Applying to Industrial Developments in any Zone.

(.01) ~~All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).~~

(.01) Performance Standards. If not otherwise specified in the Planning and Development Code, all industrial developments, uses, or activities are subject to the following performance standards. These standards are intended to minimize the potential adverse impacts of industrial activities on the general public and on

other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design Review, or Administrative Review.

B. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.

C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.

D. Any open storage shall comply with the provisions of Section 4.176, and this Section.

E. No building customarily used for night operation, such as a baker, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.

F. Heat and Glare:

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.

2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.

G. Dangerous Substances. Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

H. Liquid and Solid Wastes:

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.

3. No connection with any public sewer or public stormwater system shall be made or maintained in violation of applicable City or State standards.

4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer or public stormwater system in violation of applicable City or State standards.

5. ~~All drainage permitted to discharge int a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary public sewer and stormwater sewer discharges.

I. Noise. Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. Electrical Disturbances. Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical

disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. Discharge Standards. There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. ~~Material~~ ***Outdoor Storage:***

1. Outdoor ~~material~~ ***storage must be maintained in an orderly manner at all times.***

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.

N. Landscaping:

1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.

2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion, cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.

3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

No additional changes proposed in this section

Section 4.1307. CI—Craft Industrial Zone.

(.01) Purpose. The purpose of the Craft Industrial (CI) Zone is to support a diverse range of small-scale industrial and creative enterprises such as incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses accessory to the typically permitted uses that serve as a transition to and support more intense urban uses nearby.

(.02) The CI Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Sections 4.118 and 4.140). Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Chapter shall apply.

(.03) Uses that are typically permitted:

- ***A. Home Businesses that include any of the uses listed below.***
- ***B. Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).***
- ***C. Studios and Creative Workspaces.***
- ***D. Artisan Food and Beverage Production and Food-Related ~~Micro-~~Businesses, with or without accessory on-site tasting rooms or eateries subject to the limitations for Retail and Service Commercial Uses of Subsection 4.130.***
- ***E. Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan goods and handcrafted items.***
- ***F. Custom Fabrication and Printing Services, including sign fabrication.***
- ***G. Light Manufacturing and Assembly of small machinery and appliances, micro-mobility vehicles, precision tools, or other electrical or mechanical items.***
- ***H. Industrial Office and Laboratory Uses, including research, development, testing, or product training and support.***
- ***I. Repair, Finishing, and Testing Services of products manufactured or assembled within the zone.***
- ***J. Service Commercial and Professional Services uses shall not exceed 3,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.***
- ***K. Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.***
- ***L. Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.***
- ***M. Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.***

(.04) Performance Standards. The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.05) Design and Development Standards:

- ***A. The standards of Section 4.134(.10), Development Standards Table, excepting the front yard setback provisions, for properties with frontage on SW Boones Ferry Road located north of SW Day Road, where the setback standards of Section 4.137(08) shall apply; or***
- ***B. The standards of the PDC zone, Section 4.131(.03), for all other properties.***

(.07) Block and access standards. The CI zone shall be subject to:

- ***A. The block and access standards of Section 4.134(.10), Development Standards Table, for properties with frontage on SW Boones Ferry Road located north of SW Day Road; or***
- ***B. The block and access standards of the PDC zone, Section 4.131(.03), for all other properties.***

(.08) Other Standards:

- ***A. Minimum Individual Lot Size. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).***
- ***B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).***

C. Minimum Front Yard Setback. None required except when front yard abuts a more restrictive district, in which case the front yard setback shall be a minimum of half the same and a maximum of the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City Transportation System Plan (TSP).

D. Minimum Rear and Side Yard Setback. None required except when rear and side yards abut a more restrictive district, in which case setbacks shall be the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City TSP.

E. No setback is required when side or rear yards abut a railroad siding.

F. Corner Vision. Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

No additional changes proposed in this section

Section 4.134. Northwest Industrial (NWI) Zone.

(.01) *Purpose.* ~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5. The purpose of this Coffee Creek DOD is to implement the Coffee Creek Industrial Area Master Plan (2007)~~ ***The purpose of the Northwest Industrial (NWI) Zone is to implement the Coffee Creek Industrial Area Master Plan (2007) and Basalt Creek Master Plan (2026) by establishing standards for street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master plan area. These standards are intended to result in:***

A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.

B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern industrial district.

C. Preservation of trees and natural features.

D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.

E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.

F. Creation of a pleasant and functional industrial district for employees and visitors.

G. A predictable and timely process for reviewing industrial development applications.

(.02) *Applicability.* ~~The Coffee Creek DOD shall apply to all properties within the Coffee Creek Industrial Area Master Plan as shown in the Regulating Plan (Figure CC-1). The provisions of this section shall apply to~~: ***The NWI Zone shall apply to all properties within the Coffee Creek Master Plan and Basalt Creek Master Plan areas as shown in the Regulating Plan (Figure NWI-2).***

A. Subdistricts. The NWI Zone includes four subdistricts (Figure NWI-1):

1. Coffee Creek. Properties in the Coffee Creek Master Plan area located south of SW Day Road.

2. High-Tech Employment. Properties located in the Basalt Creek Master Plan area north of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road.

3. Light Industrial. Properties located in the Basalt Creek Master Plan area north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of Craft Industrial (CI) Zone.

4. West Railroad. Properties located in the Basalt Creek Master Plan area west of the Portland and Western Railroad tracks.

B. The provisions of this section shall apply to:

1. All new building construction.
2. Any exterior modifications to ***or expansions of*** existing, non-residential buildings, subject to Section 4.134(.03).
3. All development of site improvements, including but not limited to, new paved parking lots, outdoor storage, display areas, signs, and landscaping.
4. All building expansions greater than 1,250 square feet.

(.03) *Exceptions.* This section does not apply to the following:

A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to an approved color palette, reroofing, or residing with the same or similar materials.

B. Interior remodeling.

C. Maintenance of existing dwellings and accessory buildings.

D. Maintenance of agricultural buildings.

(.04) *Uses that are Typically Permitted:*

NWI-1. Typically Permitted Uses				
Abbreviations:				
A	Allowed			
R	Allowed with Restrictions			
C	Conditional			
P	Prohibited			
Subdistricts:				
Coffee Creek	South of SW Day Road			
High-Tech Employment	North of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road			
Light Industrial	North of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of Craft Industrial (CI) Zone			
West Railroad	West of Portland and Western Railroad tracks			
Use	**Coffee Creek Subdistrict**	**High-Tech Employment Subdistrict**	**Light Industrial Subdistrict**	***West Railroad Subdistrict***
Manufacturing, Processing, Assembly, and Packaging of products.	A	A	A	***A***
Fabrication.	P	A	A	***A***
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A	A	A	***A***
Research and Development.	R Allowed accessory to a primary use or as a separate use. When a separate use, no single biulding on a site may be less than 75,000 square feet in size.	A	A	***A***
Laboratories.	A	A	A	***A***

Residential Hospital: A live-in healthcare facility where patients stay full-time to receive medical care, or similar hospital uses, where daily trips to and from the facility are almost entirely caused by employees.	***C***	***C***	A	***A***
Warehousing and Distribution, except Direct to Consumer (DTC) E-commerce Fulfillment or Logistics.	A	A	A	***A***
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics.	***P***	***P***	***R*** ***On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.***	***R*** ***On-site customers limited to 5% of trips. No more than 5,000 square feet may be dedicated to daily consumer pick-up including the area dedicated to inventory storage for customer pick-up. No in-store shopping. No grocery or fresh goods. No single building on a site may exceed 150,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in***
Industrial Services.	P	P	A	***A***
Motor Vehicle Services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.	A	A	A	***A***

Specialty Automotive Services.	P	P	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.	***R*** ***Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet.*** ***Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles.*** ***All equipment or vehicles being processed and waiting for processing or***
Corporate Headquarters.	R Must have more than 20 employees.	A	A	***A***
Office Complex-Technology, other than Call Center or Data Center.	A	A	A	***A***
Call Center.	R Must have more than 20 employees.	R Must have more than 20 employees.	A	***A***
Data Center.	***R*** ***Only allowed as a secondary use and limited to maximum of 25,000 square feet on a site.***	***R*** ***Only allowed as a secondary use and limited to maximum of 25,000 square feet on a site.***	***R*** ***Limited to maximum of 25,000 square feet on a site.***	***R*** ***Limited to maximum of 25,000 square feet on a site***
Any use allowed in the PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use, planned and developed in a manner consistent with the purposes and objectives of Section 4.130 to 4.140, and subject to the follwoing criteria:				
Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	***R*** ***Not to exceed 30 percent of total floor area within a site.***

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	***R*** ***Not to exceed 30 percent of total floor area within a site.***
Professional Office or Commercial Service with regular customers (daily or more than 3 per week) including small medical/dental offices.	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	***R*** ***Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.***
Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	***R*** ***Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.***
Combined Professional Office, Commercial Service, and Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	***R*** ***Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.***
~~Commercial Recreation.~~	~~P~~	~~P~~	~~A~~	~~A~~
Training Facilities and Vocational Schools providing education to meet industrial workforce needs.	A	A	A	***A***

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~Self Storage, including retail storage facilities and/or storage/warehousing of containers for use in moving or self-storage.~~	~~P~~	~~P~~	~~P~~	***P***
Public Facilities.	A	A	A	***A***
Residential use.	R Shall not exceed 10 percent of total floor area.	P	P	***P***
Accessory Uses, Buildings and Structures customarily inciental to any permitted use.	A	A	A	***A***
Temporary Buildings or Structures for uses incidential to construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	***R*** ***Structures shall be removed within 30 days of completion or abandonment of construction work.***
Expansion of a Building, Structure or Use approved pior to October 25, 2004 of up to 2- percent additional floor area and/or ten percent additional land area.	A	P	P	***P***
Similar Uses to those listed as typically allowed.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	***R*** ***Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.***

(.05) *Prohibited Uses:* The uses prohibited shall be governed by Section 4.135.5(.04).

(.06) ~~*Overview of Coffee Creek DOD Standards:*~~ ***Overview of Northwest Industrial Zone Standards:***

A. *Section 4.134(.08) Regulating Plan.* The Regulating Plan organizes all existing and future streets, drives, and shared-use paths within the ~~Coffee Creek Industrial Area~~ ***NWI Zone*** into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.

B. *Section 4.134(.09) Connectivity Standards:*

1. New Supporting Streets and Through Connections are required within the ~~Coffee Creek DOD~~ ***NWI Zone*** to meet Connectivity Requirements as shown on Figure ~~CC-4~~ ***NWI-5.***

2. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications apply to both existing and proposed

new streets. A range of cross sections for Supporting Streets and Through Connections is permitted and detailed in Figures ~~CC-2 and CC-3~~ ***NWI-3 and NWI-4.***

C. *Section 4.134(.10) Development Standards Table:*

1. The Development Standards Table provides an overview of all applicable development standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table ~~CC-1~~ ***NWI-2.***

2. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5***, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. ~~Coffee Creek DOD Pattern Book~~ **NWI Zone Pattern Book. The NWI Zone Pattern Book** provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the ~~Coffee Creek DOD~~ ***NWI Zone.***

(.06) *Review Process.* Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

B. ~~Section 4.198 Comprehensive Plan Changes.~~

C. Section 4.700 Annexation and Urban Growth Boundary Amendments.

D. Section 4.140 Planned Development Regulations.

(.07) *Waivers.* The Development Review Board may waive standards as listed in Section 4.134(.10), consistent with the provisions of Section ~~4.118(.03)~~***4.119.***

A. The following standards shall not be waived, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. Required minimum building height as provided in Section 4.134(.10) Table NWI-5;

2. Parking location and design along Addressing Streets in Section 4.134(.10) Table NWI-4; and

3. Parcel pedestrian access as listed in Section 4.134(.10) Table NWI-4.

B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the NWI Zone must be found to be consistent with the intent of the ~~Coffee Creek DOD~~ ***NWI Zone*** Pattern Book.

(.08) ~~*Coffee Creek DOD*~~ ***NWI Zone Regulating Plan****, Figure* ~~*CC-1*~~ ***NWI-2:***

A. *Components of the Regulating Plan Map:*

1. *Addressing Streets.* Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include Boones Ferry Road, Cahalin Road, Clay Street, Clutter Street, Day Road, Garden Acres Road, and Grahams Ferry Road.~~and "Future" Street.~~ ***For the purposes of this Subsection, the Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets as referred to in Tables NWI-2 through NWI-5.***

2. ~~*Overlay District.* Land area identified within the Coffee Creek DOD on Figure CC-1 is subject to additional Connectivity Standards as detailed in Figure CC-4 and Table CC-1.~~ **Regulating Plan Area. Land area identified within the NWI Zone on Figure NWI-2 is subject to additional Connectivity Standards as detailed in Figure NWI-5 and Table NWI-2.**

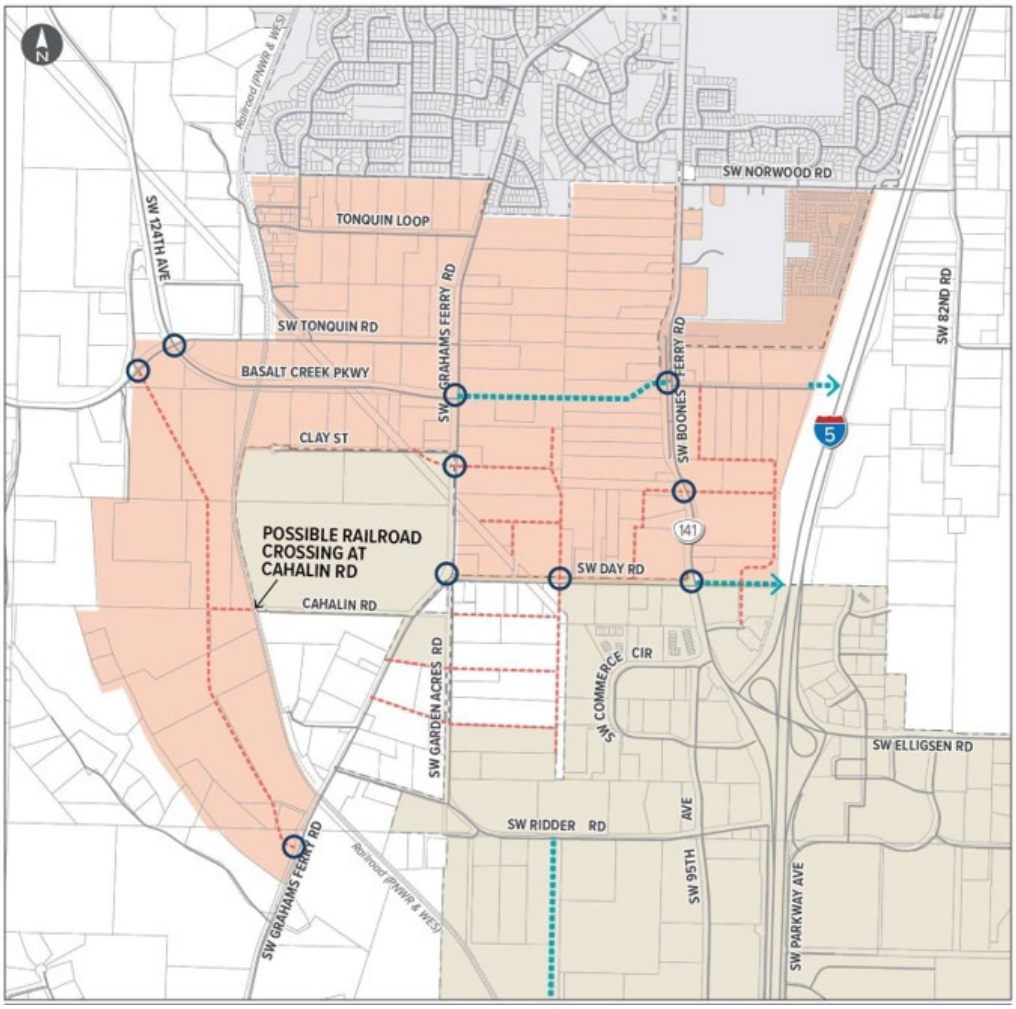


Figure NWI-2. Regulating Plan

(.09) ~~Coffee Creek Connectivity Standards:~~ ***NWI Zone Connectivity Standards:***

A. *Street Types, ~~Figure CC-1~~* ***NWI-2***. Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross-section standards. New connections may be one of the following types:

1. *Supporting Streets.* Supporting Streets are new public streets or private streets in public easements. They shall meet the development standards set out in Figure ~~CC-2~~ ***NWI-3.***

   a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure ~~CC-1~~ ***NWI-2.*** The exact location and design of these connections will be determined at the time of development review.

   b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets and Planned Pathways, as generally shown in Figure ~~CC-1~~ ***NWI-2.***

2. *Through Connections.* Through Connections are new public streets or private streets in public easements with multi-use paths, or streets or public easements that combine characteristics of

streets and multi-use paths. They shall meet the Development Standards set out in Figure ~~CC-3~~ ***NWI-4.***

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure ~~CC-1~~ ***NWI-2***. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure ~~CC-6~~ ***NWI-7.***

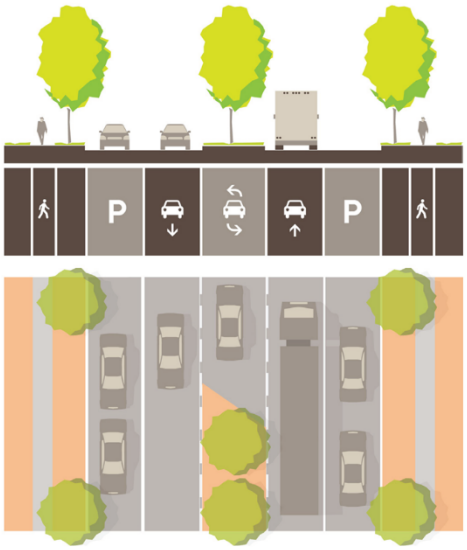
C. *Maximum Connection Spacing:*

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table ~~CC-1~~ ***NWI-2.***

2. Internal Supporting Streets and Through Connections. See Figures ~~CC-4 and Table CC-1~~ ***NWI-5 and Table NWI-2.***

D. *Required Connectivity Master Plan.* Connectivity Master Plans are required for all development within the ~~Coffee Creek DOD~~ ***NWI Zone***. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



*The Regulating Plan (Figure CC-1) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure NWI-3 - Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Ease-ment	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permit-ted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

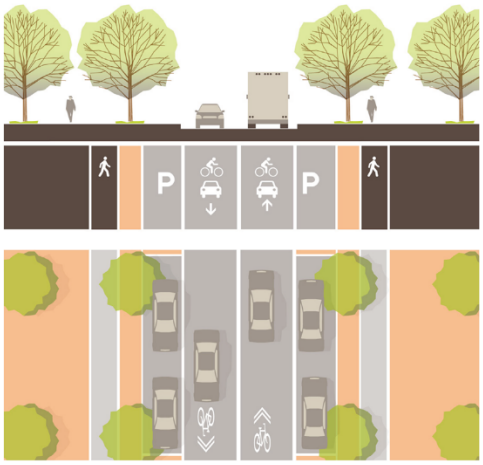


Figure NWI-4 - Through Connections Standards

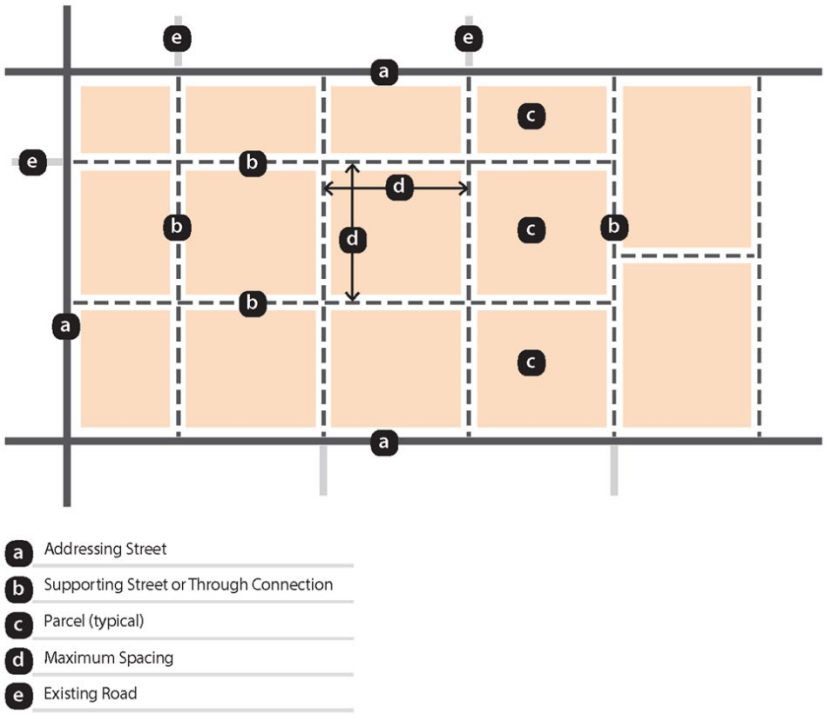


Figure NWI-5 - Connectivity Standards

(.10) *Development Standards Table.* Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables ~~CC-1 through CC-4~~ ***NWI-2 through NWI-5.***

Table ~~CC-1~~ *NWI-2*: Street Design and Connectivity			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Addressing Streets; or if the Addressing Street is Boones Ferry Road, Garden Acres Road, or Grahams Ferry Road, as shown on Figure NWI-2, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
co	Addressing Streets are Boones Ferry Road, Cahalin Road, Clay Street, Clutter Street, Day Road, Garden Acres Road, ***and*** Grahams Ferry Road, ~~and "Future" Street.~~	Supporting Streets are those meeting Specifications, Figure NWI-3. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure NWI-4. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure NWI-6.		

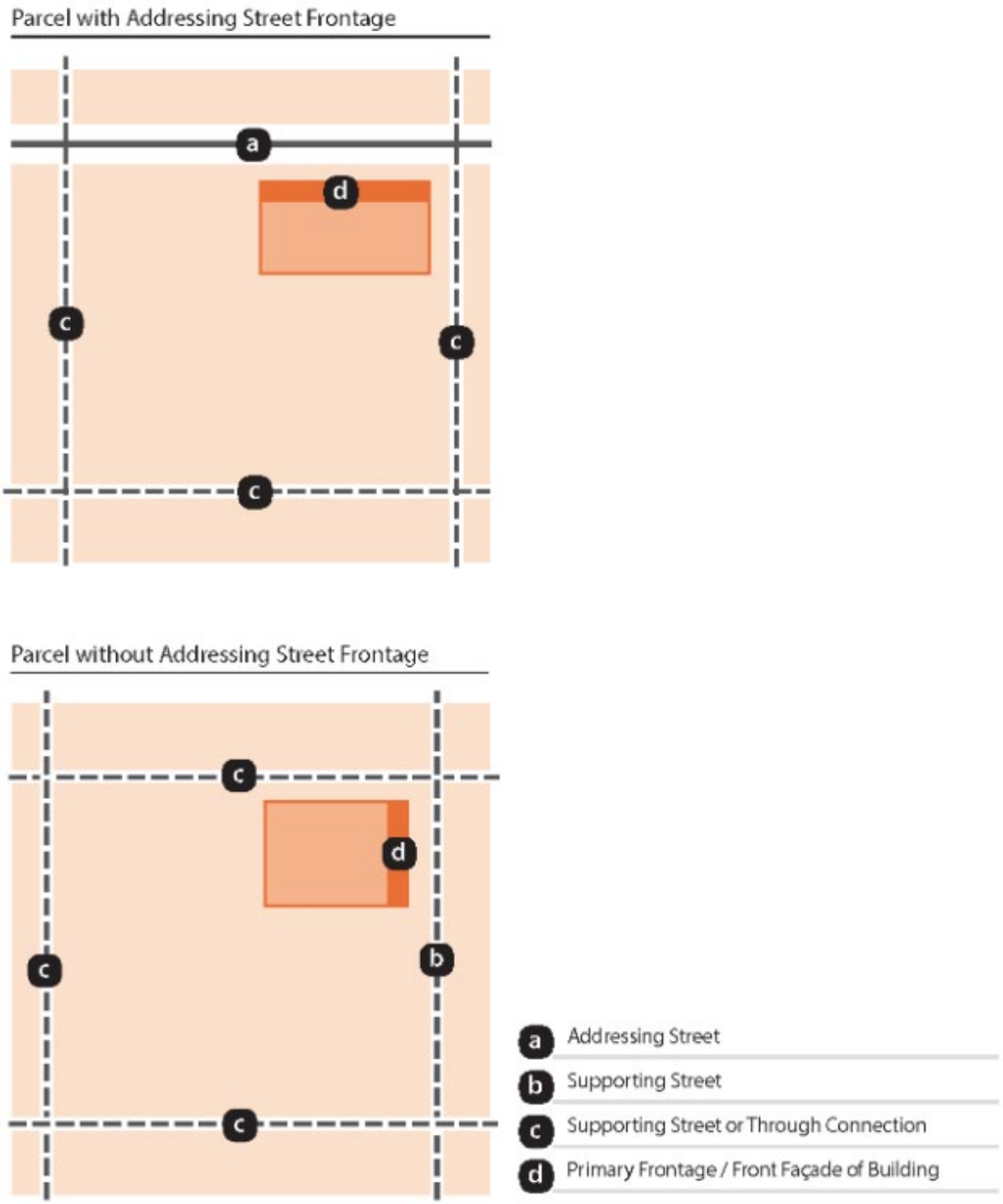

Parcel with Addressing Street Frontage
a
d
c
c
c
Parcel without Addressing Street Frontage
c
d
c
b
c
a Addressing Street
b Supporting Street
c Supporting Street or Through Connection
d Primary Frontage / Front Façade of Building

Figure NWI-6

Table ~~CC-2~~ *NWI-3*: District-Wide Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10(.01)C. for consideration of development alternatives to preserve wooded areas & trees.		

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure CC-6.	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure CC-6.

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
		Subject to approval by City Engineer	Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure CC-6	150 feet, minimum See Figure CC-6
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open space • Section 4.167 (.01) for points of access		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).		
Parcel Pedestrian	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space.		

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Access to Transit			
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure CC-5.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.	No minimum	
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for	Parking is permitted between right-of-way	Parking is permitted between right-of-way

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	of Supporting Street and building.	of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.	No limitation. Shall meet minimum standards in Section 4.155(.05).	

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Carpool and Vanpool Parking	No limitation		
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum when visible from adjacent streets and 60 inches tall maximum when visible only to users from within a site. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176(.02 C. Low Berm Standard, Section 4.176(.02)E., except within 50 feet of a perpendicular Supporting Street or Through Connection as	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section	

Table ~~CC-3~~NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	measured from the centerline	4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	Site and building service, utility equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	No limitation
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.	

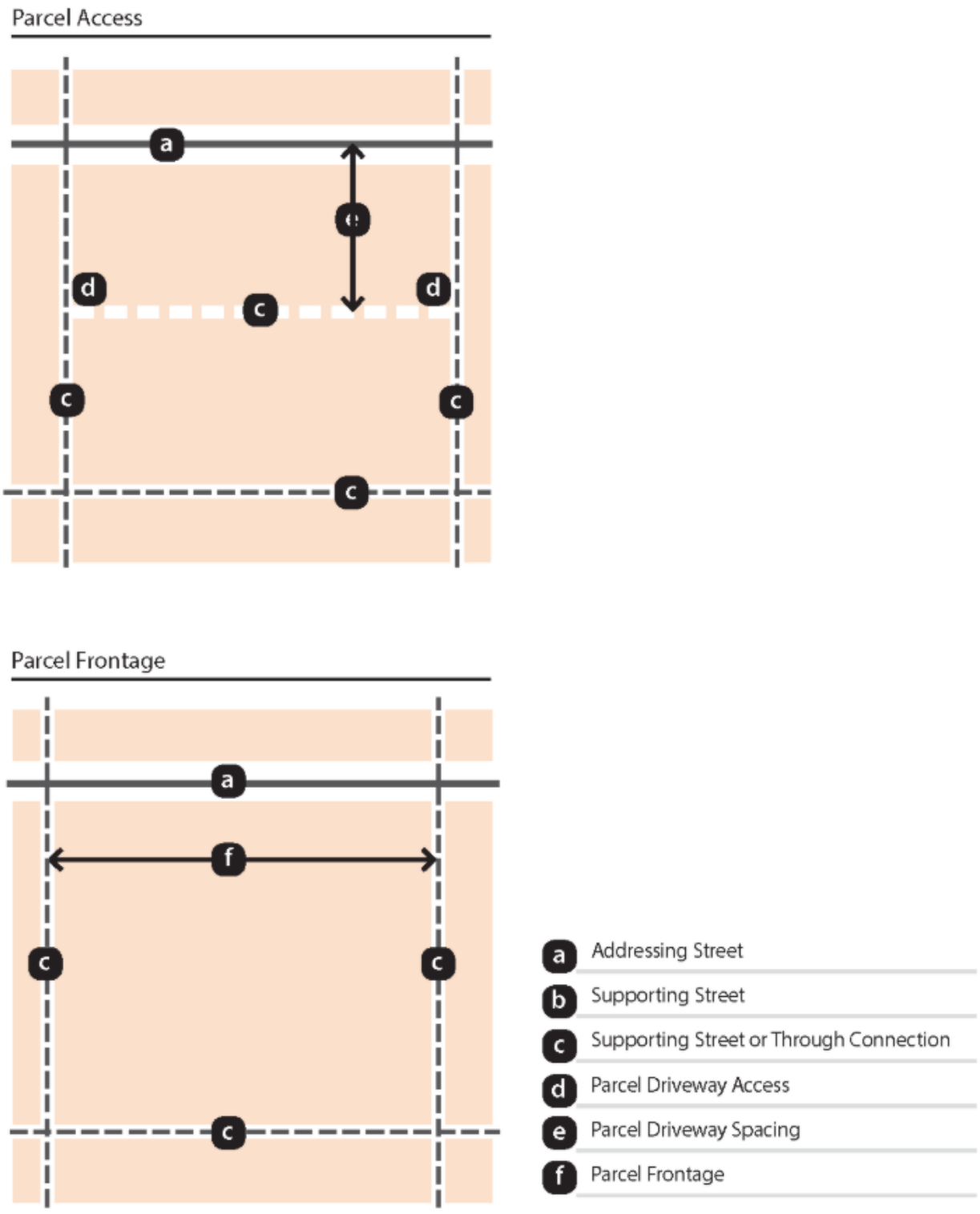


Figure NWI-7-Site Design – Parcel Access

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure CC-5.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance *	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a		

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure CC-7.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure CC-7.	
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy *	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance *	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and e. The standards for site design and accessibility are met.	Not applicable	Not applicable
Required Minimum Height	30 feet minimum.		
Ground Floor Height *	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): i. The base shall be 30 inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. b. For Buildings between 30 feet and 5 stories in height: i. The base shall be 30 inches, minimum; 2 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of		

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	the building. iii. The top of the building shall be 18 inches, minimum. c. For Buildings greater than 6 stories in height: i. The base shall be 1 story, minimum, 3 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum.		
Base Design	The design of the building Base shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Base projects beyond the Body of the building by 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.		
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1½ inches, minimum.		
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.		

* When an applicant elects to use the allowed adjustment to reduce Required Canopy height to less than 15 feet, corresponding reduction in minimum height is allowed for Accessible Entrance, Allowance of Primary Building Entrance, and Ground Floor Height.

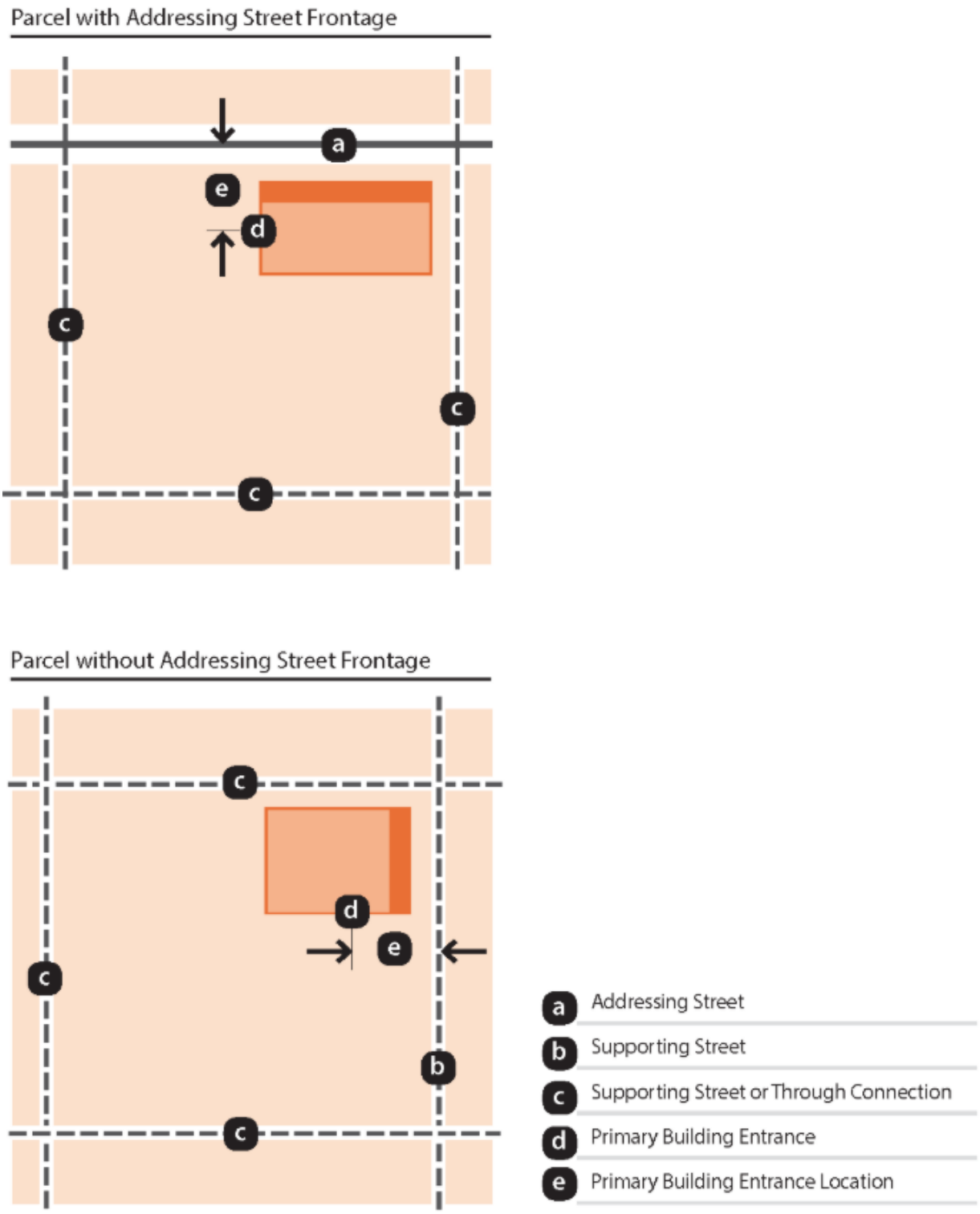


Figure NWI-8 – Building Design – Primary Building Entrance

(.12)Waysides:

A.Purpose. This section consists of standards and regulations for use throughout the ***Northwest Industrial Zone*** ~~Coffee Creek Design Overlay District~~. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1.Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;

2.Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;

3.Connect Industrial Waysides to transit;

4.Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting;

5.Provide access. Provide access to the employees and the public between the hours of 6:00 a.m. and 8:00 p.m.;

6.Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;

7.Provide facilities appropriate for the scale of the proposed development; and

8.Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B.Applicability. All projects in the ***Northwest Industrial Zone*** ~~Coffee Creek Master Plan Area~~ shall provide waysides according to the standards in Table CC-5

C.General. The following development standards apply to all Waysides:

1.Required Wayside Area is exclusive of required landscape screening.

2.Required Minimum Dimension of 20 feet (either width or depth).

D.Criteria. Waysides shall meet the following criteria:

1.Perimeter Landscaping. In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176(.02). Permitted screening includes: Section 4.176(.02)D. Low Screen Landscaping Standard; Section 4.176(.02)E. Low Berm Standard; or Section 4.176(.02)F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.

2.Visibility. Industrial Waysides shall be visible from and accessible to Addressing Streets.

3.Accessible Pathway. A paved walking surface, width: Five feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.

4.Accessible Surface. Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions ten feet, minimum meeting ADA standards.

5.Required Amenities:

a.Seating. Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:

i.Free standing outdoor benches consistent with the standards; or

ii.Seating incorporated into low walls, berms, or raised planters.

b. Landscaping. The landscaping must be planted and maintained according to Section 4.176(.02)

c. Lighting.

d. Recycling/ Waste Receptacle. Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.

6.Installation and Maintenance. Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176(.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.

7.Solar Access. Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00 a.m. and 2:00 p.m. local time.

8.Lighting. Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be so arranged and shielded so as not to shine into adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. Optional Amenities include the following:

1.Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;

2.Arbors or trellises;

3.Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;

4.Sculpture and other works of art;

5.Bicycle repair stations;

6.Exercise stations; or

7.Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table NWI-6: Waysides			
Parcel Area	**Required Wayside Area**	**Number of Waysides**	**Enhanced Transit Plaza ‡**
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

*‡ In the future when SMART serves **Northwest Industrial Zone** ~~Coffee Creek~~, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:*

**Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

***Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.*

****For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to 50 percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.*

(.13)Signs:

A.Applicability. PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the ***Northwest Industrial Zon****e* ~~*Coffee Creek*~~ *DOD with the following modifications and adjustments.*

B.General:

1.Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2.Monument-style signs are required. Pole-style freestanding signs are not permitted.
3.Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4.Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

No additional changes proposed in this section

Section 4.135. PDI—Planned Development Industrial Zone.

(.01) *Purpose.* The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

(.03) *Uses that are typically permitted:*

A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.

B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.

C. Assembly and packing of products for wholesale shipment.

D. Manufacturing and processing.

E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.

F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.

G. Fabrication.

H. Office complexes—Technology.

I. Corporate headquarters.

J. Call centers.

K. Research and development.

L. Laboratories.

M. Repair, finishing and testing of product types manufactured or fabricated within the zone.

N. Industrial services.

O. Any use allowed in a PDC Zone, subject to the following limitations:

1. Service Commercial **and Professional Services** uses ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

2. Office Complex Use (as defined in Section 4.001) shall not exceed 30 percent of total floor area within a project site.

3. Retail uses, not to exceed 5,000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

P. Training facilities whose primary purpose is to provide training to meet industrial needs.

Q. *Public facilities.*

R. Accessory uses, buildings and structures customarily incidental to any permitted uses.

S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.

T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

(.04) *Block and access standards.* The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

(.05) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01) shall*** apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained, and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration.* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities as detectable at any point on any boundary line of the property on which the use is located shall be prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176, and this Section.~~

~~E. No building customarily used for night operation, such as a baker or bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

F. *Heat and Glare:*

1. Operations producing heat or glare shall be conducted entirely within an enclosed building.

2. Exterior lighting on private property shall be screened, baffled, or directed away from adjacent residential properties. This is not intended to apply to street lighting.

G. *Dangerous Substances.* Any use which involves the presence, storage or handling of any explosive, nuclear waste product, or any other substance in a manner which would cause a health or safety hazard for any adjacent land use or site shall be prohibited.

H. *Liquid and Solid Wastes:*

1. Any storage of wastes which would attract insects or rodents or otherwise create a health hazard shall be prohibited.

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required in Section 4.176.

3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.

4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.

5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream, or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.

6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.

I. *Noise.* Noise generated by the use, with the exception of traffic noises from automobiles, trucks, and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations.

J. *Electrical Disturbances.* Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI zone which interfere with the normal operation of equipment or instruments within the PDI Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential use areas are also prohibited.

K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapor, gases, or other forms of air pollution that may cause a nuisance or injury to human, plant, or animal life, or to property. Plans of construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon the request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.

L. Open burning is prohibited.

M. *Storage:*

1. Outdoor storage must be maintained in an orderly manner at all times.

2. Outdoor storage area shall be gravel surface or better and shall be suitable for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping:*~~

~~1. Unused property, or property designated for expansion or other future use, shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such things as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberries, English ivy, cherry Laurel, reed canary grass or other identified invasive plants shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located within a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.135.5. Planned Development Industrial—Regionally Significant Industrial Area.

No prior changes proposed in this section

(.03) *Uses that are typically permitted:*

A. Wholesale houses, storage units, and warehouses.

B. Laboratories, storage buildings, warehouses, and cold storage plants.

C. Assembly of electrical equipment, including the manufacture of small parts.

D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.

E. Office Complexes-Technology (as defined in Section 4.001).

F. Experimental, film or testing laboratories.

G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.

H. Motor vehicle service facilities complementary or incidental to permitted uses.

I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:

1. Service Commercial **and Professional Services** **uses** ~~(defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices)~~ shall not exceed 3,000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.

2. Office Use (as defined in Section 4.001) shall not exceed 20 percent of total floor area within a project site.

3. Retail uses not to exceed 3,000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.

4. Combined uses under I.1 and 3. above shall not exceed a total of 3,000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.

J. Residential uses shall not exceed ten percent of total floor area.

K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.

L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.

M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20 percent additional floor area and/or ten percent additional land area.

N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) *Prohibited uses:*

A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.

B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) *Block and Access Standards.* The PDI-RSIA Zone shall be subject to:

A. The same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)] for properties located outside of ***Northwest Industrial (NWI) Zone.*** ~~the Coffee Creek Industrial Design Overlay District;~~ or

B. The access and block size standards in Section 4.134 for those properties located within the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone.***

(.06) *Performance Standards.* The ~~following~~ performance standards ***of Section 4.117(.01)*** apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

~~A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.~~

~~B. *Vibration:* Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.~~

~~C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.~~

~~D. Any open storage shall comply with the provisions of Section 4.176 and this Section.~~

~~E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within 100 feet of~~

~~any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any residential district.~~

~~F. *Heat and Glare:*~~

~~1. Operations producing heat or glare shall be conducted entirely within an enclosed building.~~

~~2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.~~

~~G. *Dangerous Substances:* Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.~~

~~H. *Liquid and Solid Wastes:*~~

~~1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.~~

~~2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.~~

~~3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.~~

~~4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.~~

~~5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.~~

~~6. All operations shall be conducted in conformance with the City's standards and ordinances applying to sanitary and storm sewer discharges.~~

~~I. *Noise:* Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7-16-2007]~~

~~J. *Electrical Disturbances.* Except for electrical facilities wherein the City is pre-empted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.~~

~~K. *Discharge Standards.* There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.~~

~~L. Open burning is prohibited.~~

~~M. *Storage.*~~

~~1. Outdoor storage must be maintained in an orderly manner at all times.~~

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.~~

~~3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height.~~

~~N. *Landscaping.*~~

~~1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.~~

~~2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.~~

~~3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.~~

No additional changes proposed in this section

Section 4.140. Planned Development Regulations.

No prior changes proposed in this section

(.05) *Planned Development Permit Process:*

A. All parcels of land exceeding two acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;

2. Obtain a planned development permit; and

3. Obtain Planning Director, Development Review Board, or, on appeal, City Council approval.

B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197.

C. Site Design Review approval is governed by Sections 4.400 to 4.450.

D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

1. Pre-application conference with Planning Department;

2. Preliminary (Stage I) review by the~~ Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay District~~. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval; and

3. Final (Stage II) review by the ~~Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay DistrictNWI Zone~~ ***review authority.***

4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for ***residential development or*** properties within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone,*** which may receive separate zone map amendment approvals.

(.06) *Staff Report:*

A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

B. The applicant may proceed to apply for Stage I—Preliminary Approval - upon determination ~~by either staff or the Development Review Board~~ ***the review authority*** that the use contemplated is consistent with the Comprehensive Plan.

(.07) *Preliminary Approval (Stage One):*

A. Applications for preliminary approval for planned developments shall:

1. Be made by the owner of all affected property or the owner's authorized agent; and

2. Be filed on a form prescribed by the City Planning Department and filed with said Department.

3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.

4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:

1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.

2. Topographic information as set forth in Section 4.035.

3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.

4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two years of receiving Stage I approval, and to commence construction within two years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.

5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.

6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.

7. Statement of anticipated waivers from any of the applicable site development standards.

C. An application for a Stage I approval shall be considered by the Development Review Board as follows:

1. A public hearing as provided in Section 4.013.

2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.

4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.

D. As provided in Section 4.134, an application for a Stage I approval within the ~~Coffee Creek Industrial Design Overlay District~~ ***NWI Zone*** may be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in his or her judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in his or her discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. A final decision on a complete application and preliminary plan shall be rendered within 12 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

E. An application for a Stage I approval for residential development shall be considered by the Planning Director as follows:

1. A Class II—Administrative Review as provided in Section 4.035(.03).

2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in their judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in their discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon receiving evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.

3. Unless otherwise specified by State law, a final decision on a complete application and preliminary plan shall be rendered within 120 days after the application is deemed complete unless a continuance is agreed upon by the applicant and the Planning Director.

4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

(.09) *Final Approval (Stage Two):*

A. Unless an extension has been granted by the Planning Director, ~~within~~ ***not later than*** two years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013***, except that*** ~~As provided in Section 4.134,~~ an application for a Stage II approval ***for residential development, or*** within the ~~Coffee Creek Industrial Design Overlay District~~***NWI Zone as provided in Section 4.134, must*** ~~***may***~~ be considered by the Planning Director without a public hearing as a Class II Administrative Review as provided in Section 4.035(.03).

No additional changes proposed in this section

Section 4.156.02. Sign Review Process and General Requirements

No prior changes proposed in this section

(.05) *Class II Sign Permit.* Sign permit requests for meeting one or more of the descriptions listed in A. through C. below shall be processed as a Class II Sign Permit when the request does not conform with a Master Sign Plan or other previous sign approval but meets the requirements of the applicable sign regulations, unless the request would modify a condition of approval specifically imposed by the DRB or City Council:

A. Existing residential development;

B. Existing non-residential development with less than three tenants unless the request involves a freestanding or ground mounted sign greater than eight feet in height in a new location;

C. New development or redevelopment in the ~~Coffee Creek~~ ***Northwest*** Industrial ***(NWI) Design Overlay District Zone*** subject to a Class II administrative review process;

D. Major Adjustments to a Master Sign Plan when all of the following criteria are met:

1. The request is compatible with the pattern of signage established in the sign plan in terms of locations, placement on buildings, proportionality to fascia and building facade, architectural design, and materials used;

2. The request is due to special conditions or circumstances that make it difficult to comply with the established Master Sign Plan;

3. The request involves signs for a single tenant, a single multi-tenant freestanding or ground mounted sign, or a series of similar related multi-tenant freestanding or ground mounted signs in the same development; and

4. The request does not involve a freestanding or ground mounted sign greater than eight feet in height at a new location.

E. *Class II Sign Permit Submission Requirements:* Application for a Class II Sign Permit shall include two paper copies and one electronic copy of the following in addition to all required fees:

1. Completed application form prescribed by the City and signed by the property owner or their authorized representative;

2. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas, lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;

3. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;

4. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed; and

5. Narrative describing the scope of the project, including written findings addressing all applicable review criteria, along with any other information showing how the proposed signage conforms with requirements for the applicable zone.

F. *Class II Sign Permit Review Criteria.* Class II Sign Permits shall satisfy the sign regulations for the applicable zoning district and the Site Design Review Criteria in Sections 4.400 through 4.421, as well as the following criteria:

1. The proposed signage is compatible with developments or uses permitted in the zone in terms of design, materials used, color schemes, proportionality, and location, so that it does not interfere with or detract from the visual appearance of surrounding development;

2. The proposed signage will not create a nuisance or result in a significant reduction in the value or usefulness of surrounding development; and

3. Special attention is paid to the interface between signs and other site elements including building architecture and landscaping, including trees.

No additional changes proposed in this section

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

(.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:

A. Into any required yard:

1. Architectural features may project into the required yard not more than two inches for each foot of required setback.

2. Architectural features on buildings within the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone*** shall be subject to the applicable requirements in Section 4.134.

3. Open, unenclosed fire escapes may project a distance not exceeding 48 inches.

B. Into any required yard, adjoining a street or tract with a private drive:

1. Architectural features may project a distance not exceeding 40 inches.

2. An uncovered porch, terrace, or patio extending no more than two and one-half feet above the finished elevation may extend within three feet of an interior side lot line, or within ten feet of a front lot line or of an exterior side lot line.

No additional changes proposed in this section

Section 4.197. Zone Changes and Amendments to This Code—Procedures.

No prior changes proposed in this section

(.02) The following procedures shall be followed for zone map amendments.

A. When a requested quasi-judicial zone map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with the adopted or concurrently proposed Comprehensive Plan Map designation and only one option exists for a zone map amendment

consistent with the Comprehensive Plan Map the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

1. The Zoning Order adopting such zone map amendments shall state the zone map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the zone map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

2. Notwithstanding the process described above an applicant may elect to have the zone map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

3. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested zone map amendment's compliance with the Comprehensive Plan the Planning Director may require the zone map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

B. All other quasi-judicial zone map amendments shall be reviewed by the Development Review Board to make a recommendation to City Council and all legislative zone map amendments shall be reviewed by the Planning Commission to make a recommendation to City Council.

C. In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:

1. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and

2. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

3. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and

4. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and

5. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone; and

6. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change; and

7. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards; and

8. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

No additional changes proposed in this section

Section 4.198. Comprehensive Plan Changes—Adoption by the City Council.

No prior changes proposed in this section

(.02) When a requested quasi-judicial Comprehensive Plan Map amendment within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is consistent with an adopted master plan that is a sub-element of the Comprehensive Plan and only one option exists for a Comprehensive Plan Map amendment consistent with the adopted area plan the amendment shall be reviewed by the City Council without prior review or recommendation by the Development Review Board or Planning Commission.

A. The ordinance adopting such Comprehensive Plan Map amendments shall state the Comprehensive Plan Map amendment expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the Comprehensive Plan Map amendment. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

B. Notwithstanding the process described above an applicant may elect to have the Comprehensive Plan Map amendment reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

C. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested Comprehensive Plan Map amendment's compliance with the adopted master plan the Planning Director may require the Comprehensive Plan Map amendment be first reviewed by the Development Review Board to make a recommendation to City Council.

No additional changes proposed in this section

Section 4.610.00. Application Review Procedure.

No prior changes proposed in this section

(.03) *Review~~ing~~ Authority.*

A. *Type A or B.* Where site plan review or plat approval by the Development Review Board is not required by City ordinance, the grant or denial of the Tree Removal Permit application shall be the responsibility of the Planning Director. The Planning Director has the authority to refer a Type B permit application to the DRB under the Class II administrative review procedures of this Chapter. The decision to grant or deny a permit shall be governed by the applicable review standards enumerated in WC 4.610.10.

B. *Type C.* Where the site is proposed for development necessitating site plan review or plat approval by the Development Review Board, the Development Review Board shall be responsible for granting or denying the application for a Tree Removal Permit, and that decision may be subject to affirmance, reversal or modification by the City Council, if subsequently reviewed by the Council. For site development applications subject to a Class II administrative review process in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone or for residential development***, the Planning Director shall be responsible for the granting or denial of the Tree Removal Permit application.

C. *Type D.* Type D permit applications shall be subject to the standards and procedures of Class I administrative review and shall be reviewed for compliance with the Oregon Forest Practice Rules and Statutes. The Planning Director shall make the decision to grant or deny an application for a Type D permit.

~~D. *Review period for complete applications.* Type A permit applications shall be reviewed within ten working days. Type B permit applications shall be reviewed by the Planning Director within 30 calendar days, except that the DRB shall review any referred application within 60 calendar days. Type C permit applications shall be reviewed within the time frame established by this Chapter. Type D permit applications shall be reviewed within 15 calendar days.~~

No additional changes proposed in this section

Section 4.610.40. Type C Permit.

(.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone or for residential development,*** where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.

No additional changes proposed in this section

Section 4.700. Procedures Relating to the Processing of Requests for Annexation and Urban Growth Boundary Amendments.

No prior changes proposed in this section

(.02) Each quasi-judicial request shall be reviewed by the Development Review Board, which shall make a recommendation to the City Council after concluding a public hearing on the proposal, except in the following circumstance:

A. When an annexation in the ~~Coffee Creek Industrial Design Overlay District~~ ***Northwest Industrial (NWI) Zone*** is requested concurrent with a quasi-judicial Comprehensive Plan Map amendment and/or zone map amendment as specified in Section 4.197 (.02)A. and Section 4.198(.02), ***or when an annexation is for residential development consistent with an adopted Legislative Master Plan,*** the annexation shall be reviewed by the City Council without prior review or recommendation by the Development Review Board.

a. The ordinance adopting such annexation request shall state the annexation expires 120 days from Council adoption unless a Stage II Final Plan receives final local approval for the area subject to the annexation. In the event of a LUBA appeal of the final local approval, the 120-day expiration period will be tolled pending completion of the appeal process.

b. Notwithstanding the process described above an applicant may elect to have the annexation reviewed by the Development Review Board for a recommendation to City Council concurrently with other land use applications for the subject property.

c. If the Planning Director anticipates that individuals other than the applicant can be expected to question the requested annexation's compliance with the applicable criteria the Planning Director may require the annexation be first reviewed by the Development Review Board to make a recommendation to City Council.

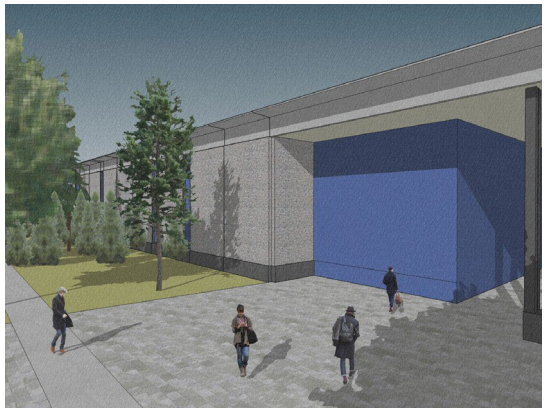
No additional changes proposed in this section

~~COFFEE CREEK~~*NORTHWEST* INDUSTRIAL ~~DESIGN OVERLAY DISTRICT~~*ZONE*

(formerly Coffee Creek Industrial Design Overlay District)

PATTERN BOOK

DECEMBER 2017; ***REVISED JUNE*** ~~JANUARY~~2026


WILSONVILLE
OREGON

CITY OF WILSONVILLE | TRANSPORTATION GROWTH MANAGEMENT (TGM) URBSWORKS INC | BAINBRIDGE.

CONTENTS

Introduction

Goals of the Pattern Book 1

Relationship to the Wilsonville Code 2

Overview of the Design Guidelines 3

Overview of the Two Track System 7

Relationship of the Design Guidelines to Section 4.134 Development Standards 8

How to Use the Pattern Book 9

Design Guidelines

Connectivity and Street Design 11

District-wide Site Planning and Landscaping 17

Site Design 21

Building Design 27

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Patterns and Typologies

Overview of the Prototypes 35

Connectivity and Street Design Patterns 36

Site Design Patterns 38

Supporting Street Typology 40

Through Connection Typology 42

Addressing Street Typology 44

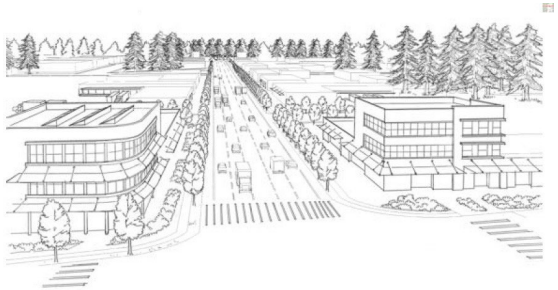
Prototype 1 46

Prototype 2 48

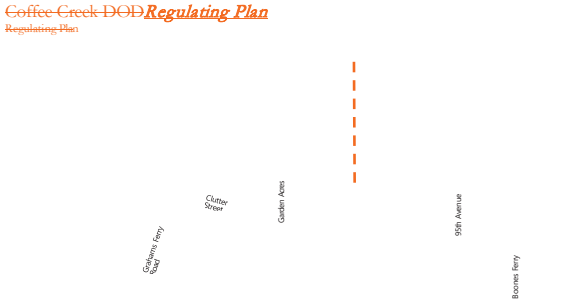
Prototype 3 50

INTRODUCTION

Introduction



Rendering of the Coffee Creek Master Plan area



Regulating Plan from Section 4.134 ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial (NWI) Zone***

GOALS OF THE PATTERN BOOK

~~The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5 of the Wilsonville Code.~~ It is the purpose of the ~~Coffee Creek DOD~~ ***Northwest Industrial (NWI) Zone is*** to implement the Coffee Creek Industrial Area Master Plan (2007) ***and the Basalt Creek Master Plan (20256)*** by establishing standards and guidelines for development. Wilsonville Code Section 4.134 (~~Form-based Code, or FBC~~) ***NWI Zone*** and the Pattern Book together establish regulations and guidelines for ***allowed uses,*** street design and connectivity, site design and circulation, building form, and building architecture and landscape of all development ~~located~~ within the ~~Coffee Creek Industrial Area Master Plan area~~ ***NWI Zone***. Together, or separately, the clear and objective standards of the ~~FBC~~***NWI Zone*** and the Pattern Book (Design Guidelines) are intended to result in:

- A multi-modal transportation network that accommodates pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial district;
- A complete network of existing and new streets, paths, and trails that will support a sense of place and identity within the City of Wilsonville;
- An industrial district featuring cohesive and high-quality site, landscape, and building design through a de-emphasis on building design and more appropriate emphasis on the design of the public realm;
- Minimization of the visibility of vehicular parking, circulation, and loading areas;
- Public realm design that considers the contribution that landscape design has made to the design quality of other industrial lands in Wilsonville, where landscaping is effective at breaking down the scale of industrial development and providing a human scale to the public realm;
- Preservation of trees and natural features, which supports the creation of a special place with a distinctive image and identity;
- Minimization of adverse impacts on adjacent properties from development that detracts from the character and appearance of the area; and
- Connectivity requirements that achieve City policy objectives but are appropriate for industrial scale sites and buildings, establish connectivity between parcels, and address challenges of shared site access between landlocked parcels.

RELATIONSHIP TO THE WILSONVILLE CODE

The ~~Form-based Code~~ ***design and development standards (form-based code) in Section 4.134 NWI Zone*** ~~for industrial areas~~ set the standards for development and define~~s~~ the essential determinants for design that are critical to development. These standards are clear, objective, and represent a baseline minimum for the sound development of employment uses in industrial areas. Because the community standards for design are high, the expectation for the design for all new development is correspondingly high. The design guidelines in this Pattern Book encourage and promote the design of buildings and landscapes that exceed the minimum functional standards established in the Wilsonville Code. The design guidelines illustrate how the provisions of the ~~Form-based~~ Code can be practically applied with examples from specific context zones. However, no single guideline or illustration is capable of representing the full, complete, and exhaustive range of possible design solutions. Rather than representing an ultimate design, the design guidelines and their illustrative examples are intended to promote a creative response to the development regulations and foster a collaborative discussion of design that includes City staff and members of the Development Review Board.

The City of Wilsonville expects new development in industrial areas to be successful contributors to the quality of life in the city by:

- Constructing well-designed, high-quality buildings that serve current needs and are adaptable to future uses;
- Integrating industrial land uses with all modes of transportation including active modes of transportation of walking, biking, and transit;
- Preserving existing trees and natural features and enhancing the character and qualities of a unique landscape with a distinctive image and identity;
- Preserving existing jobs and creating new ones; and
- Creating a quality workplace for employees.

OVERVIEW OF THE DESIGN GUIDELINES

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
A | Street Design and Connectivity	1. Network	1.1 Connection spacing 1.2 Large parcels
	2. Addressing Streets	2.1 Park-like character 2.2 Serving multiple modes 2.3 Prominent address 2.4 Enclosed public realm
	3. Supporting Streets	3.1 Role of Supporting Streets. 3.2 High-quality Supporting Streets 3.3 Extension of the public realm 3.4 Supporting Street as the primary access 3.5 Supporting Street as the secondary access
	4. Through Connections	4.1 Balancing extension of the public realm with flexible design 4.2 Serving pedestrians 4.3 Serving bicyclists 4.4 Wayfinding 4.5 Flexible alignment 4.6 Flexible width

INTRODUCTION

~~Coffee Creek~~*Northwest* Industrial ~~Design Overlay District~~ *Zone* Design Guidelines

Pattern Book Chapter	Design Guideline Section	Design Guidelines
B | District-Wide Planning and Landscaping	1. The Natural Landscape	1.1 Water flow to Coffee Lake Creek 1.2 Natural landscape as visual unifier 1.3 Naturalistic landscape, native planting 1.4 Access to nature 1.5 Ice Age artifacts 1.6 Tree preservation within setbacks 1.7 Informal park-like landscaping
	2. Special Landscape Features	2.1 City of Wilsonville themes 2.2 Existing tree groves at points of access 2.3 Water features 2.4 Selective use of non-native plants 2.5 Intentional aesthetic use of industrial materials
	3. Strong Gateways	3.1 ***NWI*** ~~Coffee Creek~~ gateways 3.2 Buildings as gateway markers 3.3 Monument signs 3.4 Iconic elements

~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
C | Site Design	1. Parcel Access	1.1 Distinctive identity of visitor arrival point 1.2 Converging parcel access points 1.3 Formal landscape design that contrasts 1.4 Parcel access from an Addressing Street 1.5 Parcel access from a Supporting Street 1.6 Parcel access from a Through Connection 1.7 Pedestrian and bicycle access network 1.8 Accessible paths 1.9 Adjust paths to incorporate site features 1.10 Front yards that contribute to the public realm 1.11 Signs 1.12 Outdoor rooms
	2. Parking Location and Design	2.1 Front yard surface parking on an Addressing Street 2.2 Through Connections that provide parking 2.3 Surface parking 2.4 From the parking spot to the primary entry 2.5 Stormwater run-off 2.6 Planting
	3. Location and Screening of Utilities and Services	3.1 Geometry 3.2 Screening materials 3.3 Native plant material
	4. Exterior Lighting	4.1 Nighttime safety 4.2 Highlighting 4.3 No flood lighting 4.4 Sustainable lighting 4.5 Addressing and Supporting streets at night 4.6 Through Connections at night 4.7 Fixture heights 4.8 Night sky

INTRODUCTION

~~Coffee Creek~~*Northwest* Industrial ~~Design Overlay District~~***Zone*** **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
D | Building Design	1. Primary Building Orientation and Entries	1.1 Primary building entry relationship to Addressing Street 1.2 Primary entry as significant building feature 1.3 Primary entry characteristics 1.4 Visual interest and human scale
	2. Building Façades	2.1 Façade articulation 2.2 Office building façades 2.3 Multi-story building façades 2.4 Addressing Street façades 2.5 Addressing Street enclosure and street wall
	3. Roof Forms	3.1 Fifth elevation 3.2 Natural light 3.3 Roof edge 3.4 Roof forms 3.5 Incorporation of mechanical systems 3.6 Roof stormwater
	4. Materials and Colors	4.1 ***~~Coffee Creek~~Northwest Industrial*** colors 4.2 Emphasize base, body, and top 4.3 Muted color palette
	5. Sustainable Building Design	5.1 Solar advantage and daylight 5.2 Shading 5.3 Non-mechanical light and ventilation 5.4 Minimal site alteration

OVERVIEW OF THE TWO TRACK SYSTEM

The Two Tracks

TRACK ONE
The Planning Director determines your project complies with all Development Standards, or ~~***that***~~

Your project complies with all Development Standards and all needed Adjustment Allowances.

Your project will be approved by the Planning Director.

TRACK TWO
Your project does not comply with all Development Standards.

Your project must comply with some or all Design Guidelines in the Pattern Book.

Your project is reviewed and may be approved by the Development Review Board.

Track One: Reduced timeline, approval certainty Track Two: Design flexibility

HOW THE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES ARE INTENDED TO BE USED

The clear and objective standards in Section 4.134, found within Chapter 4 of the Wilsonville Planning and Land Development Code, are written to allow streamlined development approval. As long as a proposed development meets the numerical standards it will be approved.

The Design Guidelines within this Pattern Book provide the basis for an optional "waiver track." An applicant may elect to apply for the waiver track, instead of the clear and objective track. In this case, the Design Guidelines, including the Intent Statements and other contents of this Pattern Book, will guide approval of the project.

TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

~~Track One is a ministerial review process, intended to result in automatic project approval if all criteria are met.~~
~~The development applicant must meet Development Standards (numerical standards) for Connectivity, District-wide Planning, Site Design, Building Design, Waysides and Signage. Limited adjustments are permitted, as noted in Section 4.134.~~

Track One provides an administrative approval process for projects that comply with the clear and objective standards of Section 4.134. If an application meets all applicable development standards, the project is approved without discretionary design review.

Applicable standards include requirements for connectivity, site planning, building design, landscaping, waysides, and signage. Limited adjustments to specific numerical standards may be granted where authorized by Section 4.134.

TRACK TWO: WAIVER TRACK

~~Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134.~~

~~When choosing this track, applicants must meet Design Guidelines within the Pattern Book for development standards to be waived. Clear and objective standards eligible for the waiver track are found in subsections~~
~~2) District-wide Planning and Landscaping, 3) Site Design, and 4) Building Design.~~

~~The clear and objective standards of subsection 1) Street Design and Connectivity, may elect to use the waiver track by providing a Connectivity Master Plan that complies with the Design Guidelines and the Pattern Book.~~***Track Two is a discretionary review process available to applicants proposing development that does not meet all of the clear and objective standards contained in Section 4.134. Under this track, applicants must demonstrate that the proposed alternative design satisfies the intent and objectives of the Northwest Industrial Zone through compliance with the applicable Design Guidelines contained in the NWI Pattern Book.***

Standards eligible for waiver review include selected provisions within District-wide Planning and Landscaping, Site Design, and Building Design, as specifically identified in Section 4.134. Standards that are not identified as adjustable or eligible for waiver review shall remain applicable.

Applicants seeking flexibility from Street Design and Connectivity standards may utilize Track Two by submitting a Connectivity Master Plan that demonstrates how the proposed development will achieve the connectivity, circulation, and public realm objectives of the Northwest Industrial Zone and is consistent with the Design Guidelines and recommendations contained in the NWI Pattern Book.

Approval of a waiver request is discretionary and requires a finding that the proposed alternative design meets or exceeds the intent of the applicable standards and contributes to the overall vision and objectives of the Northwest Industrial Zone.

Projects are reviewed and may be approved by the Development Review Board.

RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS

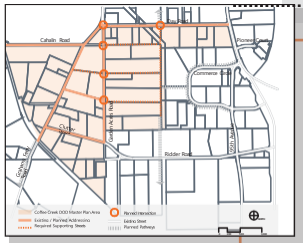
TRACK ONE: CLEAR AND OBJECTIVE TRACK (SECTION 4.134)

Track One is a***n*** ~~ministerial~~ ***administrative*** review process, intended to result in automatic project approval if all criteria are met. The development applicant must meet **Development Standards** (numerical standards) for Connectivity, District-wide Planning, Site Design, and Building Design. Projects will be approved by the **Planning Director.**

TRACK TWO: WAIVER TRACK

Track Two is a discretionary review process for projects not meeting all of the clear and objective standards of Section 4.134. The development applicant must meet **Design Guidelines** for the applicable waiver track section. Projects are reviewed and may be approved by the **Development Review Board.**

Section 4.134 ~~Coffee Creek~~*Northwest* Industrial ~~Design Overlay District~~*Zone*



TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

1

~~CC~~***NWI - 2***~~1~~ | Street Design and Connectivity

- Connection Spacing
- Connection Type
- Connection Hierarchy and Primary Frontage

~~CC~~***NWI*** - ***2***~~1~~ | Street Design and Connectivity

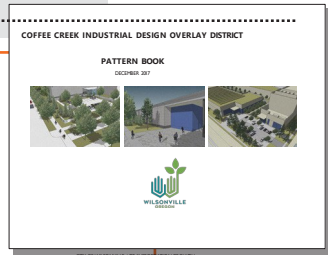
Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".

~~CC~~***NWI*** - ***3***~~2~~ | ~~District-wide~~ Planning and Landscaping

- Tree Removal
- Tree Protection

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)



2

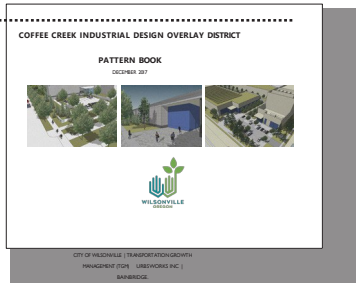
Waiver Track only permitted using the Connectivity Master Plan (see below)

A | Street Design and Connectivity

- Network
- Addressing Streets
- Supporting Streets
- Through Connections

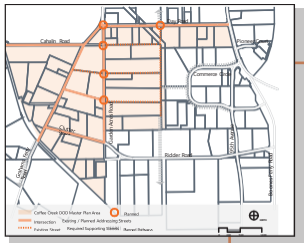
B | ~~District-wide~~ Planning and Landscaping

- The Natural Landscape
- Special Landscape Features
- Strong Gateways


COFFEE CREEK INDUSTRIAL DESIGN OVERLAY DISTRICT
PATTERN BOOK
DECEMBER 2017
WILSONVILLE
OREGON
CITY OF WILSONVILLE | TRANSPORTATION GROWTH MANAGEMENT (TGM) | DKS ASSOCIATES | KITTELSON & ASSOCIATES, INC. | MACKENZIE | OTAK, INC. | PARAMETRIX | ROBERTSON-BOGARD COMPANY | THE BANKS GROUP | WILSONVILLE CONCRETE | WILSONVILLE CONCRETE | WILSONVILLE CONCRETE

RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS CONTINUED

Section 4.134 ~~Coffee Creek Industrial Design Overlay District~~*Northwest Industrial Zone*



TRACK ONE: CLEAR AND OBJECTIVE TRACK

Section 4.134 Development Standards

NWI~~CC 3 4~ | Site Design

- Parcel Access (Adjustable)
- Parcel Pedestrian Access
- Parcel Frontage
- Parking Location and Design (Adjustable)
- Grading and Retaining Walls (Adjustable)
- Planting
- Location and Screening of Utilities

NWI 5 | Building Design

- Building Orientation
- Primary Building Entrance
- Overall Building Massing (Adjustable)

(.11) | Waysides

- Size and Dimensions
- Perimeter Landscaping
- Required and Optional Amenities

(.13) | Signs

- Applicability
- General

TRACK TWO: WAIVER TRACK

Design Guidelines (this document)



C | Site Design

- Parcel Access
- Parking Location and Design
- Location and Screening of Utilities and Services
- Exterior Lighting

D | Building Design

- Primary Building Orientation and Entries
- Building Façades
- Roof Forms
- Materials and Colors
- Sustainable Building Design

Per Section 4.134 (.07)

Per Section 4.156.02 (.08)

Attachment 2

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

EXAMPLE 1

Approval using Clear and Objective Track only.

Section 4.134 Northwest-Industrial *Zone*

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
***NW*I - *1* | Street Design and Connectivity** • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see
CC - 1 | Street Design and Connectivity Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and • Network • Addressing Streets • Supporting Streets
***NW*I - *2* | District-wide Planning and Landscaping** • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features • Strong Gateways
***NW*I - *3* | Site Design** • Parcel Access (Adjustable) • Parcel Pedestrian Access • Parcel Frontage • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
NWI - *4* | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing (Adjustable)	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • Size and Dimensions • Perimeter Landscaping • Required and Optional Amenities	Waiver Track Not Permitted
(.13) | Signage • Applicability • General	Per Section 4.156.02 (.08)

EXAMPLE 2

Approval using both Clear and Objective and Waiver Tracks.

Section 4.134 *Northwest* Industrial *Zone*~~Design Overlay District~~

TRACK ONE: CLEAR AND OBJECTIVE TRACK Section 4.134 Development Standards	TRACK TWO: WAIVER TRACK Design Guidelines (this document)
CC - 1 | Street Design and Connectivity • Connection Spacing • Connection Type • Connection Hierarchy and Primary Frontage	Waiver Track only permitted using the Connectivity Master Plan (see below)
***NW*I~~CC~~ - *1* | Street Design and Connectivity** Connectivity Master Plan, per Section 4.134 (.10)D. "Required Connectivity Master Plan".	A | Street Design and Connectivity • Network • Addressing Streets • Supporting Streets • Through Connections
***NW*I - *2* | District-wide Planning and Landscaping** • Tree Removal • Tree Protection	B | District-wide Planning and Landscaping • The Natural Landscape • Special Landscape Features
~~(.12) | Waysides~~ CC - 3 | Site Design • ~~Parcel Access (Adjustable)~~ • ~~Parcel Pedestrian Access~~ • ~~Parcel Frontage~~ • Parking Location and Design (Adjustable) • Grading and Retaining Walls (Adjustable) • Planting • Location and Screening of Utilities	C | Site Design • Parcel Access • Parking Location and Design • Location and Screening of Utilities and Services • Exterior Lighting
CC - 4 | Building Design • Building Orientation • Primary Building Entrance • Overall Building Massing	D | Building Design • Primary Building Orientation and Entries • Building Façades • Roof Forms • Materials and Colors • Sustainable Building Design
(.12) | Waysides • ***Size and Dimensions*** • ***Perimeter Landscaping*** • ***Required and Optional Amenities***	~~Waiver Track Not Permitted~~
(13) | Signage • Applicability • General	~~Per Section 4.156.02~~

HOW TO USE THE PATTERN BOOK

This Pattern Book ~~for Coffee Creek~~uses design guidelines and prototypes to illustrate the principles that inform the ~~Coffee Creek Industrial Design Overlay District~~***Northwest Industrial Zone.*** For those projects where the clear and objective standards of the Form- based Code***Section 4.134*** do not provide sufficient flexibility to address specific issues for site design, landscape design, or building design the Pattern Book provides guidance to the applicant and the Development Review Board.

What is an Intent Statement? Intent statements summarize the fundamental principles for the four primary patterns and their typologies that guide development in ~~Coffee Creek~~***the Northwest Industrial Zone.***

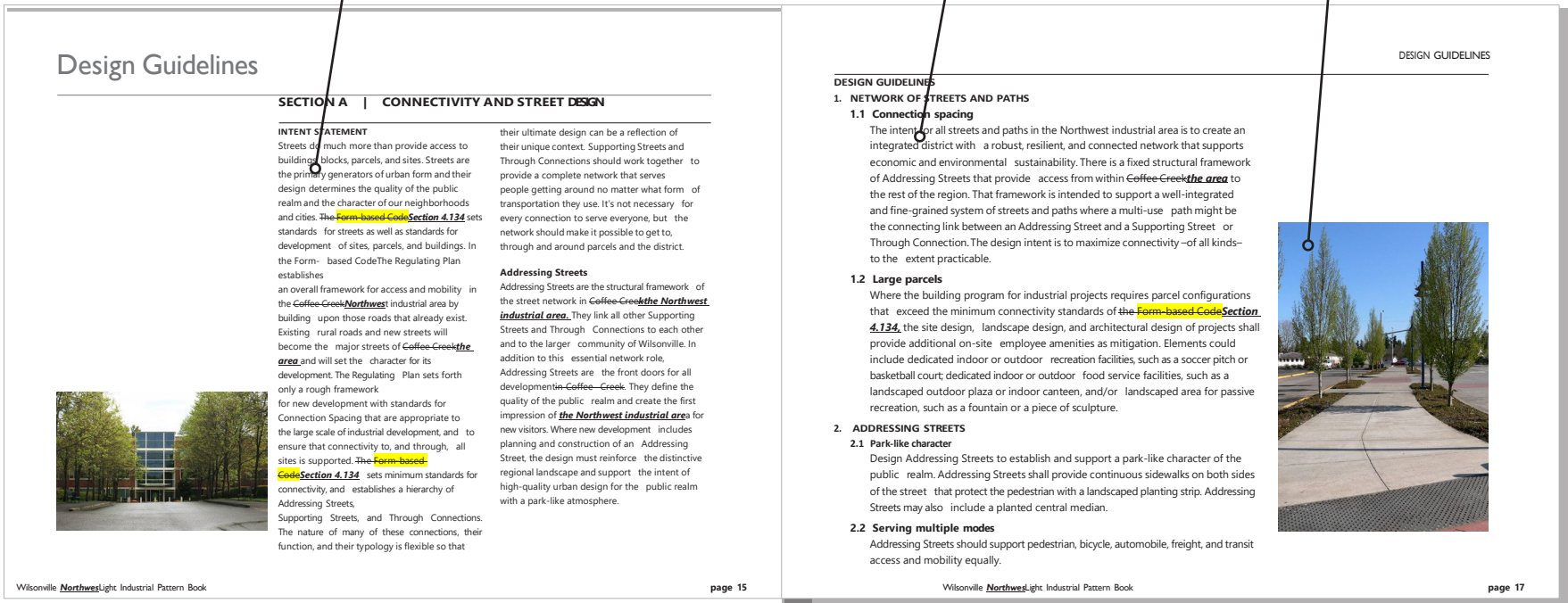
What is a Design Guideline? Every design guideline is intended to promote a carefully articulated and well-crafted design response that is consistent with the principles of the Intent Statement.

What is a Precedent Photo? Each image is intended to provide a visual reference to the text that represents a level of quality and aesthetics appropriate to the industrial context of ~~Coffee Creek~~***the Northwest Industrial Zone.*** They are intended to inspire creativity and a thoughtful, considered design response to addressing the unique conditions of street, site, building, and landscape design.

Intent Statement

Design Guideline

Precedent photo



Design Guidelines

SECTION A | CONNECTIVITY AND STREET DESIGN

INTENT STATEMENT

Streets do much more than provide access to building blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form- based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based CodeThe Regulating Plan establishes an overall framework for access and mobility in the ~~Coffee Creek~~***Northwes***t industrial area by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ~~Coffee Creek~~***the area*** and will set the character for its development. The Regulating Plan sets forth only a rough framework for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. ~~The Form- based Code~~***Section 4.134*** sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It's not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets

Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area.*** They link all other Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development~~in Coffee Creek~~. They define the quality of the public realm and create the first impression of ***the Northwest industrial area*** for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.

Wilsonville ***Northwes***t Industrial Pattern Book page 15

DESIGN GUIDELINES

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in the Northwest industrial area is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent practicable.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of ~~the Form- based Code~~***Section 4.134,*** the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer pitch or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.

Wilsonville ***Northwes***t Industrial Pattern Book page 17

INTRODUCTION

Example projects, or Prototypes—representing a range of possible building and development typologies—are modeled in dimensionally accurate illustrations. Each of the prototypes illustrates how a development may comply with the Design Guidelines and Intent Statements.

In the Patterns and Prototypes section starting on page 33, Prototypes and Design Guidelines are arrayed side-by-side to demonstrate different ways that a project may comply with the Design Guidelines.

What is a Prototype? Prototypes are models of possible development, designed to-scale for a particular context. Development prototypes are used in a wide variety of applications—to illustrate design objectives, to test development capacity for a specific site, to model a real estate development proforma, or to test proposed
zoning designations and development standards. Prototypes provide an easy-to-understand visual representation of complex spatial information and are often drawn in three dimensions to help users visualize results. The ~~Coffee Creek~~***Northwest***

Industrial prototypes are aimed at City staff, the Development Review Board, developers who want clear guidance about the type of development that is permitted by the ~~Coffee Creek~~***Northwest*** Industrial ~~Design Overlay District~~ ***Zone,*** and neighborhood representatives trying to visualize the effect of the zoning.

Excerpts from Design Guidelines

PATTERNS AND TYPOLOGIES

Prototype 2

A. 2.1 PARK-LIKE CHARACTER
Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS
Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous planted landscape strip.

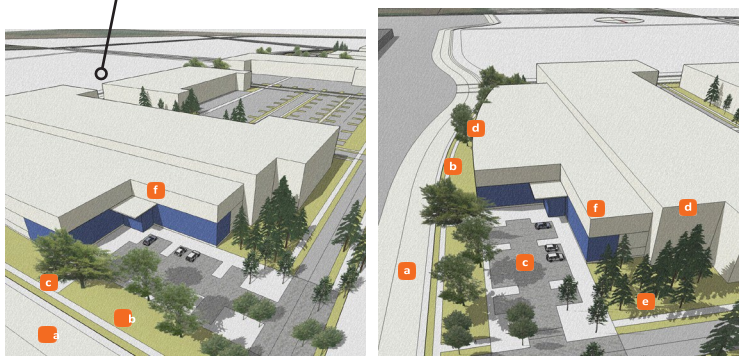
A. 2.4 ENCLOSE THE PUBLIC REALM
Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive frame for the streets, and support the sense of place in ***the area.***

A. 3.3 EXTENSION OF PUBLIC REALM
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

SECTION C. INTENT STATEMENT
Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. The landscape design, installation, and maintenance help to define the ~~Coffee Creek~~***Northwest*** industrial ~~district~~ ***area*** and to diminish the large-scale industrial buildings. It also helps
to define and direct people to building entries. The native plant material are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

Prototype illustration demonstrating compliance with Design Guidelines



a Primary Addressing Street
b Addressing Street park-like character
c Front door on the Addressing Street as front door
d Enclosure of the public realm
e Native trees in the setback
f Visual interest and human scale

Design Guidelines

SECTION A | STREET DESIGN AND CONNECTIVITY

INTENT STATEMENT

Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. ~~The Form-based Code~~***Section 4.134*** sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form- based Code, the Regulating Plan establishes
an overall framework for access and mobility in the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of ***the area***~~Coffee Creek~~ and will set the character for its development. The Regulating Plan sets forth only a rough framework
for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. The Form-based Code sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It is not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

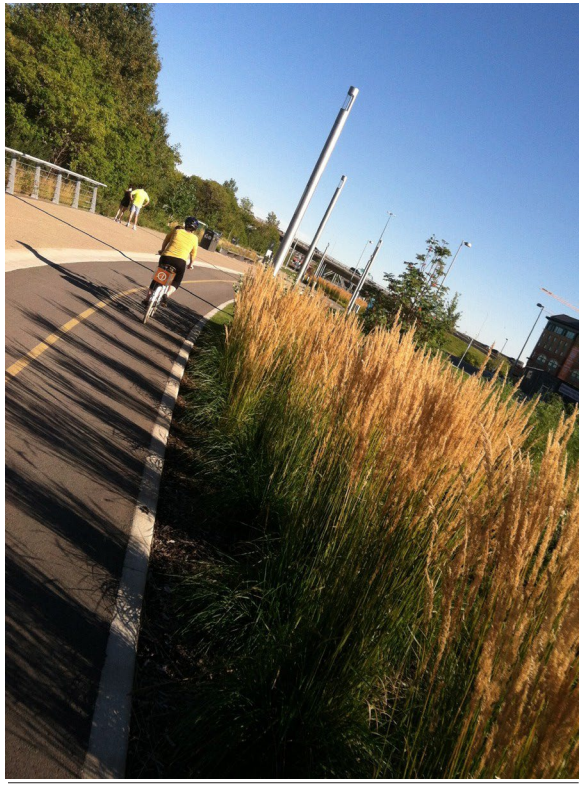


Example of a Supporting Street
On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel.

Addressing Streets

Addressing Streets are the structural framework of the street network in ~~Coffee Creek~~***the Northwest industrial area***. They link Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development in ~~Coffee Creek~~***the area.*** They define the quality of the public realm and create the first impression of ~~Coffee Creek~~***the industrial area*** for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.

Planning Commission Meeting - July 8, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)



Example of a Through Connection
Through Connections may serve as a multi-use path ~~bicyclesf~~***or bicycles*** and pedestrians.

Supporting Streets

Supporting Streets are primarily intended to be the flexible links between Addressing Streets and destinations. They play a significant role in supporting freight and automobile access, but they also connect people on foot or bike to transit. They have a fundamental role in providing fine-grained connectivity within the large scale of industrial blocks. On the largest sites in ~~Coffee Creek~~***the Northwest Industrial area*** where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the "address" and "front door" for a building located on the interior of a parcel. Where they do, Supporting Streets should contribute to the overall urban design quality of ~~Coffee Creek~~***the area.*** Design elements of Supporting Streets may share many of the same characteristics as Addressing Streets: continuous sidewalks on both sides of the street protected by landscaped park strips.

In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

Through Connections

Through Connections offer a broad range of design possibilities that support specific needs for access and mobility. Through Connections may look like Addressing Streets or Supporting Streets and function like any other street; they may look like a street and at the same time function as access to parking within a surface parking lot. They may serve as a multi-use path for bicycles and pedestrians; or they may look and function like a sidewalk. Regardless of their ultimate appearance or configuration, Through Connections are intended to link ***the*** ~~the Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea together as a network of streets, routes, and paths that support multi-modal transportation. Through Connections are also intended to link ~~Coffee Creek~~***the area*** to other local and regional destinations, such as the Ice Age Tonquin Trail or Coffee Lake Creek Natural Area.

The design of the landscape along Through Connections is intended primarily as a visual relief from the large-scale industrial development. A simple, natural landscape of native plant materials will result in an attractive contribution to the quality of this limited part of the public realm.

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in ~~Coffee Creek~~ ***the Northwest Industrial area*** is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within ~~Coffee Creek~~***the area*** to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity of all kinds to the extent feasible.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of the Form-based Code, the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer field or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.



Example of a Through Connection
Through Connections may function as access to parking within a surface parking lot.

Planning Commission Meeting - July 8, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

2.3 Prominent address

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

2.4 Enclosed public realm

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in ~~Coffee Creek~~***the Northwest Industrial area.***

3. SUPPORTING STREETS

3.1 Role of Supporting Streets

Supporting Streets are the flexible links between Addressing Streets and destinations throughout the ~~Coffee Creek~~ area. Supporting Streets may sometimes function as the "front door" or "address for new buildings and development. In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

3.2 High-quality Supporting Streets

Where appropriate to the master plan for large development sites, design Supporting Streets to the same standards as Addressing Streets. Match street design standards for Addressing Streets, including street profiles, street trees, and sidewalks.

3.3 Extension of the public realm

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.4 Supporting Street as the primary access

If the Supporting Street serves as the development's primary access street, it should be developed to the same standards as Addressing Streets and serve as the "front door" or "address" for new buildings and development.



Extension of public realm
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.5 Supporting Street as the secondary access

If the Supporting Streets does not serve as the development's primary access street, it should be developed as a secondary service connection from the designated Addressing Streets.

4. THROUGH CONNECTIONS

4.1 Balancing extension of the public realm with flexible design

Design Through Connections to fully support the extension of the public realm while responding to a wide range of functions.

4.2 Serving pedestrians

Through Connections must serve pedestrians and function as an extension of the sidewalk network in ~~Coffee Creek~~***the Northwest Industrial area.***

4.3 Serving bicyclists

Through Connections must serve as multi-use paths and support the effective use of bicycles for transportation

4.4 Wayfinding

Install a system of signage that serves to orient people to their location and assist them in wayfinding to their destination.

4.5 Flexible alignment

Adjust the alignment of Through Connections to accommodate natural features and resources.

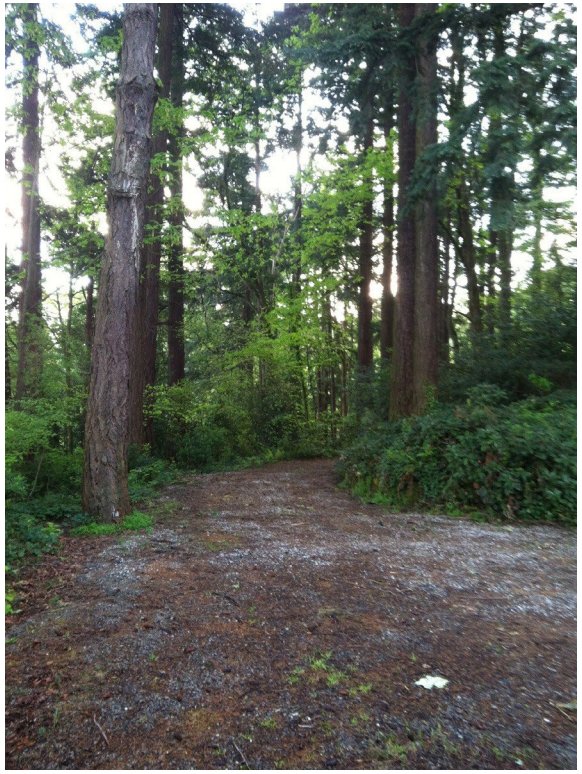
4.6 Flexible width

Increase the width of a Through Connection designed as a multi-use path to incorporate amenities such as benches, lighting, or trash receptacles, and to create visual interest.



Serving pedestrians
Through Connections must serve pedestrians and function as an extension of the sidewalk network in ***the Northwest Industrial area***~~Coffee Creek.~~

DESIGN GUIDELINES



Naturalistic landscape, native planting
Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner

SECTION B | DISTRICT-WIDE SITE PLANNING AND LANDSCAPING

INTENT STATEMENT

The impact of the Ice Age floods on the Willamette Valley defies the imagination. The cataclysmic effects of the Missoula Floods created the modern-day landscape that includes ***the Basalt Creek Canyon, Tonquin Scablands***, Coffee Lake Wetlands and Coffee Lake Creek. These remnants of the geologic events of 12,000 years ago and the landscape that has emerged since that time are authentic elements that establish our sense of place and contribute to creating a distinctive image and identity that is unique to the City of Wilsonville. In ~~Coffee Creek~~***the Northwest Industrial area,*** the oak savanna is the most distinctive and significant landscape feature visible today that emerged as a result of the Missoula Floods. The effects of settlement have diminished the extent of this oak forest and groves of fir trees are now a distinctive part of the skyline. There may well be elements of the floods still to be discovered; the glacial erratics of the Willamette Valley were scattered here as the ice rafts that they arrived with melted.

The City's commitment to preserving and enhancing the heritage of this distinctive landscape is reflected in several of the patterns and guidelines. At the scale of the district, the City expects development to promote visual and physical connections from the industrial district to the ***Basalt Creek Canyon, Tonquin Scablands,*** Coffee Lake Creek Natural Area and the future Tonquin Ice Age Trail.

The themes that express the unique character, quality, and culture of ~~Coffee Creek~~***the area*** are still emerging as the ***Northwest Industrial*** district becomes fully integrated with the larger, more established city. Existing stands of Douglas Fir acknowledge both the city's status as a Tree City USA and its commitment to maintaining its natural beauty. The city is also home to three water features by the celebrated Pacific Northwest landscape architect Bob Murase: water features are ~~strongly~~encouraged as part of the ***Coffee Creek Industrial Master Plan and Basalt Creek Master Plan, particularly in future industrial waysides.***

Within the ~~Coffee Creek~~***Northwest*** Industrial Area the design of individual buildings should be linked by unifying elements. The public realm of Addressing Streets provides unity to the district by establishing a pastoral character of place with the regular planting of street trees, sidewalks, and front yard setbacks. Trees help to define place, and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial Area.

Improving existing and providing new pedestrian and bicycle connections to and through natural areas strengthens the sense of place by developing the character of place.

Gateways reinforce a sense of arrival or departure and mark the transition from one precinct of the city to another.





Trees

Trees help to define place and enhance the public realm by giving context and scale to the ~~Coffee Creek~~***Northwest*** Industrial ***a***~~A~~rea.

Planning Commission Meeting - July 8, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

GUIDELINES

1. THE NATURAL LANDSCAPE

1.1 Water flow to Coffee Lake Creek

Design landscapes to acknowledge the Ice Age heritage of ~~Coffee Creek~~***the Northwest Industrial area*** by orienting patterns of new landscape plantings reflecting the natural flows of water from the industrial district to Coffee Lake Creek ***and Basalt Creek.***

1.2 Natural landscape as visual unifier

Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

1.3 Naturalistic landscape, native planting

Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner.

1.4 Access to nature

Pedestrian and bicycle connection is critical and incorporating public connections through large-scale industrial sites is encouraged. Access connections to the creeks, natural areas, and greenway trails should be clearly marked and provide safe and convenient passage.

1.5 Ice Age artifacts

Identify, preserve, and enhance any Ice Age elements found on site, such as erratics the foreign boulders carried to the site on ice rafts, as elements that influence site design and development.

1.6 Tree preservation within setbacks

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

1.7 Informal park-like landscaping

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal,



Tree preservation within setbacks
Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

natural, and original landscape that preceded development and persists in places across the site.

2. SPECIAL LANDSCAPE FEATURES

2.1 City of Wilsonville themes

Integrate the themes related to the City of Wilsonville as unifying elements in the conceptual design for new development, and into the landscape design.

2.2 Existing tree groves at points of access

Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.

2.3 Water features

Integrate fountains and water features to emphasize important places, such as parcel access, building entries, and employee amenities.

2.4 Selective use of non-native plants

Non-native, ornamental plants, shrubs, and trees should be used sparingly and strategically as elements that accent special elements of the site or building, such as entries.

2.5 Intentional aesthetic use of industrial materials

Integrate the materials of industry at an industrial scale. This guideline may be accomplished by designing buildings, enclosures, and retaining walls with the simple, natural, unembellished materials common to industry. Use unfinished steel, raw aluminum, and plain concrete as the finish materials for the construction of site and building elements.

3. STRENGTHEN GATEWAYS

3.1 ~~Coffee Creek~~*Northwest Industrial* gateways

Design gateway locations to promote a sense of place and to reinforce the distinct identity of ~~Coffee Creek~~***the Northwest Industrial area.*** This guideline may be accomplished by placing new buildings strategically at areas that define boundaries and edges to create gateways in conjunction with other buildings or with significant landscape features.



Existing tree groves at points of access
Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.



Informal park-like landscaping
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

3.2 Buildings as gateway markers

Develop gateway buildings at strategic intersections.

3.3 Monument signs

Use freestanding monument signs to mark gateways.

3.4 Iconic elements

Install iconic elements within the right-of-way, such as signs, monuments, or art, that help identify a specific address as a district-wide or site-specific gateway to ~~Coffee Creek~~***the area.***



Natural landscape as visual unifier
Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

SECTION C | SITE DESIGN

INTENT STATEMENT

Access and mobility

Access and mobility are essential elements of successful industrial development. We tend to think of tractor-trailer rigs as essential to industry, and they are, but equally essential to industry is an educated work force that can get to their shifts with a full range of transportation options: options that offer employees real choices that include driving alone, but also support and encourage transit, walking, and biking.

Automobile and freight access from Addressing Streets and Supporting Streets to a parcel should be obvious, clear, simple, and safe. Parcel access provides an opportunity to create a gateway and reinforce a strong sense of place.

Bicycle and pedestrian access to a parcel from Addressing Streets and Supporting Streets can also reinforce the sense of place ~~in Coffee Creek.~~ Bicycle and pedestrian access from an Addressing Street to a parcel should be convenient, direct, and complete. Cyclists and walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Access and mobility are for all people. The pedestrian system is successful only when all people can conveniently reach their destinations. Universal and equitable barrier- free design is most successful when designed and developed systematically from initial site design through final building design and construction.



Access from an Addressing Street
Walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Parking Design

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

Ensure that the parking lot landscape is planned, installed, and maintained to promote the informal design character associated with each landscape frontage type.

Design that Contributes to the Site Minimize site grading to preserve the natural character of the site. Contoured slopes are generally preferred to the installation of retaining walls. Where retaining walls are necessary to support site development, ensure that they facilitate surface drainage, limit soil erosion, and avoid increasing instability of

native soils. Integrate retaining walls with other site design features, such as stairs, ramps, and planters wherever possible.

To the extent possible, site development should maintain and enhance natural drainage patterns. Incorporate features for the storage, cleaning, transport, and re-infiltration of stormwater into site design and landscaping. Stormwater facilities such as swales should be designed to reinforce the natural quality and visual continuity of the landscape at the scale of the site and the district.

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~Area~~. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest*** ~~Coffee Creek~~ Industrial ***Zone*** ~~District~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials
are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

Industrial building types typically need extensive, relatively flat surfaces for buildings, parking lots, service yards, access lanes, and truck maneuvering areas. It may still be possible to fit a multistory building into the terrain of Coffee Creek. Integrating buildings with their sites is strongly encouraged.

Landscape that Contributes to the Building
Building designs should acknowledge and respect the natural character of their
sites. The ***Northwest Industria Zone*** ~~Coffee Creek Industrial Area~~ has a strong character that derives from context, topography, and native vegetation. New site development, landscaping, and building design can reinforce this distinctive character.

Provide a consistent and high-quality environment for the ***Northwest*** ~~Coffee Creek~~ ***Industrial Zone*** ~~Area~~ by obscuring views of loading areas, work yards, above-grade utilities and services, and recycling and refuse areas from Addressing Streets, Supporting Streets and Through Connections. Whenever possible, group utilities and services to minimize visual clutter.

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone***. ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

GUIDELINES

1. PARCEL ACCESS

1.1 Distinctive identity of visitor arrival point

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.

1.2 Converging parcel access points

Use routes providing parcel access to build active intersections where pedestrians, bicyclists, and motorists have access to site amenities.

1.3 Formal landscape design that contrasts

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.

1.4 Parcel access from an Addressing Street

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

1.5 Parcel access from a Supporting Street

Where parcel access from a Supporting Street is the primary automobile access to a building for visitors use landscaping and signage to create a distinctive sense of arrival.

1.6 Parcel access from a Through Connection

Where parcel access connects only with a pedestrian walkway or multi-use path with the Coffee Creek pedestrian and bicycle network, design the walkway or multi-use path for safety, comfort, and convenience of pedestrians and cyclists.

1.7 Pedestrian and bicycle access network

Develop an integrated system for pedestrians and bicycles that includes good connections to other parts of the Coffee Creek Industrial Area and to the larger city beyond.

1.8 Accessible paths

Make paths accessible for all.

1.9 Adjust paths to incorporate site features

Add character and interest to the path by adjusting its direction and/ or width to incorporate unique natural features of the site, such as streams, pools, or rock outcroppings.

1.10 Front yards that contribute to the public realm

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

1.11 Signs

Plan the size and location of signs and their structure so that they do not detract from the natural quality of the native landscape.

1.12 Outdoor rooms

Establish and maintain a sense of the public realm as an outdoor room where building elevations serve as walls and the streets, sidewalks, and landscape serve as the floor. Use buildings to create and maintain a sense of urban enclosure.

2. PARKING LOCATION AND DESIGN

2.1 Front yard surface parking on an Addressing Street

Surface parking is permitted in the front yard setback for development along Addressing Streets and Supporting Streets with limitations. Design parking lots to result in an attractive and functional experience for staff and visitors arriving by car. To enhance the design quality of parking lots in front yards along Addressing Streets, consider increasing the quality of the materials used and treating the surface of the parking lot and walkway system as a plaza that connects to, and integrates with, the primary building entrance.

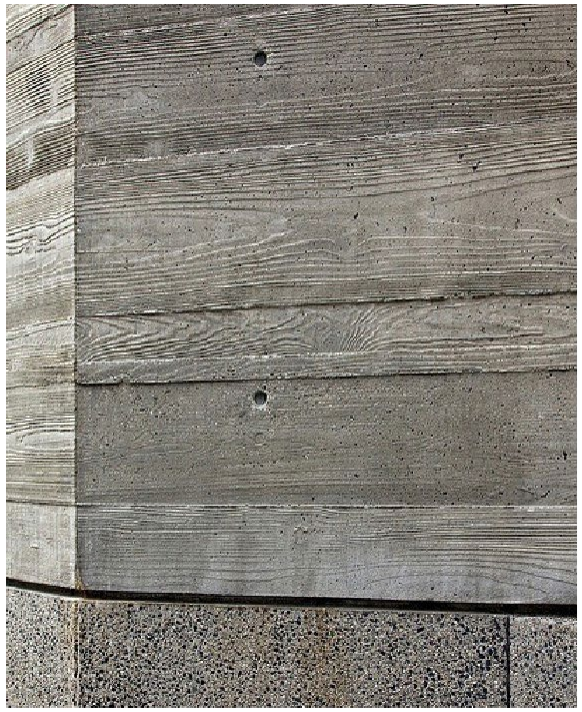
2.2 Through Connections that provide parking

Through Connections can support a wide range of on street parking options including parallel, diagonal, or perpendicular parking. Choose the type of parking most appropriate to the context: consider natural features and resources as well as programmatic needs associated with building use. Adjust the layout of parking lots to accommodate natural features and resources.

2.3 Surface parking

Vary the scale of parking lots, the pattern of landscape elements and lighting to add visual





Screening materials
Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in- place or board-formed concrete.

interest and reduce the monotonous effect of large extents of surface parking.

2.4 From the parking spot to the primary entry

Design parking lots for the comfort and convenience of visitors and the disabled. The accessible route from one's parking spot to the primary building entrances should be clear, obvious, and unobstructed.

2.5 Stormwater run-off

Consider the integration of permeable paving to reduce stormwater run-off.

2.6 Planting

Design and install new landscapes with plantings grouped in natural, irregular masses to establish and support a continuous, integrated, and natural district-wide appearance. Landscapes and plant materials shall be maintained throughout the year.

3. LOCATION AND SCREENING OF UTILITIES AND SERVICES

3.1 Geometry

Organize above-grade services elements, such as transformers, with the geometry of the adjacent streets or nearby site elements and buildings.

3.2 Screening materials

Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in-place or board-formed concrete. Long extents of fencing should be modulated with the use of reveals and other techniques. Where required, service access gates and doors should be constructed of high-quality, durable materials that complement the design of screening walls and receive regular maintenance.

3.3 Native plant material

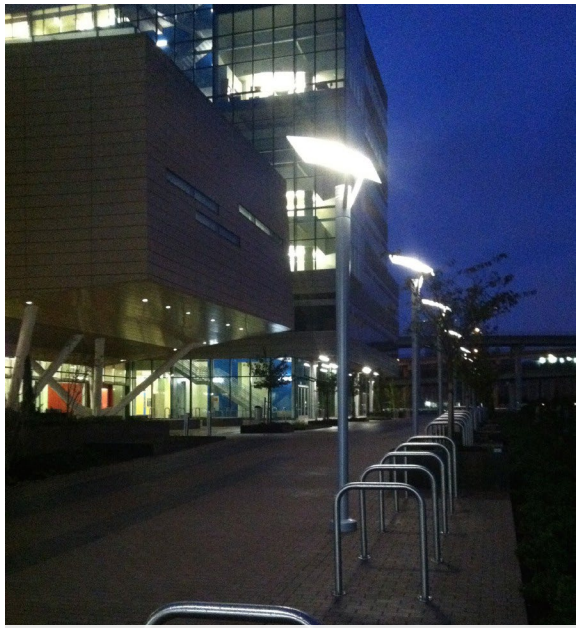
Where appropriate, screening walls should be enhanced with native plant material to diminish the visual mass and integrate with the landscape.

4. EXTERIOR LIGHTING

4.1 Nighttime safety

Exterior lighting should support safe access and use of sites in the evening and nighttime.





Nighttime safety
Exterior lighting should support safe access and use of sites in the evening and nighttime.

4.2 Highlighting

The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

4.3 Flood lighting

Surface parking lots, building entries and courtyards, and loading areas and service yards should be illuminated, but the use of flood lighting is discouraged.

4.4 Sustainable lighting

Exterior lighting should be selected for maximum energy-efficiency, durability, and maintainability.

4.5 Addressing and Supporting Streets at night

Lighting plays a significant role in supporting the design character of Addressing Streets and Supporting Streets in the evening and nighttime by encouraging the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape frontages required along Addressing Streets.

4.6 Through Connections at night

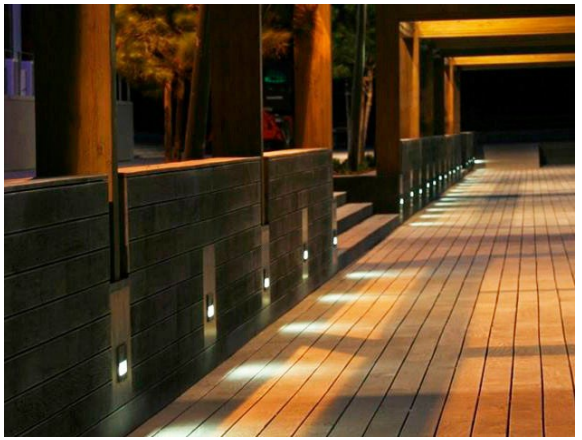
Lighting plays a supporting role in the design character of Through Connections in the evening and nighttime by promoting safety and security along routes of pedestrian access as well as the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements.

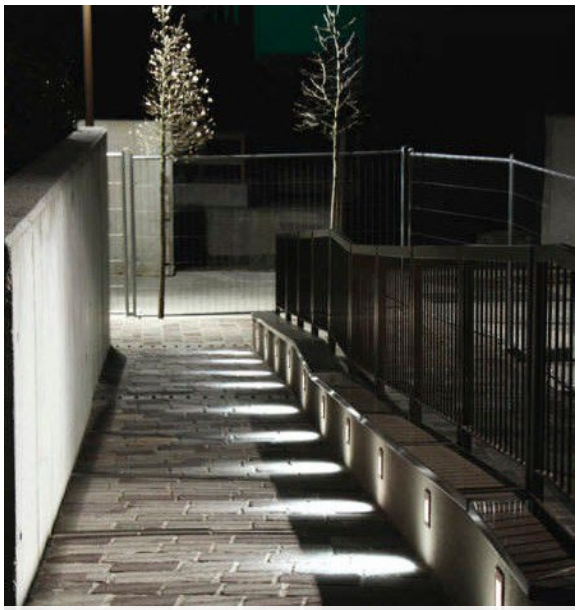
4.7 Fixture heights

Fixture heights of 15-20' are preferred for surface parking lots and loading areas and service yards. Through Connections, internal walks, courtyards, and paths should be illuminated with pedestrian-scaled lighting.

4.8 Night sky

Lighting shall protect night skies, and not extend beyond site boundaries. Light fixtures shall be cast downward with full cut-off shades. In-ground up-lighting should be avoided.





Highlighting
The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~

SECTION D | BUILDING DESIGN

INTENT STATEMENT

Building massing and the architectural expression of building design elements define the scale, quality, and character of the built environment. The design guidelines for buildings focus on the following elements:

- Prominent building entrance visible from an Addressing Street
- Overall building mass and bulk
- Composition of building elevations
- Roof forms
- Materials and colors
- Sustainable building design

The massive size, enormous bulk, and large surface areas of many industrial buildings represent design challenges and opportunities. Not all of the buildings developed in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ will be warehouses or factories. Some will be office buildings or industrial hybrid buildings that incorporate office, research, assembly, manufacturing, distribution or warehousing. Buildings designed to support industrial or warehouse functions should have strong, simple forms and use windows and doors to create visual interest. Office buildings may have more varied forms that emphasize windows into, and views from, the office floors. While methods for reducing building bulk, mass, and scale will differ, the design for all buildings should consider architectural techniques that reduce their perceived scale along streets and adjacent to public spaces and help them blend into the district-wide landscape context for the aesthetic benefit of motorists, bicyclists, and pedestrians.

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial Zone***. ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.





Visual connection to the public realm
Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/ break rooms, as well as related outdoor seating areas.
Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.

DESIGN GUIDELINES

Every address, business, and destination in the ***Northwest Industrial Zone*** ~~Coffee Creek~~ deserves a good entrance. Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.





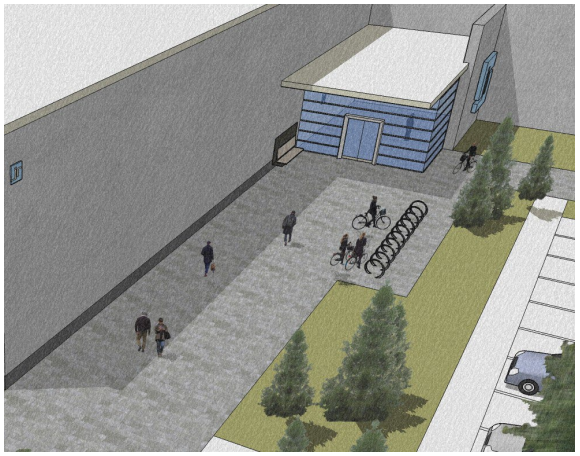


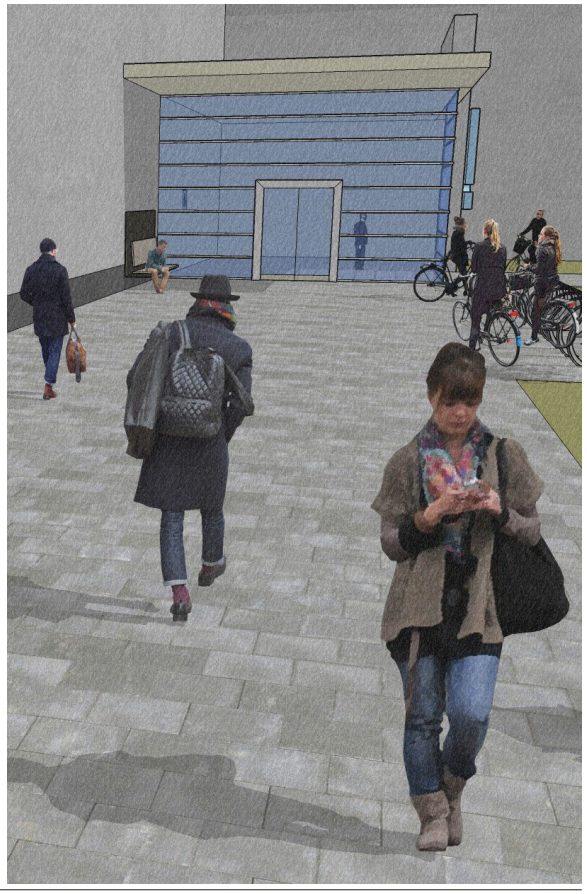


Primary entry as significant building feature

Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.







Primary entry as significant building feature
Example of prominent entrance that is visible from Addressing Street, sidewalks and parking areas. Entrance is human-scaled with transparent vestibule, weather protection and a generous pedestrian walkway.

GUIDELINES

1. BUILDING ORIENTATION AND ENTRIES

1.1 Primary building entry relationship to Addressing Street

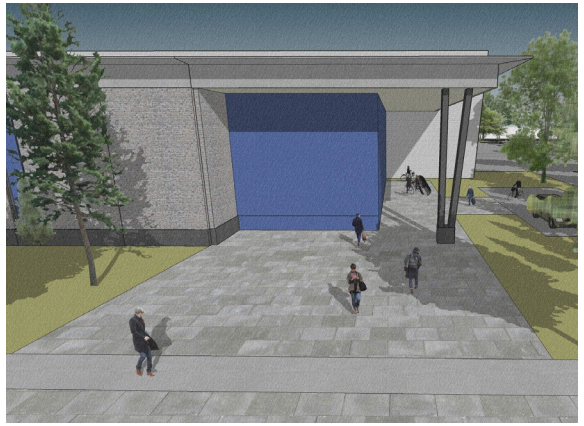
The primary building entrance shall be visible to and accessible from an Addressing Street.

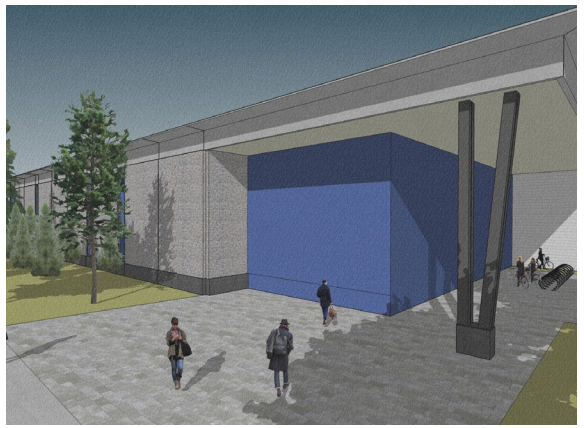
1.2 Primary entry as significant building feature

Make the primary building entry a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

1.3 Visual interest and human scale

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.





Building entrance
Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is fundamental. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.

2. BUILDING FAÇADES

2.1 Façade articulation

Articulate façades with a sense of depth by including design elements that create shadow lines, change color or materials, or incorporate other details that together with the required landscape breakdown large expanses of flat, unembellished surfaces.

2.2 Office building façades

Office building windows and doors offer opportunities to decrease apparent building mass and promote a sense of the human scale. Express the programmatic elements of office buildings including lobbies, conference rooms, lunch rooms, and fitness centers as distinct elements on the building exterior, especially the front façade.

2.3 Multi-story building façades

Because their building program is more flexible than industrial or warehouse projects, multi-story office buildings in the ***Northwest Industrial zone*** ~~Coffee Creek~~ should incorporate elements such as jogs or offsets in street-facing building elevations, building step-backs at upper floor levels,
projections that create shadow lines, deep roof overhangs, major recesses in the building elevation to mark entries, or the bold expression of the building's structural system.

2.4 Addressing Street façades

Building elevations fronting Addressing Streets offer an initial impression of design quality and deserve special design attention. The design for all elevations for all buildings facing an Addressing Street shall clearly delineate a distinctive three-part design of base, body, and top. The intent of this guideline is to visually ground all buildings in the Coffee Creek landscape and provide a distinctive silhouette of each building against the skyline.

2.5 Addressing Street enclosure and street wall

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

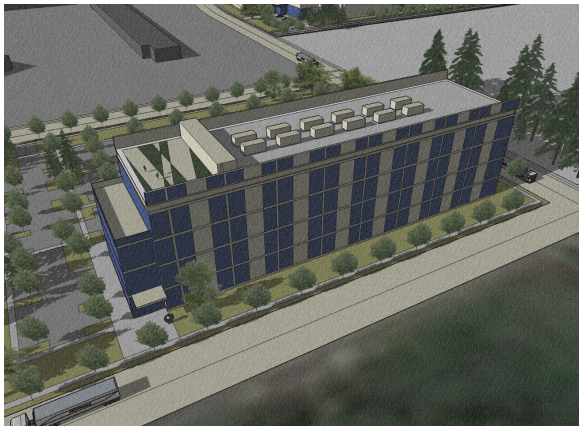
3. ROOF FORMS

3.1 Fifth elevation

The roof forms of office buildings and industrial buildings in the Coffee Creek Industrial Area should be considered as the "fifth elevation" of the building and their design should be fully considered as one element in the overall design of any building.

3.2 Natural light

For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.





Roof forms
The roof forms of buildings should be considered as the "fifth elevation" and their design should be fully considered as one element in the overall design.
Collection, storage, and discharge of stormwater should be expressed as architectural features.

Planning Commission Meeting - July 8, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

3.3 Roof edge

At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm. In the case of warehouse or factory buildings with large floor plates, the roof may not be visible from grade and other elements of the building –the primary building entry, landscape plantings, signage, or elements of the building façade will be the prominent design features.

3.4 Roof forms

Buildings in the Coffee Creek Industrial Area are encouraged to include prominent roof forms. This guideline may be accomplished by accentuating the required building top with upturned eaves or projections, using sloped roofs, extending roofs beyond the building elevation to create deep overhangs, adding architectural elements like braces or brackets, and prominent vertical features such as towers or vertical circulation.

3.5 Incorporation of mechanical systems

Design roof forms to incorporate a building's mechanical systems and fully screen roof-mounted equipment from view from the public realm. Minimize any visual clutter of multiple, isolated roof-top equipment by grouping such elements and screening them from view with architectural elements.

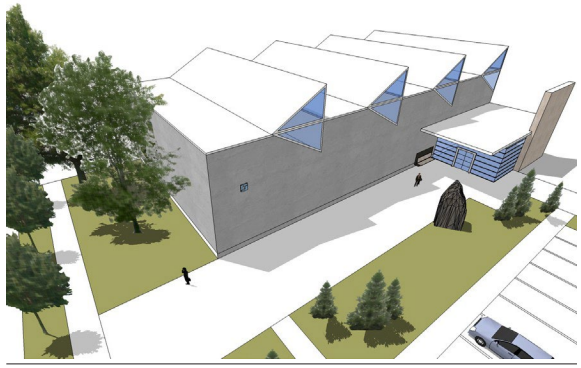
3.6 Roof stormwater

Collection, storage, and discharge of stormwater from building roofs should be expressed as distinct architectural features, integrated into building design using the design of sloping roofs, gutters, scuppers, downspouts, and cisterns that collect and store rain water. Green roof technologies could be appropriate in new buildings in Coffee Creek as an integrated element in stormwater management.

4. MATERIALS AND COLORS

4.1 Coffee Creek colors

Use of authentic, durable, and sustainable materials that derive their color from the natural setting of Coffee Creek support a consistent image and identity of the industrial area as a high-quality employment hub of the City of Wilsonville. Simple, basic, industrial materials, such as board-formed or cast-in-place concrete, architectural metal panels, corrugated steel, brick masonry, and architecturally-finished concrete masonry units are encouraged.



Natural light
For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.



Roof edge
At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm.

Planning Commission Meeting - July 8, 2026
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

4.2 Emphasize base, body, and top

Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

4.3 Muted color palette

Site features and buildings should incorporate the subtle color palette derived from the natural landscape. Larger building forms can be made less prominent by employing a muted color palette drawn from the colors prevalent on the site.

5. SUSTAINABLE BUILDING DESIGN

5.1 Solar advantage and daylight

Sustainable building practices help to create healthy communities and ecosystems. To the extent possible, building orientation should consider solar exposure and capture the energy of the sun in a passive manner. Entries and public spaces should be sited where they can benefit from daylight.

5.2 Shading

Building elevations facing south and west should incorporate deep roof overhangs, projections, or sun shading devices.

5.3 Non-mechanical light and ventilation

Introduce natural light into buildings using clerestory windows and skylights. In those areas, such as offices, operable windows, and natural ventilation is encouraged.

5.4 Minimal site alteration

Where possible, buildings, surface parking lots, drive aisles, service yards, and loading areas should merge with the existing grades, rather than significantly altering them.



Base, body, and top
Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

Attachment 2

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

~~Coffee Creek Light Industrial~~ ***Northwest Industrial*** Patterns and Typologies

Prototypes

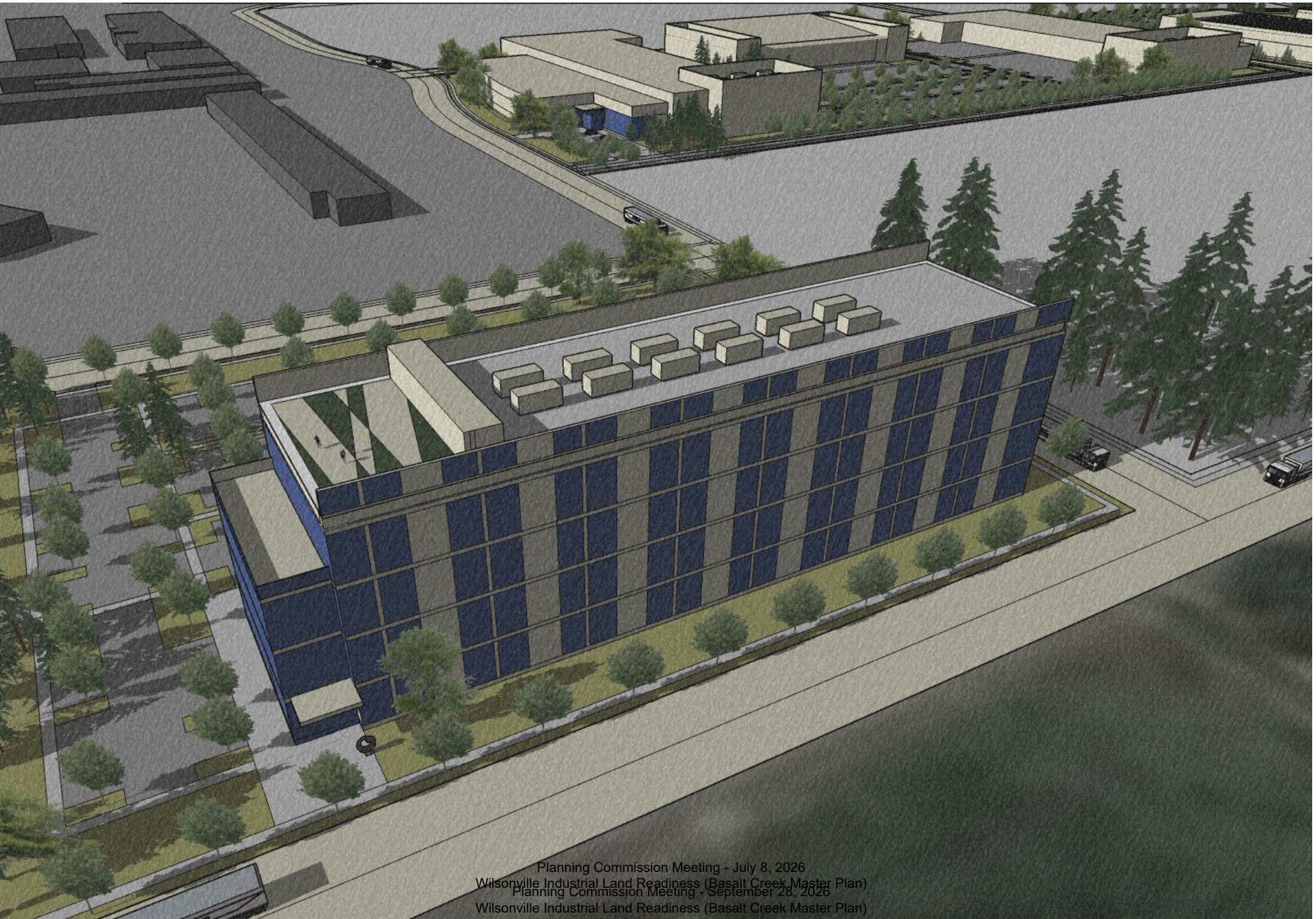
Connectivity and Street Design Patterns

Street and Path Typology

Site Design Patterns

Building Design Patterns

PATTERNS AND TYPOLOGIES

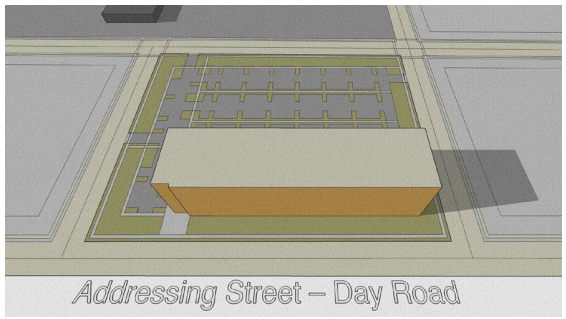


Overview of the Prototypes

Prototype 1

HYPOTHETICAL SITE AND BUILDING PROGRAM

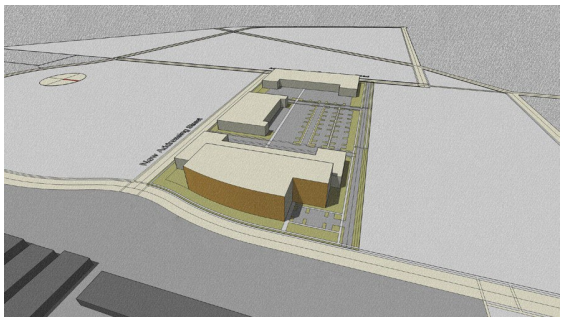
- 142,000 square feet located on Day Road
- Multi-story office building
- 40,000 square feet for office, research, lab, fabrication
- Building footprint of 20,000 square feet



Prototype 2

HYPOTHETICAL SITE AND BUILDING PROGRAM

- 700,000 square feet located on Garden Acres Road
- Industrial / warehouse building with loading docks and service bays
- 400,000 square feet for warehouse, office



Prototype 3

HYPOTHETICAL SITE AND BUILDING PROGRAM

- Existing 525,000 square foot industrial site on Grahams Ferry Road
- Combines existing structures with new development
- Hypothetical: 261,000 square feet for industrial fabrication and office



Connectivity and Street Design Patterns

A.1.1 CONNECTION SPACING

The intent for all streets and paths in the ***Northwest Industrial Zone*** Coffee Creek is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provides access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent feasible.

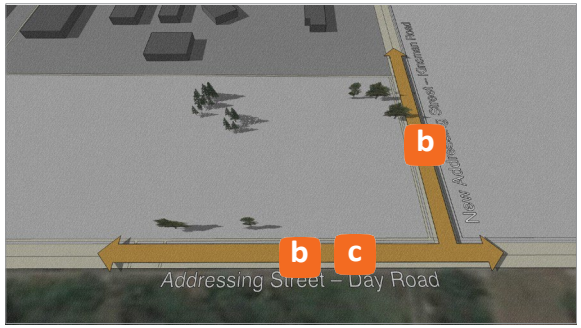
a Potential industrial development site

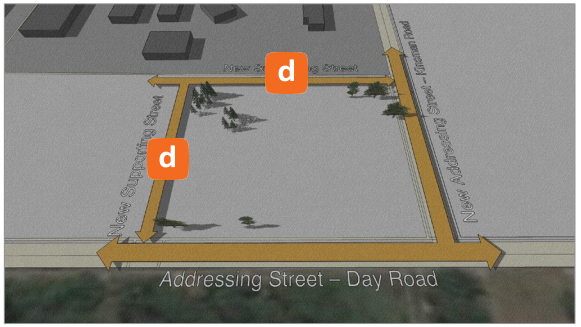
b Location of nearest existing or planned Addressing Street

c Priority Addressing Street

d Location of Through Connections



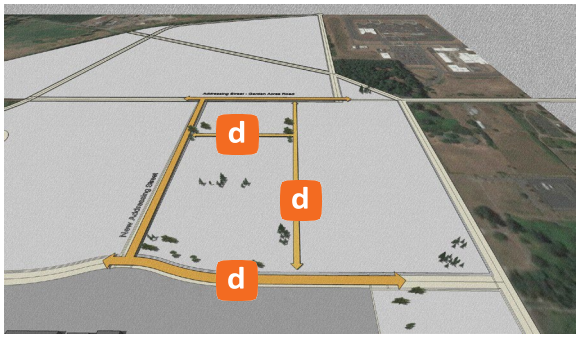




Prototype 1

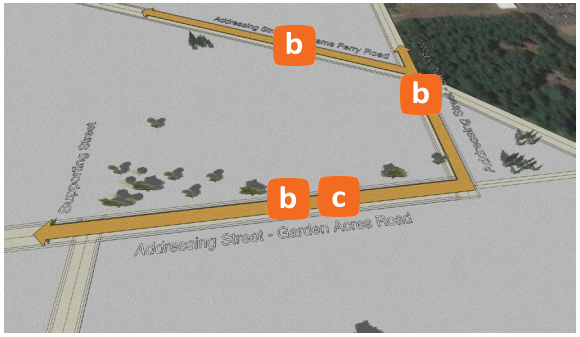






Prototype 2







Prototype 3

Planning Commission Meeting - July 8, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

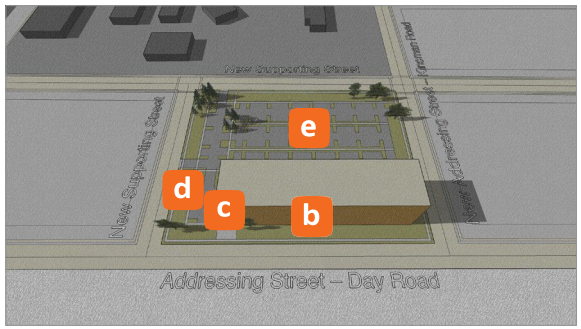
Site Design Patterns

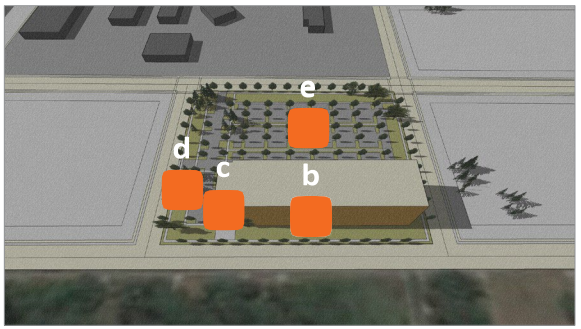
SECTION C. INTENT STATEMENT

The primary building entry is a significant element of building design in the ***Northwest Industrial Zone*** ~~Coffee Creek.~~ The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

- **a** Development parcel delineated by Addressing and Supporting Streets
- **b** Primary building frontage
- **c** Primary entrance
- **d** Location of limited front yard surface parking
- **e** Surface parking







Prototype 1

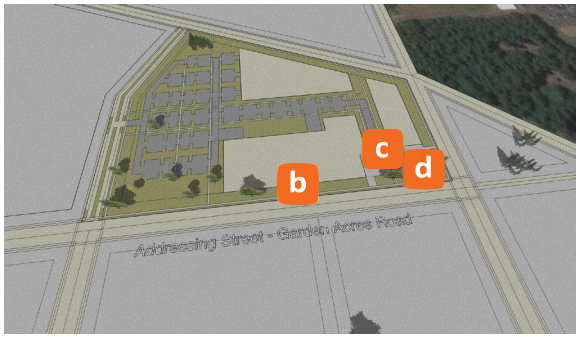






Prototype 2

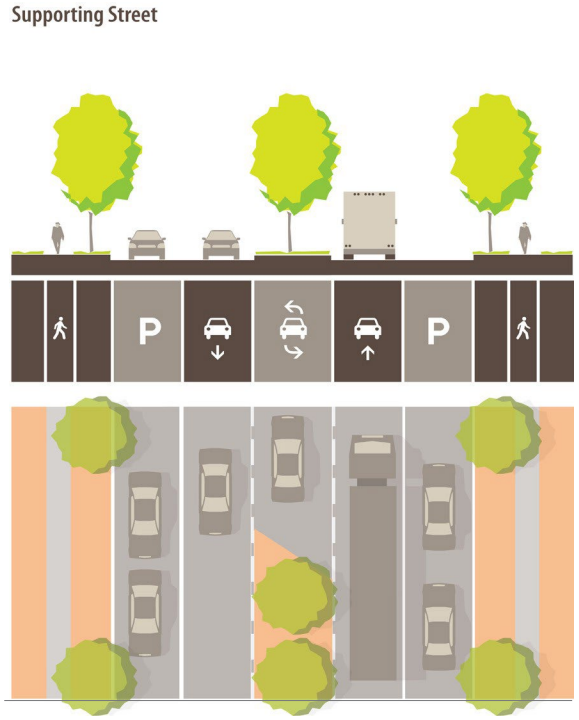




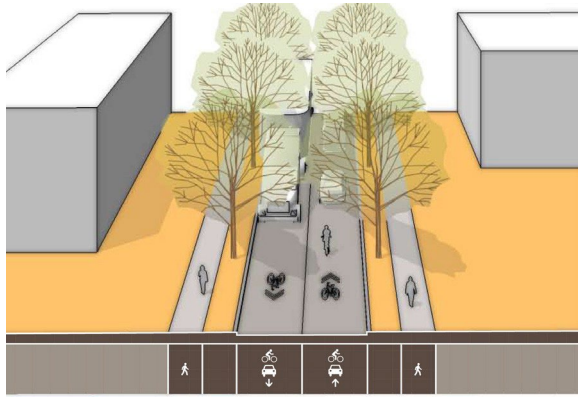


Prototype 3

Supporting Street Typology

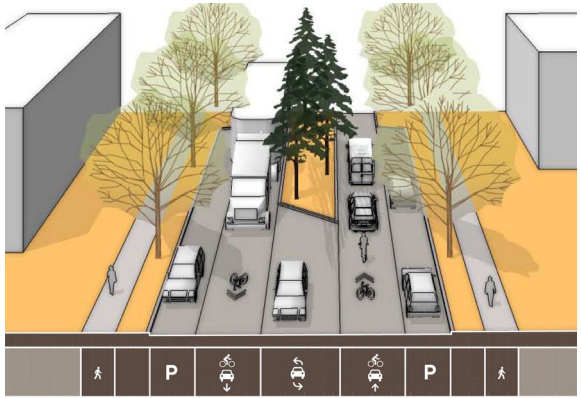


Supporting Street—Possible street section and plan



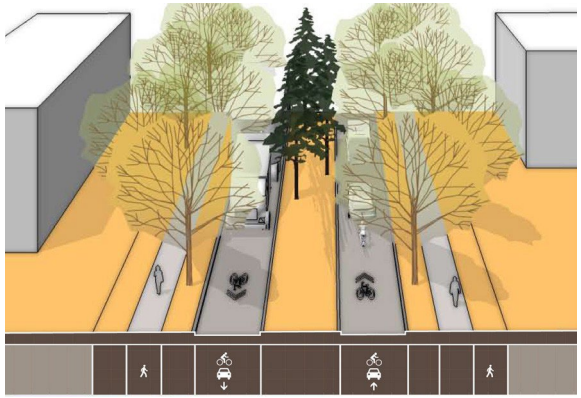
Minimal

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☐ Planted median
- ☐ Left turn lane
- ☐ On-street parking



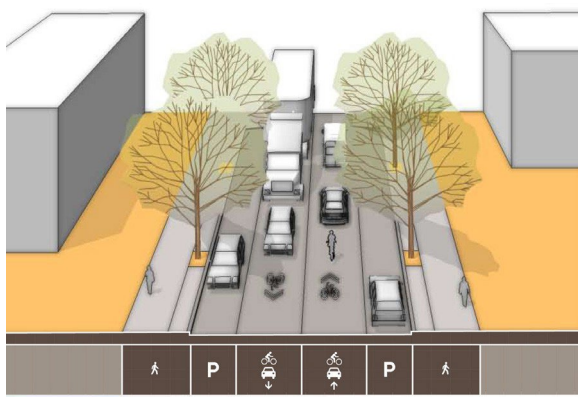
Monumental

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☑ Left turn lane
- ☑ On-street parking



Park-like character

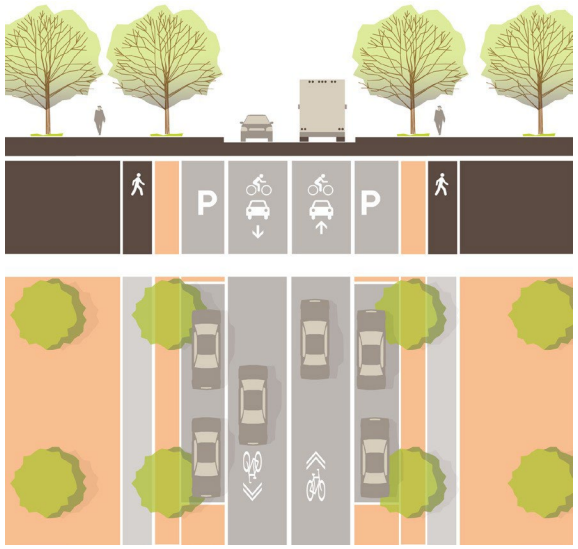
- ☑ Vehicular access
- ☑ Pedestrian access—sidewalks
- ☑ Bicycle access—shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Planted median
- ☐ Left turn lane
- ☐ On-street parking



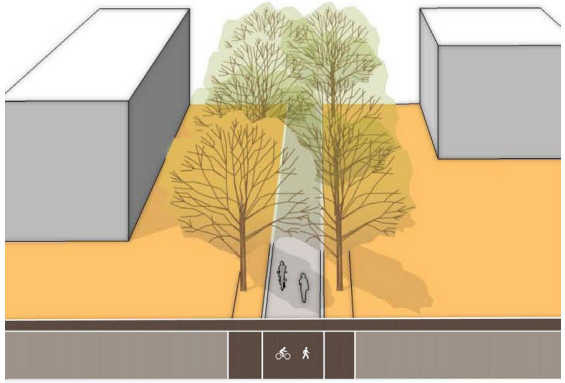
Urban character

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in tree wells
- ☐ Planted median
- ☐ Left turn lane
- ☑ On-street parking

Through Connection Typology

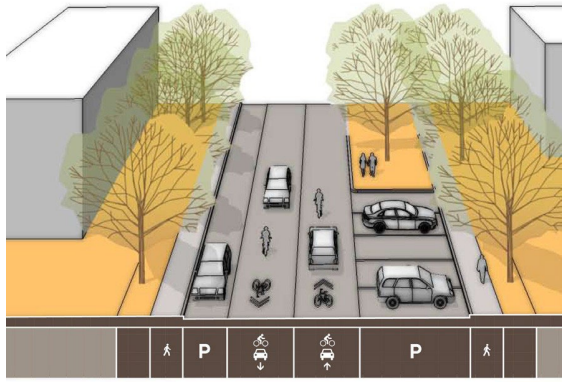


Through Connection—Possible street section and plan



Minimal bike-ped

- ☐ Vehicular access
- ☑ Pedestrian access—in multi-use path
- ☑ Bicycle access—in multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☐ On-street parking

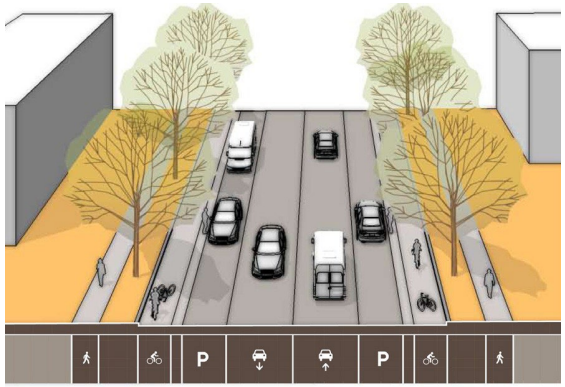


Park-like

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in shared lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—head-in

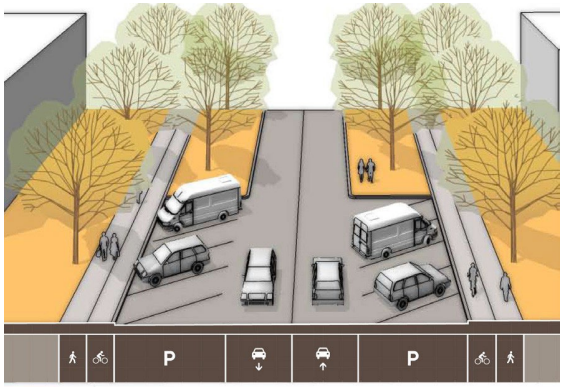
*A "parklet" is a pocket park within the parking width

CONNECTIVITY AND STREET DESIGN PATTERNS: STREET AND MULTI-USE PATHS



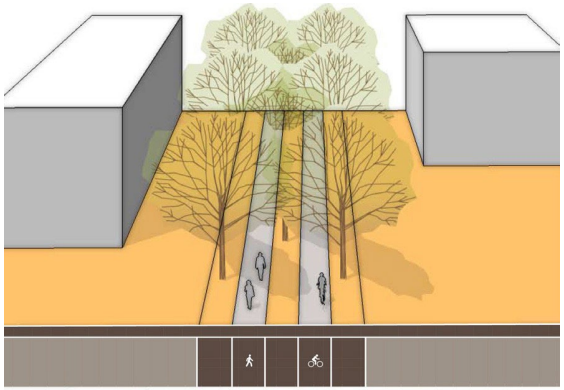
Bike priority

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalk
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks
- ☐ Planted median
- ☑ On-street parking—parallel



Maximum parking

- ☑ Vehicular access
- ☑ Pedestrian access—in sidewalks
- ☑ Bicycle access—in buffered bike lane
- ☑ Street trees—in continuous planted park strip
- ☑ Pocket parks—in parklets*
- ☐ Planted median
- ☐ On-street parking—diagonal

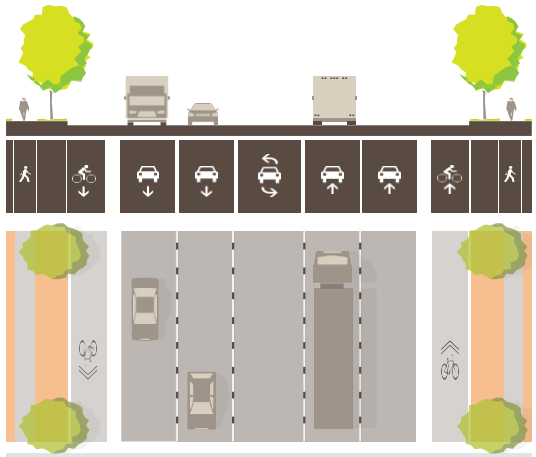


Bike-ped

- ☐ Vehicular access
- ☑ Pedestrian access—multi-use path
- ☑ Bicycle access—multi-use path
- ☑ Street trees—in continuous planted park strip
- ☐ Pocket parks—in parklets*
- ☑ Planted median
- ☐ On-street parking

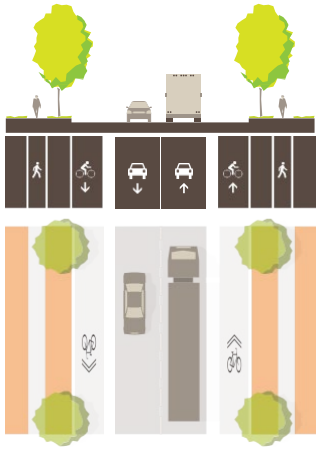
*A "parklet" is a pocket park within the parking width

Addressing Street Typology



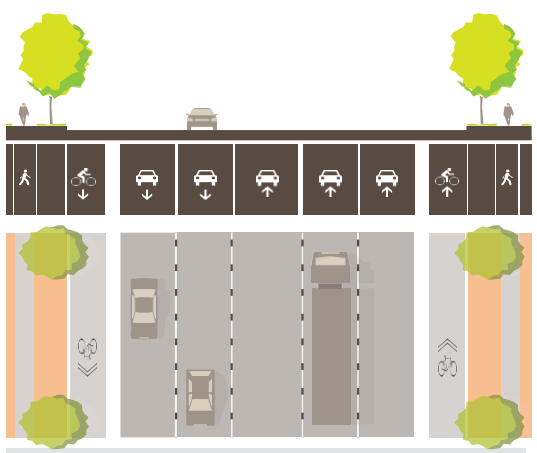
Day Road

Type	Major Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 35 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



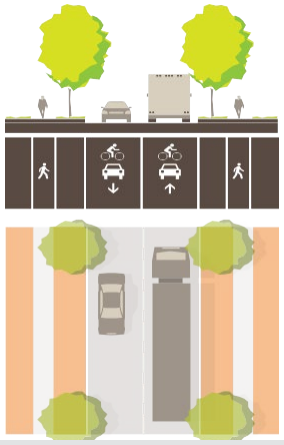
Cahalin Road

Type	Local Street
Role in Network	Bike Route
Design Speed	Under 20 mph
Right-of-Way Easement	72 feet
Curb-to-Curb Width	44 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



Grahams Ferry Rd

Type	Minor Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 30 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



Garden Acres Rd

Type	Minor Arterial
Role in Network	
Design Speed	Under 25 mph
Right-of-Way Easement	52 feet
Curb-to-Curb Width	24 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	Cycle track
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



Clutter Road

Type	Collector
Role in Network	Freight Route
Design Speed	Under 25 mph
Right-of-Way Easement	86 feet
Curb-to-Curb Width	58 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet

Prototype 1

B. 2.2 EXISTING TREE GROVES AT POINTS OF ACCESS

Incorporate elements such as existing stands of native trees to emphasize points of site access and building access.

C. 1.4 PARCEL ACCESS FROM AN ADDRESSING STREET

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

C. 1.10 FRONT YARDS THAT CONTRIBUTE TO THE PUBLIC REALM

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

SECTION D. INTENT STATEMENT

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the ***Northwest Industrial area.*** ~~Coffee Creek Industrial Area.~~ Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

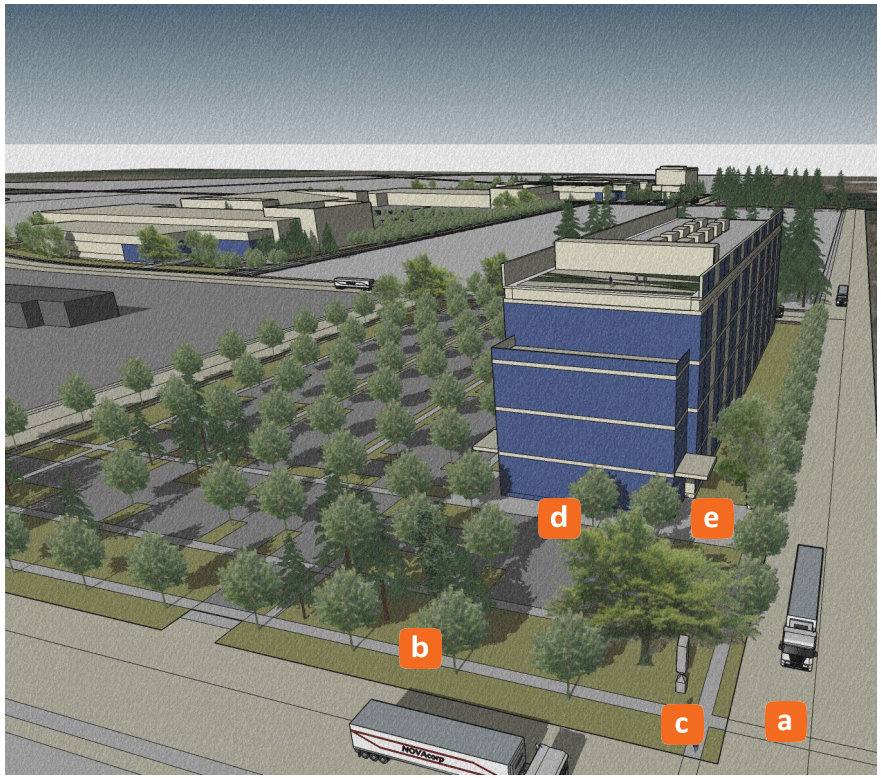
D. 1.2 PRIMARY ENTRY AS SIGNIFICANT BUILDING FEATURE

Make the primary building entry a significant element of building design in ***the Northwest Industrial Zone.*** ~~Coffee Creek~~. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

D. 2.5 ADDRESSING STREET ENCLOSURE AND STREET WALL

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

PATTERNS AND TYPOLOGIES





a Primary Addressing Street

b Existing tree groves at points of access

c Front yards that contribute to the public realm

d Enhanced public realm safety through interaction of public and private spaces

e Primary building entry relationship to Addressing Street

f Primary entrance

Prototype 2

A. 2.1 PARK-LIKE CHARACTER

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS

Design Addressing Streets to serve as the "front door" or "address" for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

A. 2.4 ENCLOSED PUBLIC REALM

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in the ***Northwest Industrial Zone.*** ~~Coffee Creek.~~

A. 3.3 EXTENSION OF PUBLIC REALM

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

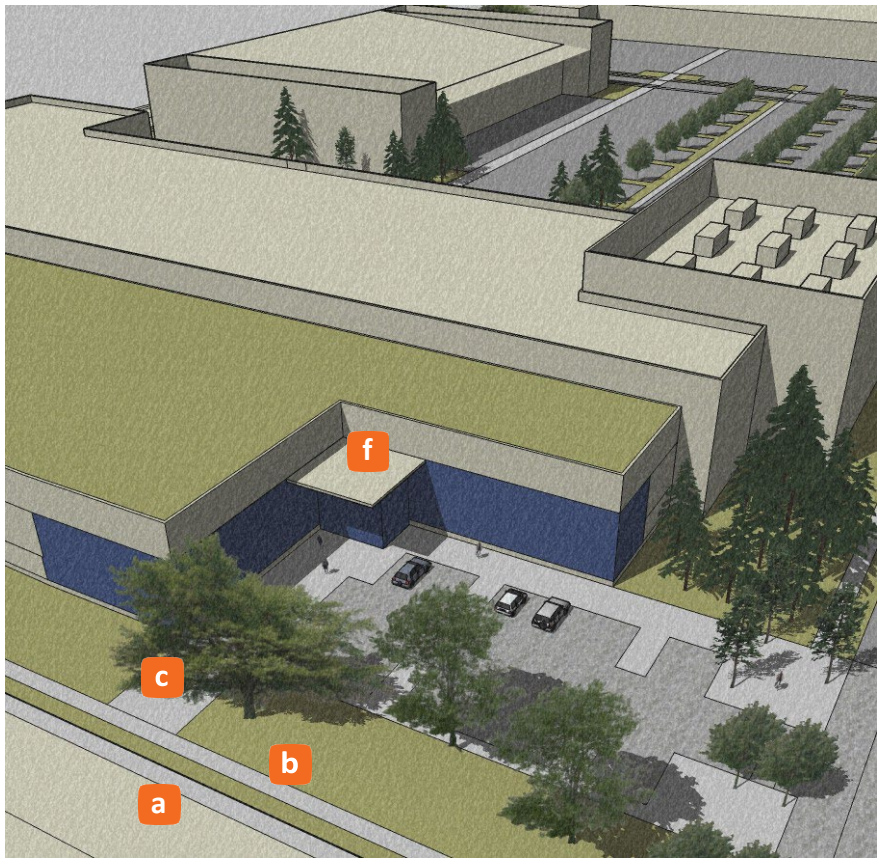
SECTION C. INTENT STATEMENT

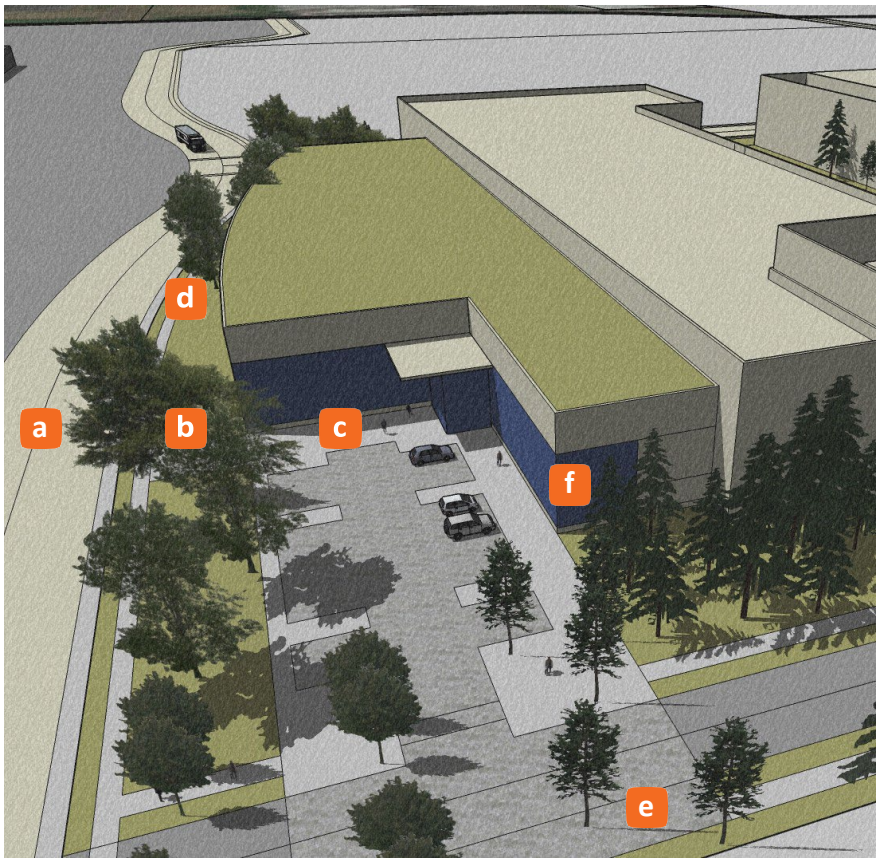
Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area.~~ Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the ***Northwest Industrial Zone.*** ~~Coffee Creek Industrial Area~~ and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. Expressing the smaller-scale of these programmatic functions on the ground floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

PATTERNS AND TYPOLOGIES





- **a** Primary Addressing Street
- **b** Addressing Street park-like character
- **c** Addressing Street as front door
- **d** Enclosed public realm
- **e** Native trees in the setback
- **f** Visual interest and human scale

Prototype 3

B. 1.6 TREE PRESERVATION WITHIN SETBACKS

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

B. 1.7 INFORMAL PARK-LIKE LANDSCAPING

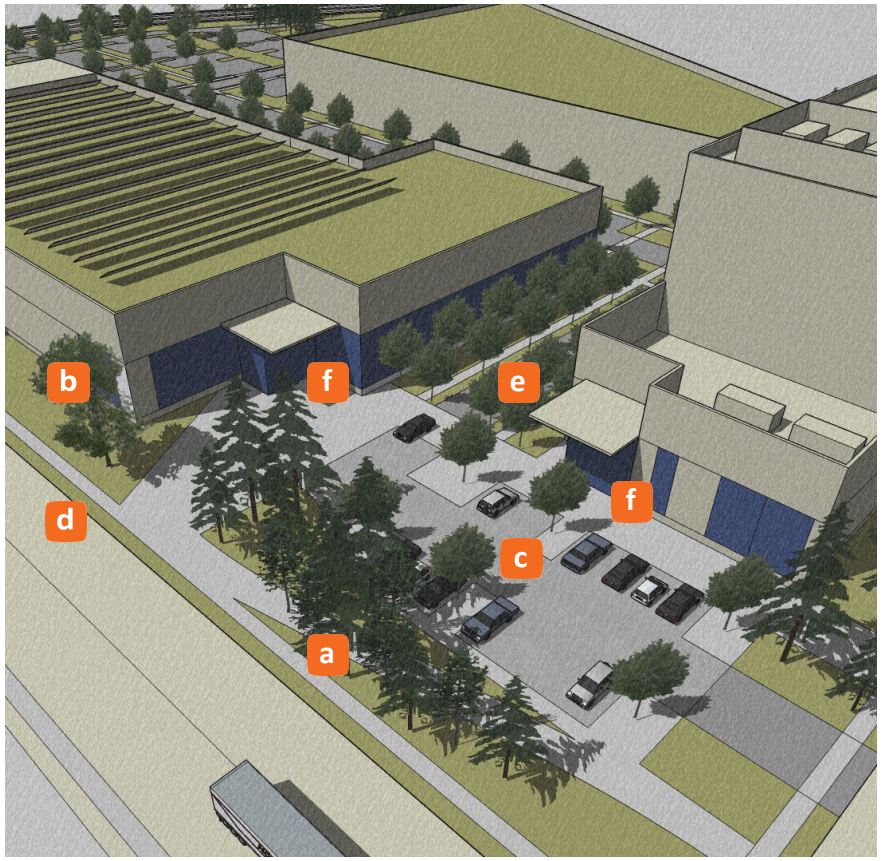
The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

SECTION C. INTENT STATEMENT

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries only. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

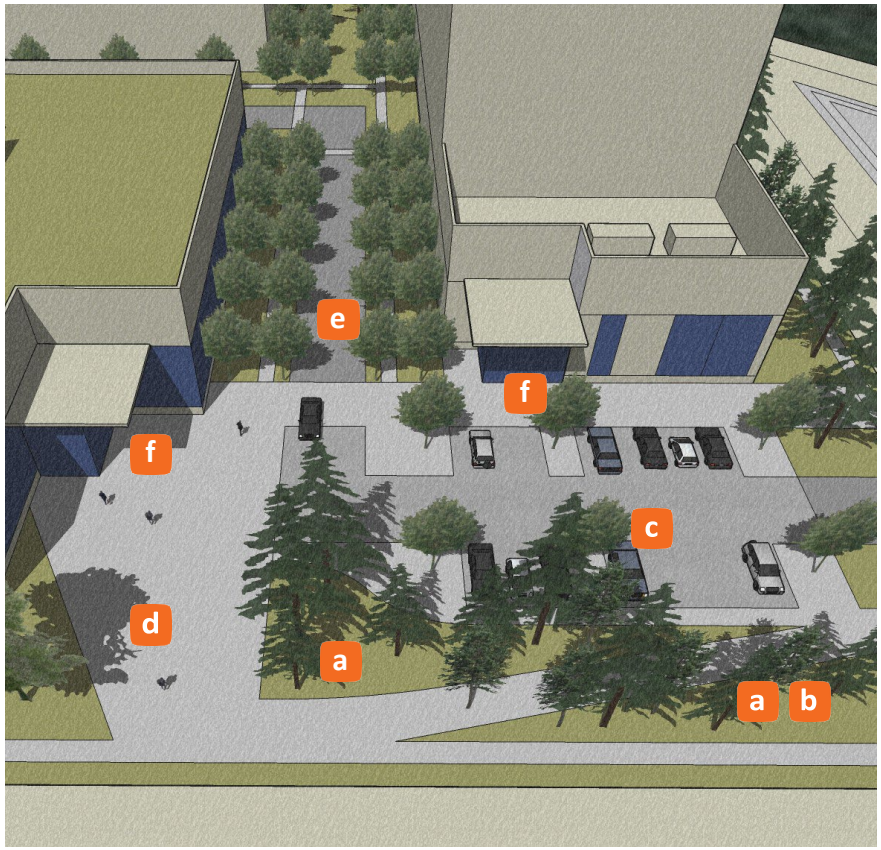
C. 1.1 DISTINCTIVE IDENTITY OF VISITOR ARRIVAL POINT

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.



C. 1.3 FORMAL LANDSCAPE DESIGN THAT CONTRASTS

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.





D. 1.1 PRIMARY BUILDING ENTRY RELATIONSHIP TO ADDRESSING STREET

The primary building entrance shall be visible to and accessible from an Addressing Street.

- **a** Tree preservation within setbacks
- **b** Informal park-like landscaping
- **c** Limited surface parking in the front setback
- **d** Distinctive identity of visitor arrival point
- **e** Formal landscaping that contrasts
- **f** Primary entrance

Attachment 2

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Basalt Creek Master Plan

Planning Commission Work Session #2

July 8, 2026

Work Session #2 Objectives

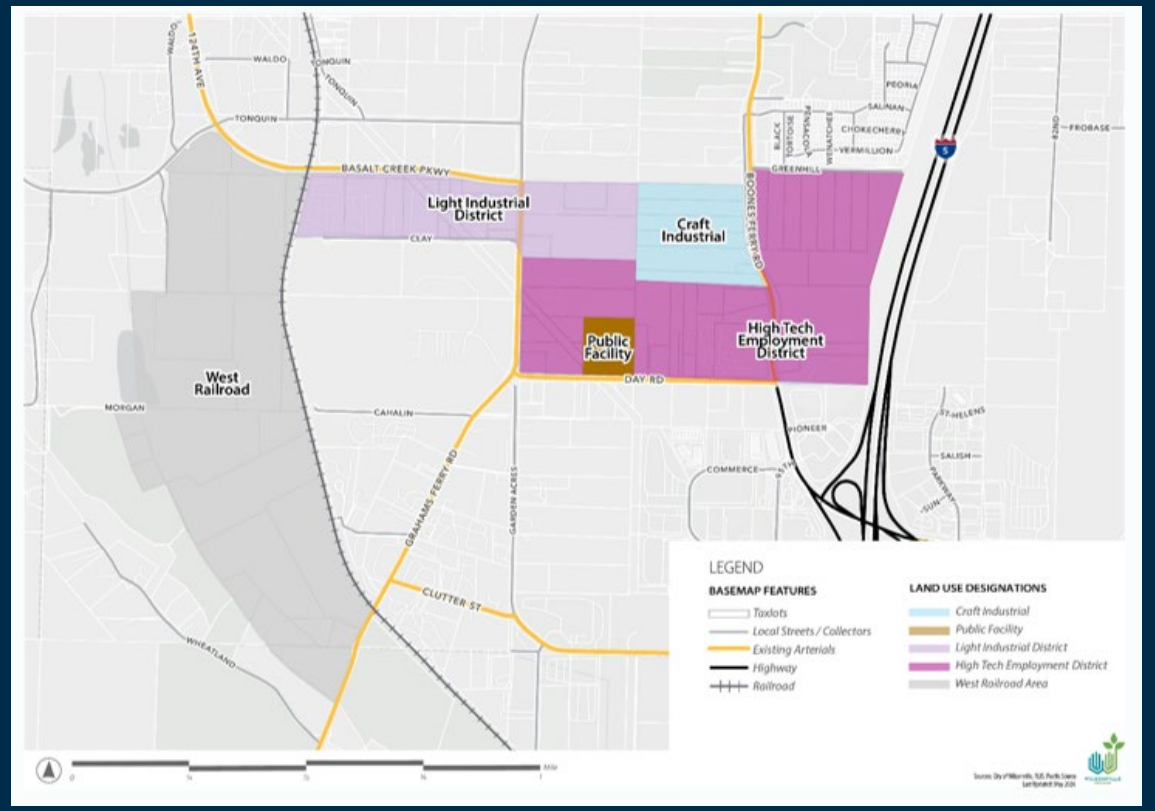
Tonight's discussion focuses on:

- Proposed Development Code Edits
  - Including new definitions
- Northwest Industrial Pattern Book
- Changes to the use table

WILSONVILLE
OREGON

Development Code

- Added Craft Industrial Code Language Section 4.130
- Coffee Creek Design Overlay District changed to Northwest Industrial Zone (NWI) Section 4.134



WILSONVILLE
OREGON

New Definitions

- 11 new definitions (Section 4.001) Including
  - Contractor Establishment
  - Direct-to-consumer E-commerce Fulfillment
  - Innovation Hub
  - Maker Space
  - Micro-Mobility Vehicle



WILSONVILLE
OREGON

Pattern Book

- Northwest Industrial Zone Pattern Book
  - Two track system
    - Track one – clear and objective standards
    - Track two – waiver track (DRB approval)



WILSONVILLE
OREGON

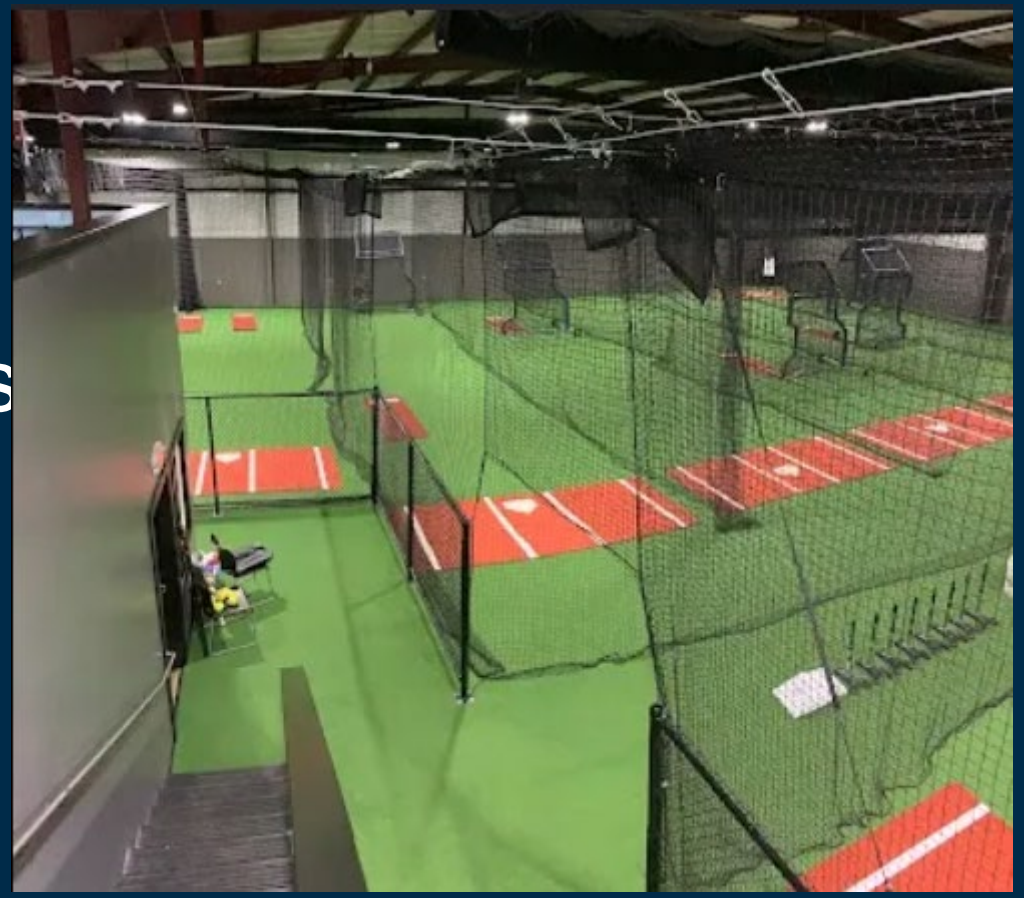
Changes to the Use Table

- Additions –
  - Direct-to-Consumer (e-commerce fulfillment)
  - Data Centers
  - Residential Hospital

WILSONVILLE
OREGON

Changes to the Use Table

- Removed –
  - Commercial Recreation
  - Self Storage Facilities
  - Contractor Establishments



WILSONVILLE
OREGON

PC Work Session #3

- August 12, 2026
- Discuss the Final Draft of the Master Plan
- Review Technical infrastructure work for:
  - Stormwater
  - Sewer
  - Water

WILSONVILLE
OREGON

Questions for the Commission

1. Any questions regarding the proposed Development Code amendments as presented?
2. Are there any areas that need additional clarity?

WILSONVILLE
OREGON

WILSONVILLE
OREGON

Ryan Schera, Schnitzer Properties, LLC, introduced himself as a long-term industrial owner-operator serving manufacturing, wholesale, supplier and high-tech users. He compared a typical 40-acre flex industrial layout against the NWI Standards, noting that the NWI connectivity and layout standards would yield smaller buildings, thus limiting the range of employment users the City could attract; larger buildings were needed with the power that was available.(Slide 25)

- Schnitzer provides fully functional developments of different depth and sizes specifically to attract different sized employers for long-term leases with truck courts, parking located at every front entrance, and multiple front entries since the number of tenants and the space each would require was unknown; some need three bays, others ten.
  - Economically, smaller development meant lower assessed values, translating to only about half of the tax increment revenue flowing into the urban renewal district, money for public infrastructure, including parks, water, sewer, and transportation improvements the Basalt Creek area would need.
- Urban renewal growth scenario. If the NWI Code standards did not support development, landowners would simply hold the land and the tax revenue would be based under the existing County or farm zoning, leaving the City with minimal tax revenue. (Slide 26)
  - Schnitzer's site was currently just a nursery and Coffee Creek had small farms with houses. Without standards that attract developers to aggregate, then development would not occur and the assessed value and revenue would not come into the urban renewal district.
  - The chart showed a significant difference in projected urban renewal revenue between Flex Industrial and NWI development for both the Coffee Creek and future Basalt Creek areas.

ADMINISTRATIVE MATTERS

1. Consideration of the June 10, 2026 Planning Commission Minutes

The June 10, 2026 Planning Commission minutes were accepted as presented.

WORK SESSION

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)

Senior Planner Myers presented the changes to the Basalt Creek Master Plan (BCMP) via PowerPoint, reviewing proposed Development Code edits, including new definitions; the Northwest Industrial Pattern Book, formally the Coffee Creek Industrial Overlay District, featuring Track 1, clear and objective standards, and Track 2, allowing waivers with DRB approval; and additions and deletions to the allowed use table. He concluded noting a third work session would be held on August 12 to review the final Master Plan draft as well as the technical infrastructure work for water, sewer, and stormwater with input from the City's consultants.

Staff addressed questions as follows with Commissioner comments as noted:

- The maximum building sizes applied only to specific uses, like data centers and did not limit broader industrial uses, such as distribution warehouses.

- Existing contractor establishments would not be impacted by removing contractor establishments from the use table, unless perhaps, some change or development was proposed on the property.
  - The City's Economic Development Strategy continues to include actions intended to encourage transition of the area toward industrial uses in line with the City's vision, and additional City Code or policy changes could be considered in the future.
  - Washington County was currently assessing its code regarding contractor establishments, particularly in the FD-20 Holding Zone where many were frequently expanding and operating unpermitted. Through its code assessment project, the County might propose code amendments, so the City preferred to wait for the County's findings and potential outcomes before revisiting any modifications to the City's code.
  - Currently, the City's Code did not outright preclude contractor establishments. Some uses within the city limits operate very similarly to a contractor establishment but are held to the same design and use standards of any industrial development. The economic study found that new contractor establishments were not likely to annex into the city given the additional standards and City taxes to continue that use.
  - Existing contractor establishments would remain under FD-20 unless some type of development triggered them into the City's Development Code or annexation if they needed to connect to municipal services.
- Specifications for supporting streets and through connections were depicted within the regulating plan and NWI standards. Addressing and supporting street delineations are specific to Coffee Creek due to the Form-Based Code and were not a citywide street classification. Within the Coffee Creek area, addressing streets are held to a higher design standard, while connectivity spacing standards for typical city streets are fairly similar throughout the city, except in special areas like Town Center where the connectivity standards were higher to achieve smaller blocks for the highly pedestrian-oriented area.
  - Garden Acres was an addressing street for development along Garden Acres in Coffee Creek, and the Black Creek development, the site farthest north on the west side of Garden Acres, had constructed supporting streets on the north and south sides of its property.
  - The subject standards allow larger blocks due to the Industrial area and modeled on standards for 95th Avenue to support the same type of employment development which was supported by City Council and the Planning Commission.
  - Visual examples would be brought back for the Commission's review in August.
- Trucks were expected throughout the NWI District. The intent was to have 40-ft wide truck access from supporting streets and a 24-ft wide visitor/employee access on addressing streets where the building faced the street with parking in front. Although the Tracks in the Pattern Book added a layer of complexity to land use applications, applicants could request changes through the Track 2 process.
  - During the Basalt Creek master planning, the Planning Commission and City Council fully supported extending the Coffee Creek Design Overlay into Basalt Creek and now the NWI Area encompassed both areas. Design Overlay standards had not changed, but the proposed amendments would integrate the use table to make distinctions between the

High-Tech, Craft Industrial, Light Industrial, and West Railroad subdistricts while maintaining the use standards in Coffee Creek, a Regionally Significant Industrial Area (RSIA) brought in by Metro Title 4. Essentially, parts of the Code were being combined to ensure the Design Overlay applied to both Coffee Creek and Basalt Creek while maintaining use zoning correctly.
    - During the Coffee Creek Design Overlay assessment, a number of potential changes were discussed to make Track 1 more viable since no one had been able to utilize it.
    - The driveway access standards were also discussed significantly, and the truck access was modified from being a waiver request to requiring an outright 40-foot-wide access, which by Code was designed to come off a supporting street, rather than an addressing street, which had been requested during Citizen Input. However, neither the Planning Commission nor City Council supported changing the primary access on the addressing street where more multi-modal traffic and connectivity would be seen. Summaries of the Commission's and Council's discussions regarding the driveway access standards could be provided.
- The existing retaining wall standard required a 5-foot step back for every 48 inches of height and the proposed Code would increase that to every 60 inches of height. Delta Logistics on Day Road provided a real-world example of a significant retaining wall; however it required a waiver, so it did not follow the Code precisely. Staff could send a link from the City's Projects web page to provide details about the waiver.
    - Some Basalt Creek sites were flat while other sites, especially if adjacent to the Basalt Creek Wetland, could require 20-foot retaining walls, so the 5-foot offsets helped break up sheer walls and avoid angled wall faces. The standards varied depending on whether the wall could be seen from the primary addressing street.
    - Staff would research the historical origin of the 5-ft offset standard, whether it came from the Form-based Code adoption or a code provision that predated that Code. A Task Force and consultant team were involved in the Form-based Code's adoption, so industries were at the table, but industry standards change.
- The limited parking in front of the building was intended for customers, while employee parking was expected to be at the side or rear of the buildings.
    - Concern was expressed about employees parking in the same area as trucks.
- Staff described the extensive, multi-year outreach process to property owners and developers about the rezoning of the area and the proposed changes, including technical advisory committees, letters mailed to property owners, and site visits by the Economic Development Manager to discuss some of the changes with two property owners who responded. Developer interviews were also conducted during the original Coffee Creek Design Overlay District process, and the results were presented to the Planning Commission and City Council at that time.
- Concern was expressed that some Code items being addressed today may not be popular or appropriate in 10 to 20 years, potentially locking the City into having to revisit the Code. Was the City planning primarily for today's preferred industries or creating a flexible framework that could adapt to changing economic conditions to remain viable over the next 10 to 20 years?

- The Craft Industrial, High Tech, and Light Industrial subdistrict designations stemmed from the Basalt Creek Concept Plan and discussed with the Planning Commission, City Council, and with the City of Tualatin. The City's discussions included ways to maximize quality employment with the intent to avoid over-codifying the uses while preserving flexibility to allow for certain conditional uses where appropriate.
  - More than half of the Craft Industrial area was highly constrained by natural resources, making the development area fairly small, so the designation allowed additional industrial types or uses not typically allowed in an industrial area to encourage different uses that work with the land.
- Concern was expressed about the designated subdistricts being too specific and restrictive, making niche, craft-type uses unable to reliably sustain themselves and dooming part of the area to be perpetually vacant.
  - Commissioner comments noted that the Tualatin's residential development area was just north of the Craft Industrial zone, providing a customer base.
- The fee per waiver is $737 and the highest number requested on a single project was approximately five waivers, costing approximately $3,500. Following the Coffee Creek Design Overlay assessment, a Code change was made that would have eliminated one waiver requirement from all four Coffee Creek projects.
- The City did not track developers' costs associated with the waiver process, which would depend on each development, the timing of the development, materials and services, as well as the waivers being requested. The developments approved in Coffee Creek showed that development in the city was not cost prohibitive, though it might be to certain developers.
- Residential use had been a component of the Craft Industrial zone for some time due to the existing residential homes, and the definitions determined the type of residential allowed in the area. Residential would not be allowed as the only use on a property, unless superseded by a statutory requirement, and would have to be accessory to or in partnership with the business, meaning BIDUs and live/work units were the only residential types permitted.
  - Being industrially zoned, not all residential types had to be required; essentially, the City allowed certain residential units in conjunction with the employment use. The only exception regarded a Senate bill that allows affordable housing in industrially zoned properties that are publicly owned, so Staff did not anticipate state law superseding City Code at this time.
  - Some existing homes were already live/work, which was a use the City could continue supporting and seemed to be a good transitionary use between the City's industrial area and Tualatin's residential area to the north.
  - Given the size of the lots, it made sense to allow people to continue to grow their businesses and develop storefronts while still living on site. Council and the Planning Commission wanted that flexibility, especially in the transition area.
- Data centers were added as a new potential use due to the need and relevance, but the size would be limited. A data center was already operating in the city as a secondary use.

    - Commissioner comments suggested revisiting whether to include data centers, given their high energy consumption and low employee requirements. At a minimum, data centers should be secondary to the primary use to maximize value in the area.
        - Data centers raise everyone's energy costs..
- While data centers and a residential hospital had been discussed previously, additions were made to the Code to reflect those Planning Commission and City Council conversations; for example, further restrictions were made regarding data centers, limiting them in size and to a secondary use in the two higher use areas, the Coffee Creek and High-Tech Subdistricts. Originally, no maximum building size was included in the other Basalt Creek areas.
- "Secondary use" should be defined to distinguish between ordinary on-site business network/server infrastructure from a standalone data center operation.
- Data centers were previously only discussed a small bit with Council and the Planning Commission, namely around concerns regarding large data centers and the potential impact on utilities, which prompted the square footage limitations.
    - The secondary language was included in the Coffee Creek and High-Tech Subdistricts to help ensure high employment densities the City desired in those areas. Having only the size limitation in the Light Industrial and West Railroad areas seemed to meet the input received from the Planning Commission and City Council. However, Staff sought input about any additional changes or restrictions.
    - Data centers and e-commerce distribution and fulfillment centers did not exist and were not defined the last time uses were substantially updated the Industrial Code 20 years ago.
        - With these uses and definitions now explicitly addressed in the Code, developers meeting all the building standards could not include a data center, claiming it simply supported the industrial use.
        - Adding data centers to the use table was necessary so the City could address whether they were allowed and how they were addressed. The Commission could still recommend prohibiting data centers entirely or making them only a secondary use across the entire NWI District.
- Commissioner comments suggested also clearly defining data centers to avoid restricting tech companies, while not allowing a use that could potentially drain the grid and not provide the employment opportunities desired in the area.
    - Standalone data centers did not make sense if the goal was to maximize employment. Retaining commercial recreation in the use table would be better than allowing data centers given the trade-offs between community benefit, employment, and environmental impacts.
- Commissioners supported looking at options to further limit data centers in the NWI District.
- Information was requested on the rationale for requiring multimodal street design standards along heavily trafficked industrial routes, the benefits of such an infrastructure investment, and how such design requirements had played out in other areas of the city.

- Since the three-minute limit prevented all the material from being presented during Citizen Input, knowing more about the discussions with the landowners and any preliminary plans they might have discussed or submitted would be helpful.

Senior Planner Myers agreed to do further research and return in August with more options regarding data centers and clearer definitions for "secondary use" and “data centers”. He confirmed the City’s transportation and other consultants would attend the August Planning Commission meeting, as well as Economic Development Manager Lorenzen, who could summarize recent conversations with NWI District landowners.

- He noted the City had met with Mr. Schera and the Schnitzer team and discussed their desires for changes in the Code, which were consistent to the input received during Citizen Input. Mr. Schera had also provided detailed information on what was being requested, and Staff recognized the additional costs involved to do so.
- The City was doing its best to thread the needle between the needs of all developers and what the community, Planning Commission, and City Council has requested over the last 12 to 14 years of the project’s timeline.

3. Housing Statutory Compliance, Part 2 (Rybold)

Senior Planner Rybold noted that Part 1 took effect July 1, 2026, and that Staff had been working to get the City’s internal processes updated accordingly. Part 2 would address statutory requirements primarily from the 2025 and 2026 legislative sessions, as well as some additional minor carryover items regarding statutory requirements from prior years.

Heather Austin, 3J Consulting, presented Part 2 of the Housing Statutory Compliance via PowerPoint, noting the packet included a matrix identifying each proposed Code update, along with the corresponding legislation required Code cleanup, or the best practice supporting the change. The project team sought the Commission’s input on how to engage the public and decision makers for this round of proposed Code updates. The primary focus of Part 2 was to bring the Code into compliance with House Bill 2138, but also to address other legislative updates for compliance with all State legislation and to engage decision makers and the public specifically on tree removal and preservation standards regarding residential development. She reviewed the project schedule, the required Code updates related to HB 2138 and other legislation, and considerations regarding tree removal standards. (Slides 4-8)

Senior Planner Rybold reviewed questions for the Commission’s consideration. (Slide 9)

Commissioner questions were addressed by the project team as follows:

- **Ms. Austin** understood State statute only addressed removing relational/familial language from the definition of household, citing HB 2583 from 2022 which prohibits local governments from establishing or enforcing occupancy limits based on familial or non-familial relationships among occupants. The number of occupants was not the concern.

PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

WORK SESSION

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)(60 minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: June 10, 2026	**Subject: Draft Basalt Creek Master Plan** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide feedback on the Draft Basalt Creek Master Plan (BCMP)	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

ISSUE BEFORE COMMISSION:

Staff seeks feedback from the Planning Commission regarding the Draft Basalt Creek Master Plan

BACKGROUND

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, the Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, and stakeholder coordination. Stated differently, the BCCP was a joint planning effort, high level, and conceptual in nature, while the BCMP is the document that will guide and regulate actual development exclusively in the City of Wilsonville. The BCMP is by Wilsonville, for Wilsonville.

EXECUTIVE SUMMARY:

This Basalt Creek Master Plan (Attachment 1) represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time. Building upon the Basalt Creek Transportation Refinement Plan, the BCMP incorporates a detailed transportation analysis prepared by DKS Associates to evaluate future roadway, freight, bicycle, pedestrian, and transit needs associated with planned

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

urbanization of the area (Attachment 2). The DKS analysis provides the technical foundation for identifying necessary transportation improvements, evaluating system performance, supporting compliance with Oregon Transportation Planning Rule requirements, and ensuring that future development can be accommodated in a safe, efficient, and multimodal manner.

The BCMP also builds upon the City's recently adopted Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS), which were previously reviewed by the Planning Commission during a work session on November 12, 2025, and a public hearing on February 11, 2026. Those planning efforts identified Basalt Creek as one of Wilsonville's most significant long-term employment growth areas and established the economic development priorities that help guide the BCMP. Consistent with the findings and recommendations of the EOA and EDS, amendments are proposed to the City's Comprehensive Plan (Attachment 3) to reflect updated conditions, economic development priorities, and policy objectives.

DISCUSSION QUESTIONS:

Staff is seeking Planning Commission (PC) feedback on the following questions:

1. What questions does the Commission have on the draft materials?
2. Does the draft Basalt Creek Master Plan reflect the long-term vision for the area and the broader economic development goals of the City as previously discussed with the Planning Commission and City Council?
3. Do the draft Comprehensive Plan Amendments address the intended policy outcomes of the Commission?
4. Are there any concerns the PC would like to address as the project team refines the draft Basalt Creek Master Plan for the next work session?

EXPECTED RESULTS:

Feedback from the Planning Commission during this work session will help guide refinement of the final draft of the BCMP.

TIMELINE:

Next steps in the project include a second work session with the Planning Commission on July 8, 2026, and a public hearing on September 9, 2026. We will also hold a work session with City Council on August 3, 2026, and public hearing on October 5, 2026 (first reading) and October 19, 2026 (second reading).

CURRENT YEAR BUDGET IMPACTS:

Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted utilizing the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and CIP 3000 funds.

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Master Plan project was preceded by the preparation of an Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) to evaluate whether Wilsonville has sufficient employment land capacity to support anticipated business and job growth between 2026 and 2046. The project also identified strategies intended to support long-term economic growth, infrastructure planning, and employment opportunities aligned with community priorities that would inform the BCMP. To help inform the analysis and recommendations, the City conducted a public engagement process throughout 2025 and 2026 that included Technical Advisory Committee (TAC) meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and public hearings, and City Council work sessions and hearings.

The TAC included representatives from the City of Wilsonville, Business Oregon, Greater Portland Inc. (GPI), Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. Key themes identified through engagement included workforce development challenges, land and space constraints, high development and operating costs, demand for additional local-serving retail and services, and the importance of maintaining a proactive and collaborative City-business relationship. The City also conducted outreach to property owners within the West Railroad area of the Basalt Creek Planning Area regarding future development opportunities, Comprehensive Plan amendments, and proposed Development Code changes.

Overall, the BCMP engagement process provided numerous opportunities for coordination, stakeholder input, and public review. Feedback received from agencies, businesses, developers, property owners, and community members helped inform the City's understanding of local economic conditions, infrastructure needs, and long-term employment opportunities. The engagement process ultimately supported development of policies and implementation strategies intended to promote economic competitiveness, employment growth, and high-quality industrial and employment districts consistent with the long-term vision for Wilsonville and the Basalt Creek Planning Area.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The Basalt Creek Master Plan provides the Wilsonville community with a long-term framework for coordinated economic growth, infrastructure investment, and land use planning. By identifying appropriate locations for industrial and employment uses, a master plan helps ensure that transportation systems, utilities, stormwater infrastructure, and public services are designed efficiently and strategically rather than through piecemeal development. The BCMP will provide future job creation, strengthen the local tax base, diversify employment opportunities, and improve economic resilience by attracting a range of businesses such as advanced manufacturing, logistics, research and development, and technology industries. When thoughtfully designed, industrial employment districts can incorporate high-quality site design,

multimodal transportation networks, open spaces, and environmental protections that improve functionality and compatibility with surrounding areas.

The BCMP establishes the policies, land use framework, transportation network, infrastructure strategy, development standards, and environmental protections necessary to guide future urbanization of the Basalt Creek area. Together, these elements provide a coordinated and predictable approach to development that balances economic opportunity with infrastructure capacity, natural resource stewardship, and long-term community objectives.

ALTERNATIVES:
As the concept plan was refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning were considered in collaboration with the Planning Commission and City Council. Additional refinements to the BCMP and implementing policies may also be considered.

ATTACHMENTS:

1. Basalt Creek Master Plan (May 2026)
2. Basalt Creek Master Plan Local Street Plan Map (May 2026)
3. Transportation Analysis for the BCMP (May 2026)
4. Proposed Comprehensive Plan Amendments (May 2026)

BASALT CREEK MASTER PLAN

PLANNING COMMISSION WORK SESSION DRAFT

WILSONVILLE
OREGON

ADOPTED BY WILSONVILLE CITY COUNCIL
ORDINANCE NO. XX
MONTH, DATE, YEAR

Acknowledgments

CITY COUNCIL

Shawn O'Neil, *Mayor*
Caroline Berry, *Council President*
Anne Shevlin, *Councilor*
Adam Cunningham, *Councilor*
Sam Scull, *Councilor*

PLANNING COMMISSION

Yana Semenova, *Chair*
Matt Constantine, *Vice-Chair*
Rob Candrian
Nicole Hendrix
Andrew Karr
Jeff Zundel
Ron Heberlein *(former)*
Jennifer Willard *(former)*

CITY OF WILSONVILLE STAFF

Miranda Bateschell, *Planning Director*
Matt Lorenzen, *Economic Development Manager*
Chris Myers, *Senior Planner*
Amy Maag, *Development Engineering Manager*
Zach Weigel, *City Engineer*
Daniel Pauly, *Planning Manager (former)*
Cindy Luxhoj, *Associate Planner (former)*

CONSULTANT TEAM

MIG, INC.

BROWN AND CALDWELL

CONSOR ENGINEERS, LLC.

DKS & ASSOCIATES

ECONORTHWEST

PACIFIC HABITAT SERVICES

WATER SYSTEMS CONSULTING, INC.

Table of Contents

1. Introduction 1

2. The Planning Process 9

3. Existing Conditions & Future Needs . . 20

4. Master Plan for Basalt Creek 41

5. Implementation & Phasing Strategy . . 70

Technical Appendices

The following appendices provide supporting technical analysis, background information, and reference materials that informed preparation of the Basalt Creek Master Plan. Together, these documents provide additional detail related to market conditions, infrastructure planning, transportation analysis, natural resources, land suitability, and implementation considerations referenced throughout this Master Plan.

Appendix A. City of Wilsonville Ordinance No. 834, April 2019

Appendix B. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, December 2024

Appendix C. Transportation System Plan (TSP) Evaluation, December 2024

Appendix D. A Transportation Analysis for the Basalt Creek Master Plan, May 2026

Appendix E. Local Street Concept Map

Appendix F. Grahams Ferry Road Freight Traffic Accommodation Evaluation, February 2025

Appendix G. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville, November 2024

Appendix H. City of Wilsonville Economic Opportunities Analysis, January 2026

ADDITIONAL APPENDICES TO BE ADDED UPON COMPLETION OF PENDING INFRASTRUCTURE ANALYSIS

List of Figures

Figure 1. Regional Context 4
Figure 2. Basalt Creek Concept Plan Map with Land Use Designations 6
Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA 13
Figure 4. Preferred Concept for West Railroad 17
Figure 5. 2024 Aerial of the BCPA 24
Figure 6. Opportunity Sites in the BCPA 25
Figure 7. Land Use Categories with Constraints 28
Figure 8. Natural Resources Inventory 31
Figure 9. Basalt Creek Master Plan 44
Figure 10. Recommended Amendments to Comprehensive Plan Map 50
Figure 11. Recommended Zoning 51
Figure 12. Local Street Concept Map 54
Figure 13. Future Transit Framework 57
Figure 14. Future Bicycle and Pedestrian Framework 60
Figure XX. Water Systems Concept for the Basalt Creek Planning Area 66
Figure XX. Sanitary Sewer Systems Concept for the Basalt Creek Planning Area 67
Figure XX. Stormwater Systems Concept for the Basalt Creek Planning Area 68

List of Tables

Table 1. Significant Resources to Include in Significant Resource Overlay Zone, 2024. 30
Table 2. Basalt Creek TSP Projects 34
Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP 61
Table 4. Implementation Phasing 79

1 INTRODUCTION

Introduction

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, this Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, market conditions, and stakeholder coordination completed since 2018.

Supporting Wilsonville's Long-Term Employment Growth

This Master Plan represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, warehousing, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time.

WHAT IS A MASTER PLAN?

Master Planning identifies future land use patterns and development areas, along with parks, open spaces, streets, trails, and neighborhood amenities anticipated over the next 10–20 years. Master Planning also establishes implementing policies and regulatory strategies, and identifies water, sewer, stormwater, and transportation infrastructure needs and potential funding sources.

While Master Planning outlines the overall vision and framework for future development, it does not constitute approval for construction of specific uses or projects. Final City approvals occur as property owners seek annexation into the city and as proposed development applications and building permits are reviewed for compliance with applicable standards and regulations.

As detailed development plans are prepared and reviewed, some variation from the specific illustrations in the Master Plan may occur, while still remaining substantially consistent with the Plan and its implementing standards and regulations.

Relationship to Other City Planning Efforts

As an area-specific implementation tool of the City's Comprehensive Plan, the BCMP translates broader citywide goals and policies into more detailed strategies tailored to the BCPA. The Master Plan also coordinates with related City planning efforts, including economic development, transportation, utility, and capital improvement planning.

While the BCMP establishes the overall framework for future development, it does not approve specific construction projects or development proposals. Future development will remain subject to additional City review processes, implementing standards, and applicable development regulations to ensure consistency with the Master Plan.

ECONOMIC DEVELOPMENT ALIGNMENT

The BCMP directly supports the City of Wilsonville's recently adopted Economic Opportunities Analysis (EOA) (see Appendix H) and Economic Development Strategy (EDS), both of which identify Basalt Creek as one of the City's most important long-term employment growth areas. The EOA concludes that Basalt Creek and Coffee Creek together form a critical component of the Portland region's southern industrial land supply and will play an essential role in accommodating future manufacturing, logistics, warehousing, and traded-sector employment growth over the next 20 years.

The BCMP advances these findings by translating the broader economic and land use direction established in the EOA into a more detailed framework for land use, transportation, infrastructure, environmental stewardship, and implementation within the Basalt Creek Planning Area.

Responding to Development Constraints

The EOA and EDS both recognize that much of Wilsonville's remaining industrial land supply is constrained by fragmented ownership patterns, limited urban infrastructure, transportation improvements, and site readiness challenges. The BCMP responds directly to these issues by identifying infrastructure concepts, transportation networks, funding strategies, zoning and development standards, and implementation tools intended to help transition Basalt Creek from a long-range concept area into a development-ready employment district over time.

In doing so, the BCMP supports the EDS focus on improving industrial site readiness, coordinating public investment, and creating conditions that attract higher-value employment uses and private investment consistent with Wilsonville's long-term economic development objectives.

Coordinating Planning and Implementation

The BCMP also complements the EDS goal of strengthening Wilsonville's position as a regional employment center while supporting broader community objectives related to livability, transportation, natural resource protection, and urban design.

Together, the EOA, EDS, and BCMP provide a coordinated planning framework that aligns economic development priorities with land use planning and infrastructure investment.

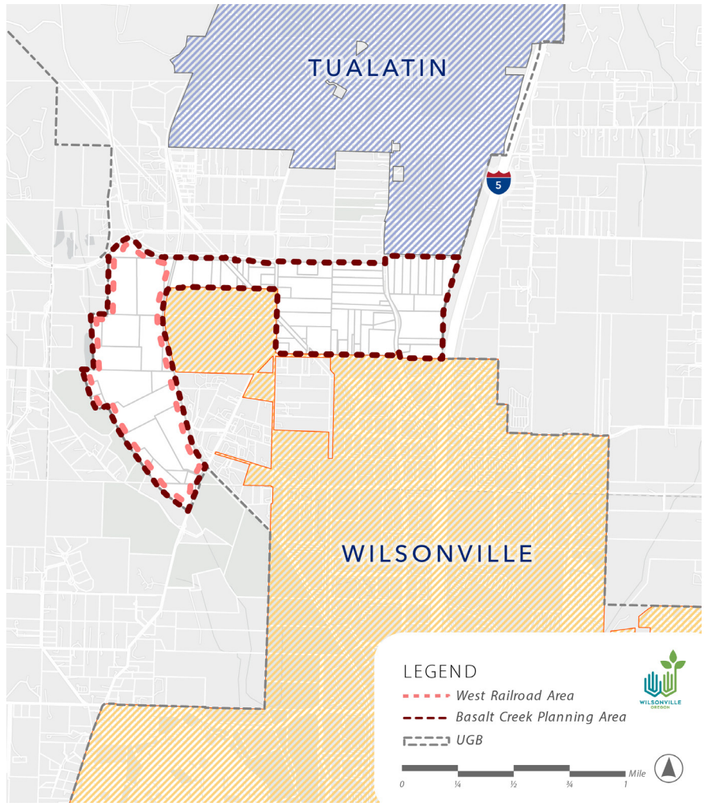
The EOA establishes the technical foundation for projected employment growth and land need, the EDS identifies strategic actions and implementation priorities, and the BCMP provides the area-specific planning and regulatory framework needed to guide future urbanization and development within Basalt Creek in a manner consistent with the City's Comprehensive Plan.

Basalt Creek Planning Area

In 2004, Metro identified the Basalt Creek Planning Area (BCPA), consisting of 847 acres located in Washington County between southern Tualatin and northern Wilsonville, as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville's industrial area to the south, and contains large, flat sites suitable for industrial users.

Subsequently, Metro passed an ordinance annexing land, including the BCPA, into the existing Urban Growth Boundary (UGB) to ensure a sufficient regional supply of land for employment growth over the next twenty years. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses.

Figure 1. Regional Context



Basalt Creek Concept Plan

BACKGROUND

Areas brought into the UGB are required to have a land use and transportation concept plan before urban development can occur. Therefore, after a lengthy joint planning process, the Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP or Concept Plan) in 2018, to meet this requirement and provide a roadmap for development of the area that is consistent with state, regional, and local land use planning laws. The BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area to meet local and regional goals.
- Coordinated future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County.
- Established a new jurisdictional boundary between Tualatin and Wilsonville to determine which parts of the Planning Area could be annexed into and served by each city.
- Identified preferred land uses across the area.
- Recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional and state goals.
- Set specific action items and implementation measures.

2019 GUIDING PRINCIPLES

Established by the Joint Council, these principles helped guide the BCCP. While conditions and opportunities have evolved since 2019, the principles continue to inform the long-term direction for growth and development within Basalt Creek.

1. Maintain and complement the Cities' unique identities

2. Capitalize on the area's unique assets and natural location

3. Explore creative approaches to integrate jobs and housing

4. Create a uniquely attractive business community unmatched in the metropolitan region

5. Ensure appropriate transitions between land uses

6. Meet regional responsibility for jobs and housing

7. Design cohesive and efficient transportation and utility systems

8. Maximize assessed property value

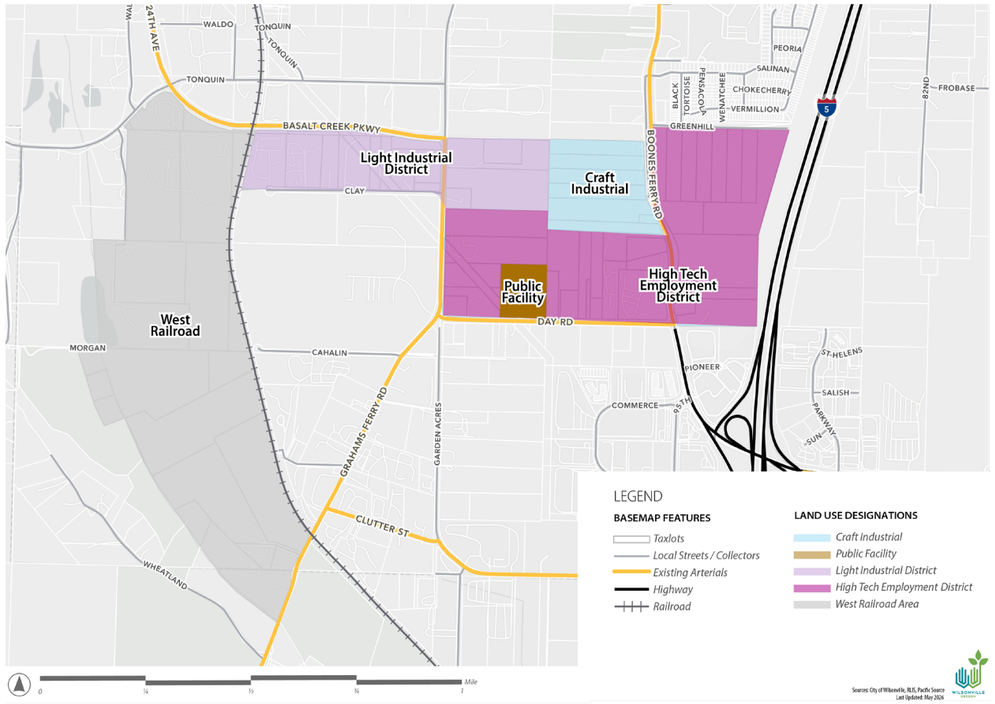
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

JURISDICTIONAL BOUNDARY

During the Concept Plan process, the BCPA was roughly divided between Tualatin and Wilsonville, with the jurisdictional boundary defined by the Basalt Creek Parkway, which runs in an east-west direction through the center of the Planning Area. Wilsonville's portion consists of 453 acres on the south side of the Parkway.

It includes an eastern portion that was referred to as "Basalt Creek" and a western portion that was known as "West Railroad", as shown in the figure below. For the remainder of this Master Plan, references to the BCPA in Wilsonville refer to this combined area within Wilsonville's UGB.

Figure 2. Basalt Creek Concept Plan Map with Land Use Designations



↳ **The land use patterns identified in the 2018 BCCP responded to the area's setting and existing conditions. Because the Planning Area is well suited for industrial and employment uses, much of the BCPA was designated for employment land uses. However, because West Railroad was considered to have significantly lower development potential than the remainder of the BCPA, future land uses for the area were not identified in the BCCP.**

From Concept Plan to Master Plan

The BCCP established a vision for urbanization of the BCPA to meet local and regional goals, identified preferred land uses across the area, recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional and state goals, and set specific action items and implementation measures. Following adoption of the BCCP, the City completed several early implementation actions to establish a policy and planning framework for future development in the area. These actions included updating the Urban Planning Area Agreement with Washington County, amending the Comprehensive Plan, and incorporating key transportation projects into the Transportation System Plan.

EARLY IMPLEMENTATION ACTIONS COMPLETED

Following adoption of the BCCP, the City completed several foundational actions to support future planning and development within the Planning Area.

Action Item 1: Amend Urban Planning Area Agreements

The City updated the Urban Planning Area Agreement with Washington County to formally recognize Wilsonville's planning authority within the BCPA and support coordinated future planning efforts.

Action Item 2: Amend Comprehensive Plan

The City amended the Comprehensive Plan and Transportation System Plan to incorporate policies, design objectives, and transportation projects intended to guide future development, infrastructure planning, and environmental stewardship within Basalt Creek and West Railroad.

Today, Wilsonville is working to advance the BCPA beyond the Concept Plan to a development-ready status through the adoption of this Master Plan. The Master Plan is the next step in refining and implementing the BCCP to guide development in the Planning Area over the next 10–20 years.

This Master Plan process implements Action Items 3, 5, and 6 of the BCCP including:

- **Action Item 3. Assure zoning is compatible with future land use.** This action evaluates the Wilsonville Development Code and zoning standards to ensure they support the types of industrial, employment, and mixed-use development envisioned for the BCPA. It also considers how special design elements from the BCCP, including potential expansion of the Coffee Creek Industrial Design Overlay District and development standards for the Craft Industrial district, could be applied within the Planning Area.
- **Action Item 5. Consider capital improvements to spur development.** This action evaluates infrastructure availability and identifies opportunities for strategic public investment needed to support future development in the BCPA. Potential implementation tools may include utility and transportation infrastructure financing, reimbursement mechanisms, local improvement districts, and other partnership approaches intended to help facilitate long-term industrial and employment growth.
- **Action Item 6. Master planning processes.** This action further refines many of the concepts introduced in the BCCP by evaluating development feasibility, infrastructure needs, transportation access, environmental constraints, and implementation strategies. Preparation of this Master Plan, along with related Code amendments and infrastructure funding planning, represents a key component of this effort.

The BCMP identifies general types and locations of uses in the BCPA, as well as implementing policies and regulatory strategies, and utility and infrastructure needs and funding sources. However, it is not an approval for construction of the identified uses.

Following or concurrently with Master Planning, the City will develop a variety of detailed standards and rules that development must follow to remain consistent with the BCMP. Final City approval of private development within the BCPA comes as property owners request annexation and the City reviews proposed development plans and building permits against the implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the BCMP and with the implementing standards and rules.

2

THE PLANNING PROCESS

The Planning Process

Chapter Overview and Planning Context

This chapter describes the planning process, technical analysis, and outreach that informed the Basalt Creek Master Plan (BCMP). It builds upon the guiding principles established through the Basalt Creek Concept Plan (BCCP) process and subsequent Comprehensive Plan amendments and Areas of Special Concern that continue to shape the long-term vision for the Basalt Creek Planning Area (BCPA).

The BCMP was informed by technical studies, infrastructure and transportation analysis, environmental review, market analysis, stakeholder outreach, and work sessions with the Wilsonville Planning Commission and City Council completed since adoption of the BCCP.

Implementation of the long-term vision for the BCPA will require significant coordination, infrastructure investment, and phased redevelopment over time. While Wilsonville retains a limited supply of vacant industrial land, much of the BCPA, particularly the West Railroad area, is not yet development-ready due to infrastructure constraints, limited transportation access, environmental considerations, and fragmented property ownership.

To help address these challenges, the City completed additional planning and technical analysis to refine land use concepts, transportation connections, infrastructure needs, and development considerations within West Railroad and the broader BCPA. These efforts helped further define the Master Plan while recognizing that long-term implementation will depend on market conditions, infrastructure funding, environmental permitting, property owner participation, and regional coordination over time.

Concepts that Shaped the Master Plan

The BCMP builds on the Guiding Principles established by the Joint Council during preparation of the 2019 Basalt Creek Concept Plan. These principles continue to provide the foundation for planning within the BCPA.

For the BCMP, the original principles were refined to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. The adapted principles shown on the next page guided development of the Master Plan while carrying forward the long-term vision established through the Concept Plan.

Guiding Principles

The Guiding Principles for the BCMP, which were adapted from the Basalt Creek Concept Plan process, continue to represent the interests and goals for the Planning Area during this Master Plan process. The Guiding Principles are a reflection of the updated vision and objectives for the BCMP:

1. **Meet regional responsibility for jobs and housing**
2. **Maximize assessed property value**
3. **Capitalize on the area's unique assets and natural location**
4. **Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type**
5. **Ensure appropriate transitions between land uses**
6. **Design cohesive and efficient transportation and utility systems**
7. **Maintain and complement Wilsonville's unique identity**
8. **Create a uniquely attractive business community unmatched in the metropolitan region**
9. **Incorporate natural resource areas and provide recreational opportunities as community amenities and assets**

COMPREHENSIVE PLAN AMENDMENTS

In 2019, the City Council adopted amendments to the City's Comprehensive Plan to help guide future development within the BCPA (see Ordinance No. 834 in Appendix A). These amendments added new policies and Areas of Special Concern related to Basalt Creek and West Railroad to provide more detailed direction for future planning and development within the area.

Implementation Measures

The City's Comprehensive Plan includes policies and implementation measures intended to guide industrial development throughout Wilsonville. The amendments adopted in 2019 and further refined in 2026 specifically focused on supporting the types of employment and industrial development envisioned for the BCPA, including advanced manufacturing, craft industrial businesses, higher-density employment areas, and integrated open space and trail amenities. These implementation measures help inform this Master Plan and future development standards for the area:

- **Implementation Measure 4.1.3.j.** All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.
- **Implementation Measure 4.1.3.k.** Encourage high-growth employment industries in which the city is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.
- **Implementation Measure 4.1.3.l.** Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.
- **Implementation Measure 4.1.3.m.** Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.
- **Implementation Measure 4.1.3.n.** Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Areas of Special Concern

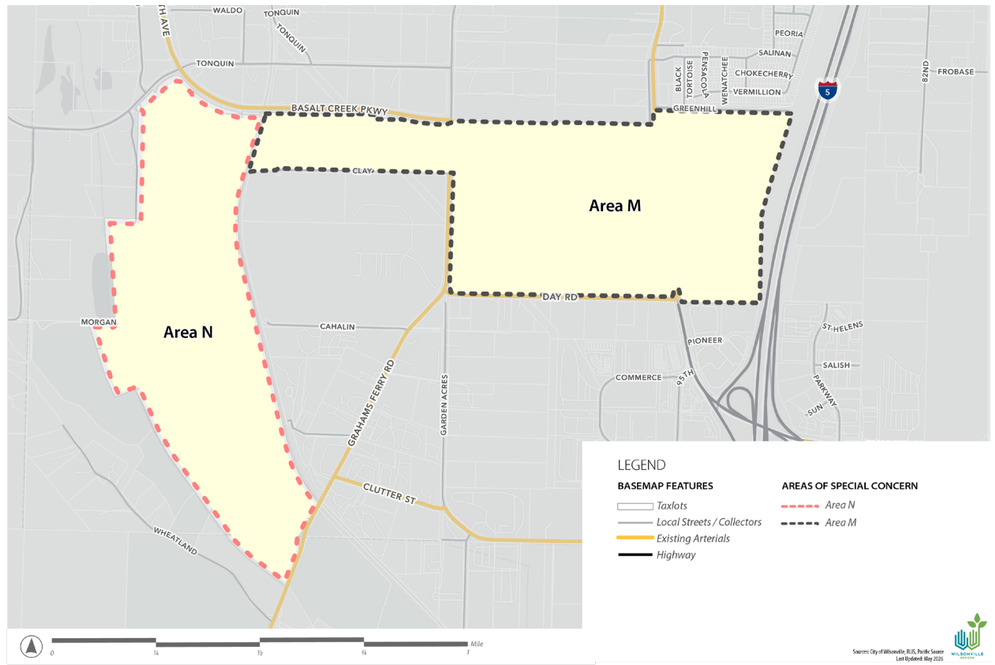
The Comprehensive Plan includes several Areas of Special Concern where additional policy direction is needed beyond the general guidance provided elsewhere in the Plan (Figure 3). There are two within the BCPA: Area of Special Concern M (Basalt Creek) and Area of Special Concern N (West Railroad). These areas were created to provide interim policy direction and identify key planning considerations pending more detailed planning for the area.

AREAS OF SPECIAL CONCERN

The Wilsonville Comprehensive Plan identifies "Areas of Special Concern" where additional planning direction is needed to address unique site conditions, development challenges, or community goals. Each area includes specific objectives and considerations that help guide future planning, infrastructure investment, zoning, and development review.

For the BCPA, the City established Areas of Special Concern for both Basalt Creek and West Railroad to provide additional guidance related to industrial development, transportation, infrastructure, natural resources, and regional connectivity.

Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA



The BCMP represents the next phase of that planning effort. As a supporting document to the Comprehensive Plan, the Master Plan provides more detailed guidance regarding land use, transportation, infrastructure, natural resources, and implementation within the BCPA. The BCMP serves as the primary planning framework for the area, carrying forward and refining the intent of the AOSCs through more detailed policies, recommendations, and implementation strategies.

Area of Special Concern M includes the focus of the BCCP. It includes four Design Objectives that provide policy guidance:

1. **Consider adoption of a form-based code**, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. **Protect key natural resources and sensitive areas while making recreational opportunities accessible** by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake—Basalt Creek—and the surrounding wetlands habitat.
3. **Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections** that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. **Provide strong transit access** to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Area of Special Concern N focuses on the West Railroad portion of the BCPA, which at the time of the BCCP was recognized as one of the most constrained areas within the BCPA. The area is characterized by significant natural and physical constraints, including wetlands habitat, steep slopes, limited access, and fragmented property ownership, all of which limited its assumed near-term development potential. It is also located outside the city limits but within the Urban Growth Boundary (UGB), reinforcing its status as a long-term opportunity area. The area was also identified for its potential value in resource conservation and future public access to natural areas, particularly given its proximity to the Coffee Lake Creek wetlands.

Since adoption of the BCCP, the City has undertaken additional planning work to better understand West Railroad's opportunities and constraints and to refine a long-term vision for the area.

Information Gathering

To inform this Master Plan, the City undertook several studies that update and refine various aspects of the BCCP. A more detailed description of the planning for the West Railroad Area is described on the following page. Work products include the following:

- The **Wilsonville Industrial Land Readiness Phase 1 Report for Basalt Creek** that evaluated market conditions, development capacity, and site development potential through several interconnected analyses (see Appendix B), including the following:
  - An **Economic Inventory and Land Use Analysis** that evaluates current market trends and identifies industries suitable for the area.
  - An updated **Buildable Lands Inventory** (BLI) that reflects recent land developments, adjusted constraints, and revised capacity estimates.
  - A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints.
  - An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing market conditions.
- A **Transportation System Plan (TSP) Evaluation** to review the current list of TSP projects related to the BCPA and ensure that the land use assumptions and identified transportation projects are still applicable, as well as to identify any new transportation improvement projects that might be needed to further support the current development plan for the BCPA (Appendix C).
- A **Transportation Analysis for the Basalt Creek Master Plan** to evaluate the impacts of full development of the West Railroad area on the surrounding street network (Appendix D).
- An updated **Local Street Concept Map** that identifies likely connection points and alignments for future local streets in the BCPA (Appendix E).
- The **Grahams Ferry Road Freight Traffic Accommodation Evaluation** to analyze the SW Grahams Ferry Road undercrossing of the PNWR railroad, develop conceptual roadway alignments, and identify planning-level cost estimates for arterial upgrades, widening, and freight clearance improvements (Appendix F).
- An updated **Natural Resources Inventory** of wetlands, upland tree groves, and riparian areas within the BCPA in compliance with Statewide Planning Goal 5 to identify resources to include in the Significant Resource Overlay Zone (SROZ) (Appendix G).
- A citywide **Economic Opportunities Analysis** that included an evaluation of Basalt Creek (Appendix H).
- A **West Railroad Concept Plan** to refine the long-term land use vision, identify potential employment and industrial uses, and assess transportation and infrastructure needs.

ADDITIONAL BULLETS ON THE FINAL INFRASTRUCTURE ANALYSIS REPORTS RELATED TO WATER, SANITARY SEWER, AND STORMWATER WILL BE ADDED HERE.

Planning for West Railroad

As part of preparation of the Basalt Creek Master Plan, the City undertook additional planning work focused on the West Railroad area to better understand its long-term development potential and implementation challenges. Although the 2018 Basalt Creek Concept Plan identified West Railroad as constrained by environmental conditions, limited transportation access, fragmented ownership, and lack of urban services, the area remained one of Wilsonville's last large industrial growth opportunities within the Urban Growth Boundary.

The West Railroad planning work has resulted in an initial framework envisioning a mix of employment-oriented and craft industrial uses supported by future regional access and utility infrastructure. The City recognizes that development of West Railroad is a long-term effort dependent on resolving complex environmental, access, infrastructure, and market challenges, as well as future coordination among multiple stakeholders.

CONCEPT PLANNING AND VISION DEVELOPMENT

In 2025, the City initiated a focused planning and urban design effort for West Railroad through the Wilsonville Industrial Land Readiness (WILR) process. This work included analysis of existing conditions, environmental constraints, infrastructure availability, market opportunities, and transportation access, along with preparation of several alternative land use and urban design concepts for the area. The concepts explored varying approaches to balancing employment development, industrial uses, natural resource preservation, recreation opportunities, and long-term flexibility.

The planning process included a joint Planning Commission and City Council work session in October 2025 where existing conditions and alternative concepts were reviewed and discussed. The discussion generally favored a preferred concept that combined industrial employment opportunities with integration of remaining natural features. Participants emphasized the importance of balancing job creation, transportation access, freight mobility, environmental stewardship, and long-term economic opportunity in shaping the future of the area.

Additional Planning Commission and City Council work sessions were held in April 2026 to review and refine the preferred concept (Figure 4) for West Railroad as part of the broader Master Plan process.

ZONING AND DEVELOPMENT CODE COORDINATION

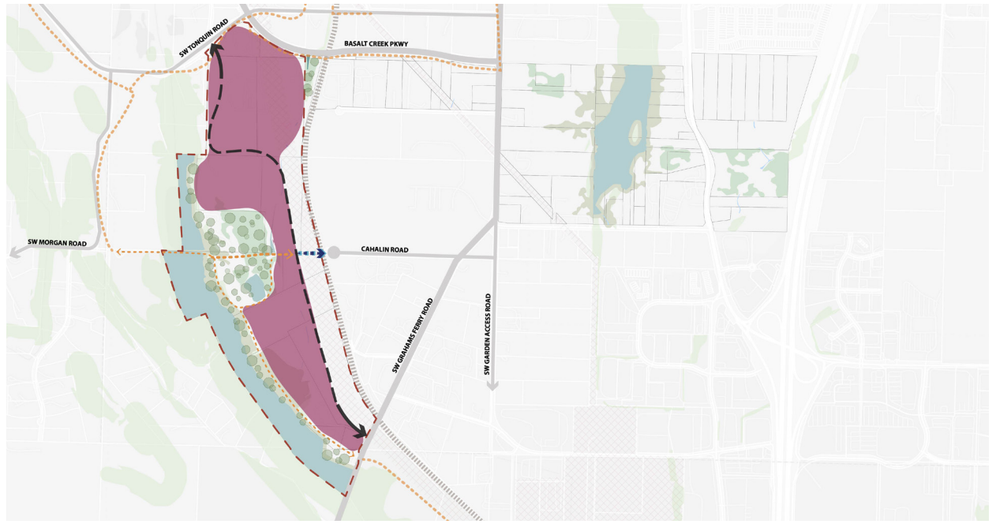
In parallel with the concept planning effort, City staff conducted several work sessions focused on evaluating appropriate zoning and development standards for West Railroad. This work considered how the City's existing industrial zoning districts and development code could support the long-term vision for the area, including potential updates needed to address industrial development form, transportation access, environmental features, and transitions between uses.

Because the West Railroad area is currently outside Wilsonville city limits, City zoning and development standards do not yet apply to the area. However, the Master Plan establishes a framework intended to guide future zoning and development standards should properties annex into the City over time.

TECHNICAL ANALYSIS AND INFRASTRUCTURE PLANNING

In tandem with development of the preferred concept, the City worked with consultants to complete additional transportation and utility analysis related to long-term access, freight mobility, infrastructure feasibility, and service planning needed to support future development in the area. This work helped refine implementation considerations and better understand the scale of investment, coordination, and phased improvements that may be required for future urbanization of West Railroad.

Figure 4. Preferred Concept for West Railroad



Planning Commission Meeting - June 10, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Stakeholder Interviews and Focus Groups

Stakeholder outreach helped inform the technical analysis and recommendations developed for the BCMP. Interviews with economic development partners, developers, property owners, and other stakeholders provided insights into market conditions, development barriers, infrastructure needs, and opportunities within the BCPA. This input helped shape the planning analysis and provided additional context for Planning Commission and City Council discussions throughout the Master Plan process.

As part of the Master Plan process, interviews were conducted with Business Oregon (the state's economic development agency), Greater Portland Inc. (a public-private partnership dedicated to destination business marketing and economic development), developers knowledgeable about the region, and local property owners. These discussions focused on identifying barriers to industrial development and opportunities relevant to future growth within Basalt Creek. The key themes summarized below represent important considerations as the BCPA moves toward long-term redevelopment and implementation.

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or City's vision for an area does not align with the diverse needs of potential users. Discussions highlighted the importance of allowing a mix of uses for better financing opportunities, particularly for speculative development, and avoiding overly prescriptive zoning can prevent clustering for supply chain benefits.
- **Fragmented Land Ownership:** Areas with small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

Decision Making Process

Development of the BCMP was informed through a collaborative process that combined policy guidance, technical analysis, and stakeholder and decision-maker input.

Establishing the Foundation. The planning process was grounded by the Guiding Principles established through the 2019 Basalt Creek Concept Plan. Those principles were refined during preparation of the BCMP to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. Together with adopted Comprehensive Plan policies, implementation measures, and Areas of Special Concern, they provided the foundation for development of the Master Plan.

Evaluating Opportunities and Constraints. Technical studies were then completed to better understand economic conditions, development potential, transportation needs, infrastructure requirements, natural resources, and long-term opportunities within the BCPA.

Gathering Stakeholder Input. Input from property owners, developers, economic development organizations, agency partners, and other stakeholders helped identify market realities, redevelopment challenges, infrastructure needs, and implementation considerations that informed the Master Plan.

Refining the Plan. Throughout the planning process, the Wilsonville Planning Commission and City Council reviewed technical findings and stakeholder feedback through a series of work sessions. Their direction helped refine recommendations and shape the preferred approach reflected in the BCMP.

Public Review and Adoption. The Planning Commission and City Council ultimately considered the information gathered throughout the planning process during public hearings leading to adoption of the final Master Plan.

Final Decision-Makers. The Wilsonville City Council, based on a recommendation from the Planning Commission, served as the final decision-making body for the BCMP, ensuring that the Master Plan reflects both technical analysis and community and stakeholder input while advancing the City's long-term vision for the BCPA.

3

EXISTING CONDITIONS & FUTURE NEEDS

Existing Conditions & Future Needs

During the Master Planning process, existing conditions, prior planning efforts, and future development needs within the BCPA were evaluated. Several supporting analyses were updated and refined to reflect current conditions, market trends, infrastructure planning, and development considerations. The following sections summarize these findings, which are described in greater detail in the BCMP Appendices.

Economic Inventory and Targeted Industries

The updated Economic Inventory evaluates current market conditions, development trends, and targeted industry opportunities within the BCPA and broader regional industrial market (see Appendix B). The analysis helps inform the long-term land use, infrastructure, and economic development strategies reflected in the BCMP.

REGIONAL INDUSTRIAL MARKET CONDITIONS

Since adoption of the BCCP in 2018, economic conditions have shifted considerably. Nationally, the industrial sector continues to experience strong demand fueled by e-commerce growth, reshoring efforts, and federal investments supporting domestic manufacturing.

In the Portland Metro area, industrial trends generally mirror national patterns, including low vacancy rates and rising rents. While demand for industrial space has slowed from the highs experienced between 2021 and 2023, demand is expected to remain relatively strong in the near term.

Within the region, industrial demand is primarily driven by businesses expanding or upgrading existing facilities rather than large numbers of new businesses relocating from outside the region.

WILSONVILLE'S INDUSTRIAL ECONOMY

Wilsonville's industrial sector continues to play a significant role in the city's economy, with manufacturing, wholesale trade, and construction accounting for a substantially larger share of employment than the regional average. However, neighboring Sherwood and Tualatin have experienced stronger recent industrial growth, largely due to the availability of large, development-ready industrial sites.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important long-term opportunity to expand the city's supply of employment land and support future industrial growth.

EXISTING CONDITIONS WITHIN THE BCPA

The Economic Inventory found that much of the BCPA remains underdeveloped and characterized by low-intensity rural and industrial uses permitted under Washington County zoning. Existing uses within the area include contractor establishments, storage yards, and other low-employment uses that do not reflect the urban employment densities envisioned in the BCCP.

While these uses contribute economic activity and jobs, they typically require limited building and infrastructure improvements and support lower employment densities than the urban industrial development envisioned for the area. Employment density within the BCPA remains substantially below the levels anticipated in the BCCP, and fragmented land ownership patterns continue to create challenges for redevelopment and large-site industrial development.

CHANGING DEVELOPMENT TRENDS AND TARGETED INDUSTRIES

The 2018 BCCP envisioned a mix of industrial and office uses, including a significant amount of office development within the High-Tech Employment District. Since that time, demand for office space has declined both regionally and nationally due to the rise of remote and hybrid work. While office uses are still expected to remain part of the BCPA, their role is anticipated to be smaller than originally envisioned.

At the same time, the Economic Inventory identified continued opportunities for industrial growth in sectors that align with Wilsonville's existing economic strengths, including:

- Advanced manufacturing
- Semiconductor supply chain businesses
- Logistics and distribution
- Employment-generating industrial uses
- Other traded-sector and industrial businesses

LONG-TERM DEVELOPMENT CHALLENGES

Several factors continue to affect the BCPA's readiness for future industrial development. Fragmented land ownership, existing contractor establishments and outdoor storage uses, and rural infrastructure that does not yet meet urban standards remain barriers to higher-intensity industrial and employment uses.

Although transportation and utility planning has advanced significantly since adoption of the BCCP, major infrastructure investments will still be required to support long-term urban development within the area.

Land Use and Development

BUILDABLE LANDS INVENTORY

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of the BCPA for employment-related growth (Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the roughly 453 acres in the BCPA:

173 ACRES
ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

129 ACRES
ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES
ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT

The 150-acre buildable land supply is distributed across a range of parcel sizes, from small lots under five acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs.

Given the 150 acres of buildable land and the expectation of employment densities between 10 (low-density model) and 18.5 (high-density model) employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs, compared with the BCCP estimated employment capacity of about 2,500 jobs (in 2018). The range of potential employment densities was estimated to more accurately reflect evolving market conditions.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, particularly in West Railroad, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

An external actor, whether public or private, working to aggregate property to create viable development sites is likely required in order to realize a coherent and comprehensive development pattern throughout the BCPA. Market forces alone will likely create a slow, and 'patchy' development pattern.

Figure 5. 2024 Aerial of the BCPA



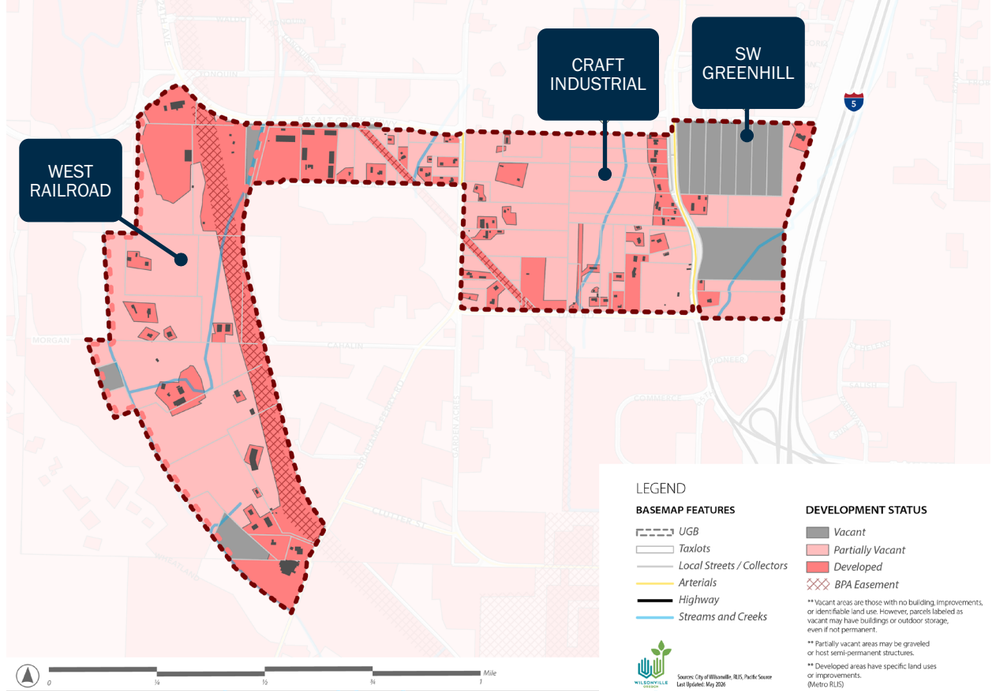
↳ Source: Metro Regional Land Information System (RLIS)

SITE SUITABILITY

The Site Suitability Analysis (see Appendix B) focused on three opportunity areas within the BCPA that were identified as having unique development opportunities and challenges. Factors such as parcel size, location, access, existing land use patterns, and redevelopment potential informed the selection of the three opportunity areas. These areas were selected for more detailed evaluation because they represent the most likely locations for future employment growth and infrastructure investment.

The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment. Rather, it reflects that the selected opportunity sites have characteristics that make them particularly important to understanding long-term industrial development potential, infrastructure needs, and market competitiveness within the BCPA. Other areas may continue to evolve over time based on future market conditions, infrastructure availability, property ownership changes, and redevelopment opportunities.

Figure 6. Opportunity Sites in the BCPA



The Site Suitability Analysis evaluates three opportunity sites within the BCPA that were identified as having the greatest potential to accommodate future industrial and employment development based on factors such as parcel size, location, access, existing land use patterns, and redevelopment potential (Figure 6).

The evaluation focused on physical site characteristics, including size, access, visibility, topography, environmental constraints, infrastructure availability, and proximity to regional industrial and freight networks, without factoring in the likelihood of redevelopment. The analysis found that different sites may be better positioned to support different types and intensities of industrial and employment uses over time.

The analysis provides a broad understanding of site benefits, barriers, and potential industry suitability to help inform future planning, infrastructure coordination, and zoning considerations. The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment, but rather identifies the sites most likely to influence long-term industrial growth and investment within the Planning Area.

Opportunity Sites

The following opportunity sites highlight the range of physical conditions, development opportunities, and implementation considerations present throughout the BCPA. Together, they illustrate how different parts of the Planning Area may support different types and intensities of future industrial and employment uses over time.

- **SW Greenhill Site:** The 57-acre SW Greenhill site is one of the most development-ready areas within the BCPA, with approximately 52 unconstrained acres, limited slopes, consolidated ownership, and proximity to existing infrastructure. The site is well positioned for uses such as advanced manufacturing, logistics, food processing, warehousing and distribution, and industrial business park or research and development uses.
- **Craft Industrial Area:** Located in the southwest portion of the BCPA near SW Boones Ferry Road and the future Basalt Creek Parkway extension, the approximately 22-acre Craft Industrial area consists of smaller, fragmented parcels constrained by environmental features and proximity to residential development. As envisioned in the BCCP, the area is better suited for smaller-scale industrial and employment uses such as makerspaces, live-work units, small production spaces, and office or industrial condominium-style development.
- **West Railroad Site:** The 165-acre West Railroad site includes approximately 90 unconstrained acres and has the potential to support general manufacturing, food processing, warehousing, distribution, and industrial support services. However, the area faces significant infrastructure and transportation access constraints, including limited vehicular access and the low Grahams Ferry Road railroad undercrossing, which will require additional planning and investment to support long-term development.

CONTRACTOR ESTABLISHMENTS

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix B includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 7 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

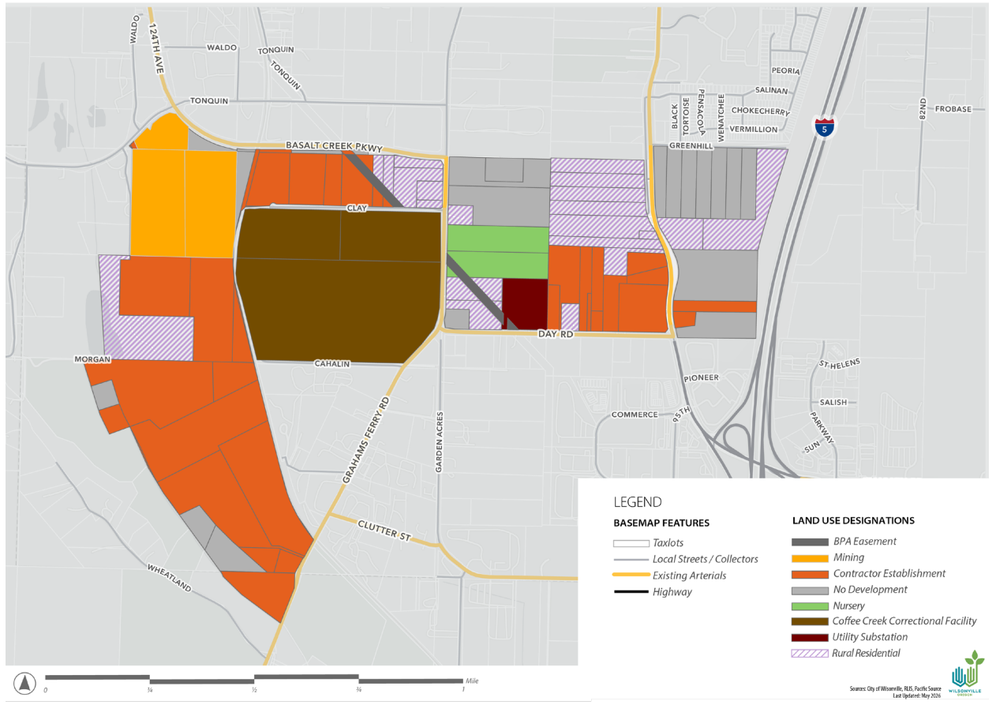
Key findings include:

» **Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop.** For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

» **Relocation options for businesses currently occupying these sites are limited, creating additional challenges.** Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

» **Contractor establishments are unlikely to transition to higher intensity uses without City intervention.** The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Figure 7. Land Use Categories with Constraints



Natural Resources

Although the BCPA is planned primarily for future employment and industrial development, the area also contains a diverse network of wetlands, streams, riparian corridors, floodplain, upland habitat, and forested areas that influence future land use and infrastructure planning. These natural resources contribute to habitat connectivity, water quality, stormwater functions, and the overall environmental character of the area, while also creating important development constraints and opportunities for integration of open space and trail systems.

As part of preparation of the Master Plan, the City updated the natural resources inventory originally prepared for the BCCP to further evaluate resources within the Planning Area in compliance with Statewide Planning Goal 5. This work is included as Appendix G and summarized below (and in Figure 8) related to wetlands, streams, riparian areas, upland tree groves, and wildlife habitat.

WETLANDS

The inventory identified approximately 59.02 acres of potentially jurisdictional wetlands within the BCPA. Of these, Wetland BC-1 and Wetland BC-2 meet the criteria for significance.

Wetland BC-1 is a wetland complex surrounding Tapman Creek (Basalt Creek) in the eastern portion of the Planning Area and provides diverse wildlife habitat while maintaining important hydrologic functions.

Wetland BC-2 surrounds Coffee Lake Creek in the western portion of the Planning Area and also maintains intact hydrologic functions. This wetland complex has a surface water connection to downstream waters that support indigenous anadromous salmonids near the confluence with the Willamette River.

All other identified wetlands within the BCPA, including BC-3 through BC-8, were determined not to be locally significant.

STREAMS

Two primary stream systems exist within the BCPA: Tapman Creek (BC-TC) and Coffee Lake Creek (BC-CLC). A small tributary to Coffee Lake Creek (BC-CLCa) is also present within the Planning Area.

RIPARIAN AREAS

Two primary riparian corridors were identified and assessed within the BCPA. One corridor is associated with Coffee Lake Creek and its tributary (BC-CLC and BC-CLCa), while the second follows Tapman Creek (BC-TC).

In both areas, the riparian corridors extend less than one Appropriate Potential Tree Height (APTH) before encountering steep slopes. Where slopes exceed 25%, the riparian areas were extended an additional 50 feet beyond the break in slope in accordance with Metro Water Quality Resource Area standards and Wilsonville Municipal Code (WMC 4.139). Areas with habitat connectivity through adjoining riparian forested areas were also incorporated into the riparian corridor boundaries.

UPLAND TREE GROVES

Several upland tree groves were identified within the BCPA, including some located adjacent to wetlands or near riparian corridors but separated by breaks in tree canopy. The mapping focused on significant groupings of trees and excluded areas dominated by scrub-shrub or herbaceous vegetation. The inventory was based on aerial and field mapping rather than detailed tree surveys or measured tree diameters.

WILDLIFE HABITAT

Wilsonville recognizes riparian corridors and upland forested areas as important components of the area's wildlife habitat network. Habitat areas were evaluated based on their potential for habitat diversity, water quality protection, ecological integrity, connectivity, and uniqueness. Based on these criteria, Upland Tree Grove BC-G7 was identified as significant due to its unique habitat characteristics and connectivity to significant wetland areas.

WILSONVILLE'S SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)

Wilsonville protects environmentally significant natural resources through the Significant Resource Overlay Zone (SROZ), which applies additional development standards and review requirements to wetlands, streams, riparian corridors, floodplain, and other identified habitat areas. The SROZ is intended to protect water quality, wildlife habitat, flood storage functions, and ecological connectivity while allowing development to occur in a manner consistent with Statewide Planning Goal 5 and the City's Comprehensive Plan policies.

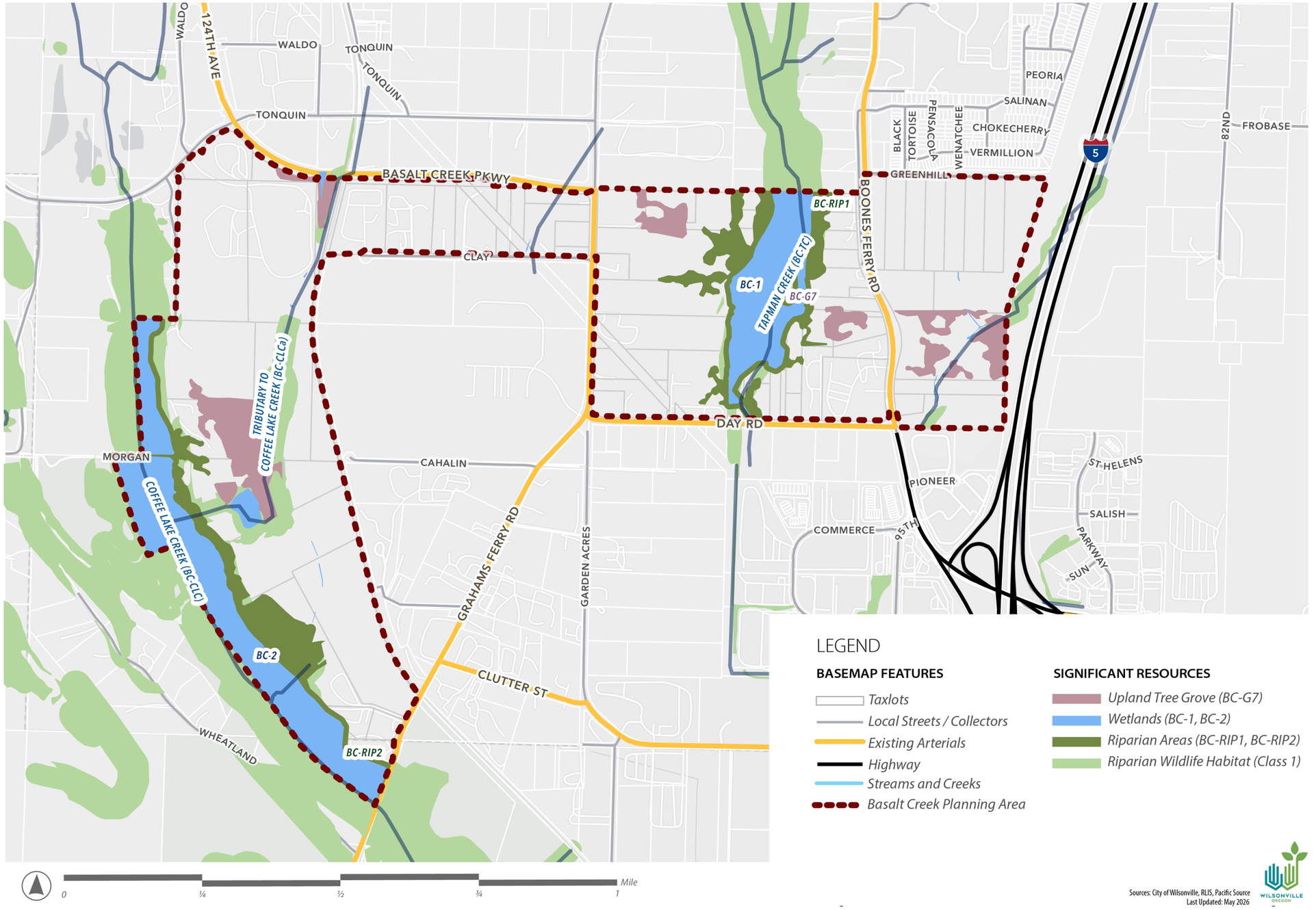
Table 1. Significant Resources to Include in Significant Resource Overlay Zone, 2024.

	Resources to Include in Significant Resource Overlay Zone (SROZ)
Streams	BC-TC (Tapman Creek); BC-CLC (Coffee Lake Creek); BC-CLCa (Tributary to Coffee Lake Creek
Wetlands	BC-1; BC-2
Riparian Areas	BC-RIP1; BC-RIP2
Wildlife Habitat	BC-G7 (Upland Tree Grove)

↳ **Source: Pacific Habitat Services, 2024. See Appendix G for more.**

Planning Commission Meeting - June 10, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 8. Natural Resources Inventory



Transportation

BACKGROUND

The BCCP evaluated both the existing transportation system and the planned transportation network identified through the Transportation Refinement Plan (TRP), which included phased investments intended to support regional and local transportation needs through 2035. Following adoption of the BCCP in 2018, the City amended the Transportation System Plan (TSP) to incorporate key transportation projects identified through the Concept Plan process, many of which were already included in the 2014 Metro Regional Transportation Plan.

Table 2 summarizes the Basalt Creek transportation projects that were added or updated through the 2019 TSP amendment. Since that time, the city has adopted additional TSP amendments in 2020 and 2023 related to the Town Center Plan and Frog Pond East and South Master Plan areas. These later amendments did not modify transportation projects within the BCPA.

TSP EVALUATION

To further inform the Master Plan, the city's transportation consultant, DKS, prepared a TSP Evaluation to review the city's current list of transportation projects related to the BCPA and confirm that the land use assumptions and planned transportation improvements remain applicable to the updated development vision for the area (Appendix C).

The evaluation also considered whether additional transportation improvements may be needed to support future development within the BCPA.

In 2026, the city completed additional transportation analysis focused on the West Railroad area to reevaluate the assumptions and transportation findings from the 2018 BCCP under a full development scenario for West Railroad (Appendix D). This analysis evaluated whether the transportation improvements previously identified in the BCCP and TSP would continue to adequately support future development and considered whether additional roadway, freight, bicycle, pedestrian, or intersection improvements may be needed to accommodate future travel demand associated with development of the area.

Table 2. Basalt Creek TSP Projects

Project #	Project Name	Notes
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP 2025-2032
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher- Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

Notes: As of December 2024, there are two projects included in the Metro Regional Transportation Plan (2023) that are not included in the current Wilsonville TSP: METRO RTP Project #11924, Grahams Ferry Road from Tonquin Road to Day Road and METRO RTP Project #12095, Boones Ferry Road-Elligsen Road from 95th Avenue to I-5 Interchange Ramps.

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

CHANGES SINCE 2018

Since the Basalt Creek Concept Plan was adopted, there has been little development within the BCPA. Approved developments, including two in Tualatin (Autumn Sunrise Subdivision, Plambeck Gardents Apartments) and one in Washington County (Brown Contracting Expansion), account for approximately 20% of the total anticipated vehicle trips generated by development through 2035 as documented in the larger Concept Plan area that includes both Wilsonville and Tualatin. One transportation infrastructure project, the Basalt Creek Parkway/124th Avenue extension between Grahams Ferry Road and Tualatin-Sherwood Road, completed in 2019, has been constructed since 2018.

Although nearly half of the original 21-year BCCP planning horizon has elapsed, only a limited portion of the anticipated development and transportation infrastructure within the BCPA has occurred. As a result, a full reevaluation of long-range 2035 traffic operations was determined to be unnecessary at this time. The evaluation concluded that the transportation projects currently identified in Wilsonville's TSP remain sufficient to support planned development within the BCPA, including future development of the West Railroad area.

The analysis also noted that the original BCCP traffic modeling occurred prior to the COVID-19 pandemic, which significantly affected travel patterns and traffic volumes throughout the region. While traffic volumes on surrounding roadways declined during 2020 and 2021 and had not fully returned to pre-pandemic levels by 2023, traffic volumes appeared to continue increasing through 2024.

These trends suggest there may be additional available vehicle capacity within the transportation network beyond what was originally assumed in the BCCP.

The transportation analysis found that all study intersections currently meet applicable mobility standards except for the Grahams Ferry Road/ Day Road intersection. Today, this intersection experiences high southbound traffic volumes during the PM peak hour and serves as an important route for traffic traveling from Tualatin and surrounding communities toward the I-5 interchange. To address these conditions, the City's TSP identifies two high-priority improvement projects at this intersection, including realignment of the intersection with a new traffic signal or roundabout and widening of Day Road to five lanes.

Grahams Ferry Road: Access Constraint

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) is a major transportation constraint within the western portion of the Basalt Creek Planning Area (BCPA). The existing crossing provides only approximately 12'-6" of vertical clearance, limiting freight and truck access through the corridor and restricting its ability to support future industrial development. The roadway also includes narrow travel lanes and shoulders, limited bicycle and pedestrian facilities, and substandard roadway geometry and sight distance conditions.

UPGRADE OVERVIEW

Upgrading Grahams Ferry Road from a collector to an arterial roadway would include:

- Two 12-foot travel lanes
- Bicycle lanes
- Sidewalks and buffers
- Improve roadway geometry and sight distance conditions
- Railroad Crossing Improvements

Providing modern freight clearance would require:

- Lowering the roadway profile beneath the railroad crossing
- Replacing the existing railroad bridge structure
- Construction staging to maintain active rail operations
- Temporary "shoofly" rail infrastructure during construction

MAJOR CONSIDERATIONS

Constraints include:

- Coffee Lake Creek wetlands and floodplain areas
- Stormwater treatment and water quality requirements

Improvements may require:

- Utility relocation
- Retaining walls
- Right-of-way acquisition
- Reconfiguration of nearby driveways and local access points

Planning-level construction costs are estimated at approximately:

$33 million – $37.5 million*

*(*In 2025 dollars and excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs)*

FREIGHT AND ACCESS CONSTRAINTS

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) remains a significant constraint to freight mobility and future industrial development within the BCPA. The existing undercrossing provides approximately 12 feet 6 inches of vertical clearance, which restricts freight and truck access through the corridor and limits its function as a future industrial transportation route. In addition, the roadway currently operates as a collector street with substandard geometry, narrow shoulders, constrained sight distance, and limited bicycle and pedestrian facilities.

To better understand the feasibility of improving the corridor, the City commissioned the Grahams Ferry Road Freight Traffic Accommodation Evaluation in 2025 (Appendix F). The study evaluated existing conditions and developed conceptual roadway and bridge improvement alternatives intended to upgrade Grahams Ferry Road from a collector to an arterial roadway while providing sufficient vertical clearance for freight movement beneath the railroad crossing. The evaluation examined potential roadway widening, revised roadway alignments, improved bicycle and pedestrian facilities, and replacement bridge concepts capable of accommodating between 16 feet and 17 feet 4 inches of vertical clearance.

The study found that accommodating modern freight access at the crossing would require substantial infrastructure investment, including lowering portions of the roadway profile, reconstructing the railroad bridge, widening the roadway to arterial standards, constructing retaining walls, and relocating utilities. The evaluation also identified potential impacts to wetlands, floodplain areas, utilities, adjacent access points, and nearby developed properties. Planning-level construction costs were estimated to range from approximately $33 million to $37.5 million, excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs.

MULTIMODAL CONSIDERATIONS

The transportation analysis also reviewed transit, freight, bicycle, and pedestrian needs within the BCPA. While the general multimodal transportation framework established through the BCCP remains applicable, additional coordination and future improvements may be needed over time to support transit access, trail connectivity, bicycle and pedestrian circulation, and safe crossings between future employment areas, open spaces, and regional trail systems.

The transportation analyses completed for the BCMP confirm that the general transportation framework established through the BCCP and Transportation System Plan remains applicable to support long-term development within the BCPA. Chapter 4 builds upon these findings by identifying the proposed roadway, freight, bicycle, pedestrian, and transit framework intended to guide future transportation improvements within the Planning Area.

Parks and Trails

No public parks currently exist within the BCPA and none are anticipated to be developed by the City in the future. However, Metro owns extensive land holdings bordering West Railroad on the west, southwest and southeast in the North Coffee Lake Creek Wetlands, Tonquin Scablands, Coffee Lake Creek Wetlands natural areas. In addition, park facilities are planned in the City of Tualatin north of the Basalt Creek Parkway.

Tualatin recently acquired approximately 14 acres at 23465 and 23515 Boones Ferry Road for a neighborhood park. The City of Tualatin plans to engage the community in site planning to determine design and select park amenities when residential units to the east across SW Boones Ferry Road, at Plambeck Gardens affordable housing complex and Autumn Sunrise subdivision are occupied. A pedestrian bike path, in a 0.4-acre tract, between Plambeck Gardens and Autumn Sunrise will connect residents to Boones Ferry Road near the traffic signal and TriMet bus stop. The City of Tualatin also owns a three-acre parcel at 11200 SW Tonquin Road for a future trailhead where the regional Ice Age Tonquin Trail intersects the Sherwood to Sandy Power Line Trail.

WAYSIDES

Extension of the Coffee Creek Design Overlay District to part or all the BCPA, consistent with Design Objective 1 of Area of Special Concern M, would include the requirement for Waysides to provide multiple, distributed destinations for passive and active recreation for the public and employees. The standard would apply to all development projects in the Overlay District except for those with a parcel area of 5.0 acres or less. The required area and number of waysides required per project varies based on parcel area as defined in Table CC-5 of WC 4.134 (.12).

TRAILS

The BCCP and subsequent Transportation System Plan amendments identified several future local and regional trail opportunities within the BCPA intended to improve bicycle and pedestrian connectivity, provide recreational access, and integrate future development with surrounding natural resources and regional trail systems. Planned trail facilities include the Ice Age Tonquin Trail, the Basalt Creek Canyon Ridge Trail, and the I-5 Easement Trail. These trail concepts informed the multimodal framework evaluated as part of the Master Plan process and are discussed further in Chapter 4.

Utilities

The BCPA is currently served primarily by rural-scale infrastructure and will require significant utility improvements to support future urban industrial and employment development. Since adoption of the BCCP in 2018, the City has updated its utility master plans to incorporate the BCPA and further evaluate long-term infrastructure needs for the area.

The infrastructure planning completed to date identifies several major backbone utility improvements necessary to serve the BCPA, including extensions of water and sewer mains, stormwater facilities, roadway-related utility infrastructure, and supporting pump and booster facilities.

NOTE THAT MORE DETAILED DOCUMENTATION OF EXISTING UTILITY CONDITIONS AND INFRASTRUCTURE PLANNING, INCLUDING ADDITIONAL GRAPHICS, WILL BE INCLUDED IN THE REVISED DRAFT MASTER PLAN.

WATER SYSTEM CONDITIONS

Future potable water service to the BCPA will require several major system improvements identified through the City's Water Distribution Master Plan and subsequent infrastructure planning efforts. Key improvements include construction of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road, a future Zone C booster station, and new water main extensions along SW Boones Ferry Road and other future roadway corridors.

Additional hydraulic modeling and infrastructure analysis are ongoing to further refine system sizing, extension requirements, and associated costs necessary to support long-term development within the BCPA.

SANITARY SEWER SYSTEM CONDITIONS

Wastewater service to the BCPA will require completion of several regional and local sanitary sewer improvements identified in the City's Collection System Master Plan. Key regional improvements include Phase 2 of the Coffee Creek Interceptor and associated railroad crossing infrastructure needed to convey wastewater flows through the area.

Future sewer service within the BCPA is expected to require a combination of gravity sewer infrastructure, deep trenching, and rock excavation due to existing topography and subsurface conditions. Additional infrastructure challenges exist within the West Railroad area, where future sewer service would require a gravity connection beneath the railroad corridor, a lift station, and pressure main infrastructure to connect with the existing system.

STORMWATER SYSTEM CONDITIONS

Stormwater infrastructure improvements will also be required to support future urban development within the BCPA. The City's Stormwater Master Plan identifies the Day Road Improvements Phase 1 and Phase 2 projects as key infrastructure components needed to serve the area.

Future stormwater planning will need to address the area's wetlands, floodplain, streams, riparian corridors, and other significant natural resources while accommodating future urban development and roadway improvements.

UTILITY PLANNING CONCLUSIONS

The utility planning completed to date confirms that substantial infrastructure investment will be necessary to support long-term development within the BCPA, particularly in the West Railroad area where access, topography, environmental constraints, and distance from existing urban services create additional challenges. Continued utility planning, engineering analysis, and coordination with future transportation improvements will be necessary as development planning advances.

Chapter 4 builds upon these existing conditions, constraints, and infrastructure needs by establishing the long-term land use, transportation, utility, and development framework intended to guide future growth and investment within the BCPA.

BPA EASEMENTS

A Bonneville Power Administration (BPA) transmission easement generally follows the railroad corridor through portions of the West Railroad area. The easement contains high-voltage transmission infrastructure that serves an important regional utility function and may limit certain types of development, building placement, grading activities, tree planting, and other site improvements within or adjacent to the corridor. Another smaller easement crosses through the Planning Area near Day Road.

While the BPA easements present development constraints, they may also provide opportunities for compatible uses such as stormwater facilities, trails, utility corridors, landscape buffers, or limited circulation improvements, subject to BPA review and approval requirements. As planning and development occur within the BCPA, continued coordination with BPA will be important to better understand long-term easement requirements, allowable uses, access needs, and opportunities for integrating the easements with future infrastructure and multimodal connections.

4

MASTER PLAN FOR BASALT CREEK

Master Plan for Basalt Creek

Master Plan Overview

The Basalt Creek Master Plan (BCMP or Master Plan) establishes a long-term framework to guide future land use, transportation, infrastructure, open space, and employment development within the Basalt Creek Planning Area (BCPA) over the next 10–20 years. Building upon the vision established in the 2018 Basalt Creek Concept Plan (BCCP), the Master Plan refines development patterns, infrastructure needs, transportation connections, and implementation strategies needed to support future growth in the area.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important opportunity to support long-term economic development and expand the City's employment base. At the same time, the Master Plan recognizes the significant infrastructure, environmental, transportation, and property ownership challenges that will require long-term coordination, investment, and phased implementation over time, particularly within the West Railroad area.

The following sections describe the proposed land use framework, transportation and utility systems, trail and open space network, and development strategies intended to guide future growth and investment within the BCPA.

KEY ELEMENTS OF THE MASTER PLAN

- Land Use and Development
- Transportation
- Parks and Natural Resources
- Utilities

KEY CONSIDERATIONS AND CONCLUSIONS

The following considerations and conclusions informed development of the Basalt Creek Master Plan and helped shape the land use, transportation, infrastructure, and implementation framework.

Economic Development and Market Conditions

- The BCPA can support regional economic growth and industrial development while expanding Wilsonville's employment base.
- The BCPA's strategic location near regional transportation networks, access to a skilled labor force, and proximity to established industrial clusters make it well positioned to attract businesses.
- Development-ready sites and engaged property owners create opportunities for early catalytic projects that could spur additional development in the BCPA.
- Declining national and regional demand for office space, driven by remote and hybrid work trends, reduces the role of office uses compared to assumptions in the BCCP.
- Restrictive development requirements, such as mandating a high share of manufacturing uses, may discourage investment and direct users to more flexible locations.

Development Constraints and Infrastructure

- Fragmented land ownership and the continued presence of contractor establishments currently limit opportunities for the higher-intensity urban industrial uses envisioned in the BCCP.
- Existing rural infrastructure constrains industrial development in the BCPA and limits the area's ability to support higher-density employment uses.

Natural Resources and Connectivity

- Protect key natural resources and sensitive areas in the BCPA while making recreational opportunities accessible through integration of new parkland, open spaces, natural areas and trails into existing regional networks.
- Protect, enhance, and provide access the area's distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area.
- Provide strong transit access to support employment within Basalt Creek, and integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Development Code and Design

- Adopt Development Code standards that permit and encourage the anticipated land uses within each BCPA subdistrict, including High-Tech Employment, Light Industrial, Craft Industrial, and West Railroad, while maintaining flexibility to respond to evolving market conditions and employment opportunities.
- Apply the design standards of the Coffee Creek Design Overlay District, or a successor district, throughout the BCPA to promote a cohesive, high-quality development pattern and reinforce a consistent design character across the broader northwest Wilsonville industrial area.
- Implement special development and design standards for the Craft Industrial subdistrict along SW Boones Ferry Road and other locations suitable for craft industrial development.

Figure 9. Basalt Creek Master Plan

PLACEHOLDER FOR MASTER GRAPHIC SHOWING AN OVERVIEW OF ALL PLAN COMPONENTS, THIS WILL BE ADDED WHEN UTILITY AND INFRASTRUCTURE ANALYSIS IS COMPLETE.

Land Use and Development

The proposed land use framework builds upon the development pattern established in the BCCP while responding to updated market conditions, infrastructure constraints, transportation access, natural resources, and long-term employment needs. The framework is intended to support a range of industrial and employment uses while creating transitions between districts, protecting significant natural resources, and coordinating future transportation and utility investments throughout the BCPA.

Development within the BCPA is expected to occur incrementally over time and will likely vary by district based on infrastructure availability, market conditions, environmental constraints, transportation access, and property ownership patterns. Areas with fewer constraints and larger consolidated parcels may develop earlier, while other areas may transition more gradually over the long term.

NOTE THAT THE DESCRIPTIONS OF EACH DISTRICT MAY BE REFINED FURTHER PENDING THE OUTCOME OF THE ZONING CODE DISCUSSION AND FINAL ZONING RECOMMENDATIONS.

LIGHT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Light Industrial District is planned for land south of the future Basalt Creek Parkway between the Parkway and SW Clay Street, north of the Coffee Creek Correctional Facility, and east of SW Grahams Ferry Road to the Basalt Creek Canyon. This district is intended to support primarily manufacturing, warehouse, logistics, and industrial uses in single- or multi-tenant buildings with supporting office and limited commercial activities.

As modeled in the BCCP, the district is anticipated to accommodate approximately 581 jobs and provide a transition between the more intensive High-Tech Employment District and surrounding natural features and infrastructure corridors. Future development will need to integrate with adjacent natural resource areas and comply with applicable resource protection standards.

HIGH-TECH EMPLOYMENT DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The High-Tech Employment District is planned for all land in the BCPA east of SW Boones Ferry Road and most of the land south of a future extension of SW Clay Street to the east side of SW Grahams Ferry Road, extending south to SW Day Road and bordered to the west by the Coffee Creek Correctional Facility. This district is intended to serve as the primary employment center within the BCPA and, as modeled in the BCCP, is anticipated to accommodate the largest share of future jobs in the Planning Area, estimated at approximately 1,916 jobs.

The district is envisioned to support a mix of high-tech employment, advanced manufacturing, industrial, research and development, office, and supporting warehouse uses. While the original BCCP assumed a development pattern that was roughly half office and half industrial, changing market conditions and reduced demand for traditional office space may result in a greater emphasis on industrial and flex employment uses over time. Development is generally anticipated to occur in one- to three-story buildings, while select locations near I-5 and SW Boones Ferry Road may accommodate taller employment buildings.

The district is intended to provide flexibility in tenant mix and building types while supporting development of a cohesive, high-quality employment area integrated with surrounding transportation and utility infrastructure.

CRAFT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Craft Industrial District is planned in the southwest corner of the intersection of SW Boones Ferry Road and the future Basalt Creek Parkway extension. The district is intended to support smaller-scale employment uses and creative industries while responding to nearby residential development, natural constraints associated with the Basalt Creek Canyon, and the area's location adjacent to future neighborhood commercial and residential areas in Tualatin.

Development is anticipated to occur incrementally over time and serve as a transition between surrounding residential uses and the more intensive employment districts to the east and south. The area is envisioned to accommodate two- to three-story buildings with smaller tenant spaces for light industrial, maker, artisan, incubator, office, and limited commercial uses. Some limited residential or live-work opportunities may also occur as part of mixed-use or work-live development concepts.

The district is intended to provide flexibility for smaller-scale employment and mixed-use development while maintaining compatibility with surrounding residential areas and natural features. As modeled in the BCCP, the district is expected to accommodate approximately 27 jobs and 6 housing units.

WEST RAILROAD DISTRICT

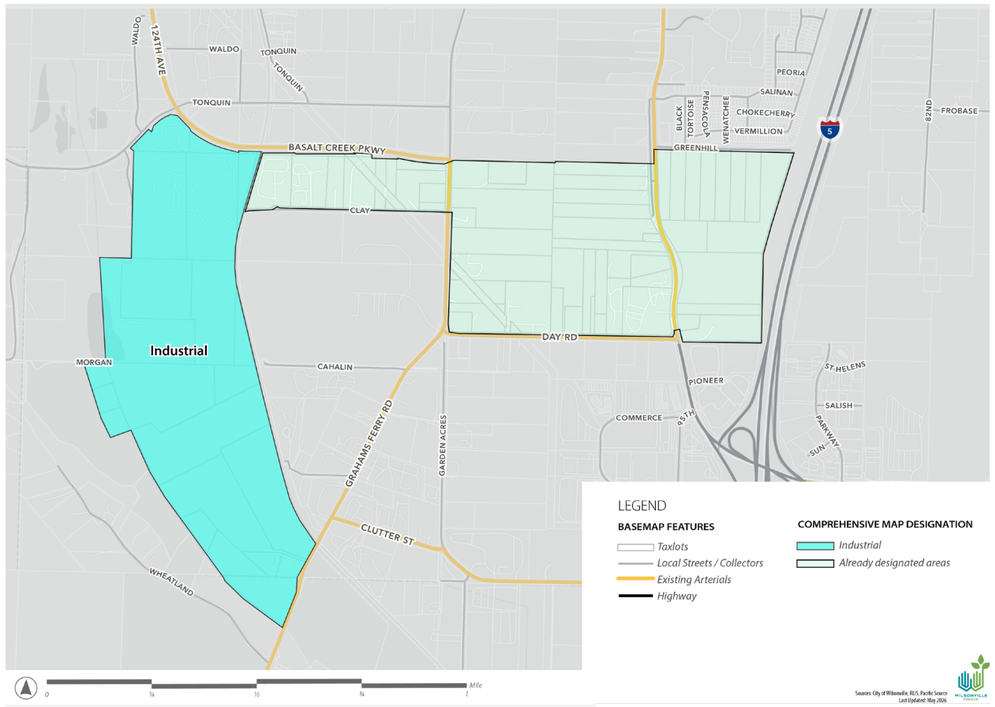
COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (PROPOSED)

The West Railroad District is located between the active rail line and the Coffee Lake Creek wetlands and encompasses approximately 165 acres, of which roughly 90 acres are considered unconstrained and potentially developable. Development potential within the district is significantly influenced by wetlands habitat, steep slopes, varied terrain, and limited transportation access opportunities.

Due to these constraints, the West Railroad area was excluded from the primary development assumptions of the BCCP and is expected to develop incrementally over the long term as infrastructure and access improvements occur. Future development is anticipated to consist primarily of industrial park-style employment uses, including manufacturing, warehousing, distribution, office, and industrial support services. Development within the district is expected to generate a relatively high proportion of freight and heavy vehicle traffic compared to other areas within the BCPA.

Because the West Railroad area was excluded from the original BCCP development assumptions, no specific employment capacity estimate was established for the district. Future development will need to carefully balance infrastructure feasibility, freight access, environmental constraints, and long-term market conditions.

Figure 10. Recommended Amendments to Comprehensive Plan Map



↳ **This figure illustrates proposed Comprehensive Plan designation updates within the BCPA informed by the BCMP. While most of the Planning Area was addressed through the 2018 BCCP (and designated Industrial), the West Railroad area was largely excluded from the original planning effort due to access, infrastructure, and environmental constraints. The BCMP identifies an Industrial Comprehensive Plan designation for West Railroad to guide future long-term development and planning efforts.**

Figure 11. Recommended Zoning

PLACEHOLDER FOR RECOMMENDED ZONING GRAPHIC. TO BE INCLUDED WITH ZONING CODE AND FINAL ZONING CODE RECOMMENDATIONS IN THE SECOND WORK SESSION.

Transportation

ROADWAY NETWORK

The transportation network envisioned for the BCPA is intended to support long-term industrial and employment development while improving local and regional connectivity for all modes of travel. Building upon the framework established in the BCCP, the City prepared an updated Local Street Concept Map identifying future roadway alignments, key access points, and multimodal connections throughout the Planning Area, including the West Railroad area.

The transportation framework includes a hierarchy of arterial, collector, and local industrial streets intended to support freight mobility, local circulation, and regional access. Key improvements include the planned Basalt Creek Parkway extension, improvements to the Grahams Ferry Road and Day Road intersection, and enhanced north-south connectivity along Grahams Ferry Road. Together, these improvements are intended to improve access between the BCPA, Interstate 5, Tonquin Road, and surrounding industrial districts.

The Local Street Concept Map (Figure 12) illustrates the anticipated long-term street network within the BCPA. Alignments are conceptual and intended to guide future connectivity and circulation as development occurs. Final roadway alignments and design details will be determined through future development review, engineering, and infrastructure planning processes.

Future local street connections are expected to be constructed incrementally as properties redevelop and urban infrastructure is extended throughout the Planning Area.

Within the West Railroad area, future transportation planning focuses on improving long-term access while recognizing the area's physical and environmental constraints. The Master Plan identifies a future north-south industrial street connection between Tonquin Road and SW Grahams Ferry Road as the primary internal circulation route. Additional long-term access opportunities, including a potential future extension of Cahalin Road across the railroad corridor, may further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding efforts.

Because many future uses within the BCPA are expected to generate truck traffic, future roadway improvements should prioritize efficient freight access while integrating bicycle, pedestrian, and potential transit facilities where appropriate.

Implementation of the transportation network will occur incrementally over time as development occurs and funding becomes available. Continued coordination among the City, Washington County, Metro, ODOT, regional transit providers, and railroad operators will be necessary to refine roadway alignments and implement future transportation improvements.

High Priority Projects in the Area

The following projects are identified as high priorities within the City's Transportation System Plan (TSP) and support future development within the Basalt Creek Planning Area (BCPA). These projects provide foundational transportation infrastructure intended to improve regional access, freight mobility, local circulation, and multimodal connectivity throughout the area.

Basalt Creek Parkway Extension: TSP Project RE-14

This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.

Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08

This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:

- **Include an upgraded Garden Acres Road as the intersection's south leg;**
- **Construct a new west leg that will be the continuation of Grahams Ferry Road; and**
- **Remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.**

It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.

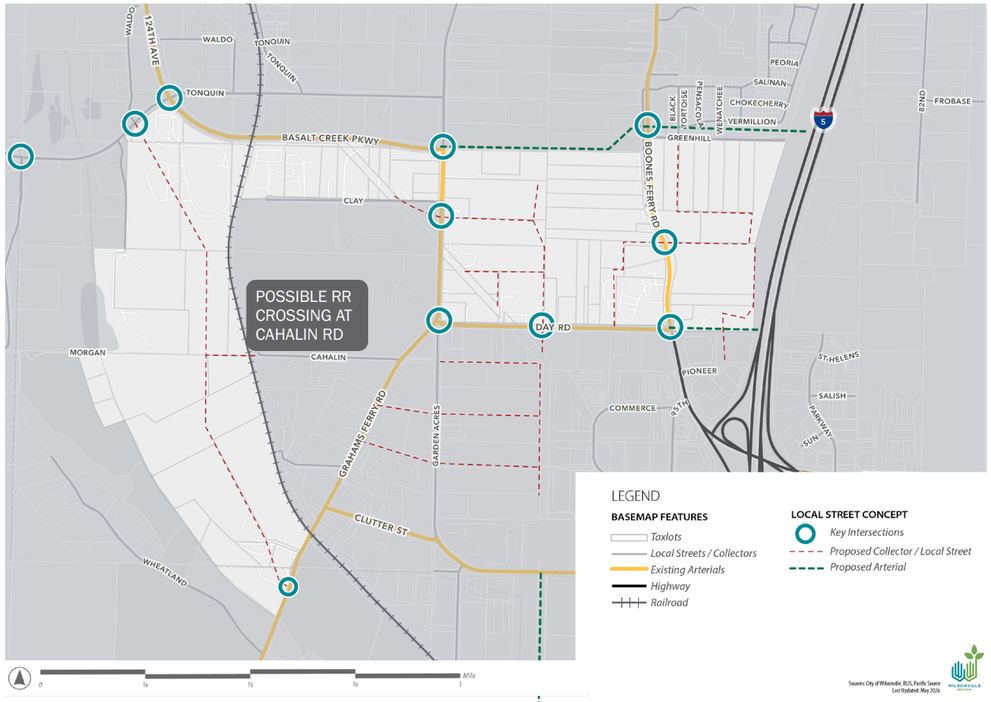
Grahams Ferry Road/Clutter Road Closure and Traffic Signal at a Currently Unnamed Road: TSP Project RE-13

Once the currently unnamed road extension (planned south of Cahalin Road) is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road.

Day Road Widening: TSP Project RW-02

Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

Figure 12. Local Street Concept Map



↳ Key intersections shown on the map are assumed to be fixed. Local street alignments are conceptual and intended to guide future connectivity and circulation within the BCPA. Final alignments of new public streets or private streets within public easements will be determined as development occurs.

RAILROAD CORRIDOR AND FREIGHT ACCESS

The Portland and Western Railroad (PNWR) corridor is a defining feature of the BCPA and plays an important role in shaping future development patterns, transportation access, and infrastructure planning throughout the area. The active rail line creates both opportunities and constraints for future industrial development. Proximity to regional freight infrastructure can support manufacturing, warehousing, and distribution uses, while the railroad corridor also limits east/west connectivity and creates access challenges in portions of the Planning Area, particularly within the West Railroad area.

The BCMP works within these existing conditions by focusing future industrial development in areas with the greatest long-term access and infrastructure potential, while also identifying opportunities for future transportation improvements and crossings where feasible. The City is currently coordinating with Portland and Western Railroad regarding the potential conversion of the existing private rail crossing at Cahalin Road to a future public crossing. Preliminary discussions indicate that PNWR would support industrial development within the area and may support conversion of the crossing if additional safety improvements and crossing upgrades are provided.

Although the Master Plan does not assume a future public crossing at Cahalin Road, the BCMP recognizes that an additional east/west connection across the railroad could improve long-term circulation, freight mobility, and overall access within the West Railroad area. Continued coordination with PNWR, ODOT Rail, and regional partners will be necessary as future access, crossing feasibility, freight mobility, and infrastructure needs are further evaluated over time.

FUTURE TRANSIT FRAMEWORK

The creation of additional bus lines along existing and new routes in the Basalt Creek Planning Area will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the Planning Area. This service would also provide access to surrounding and regional employment centers and residential neighborhoods.

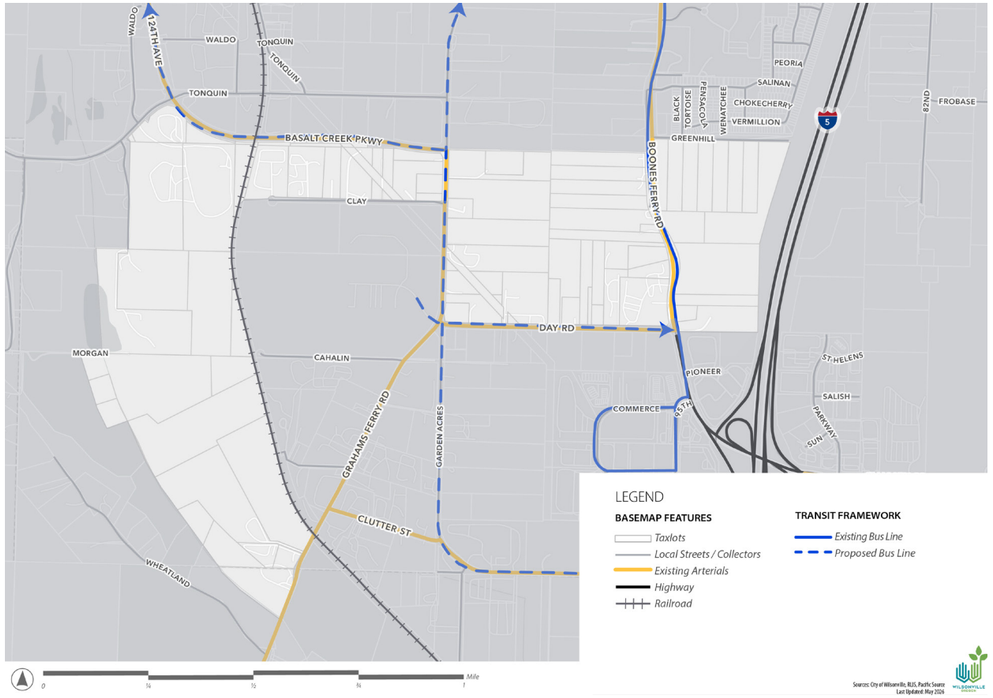
In addition to local service within Wilsonville, SMART provides regional connections north to Portland and south to Woodburn and Salem, making the transit network an important asset for supporting workforce access to and from the BCPA as a future regional employment center. Transit service should facilitate riders commuting to and from work and visiting major local destinations such as the Wilsonville and Tualatin Town Centers.

SMART and TriMet routes will be integrated with the bike, pedestrian, and trail services with key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Correctional Facility. All extensions will comply with ADA requirements. SMART will continue to serve Wilsonville, including the areas annexed within the Planning Area into Wilsonville. The Cities will work with TriMet to integrate with SMART service. Lawmakers and staff will work together to ascertain the impacts of and process for a possible service boundary change.

The existing Portland and Western Railroad (PNWR) runs along the western side of the Basalt Creek Planning Area. In addition to transporting freight, it also provides the Westside Express Service (WES), a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs on weekdays during the morning and afternoon rush hours, with trains every 30 minutes, connecting commuters to both the TriMet and SMART transit systems.

As development and employment within the BCPA increase over time, the feasibility of a new WES station serving the Basalt Creek Planning Area should be studied to improve regional transit access and support future ridership demand.

Figure 13. Future Transit Framework



BICYCLE, PEDESTRIAN, AND TRAIL NETWORK

The BCMP envisions an expanded multimodal network that improves bicycle and pedestrian connectivity throughout the BCPA while linking future employment areas to surrounding neighborhoods, transit services, open spaces, and regional trail systems. The planned network builds upon concepts established in the BCCP and Transportation System Plan and is intended to support both transportation and recreational functions within the Planning Area. The multimodal framework is also intended to support future transit access to employment areas and coordinate pedestrian and bicycle connections to future transit stops and services.

Future bicycle and pedestrian facilities are planned to be integrated into new and improved roadway corridors in accordance with State, County, and City standards. Key planned connections include new east/west bicycle and pedestrian facilities along the Basalt Creek Parkway and Tonquin Road corridors, as well as a continuous north/south connection along Grahams Ferry Road. Together, these improvements are intended to improve access between employment districts, the planned neighborhood commercial area, nearby residential neighborhoods, future transit services, and regional trail systems.

The Master Plan also recognizes the importance of integrating multimodal transportation facilities into future development within the West Railroad area where feasible. While freight mobility will remain the primary transportation need in the district, future internal streets should incorporate complete street principles that safely accommodate pedestrians, bicycles, and potential future transit service.

Natural resources and open spaces within the BCPA create opportunities to integrate trails and recreational amenities into the broader transportation network while enhancing access to significant environmental features. Future trail alignments should balance public access and recreation with long-term protection and enhancement of wetlands, streams, riparian corridors, and habitat areas.

Three future trails within the BCPA are identified as Higher Priority Projects in Wilsonville's Transportation System Plan (TSP), including the regional Ice Age Tonquin Trail (RT-03A), the Basalt Creek Canyon Ridge Trail (LT-02), and the I-5 Easement Trail (LT-03). These trails are shown in Figure 14 and summarized on the following page.

Ice Age Tonquin Trail (#RT-03A)

The Ice Age Tonquin Trail is planned as a regional multiuse trail connection extending through Wilsonville and into neighboring communities. Within the BCPA, the trail is intended to connect future employment areas, open spaces, and regional bicycle and pedestrian facilities while helping integrate the Planning Area into the broader regional trail network. The Master Plan also assumes that the regional Ice Age Tonquin Trail can generally be accommodated through the West Railroad area, subject to future alignment refinement and coordination during development.

Basalt Creek Canyon Ridge Trail (#LT-02)

The Basalt Creek Canyon creates a significant barrier to east/west movement within portions of the Planning Area, making north/south trail connections particularly important to overall network connectivity. The Basalt Creek Canyon Ridge Trail is planned as a north/south trail connection west of the Basalt Creek Canyon intended to improve local bicycle and pedestrian circulation and create connections to east/west roadway corridors throughout the Planning Area. The trail is envisioned to connect to the regional trail network through future improvements along Tonquin Road and Grahams Ferry Road and may ultimately require grade-separated crossings of Basalt Creek Parkway.

A trail landing area and at-grade undercrossing have already been incorporated into the design of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road to help accommodate future trail connections in this area.

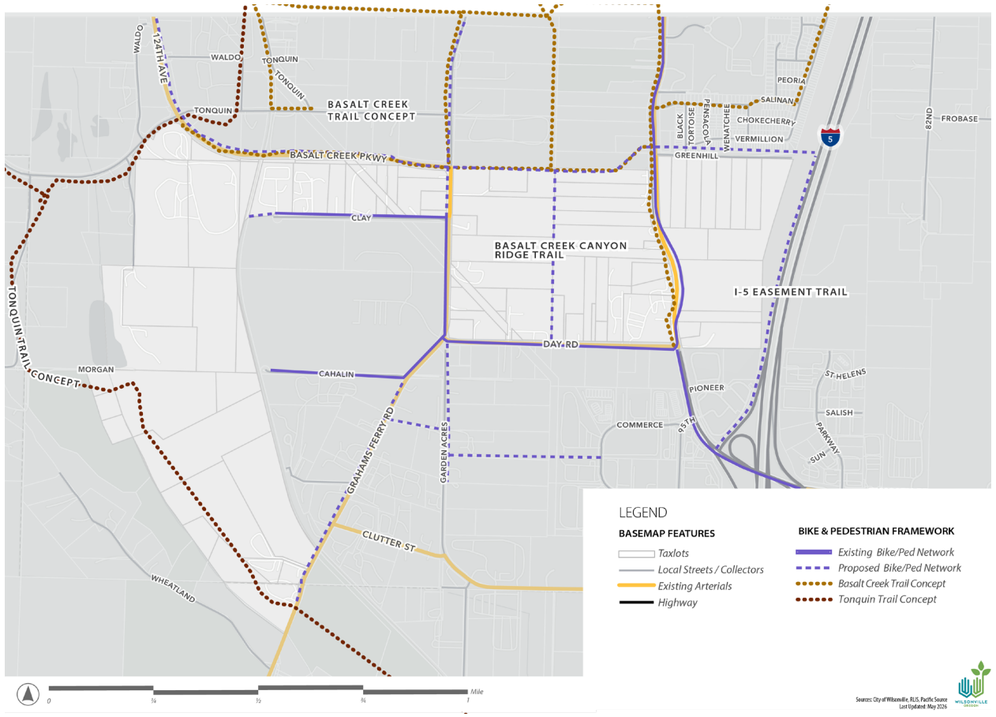
I-5 Easement Trail (#LT-03)

The I-5 Easement Trail is planned as a north/south trail within the ODOT easement parallel to Interstate 5. The trail would provide an additional off-street bicycle and pedestrian connection through the Planning Area while linking to existing and future regional bicycle and pedestrian facilities.

Implementation of the planned multimodal network is expected to occur incrementally alongside roadway, utility, and development improvements throughout the BCPA and will require continued coordination among the City, Metro, Washington County, ODOT, utility providers, and regional partners as development occurs over time.

Planning Commission Meeting - June 10, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Figure 14. Future Bicycle and Pedestrian Framework



THE ICE AGE TONQUIN TRAIL

Metro's Ice Age Tonquin Trail Master Plan provides a framework for local and regional implementation of the regional Ice Age Tonquin Trail, which is intended to complement the Ice Age Floods National Geological Trail Planning (the national trail will be a network of driving routes with spurs for biking and walking, from Montana to the Pacific Ocean). The preferred alignment for the regional Ice Age Tonquin Trail includes a section bordering the Basalt Creek Planning Area as part of a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood with trail facility types varying by location based upon landscape and setting. The Ice Age Tonquin Trail is intended to connect in the north to the Tualatin River Greenway Trail, Fanno Creek Trail, and the Westside Trail, and to the south to the Willamette River.

Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP

Project #	Project Name	Notes
RT-03A	Ice Age Tonquin Trail (North)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP 2025-2032
LT-03	I-5 Easement	New to 2019 Wilsonville TSP, added to Additional Planned Project List

Parks and Natural Resources

One of the guiding principles of the Basalt Creek Concept Plan is to protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating new parkland, open spaces, natural areas and trails in the Planning Area and connecting to existing regional networks.

PARKS

The Planning Area provides opportunities for a range of future recreational amenities that could serve both nearby residents and future employees within the BCPA. Potential park types may include small gathering spaces, pocket parks, natural open spaces, trail-oriented recreation areas, and potentially larger community-serving recreational facilities.

Because much of the Planning Area is intended for employment and industrial uses, parks and open spaces are envisioned not only as recreational amenities, but also as important components of the overall employment environment that can support walking, outdoor gathering, recreation, and visual access to natural features.

The Basalt Creek Canyon and associated natural resource areas provide opportunities for passive recreation activities such as walking, jogging, hiking, and nature viewing, while future trail connections may help link employment areas to surrounding neighborhoods, transit services, and regional recreation networks.

Future recreational amenities within the BCPA are expected to be integrated into employment areas through industrial waysides, plazas, landscaped gathering spaces, and trail-oriented open spaces that support employees, visitors, and nearby residents. These amenities can help create a more attractive employment environment while providing opportunities for walking, outdoor gathering, and connections to surrounding natural features.

Future planning efforts should continue exploring opportunities to connect trails, viewpoints, interpretive features, and habitat enhancement projects with the area's natural resource network, particularly within and adjacent to Basalt Creek Canyon and the Coffee Lake Creek wetlands. Any recreational improvements should be designed to complement resource protection objectives while expanding access to the BCPA's natural amenities where appropriate.

NATURAL RESOURCES

Overview

The BCPA contains a diverse network of wetlands, streams, riparian corridors, upland habitat areas, floodplain, and tree groves that significantly influence future development patterns within the Planning Area. Many of these resources are concentrated within and around the Basalt Creek Canyon and the West Railroad area, where extensive environmental constraints shape long-term land use, transportation, infrastructure, and recreation planning.

To support the Master Plan process, the City updated portions of the natural resource inventory originally prepared during the BCCP process to reflect current conditions and comply with Oregon Statewide Planning Goal 5 requirements. This work included updated mapping and evaluation of wetlands, streams, riparian corridors, upland tree groves, and wildlife habitat areas within the BCPA (See Figure 8).

Regulatory Framework for Natural Resources

Future development within the BCPA is subject to a layered regulatory framework intended to protect wetlands, streams, riparian corridors, floodplains, wildlife habitat, and other significant natural resources. Resource protection requirements are established through Oregon Statewide Planning Goal 5, Metro's Urban Growth Management Functional Plan, and local regulations adopted by the City of Wilsonville and Clean Water Services. Together, these regulations influence where development can occur, the extent of environmental review required, and how impacts to natural resources must be avoided, minimized, or mitigated.

Oregon Statewide Planning Goal 5

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces directs local governments to inventory and protect significant natural resources and open spaces through local planning and development regulations. In the Portland metropolitan region, Goal 5 is implemented primarily through Metro Titles 3 and 13.

Metro Title 3: Water Quality and Flood Management

Metro Title 3 establishes requirements intended to protect water quality and reduce impacts to flood management areas, wetlands, streams, and riparian corridors. Within the BCPA, approximately 116 acres have been identified as Water Quality and Flood Management Areas under Metro Title 3. These areas are generally constrained from development and require vegetated corridor protection, environmental mitigation, and stormwater management measures where impacts occur. As a result, many of these areas were excluded from the developable lands assumptions used during planning and scenario evaluation.

Metro Title 13: Nature in Neighborhoods

Metro Title 13 is intended to protect and restore a connected system of stream corridors, riparian habitat, and upland wildlife habitat throughout the region. Metro's regional habitat inventory identified Habitat Conservation Areas within portions of the BCPA based on riparian, wetland, and upland habitat characteristics.

While development is not prohibited within Title 13 areas, future development must incorporate low-impact design approaches and mitigation strategies intended to maintain ecological function and habitat connectivity. Portions of the BCPA designated as Riparian Habitat Classes I and II are subject to additional development limitations and reduced development potential.

Local Resource Protection Regulations

In addition to Metro requirements, both the City of Wilsonville and Clean Water Services administer local regulations that further protect significant natural resources and sensitive environmental areas. Upon annexation into the City, development within the BCPA will be subject to Wilsonville's Significant Resource Overlay Zone (SROZ), which regulates development near wetlands, floodplains, riparian corridors, and vegetated corridors. Development within or near mapped resource areas generally requires preparation of a Significant Resource Impact Report (SRIR) evaluating potential impacts and applicable mitigation measures.

Properties that develop within the City of Tualatin or within the Clean Water Services service area must also comply with Clean Water Services' Design and Construction Standards and Service Provider Letter (SPL) requirements related to streams, wetlands, vegetated corridors, and watershed protection areas.

Natural Resource Protection and Enhancement Strategies

Most environmentally constrained land within the BCPA is located within or adjacent to the Basalt Creek Canyon and the West Railroad area (see Figure 8). The Cities have agreed to manage these areas in a manner generally consistent with Metro Titles 3 and 13 while balancing future development, recreational access, and habitat protection objectives.

The Basalt Creek Canyon is one of the most significant natural features within the Planning Area and is intended to remain an important visual, ecological, and recreational asset. Future development should seek to protect and enhance the Canyon while providing carefully located visual and physical access points that connect to the broader bicycle, pedestrian, and trail network serving both residents and employees.

Potential future enhancement and restoration strategies may include removal and management of invasive plant species such as reed canary grass, Himalayan blackberry, and English ivy; restoration of native aquatic and upland vegetation communities; and retention or installation of snags and woody debris to support wildlife habitat functions. Important habitat species identified within the area include Red-legged Frogs, Pileated Woodpeckers, Oregon white oak, Ponderosa pine, and Geyer willow. Additional information is provided in Appendix G.

In addition to habitat protection and restoration, maintaining connections between habitat areas will be important to support wildlife movement and ecological function as the area develops over time. Future development within the BCPA should consider opportunities to maintain and enhance wildlife connectivity through site design, open space planning, natural resource protection, and infrastructure improvements.

Where appropriate, wildlife crossings, habitat corridors, culverts, bridge structures, and other design measures should be evaluated to facilitate the safe movement of wildlife across developed areas and transportation facilities. Such measures can help reduce wildlife-vehicle conflicts, improve habitat connectivity, support ecosystem health, and reinforce the City's broader environmental stewardship objectives. The BCMP encourages consideration of wildlife movement and connectivity during future planning, infrastructure design, and development review processes, particularly in areas adjacent to Basalt Creek, associated wetlands, and other significant natural resource features.

NOTE THAT THE OVERALL MASTER PLAN GRAPHIC (PLACEHOLDER ON PAGE 44) WILL SHOW NATURAL RESOURCES WITH ANNOTATIONS.

Utilities

THIS SECTION IS RESERVED FOR SUPPLEMENTAL ANALYSIS AND WILL BE COMPLETED UPON CONCLUSION OF ONGOING STUDIES.

WATER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

SANITARY SEWER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

STORMWATER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

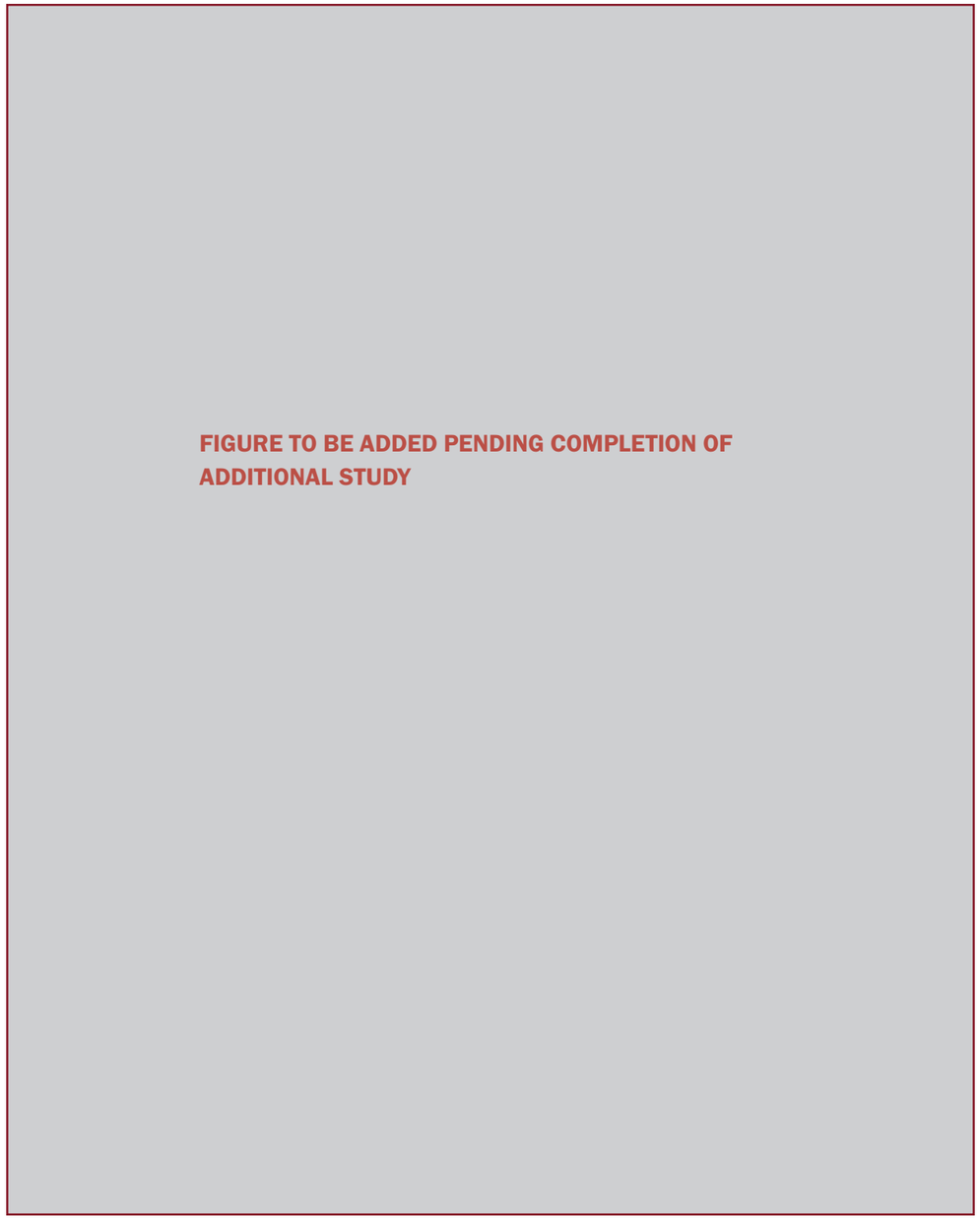
Figure XX. Water Systems Concept for the Basalt Creek Planning Area

FIGURE TO BE ADDED PENDING COMPLETION OF ADDITIONAL STUDY

Figure XX. Sanitary Sewer Systems Concept for the Basalt Creek Planning Area

FIGURE TO BE ADDED PENDING COMPLETION OF ADDITIONAL STUDY

Figure XX. Stormwater Systems Concept for the Basalt Creek Planning Area



5

IMPLEMENTATION & PHASING STRATEGY

Implementation and Phasing Strategy

Recommendations

The recommendations for the BCPA are structured into four categories: Further Exploration, Planning, Funding, and Investment. These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the Planning Area's potential.

ADDITIONAL IMPLEMENTATION AND PHASING ITEMS MAY COME OUT OF THE ADDITIONAL INFRASTRUCTURE ANALYSIS. PENDING COMPLETION OF THOSE REPORTS RELEVANT DETAILS WILL BE ADDED TO THIS CHAPTER.

IMPLEMENTATION ORGANIZATION



FURTHER EXPLORATION

This category focuses on coordination, technical analysis, stakeholder engagement, and relationship building needed to support future decision-making and long-term implementation

PROPERTY OWNER AND STAKEHOLDER COORDINATION

- **Outreach to Property Owners:** Continue engaging property owners to better understand development plans, operational needs, redevelopment barriers, and willingness to participate in future infrastructure or redevelopment efforts. Explore opportunities for coordinated redevelopment, land assembly, and phased transitions over time.
- **Craft Industrial Opportunity:** Continue discussions with landowners in the Craft Industrial area regarding potential lot reconfiguration or partitioning opportunities that could improve long-term redevelopment potential while responding to site constraints and surrounding residential uses.
- **West Railroad Opportunity Sites:** Identify willing landowners and opportunity sites within West Railroad that may support incremental redevelopment and help establish momentum for future investment.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate, consolidate, or conform with City standards. This could involve creating incentives for relocation or working with businesses to improve operations over time to better align with long-term City development objectives.
- **Explore Partnerships:** Identify opportunities to work with public entities and private partners to align resources and attract desired industries. Potential partners may include Business Oregon, Greater Portland Inc. (GPI), the Port of Portland, utility providers, and regional agencies.

TRANSPORTATION AND INFRASTRUCTURE COORDINATION

- **Coordinate with Utilities and Service Providers:** Continue coordination with utility providers, including Portland General Electric (PGE), Clean Water Services, and regional infrastructure partners, to evaluate long-term water, sewer, stormwater, and power needs associated with future industrial and employment uses.

- **Coordinate with Regional and Railroad Partners:** Continue coordination with Washington County, Metro, ODOT, Portland and Western Railroad (PNWR), Business Oregon, Greater Portland Inc. (GPI), and other regional partners related to transportation access, rail crossings, freight mobility, infrastructure funding, and economic development opportunities. Coordination should continue regarding the long-term feasibility of a future public railroad crossing at Cahalin Road, which could improve access, circulation, and freight mobility within the West Railroad area.
- **Evaluate Transportation Access Opportunities:** Continue exploring long-term access opportunities for West Railroad, including the feasibility of a future public railroad crossing at Cahalin Road, modernization of the Grahams Ferry Road undercrossing, and phased improvements to Tonquin Road and internal circulation routes.

ENVIRONMENTAL AND INFRASTRUCTURE ANALYSIS

- **Continue Environmental and Infrastructure Analysis:** Continue evaluating environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility to better understand long-term development potential and phasing considerations, particularly within the West Railroad area.

PLANNING

This category focuses on aligning zoning, infrastructure planning, transportation systems, environmental regulations, and economic development strategies with the long-term vision for the BCPA.

LAND USE AND ZONING

- **Apply the Planned Development Industrial (PDI) Zone Across Basalt Creek with Modifications:** Support a broad range of industrial and employment uses consistent with the BCCP and Economic Inventory while allowing flexibility for evolving market conditions and business types.
- **Prohibit Low-Intensity Uses and Address Existing Contractor Establishments:** Establish zoning prohibitions or limitations on low-intensity uses that do not support long-term employment density goals. Determine appropriate approaches for existing contractor establishments, such as conditional, nonconforming, or prohibited use status.
- **Evaluate Additional Standards or Allowances for the Craft Industrial Area:** Consider additional uses and development standards within the Craft Industrial Area, such as live-work spaces, small-scale offices, incubator spaces, or small-scale production facilities, that better respond to site constraints and nearby residential development.
- **Evaluate West Railroad Zoning Flexibility:** Consider zoning and development standards within West Railroad that maintain flexibility for a variety of industrial and employment uses while emphasizing site organization, environmental integration, circulation, and development quality. This work should continue to involve coordination with property owners, regional partners, and potential development interests.
- **Update Urban Planning Area Agreement (UPAA):** Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB). As an example, Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.

COORDINATION AND INFRASTRUCTURE PLANNING

- **Coordinate with Washington County on Annexation Planning:** Continue coordinating with Washington County on development review, transition planning, and long-term implementation within the BCPA. For properties that remain under County jurisdiction, encourage interim site

and design improvements that support the long-term industrial and employment vision for the area while maintaining communication with property owners regarding future expectations. Upon annexation into the city, require new development and redevelopment to comply with the City's Development Code and applicable design, infrastructure, and resource protection standards consistent with the BCMP vision. Continue evaluating whether future updates to the Urban Planning Area Agreement (UPAA) are needed to support long-term implementation and coordination.

» **Conduct Preliminary Urban Renewal Area (URA) Analysis:** Conduct a feasibility study evaluating whether expanding the existing Coffee Creek Urban Renewal Area or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements. The study should also evaluate opportunities for land assembly and coordinated redevelopment within fragmented portions of the Planning Area. Findings should provide City Council with options and recommendations regarding long-term infrastructure funding and implementation strategies.

» **Coordinate Future Transit Service:** Continue coordinating with SMART to expand future transit service within the BCPA as development occurs, including consideration of future routes, stops, and connections serving employment areas and regional destinations.

» **Coordinate Future TSP and Regional Transportation Planning:** Continue coordinating with Metro, Washington County, and neighboring jurisdictions regarding long-range transportation projects identified in the Metro Regional Transportation Plan (RTP) that may affect the BCPA. This includes evaluating whether additional long-range roadway improvements, such as future Grahams Ferry Road widening or improvements to 124th Avenue, should be incorporated into future updates to the Transportation System Plan (TSP).

NATURAL RESOURCES, OPEN SPACE, AND TRAILS

» **Evaluate Wildlife Corridor and Habitat Impacts:** Continue evaluating potential impacts to wildlife movement, habitat connectivity, and ecological function associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Future planning efforts should consider opportunities to avoid fragmentation, maintain habitat connections where feasible, and integrate restoration or enhancement strategies into long-term development and infrastructure planning.

» **Update the Significant Resource Overlay Zone (SROZ):** Update Wilsonville's SROZ maps, inventory, and Development Code provisions using the findings of the PHS 2024 Natural Resources Inventory. Consider whether updates to mapping, buffers, mitigation standards, review procedures, or habitat enhancement requirements may be appropriate to support long-term implementation and coordination with future development and infrastructure planning efforts.

» **Evaluate Enhanced Day Road Crossing:** Consider an enhanced pedestrian and bicycle crossing of Day Road connecting the southern end of the Basalt Creek Canyon Ridge Trail (LT-02) with future pedestrian and bicycle facilities along the Coffee Creek Supporting Street.

» **Support Ice Age Tonquin Trail Connectivity:** As development occurs within the West Railroad area, continue evaluating opportunities for development to improve or extend on-street sidewalks, bicycle lanes, and related multimodal facilities that support safe and comfortable connections to the future Ice Age Tonquin Trail.

ECONOMIC DEVELOPMENT AND IDENTITY

» **Promote Economic Development, Site Readiness, and Branding:** Continue actively marketing the BCPA as a long-term industrial and employment opportunity area by maintaining clear information related to site readiness, infrastructure availability, incentives, zoning flexibility, and available funding tools. Continue coordinating with Greater Portland Inc. (GPI), Business Oregon, regional partners, developers, employers, and site selectors to increase awareness of Wilsonville's industrial development opportunities and strengthen the city's position within the regional industrial market. Outreach efforts should include proactive communication, targeted engagement, and site-specific marketing materials that highlight the BCPA's transportation access, environmental amenities, flexible development potential, and long-term infrastructure planning efforts. As redevelopment opportunities become clearer over time, consider establishing a distinct identity and branding strategy for West Railroad and the broader BCPA.

» **Extend Wayfinding and Signage Planning to the BCPA:** As future updates to the City's wayfinding and signage program occur, extend the framework to include the BCPA. Future wayfinding planning should consider gateway features, district identity, freight and visitor navigation, trail and multimodal connections, and coordinated signage that supports the long-term employment, industrial, and recreational vision for the Planning Area.

FUNDING

This category focuses on identifying financing tools, partnerships, and long-term funding strategies needed to support infrastructure improvements and redevelopment.

- **Explore and Establish Funding Mechanisms:** Continue evaluating funding tools and financing strategies that could support transportation, utility, stormwater, environmental, and redevelopment improvements throughout the BCPA.
- **Evaluate Urban Renewal and Tax Increment Financing:** Evaluate use of Urban Renewal or Tax Increment Financing mechanisms to help fund infrastructure improvements, site preparation, transportation upgrades, environmental restoration, and redevelopment coordination efforts.
- **Explore Local Improvement Districts (LIDs) and Cost Sharing:** Explore Local Improvement Districts, reimbursement districts, public-private partnerships, and horizontal development agreements to distribute infrastructure costs among benefiting properties. Recognize that participation levels may vary depending on the operational needs of existing uses.
- **Pursue Regional Infrastructure Partnerships:** Continue coordinating with Metro, Business Oregon, Washington County, utility providers, and regional economic development organizations to pursue infrastructure funding partnerships and implementation support.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to: Statewide Transportation Improvement Program (STIP); Immediate Opportunity Fund (IOF); Oregon Transportation Infrastructure Bank (OTIB); Safe Drinking Water Revolving Fund (SDWRLF); Water Wastewater Fund (W/W); Special Public Works Fund (SPWF); U.S. Economic Development Association (EDA) Public Works Program; Business Oregon Industrial Site Readiness Programs; Metro planning and development grant programs

INVESTMENTS

This category focuses on prioritizing infrastructure, redevelopment, and economic development investments that could help catalyze long-term growth within the BCPA.

- **Prioritize Early Infrastructure Investments:** Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development. The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site.
- **Invest in Transportation Access and Freight Mobility:** Prioritize improvements that enhance regional access, freight circulation, and multimodal connectivity, including future improvements to Grahams Ferry Road, Tonquin Road, and Basalt Creek Parkway.
- **Expand Site Readiness and Development Incentive Programs:** Continue evaluating opportunities to expand or refine existing economic development and infrastructure assistance programs, including the Wilsonville Investment Now (WIN) program and Regional Site Investment Strategy (RSIS) opportunities, to better support infrastructure delivery, site preparation, redevelopment coordination, and industrial land readiness within the BCPA. Priority should be placed on strategic sites and catalytic infrastructure investments that can support long-term employment growth and phased redevelopment.
- **Explore Development Incentives:** Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the City's vision for BCCP and where it would not place undue burdens on funds available for capital improvements. Explore providing relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.
- **Pursue Site Acquisition and Aggregation:** Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. The City could explore securing purchase options on key parcels to facilitate land assembly. A purchase option allows Wilsonville the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing Strategy

Implementation of the BCMP is expected to occur incrementally over time as infrastructure funding, market demand, redevelopment interest, and partnership opportunities evolve. The phasing strategy outlined in Table 4 below organizes the BCMP recommendations into near-term, medium-term, and long-term actions intended to guide ongoing coordination, planning, investment, and implementation efforts over time.

The timing categories generally reflect when an action may begin or become a higher priority rather than when it would necessarily be completed. Many actions, particularly those related to infrastructure coordination, economic development, environmental planning, and partnership building, are expected to continue across multiple phases as development occurs and conditions change.

Table 4. Implementation Phasing

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Conduct Preliminary Urban Renewal Area (URA) Analysis	Evaluate whether expanding the existing Coffee Creek URA or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements.	●		
Amend the Urban Planning Area Agreement (UPAA)	Coordinate with Washington County to strengthen annexation planning, development review coordination, and long-term implementation authority within the BCPA.	●		
Coordinate with Washington County on Annexation Planning	Coordinate on development review, transition planning, and implementation for properties remaining under County jurisdiction prior to annexation.	●	●	
Evaluate Zoning and Development Code Updates	Update to zoning and development standards related to industrial uses, contractor establishments, Craft Industrial development, and long-term flexibility within the BCPA.	●		
Evaluate Additional Standards or Allowances for the Craft Industrial Area	Consider additional development standards and use allowances supporting live-work, incubator, and small-scale industrial uses compatible with surrounding residential areas.	●		
Evaluate West Railroad Zoning Flexibility	Consider zoning and development standards that maintain flexibility for industrial and employment uses while addressing environmental and access constraints.	●		
Continue Property Owner and Stakeholder Coordination	Engage property owners, utility providers, regional agencies, and railroad partners regarding development opportunities, infrastructure needs, and redevelopment barriers.	●	●	●
Support Contractor Establishment Relocation or Compliance	Explore relocation assistance, redevelopment coordination, or compliance strategies for contractor establishments over time.	●	●	●
Coordinate with BPA Regarding Power Easement Opportunities	Coordinate with the Bonneville Power Administration (BPA) regarding potential development, access, trail, stormwater, utility, or multimodal circulation opportunities within or adjacent to the BPA transmission easement in the West Railroad area.	●		
Coordinate with PGE on Anticipated Power Needs	Continue coordinating with Portland General Electric (PGE) regarding anticipated long-term power demand, transmission capacity, substation needs, and utility infrastructure requirements associated with future industrial and employment development within the BCPA.	●	●	●
Explore Partnerships	Coordinate with public agencies, utilities, Business Oregon, GPI, and other regional partners to support infrastructure and economic development goals.	●	●	●
Coordinate with Utilities and Service Providers	Continue coordination regarding long-term water, sewer, stormwater, and power needs associated with industrial and employment growth.	●	●	●
Coordinate with Regional and Railroad Partners	Continue coordination regarding freight mobility, regional transportation planning, and long-term opportunities such as a future Cahalin Road railroad crossing.	●	●	●
Evaluate Transportation Access Opportunities	Continue evaluating long-term access opportunities related to Grahams Ferry Road, Tonquin Road, and the West Railroad area.	●	●	
Continue Environmental and Infrastructure Analysis	Continue evaluating and understanding environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility throughout the Planning Area.	●	●	
Coordinate Future Transit Service	Coordinate with SMART regarding future transit routes, stops, and employment-serving connections within the BCPA.	●	●	●
Coordinate Future TSP and Regional Transportation Planning	Coordinate with Metro, Washington County, and neighboring jurisdictions regarding future transportation improvements affecting the BCPA. This includes potentially adding Metro RTP projects #11924 and #11469.	●	●	
Evaluate Enhanced Day Road Crossing	Consider enhanced bicycle and pedestrian crossing improvements connecting the Basalt Creek Canyon Ridge Trail and future Coffee Creek facilities.	●	●	
Support Ice Age Tonquin Trail Connectivity	Continue evaluating opportunities to improve multimodal access and connections supporting the future Ice Age Tonquin Trail.	●	●	●
Promote Economic Development, Site Readiness, and Branding	Continue marketing the BCPA as a long-term industrial and employment opportunity area while coordinating with regional economic development partners.	●	●	●
Extend Wayfinding and Signage Planning to the BCPA	Extend future wayfinding, gateway, and signage planning efforts to include the BCPA and West Railroad areas.	●		
Explore and Establish Funding Mechanisms	Continue evaluating funding tools and financing strategies supporting transportation, utility, stormwater, and redevelopment improvements.	●	●	●
Monitor Market Trends and Adjust Policies Over Time	Continue monitoring economic and industry trends and adjust zoning, policies, incentives, or infrastructure strategies as needed.	●	●	●

Planning Commission Meeting - June 10, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Evaluate Urban Renewal and Tax Increment Financing	Explore tax increment financing and Urban Renewal strategies supporting infrastructure and redevelopment investments.	●	●	●
Explore Local Improvement Districts (LIDs) and Cost Sharing	Explore reimbursement districts, cost-sharing agreements, and public-private partnerships to distribute infrastructure costs.		●	●
Pursue Regional Infrastructure Partnerships	Coordinate with regional agencies and organizations regarding infrastructure funding and implementation support.	●	●	
Explore and Leverage State and Federal Funding	Pursue grants, loans, and infrastructure funding opportunities supporting industrial land readiness and redevelopment.	●	●	●
Prioritize Early Infrastructure Investments	Focus early infrastructure planning and investment efforts on strategic opportunity sites that are cost-effective to serve and likely to redevelop.	●	●	
Invest in Transportation Access and Freight Mobility	Prioritize improvements supporting regional access, freight circulation, and multimodal connectivity.		●	●
Expand Site Readiness and Development Incentive Programs	Continue evaluating opportunities to expand or refine programs such as WIN and RSIS to support redevelopment and industrial land readiness.	●	●	●
Explore Development Incentives	Consider SDC adjustments, relocation assistance, infrastructure participation agreements, and other targeted incentives supporting redevelopment.	●	●	
Pursue Site Acquisition and Aggregation	Explore land assembly, redevelopment partnerships, purchase options, and acquisition strategies supporting larger development-ready industrial sites.		●	●
Complete Phased Infrastructure Build-Out	Continue phased transportation, utility, and stormwater infrastructure improvements supporting long-term redevelopment and full site utilization.			●
Implement Major Regional Transportation and Freight Improvements	Advance major regional transportation and freight mobility improvements as funding and partnerships allow.			●
Reassess Infrastructure Priorities and Implementation Strategies	Reevaluate infrastructure priorities, development strategies, and implementation approaches as redevelopment occurs over time.			●
Evaluate Wildlife Corridor and Habitat Impacts	Conduct additional analysis of wildlife movement corridors, habitat connectivity, and ecological impacts associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Use findings to help inform refined alignments, site design, mitigation strategies, habitat restoration opportunities, and long-term resource planning efforts.	●	●	
Update the Significant Resource Overlay Zone (SROZ)	Update SROZ maps and Development Code provisions using the PHS 2024 Natural Resources Inventory.	●		

Moving Forward

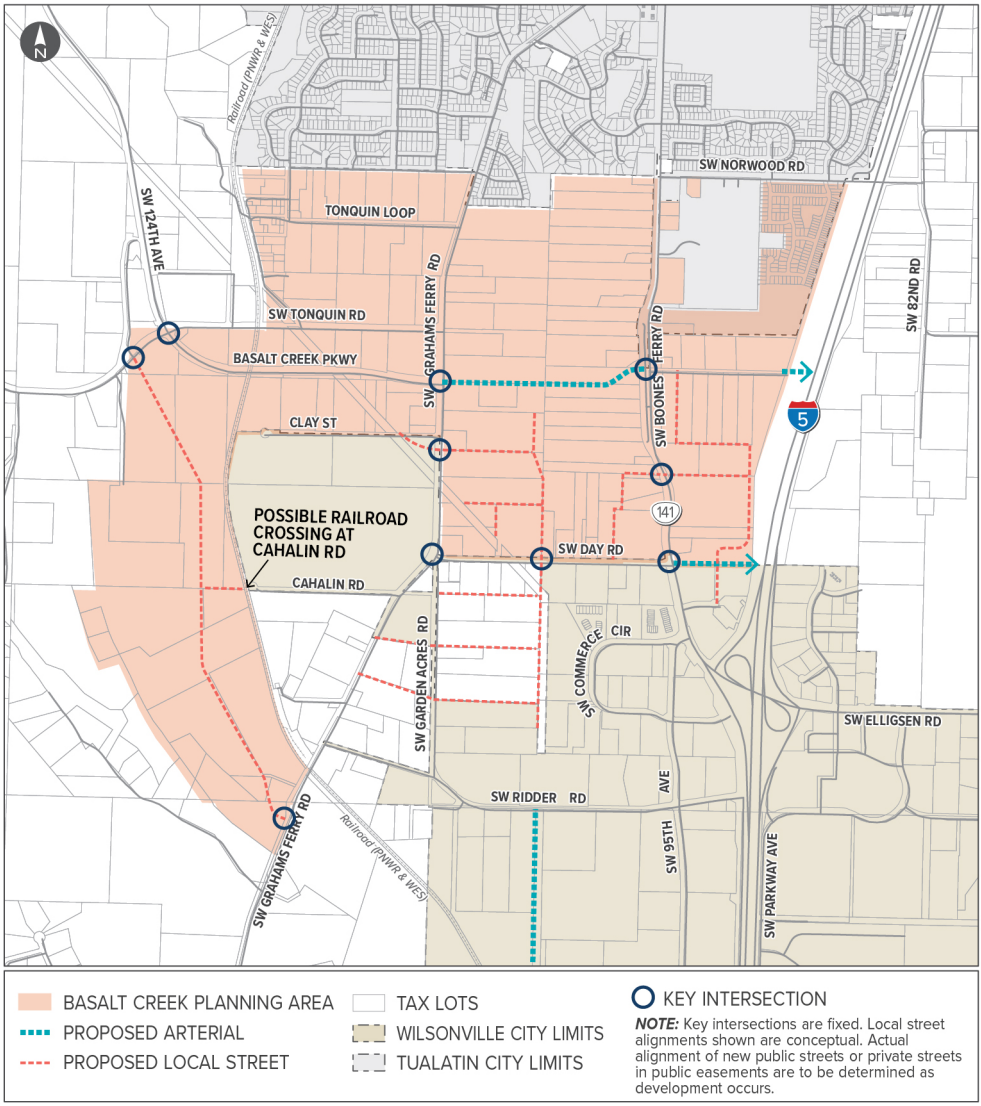
The Basalt Creek Master Plan establishes a long-term framework for future industrial and employment development within one of Wilsonville's last major growth areas inside the Urban Growth Boundary. The Master Plan builds upon the vision established in the Basalt Creek Concept Plan while responding to changing economic conditions, updated infrastructure analysis, environmental considerations, and evolving development opportunities.

Implementation of the BCMP will require ongoing coordination among the city, property owners, utility providers, regional agencies, and private development partners over many years. While portions of the Planning Area are positioned for earlier redevelopment and infrastructure investment, other areas, particularly West Railroad, will require additional coordination, funding, environmental review, and infrastructure improvements before redevelopment can occur at an urban scale.

As development occurs over time, Wilsonville will continue refining infrastructure planning, zoning, transportation improvements, environmental protection strategies, and economic development tools needed to support implementation of the BCMP. Future development proposals, public investments, and infrastructure decisions should continue to balance economic opportunity, freight mobility, natural resource protection, multimodal connectivity, and long-term employment growth objectives.

Ultimately, the BCMP positions the BCPA as a long-term employment and industrial opportunity area capable of supporting Wilsonville's economic competitiveness, expanding the city's industrial land supply, and creating opportunities for family-wage jobs in industries that contribute to the region's economic vitality. Through continued coordination and investment over time, the BCPA can become a place where businesses thrive, workers have access to quality employment opportunities, and future generations benefit from a strong local economy.

Basalt Creek Master Plan


N
Railroad (PNWR & WES)
SW NORWOOD RD
TONQUIN LOOP
SW 124TH AVE
SW TONQUIN RD
BASALT CREEK PKWY
SW GRAHAMS FERRY RD
SW BOONES FERRY RD
SW 82ND RD
CLAY ST
5
141
POSSIBLE RAILROAD CROSSING AT CAHALIN RD
CAHALIN RD
SW DAY RD
SW COMMERCE CIR
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
BASALT CREEK PLANNING AREA
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
TAX LOTS
WILSONVILLE CITY LIMITS
TUALATIN CITY LIMITS
KEY INTERSECTION
NOTE: Key intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

DKS
117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

TECHNICAL MEMORANDUM

DATE: May 20, 2026

TO: Chris Myers | City of Wilsonville
Amy Maag | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Hallie Turk, EI, RSP$_1$ | DKS Associates

SUBJECT: Wilsonville Basalt Creek Master Plan - Transportation Analysis

Project #26367-000

INTRODUCTION

The Basalt Creek Planning Area (BCPA) is located between the southern edge of Tualatin and the northern boundary of Wilsonville. See Figure 1.

Within the BCPA, the West Railroad Area is the westernmost portion that extends south of Tonquin Road to Grahams Ferry Road, as shown in Figure 1. It is bound to the east by the railroad, owned by Oregon Department of Transportation and operated by Portland & Western railroad, and bound to the west by Coffee Lake Creek.

Currently, the City of Wilsonville is preparing a Master Plan for the BCPA. This Master Plan will be one of many studies and plans prepared for the BCPA (see *Background* section for summary of previous planning efforts). The purpose of this memorandum is to provide a summary of the previous transportation planning efforts, identify any new transportation improvements needed to support the development of the BCPA and West Railroad area, and to provide a conceptual local street layout within the City of Wilsonville portion of the BCPA.

Figure 1 Basalt Creek Planning Area and jurisdictional boundaries.

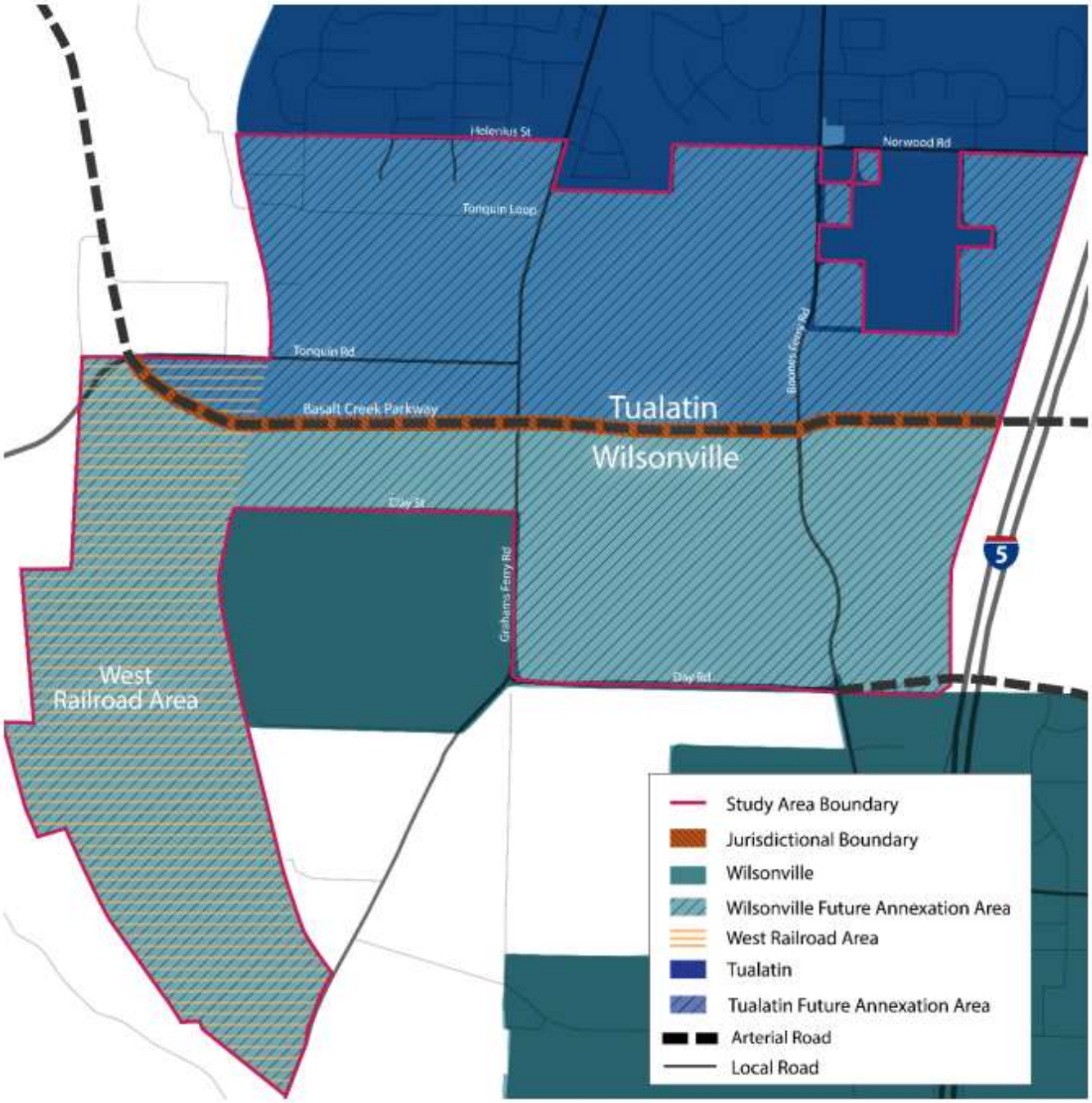


FIGURE 1: BCPA DESIGNATIONS, INCLUDING WEST RAILROAD AREA

Source: 2018 Basalt Creek Concept Plan

BACKGROUND

Previous planning and construction efforts relevant to the Basalt Creek area are summarized below.

- **2013 Basalt Creek Transportation Refinement Plan (TRP):** The TRP identified major new roads and improvements to support regional and local needs through 2035. The plan provided 18 transportation investments broken into short, medium, and long-term projects, all of which are important to ensure that the transportation network functions at acceptable levels over time. The transportation analysis was coordinated with the 2014 Metro Regional Transportation Plan (RTP).
- **2018 Concept Plan:** The Basalt Creek Concept Plan was formally adopted by the cities of Tualatin and Wilsonville in August 2018 and provides guidance for future land use and transportation decisions in the BCPA. The 2018 Concept Plan transportation analysis assumed multiple future transportation projects would be in place by 2035, as identified in the 2014 Metro RTP.
- **2019 Wilsonville TSP Amendment:** The City's Transportation System Plan (TSP) was amended in 2019 to add key transportation projects identified in the Basalt Creek Concept Plan to the city's project list. Some projects were new to the TSP; others were already identified in the TSP. See the table in the Appendix for a detailed description of the TSP amendments related to Basalt Creek Planning Area.
- **Ice Age Tonquin Trail:** The Ice Age Tonquin Trail is a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.
- **Recent Transportation Improvements & Developments:** Since the adoption of the 2018 concept plan, several new transportation improvements and developments have been constructed within the BCPA, including:
  - **Basalt Creek Parkway/124th Avenue new roadway extension (opened 2019)**
  - **Autumn Sunrise Subdivision in Tualatin** consists of 400 single-family homes to be constructed in four phases.
  - **Plambeck Gardens Apartments in Tualatin** consist of 116 apartment units within two, four-story buildings.
  - **Brown Contracting Expansion in Washington County**; located at 9675 SW Day Road and includes the addition of covered, open-air storage building and a gravel storage expansion.

WEST RAILROAD TRANSPORTATION ANALYSIS

At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to large amount of geographical constraints (varied terrain with wetlands habitat and steep slopes), limited access, and the anticipated cost and complexity of serving the area with utilities.

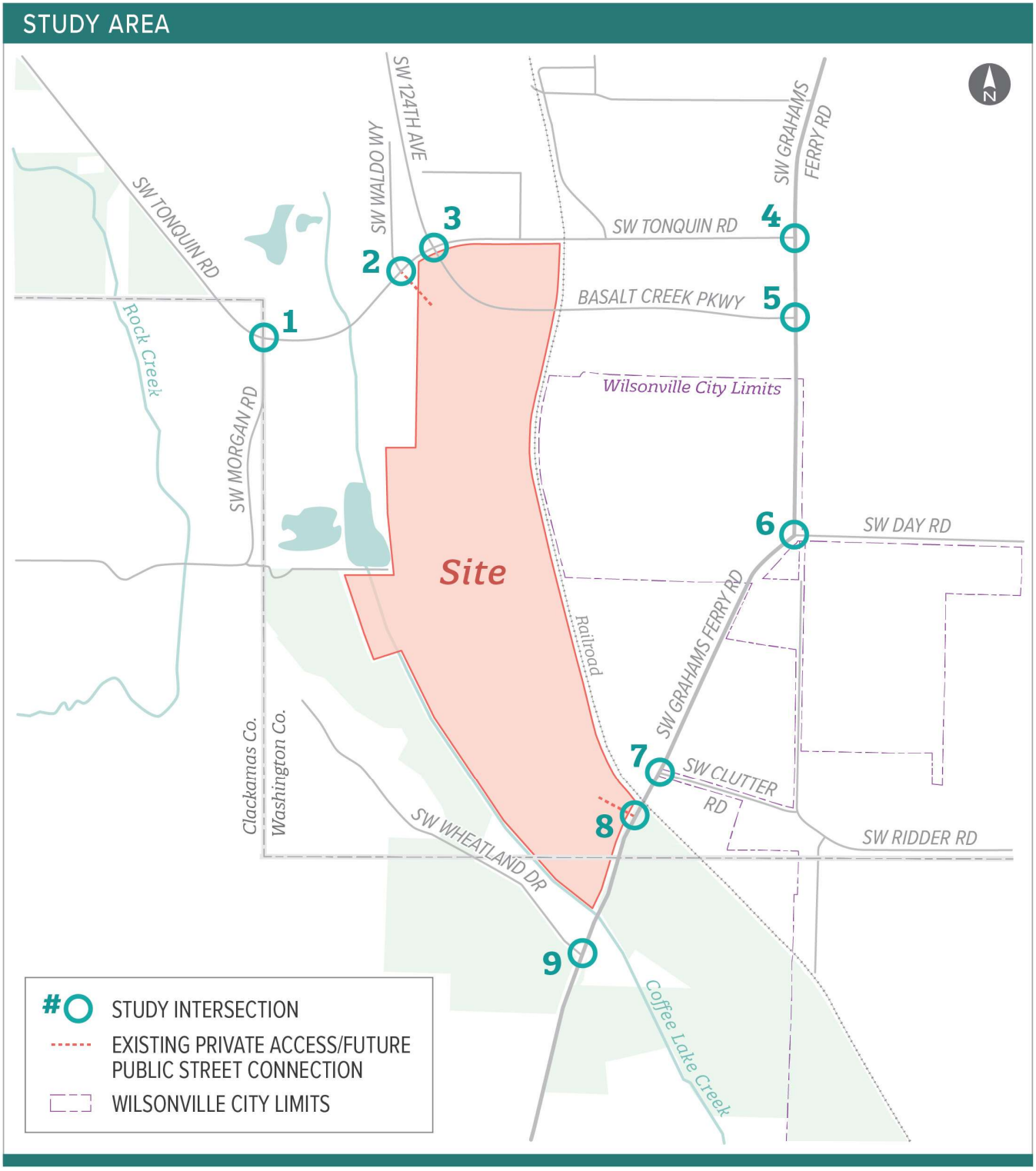
Therefore, the following section provides a transportation analysis of the impacts of full development of the West Railroad area on the surrounding street network.

EXISTING CONDITIONS

The study intersections are listed in Table 1 and shown in Figure 2.

TABLE 1: STUDY INTERSECTIONS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL
1	SW Morgan Road/SW Tonquin Road	Washington County	Two-Way Stop Control
2	SW Tonquin Road/SW Waldo Way/ North Site Access (Future)	Washington County	Two-Way Stop Control
3	Basalt Creek Parkway/SW 124th Avenue/ SW Tonquin Road	Washington County	Signal
4	SW Grahams Ferry Road/SW Tonquin Road	Washington County	Two-Way Stop Control
5	SW Grahams Ferry Road/ Basalt Creek Parkway	Washington County	Signal
6	SW Grahams Ferry Road/SW Day Road	City of Wilsonville	Signal
7	SW Grahams Ferry Road/SW Clutter Road	City of Wilsonville	All-Way Stop Control
8	SW Grahams Ferry Road/ South Site Access (Future)	Washington County	Two-Way Stop Control
9	SW Grahams Ferry Road/ SW Wheatland Drive	Clackamas County	Two-Way Stop Control



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 2: STUDY AREA

PEDESTRIAN AND BICYCLE FACILITIES

Along Grahams Ferry Road, bike lanes are present on both sides of the road from Basalt Creek Parkway to Day Road. From Day Road to Cahalin Road, there are no bike lanes. Sidewalks are present only on the west side of the road between Clay Road to Cahalin Road. From Cahalin Road to about 600 ft south of Cahalin Road, sidewalks and bike lanes are present only on the east side of the road. From this point to Wheatland Drive, there are no sidewalks or bike lanes.

Along Tonquin Road from Morgan Road to Basalt Creek Parkway, there are no sidewalks or bike lanes. West of Basalt Creek Parkway, sidewalks are intermittent until Grahams Ferry Road.

Along Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, there are no bike lanes, but the shoulders are over 5 feet wide. Sidewalks are intermittent, present only along the bridge over the Portland & Western-owned rail line and at the Grahams Ferry Road intersection.

Ice Age Tonquin Trail

Figure 3 shows the proposed alignment of the Ice Age Tonquin Trail, a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.

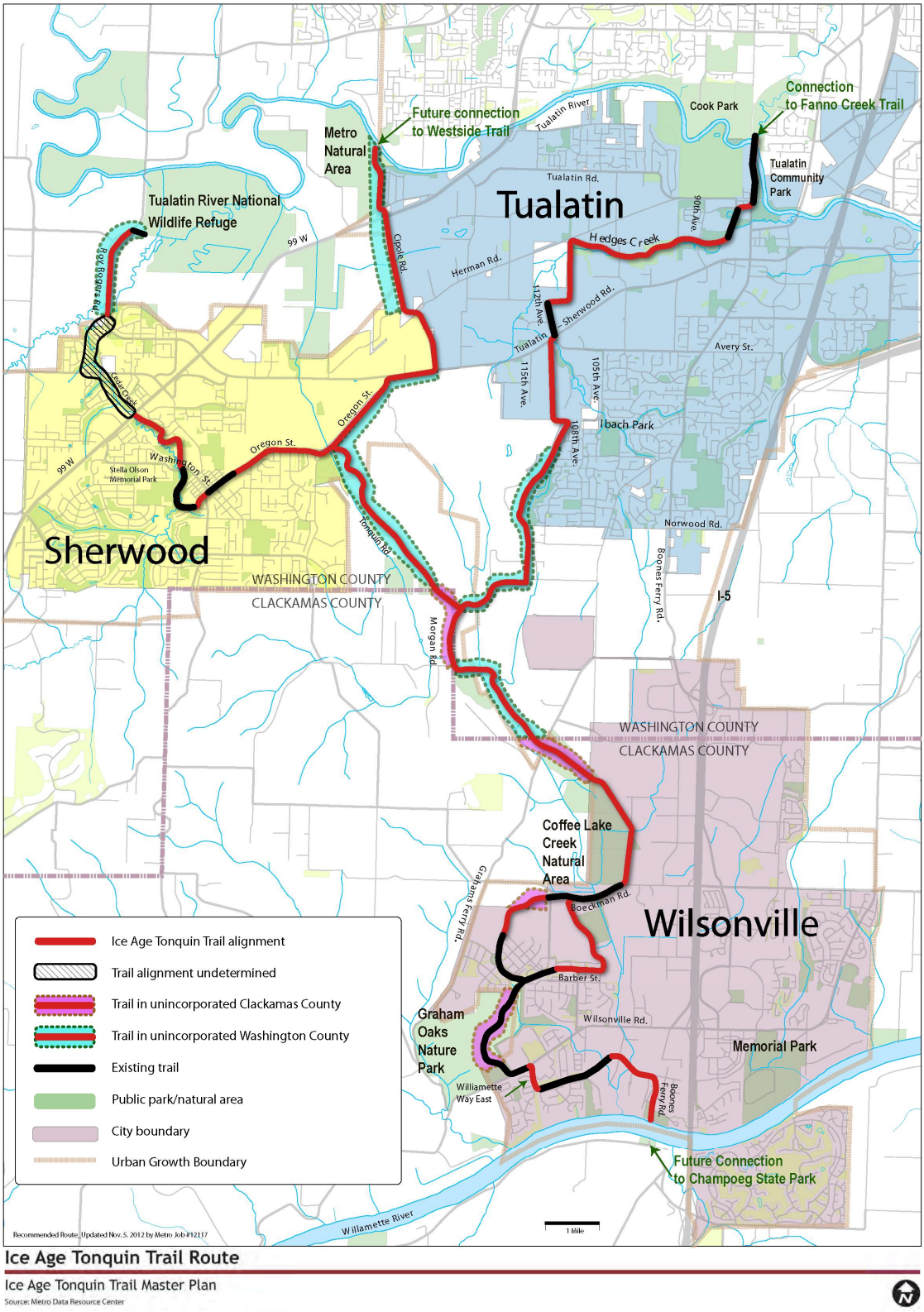
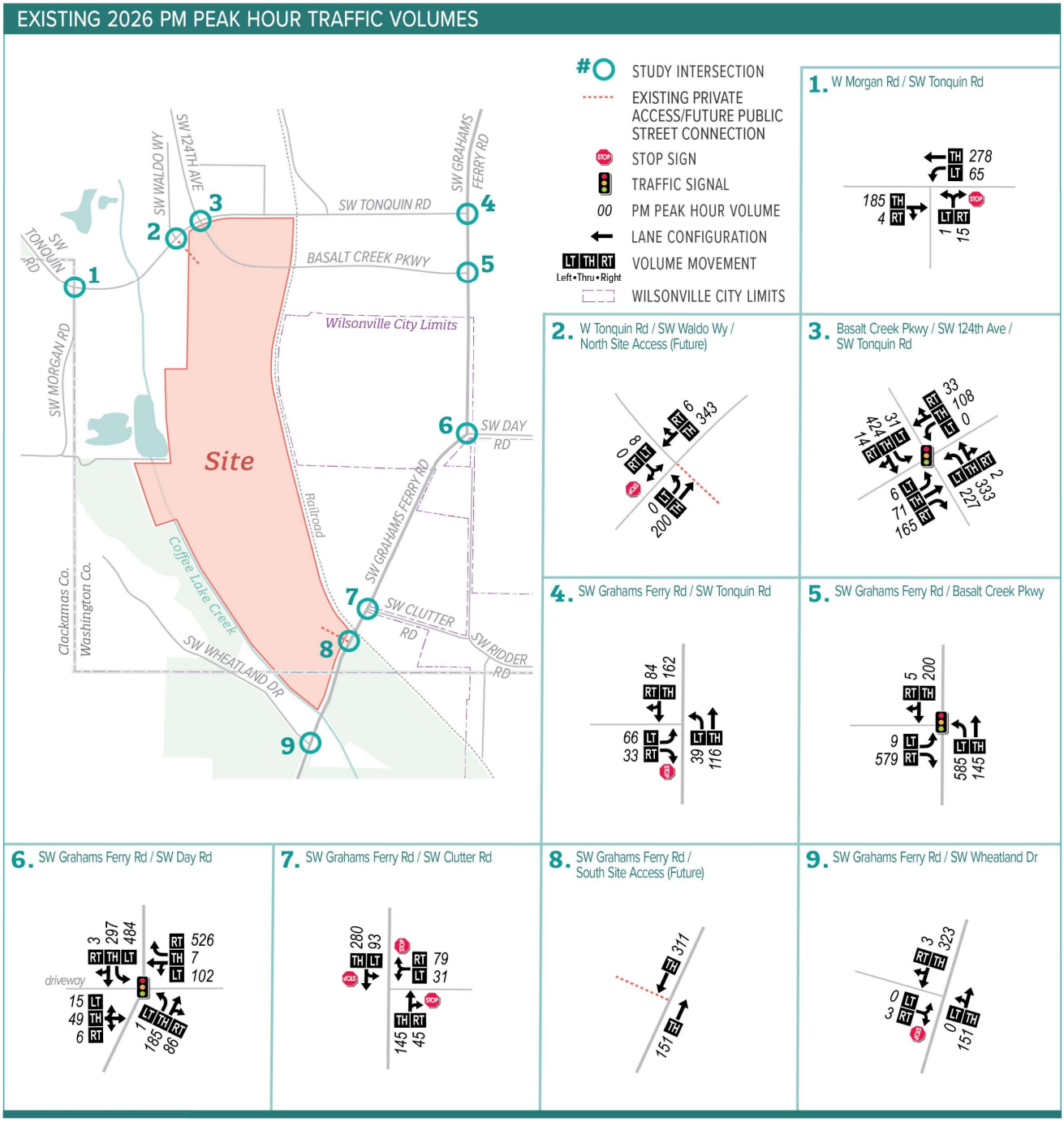


FIGURE 3: ICE AGE TONQUIN TRAIL ROUTE

Source: Ice Age Tonquin Trail Master Plan

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during the weekday PM peak period (4:00pm – 6:00pm) at the study intersections in February 2026. Figure 4 shows the existing traffic volumes.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 4: EXISTING 2026 STUDY INTERSECTION VOLUMES

INTERSECTION PERFORMANCE MEASURES

Agency operating standards often require intersections to meet level of service (LOS) or volume-to-capacity (v/c) intersection operation thresholds.

- The intersection LOS is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

City of Wilsonville: The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for the PM peak period.

Washington County: Washington County's performance standards are outlined in the Washington County Transportation System Plan (TSP).[1] County intersections within an Urban Growth Boundary, but outside city limits, are considered to be within "Other Urban Areas." Therefore, the intersection mobility standard is a v/c ratio of 0.99 and LOS E.

Clackamas County: Clackamas County's performance standards are outlined in the Clackamas County Comprehensive Plan.[2] For county rural road unsignalized intersections, the intersection mobility standard is LOS E.

EXISTING INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the existing conditions using Highway Capacity Manual (HCM) 7th Edition methodology.[3] The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 2.

[1] Table 4, Washington County Transportation System Plan. Effective November 18, 2024.

[2] Table 5-2b, Clackamas County Comprehensive Plan. Last updated March 2014.

[3] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

TABLE 2: EXISTING 2026 INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.20/0.03	7.9/10.0	A/B
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.45	17.5	B
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.08/0.14	7.9/12.7	A/B
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.60	14.2	B
GRAHAMS FERRY ROAD/ DAY ROAD	Wilsonville	Signal	LOS D	**0.98**	**77.0**	**E**
GRAHAMS FERRY ROAD/ CLUTTER ROAD	Wilsonville	AWSC	LOS D	0.54	13.1	B
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.10/0.01	0.0/10.3	A/B

Notes:
1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control
2. **Bold/Highlighted** = Does not meet mobility standards

As shown, all study intersections meet mobility standards under existing conditions, except for Grahams Ferry Road/Day Road. Today, this intersection experiences high vehicle volumes on the southbound approach during the PM peak hour and funnels traffic from Tualatin and other neighboring cities towards the I-5 interchange. The City has identified two high-priority improvement projects in their TSP at this intersection that include the realignment of the intersection and a new traffic signal or roundabout as well as the widening of Day Road to 5 lanes.[4]

[4] Wilsonville TSP Projects RW-02 and UU-08.

FUTURE CONDITIONS

To represent full buildout conditions, a background growth rate and trip generation estimates for full buildout conditions were applied to existing volumes. This methodology was used rather than future volume forecasting because the travel demand models assumed minimal growth in this area, which is no longer an accurate assumption.

TRAFFIC GROWTH ASSUMPTIONS

Existing traffic volumes were forecasted to the future year 2046 by applying a linear growth rate of 3.0% per year to the existing year traffic counts. This growth rate was derived from Washington County travel demand models. **The Washington County travel demand models are up to date and consistent with the 2023 METRO Regional Transportation Plan.**

The following transportation projects in the Wilsonville TSP within the West Railroad study area were assumed to be constructed by 2046:

- **Basalt Creek Parkway Extension: TSP Project RE-14**
  This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.
- **Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08**
  This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:
  a) include an upgraded Garden Acres Road as the intersection's south leg;
  b) construct a new west leg that will be the continuation of Grahams Ferry Road; and
  c) remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.
    - It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.
- **Grahams Ferry Road/Clutter Road Closure and Java Road Traffic Signal: TSP Project RE-13**
  Once the Java Road extension is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road. Therefore, the Clutter Road intersection will not exist in the year 2046.
- **Day Road Widening: TSP Project RW-02**
  Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

LAND USE ASSUMPTIONS

The West Railroad planning area is assumed to have four separate areas of development, as shown in the figure below. The numbering of the areas is not indicative of the expected order of development for the planning area.

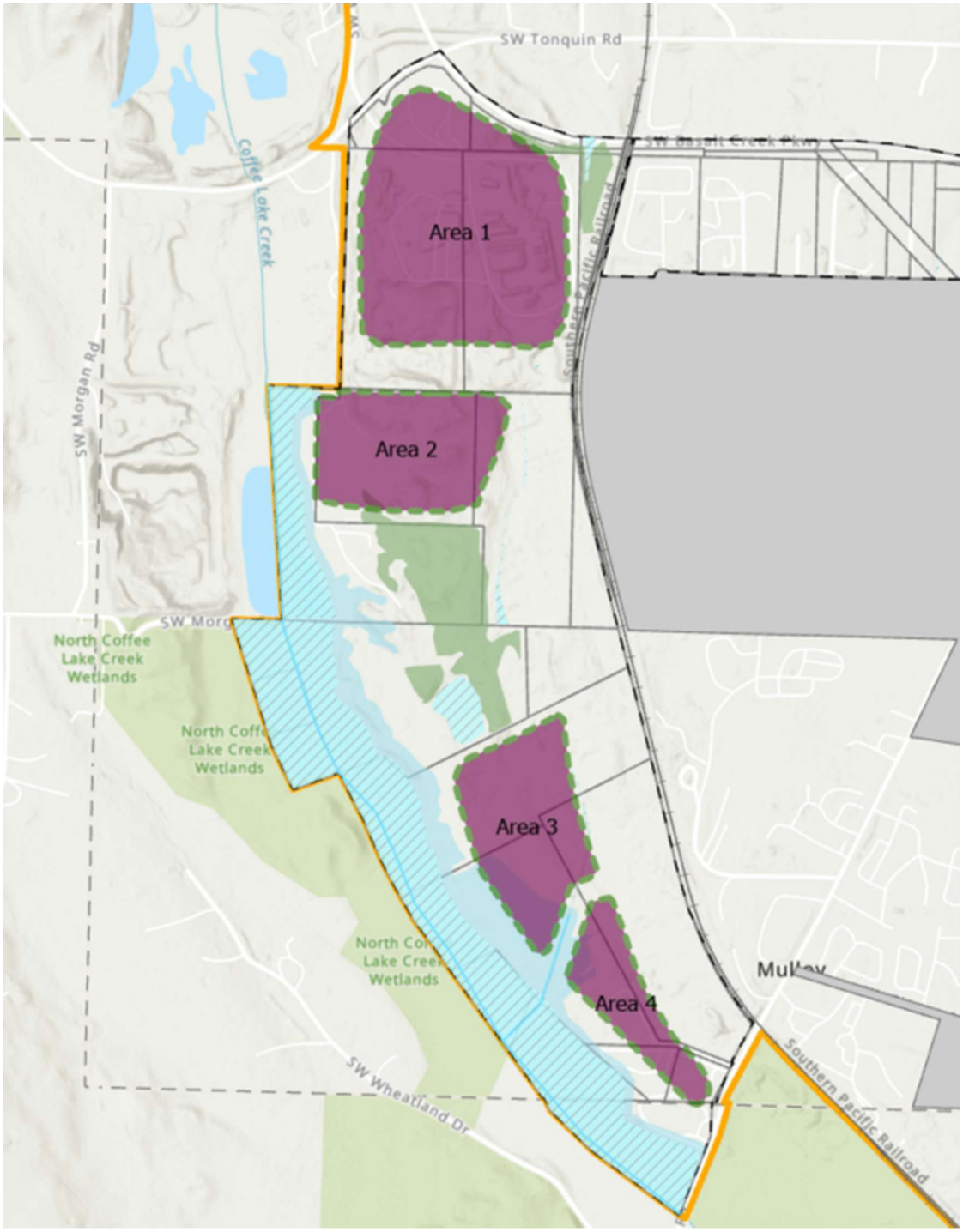


FIGURE 5: BREAKDOWN OF FUTURE EMPLOYMENT AREAS

For each of the four planning areas, trip generation was estimated for the reasonable worst-case development scenario, then added on top of the future background volumes established in the previous section. For this study, the Institute of Transportation Engineers (ITE) 12th Edition average trip generation data was used, which is based on national land use data.[5] This methodology was used in lieu of future volume forecasting because the travel demand models assumed minimal growth in this area, which does not reflect the study's assumptions.

The reasonable worst-case development scenario is based on the following assumptions:

- 35% of the overall site acreage is assumed for building footprint. The remaining 65% of the site acreage is assumed to accommodate streets, landscaping, off-street parking, and on-site circulation.
- The majority of the development is categorized as industrial, with a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail. It is intended to be a highly diverse mix of facilities that will generate mostly employment trips and a high percentage of heavy vehicle trips. This traffic study uses ITE Land Use Code (LUC) 130: Industrial Park to represent this land use.
- One restaurant/brewery about 6,000 square feet in size within Area 1. This traffic study uses ITE LUC 971: Brewery Taproom to represent this land use.

The table below shows the trip generation estimate used to represent the full buildout of the West Railroad area.

TABLE 3: FUTURE BUILDOUT TRIP GENERATION ESTIMATE

AREA	LAND USE	SIZE [A]	PM PEAK HOUR TRIPS
AREA 1	Industrial Park	562 KSF	129 (36 in, 93 out)
	Restaurant/Brewery	6 KSF	59 (41 in, 18 out)
AREA 2	Industrial Park	265 KSF	61 (17 in, 44 out)
AREA 3	Industrial Park	278 KSF	64 (18 in, 46 out)
AREA 4	Industrial Park	151 KSF	35 (10 in, 25 out)
FUTURE DEVELOPMENT TOTAL			**348** **(122 in, 226 out)**

[A] KSF = Thousand Square Feet

[5] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, 2025.

PUBLIC STREET CONNECTIONS

Public industrial local streets were assumed to be constructed through the planning area to support connectivity and access to the future development area. Due to the railroad and environmental constraints, the planning area was assumed to be accessed via two locations: Tonquin Road at the north end of the study area and Grahams Ferry Road at the south end of the study area.

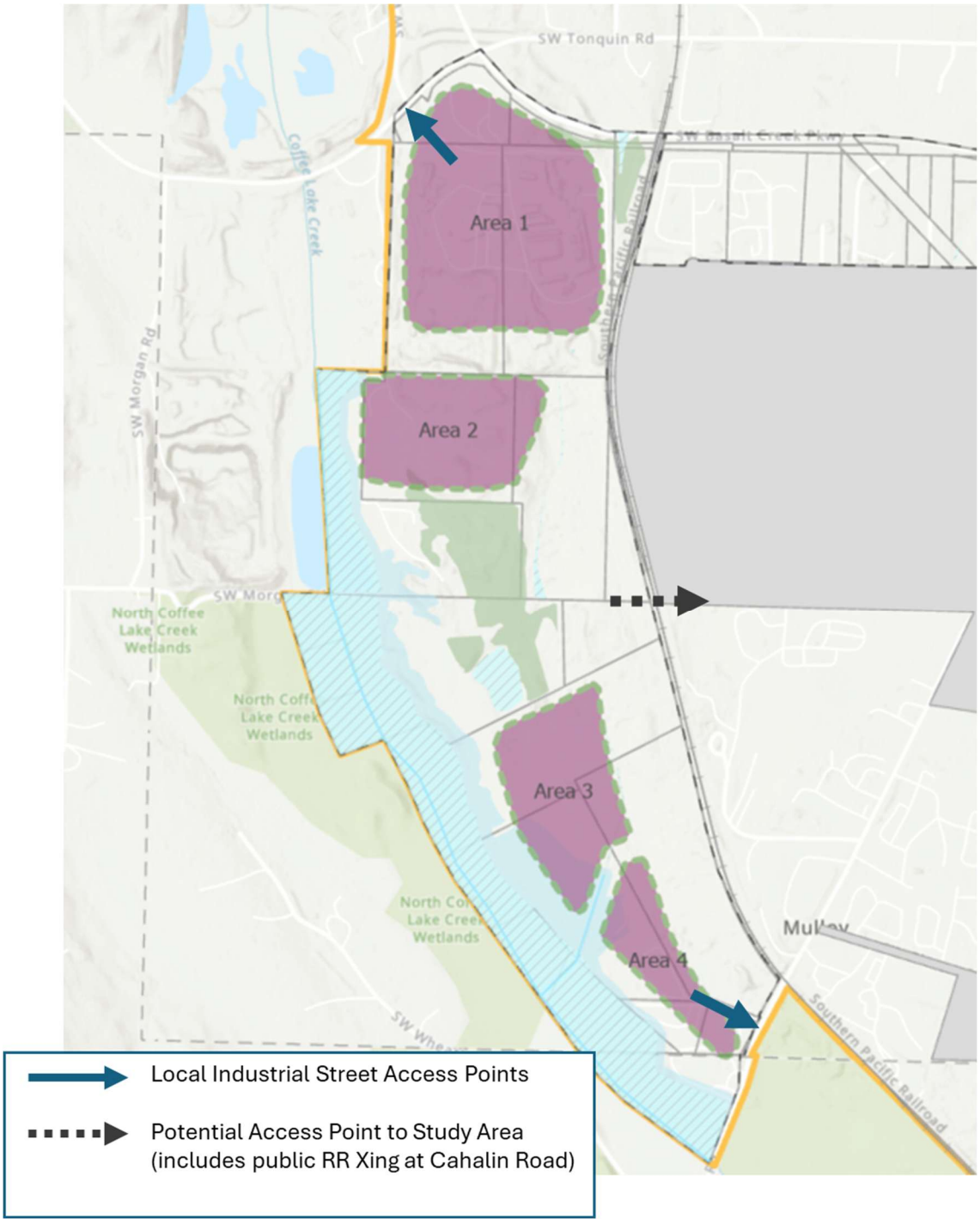


FIGURE 6: PLANNING AREA ACCESS POINTS

The City of Wilsonville is currently in conversation with Porland & Western Railroad (PNWR)[6] regarding the potential conversion of the existing private rail crossing at Cahalin Road to a public rail crossing. PNWR has stated that they would support industrial park development in the area and would be open to converting the crossing at Cahalin Road to a public crossing. The conversion would require that additional protection be added (i.e., gates, lights) at the existing private crossing as well as additional upgrades, yet to be determined, in lieu of the closure of an existing crossing.

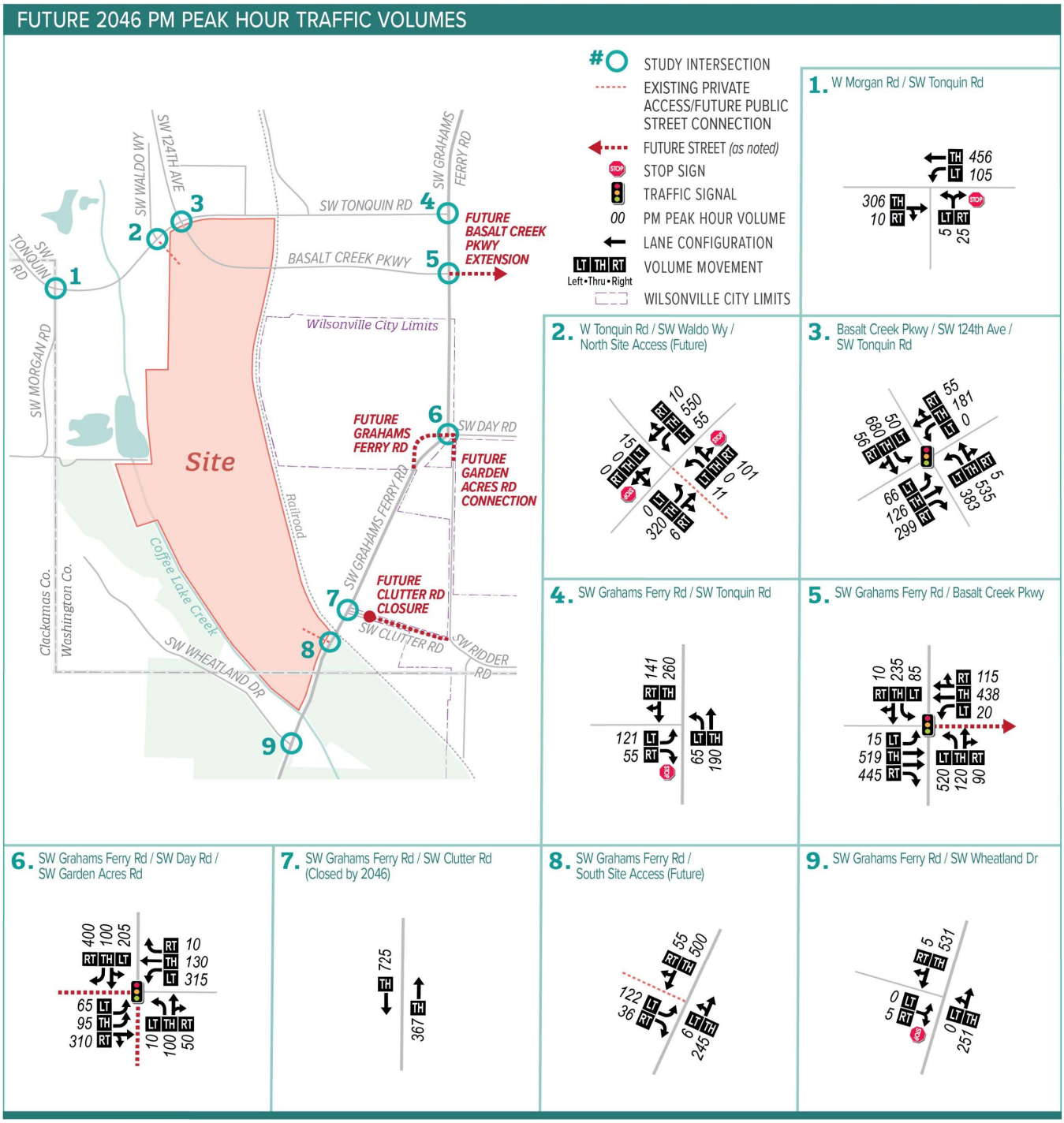
For the purposes of this traffic study, the analysis assumes that there is no public railroad crossing at Cahalin Road. However, a third public street connection to the planning area across the railroad would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR.

> *Note: Access from the planning area to Morgan Road was briefly considered by the project team. However, this connection was ultimately found to be noncrucial to provide adequate connectivity to the planning area. Additionally, a connection to this road would have required significant street improvements to Morgan Road, which is located in a rural reserve area of Clackamas County.*

FUTURE TRAFFIC VOLUMES

Figure 5 shows the future 2046 peak hour traffic volumes for the study intersections. These volumes incorporate background growth and the estimated trip generation for the worst-case future development scenario. Additionally, the study area map shows the changes to the roadway network that are expected to be completed by 2046. Lane configurations and signal timing at future intersections (including Grahams Ferry Road/Basalt Creek Parkway and Grahams Ferry Road/Day Road/Garden Acres) were assumed to be optimized for intersection operations.

[6] PNWR is a subsidiary of Genesee & Wyoming Railroad.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 7: FUTURE 2046 STUDY INTERSECTION VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for future 2046 conditions using Highway Capacity Manual (HCM) 7th Edition methodology. Operations at each study intersection are shown in Table 4.

TABLE 4: FUTURE (2046) STUDY INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.32/0.08	8.4/13.6	A/B
NORTH SITE ACCESS/ WALDO WAY/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.37/0.11	8.2/32.3	A/D
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.79	64.0	E
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.13/0.38	8.5/21.1	A/C
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.58	18.8	B
GRAHAMS FERRY ROAD/ DAY ROAD/ GARDEN ACRES ROAD	City of Wilsonville	Signal	LOS D	0.83	23.8	C
GRAHAMS FERRY ROAD/ CLUTTER ROAD	City of Wilsonville	*This intersection is assumed to be closed by the year 2046*				
GRAHAMS FERRY ROAD/ SOUTH SITE ACCESS	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.17/0.43	8.8/25.0	A/C
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.16/0.01	0.0/12.1	A/B

Notes:

1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control

As shown, all study intersections meet mobility standards under future conditions. No additional improvements beyond what is assumed in the City's Transportation System Plan or the 2023 METRO RTP are necessary to support development of the planning area.

MULTIMODAL TRANSPORTATION RECOMMENDATIONS

MOTOR VEHICLE RECOMMENDATIONS

Based on the West Railroad Transportation Analysis in this report, no additional motor vehicle improvement projects beyond the High-Priority projects in the City of Wilsonville TSP or the METRO RTP are necessary to support the full buildout of the West Railroad area.

Based on a review of the 2023 Metro RTP, there are currently two projects within the City of Wilsonville Urban Growth Boundary (current or planned) and within the BCPA that were included in the 2023 Metro RTP that are *not* included in the current Wilsonville TSP.[7] The City should discuss these projects internally and with partner agencies for inclusion in the City of Wilsonville next TSP update as Additional Projects (not High-Priority projects) as both of these projects are long-range (2045) and are unconstrained (no identified funded) projects in the RTP.

- **METRO RTP Project #11924**, Grahams Ferry Road from Tonquin Road to Day Road, Improve roadway to 5 lanes including sidewalks and bike lanes. Long-Term 2045 Strategic Project List.
  The City of Wilsonville TSP currently lists a project on Grahams Ferry Road for a three-lane roadway improvement; there is no five-lane widening project identified. Therefore, the City of Wilsonville should discuss this project internally and with Washington County and City of Tualatin to determine whether a three-lane or five-lane cross section is preferred on Grahams Ferry Road within the BCPA.
- **METRO RTP Project #11469,** 124th Ave Improvements. Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks. Long-Term 2045 Strategic Project List.

PEDESTRIAN, BICYCLE, TRANSIT TSP RECOMMENDATIONS

The following list of non-motor vehicle projects have been identified as needed to support the Basalt Creek Planning Area (BCPA) beyond what is already in the Wilsonville Transportation System Plan (TSP).

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

[7] Link to map of METRO RTP Projects.

- Alignment of the Tonquin Ice Age Trail through the West Railroad planning area consistent with the Ice Age Tonquin Trail Master Plan. The trail/pathway through the West Railroad area would serve both regional and local pedestrian and bicycle traffic.
- Provide interim connections at Tonquin Road and Grahams Ferry Road between the Ice Age Tonquin Trail and existing on-street sidewalks and on-street bike lanes adjacent to the West Railroad area. These crossing improvements could include new marked and/or enhanced crosswalks and should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

LOCAL STREET CONCEPTUAL LAYOUT

DKS identified reasonable connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. See Figure 8 for the local street concept map.

Within the West Railroad area, local street connections to Tonquin Road and to Grahams Ferry Road will be necessary to provide adequate access for the planning area under full development. The public railroad crossing at Cahalin Road was not included in this analysis and was found to be noncritical to providing adequate traffic circulation/access to the planning area. However, a third public street connection across the railroad would be desirable as it would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR. Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

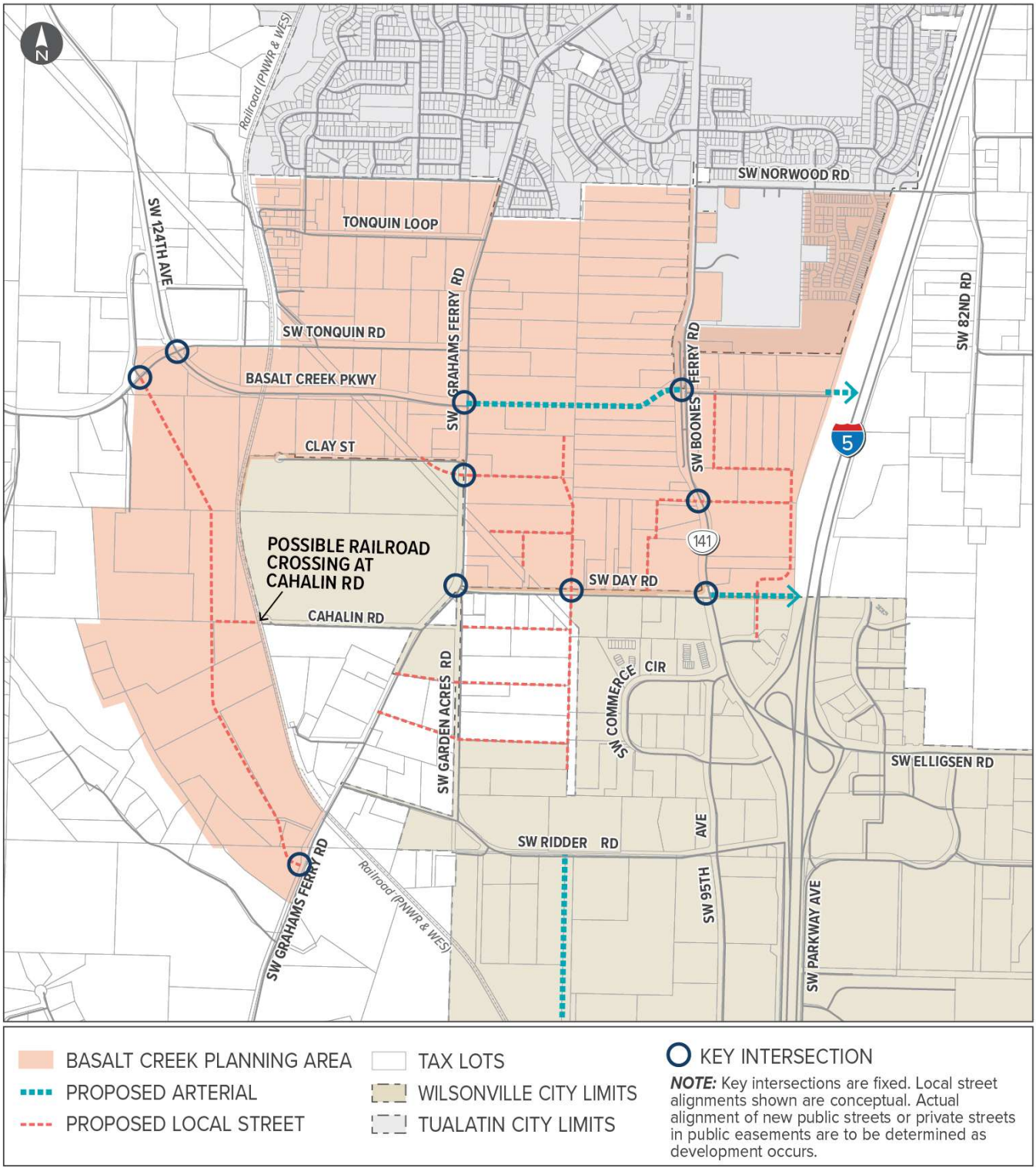


FIGURE 8: BCPA WILSONVILLE LOCAL STREET CONCEPT MAP

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

SUMMARY OF FINDINGS

The following summarizes the findings of this report for the Basalt Creek Planning Area in Wilsonville, Oregon.

Background

- Transportation planning efforts for the Basalt Creek Planning Area began as early as 2013 with the Transportation Refinement Plan (TRP). Recent planning efforts include the 2018 Basalt Creek Concept Plan and a 2019 amendment to the City of Wilsonville TSP.
- In 2019, the 124th Avenue extension was constructed and open for travel.
- The City of Wilsonville is currently preparing a Master Plan for the Basalt Creek Planning Area.

West Railroad Transportation Analysis

- At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to significant geographical constraints (varied terrain with wetlands habitat and steep slopes) and limited access.
- Full development of the West Railroad planning area results in an assumed 1,262,000 square feet of industrial uses, including a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail.
- Under future 2046 traffic conditions (full development), all study intersections meet applicable agency mobility standards.
- Future 2046 conditions include future transportation projects consistent with the 2023 METRO Regional Transportation Plan as well as transportation projects in the Wilsonville TSP High-Priority project list within the West Railroad.
- No additional improvements beyond what is assumed in the METRO RTP and the City's Transportation System Plan are necessary to support the full development of the West Railroad planning area.

Multimodal Transportation Recommendations

- The two projects listed on Page 18 are located within the BCPA and are included in the 2023 Metro RTP and included in the future traffic conditions analysis in this report, but are not included in the current Wilsonville TSP. These should be discussed and considered for inclusion in the City's next TSP update.
- Coordinate with SMART to expand transit service (e.g., new routes, bus stops, etc.) to the Basalt Creek Planning Area as it develops.
- Consider an enhanced pedestrian/bicycle crossing of Day Road where the south end of LT-02 (Basalt Creek Canyon Trail) would connect with the north end of the pedestrian/bicycle facilities along the Coffee Creek Supporting Street.
- Consider a trail connection (pedestrian and bicycle only) from Ridder Road north to the future Coffee Creek Supporting Street. Approximately 800 feet in length. Trail alignment would run along the west side of the BPA Substation.

- To support the Ice Age Tonquin Trail through the West Railroad planning area, connections to existing on-street sidewalks and on-street bike lanes should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

Local Street Concept

- The local street concept shown in Figure 8 shows the alignment of local and arterial streets through the Wilsonville portion of the BCPA. All alignments shown are conceptual and actual alignment will be determined at the time of development.
- Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

APPENDIX

A. 2019 Wilsonville TSP Amendment Summary (based on 2018 BCPA Concept Plan)

B. Traffic Counts

C. Existing HCM Reports

D. Trip Generation Table and Land Use Assumptions

E. Future HCM Reports

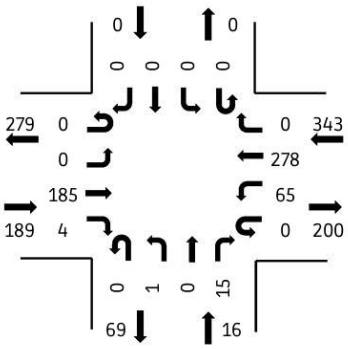
TABLE A: BASALT CREEK TSP PROJECTS - 2019 TSP AMENDMENT SUMMARY

PROJECT #	PROJECT	NOTES
RE-P6	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11436
RE-P5	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway 5-lane Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11470
RW-02	Day Road Widening to 5 lanes (Grahams Ferry Road to Boones Ferry Road)	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11487
RW-05	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588 (Tonquin to Day Road)
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11489
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

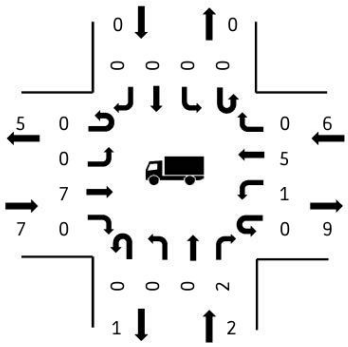
RallyTraffic

Location: SW Morgan Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.83

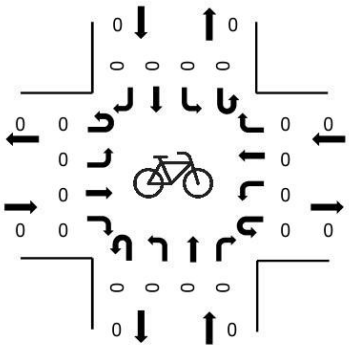
Motorized Vehicles



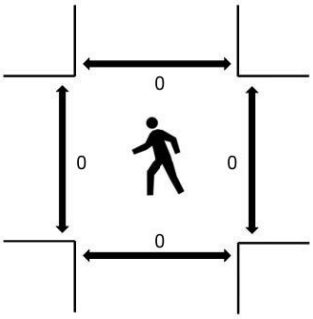
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Morgan Rd)					Southbound (SW Morgan Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	13	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Attachment 8

Attachment 3

All Vehicle Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	3	0	0	0	0	0	0	0	0	23	0	0	0	3	23	0	0	0		
04:05:00 PM	0	0	2	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	166	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	4	18	0	0	0	155	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	29	0	0	0	149	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	129	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	13	1	0	0	6	21	0	0	0	132	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	119	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	6	23	0	0	0	120	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	17	0	0	0	112	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	5	27	0	0	0	122	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	8	27	0	0	0	133	548
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	23	0	0	0	138	537
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	151	541
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	39	0	0	0	158	540
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	160	542
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	141	533
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	526
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	514
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	530
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	540
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	541
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	533
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	2	18	0	0	0	104	511

Car Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	22	0	0	0	3	22	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	162	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	0	0	0	4	17	0	0	0	152	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	27	0	0	0	145	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	125	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	12	1	0	0	6	21	0	0	0	129	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	118	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	5	23	0	0	0	116	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	16	0	0	0	108	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	5	27	0	0	0	117	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	16	0	0	0	8	27	0	0	0	130	533
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	3	23	0	0	0	135	524
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	149	529
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	38	0	0	0	156	527
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	159	531
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	140	524
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	517
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	506
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	522
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	535
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	537
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	530
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	2	18	0	0	0	103	508

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Attachment 8

Attachment 3

Truck Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	4	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	15
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	13
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Bike Volumes

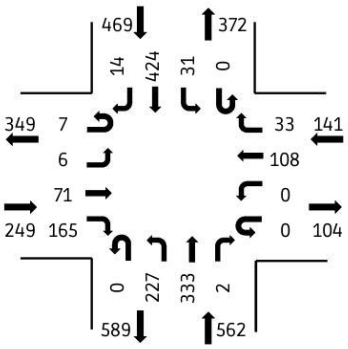
Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

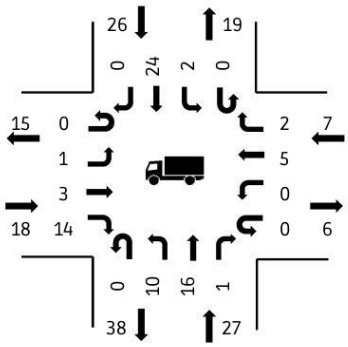
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: Basalt Creek Parkway & SW Tonquin Rd
Date: 2026-02-19
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

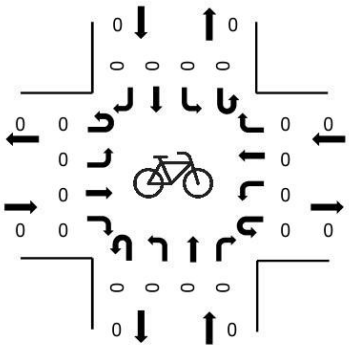
Motorized Vehicles



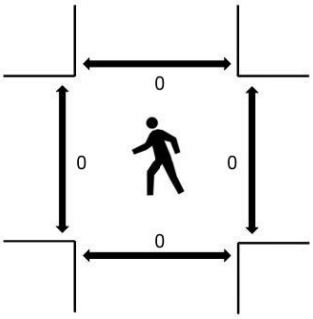
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Basalt Creek Parkway)					Southbound (Basalt Creek Parkway)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	5	50	0	0	6	6	0	0	0	17	4	8	0	0	0	5	6	0	0

All Vehicle Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	31	0	0	0	2	25	0	0	0	0	2	23	0	0	0	6	9	0	0		
04:05:00 PM	16	31	0	0	0	2	45	2	0	0	0	7	13	0	0	0	8	1	0	0		
04:10:00 PM	11	26	0	0	0	0	45	0	0	0	0	4	13	0	0	0	7	2	0	0	350	
04:15:00 PM	24	30	0	0	0	4	48	0	0	0	0	4	19	0	0	0	7	1	0	0	370	
04:20:00 PM	17	25	0	0	0	4	29	0	0	0	0	9	20	0	0	0	7	2	0	0	358	
04:25:00 PM	20	29	0	0	0	4	34	3	0	0	2	3	19	0	0	0	5	7	0	0	376	
04:30:00 PM	20	29	0	0	0	1	28	2	0	0	2	1	5	0	0	0	2	4	0	0	333	
04:35:00 PM	17	25	0	0	0	2	38	1	0	0	0	7	13	0	0	0	6	2	0	0	331	
04:40:00 PM	20	25	0	0	0	5	32	2	0	0	0	5	12	0	0	0	10	3	0	0	319	
04:45:00 PM	15	37	0	0	0	1	31	0	0	0	0	2	8	7	0	0	15	3	0	0	344	
04:50:00 PM	20	27	1	0	0	3	30	0	0	0	1	6	14	0	0	0	13	3	0	0	351	
04:55:00 PM	19	23	0	0	0	2	30	2	0	0	0	4	17	0	0	0	10	0	0	0	344	1389
05:00:00 PM	25	25	0	0	0	1	45	2	0	0	1	9	14	0	0	0	10	2	0	0	359	1406
05:05:00 PM	16	25	0	0	0	4	42	1	0	0	0	9	11	0	0	0	11	2	0	0	362	1402
05:10:00 PM	14	33	1	0	0	0	37	1	0	0	0	12	13	0	0	0	12	4	0	0	382	1421
05:15:00 PM	23	23	0	0	0	0	37	3	0	0	1	2	14	0	0	0	2	2	0	0	355	1391
05:20:00 PM	17	30	0	0	0	8	25	2	0	0	0	11	9	0	0	0	7	2	0	0	345	1389
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	324	1369
05:30:00 PM	16	14	0	0	0	3	34	1	0	0	0	1	6	0	0	0	10	1	0	0	303	1361
05:35:00 PM	22	29	0	0	0	7	21	1	0	0	1	5	13	0	0	0	8	4	0	0	303	1361
05:40:00 PM	14	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	280	1330
05:45:00 PM	8	18	0	0	0	3	31	0	0	0	0	3	9	0	0	0	4	2	0	0	272	1289
05:50:00 PM	14	22	1	0	0	1	26	1	0	0	0	0	8	0	0	0	4	3	0	0	241	1251
05:55:00 PM	18	21	0	0	0	4	20	0	0	0	0	6	10	0	0	0	4	1	0	0	242	1228

Car Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	19	28	0	0	0	1	24	0	0	0	0	2	20	0	0	0	6	9	0	0		
04:05:00 PM	16	28	0	0	0	2	42	2	0	0	0	7	12	0	0	0	8	1	0	0		
04:10:00 PM	11	25	0	0	0	0	43	0	0	0	0	4	13	0	0	0	7	2	0	0	332	
04:15:00 PM	21	26	0	0	0	3	47	0	0	0	0	4	17	0	0	0	7	1	0	0	349	
04:20:00 PM	16	24	0	0	0	4	28	0	0	0	0	9	19	0	0	0	7	2	0	0	340	
04:25:00 PM	19	28	0	0	0	4	30	3	0	0	1	3	19	0	0	0	5	7	0	0	354	
04:30:00 PM	20	27	0	0	0	1	26	2	0	0	2	1	3	0	0	0	2	4	0	0	316	
04:35:00 PM	17	24	0	0	0	2	33	1	0	0	0	7	11	0	0	0	5	2	0	0	309	
04:40:00 PM	19	23	0	0	0	4	31	2	0	0	0	5	11	0	0	0	10	3	0	0	298	
04:45:00 PM	14	35	0	0	0	1	29	0	0	0	0	1	7	7	0	0	13	2	0	0	319	
04:50:00 PM	19	26	0	0	0	3	29	0	0	0	1	5	12	0	0	0	13	3	0	0	328	
04:55:00 PM	18	23	0	0	0	2	27	2	0	0	0	4	17	0	0	0	10	0	0	0	323	1307
05:00:00 PM	25	25	0	0	0	1	44	2	0	0	1	9	13	0	0	0	9	2	0	0	345	1329
05:05:00 PM	15	24	0	0	0	4	41	1	0	0	0	8	10	0	0	0	11	2	0	0	350	1327
05:10:00 PM	14	32	1	0	0	0	35	1	0	0	0	12	12	0	0	0	11	3	0	0	368	1343
05:15:00 PM	23	23	0	0	0	0	36	3	0	0	1	2	13	0	0	0	2	2	0	0	342	1322
05:20:00 PM	17	30	0	0	0	8	24	2	0	0	0	10	9	0	0	0	7	2	0	0	335	1322
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	320	1309
05:30:00 PM	14	13	0	0	0	3	31	1	0	0	0	1	6	0	0	0	10	1	0	0	295	1301
05:35:00 PM	22	29	0	0	0	7	19	1	0	0	1	5	12	0	0	0	8	4	0	0	294	1307
05:40:00 PM	13	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	270	1281
05:45:00 PM	8	17	0	0	0	3	30	0	0	0	0	3	9	0	0	0	4	2	0	0	266	1248
05:50:00 PM	14	22	1	0	0	1	25	1	0	0	0	0	8	0	0	0	4	3	0	0	237	1216
05:55:00 PM	18	20	0	0	0	4	19	0	0	0	0	6	10	0	0	0	4	1	0	0	237	1195

Truck Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:15:00 PM	3	4	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	21	
04:20:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
04:25:00 PM	1	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	17	
04:35:00 PM	0	1	0	0	0	0	5	0	0	0	0	0	2	0	0	0	1	0	0	0	22	
04:40:00 PM	1	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
04:45:00 PM	1	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	2	1	0	0	25	
04:50:00 PM	1	1	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	23	
04:55:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	82
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	14	77
05:05:00 PM	1	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	12	75
05:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	14	78
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	69
05:20:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	10	67
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	60
05:30:00 PM	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	60
05:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	9	54
05:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	49
05:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	35
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33

Bike Volumes

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

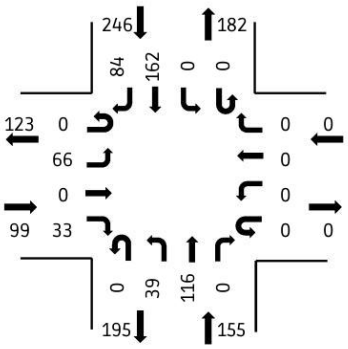
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

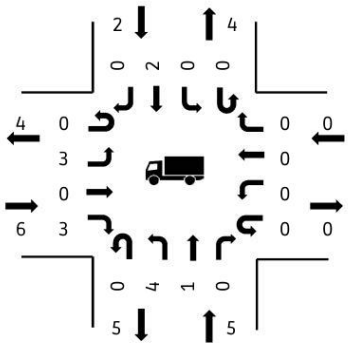
RallyTraffic

Location: SW Grahams Ferry Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:30 PM
Peak Hour Factor: 0.89

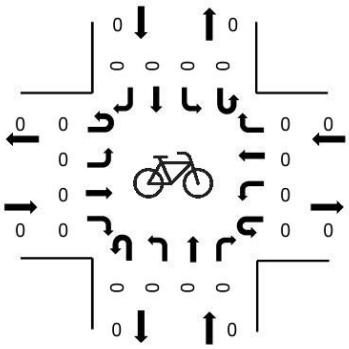
Motorized Vehicles



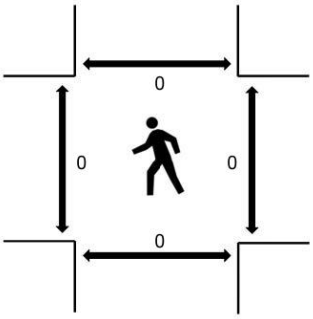
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
10	1	0	0	0	0	1	0	0	0	4	0	9	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	11	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	118	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	16	0	0	0	0	5	10	0	0	4	0	4	0	0	0	0	0	0	0	115	
04:25:00 PM	3	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	118	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	138	
04:35:00 PM	4	4	0	0	0	0	17	8	0	0	1	0	1	0	0	0	0	0	0	0	130	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	5	0	1	0	0	0	0	0	0	0	140	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	120	
04:50:00 PM	6	7	0	0	0	0	12	4	0	0	5	0	3	0	0	0	0	0	0	0	122	
04:55:00 PM	5	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	111	487
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	6	0	4	0	0	0	0	0	0	0	107	487
05:05:00 PM	1	5	0	0	0	0	8	9	0	0	9	0	8	0	0	0	0	0	0	0	110	477
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	119	488
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	135	500
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	487
05:25:00 PM	1	8	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	112	482
05:30:00 PM	6	6	0	0	0	0	9	3	0	0	5	0	0	0	0	0	0	0	0	0	92	454
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	90	447
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	82	424
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	3	0	0	0	0	0	0	0	90	424
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	94	419
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	1	0	0	0	0	0	0	0	86	399

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	5	0	1	0	0	10	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	117	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	15	0	0	0	0	5	10	0	0	4	0	3	0	0	0	0	0	0	0	113	
04:25:00 PM	2	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	115	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	135	
04:35:00 PM	4	4	0	0	0	0	15	8	0	0	1	0	1	0	0	0	0	0	0	0	127	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	4	0	1	0	0	0	0	0	0	0	137	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	117	
04:50:00 PM	5	7	0	0	0	0	12	4	0	0	5	0	2	0	0	0	0	0	0	0	119	
04:55:00 PM	4	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	108	477
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	5	0	4	0	0	0	0	0	0	0	103	477
05:05:00 PM	0	5	0	0	0	0	8	9	0	0	8	0	7	0	0	0	0	0	0	0	105	464
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	115	475
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	132	487
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	476
05:25:00 PM	0	7	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	110	470
05:30:00 PM	5	6	0	0	0	0	8	3	0	0	5	0	0	0	0	0	0	0	0	0	88	440
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	86	435
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	80	413
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	2	0	0	0	0	0	0	0	89	412
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	93	409
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0	84	389

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	10
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	13
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:25:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:30:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	12
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Bike Volumes

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

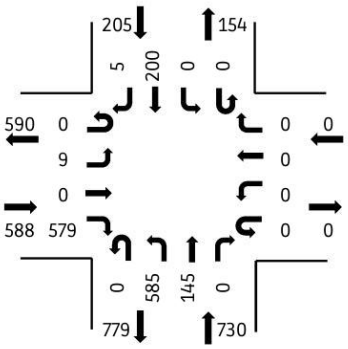
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

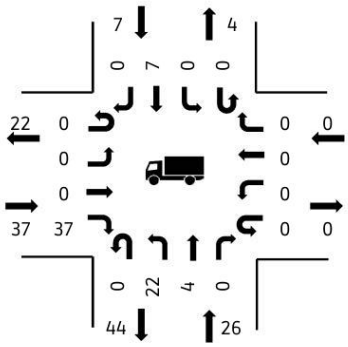
RallyTraffic

Location: SW Grahams Ferry Rd & Basalt Creek Pkwy
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.93

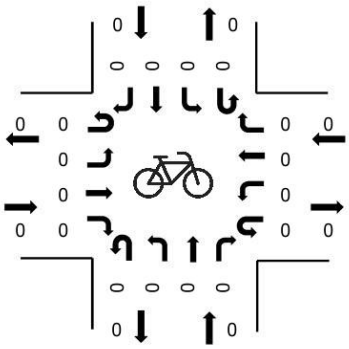
Motorized Vehicles



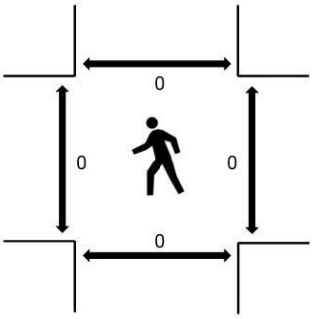
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (Basalt Creek Pkwy)					Westbound (Basalt Creek Pkwy)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	3	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	43	6	0	0	0	0	11	1	0	0	1	0	48	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	16	1	0	0	2	0	51	0	0	0	0	0	0	0		
04:10:00 PM	46	11	0	0	0	0	7	0	0	0	0	0	47	0	0	0	0	0	0	0	348	
04:15:00 PM	52	14	0	0	0	0	7	0	0	0	0	0	48	0	0	0	0	0	0	0	359	
04:20:00 PM	48	17	0	0	0	0	16	0	0	0	1	0	43	0	0	0	0	0	0	0	357	
04:25:00 PM	60	15	0	0	0	0	12	0	0	0	1	0	51	0	0	0	0	0	0	0	385	
04:30:00 PM	44	17	0	0	0	0	22	1	0	0	1	0	44	0	0	0	0	0	0	0	393	
04:35:00 PM	44	7	0	0	0	0	18	0	0	0	2	0	47	0	0	0	0	0	0	0	386	
04:40:00 PM	53	22	0	0	0	0	14	0	0	0	0	0	45	0	0	0	0	0	0	0	381	
04:45:00 PM	43	8	0	0	0	0	15	1	0	0	1	0	46	0	0	0	0	0	0	0	366	
04:50:00 PM	53	13	0	0	0	0	17	0	0	0	0	0	49	0	0	0	0	0	0	0	380	
04:55:00 PM	39	10	0	0	0	0	11	1	0	0	1	0	45	0	0	0	0	0	0	0	353	1467
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	43	0	0	0	0	0	0	0	355	1473
05:05:00 PM	44	7	0	0	0	0	5	1	0	0	0	0	51	0	0	0	0	0	0	0	331	1454
05:10:00 PM	66	10	0	0	0	0	31	0	0	0	0	0	67	0	0	0	0	0	0	0	398	1517
05:15:00 PM	41	10	0	0	0	0	25	1	0	0	2	0	48	0	0	0	0	0	0	0	409	1523
05:20:00 PM	41	8	0	0	0	0	7	1	0	0	0	0	42	0	0	0	0	0	0	0	400	1497
05:25:00 PM	47	9	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	328	1460
05:30:00 PM	47	12	0	0	0	0	12	0	0	0	0	0	35	0	0	0	0	0	0	0	307	1437
05:35:00 PM	55	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	325	1436
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	44	0	0	0	0	0	0	0	327	1406
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	308	1379
05:50:00 PM	35	12	0	0	0	0	8	0	0	0	0	0	25	0	0	0	0	0	0	0	271	1327
05:55:00 PM	28	2	0	0	0	0	6	1	0	0	1	0	35	0	0	0	0	0	0	0	240	1293

Attachment 8

Attachment 3

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	40	6	0	0	0	0	10	1	0	0	1	0	43	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	15	1	0	0	2	0	47	0	0	0	0	0	0	0		
04:10:00 PM	41	11	0	0	0	0	7	0	0	0	0	0	46	0	0	0	0	0	0	0	328	
04:15:00 PM	50	14	0	0	0	0	7	0	0	0	0	0	42	0	0	0	0	0	0	0	340	
04:20:00 PM	46	17	0	0	0	0	15	0	0	0	1	0	40	0	0	0	0	0	0	0	337	
04:25:00 PM	57	14	0	0	0	0	12	0	0	0	1	0	47	0	0	0	0	0	0	0	363	
04:30:00 PM	41	17	0	0	0	0	20	1	0	0	1	0	44	0	0	0	0	0	0	0	374	
04:35:00 PM	43	7	0	0	0	0	16	0	0	0	2	0	43	0	0	0	0	0	0	0	366	
04:40:00 PM	48	22	0	0	0	0	14	0	0	0	0	0	41	0	0	0	0	0	0	0	360	
04:45:00 PM	42	8	0	0	0	0	15	1	0	0	1	0	42	0	0	0	0	0	0	0	345	
04:50:00 PM	52	12	0	0	0	0	17	0	0	0	0	0	46	0	0	0	0	0	0	0	361	
04:55:00 PM	36	9	0	0	0	0	10	1	0	0	1	0	42	0	0	0	0	0	0	0	335	1386
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	40	0	0	0	0	0	0	0	339	1398
05:05:00 PM	44	6	0	0	0	0	5	1	0	0	0	0	49	0	0	0	0	0	0	0	317	1381
05:10:00 PM	64	10	0	0	0	0	30	0	0	0	0	0	65	0	0	0	0	0	0	0	387	1445
05:15:00 PM	40	10	0	0	0	0	25	1	0	0	2	0	43	0	0	0	0	0	0	0	395	1453
05:20:00 PM	40	8	0	0	0	0	7	1	0	0	0	0	40	0	0	0	0	0	0	0	386	1430
05:25:00 PM	43	7	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	313	1395
05:30:00 PM	47	11	0	0	0	0	11	0	0	0	0	0	35	0	0	0	0	0	0	0	296	1375
05:35:00 PM	54	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	316	1380
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	41	0	0	0	0	0	0	0	321	1356
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	304	1334
05:50:00 PM	35	12	0	0	0	0	7	0	0	0	0	0	23	0	0	0	0	0	0	0	265	1284
05:55:00 PM	27	2	0	0	0	0	5	1	0	0	1	0	33	0	0	0	0	0	0	0	233	1254

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	3	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
04:10:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	19	
04:20:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	20	
04:25:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	22	
04:30:00 PM	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:35:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
04:40:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:50:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	
04:55:00 PM	3	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	18	81
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	75
05:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	73
05:10:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	11	72
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	14	70
05:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	67
05:25:00 PM	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	65
05:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	62
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	56
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	50
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	6	43
05:55:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	7	39

Bike Volumes

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

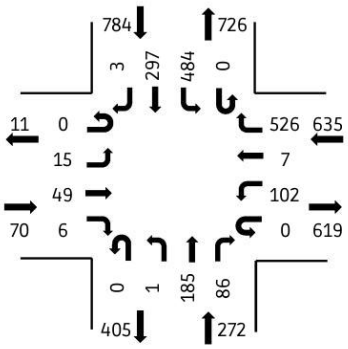
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

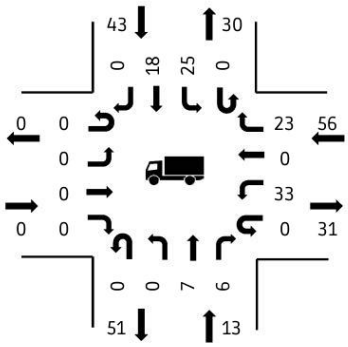
RallyTraffic

Location: SW Grahams Ferry Rd & SW Day Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:20 PM
Peak Hour Factor: 0.92

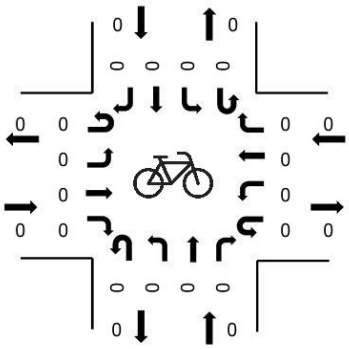
Motorized Vehicles



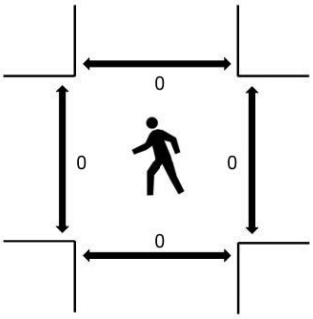
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Day Rd)					Westbound (SW Day Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	4	7	0	0	5	6	0	0	0	0	0	0	0	0	32	0	4	0	0

Attachment 8

Attachment 3

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	4	0	0	39	35	0	0	0	2	10	4	0	0	8	0	38	0	0		
04:05:00 PM	1	17	7	0	0	23	25	0	0	0	5	5	1	0	0	13	0	40	0	0		
04:10:00 PM	0	21	8	0	0	35	29	0	0	0	1	4	2	0	0	4	1	31	0	0	421	
04:15:00 PM	0	18	2	0	0	39	19	0	0	0	1	5	0	0	0	9	0	36	0	0	402	
04:20:00 PM	0	26	10	0	0	31	26	0	0	0	3	7	2	0	0	7	0	53	0	0	430	
04:25:00 PM	1	11	7	0	0	42	22	0	0	0	6	18	0	0	0	13	0	36	0	0	450	
04:30:00 PM	0	18	7	0	0	35	34	0	0	0	2	6	2	0	0	9	2	45	0	0	481	
04:35:00 PM	0	14	9	0	0	31	28	0	0	0	1	1	0	0	0	6	0	43	0	0	449	
04:40:00 PM	0	20	8	0	0	42	30	0	0	0	1	2	0	0	0	5	1	47	0	0	449	
04:45:00 PM	0	15	7	0	0	28	25	0	0	0	0	1	1	0	0	22	2	42	0	0	432	
04:50:00 PM	0	15	5	0	0	49	21	0	0	0	0	3	0	0	0	4	1	46	0	0	443	
04:55:00 PM	0	8	8	0	0	49	15	1	0	0	0	3	0	0	0	14	0	37	0	0	422	1742
05:00:00 PM	0	12	11	0	0	43	18	0	0	0	1	3	0	0	0	5	0	41	0	0	413	1728
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	36	0	0	385	1707
05:10:00 PM	0	10	4	0	0	50	39	1	0	0	0	2	0	0	0	7	0	63	0	0	426	1747
05:15:00 PM	0	17	5	0	0	44	26	1	0	0	1	3	0	0	0	8	1	37	0	0	435	1761
05:20:00 PM	0	12	6	0	0	46	22	0	0	0	0	0	1	0	0	10	0	39	0	0	455	1732
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	43	0	0	397	1694
05:30:00 PM	0	13	3	0	0	31	14	0	0	0	0	2	0	0	0	4	0	42	0	0	363	1643
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	10	0	46	0	0	363	1646
05:40:00 PM	0	8	8	0	0	37	17	0	0	0	1	3	0	0	0	5	0	44	0	0	368	1613
05:45:00 PM	0	8	1	0	0	26	13	2	0	0	1	4	0	0	0	8	1	43	0	0	366	1577
05:50:00 PM	0	12	3	0	0	24	5	0	0	0	1	2	0	0	0	5	3	29	0	0	314	1517
05:55:00 PM	1	2	2	0	0	42	9	0	0	0	0	1	0	0	0	1	3	28	0	0	280	1471

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	7	4	0	0	35	33	0	0	0	2	10	4	0	0	4	0	37	0	0		
04:05:00 PM	1	16	7	0	0	23	22	0	0	0	5	5	1	0	0	8	0	37	0	0		
04:10:00 PM	0	21	6	0	0	35	27	0	0	0	1	4	2	0	0	2	1	28	0	0	388	
04:15:00 PM	0	18	1	0	0	38	17	0	0	0	1	5	0	0	0	5	0	34	0	0	371	
04:20:00 PM	0	25	9	0	0	28	25	0	0	0	3	7	2	0	0	5	0	51	0	0	401	
04:25:00 PM	1	11	7	0	0	39	19	0	0	0	6	18	0	0	0	9	0	35	0	0	419	
04:30:00 PM	0	17	5	0	0	34	32	0	0	0	2	6	2	0	0	4	2	43	0	0	447	
04:35:00 PM	0	14	8	0	0	30	24	0	0	0	1	1	0	0	0	2	0	39	0	0	411	
04:40:00 PM	0	18	8	0	0	40	28	0	0	0	1	2	0	0	0	2	1	44	0	0	410	
04:45:00 PM	0	14	7	0	0	27	25	0	0	0	0	1	1	0	0	14	2	42	0	0	396	
04:50:00 PM	0	14	4	0	0	45	20	0	0	0	0	3	0	0	0	2	1	44	0	0	410	
04:55:00 PM	0	8	8	0	0	46	15	1	0	0	0	3	0	0	0	11	0	35	0	0	393	1610
05:00:00 PM	0	12	10	0	0	42	15	0	0	0	1	3	0	0	0	5	0	41	0	0	389	1603
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	35	0	0	371	1593
05:10:00 PM	0	10	4	0	0	48	37	1	0	0	0	2	0	0	0	7	0	60	0	0	413	1635
05:15:00 PM	0	16	5	0	0	40	26	1	0	0	1	3	0	0	0	6	1	34	0	0	417	1649
05:20:00 PM	0	11	5	0	0	43	21	0	0	0	0	0	1	0	0	6	0	39	0	0	428	1620
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	39	0	0	373	1589
05:30:00 PM	0	13	3	0	0	29	14	0	0	0	0	2	0	0	0	3	0	40	0	0	344	1546
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	9	0	43	0	0	350	1559
05:40:00 PM	0	8	8	0	0	37	15	0	0	0	1	3	0	0	0	4	0	44	0	0	356	1535
05:45:00 PM	0	7	1	0	0	26	13	2	0	0	1	4	0	0	0	6	1	42	0	0	355	1505
05:50:00 PM	0	12	3	0	0	22	4	0	0	0	1	2	0	0	0	4	3	28	0	0	302	1451
05:55:00 PM	1	2	2	0	0	40	7	0	0	0	0	1	0	0	0	1	3	28	0	0	267	1409

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	4	0	1	0	0		
04:05:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:10:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	33	
04:15:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	2	0	0	31	
04:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	2	0	0	29	
04:25:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	0	1	0	0	31	
04:30:00 PM	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	5	0	2	0	0	34	
04:35:00 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	4	0	4	0	0	38	
04:40:00 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3	0	3	0	0	39	
04:45:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	36	
04:50:00 PM	0	1	1	0	0	4	1	0	0	0	0	0	0	0	0	2	0	2	0	0	33	
04:55:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	2	0	0	29	132
05:00:00 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	114
05:10:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	13	112
05:15:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	3	0	0	18	112
05:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	27	112
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	24	105
05:30:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	19	97
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	13	87
05:40:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	12	78
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	11	72
05:50:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	12	66
05:55:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	62

Bike Volumes

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

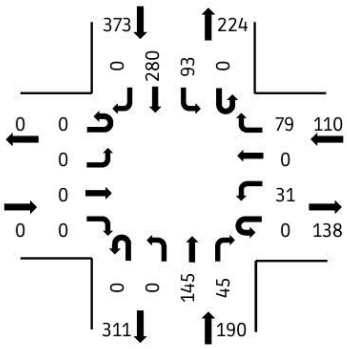
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

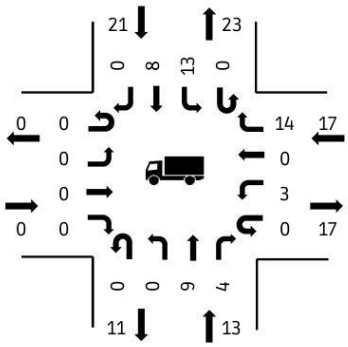
RallyTraffic

Location: SW Grahams Ferry Rd & SW Clutter Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.88

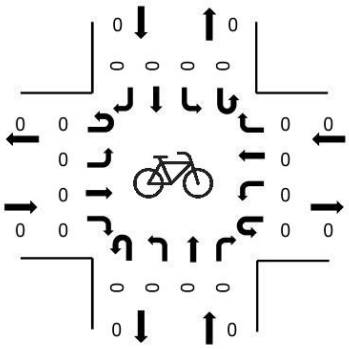
Motorized Vehicles



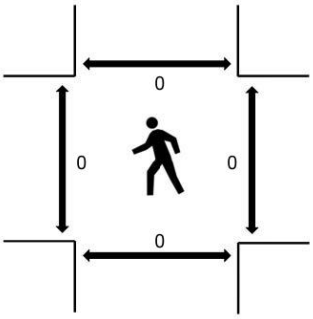
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Clutter Rd)					Westbound (SW Clutter Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	9	0	0	14	3	0	0	0	0	0	0	0	0	10	0	18	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	6	0	0	15	30	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	10	4	0	0	11	24	0	0	0	0	0	0	0	0	3	0	10	0	0		
04:10:00 PM	0	8	7	0	0	7	23	0	0	0	0	0	0	0	0	5	0	12	0	0	192	
04:15:00 PM	0	17	6	0	0	3	16	0	0	0	0	0	0	0	0	2	0	7	0	0	175	
04:20:00 PM	0	13	4	0	0	9	21	0	0	0	0	0	0	0	0	4	0	9	0	0	173	
04:25:00 PM	0	14	4	0	0	5	24	0	0	0	0	0	0	0	0	2	0	6	0	0	166	
04:30:00 PM	0	15	1	0	0	14	26	0	0	0	0	0	0	0	0	3	0	3	0	0	177	
04:35:00 PM	0	13	3	0	0	7	21	0	0	0	0	0	0	0	0	2	0	8	0	0	171	
04:40:00 PM	0	12	3	0	0	4	24	0	0	0	0	0	0	0	0	0	0	6	0	0	165	
04:45:00 PM	0	12	3	0	0	9	31	0	0	0	0	0	0	0	0	2	0	7	0	0	167	
04:50:00 PM	0	11	2	0	0	5	20	0	0	0	0	0	0	0	0	1	0	3	0	0	155	
04:55:00 PM	0	11	2	0	0	4	20	0	0	0	0	0	0	0	0	2	0	5	0	0	150	673
05:00:00 PM	0	6	2	0	0	3	17	0	0	0	0	0	0	0	0	3	0	5	0	0	122	641
05:05:00 PM	0	11	0	0	0	6	16	0	0	0	0	0	0	0	0	6	0	3	0	0	122	621
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	4	0	0	123	604
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	9	0	0	151	617
05:20:00 PM	0	10	1	0	0	4	23	0	0	0	0	0	0	0	0	1	0	5	0	0	153	601
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	148	586
05:30:00 PM	0	7	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	113	553
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	108	538
05:40:00 PM	0	12	1	0	0	2	17	0	0	0	0	0	0	0	0	1	0	1	0	0	102	523
05:45:00 PM	0	5	3	0	0	2	17	0	0	0	0	0	0	0	0	4	0	5	0	0	109	495
05:50:00 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	3	0	0	96	479
05:55:00 PM	0	1	2	0	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	0	76	449

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	6	0	0	15	28	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	9	4	0	0	8	23	0	0	0	0	0	0	0	0	2	0	6	0	0		
04:10:00 PM	0	7	5	0	0	6	23	0	0	0	0	0	0	0	0	4	0	11	0	0	173	
04:15:00 PM	0	17	6	0	0	2	16	0	0	0	0	0	0	0	0	2	0	7	0	0	158	
04:20:00 PM	0	13	4	0	0	8	21	0	0	0	0	0	0	0	0	4	0	7	0	0	163	
04:25:00 PM	0	13	3	0	0	5	23	0	0	0	0	0	0	0	0	2	0	5	0	0	158	
04:30:00 PM	0	14	1	0	0	11	26	0	0	0	0	0	0	0	0	3	0	2	0	0	165	
04:35:00 PM	0	13	3	0	0	6	20	0	0	0	0	0	0	0	0	2	0	7	0	0	159	
04:40:00 PM	0	10	3	0	0	3	22	0	0	0	0	0	0	0	0	0	0	6	0	0	152	
04:45:00 PM	0	12	3	0	0	8	30	0	0	0	0	0	0	0	0	1	0	4	0	0	153	
04:50:00 PM	0	10	1	0	0	5	20	0	0	0	0	0	0	0	0	1	0	2	0	0	141	
04:55:00 PM	0	10	2	0	0	3	20	0	0	0	0	0	0	0	0	2	0	5	0	0	139	622
05:00:00 PM	0	6	2	0	0	3	16	0	0	0	0	0	0	0	0	3	0	5	0	0	116	592
05:05:00 PM	0	11	0	0	0	6	15	0	0	0	0	0	0	0	0	6	0	3	0	0	118	581
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	3	0	0	120	569
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	4	0	0	144	578
05:20:00 PM	0	9	1	0	0	3	23	0	0	0	0	0	0	0	0	1	0	4	0	0	144	562
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	140	551
05:30:00 PM	0	6	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	109	522
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	107	510
05:40:00 PM	0	12	0	0	0	1	17	0	0	0	0	0	0	0	0	1	0	1	0	0	99	498
05:45:00 PM	0	5	0	0	0	2	16	0	0	0	0	0	0	0	0	4	0	3	0	0	101	470
05:50:00 PM	0	7	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	2	0	0	86	455
05:55:00 PM	0	1	2	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	67	426

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1	0	4	0	0		
04:10:00 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	19	
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:20:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	10	
04:25:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
04:30:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:35:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:40:00 PM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:45:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3	0	0	14	
04:50:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
04:55:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49
05:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	35
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	7	39
05:20:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	35
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	31
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28
05:40:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
05:45:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8	25
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	24
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Bike Volumes

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

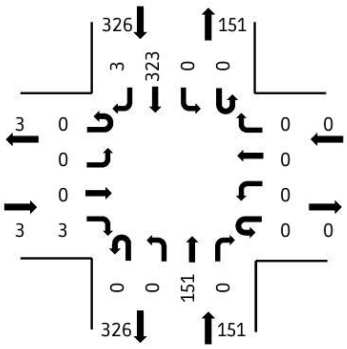
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

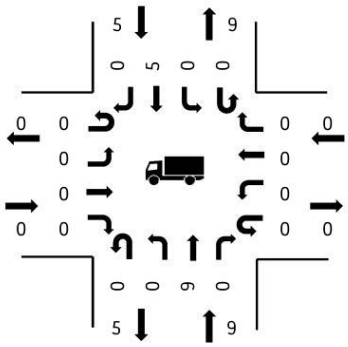
RallyTraffic

Location: SW Grahams Ferry Rd & SW Wheatland Dr
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.9

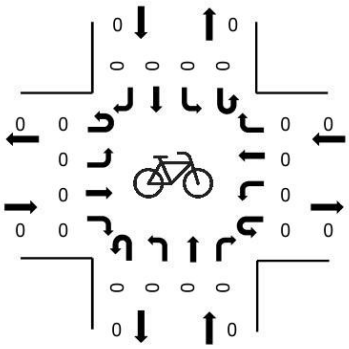
Motorized Vehicles



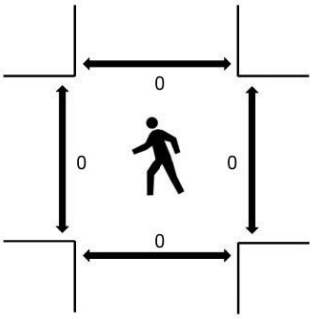
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Wheatland Dr)					Westbound (SW Wheatland Dr)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	9	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	13	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	114	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:25:00 PM	0	14	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	129	
04:35:00 PM	0	12	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	134	
04:40:00 PM	0	14	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:45:00 PM	0	13	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	118	
04:55:00 PM	0	11	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	119	480
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	101	461
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	91	457
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	448
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	458
05:20:00 PM	0	5	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	119	462
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	117	448
05:30:00 PM	0	8	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	101	430
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	92	420
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	89	418
05:45:00 PM	0	12	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	96	409
05:50:00 PM	0	7	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	87	389
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67	366

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Attachment 8

Attachment 3

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	8	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	11	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	110	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	111	
04:25:00 PM	0	12	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
04:35:00 PM	0	12	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	130	
04:40:00 PM	0	12	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	116	
04:45:00 PM	0	13	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	113	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	115	
04:55:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	117	466
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	100	449
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	90	446
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	440
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	450
05:20:00 PM	0	4	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	118	453
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	116	442
05:30:00 PM	0	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	99	423
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	91	414
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	88	414
05:45:00 PM	0	8	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	91	401
05:50:00 PM	0	6	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	81	380
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61	358

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:45:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Bike Volumes

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

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Wilsonville Basalt Creek West Railroad Study
Existing Conditions
2026

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.20/0.03	7.9/10	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.13/0.02	0/14.1	A/B
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.45	17.5	B
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.08/0.14	7.9/12.7	A/B
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.60	14.2	B
6	Synchro HCM 7th Signal	Grahams Ferry Rd & Day Rd	Signal	0.98	77.0	E
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	AWSC	0.54	13.1	B
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.10/0.05	0/11.2	A/B
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.10/0.01	0/10.3	A/B

HCM 7th TWSC
1: Morgan Rd & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	4	65	278	1	15
Future Vol, veh/h	185	4	65	278	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	223	5	78	335	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	717	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1341	-	382	790
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	360	790
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1341	-
HCM Lane V/C Ratio	0.026	-	-	0.058	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

HCM 7th TWSC
2: North Site Access/Waldo Wy & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Future Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	222	0	0	381	7	0	0	0	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	222	0	0	603	610	222	607	607	384
Stage 1	-	-	-	-	-	-	222	222	-	384	384	-
Stage 2	-	-	-	-	-	-	381	388	-	222	222	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	404	-	403	406	-
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	14.14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1149	-	-	1323	-	-	403
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.022
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	14.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Existing 2026
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Future Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	6	76	177	0	116	35	244	358	2	33	456	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	14	406	603	3	196	59	295	843	5	62	577	19
Arrive On Green	0.01	0.23	0.23	0.00	0.15	0.15	0.17	0.46	0.46	0.04	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1739	1346	406	1739	1814	10	1725	1743	57
Grp Volume(v), veh/h	6	76	177	0	0	151	244	0	360	33	0	471
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1824	1725	0	1801
Q Serve(g_s), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Cycle Q Clear(g_c), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	14	406	603	3	0	255	295	0	848	62	0	596
V/C Ratio(X)	0.44	0.19	0.29	0.00	0.00	0.59	0.83	0.00	0.42	0.53	0.00	0.79
Avail Cap(c_a), veh/h	779	981	1090	792	0	957	475	0	1329	628	0	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	17.2	11.3	0.0	0.0	21.9	22.0	0.0	9.8	26.0	0.0	16.6
Incr Delay (d2), s/veh	8.1	0.1	0.1	0.0	0.0	0.8	2.9	0.0	0.3	2.6	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	1.3	0.0	0.0	1.7	3.0	0.0	2.4	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	17.3	11.4	0.0	0.0	22.8	25.0	0.0	10.1	28.6	0.0	19.1
LnGrp LOS	D	B	B			C	C		B	C		B
Approach Vol, veh/h		259			151			604			504	
Approach Delay, s/veh		13.7			22.8			16.1			19.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	31.0	0.0	17.9	13.3	23.7	4.4	13.5
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	20.0	40.0	25.0	30.0	15.0	40.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	3.0	9.2	0.0	6.4	9.4	15.0	2.2	6.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.1	3.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
4: Grahams Ferry Rd & Tonquin Rd

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	33	39	116	162	84
Future Vol, veh/h	66	33	39	116	162	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	74	37	44	130	182	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	229	276	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	562	800	1281	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	800	1281	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.7	1.99	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1281	-	542	800	-	-
HCM Lane V/C Ratio	0.034	-	0.137	0.046	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.1	-	-

HCM 7th Signalized Intersection Summary
5: Grahams Ferry Rd & Basalt Creek Pkwy/Basalt Creek Pkwy Extension

Existing 2026
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Future Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	10	0	623	0	0	0	629	156	0	0	215	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	504	0	965	0	557	0	748	1018	0	106	277	6
Arrive On Green	0.29	0.00	0.29	0.00	0.00	0.00	0.34	0.55	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1361	0	1522	0	1900	0	1753	1841	0	1221	1806	42
Grp Volume(v), veh/h	10	0	623	0	0	0	629	156	0	0	0	220
Grp Sat Flow(s),veh/h/ln	1361	0	1522	0	1900	0	1753	1841	0	1221	0	1848
Q Serve(g_s), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	504	0	965	0	557	0	748	1018	0	106	0	284
V/C Ratio(X)	0.02	0.00	0.65	0.00	0.00	0.00	0.84	0.15	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h	664	0	1143	0	780	0	1486	2198	0	374	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	7.7	0.0	0.0	0.0	13.1	7.4	0.0	0.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.0	3.2	0.1	0.0	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.0	0.0	0.0	6.7	1.0	0.0	0.0	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	8.3	0.0	0.0	0.0	16.3	7.5	0.0	0.0	0.0	29.5
LnGrp LOS	B		A				B	A				C
Approach Vol, veh/h		633			0			785			220	
Approach Delay, s/veh		8.4			0.0			14.5			29.5	
Approach LOS		A						B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.2		25.0	27.3	16.0		25.0				
Change Period (Y+Rc), s		5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s		81.5		28.0	52.0	25.5		28.0				
Max Q Clear Time (g_c+I1), s		4.8		19.3	20.2	9.8		0.0				
Green Ext Time (p_c), s		1.2		0.7	3.1	0.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.2
HCM 7th LOS		B

HCM 7th Signalized Intersection Summary
6: Grahams Ferry Rd & Day Rd

Existing 2026
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Future Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1752	1752	1752	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	16	53	7	111	8	572	1	201	93	526	323	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	10	10	10	5	5	5	6	6	6
Cap, veh/h	84	257	30	314	20	454	2	253	117	557	959	9
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.21	0.21	0.32	0.54	0.54
Sat Flow, veh/h	130	843	99	796	66	1485	1739	1181	546	1725	1791	17
Grp Volume(v), veh/h	76	0	0	119	0	572	1	0	294	526	0	326
Grp Sat Flow(s),veh/h/ln	1071	0	0	862	0	1485	1739	0	1728	1725	0	1808
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0	17.8	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Prop In Lane	0.21		0.09	0.93		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	372	0	0	334	0	454	2	0	369	557	0	968
V/C Ratio(X)	0.20	0.00	0.00	0.36	0.00	1.26	0.52	0.00	0.80	0.94	0.00	0.34
Avail Cap(c_a), veh/h	372	0	0	334	0	454	443	0	880	615	0	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	29.7	0.0	34.1	49.0	0.0	36.6	32.4	0.0	12.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	134.2	95.2	0.0	6.3	22.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.4	0.0	27.4	0.1	0.0	7.2	15.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	0.0	0.0	30.2	0.0	168.2	144.2	0.0	42.9	54.4	0.0	13.3
LnGrp LOS	C			C		F	F		D	D		B
Approach Vol, veh/h		76			691			295			852	
Approach Delay, s/veh		25.4			144.5			43.2			38.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	58.1		35.0	36.7	26.5		35.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	25.6	50.0		30.0	35.0	50.0		25.0
Max Q Clear Time (g_c+I1), s	12.1	12.0		32.0	31.2	17.8		20.1
Green Ext Time (p_c), s	0.0	3.6		0.0	0.5	3.2		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	77.0
HCM 7th LOS	E

HCM 7th AWSC
7: Grahams Ferry Rd & Clutter Rd

Existing 2026
PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	79	145	45	93	280
Future Vol, veh/h	31	79	145	45	93	280
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	15	15	7	7	6	6
Mvmt Flow	35	90	165	51	106	318
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.5	9.6	13.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	25%
Vol Thru, %	76%	0%	75%
Vol Right, %	24%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	110	373
LT Vol	0	31	93
Through Vol	145	0	280
RT Vol	45	79	0
Lane Flow Rate	216	125	424
Geometry Grp	1	1	1
Degree of Util (X)	0.281	0.181	0.545
Departure Headway (Hd)	4.681	5.225	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	764	683	780
Service Time	2.729	3.287	2.665
HCM Lane V/C Ratio	0.283	0.183	0.544
HCM Control Delay, s/veh	9.6	9.5	13.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.2	0.7	3.3

HCM 7th TWSC
8: Grahams Ferry Rd & South Site Access

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	0	151	311	0
Future Vol, veh/h	10	15	0	151	311	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	11	17	0	168	346	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	513	346	346	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	514	688	1191	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	688	1191	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	606	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Ctrl Dly (s/v)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
9: Grahams Ferry Rd & Wheatland Dr

Existing 2026
PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	151	323	3
Future Vol, veh/h	0	3	0	151	323	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	3	0	168	359	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	361	362	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	514	689	1175	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	689	1175	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0	0
HCM LOS	B		

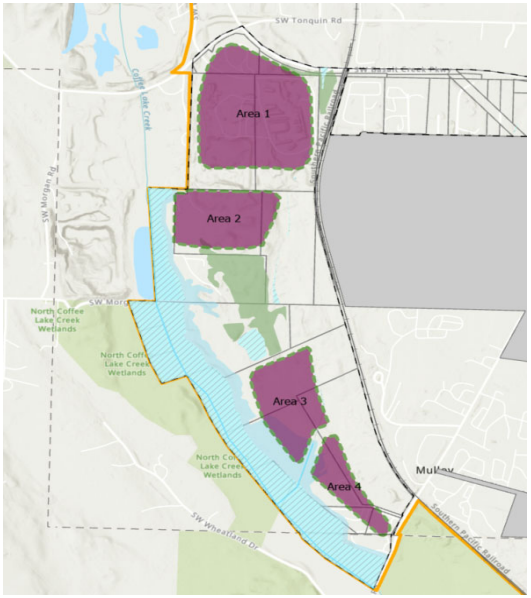
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	689	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek West Railroad Transportation Study - Land Use Assumptions and Trip Generation Table

Trip generation rates are all average rates.

Area	Land Use	amount	unit	ITE LUC	*Weekday rate*	Weekday total	Weekday in	Weekday out	*PM Peak rate*	PM Peak total	PM Peak in	PM Peak out
1	Industrial Park	561.815	KSF	**130**	*2.68*	1506	753	753	*0.23*	129	36	93
1	Restaurant/Brewery	6	KSF	**971**	*61.69*	370	185	185	*9.83*	59	41	18
2	Industrial Park	264.518	KSF	**130**	*2.68*	709	355	354	*0.23*	61	17	44
3	Industrial Park	277.935	KSF	**130**	*2.68*	745	373	372	*0.23*	64	18	46
4	Industrial Park	151.393	KSF	**130**	*2.68*	406	203	203	*0.23*	35	10	25

	weekday trips	PM trips						
Area 1 Total	50.2%	54.0%	**1876**	**938**	**938**	**188**	**77**	**111**
Area 2 Total	19.0%	17.5%	**709**	**355**	**354**	**61**	**17**	**44**
Area 3 Total	19.9%	18.4%	**745**	**373**	**372**	**64**	**18**	**46**
Area 4 Total	10.9%	10.1%	**406**	**203**	**203**	**35**	**10**	**25**
Development Total	100.0%	100.0%	**3736**	**1869**	**1867**	**348**	**122**	**226**

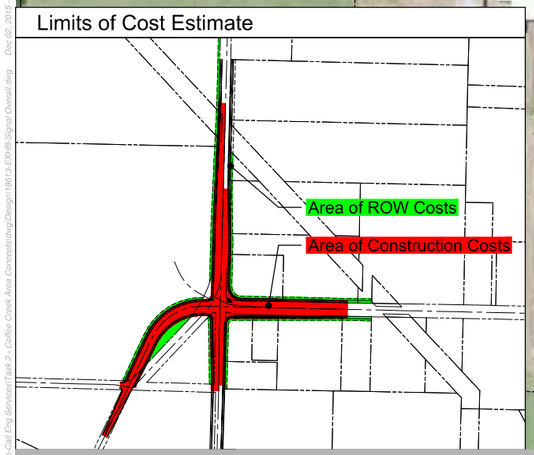


Coffee Creek Area Concepts

Preliminary Design Subject to Change
Date: December 2, 2015

12' Travel Lane
12' Travel Lane
SW Grahams Ferry Rd.
Cahalin Rd.
45:1 Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
Coffee Creek Correctional Facility
14' Turn Lane
SW Garden Acres Rd.
350' Taper
SW Grahams Ferry Rd.
630' Taper
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
300' Lane Drop
300' Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
630' Taper
SW Day Rd.
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane

Limits of Cost Estimate



SCALE: 1"=150'
150 75 0 150

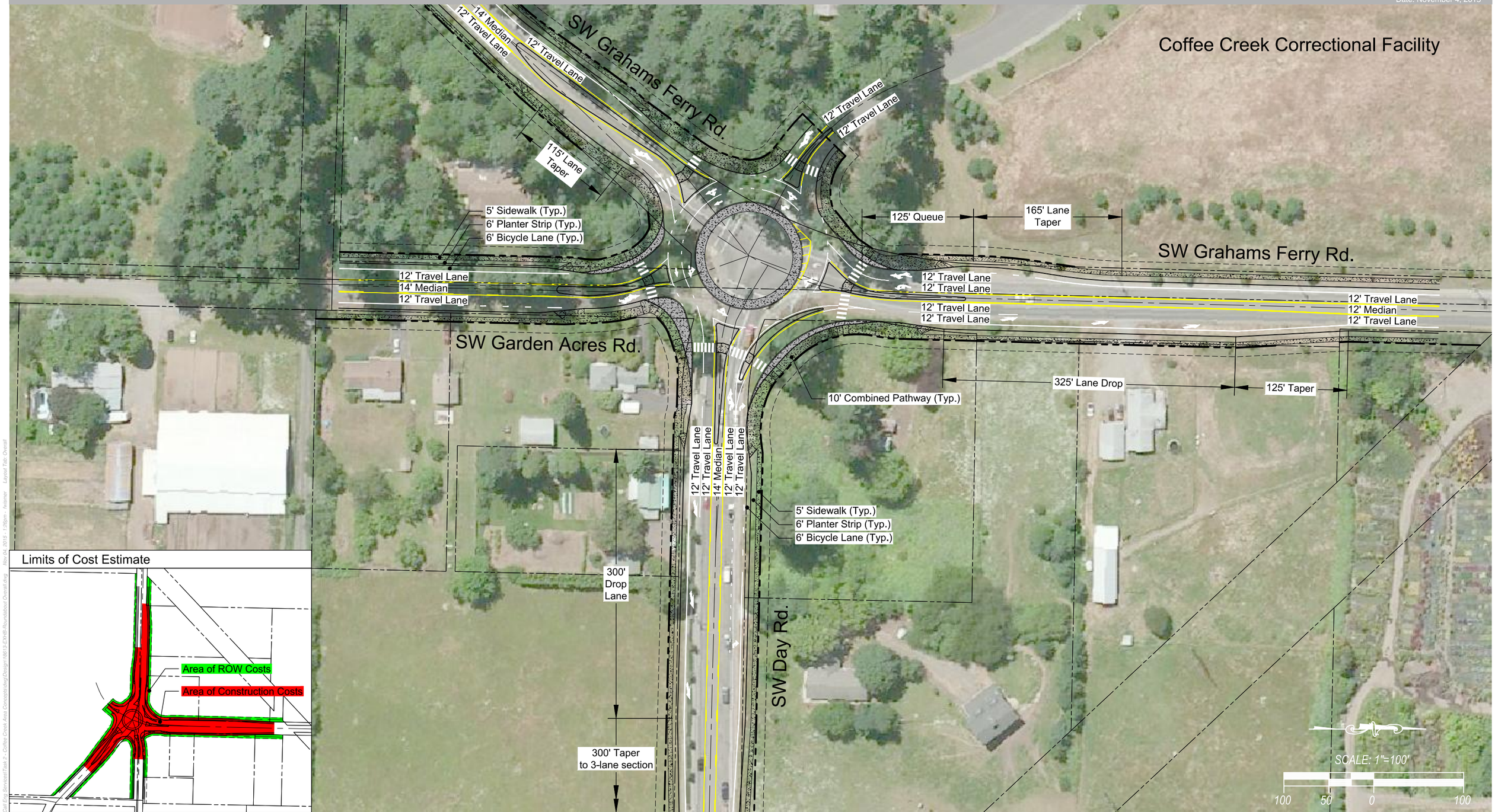
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE (503) 228-5230
CONTACT Fred Wismer or Joey Bansen

Grahams Ferry Road & Day Road Signal
Wilsonville, Oregon

H:\grafton\18613 - City of Wilsonville On-Call Eng Services\Task 2 - Coffee Creek Area Concepts\dwg\Design\18613-EXHIB Signal Overall.dwg Dec 02, 2015 - 4:18pm fwismer Layout Tab: Overall

Coffee Creek Area Concepts

Attachment 3
Preliminary Design Subject to Change
Date: November 4, 2015



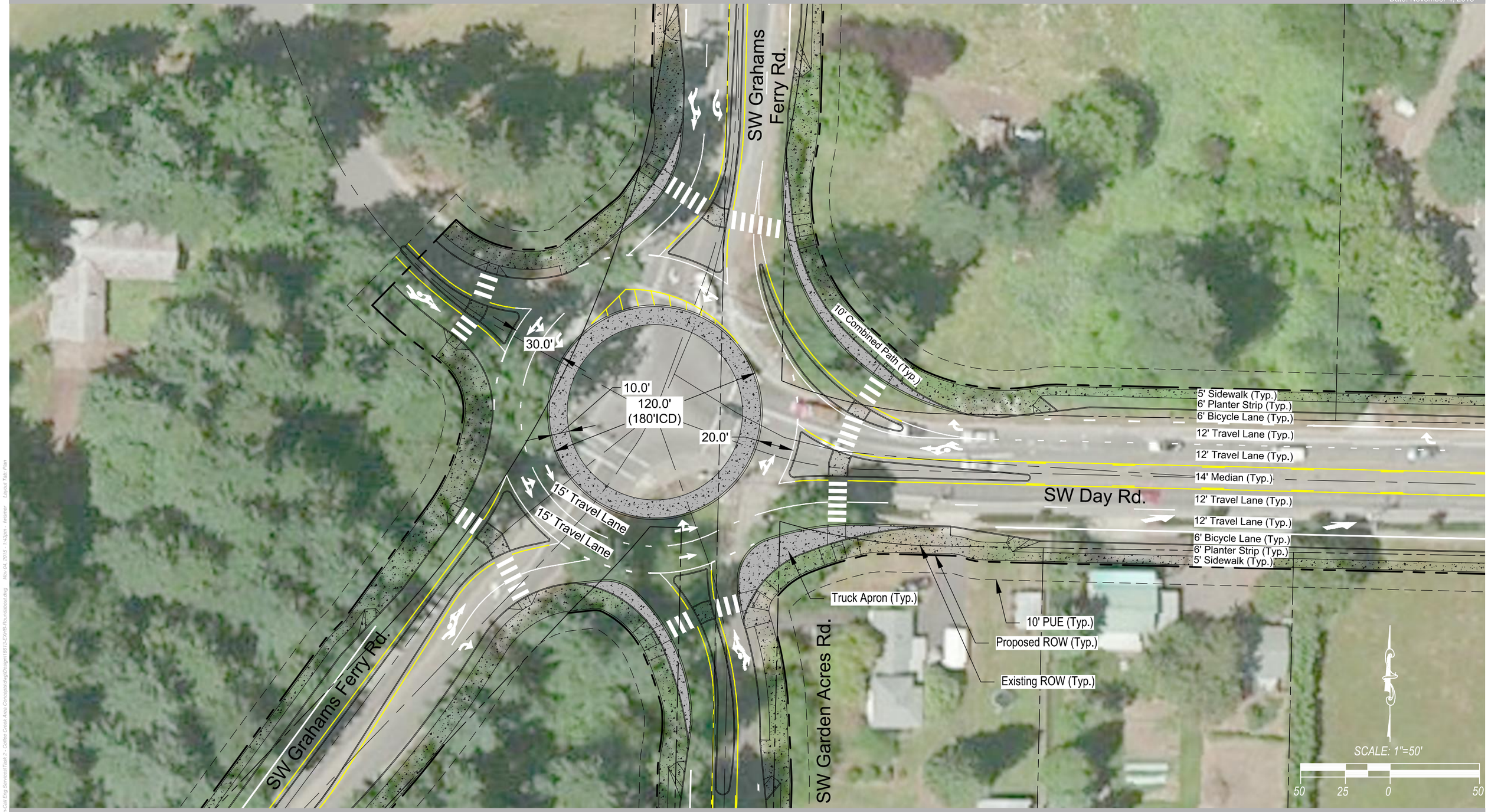
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout
Wilsonville, Oregon

H:\projfiles\19619 - City of Wilsonville On-Call Pre-Bond\Task 2 - Coffee Creek Area Connectivity\Design\19619 DWB Roundabout Overall.dwg Nov 04, 2015 - 1:46pm kistner Layout Tab: Overall

Coffee Creek Area Concepts

Attachment 3
Preliminary Design Subject to Change
Date: November 4, 2015



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE: (503) 228-5230
CONTACT: JOEY BANSEN or FRED WISMER

Grahams Ferry Road & Day Road Roundabout

Wilsonville, Oregon

H:\proj\Wilsonville\18013 - City of Wilsonville On-Call Eng Services\Task 3 - Coffee Creek Area Concepts\dwg\Design\18013_EXHB Roundabout.dwg Nov 04, 2015 - 1:43pm fwismer Layout: Title Plan

Wilsonville Basalt Creek West Railroad Study
Future Build Conditions
2046

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.32/0.08	8.4/13.6	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.37/0.11	8.2/32.3	A/D
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.79	64.0	E
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.13/0.38	8.5/21.1	A/C
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.58	18.8	B
6	Synchro HCM 7th Signal	Garden Acres Rd & Grahams Ferry Rd & Day Rd	Signal	0.83	23.8	C
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	*This intersection will be closed in 2046*			
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.17/0.43	8.8/25	A/C
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.16/0.01	0/12.1	A/B

HCM 7th TWSC
1: Morgan Rd & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	105	456	5	25
Future Vol, veh/h	306	10	105	456	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	369	12	127	549	6	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	1177	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1178	-	202	650
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1178	-	180	650
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.58	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1178	-
HCM Lane V/C Ratio	0.08	-	-	0.107	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

HCM 7th TWSC
2: North Site Access/Waldo Wy & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Future Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	356	7	61	611	11	12	0	112	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	622	0	0	362	0	0	1092	1103	359	1094	1101	617
Stage 1	-	-	-	-	-	-	359	359	-	739	739	-
Stage 2	-	-	-	-	-	-	733	744	-	356	362	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	940	-	-	1175	-	-	189	208	677	188	208	483
Stage 1	-	-	-	-	-	-	651	620	-	403	418	-
Stage 2	-	-	-	-	-	-	406	415	-	654	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1175	-	-	179	197	677	149	198	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	197	-	149	198	-
Stage 1	-	-	-	-	-	-	651	620	-	382	396	-
Stage 2	-	-	-	-	-	-	385	394	-	545	618	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	12.87	32.27
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	677	940	-	-	1175	-	-	149
HCM Lane V/C Ratio	0.068	0.166	-	-	-	0.052	-	-	0.112
HCM Ctrl Dly (s/v)	26.6	11.4	0	-	-	8.2	-	-	32.3
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.6	0	-	-	0.2	-	-	0.4

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Future 2046 Build
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Future Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	71	135	322	0	195	59	412	575	5	54	731	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	80	414	709	1	211	64	408	1137	10	69	716	59
Arrive On Green	0.05	0.23	0.23	0.00	0.16	0.16	0.23	0.63	0.63	0.04	0.43	0.43
Sat Flow, veh/h	1711	1796	1522	1739	1346	407	1739	1807	16	1725	1651	136
Grp Volume(v), veh/h	71	135	322	0	0	254	412	0	580	54	0	791
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1823	1725	0	1787
Q Serve(g_s), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Cycle Q Clear(g_c), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	80	414	709	1	0	275	408	0	1147	69	0	775
V/C Ratio(X)	0.88	0.33	0.45	0.00	0.00	0.92	1.01	0.00	0.51	0.79	0.00	1.02
Avail Cap(c_a), veh/h	80	414	709	58	0	286	408	0	1147	116	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.6	47.7	27.0	0.0	0.0	62.0	57.1	0.0	15.1	71.0	0.0	42.2
Incr Delay (d2), s/veh	61.6	0.2	0.2	0.0	0.0	32.4	46.9	0.0	0.4	7.2	0.0	37.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.2	7.9	0.0	0.0	12.0	20.7	0.0	10.7	2.2	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.3	47.9	27.2	0.0	0.0	94.3	104.0	0.0	15.4	78.2	0.0	79.7
LnGrp LOS	F	D	C			F	F		B	E		F
Approach Vol, veh/h		528			254			992			845	
Approach Delay, s/veh		46.6			94.3			52.2			79.6	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	99.3	0.0	39.9	39.0	70.2	11.0	28.9
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	10.0	89.7	5.0	26.3	35.0	64.7	7.0	24.3
Max Q Clear Time (g_c+I1), s	6.6	27.8	0.0	23.4	37.0	66.7	8.2	23.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Wilsonville Basalt Creek_3-3-26.syn

DKS Associates
03/04/2026

HCM 7th TWSC
4: Grahams Ferry Rd & Tonquin Rd

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	55	65	190	260	141
Future Vol, veh/h	121	55	65	190	260	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	136	62	73	213	292	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	371	451	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	383	666	1105	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	666	1105	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.93	2.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1105	-	358	666	-	-
HCM Lane V/C Ratio	0.066	-	0.38	0.093	-	-
HCM Ctrl Dly (s/v)	8.5	-	21.1	11	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.3	-	-

HCM 7th Signalized Intersection Summary
5: Grahams Ferry Rd & Basalt Creek Pkwy/Basalt Creek Pkwy Extension

Future 2046 Build
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Future Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	16	558	478	22	471	124	559	129	97	91	253	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	269	1021	790	233	847	221	591	322	242	490	338	15
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.22	0.33	0.33	0.07	0.19	0.19
Sat Flow, veh/h	790	3413	1522	553	2831	740	1753	975	733	1767	1765	77
Grp Volume(v), veh/h	16	558	478	22	299	296	559	0	226	91	0	264
Grp Sat Flow(s),veh/h/ln	790	1706	1522	553	1805	1767	1753	0	1709	1767	0	1842
Q Serve(g_s), s	0.9	6.9	11.0	1.7	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Cycle Q Clear(g_c), s	7.9	6.9	11.0	8.6	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.43	1.00		0.04
Lane Grp Cap(c), veh/h	269	1021	790	233	540	528	591	0	563	490	0	353
V/C Ratio(X)	0.06	0.55	0.61	0.09	0.55	0.56	0.95	0.00	0.40	0.19	0.00	0.75
Avail Cap(c_a), veh/h	364	1431	973	300	757	741	591	0	986	543	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	14.7	8.5	18.3	14.7	14.8	13.1	0.0	13.0	14.3	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.3	0.3	24.5	0.0	0.6	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	2.7	0.2	2.5	2.5	7.9	0.0	1.8	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	14.9	8.7	18.4	15.1	15.1	37.6	0.0	13.5	14.5	0.0	20.3
LnGrp LOS	B	B	A	B	B	B	D		B	B		C
Approach Vol, veh/h		1052			617			785			355	
Approach Delay, s/veh		12.1			15.2			30.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	22.0		20.0	15.0	15.1		20.0				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	5.1	28.9		21.0	11.0	23.5		21.0				
Max Q Clear Time (g_c+I1), s	4.0	7.1		13.0	13.0	8.8		10.6				
Green Ext Time (p_c), s	0.0	1.6		1.9	0.0	0.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
6: Garden Acres Rd & Grahams Ferry Rd & Day Rd

Future 2046 Build_with Garden Acres
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Future Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	100	326	332	137	11	11	105	53	216	105	421
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	204	664	440	789	668	177	419	212	346	131	537
Arrive On Green	0.05	0.53	0.53	0.42	0.42	0.42	0.01	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	3456	386	1258	961	1870	1585	1781	1172	592	931	453	1585
Grp Volume(v), veh/h	68	0	426	332	137	11	11	0	158	321	0	421
Grp Sat Flow(s),veh/h/ln	1728	0	1644	961	1870	1585	1781	0	1764	1384	0	1585
Q Serve(g_s), s	1.5	0.0	13.0	26.5	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Cycle Q Clear(g_c), s	1.5	0.0	13.0	31.1	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.34	0.67		1.00
Lane Grp Cap(c), veh/h	170	0	868	440	789	668	177	0	631	478	0	537
V/C Ratio(X)	0.40	0.00	0.49	0.75	0.17	0.02	0.06	0.00	0.25	0.67	0.00	0.78
Avail Cap(c_a), veh/h	285	0	928	443	795	674	271	0	817	550	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	11.9	24.4	14.2	13.3	20.3	0.0	17.8	25.9	0.0	23.4
Incr Delay (d2), s/veh	1.5	0.0	0.4	7.1	0.1	0.0	0.1	0.0	0.2	2.6	0.0	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	6.5	1.5	0.1	0.1	0.0	2.0	5.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	0.0	12.3	31.6	14.3	13.3	20.4	0.0	18.1	28.5	0.0	29.1
LnGrp LOS	D		B	C	B	B	C		B	C		C
Approach Vol, veh/h		494			480			169			742	
Approach Delay, s/veh		15.8			26.2			18.2			28.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	5.4	27.4	8.4	37.7		32.7		46.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	27.0	6.5	33.5		36.5		44.5				
Max Q Clear Time (g_c+I1), s	2.3	20.8	3.5	33.1		7.0		15.0				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1		0.9		3.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

HCM 7th TWSC
8: Grahams Ferry Rd & South Site Access

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	122	36	6	245	500	55
Future Vol, veh/h	122	36	6	245	500	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	136	40	7	272	556	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	586	617	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	316	503	944	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	503	944	-	-	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.18	0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	43	-	313	503	-	-
HCM Lane V/C Ratio	0.007	-	0.432	0.08	-	-
HCM Ctrl Dly (s/v)	8.8	0	25	12.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	2.1	0.3	-	-

HCM 7th TWSC
9: Grahams Ferry Rd & Wheatland Dr

Future 2046 Build
PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	251	531	5
Future Vol, veh/h	0	5	0	251	531	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	6	0	279	590	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	593	596	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	324	509	961	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	509	961	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	509	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek Master Plan – Proposed Comprehensive Plan Text Amendments – DRAFT May 2026

Proposed added language **bold underline.** Proposed removed language ~~struck through~~.

COMPREHENSIVE PLAN[1]

The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ord. No. 517 on October 16, 2000. It has been amended since then by the ordinances and resolutions below. These ordinances have been incorporated into the July 2024 Comprehensive Plan.

Legislative Amendments

Ord. No.	Description	Adoption Date
903	Housing Statutory Compliance	6-1-2026
902	Revise The Definition Of Abandoned Vehicles And To Reduce The Duration Allowed For Parking On Public Streets.	4-20-2026
901	2026 Economic Opportunities Analysis (EOA) And The Accompanying Economic Development Strategy (EDS) As A Sub-Element Of The Wilsonville Comprehensive Plan.	3-2-2026
900	Implementing An Administrative Warrants Process	11-17-2025
899	Adopting The Climate Friendly And Equitable Communities (CFEC) Parking Compliance Development Standards	7-1-2025
898	City of Wilsonville 2025-2045 Housing Needs and Capacity Analysis Adoption and Comprehensive Plan Text Amendments	6-16-2025
897	Zone Map Amendment On Frog Pond Lane For Residential Development	1-6-2025
896	Annexing 9.0 Acres on Frog Pond Lane For Residential Development	1-6-2025
895	Zone Map Amendment 8.66 Acres At OREPAC Properties	10-7-24
894	Vacation of Public Right-Of-Way For Extension of Bailey Street	10-7-2024
893	Adding Code Sections 2.380 Through 2.386 Concerning Diversity, Equity, and Inclusion	9-5-2024
892	Code To Implement Frog Pond East And South Master Plan	12-2-2024
891	Public Contracts Repealing and Replacing Code Sections	5-20-2024
890	Stormwater Master Plan Adoption	4-15-2024
888	Wastewater Treatment Plant Master Plan Adoption	1-18-2024
880	Transit Master Plan Adoption	7-17-2023

[1]Editor's note(s)—Printed herein is the Comprehensive Plan of the City of Wilsonville revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances listed in the table of legislative amendments. These ordinances have been incorporated into the current Comprehensive Plan. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. Additions made for clarity are indicated by brackets.

877	Frog Pond East and South Master Plan - Transportation System Plan Amendments	5-1-2023
871	Aurora Airport Good Neighbor Policies - Comprehensive Plan Text and Map Amendments	12-19-2022
870	Frog Pond East and South Master Plan Adoption and Comprehensive Plan Text and Map Amendments	12-19-2022
851	Middle Housing in Wilsonville - Comprehensive Plan Text Amendments, Frog Pond West Master Plan Amendments, Villebois Village Master Plan Amendments	10-18-2021
850	Town Center Plan - Town Center Streetscape Plan Adoption	10-18-2021
846	Town Center Plan - Transportation System Plan Amendments	11-16-2020
841	Residential Density Clarification - Comprehensive Plan Text and Map Amendments	5-4-2020
835	Town Center Plan Adoption and Comprehensive Plan Map and Text Amendments	6-5-2019
834	Basalt Creek Concept Plan - Comprehensive Plan and Map Amendments, Transportation System Plan Amendments	4-15-2019
828	Transit Master Plan Amendments (Program Enhancement Strategy)	10-15-2018
826	Parks and Recreation Comprehensive Master Plan Adoption	10-15-2018
825	Accessory Dwelling Units Senate Bill 1051 (2017) Compliance-Comprehensive Plan Text Amendments	10-15-2018
815	Water Treatment Plan Master Plan Adoption	5-7-2018
806	Frog Pond West Master Plan Adoption and Comprehensive Plan Text and Map Amendments	7-17-2017
805	Transit Master Plan Adoption *(Replaced by Ord. No. 880, adopted 1-18-2024)*	7-17-2017
789	Transportation Plan Amendments (2016 minor amendments)	5-16-2016
Res. 2536	Parks and Recreation Master Plan - Updated Master Plan for Memorial Park Improvements Adoption	6-1-2015
766	Wastewater Collection System Master Plan Adoption	2-19-2015
742	Wilsonville Residential Land Study Adoption ***(Replaced by Ord. No. ___, adopted [add date])***	5-19-2014
724	Villebois Village Master Plan Amendments (Adoption of plan for southwest "Future Study Area" aka SAP S PDP 7 "Grande Pointe")	10-21-2013
718	Transportation System Plan Adoption and Comprehensive Plan Text Amendments	6-17-2013
707	Water System Master Plan Adoption	9-6-2012
700	Stormwater Master Plan Adoption *(Replaced by Ord. No. 890, adopted 4-15-2024)*	2-23-2012
681	Villebois Village Master Plan Amendments (relocation of primary school)	7-19-2010
676	Accessory Dwelling Units—Comprehensive Plan Text Amendments	3-3-2010

674	Metro Title 13 Nature in Neighborhoods—Comprehensive Plan Text Amendments	11-16-2009
671	Transportation/IAMP—Comprehensive Plan Text Amendments	11-16-2009
670	Transportation System Plan Amendments (integration of I-5/Wilsonville Road Interchange Area Management Plan (IAMP))	11-16-2009
658	Transportation System Plan Amendment (reclassification of SW Bailey Street east of SW Boones Ferry from local to minor collector)	12-29-2008
653	Transit Master Plan Adoption *(Replaced by Ord. No. 805, adopted 6-17-2017)*	7-7-2008
638	Statewide Planning Goal 9: Economic Opportunities Analysis Adoption	12-3-2007
637	Coffee Creek 1 Master Plan Adoption *(Repeals Area H)*	10-15-2007
625	Parks and Recreation Master Plan Adoption *(Replaced by Ord. No. 826, adopted 10-15-2018)*	9-17-2007
623	Bicycle and Pedestrian Master Plan Adoption	12-20-2006
612	Transportation Plan Amendment (minor amendment for placement of curb extensions in Villebois Village Center)	6-19-2006
609	Villebois Village Master Plan Amendments (parks and stormwater)	5-15-2006
608	Stormwater Master Plan Amendments *(Replaced by Ord. No. 700, adopted 2-23-2012)*	4-6-2006
594	Villebois Village Master Plan Amendments (land use, street pattern, parks, school site)	12-3-2005
591	Wastewater Facility Plan Amendments *(Replaced by Ord. No. 888, adopted 1-18-2024)*	11-7-2005
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land and Creation of Regionally Significant Industrial Land Designation - Comprehensive Plan Text and Map Amendments	11-1-2004
573	Memorial Park Master Plan—Memorial Park Trails Plan Adoption	10-4-2004
571	Wastewater Facility Plan Adoption	8-30-2004
566	Villebois Village Master Plan Amendments (revised land use map)	6-21-2004
556	Villebois Village Master Plan Adoption	8-18-2003
552	Transportation Systems Plan Adoption *(Replaced by Ord. No. 718, adopted 6-17-2012)*	6-2-2003
555	Villebois Village Concept Plan—Comprehensive Plan Map Amendment	6-2-2003
554	Villebois Village Concept Plan—Comprehensive Plan Text Amendments	6-2-2003
549	Metro Title 5 Compliance—Comprehensive Plan Text Amendments	10-21-2002
547	Transportation System Plan (1991) Amendment (SW Elligsen Road widening for Argyle Square)	10-7-2002
531	Water System Master Plan Adoption *(Replaced by Ord. No. 707, adopted 9-6-2012)*	1-24-2002

DRAFT

530	Wastewater Collection System Master Plan *(Replaced by Ord. No. 766, adopted 2-19-2015)*	7-17-2001
515	Stormwater Master Plan Adoption *(Replaced by Ord. No. 700, adopted 2-23-2012)*	6-7-2001
516	Natural Resources Plan Adoption and Comprehensive Plan Text and Map Amendments	6-7-2001

No additional changes proposed in this section*

ECONOMIC DEVELOPMENT

Industrial development has historically been a primary element of Wilsonville's economic growth and identity. Over time, the City's economy has expanded to include a broader mix of commercial, office, professional service, technology, logistics, and employment uses that contribute to a diverse and resilient local economy. Housing development has also increased substantially in recent decades and continues to play an important role in supporting the City's workforce, economic competitiveness, and overall quality of life. Wilsonville's strategic location within the Portland metropolitan region, proximity to major transportation corridors, and supply of industrial and employment land have positioned the City as a significant regional employment center and an attractive location for continued economic investment and development.

Metro and more recent local planning efforts project continued employment and housing growth in Wilsonville over the next twenty years. Wilsonville's Economic Opportunities Analysis (EOA) projects employment growth from approximately 33,165 jobs in 2026 to approximately 39,297 jobs by 2046, representing an increase of more than 6,100 jobs over the twenty-year planning period. Population and household growth are also expected to continue, although at a slower pace than previous decades as regional growth trends moderate. Despite continued housing growth, Wilsonville is expected to remain a major regional employment center with a significant concentration of industrial, manufacturing, warehousing, logistics, and technology-related employment uses.

Economic conditions in Wilsonville and the broader Portland metropolitan region have fluctuated over time in response to national, regional, and global economic cycles. Wilsonville's economy has evolved from its early industrial base into a diverse employment center that includes advanced manufacturing, logistics, technology, professional services, health-related industries, and commercial services. Recent economic studies indicate that Wilsonville continues to benefit from its strategic location along the Interstate 5 corridor, proximity to regional freight infrastructure, and supply of industrial employment land. The City remains one of the region's primary employment centers and continues to attract a broad range of businesses and industries that contribute to long-term economic resiliency and diversification.

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (e.g., doctors, lawyers, food, clothing, etc.) for local residents and workers. It should be noted that having adequate commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for air quality and traffic congestion.

While commercial and industrial developments are generally associated with economic growth, housing is also an important element of the local economy. Housing development provides employment in planning, engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market. The first section of this element of the Plan is oriented to commercial and industrial development. However, this Plan recognizes the importance of providing housing commensurate with the social and economic needs of local employees and is, therefore, followed by a section on housing.

The State's Economic Development Goal (Goal 9) is, "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." Prior to adoption of this statewide goal, Wilsonville had developed the 1971 General Plan. The 1971 General Plan's goals and objectives included:

> To develop an attractive and economically sound community.
>
> Encourage commercial and industrial development to provide a balanced tax base and take advantage of the City's strategic location along I-5 and the rail line.
>
> Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth.
>
> Protect industrial lands from incompatible uses.
>
> Encourage only industries interested in and willing to participate in development and preservation of a high-quality environment.
>
> Encourage incorporation of large office complexes in industrial parks.
>
> Develop performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial uses.
>
> Plan for industry to take advantage of the railroad and I-5 where necessary services can be provided.

These goals and objectives are still as much value today, as they were in 1971. In addition, the 1971 Plan attempted to provide for a reasonable amount of commercial facilities in a planned relationship to the people they will serve. Commercial areas were designated to reinforce existing development patterns and to be centered along Wilsonville Road and the north freeway interchange.

Existing commercial and industrial development has generally conformed to these guidelines and the 1988 Plan reaffirmed them as desirable objectives. The Comprehensive Plan continues to retain a focus on commercial development in the form of centers, rather than strip development.

In 2026, these goals and objectives continue to resonate and remain foundational to Wilsonville's long-term economic vision. Completion of the City's Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) reaffirmed the importance of maintaining a strong industrial and employment base while also identifying additional opportunities and focus areas intended to support long-term economic resiliency, competitiveness, and community vitality. The EDS emphasizes the importance of maintaining development-ready industrial lands, coordinating strategic infrastructure investments, supporting commercial and mixed-use redevelopment opportunities, and fostering a diverse range of employment sectors, including advanced manufacturing, logistics, technology, professional services, and small business entrepreneurship. The EDS also highlights the importance of supporting tourism, local-serving businesses, unique commercial destinations, and small-scale business opportunities that contribute to Wilsonville's economic identity, quality of life, and fiscal sustainability. Together, these planning efforts reinforce the City's commitment to balancing economic growth, infrastructure readiness, environmental stewardship, and high-quality urban development.

Wilsonville is strategically located within the southern portion of the Portland metropolitan region near the confluence of Interstate 5 and Interstate 205, major freight corridors, rail infrastructure, and regional employment centers. This strategic location continues to make the City highly attractive for industrial, commercial, and employment development. As a result, Wilsonville has a significant opportunity to proactively guide future growth and redevelopment through coordinated land use planning, infrastructure investment, and economic development policies rather than relying solely on market-driven development patterns. Through implementation of the Comprehensive Plan, Economic Development Strategy, infrastructure master plans, and area-specific planning efforts such as the Coffee Creek and Basalt Creek Master Plans, the City can help ensure that future growth supports a strong and diverse economy, development-ready employment lands, high-quality industrial and commercial districts, mixed-use redevelopment opportunities, multimodal transportation systems, and a vibrant community that supports residents, businesses, employees, and visitors alike.

No additional changes proposed in this section

DRAFT

INDUSTRIAL DEVELOPMENT

Comprehensive Plan Goal 4.1

~~Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation.~~

Wilsonville shall support a range of industrial and employment designations to accommodate advanced manufacturing, research and development, industrial office, craft industrial, logistics, and other employment uses. Industrial and employment areas shall function as high-quality employment districts that balance economic competitiveness, environmental constraints, infrastructure efficiency, and urban design.

~~Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.~~

Policy 4.1.3 The City of Wilsonville shall encourage a range of employment and industrial uses compatible with the urban nature of the City, including advanced manufacturing, research and development, industrial office, logistics, craft industrial uses, and warehousing where appropriate. The City shall emphasize job density, family-wage jobs, economic productivity, land efficiency, and high-quality urban design within employment districts.

Implementation Measure 4.1.3.a. Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b. Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

~~Implementation Measure 4.1.3.c. Favor capital intensive, rather than labor intensive, industries within the City.~~
Implementation Measure 4.1.3.c. Encourage employment uses that maximize economic productivity, job density, capital investments, innovation, and long-term adaptability.

Implementation Measure 4.1.3.d. Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e. Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f. Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g. Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for

commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i. The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j. All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k. Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

Implementation Measure 4.1.3.l. Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

Implementation Measure 4.1.3.m. Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n. Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Implementation Measure 4.1.3.o. Encourage development-ready parcels that support multiple building types, multiple tenants, incremental development, and long-term adaptability.

Implementation Measure 4.1.3.p. Encourage interconnected street networks and avoid superblock industrial campuses where feasible.

Implementation Measure 4.1.3.q. Support freight mobility, pedestrian and bicycle circulation, and transit-supportive design within employment districts.

Implementation Measure 4.1.3.r. Coordinate development with sewer, water, stormwater, and transportation infrastructure improvements making strategic investments to make industrial land development-ready.

Implementation Measure 4.1.3.s. Encourage high-quality industrial site and building design, including building orientation toward streets, screened parking and loading, and pedestrian-accessible frontages.

Implementation Measure 4.1.3.t. Support trails, shared-use paths, open spaces, and employee amenities within industrial and employment districts.

Implementation Measure 4.1.3.v. Utilize specialized zoning districts or subdistricts, including the Northwest Industrial (NWI) Zone and Craft Industrial (CI) Zone, to implement area Master Plans and the Comprehensive Plan vision for newly developing employment districts.

Implementation Measure 4.1.3.w. Industrial development shall integrate wetlands, streams, buffers, open space systems, trails, recreational opportunities and green infrastructure where feasible.

No additional changes proposed in this section

AREAS OF SPECIAL CONCERN

AREA M

This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.

The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.

The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.

• High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

• Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.

• Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.

Design Objectives

(Added per Ord. No. 834, 4-15-2019)

(Deleted per Ord. No. XXX, 10-XX-2026)

No additional changes proposed in this section

AREA N

(Added per Ord. No. 834, 4-15-2019)

(Deleted per Ord. No. XXX, 10-XX-2026)

No additional changes proposed in this section

Planning Commission Meeting - September 28, 2026
Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)

Basalt Creek Master Plan

Planning Commission Work Session
June 10, 2026
Presented by: Chris Myers, Senior Planner
Lauren Scott, MIG
Alex Dupey, MIG

Why Are We Here Tonight?

Tonight's discussion focuses on:

- Draft Basalt Creek Master Plan
- Draft Comprehensive Plan Amendments
- Transportation Analysis

Goal: Receive Planning Commission feedback

WILSONVILLE
OREGON

What Is a Master Plan?

A Master Plan:

- Establishes a long-term vision
- Coordinates infrastructure investments
- Identifies transportation needs
- Protects environmental resources
- Guides future development patterns
- Creates certainty for property owners and investors

Why Basalt Creek Matters

Basalt Creek represents:

- One of the city's largest remaining employment growth opportunities
- A key component of Wilsonville's long-term economic strategy
- A major industrial and employment center within the Portland region
- An opportunity to coordinate growth before development occurs

WILSONVILLE
OREGON

The Basalt Creek Vision

Guiding Principles

- Employment-focused development
- Transportation connectivity
- Environmental stewardship
- Flexible industrial opportunities
- Efficient infrastructure investment
- Long-term economic vitality

WILSONVILLE
OREGON

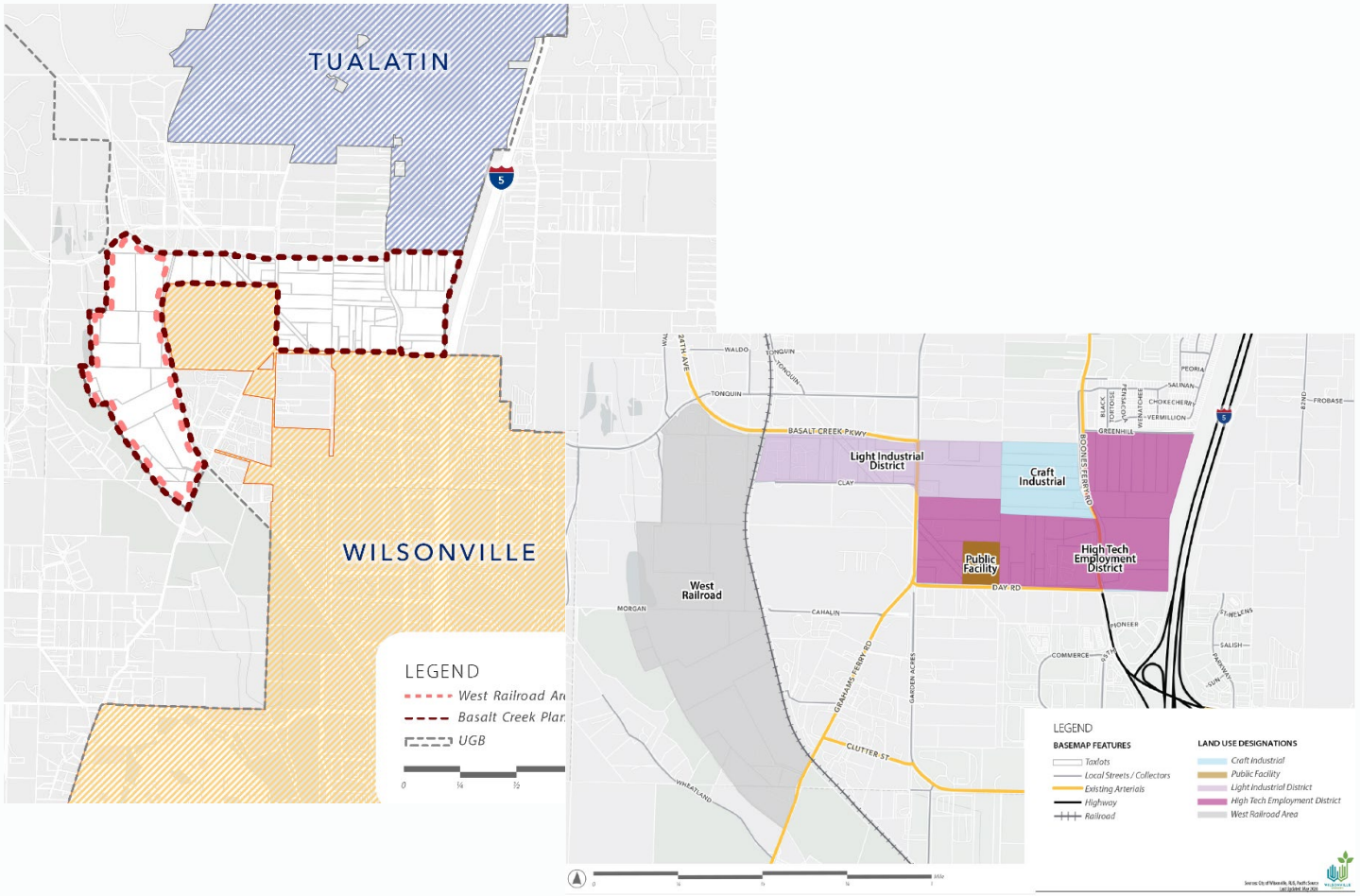
Next Steps

- July 8 PC Work Session #2
  - Draft code amendments
  - Final Draft Master Plan
  - Technical appendices
    - Sewer/stormwater
    - Water

WILSONVILLE
OREGON

WILSONVILLE
OREGON

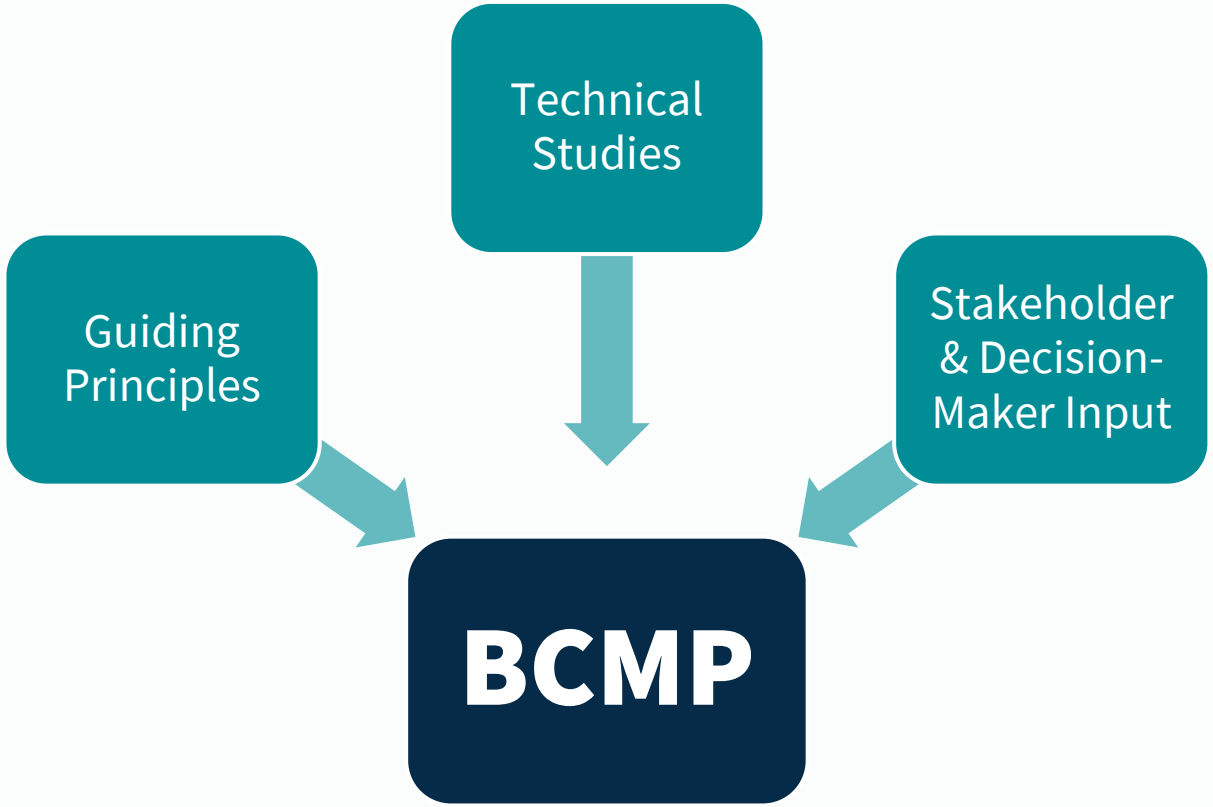
Chapter 1: Introduction

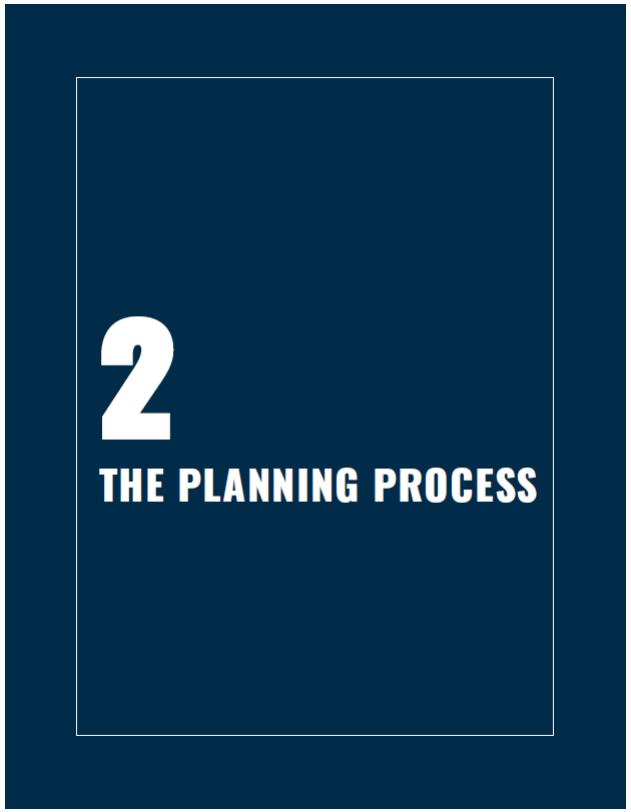


1

INTRODUCTION

Chapter 2: The Planning Process





Chapter 3: Existing Conditions & Future Needs

173 ACRES
ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

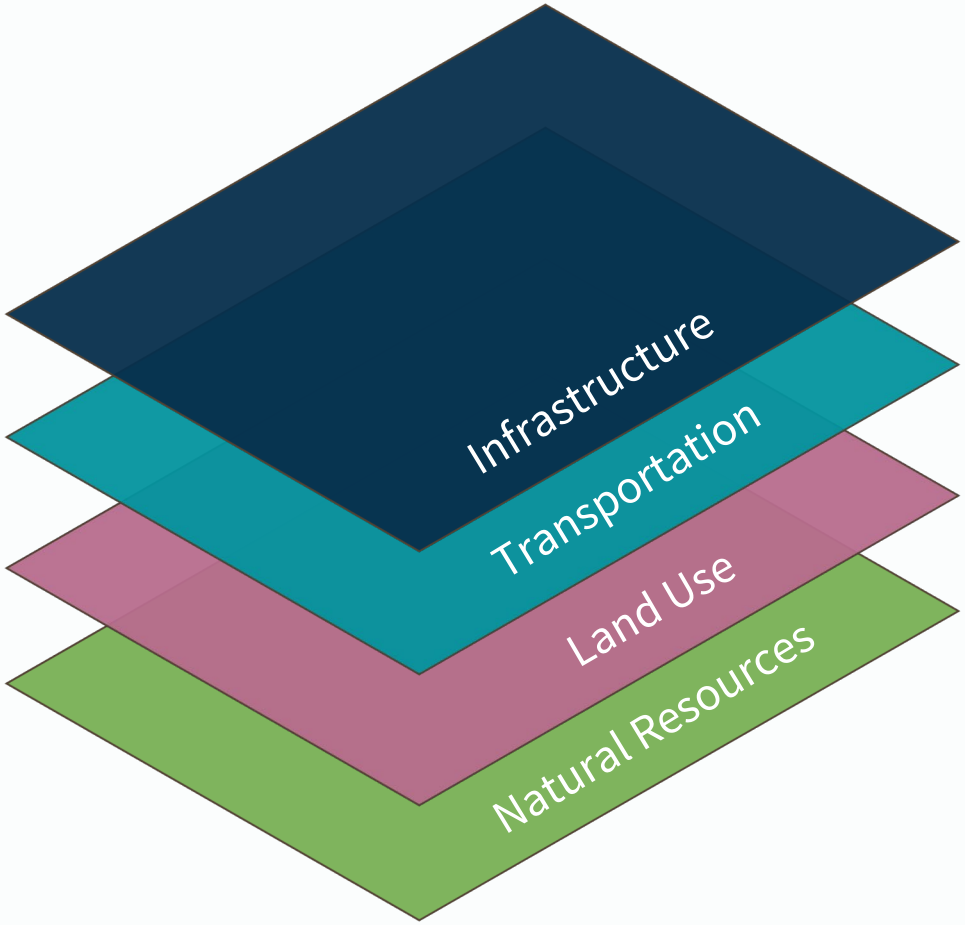
129 ACRES
ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES
ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT



3
EXISTING CONDITIONS & FUTURE NEEDS

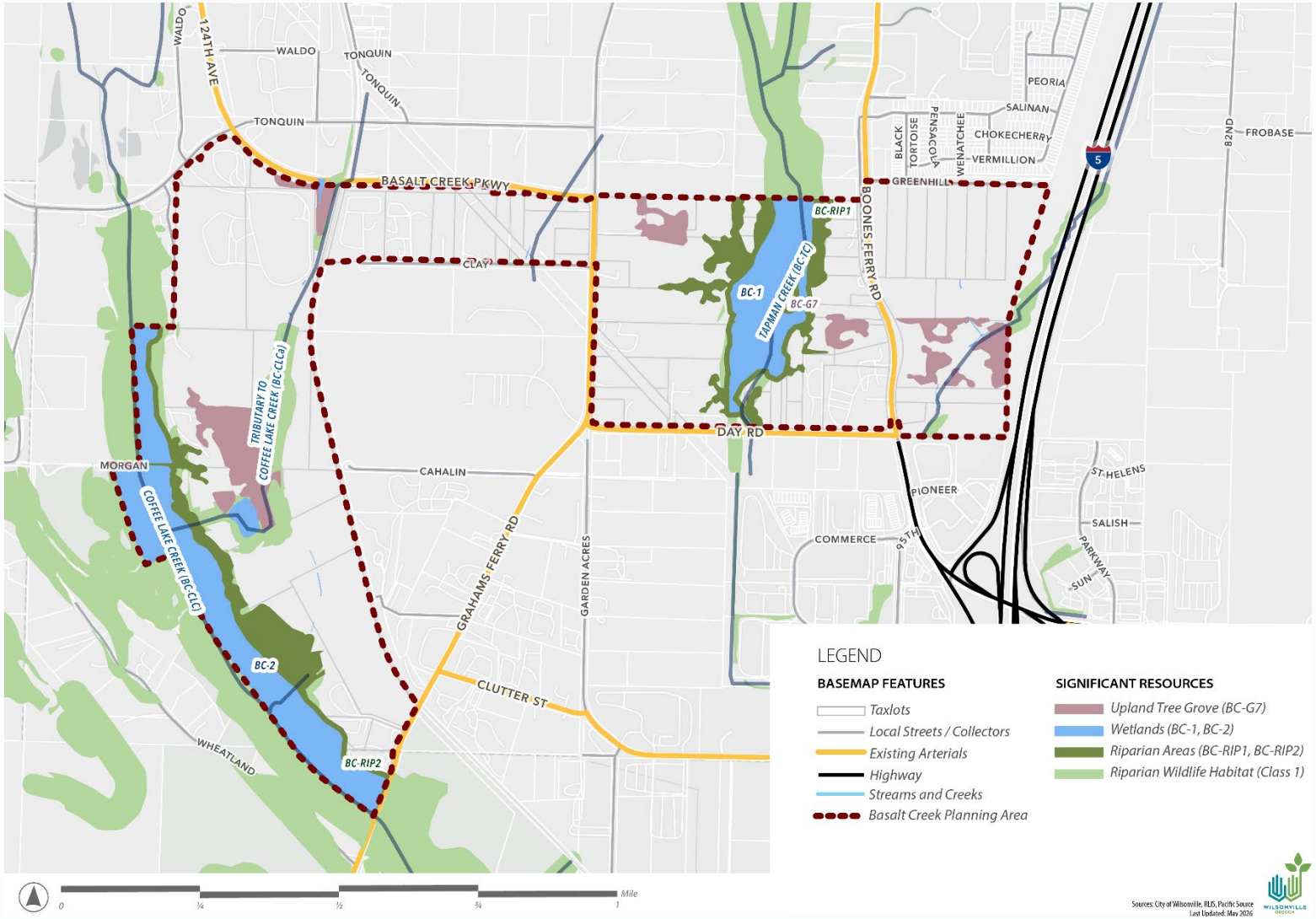
Chapter 4: Master Plan for Basalt Creek



4

MASTER PLAN FOR BASALT CREEK

Natural Resources



Wetlands & Riparian Areas

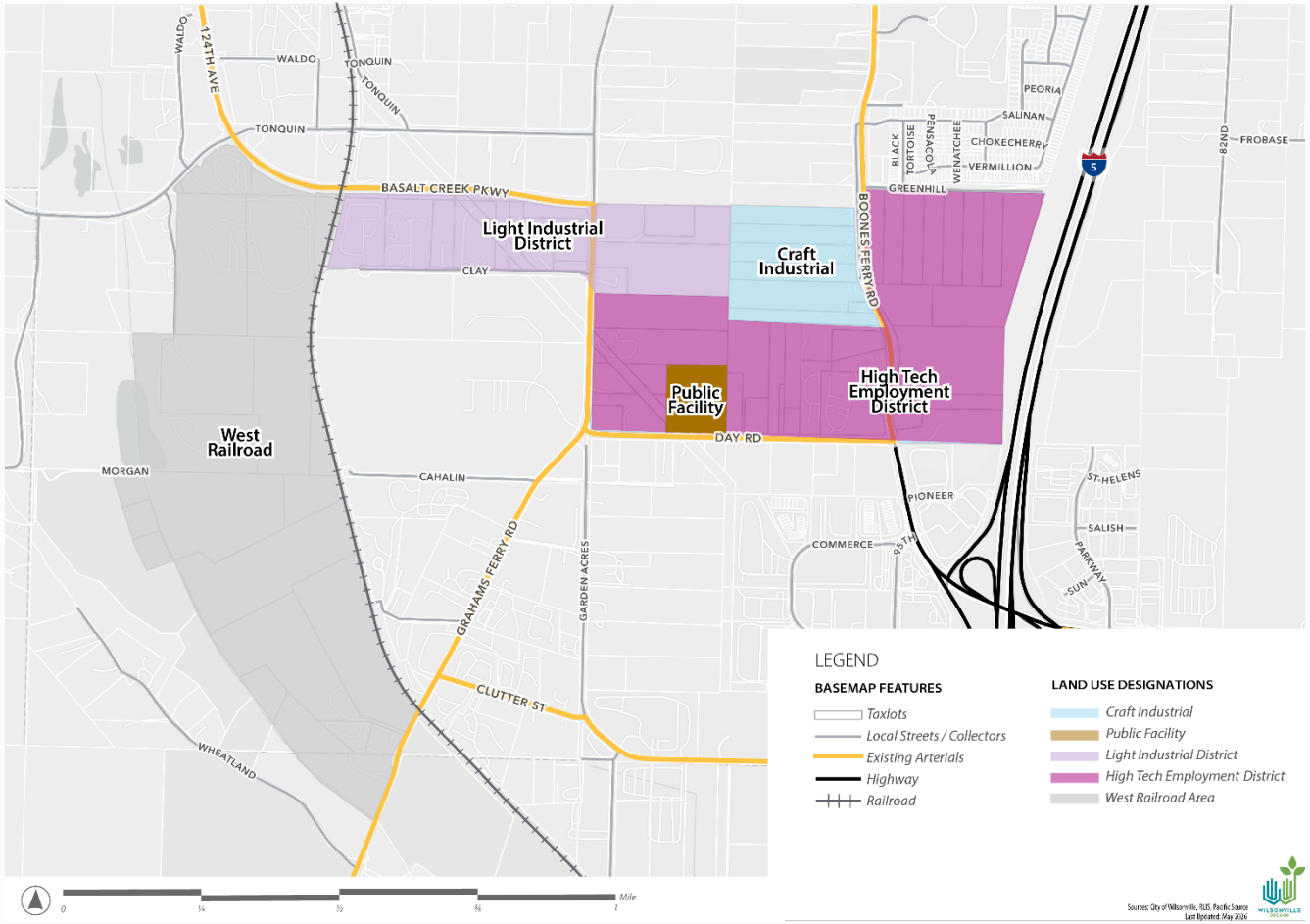
Upland Tree Groves

Wildlife Habitat

Streams

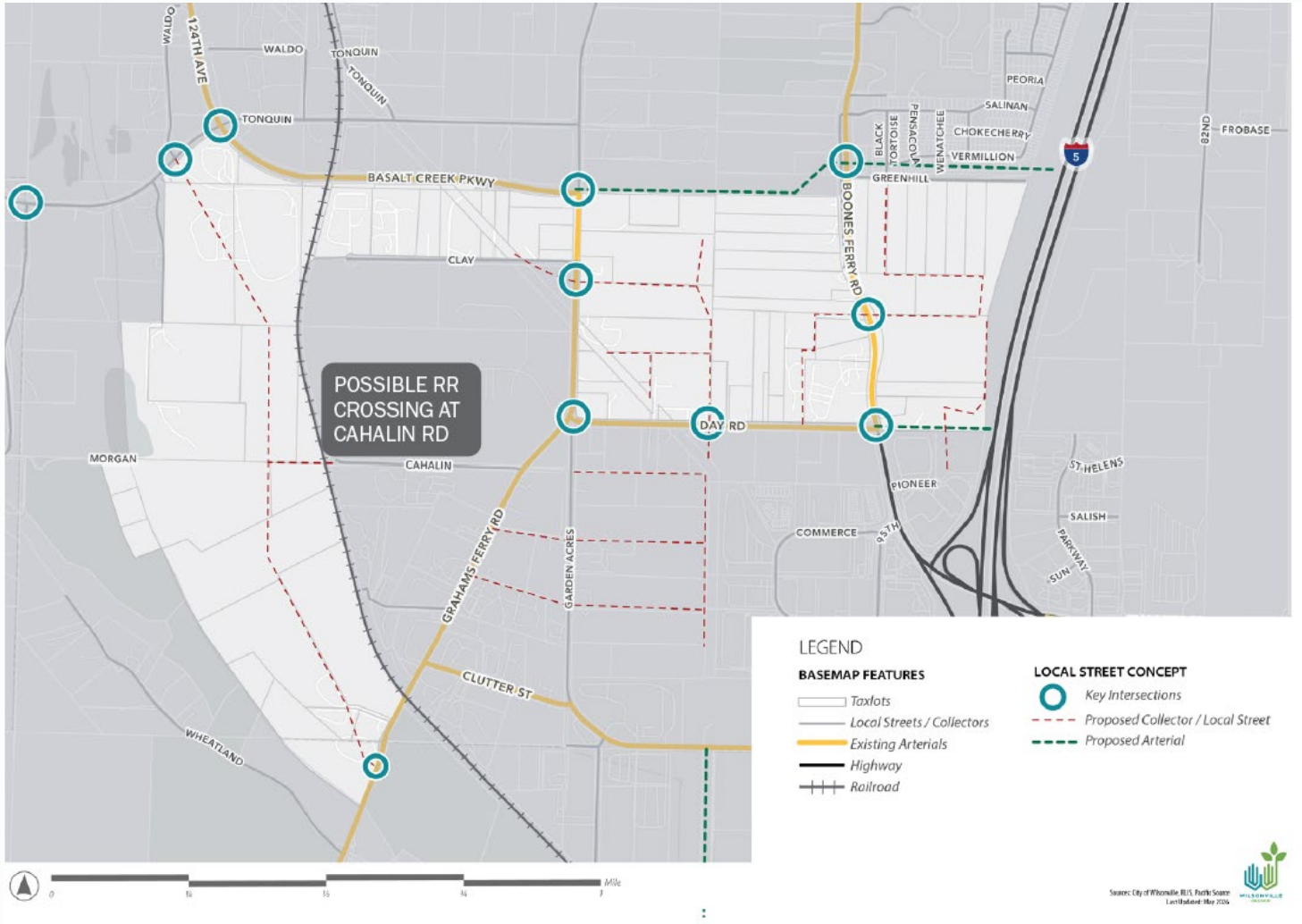
Trail & Habitat Connectivity Opportunities

Land Use Framework & Development Districts



High-Tech Employment	Employment-intensive and technology-oriented uses
Light Industrial	Manufacturing, logistics, and industrial businesses
Craft Industrial	Small-scale production, makers, and flexible employment spaces
West Railroad	Long-term industrial and employment growth area

Transportation Analysis Highlights

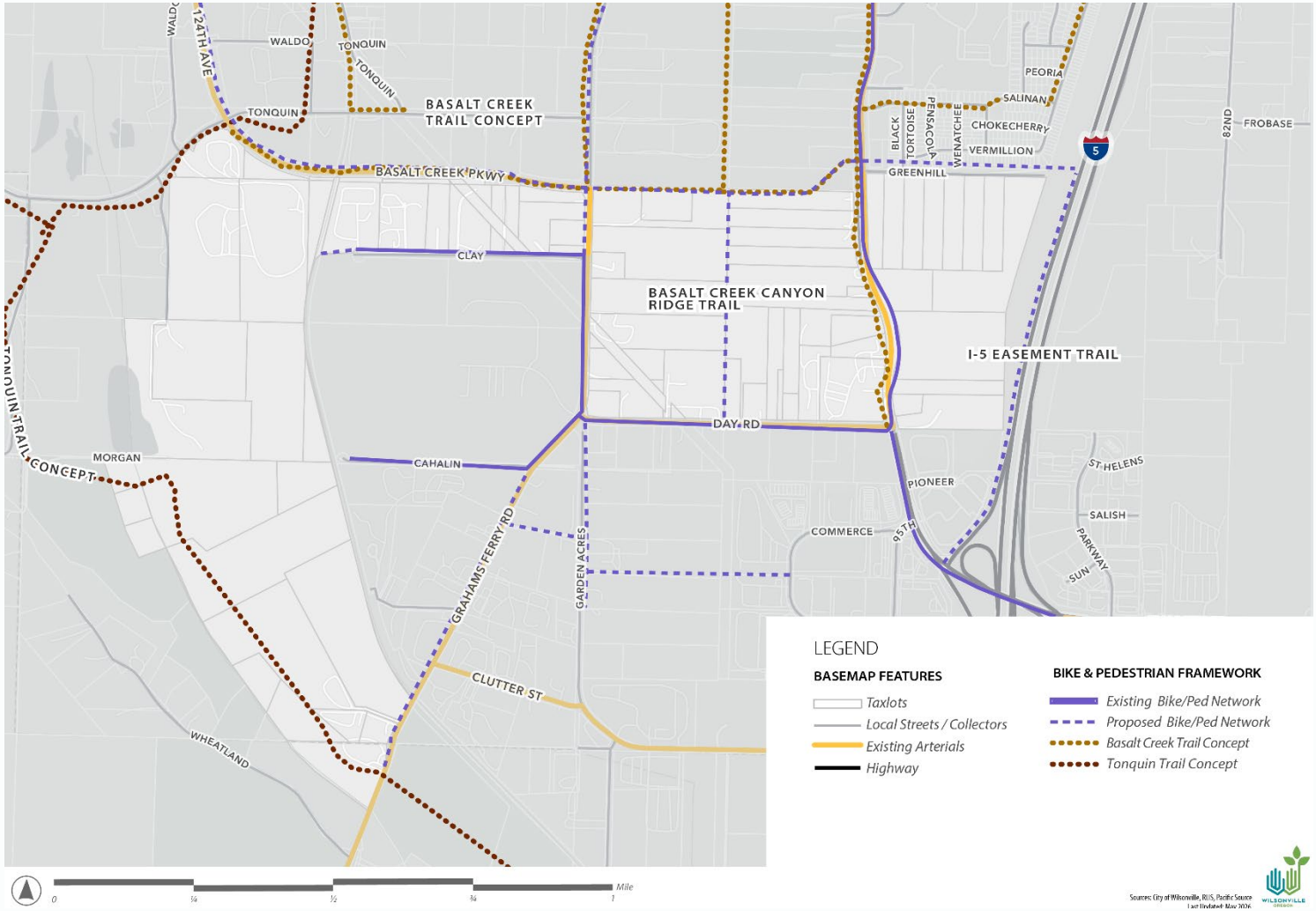


✓ Existing framework remains valid

✓ West Railroad evaluated

✓ Future access identified

Bike & Pedestrian Framework



Employee & Commuter Access

Regional Trail Connections

Connections to Transit Service

Access to Natural Areas

Improved Connectivity

Infrastructure Framework

- Supports long-term employment growth
- Builds on previous utility planning
- Significant infrastructure needs in West Railroad
- Coordination with utility providers
- Phased investment over time
- Further water, sewer, and stormwater analysis underway

More to come!

Chapter 5: Implementation & Phasing





Chapter 5: Implementation & Phasing

Near-Term Actions

Planning, coordination, and implementation foundations

Medium-Term Actions

Infrastructure, funding, and redevelopment planning

Long-Term Actions

Buildout, redevelopment, and continued investment

Placeholders & Remaining Work

- Water system analysis
- Sanitary sewer analysis
- Stormwater analysis
- Zoning refinements
- Associated maps, figures, and recommendations

WILSONVILLE
OREGON

Proposed Comprehensive Plan Amendments

Basalt Creek Master Plan

Purpose

- Update Comprehensive Plan language to reflect current economic conditions
- Implement the 2026 Economic Opportunities Analysis (EOA)
- Implement the Economic Development Strategy (EDS)
- Support future industrial and employment growth
- Align policies with the Basalt Creek Master Plan

Why Are Amendments Needed?

Why Are Amendments Needed?

Existing Language

- Much of the current Economic Development chapter dates to the 1990s and early 2000s
- References outdated employment projections and economic conditions

Proposed Changes

- Reflect current employment forecasts
- Recognize Wilsonville as a major regional employment center
- Incorporate findings from the 2026 EOA and EDS
- Modernize economic development policies

WILSONVILLE
OREGON

Economic Development Updates

New Language Highlights

- Employment projected to grow from approximately 33,000 to 39,000 jobs by 2046
- Recognizes Wilsonville's role in:
  - Manufacturing
  - Logistics
  - Technology
  - Professional services
  - Health-related industries

WILSONVILLE
OREGON

Modernizing Industrial Development Policies

- Economic resilience
- Employment land readiness
- Strategic infrastructure investment
- Long-term competitiveness

WILSONVILLE
OREGON

New Industrial Development Strategies

New Implementation Measures

- Development-ready employment lands
- Multiple building types and tenants
- Interconnected street networks
- Freight mobility
- Bicycle and pedestrian circulation
- Transit-supportive design
- Infrastructure readiness

Supporting Innovation & Economic Diversity

New Industrial Types

- Craft industrial businesses
- Maker spaces
- Artisan manufacturing
- Breweries and distilleries
- Small business entrepreneurship

Goal:

- Diversify employment opportunities
- Encourage innovation
- Support emerging industries

WILSONVILLE
OREGON

Transportation Analysis Overview

Purpose of the Analysis

- Evaluate transportation impacts associated with future buildout of the BCPA and WRR Area
- Assess roadway, freight, bicycle, pedestrian, and trail connections
- Identify transportation improvements needed to support future development
- Ensure consistency with the Transportation Planning Rule (TPR)

WILSONVILLE
OREGON

Future Development Assumptions

Existing Transportation Conditions

Existing Challenges

- West Railroad area currently has limited access
- Significant environmental constraints
- Railroad corridor limits connectivity
- Incomplete pedestrian and bicycle facilities
- Existing congestion at Grahams Ferry Road / Day Road

Existing Assets

- Basalt Creek Parkway
- Grahams Ferry Road
- Tonquin Road
- Regional freight access
- Planned Ice Age Tonquin Trail

WILSONVILLE
OREGON

Transportation Network Access

Planned Access Strategy

Future development is anticipated to be served by:

- Northern access via Tonquin Road
- Southern access via Grahams Ferry Road
- Internal local street network

Additional Opportunities

- Potential future public railroad crossing at Cahalin Road
- Ice Age Tonquin Trail connection
- Future pedestrian and bicycle network improvements

WILSONVILLE
OREGON

Transportation Analysis Findings

Existing Conditions

- Most study intersections currently meet mobility standards
- Grahams Ferry Road / Day Road is the primary existing deficiency

Future Conditions (2046)

The analysis assumes completion of planned Transportation System Plan projects, including:

- Basalt Creek Parkway Extension
- Grahams Ferry Road improvements
- Day Road widening
- Garden Acres Road intersection reconstruction

WILSONVILLE
OREGON

Key Recommendations

Key Recommendations

- Continue implementation of Transportation System Plan projects
- Advance Ice Age Tonquin Trail connections
- Preserve opportunities for future railroad crossing discussions
- Coordinate transportation improvements with future development

Conclusion

The transportation analysis concludes that:

The BCPA and WRR Area can be developed with planned network and currently identified transportation improvements. No additional major transportation capacity projects are necessary to support future buildout.

WILSONVILLE
OREGON

Next Steps

- July 8 PC Work Session #2
- August 3 CC Work Session #1
- September 9 PC Public Hearing
- October 5 CC Public Hearing (1st Reading)
- October 19 CC Public Hearing (2nd Reading)

WILSONVILLE
OREGON

Discussion Questions

- What questions on draft materials?
- Does the BCMP reflect the vision?
- Do draft Comp Plan edits address intended policy outcomes?
- Does PC have any concerns re: BCMP

WILSONVILLE
OREGON

Draft PC Minutes were reviewed and approved at the July 8, 2026 PC Meeting.

Wilsonville Planning Commission
Regular Meeting Minutes
June 10, 2026
Wilsonville City Hall & Remote Video Conferencing
https://www.ci.wilsonville.or.us/meetings/pc

CALL TO ORDER - ROLL CALL
Chair Semenova called the meeting to order at 6:00 pm.

Present:	Yana Semenova, Jeff Zundel, Nicole Hendrix, Rob Candrian, and Andrew Karr
Excused:	Matt Constantine
Staff Present:	Miranda Bateschell, Amanda Guile-Hinman, Chris Myers, and Mandi Simmons

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

CITIZEN INPUT
Synthea Russell, **Building Height Waiver Task Force Committee Member**, stated the Committee had a lot of good discussion and ultimately agreed on many things. She was excited to hear the Commission's discussion and direction, adding she appreciated all the materials provided and everyone's efforts on the matter.

ADMINISTRATIVE MATTERS
1. Consideration of the May 13, 2026, Planning Commission Minutes
Commissioner Zundel expressed concerns that the minutes did not capture that the Planning Commission had addressed key points offered during Public Comment.

City Attorney Guile-Hinman explained that the minutes were structured according to updates to Oregon public meetings law, adding that all the City's meeting recordings were available for the public to view.

The May 13, 2026, Planning Commission minutes were accepted as presented.

WORK SESSION
2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)
Senior Planner Myers introduced the five-month adoption process for the Basalt Creek Master Plan, following two years of preliminary work on the Wilsonville Industrial Land Readiness Project and West Railroad Study, which culminated into the Master Plan. Basalt Creek is one of the largest remaining employment opportunity areas in Wilsonville, providing a unique

opportunity to look forward to future industrial and employment growth in a coordinated manner. The work enabled the City to examine transportation needs, environmental resources, infrastructure requirements, and economic development opportunities within a framework that will help the City guide future development in the area for decades to come.

Senior Planner Myers and **Lauren Scott, MIG**, presented the Basalt Creek Master Plan (BCMP) via PowerPoint, briefly explaining the purpose of a Master Plan, economic importance of Basalt Creek, and guiding principles of the Basalt Creek Vision. The structure and key components of the draft Master Plan's five chapters were also presented, along with the placeholders that would be addressed in the next work session (Slides 8-19), as well as the proposed Comprehensive Plan Amendments, which included key Economic Development chapter updates as well as modernized and new Industrial Development Policies and Strategies to support innovative and economic diversity. (Slides 21-26) An overview of the Transportation Analysis conducted by DKS Associates was presented. The analysis evaluated the transportation impacts of the future build-out of Basalt Creek and the West Railroad area and included future development assumptions, a planned access strategy, and key recommendations while ensuring consistency with the State's Transportation Planning Rule. The analysis concluded that Basalt Creek and West Railroad could be developed with no additional major transportation capacity project requirements not already included in Transportation System Plan.The Commission's feedback was requested on the draft Master Plan document, draft Comprehensive Plan amendments, and DKS' Transportation Analysis ahead of the July 8, 2026, work session. The public hearing at Planning Commission was scheduled for September 9, 2026, and the Council's public hearing process in October 2026.

The project team's responses to Commissioner questions were as follows:

- **Jenna Bogert, Transportation Engineering Associate, DKS Associates,** addressed concerns about creating more traffic capacity and inducing even more through traffic on major roads in the area, noting a marked increase in regional through traffic at the Interstate 5 (I-5) interchange since the 124th Avenue extension was completed around 2018–2019. The City's Transportation System Plan (TSP) projects identified in Staff's presentation were also in the Metro TSP, acknowledging that many of these improvements serve regional purposes, cross-city travel, and I-5 interchange access. While increased traffic can occur when expanding roadway infrastructure, the Basalt Creek area features high development potential and anticipated job growth that would utilize the planned capacity over the next 20 years, so additional regional through traffic was not a concern. Additionally, multiple regional partners, including the City of Wilsonville, City of Tualatin, Washington County, and Metro, remain actively engaged in monitoring local conditions and issues.
- **Planning Director Bateschell** highlighted how the City's TSP plans fit into broader regional system plans, noting that the 2014 Basalt Creek Transportation Refinement Plan predated the City and Tualatin's concept plans because the Basalt Creek planning area was brought into the Metro Urban Growth Boundary to serve regional industrial needs. The multi-jurisdictional Refinement Plan modeled and accounted for the regional traffic coming through and the local traffic generated by growth in the Tualatin, Wilsonville, and Sherwood industrial areas. The Refinement Plan was cognizant of the land uses being planned for in

relationship to the transportation system being planned regionally, including the Basalt Creek Parkway, the majority of which was paid for by federal and County funding. During the Basalt Creek planning project, the County also prioritized specific infrastructure projects to allocate its Transportation Development Tax (TDT) to and one of the main projects was Day Road improvements, understanding that both Day Road and the Basalt Creek Parkway were both needed for the area to function well and efficiently. Locally, traffic analysis models accompany every development project, allowing the City to continuously track development and actual growth against long-range planning assumptions to make programmatic pivots or adjustments if needed.

  - Multimodal transportation, including bike and pedestrian routes, would be considered during the planning process. Trails in the Basalt Creek planning area included the Ice Age Tonquin Trail throughout West Railroad and hopefully, the Ridge Trail just north of Day Road. Bicycle infrastructure has changed, as seen on Garden Acres Road where the industrial project includes a buffered bike lane separated by a curb, and the City was working on infrastructure for bike and pedestrian movement that was less hostile, and more friendly and buffered. However, some roads in Basalt Creek were under the County's ownership and would be built to Washington County standards until transferred to the City in the future, so there could be differences in how the cross sections were built.

- **Ms. Bogert** clarified that Metro's model and traffic forecasts did not include the Interstate 5 (I-5) Boone Bridge replacement because it was an unfunded long-range project. She acknowledged changes at the I-5 interchange ramps in the last few years have created more traffic flow difficulties. The travel models and forecasts account for constraints, including I-5 pinch points and congestion at the off ramps and through the I-5 corridor between Interstate 205 and the Boone Bridge, as well as growth rates and assumptions. When incidents happen, especially during peak hour conditions, they can feel catastrophic, but those were not average days, so they try to capture a typical average day.
- **Planning Director Bateschell** explained that during the Basalt Creek concept planning process, the City worked very closely with the City of Tualatin, which included joint council sessions and bi-weekly staff meetings that resulted in guiding principles, a concept for growth in the area, land uses, etc. that were built upon the Transportation Refinement Plan produced in partnership with County, Metro, Tualatin, and Wilsonville. Coordination continued during the City's Comprehensive Plan amendments since the transportation modeling was done together and the Transportation Planning Rule (TPR) findings were required by the State. Master planning and the resulting local Development Code had less coordination since details around specific land uses, site design, transportation design, public realm design, etc. regarded Wilsonville's preferences. However, coordination would continue on things like the design of the Ice Age Tonquin Trail as it connects under the parkway.
  - The City also tracks Tualatin's development in the area by participating in their pre-application meetings. Because most of the Basalt Creek stormwater would eventually drain into Wilsonville's system and into its wetlands, the City specifically coordinates on the transportation and stormwater systems of Tualatin's development impacting Basalt

Creek. Likewise, Tualatin would be invited to pre-application meetings when Wilsonville begins seeing development in its portion of the Basalt Creek planning area.

- **Ms. Bogert** explained that an Intersection Control Evaluation (ICE) was used to determine whether a traffic signal or roundabout is constructed at intersections. The analysis evaluates standard traffic mobility metrics, including capacity and vehicle delay, as well as right-of-way impacts, costs, stormwater, and truck and freight movements. Heavy freight and truck movement through an intersection did not disqualify a roundabout from being an option, provided adequate right-of-way was available to accommodate the appropriate size and design for freight vehicles to navigate the intersection well and safely. A multifaceted approach was used involving a list of criteria, looking at all the variables and weighing the pros and cons at each intersection to get a comprehensive picture of which option was most appropriate and preferred.
- **Ms. Bogert** stated that after analyzing the traffic for the West Railroad area under full development assumptions, DKS found it could be adequately served by two access points via Tonquin Road to the north and Grahams Ferry Road to the south without the connection across the railroad to Cahalan Road. While a future public railroad crossing would be better, the two existing access points were adequate.
- **Planning Director Bateschell** confirmed the Grahams Ferry Road railroad undercrossing was a long-term investment and its high cost would likely require some form of City investment, potentially through urban renewal. Staff was conducting an initial analysis to determine how integrating the project could affect the City's preliminary estimates for potentially expanding urban renewal into Basalt Creek based on anticipated revenues. The southern undercrossing improvement had been identified not only to support development of the West Railroad area, but also to provide broader citywide transportation benefits. The project was not currently included in the Capital Improvement Program (CIP) and would likely remain outside the next two to three CIP update cycles while other improvements needed to support the undercrossing were completed first.
  - Both the potential Cahalin Road railroad crossing and the Grahams Ferry Road undercrossing depended on coordination with the railroad and were outside the City's direct control. While a definitive timeline could not be provided for coordinating with the railroad because each project differed; prior projects, like the 5th Street to Kinsman Road project, required considerable time working with the railroad. Adopting a master plan would establish the policy framework and direction needed for Staff to begin the necessary analyses, planning work, and to initiate discussions with the railroad.
- **Alex Dupey, Project Consultant, MIG,** confirmed that identifying both the Cahalin Road crossing and the Grahams Ferry Road undercrossing in a master plan as potential future connections would provide sufficient direction to continue evaluating both options. The two connections would be essential for future development, although the undercrossing also addressed transportation needs extending beyond the West Railroad area, even as a long-term project.
  - **Senior Planner Myers** added that the City's Economic Development Manager has reached out and has had a couple of conversations with the railroad, though the coordination process was still expected to take considerable time.

- Staff explained that permanent structures, anything with any height, such as trees, any metal, and other features that could interfere with BPA access were generally prohibited, while trails and certain low-impact improvements could be permitted through coordination with BPA. Additionally, any improvements placed within the easement could be disturbed if BPA needed access to its facilities, and repair or replacement costs were typically not borne by BPA. The City had previously coordinated with BPA during the Frog Pond East planning process regarding a regional trail connection, but no specific West Railroad negotiations had occurred. Parking and other developer-related improvements would likely require separate coordination between BPA, the property owner, and the developer.
- **Senior Planner Myers** clarified that the infrastructure analysis was focused on what would be needed within the 847-acre Basalt Creek planning area for future development, including roadway buildout, roadway widths, sidewalks, utilities, as well as the associated costs.
    - **Planning Director Bateschell** confirmed that the technical analysis would also consider how the proposed infrastructure fits within the City's broader water, sewer, and transportation master plans, including downstream impacts and whether certain facilities would need to be oversized to serve the larger system. Engineering Staff and the technical consultants would be prepared to address those relationships at the next work session.
- **Planning Director Bateschell** explained that the Basalt Creek planning area was added to the Metro Urban Growth Boundary for industrial and employment development. Residential development was limited primarily to the northern portion within Tualatin to provide a transition from existing neighborhoods, while Wilsonville's portion was intended to remain predominantly industrial and employment land. Business-related dwelling units or live-work units could be appropriate in Craft Industrial areas, but City Council had consistently supported maintaining the area primarily for employment and industrial uses. Council wanted to mirror the Coffee Creek Industrial Area, which fronts onto Day Road and uses the Form-based Code to create a kind of business district, on the north side of Day Road up to the City's boundary. Creating an isolated neighborhood in Basalt Creek for the City to serve in more of a residential manner versus adjacent to our existing residential areas did not make sense. Residential was in the guiding principles primarily because the City of Tualatin would have housing in its portion of the planning area.
- The land-use pattern also placed High-Tech and Craft Industrial uses closer to existing residential development, with heavier Industrial uses located farther away.
- Information was requested about identifying appropriate parcel sizes for the different employment districts and whether that information could guide future City efforts to aggregate, divide, or otherwise facilitate property owners adjusting their lot sizes.
- **Planning Director Bateschell** confirmed Tapman Creek functioned as a significant thriving wetland and riparian area despite being largely hidden from nearby roads. The creek, steep slopes, and associated habitat would be protected through the Significant Resource Overlay Zone (SROZ), which would limit development in the Craft Industrial area primarily to the portions adjacent to Boones Ferry Road. While all the properties required a base zoning designation, the SROZ overlay would protect the creek corridor and slopes from development. The area also receives substantial stormwater runoff, contains significant

wildlife habitat, and includes areas where basalt that is normally buried deep underground is visible, which could create development challenges. The visible basalt also influenced the Ice Age Tonquin Trail route.

Commissioner Karr believed the draft master plan reflected the long-term vision and nine guiding principles established through the planning process, and that the Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) further supported those principles. The proposed Comprehensive Plan amendments adequately addressed land use and development, transportation, parks and natural resources, and utilities. He expressed concern that fragmented ownership and existing contractor uses could prevent redevelopment without proactive City intervention, whether built into the Master Plan or during implementation. He strongly supported the effective use of urban renewal in the area, whether by expanding the Coffee Creek Urban Renewal Area or creating a new district, to help fund infrastructure. He also requested continued attention to traffic and wildlife mitigation.

Commissioner Hendrix agreed that the draft master plan reflected the Commission's previous discussions and conclusions. She questioned whether the amount of implementation phasing identified for completion within the first five years was realistic given Staff capacity and the project's reliance on outside partners. She requested that the economic development language on Pages 167 and 168 of the meeting packet be reviewed for continuity and possible redundancy.

Chair Semenova believed the draft master plan reflected the vision, adding it was fantastic work and she looked forward to seeing it continue to grow and develop. She noted that any proposed roundabouts should be designed to accommodate freight traffic and large vehicles, including pole trailers, to avoid creating maneuverability or gridlock issues.

Senior Planner Myers confirmed that the upcoming stormwater analysis would evaluate Tapman Creek, drainage flows, and related conditions. The consultant's findings would be included in the meeting packet and presented at the next work session, along with additional information about the parcel sizes best suited for the anticipated development.

3. Town Center Building Height Waiver (Guile-Hinman)

City Attorney Guile-Hinman presented the second work session on the Town Center Building Height Waiver project via PowerPoint, reviewing updated waiver options, Task Force feedback and recommendations, proposed menu-item concepts, and discussion questions. She explained that the Task Force had completed its work and that the purpose of this second work session was to gather the Commission's feedback before Council's second work session and the anticipated public hearing.

- She reviewed four revised waiver options affecting the Commercial Mixed-Use (C-MU) and Mixed-Use (MU) subdistricts, explaining how each option would affect allowable building heights and the rationale for treating the eastern MU area separately because of its

CITY COUNCIL

MONDAY, APRIL 20, 2026

WORK SESSION

Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers)(Lorenzen)

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: April 20, 2026	**Subject:** Wilsonville Industrial Land Readiness – West Railroad Area – Basalt Creek Master Plan **Staff Members:** Chris Myers, Senior Planner; and Matt Lorenzen, Economic Development Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Provide feedback on the Preliminary Preferred Concept for the West Railroad Area and provide directions on potential policy considerations.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COUNCIL:

Staff seeks feedback from City Council regarding the Preliminary Preferred Concept for the West Railroad Planning Area, including land use, transportation access, natural resource integration, and potential zoning approaches. This discussion will help guide further refinement of the concept for the Basalt Creek Master Plan and Development Code updates.

EXECUTIVE SUMMARY:

The West Railroad Area represents a key opportunity within the Basalt Creek planning area to support employment growth and economic development while integrating natural resources and transportation infrastructure. Following the joint work session and additional technical analysis, staff and the consultant team developed a Preliminary Preferred Concept that combines elements of the previously presented concepts to balance economic development potential with environmental preservation and infrastructure feasibility.

The preferred concept focuses on maximizing developable employment land while preserving key natural resource areas and integrating recreational amenities such as the Ice Age Tonquin Trail. The concept also identifies transportation improvements needed to support long-term employment development and freight access in the area.

BACKGROUND

The West Railroad Area lies within the broader Basalt Creek planning area, which was originally identified as a strategic employment area to accommodate long-term regional job growth. The Basalt Creek Concept Plan established a series of guiding principles intended to shape future development of the area. These guiding principles emphasize:

- Market-driven development
- Meeting regional responsibilities for employment growth
- Maximizing assessed property value
- Creating balanced development that integrates jobs, housing, and natural resources
- Designing cohesive transportation and utility systems
- Maintaining Wilsonville's identity as an attractive and innovative employment center

In October 2025, the Planning Commission and City Council participated in a joint work session to review existing conditions and evaluate three potential development concepts for the West Railroad Area. These concepts explored different approaches to development intensity, transportation connectivity, and environmental integration:

Concept 1 – Tonquin Environment
Focused on leveraging natural resources and trail connectivity to create an employment and innovation district.

Concept 2 – Manufacturing & Industry
Maximized employment potential through improved transportation access and higher intensity industrial development.

Concept 3 – Limited Connectivity / Market Driven Development
Relied largely on existing infrastructure and incremental development with minimal City intervention.

Feedback from the joint work session emphasized the importance of balancing economic development opportunities with environmental stewardship while ensuring the area remains accessible for employment uses.

Staff is seeking City Council feedback on the preferred concept and related policy considerations.

Discussion Questions
Staff is seeking feedback on the following questions:

1. Is the Preliminary Preferred Concept consistent with the previously provided feedback?

2. Are there elements of the Concept that require additional refinement or clarification?

EXPECTED RESULTS:
Feedback from City Council during this work session will help guide refinement of the preferred concept, the draft Basalt Creek Master Plan, and Development Code updates.

TIMELINE:
Next steps in the project include sessions with the Planning Commission and City Council during spring and summer 2026 to review the draft Basalt Creek Master Plan and related Development Code amendments, followed by formal hearings for adoption of the Basalt Creek Master Plan and related Development Code amendments in fall 2026.

CURRENT YEAR BUDGET IMPACTS:
Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted using the City's on-call consultants.

COMMUNITY INVOLVEMENT PROCESS:
City staff mailed notification letters to the eleven (11) property owners within the Basalt Creek Planning Area to inform them of the ongoing planning process. At the time this staff report was prepared, staff had received one comment from a property owner expressing support for the planning effort and one request for a site visit with City staff. Matt Lorenzen, Economic Development Manager for the City of Wilsonville, met with the property owner to discuss the project. The property owner's feedback was generally positive and supportive of the Basalt Creek Master Plan.

Feedback received through these engagement activities has helped inform refinement of the preferred concept and will continue to guide the development of future policies and code amendments associated with the Basalt Creek planning effort.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Planning for the West Railroad Area supports Wilsonville's long-term economic development strategy by creating opportunities for employment growth while preserving natural resources and improving transportation connectivity. Successful implementation of the preferred concept will support family-wage job creation, strengthen Wilsonville's economic base, and reinforce the City's reputation as a forward-thinking employment center.

ALTERNATIVES:
As the concept is refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning may be considered in collaboration with the Planning Commission and City Council.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
1. Preliminary Preferred Concept Map (March 2026)
2. Preliminary WRR Preferred Concept and Policy Considerations (April 2026)
3. Joint Work Session Summary (October 2025)
4. Joint Work Session Mural Board Notes (October 2025)

Preliminary Preferred Concept
April 2026

SW TONQUIN ROAD

BASALT CREEK PKWY

EVALUATE ACCESS TO TONQUIN ROAD

INTERNAL ROAD NETWORK ALIGNMENTS FINALIZED & CONSTRUCTED BY DEVELOPMENT

EXPLORE POSSIBILITY FOR PUBLIC CROSSING

SW MORGAN ROAD

CAHALIN ROAD

CREATE AMENITY & VISUAL ACCESS TO EXISTING NATURAL RESOURCES

EXISTING RAILROAD WITH BPA EASEMENT

SW GRAHAMS FERRY ROAD

SW GARDEN ACCESS ROAD

ENHANCE CREEK EDGE

REDESIGN RAILROAD UNDERCROSSING TO ACCOMODATE FREIGHT

DEVELOP ICE AGE TONQUIN TRAIL ALIGNMENT

MAKE CONNECTIONS TO ICE AGE TONQUIN TRAIL

memo portland

to Chris Myers and Miranda Bateschell, City of Wilsonville

from Alex Dupey and Lauren Scott, MIG

re West Railroad Area Preliminary Preferred Concept: Implementation and Policy Considerations

date 4/01/2026

Introduction

This memorandum describes the conceptual development framework and implementation considerations for the emerging *Preliminary Preferred Concept* for the West Railroad area within the Basalt Creek Concept Plan. The intent is to establish a visionary direction to guide future technical work and City planning.

It is anticipated that this list will continue to be refined during and following discussions with the Planning Commission, City Council, and staff as the West Railroad Preferred Concept is defined and integrated into the Basalt Creek Concept Plan.

Implementation Considerations

The following sections identify potential opportunities and issues that could impact future development as envisioned for the West Railroad area.

A. Land Use Considerations for Implementation

The West Railroad area today is primarily occupied by contractor yards and outdoor storage uses that are profitable for existing property owners and require little reinvestment. This presents a challenge for advancing more intensive, higher-value development in the near term. At the same time, Wilsonville is recognized for its visionary and forward-thinking planning that delivers economic growth, high-quality jobs, and attractive development.

Given these dualities, the City's land use approach should strike a balance between aspiration and adaptability (two Guiding Principles): maintaining flexibility to accommodate a variety of employment uses today, while positioning the area for more sophisticated, high-quality employment in the long term.

1. Establish a Clear Long-Term Vision

- Define the area as a premier employment destination that leverages its natural setting and multimodal pathways, roadways, and trails to attract modern industrial, manufacturing, and innovation-oriented users.
- Integrate existing open space corridors, wetlands, and potential trail connections into the development identity—creating an employment district that feels both productive and environmentally connected.
- Emphasize design excellence and site organization over rigid land use restrictions to elevate development quality.

2. Recognize Current Market Realities

- Acknowledge that existing contractor and yard uses are economically viable and likely to remain for some time; focus policy efforts on incremental improvement rather than immediate transformation.
- Identify opportunity sites or willing owners where redevelopment could feasibly occur first, setting the stage for future transitions.
- Allow interim or evolving use patterns that enable property owners to remain active participants in the area's evolution.

3. Promote Flexibility through Zoning and Policy

- Apply the Planned Development Industrial (PDI) or Northwest Industrial (NWI) Zone to West Railroad to better reflect the area's unique mix of rail adjacency, environmental context, and long-term vision.
- Consider a performance or form-based code that defines desired outcomes—such as design quality, environmental integration, and circulation standards—without limiting allowable uses too narrowly.
- Maintain broad use allowances to avoid turning away potential investment, even if near-term uses differ from the City's long-range aspirations.

4. Encourage High-Quality Design and Place Identity

- Develop design standards or guidelines for landscaping, building form, and site layout that create a cohesive and marketable identity for the area.
- Use natural amenities and trail connections as a distinguishing feature — positioning West Railroad as an attractive and sustainable employment area within the region.
- Explore opportunities for public realm investments (e.g., gateway features or greenways) that signal the City's commitment to quality development.

B. Transportation Considerations for Implementation

Transportation access is a defining challenge for the West Railroad area. The site's limited connections, physical barriers, and infrastructure deficiencies create significant uncertainty around how future development can effectively move goods, workers, and services. Despite these constraints, it will be important to explore all potential access opportunities to ensure the area's long-term viability as an employment district.

The City has engaged a consultant firm (DKS Associates) to conduct a preliminary transportation analysis to further evaluate the concept plan. Key assumptions and findings from that analysis are presented below and incorporated into the transportation considerations that follow.

» The analysis assumes development consistent with an industrial park setting, including a mix of smaller service businesses, larger manufacturers, and supporting commercial uses.

» The analysis assumes implementation of key regional Transportation System Plan projects, including the Basalt Creek Parkway extension and improvements to the Grahams Ferry Road/Day Road intersection, but does not assume a future I-5 overcrossing.

- » The analysis identifies a north–south local industrial street connecting Tonquin Road to SW Grahams Ferry Road as the primary internal circulation route.
- » The analysis identifies a potential eastward connection across the railroad at Cahalin Road as a long-term improvement.
- » The analysis indicates that no major off-site transportation improvements are required beyond those already identified in City and County Transportation System Plans.

1. Address Access and Connectivity Constraints

- **Tonquin Road (North Access):** Local street access to Tonquin Road may be feasible based on preliminary coordination with Washington County, but will need to meet County access, safety, and operational standards upon redevelopment.
- **Cahalin Road (Potential East Access):** A potential extension of Cahalin Road across the railroad could offer a strong central connection into the area, but would require crossing the rail line, a significant coordination challenge with Portland and Western Railroad and ODOT Rail (owner of the railroad ROW). The City has been in contact with railroad representatives who are open to the idea of a public crossing in the area, preferably by upgrading the existing Cahalin Road crossing with additional protections, while noting that improvements at another crossing may be required as mitigation. While not assumed in the baseline analysis, this connection could reduce reliance on other access points and provide long-term system benefits. Conceptual planning should continue to evaluate its feasibility, including estimated costs (approximately $500,000 in 2026 planning level costs) and permitting requirements.
- **Grahams Ferry Road Undercrossing (South Access):** The existing undercrossing is a critical freight linkage but currently undersized and in need of modernization. A site evaluation of this undercrossing was conducted in February 2025 and revealed that upgrading this facility could significantly improve freight mobility and overall connectivity at the southern end of the site but it is costly. For more detailed information, refer to the *Graham's Ferry Road: Freight Traffic Accommodation Evaluation (2025)*.

2. Prioritize Regional and Freight Mobility

- Focus on ensuring efficient and safe connections to regional corridors such as I-5, Tonquin Road, and Basalt Creek Parkway.
- Recognize that freight traffic will define the area's transportation needs, and future design solutions should prioritize large-vehicle maneuverability and industrial circulation.

3. Incorporate Multimodal and Complete Network Principles

- While freight access is the primary need, incorporate complete street principles where feasible, particularly along internal corridors, to support safe access for pedestrians, bicycles, and potential transit service in the future.
- Pedestrian and bicycle connectivity has not been fully evaluated; however, the transportation analysis found that the Ice Age Tonquin Trail can be accommodated through the site as currently envisioned in the preferred concept. Further coordination and evaluation of the exact alignment should occur as development occurs in the area.

4. Collaborate with Regional Partners and Consider Phased Implementation

- Work closely with Washington County, ODOT, and regional partners to ensure consistency with functional street classifications, spacing standards, and investment priorities to accommodate anticipated growth and future travel patterns.
- Consider a phased implementation approach for key transportation access points (SW Grahams Ferry Road, SW Tonquin Road, and potentially Cahalin Road) to be improved or added over time as development occurs and funding becomes available.
- Advance conceptual alignment studies and cost evaluations early to clarify feasibility before committing to major infrastructure investments.

C. Infrastructure Considerations for Implementation

The West Railroad area currently lacks basic infrastructure — including sanitary sewer, water, and stormwater systems — and extending these services will require significant public investment and regional coordination. Given these challenges, the City's approach should focus on strategic, scalable infrastructure planning that supports near-term feasibility while laying the groundwork for future buildout.

1. Plan for Scalable Infrastructure Investments

- Develop a phased approach that prioritizes strategic connections and essential services first, allowing incremental expansion as development demand materializes.
- Focus initial efforts on alignment within key streets and corridors (e.g., Basalt Creek Parkway, SW Tonquin Road, or Cahalin Road) to establish service entry points for both water and sewer infrastructure.

2. Coordinate Regional Partnerships

- Pursue state and regional funding sources (e.g., Business Oregon, Metro) to offset infrastructure costs for employment lands.

3. Integrate Green and Resilient Systems

- Use green infrastructure and low-impact development practices to manage stormwater.
- Preserve open space along the Coffee Lake Creek and natural drainage corridors as part of the stormwater system and long-term habitat strategy.
- Design infrastructure with climate resilience and adaptability in mind, recognizing the area's long buildout horizon.
- Consider including restoration or mitigation standards as a requirement of development, where feasible and appropriate, considering the significant tree and habitat loss already experienced in this area.

4. Maintain Long-Term Flexibility

- Avoid locking in costly infrastructure alignments before market direction becomes clearer; instead, establish conceptual utility corridors that identify key service entry points and trajectory of infrastructure, without committing to investments before the land is purchased by a developer.

- Ensure infrastructure design standards accommodate a range of development intensities, from lower-density industrial and logistics uses to potential future manufacturing or mixed employment.
- Continue to coordinate infrastructure planning with land use policy and economic development strategies, ensuring the City can respond to changing opportunities over time.

D. Economic Development Considerations for Implementation

The West Railroad area presents a significant opportunity but also notable development challenges, including fragmented ownership, limited access, and the need for major infrastructure investments.

Given these constraints, in order to achieve the type of high-quality development and return on investment envisioned, the City will need to take a leading role in shaping conditions for successful, market-ready employment growth.

The focus should be on creating a foundation of certainty, coordination, and readiness that can attract private investment over time. Strategies that should be considered include:

1. Facilitate Land Coordination and Aggregation

- Facilitate land assembly through public acquisition, land swaps, or partnerships with property owners to create larger, development-ready sites.
- Establish a redevelopment or land bank entity (e.g., urban renewal agency, development commission) to manage and prepare sites strategically.
- Use development agreements or master planning to coordinate multiple owners under a unified infrastructure and design framework.

2. Invest in Infrastructure Readiness

- Invest early in critical infrastructure (water, sewer, stormwater, road access) to clear a path for private developers.
- Pursue cost-sharing, reimbursement, or horizontal development agreements to spread infrastructure costs over multiple benefiting properties.
- Seek state and regional funding sources such as Business Oregon's Industrial Site Readiness Program or Metro's planning and development grants that help cities create master plans for industrially zoned land within the UGB.

3. Support Regulatory Efficiency

- Complete environmental impact and infrastructure studies in advance to remove additional steps developers have to take and to make site development more attractive.

4. Explore Incentives and Investment Tools

- Explore creative funding tools such as grants, earmarks, forgivable loans, tax increment financing (TIF), Local Improvement District, etc., to fund infrastructure and site preparation.
- Utilize the WIN (Wilsonville Investment Now) program or other tax incentive programs to attract high-value employers.
- Consider public-private partnerships for catalytic projects (e.g., shared logistics facilities, innovation centers).

5. Establish Branding and Market Positioning

- When the path to urbanization of this area becomes clear, establish a clear identity/brand for the area.
- Market the area regionally as a strategic employment hub with multimodal freight access and sustainable design potential.
- Coordinate branding and recruitment with regional economic development partners such as Greater Portland Inc. and local Chambers of Commerce.

Next Steps

The list of considerations will continue to be refined through and following discussions with the Planning Commission and City Council during their April and May meetings, as well as through ongoing coordination with City staff, as the West Railroad Preferred Concept is further developed and integrated into the Basalt Creek Concept Plan. Additional meetings with the Planning Commission and City Council regarding the larger update to the Basalt Creek Concept Plan will occur in early summer. In addition to the transportation analysis completed in early 2026, the City is conducting additional site infrastructure planning (i.e., water and sewer) to better understand potential opportunities and constraints. The findings from that work will also be incorporated into the evaluation and refinement of the preferred concept and Basalt Creek Concept Plan update.

Wilsonville Industrial Land Readiness (WILR)

JOINT PLANNING COMMISSION (PC) AND CITY COUNCIL (CC) WORK SESSION SUMMARY | OCTOBER 6, 2025

Meeting Format

The joint Planning Commission and City Council work session was held on October 6, from 5:00 – 6:40 p.m., in the Wilsonville City Council Chambers. Alex Dupey and Lauren Scott from the MIG Consultant Team attended in person to present while Meg Grzybowski hosted the virtual discussion on Mural Board. The team briefly reviewed the existing conditions within the West Railroad project area and then presented the three potential urban design concepts for the area for feedback and discussion. The team also hosted a discussion regarding the preferred design elements and components from the concepts presented to the Planning Commission and City Council.

Existing Conditions Presentation

During the presentation, the Team reviewed existing conditions for the West Railroad area of the Basalt Creek Concept Plan. Recent site analysis indicates that the area now contains significantly less habitat than it did in the 1990s. Still, only slightly more than half of the land is considered "unconstrained" for development. Natural resource constraints are primarily concentrated along the western edge near Coffee Lake Creek.

The area's large parcel sizes make it attractive for potential development, but existing land is largely dominated by contractor establishments and a mining operation. Currently, the West Railroad area lacks sewer, water, and stormwater infrastructure. However, it is well positioned relative to the regional transportation network, with close proximity to I-5. The site is separated from the rest of the Basalt Creek Planning Area by the Portland and Western Railroad line and a large BPA easement running parallel to it. A key infrastructure element for improving future connectivity will be the Grahams Ferry Road railroad undercrossing, which currently has too low of a clearance to accommodate freight traffic.

Draft Urban Design Concepts

The following draft concepts were presented to the City Council and Planning Commission as starting points for discussion.

C1: Tonquin Environment

This concept emphasizes natural resource enhancement and ecological integration. It envisions an improved creek edge, an extended Tonquin Trail corridor, and interconnected open space and forest areas. Employment areas would support campus-style development, craft industrial uses, and small-scale office or manufacturing spaces. The concept centers on creating a unique employment and innovation district where economic development is closely tied to environmental stewardship and access to high-quality natural and recreational amenities.

C2: Manufacturing & Industry

Focused on regional connectivity and employment generation, this concept envisions upgrades to key transportation infrastructure such as the Grahams Ferry Road railroad undercrossing and the Cahalin Road railroad crossing. The land use mix emphasizes large-scale industrial and office development to attract high-density employment opportunities. Overall, this concept positions the area as a hub for manufacturing and logistics supported by improved access and circulation.

C3: Limited Connectivity and Flexible Land Use

This market-driven concept allows for a broad mix of land uses not typically found elsewhere in Wilsonville. It emphasizes flexibility and responsiveness to market demand, potentially supporting commercial recreation, outdoor retail, storage, and low-intensity small businesses. Rather than a predetermined vision, this concept encourages organic growth and adaptation based on evolving economic conditions.

DISCUSSION

Guiding Principles

Of the market-driven, balanced, and aspirational Guiding Principles from the Basalt Creek Master Plan, a discussion was held to identify what principles felt the most relevant to West Railroad, what the opportunities were, and what would be more challenging in the area.

The discussion highlighted both opportunities and challenges in shaping guiding principles for the West Railroad area. Commissioners and Councilors noted that Wilsonville is well positioned to leverage its natural resources as an economic and community asset, with the potential for nature to support a broader business ecosystem. Large parcel sizes were recognized as unique advantages that could allow site aggregation and coordinated development without direct City intervention. There was also interest in fostering employment opportunities that complement nearby Tualatin, supporting a more regionally balanced mix of uses.

Key challenges include limited infrastructure, connectivity, and access—particularly across the railroad at Cahalin Road—and concerns about flood risk in areas near the wetlands. While preserving natural features like the Ice Age Tonquin Trail corridor remains a priority, participants acknowledged the need to balance conservation with job creation. Additional considerations include the difficulty of assembling properties and the limitations imposed by the railroad's proximity, which may restrict certain sensitive land uses.

Throughout the discussion, Commissioners and Councilors emphasized Wilsonville's history as a forward-thinking city, setting the stage for creative, sustainable, and strategic approaches to future planning in the West Railroad area.

Urban Design Concepts

The discussion of urban design concepts led to the group leaning towards a preferred concept that was a balance of C1 and C2. However, there were pros and cons to each concept that were taken into consideration, as summarized below:

C1: Tonquin Environment

Pros / Opportunities:
This concept presents a strong opportunity to capitalize on the Ice Age Tonquin Trail corridor and establish a continuous greenway along Coffee Lake Creek, enhancing connectivity and recreation while highlighting the area's natural assets.

Cons / Constraints:
Participants expressed concern that the significant environmental emphasis may come at the expense of job creation. The large share of land dedicated to natural areas could overly limit employment and economic potential.

C2: Manufacturing & Industry

Pros / Opportunities:
C2 offers the strongest job creation potential, with opportunities to integrate vocational or higher education components. It is seen as providing the most long-term revenue and property value, while also maintaining flexibility to incorporate natural areas—such as extending the Coffee Lake Creek greenway into the development design.

Cons / Constraints:
The concept's success depends heavily on infrastructure feasibility. Both the Grahams Ferry Road undercrossing and the Cahalin Road crossing are critical elements, and participants questioned whether these improvements would be achievable or cost-effective.

C3: Limited Connectivity and Flexible Land Use

Pros / Opportunities:
This approach keeps future options open, allowing for a mix of uses and natural features that could include elements like commercial recreation or a multi-use complex. It provides flexibility for the community to respond to evolving market conditions.

Cons / Constraints:
Some felt the concept lacks the intentionality and forward-thinking approach that typically guides Wilsonville's planning efforts. Without a clearer direction, it may appear more reactive than strategic.

Preferred Elements

As previously mentioned, the Planning Commission and City Council expressed an affinity for the combination of C1 and C2. When asked what the preferred elements or pieces were from their ideal concept, several key elements came to the forefront:

- Balance between the natural and built environment
- Property values and job creation
- Creating a core space
- Intentional planning and intervention; though opportunity for flexibility
- A linear greenway
- Ability to align land uses with Tualatin

Strategies

A final piece of the discussion had the Commissioners and Councilors brainstorming how Wilsonville could achieve these concepts (or elements of the concepts); what the City's role was, and what tools or strategies could be considered when advancing the vision for West Railroad. Some suggestions included:

- Form-based regulations
- Incentives
- Partnership and legislative support

Defining Phrases

When asked to provide defining phrases or unique characteristics that would define the future of West Railroad, these phrases were presented as top of mind:

- Attractive
- Active
- High-use
- Jobs and industry
- Flexibility

Additional Questions

There were additional questions posed by the Planning Commission and City Council that will be included in the considerations for the preferred Concept.

Q: What was the initiator for the large levels of development over the last 15 years?

Q: Construction costs for Graham's Ferry Road railroad undercrossing improvements – are they in today's dollars or future estimates?

Q: Over time have we seen a change in gravel activity at the quarry and what do we know for the future?

A: We don't really know what their plans are. One of the landowners said they had acquired another firm, so they would be shifting to the Tualatin facility, but no plans in the immediate future for this part of their properties in West Railroad.

Q: Trail system and wetlands – is that integrated into the plan or is it separate?

A: Assuming trail / regional system and wetlands would remain.

Q. Has the city heard from developers/investors interested in the area? Could we use those conversations to tailor the approach?

A. Unlimited interest in industrial land in Wilsonville, though the land has to be served by infrastructure and there has to be a reasonable path forward to aggregating a site

Q. What prevents trucks from coming up to Graham's Ferry Road from the south?

A. That is a long way around – want access to the I-5 interchange – desirable for access
A. Haven't completed traffic study to analyze

Q. What top sectors can we attract if sensitive sectors (to noise and vibration) cannot come in?

Attachment 2. Joint Work Session Mural Board Notes (October 6, 2025)
Planning Commission Work Session November 12, 2025

GUIDING PRINCIPLES

Which principles feel most relevant here?

Are there any that will be more challenging to meet in West Railroad?



MARKET-DRIVEN:

- MEET REGIONAL RESPONSIBILITY FOR JOBS.
- MAXIMIZE ASSESSED PROPERTY VALUE.

BALANCED:

- CAPITALIZE ON THE AREA'S UNIQUE ASSETS AND NATURAL LOCATION.
- EXPLORE CREATIVE APPROACHES TO INTEGRATE JOBS AND HOUSING IN THE CRAFT INDUSTRIAL LAND USE TYPE.
- ENSURE APPROPRIATE TRANSITIONS BETWEEN LAND USES.
- DESIGN COHESIVE AND EFFICIENT TRANSPORTATION AND UTILITY SYSTEMS.

ASPIRATIONAL:

- MAINTAIN AND COMPLEMENT WILSONVILLE'S UNIQUE IDENTITY.
- CREATE A UNIQUELY ATTRACTIVE BUSINESS COMMUNITY UNMATCHED IN THE METROPOLITAN REGION.
- INCORPORATE NATURAL RESOURCE AREAS AND PROVIDE RECREATIONAL OPPORTUNITIES AS COMMUNITY AMENITIES AND ASSETS.

THE OPPORTUNITIES

Ripe to maximize natural resources	Nature could feed into a broader business community	Large parcels are unique assets to the area
Jobs - key emphasis	Opportunity for West Railroad to aggregate sites without city intervention vs Coffee Creek/Basalt Creek	To blend with land uses in Tualatin - north of West Railroad

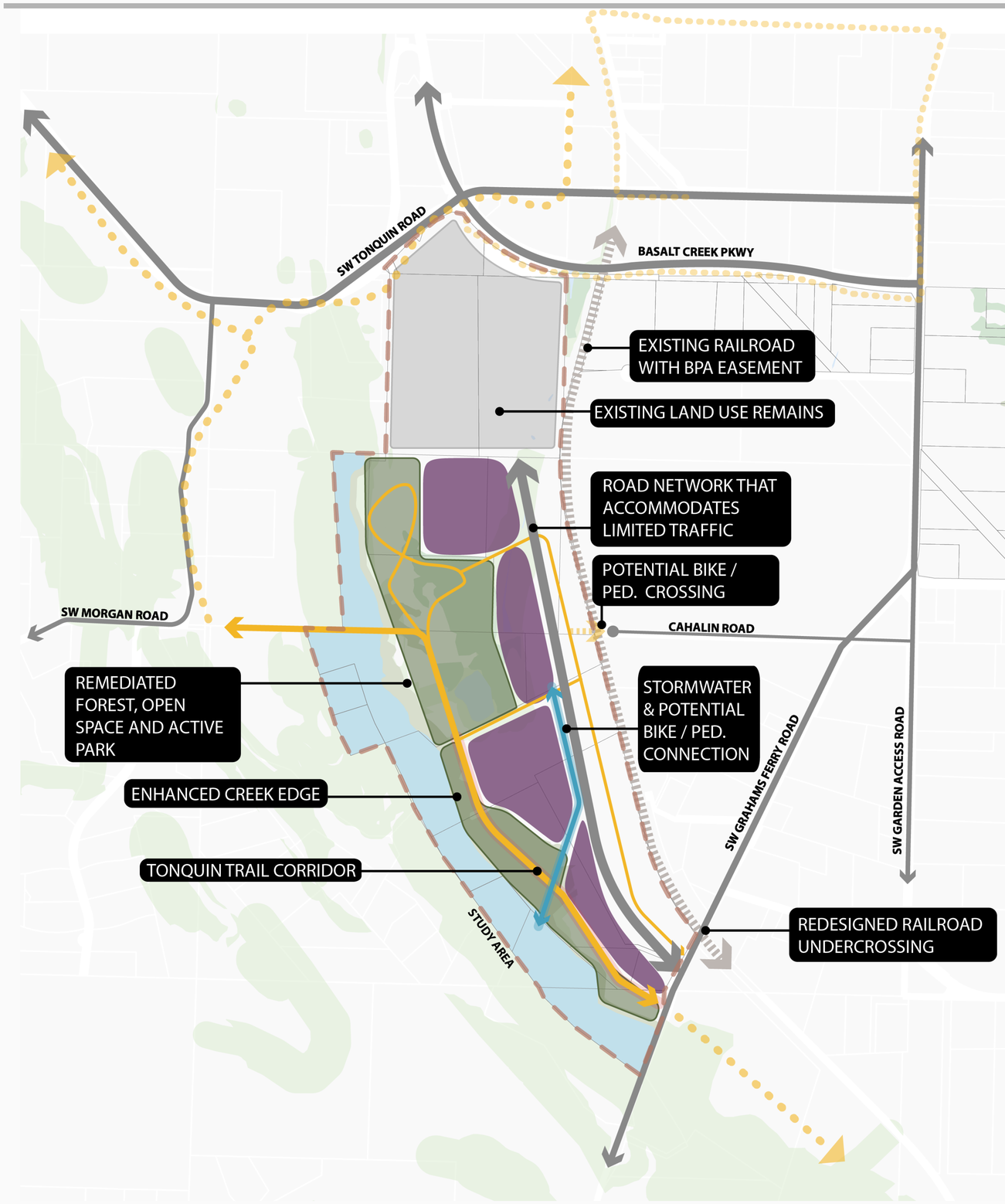
THE CHALLENGES

Infrastructure and access	Natural resources may have a limiting impact for what we can envision	Keep Tonquin and natural areas, but not at expense of jobs	Getting access across Cahalin
Site aggregation	Connectivity and transportation access	Sensitive uses could locate/site next to railroad	
Access spacing requirements and slope	Flood risk for roadways	Parkway is a barrier for connections to Tualatin	

WILSONVILLE FACTOR / UNIQUE IDENTITY

Forward thinking as a City			
			without the City driving development (owning the land), likely to see spec development

C1: TONQUIN ENVIRONMENT

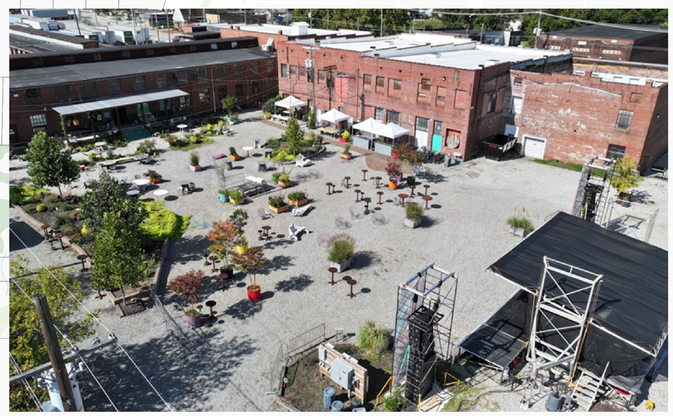


capitalizing on Tonquin Trail

greenway across the entire Coffee Lake Creek

large environmental component may limit jobs too much

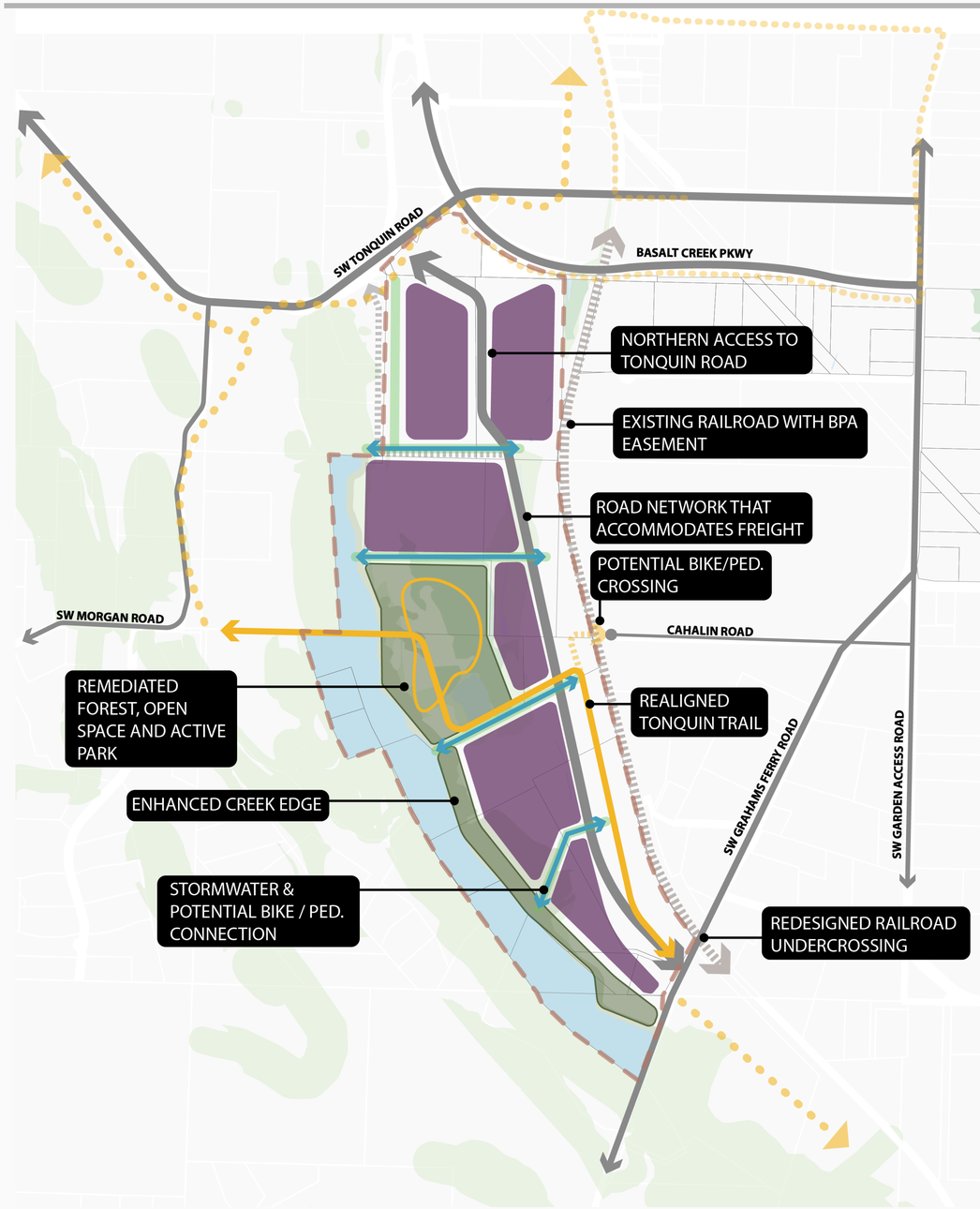
may not bring enough job creation







C2: MANUFACTURING & INDUSTRY



revenue stream

undercrossing a key element

could the primary access be at the north end off of Tonquin?

job emphasis

brings in ample environment to balance the two

provide the most property value in the long run → most flexibility in what can be located here

Consider greenway across the entire area - flexibility to use natural area to the west as part of development

consideration for vocational or higher education

Cahalin crossing is a key (straight shot) → can the State encourage the Cahalin crossing? → Challenging (private crossing) to get approved with the RR

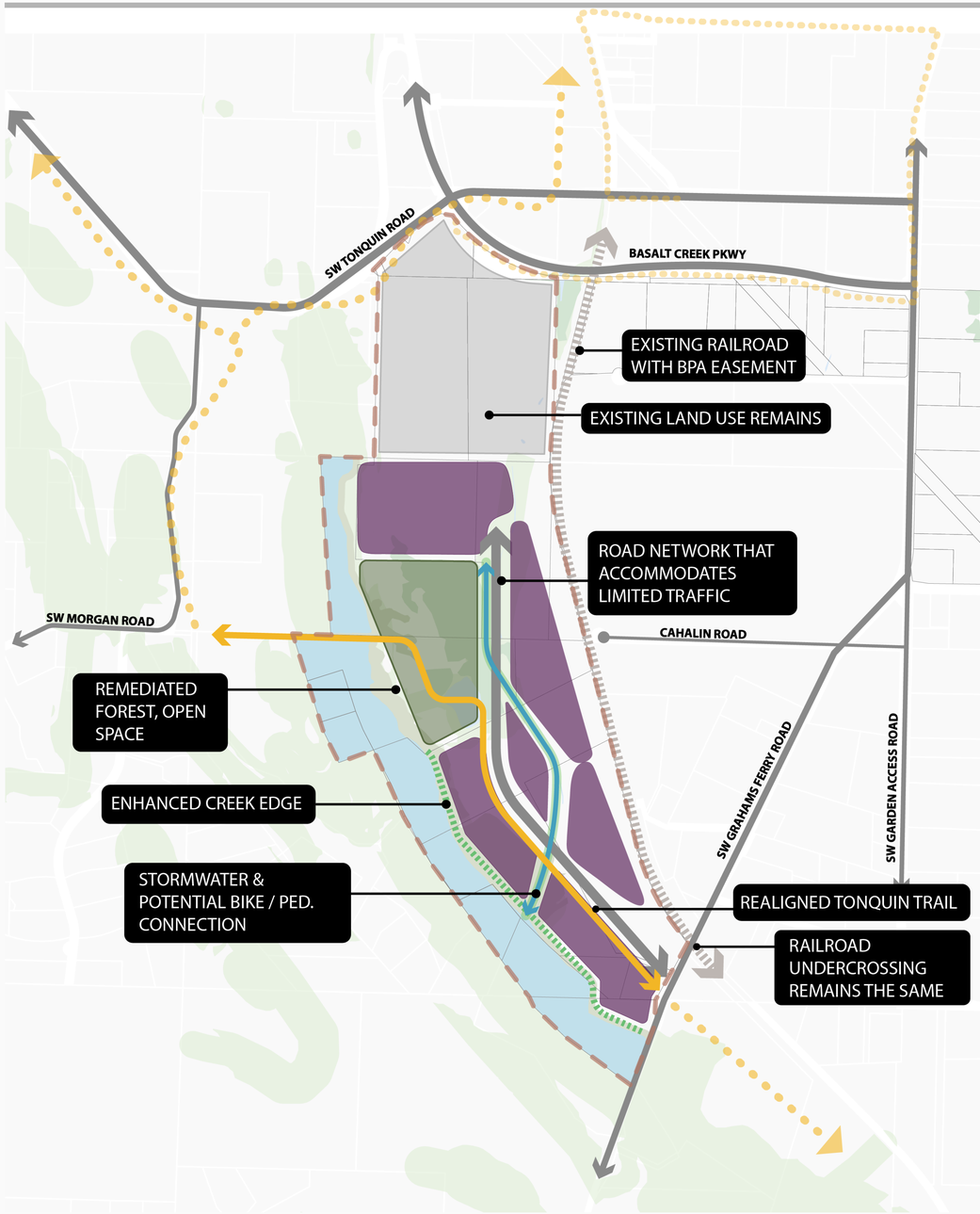


ANCESTRY AS AN EXAMPLE





C3: LIMITED CONNECTIVITY WITH FLEXIBLE LAND USES



need to be more thoughtful in planning for this area rather than letting things evolve without intention / intervention

Wilsonville thinks forward and plans intentionally - C3 doesn't fully capture

Revenue considerations for multi-use/multi-sport complex?

Mix of C1, C2, C3 for flexibility between uses and natural environment → keeps the options open for opportunity

commercial recreation component could think more widely - aquatics?







PREFERRED ELEMENTS

What are the pieces/elements we want in a preferred concept?

Is there a starting point?

BALANCE BETWEEN NATURAL AND BUILT ENVIRONMENT	ADDRESS THE UNDERCROSSING	PROPERTY VALUE & JOB CREATION	CREATE A CORE SPACE
ALIGN LAND USES WITH TUALATIN?	**MONETARY & FEASIBILITY STANDPOINT: CAHALIN VEHICLE CROSSING**	INTENTIONAL PLANNING & INTERVENTION	
LINEAR GREENWAY	WRITING IN A PLAN B FOR LIMITING ACCESS POINTS	LEAVE OPTIONS OPEN	

DEFINING PHRASES

ATTRACTIVE	ACTIVE	HIGH USE
JOBS & INDUSTRY	FLEXIBILITY	

HOW DO WE GET THERE?

What do we need to make this happen?

What is the City's role?

What tools, incentives, and strategies should be considered?



FORM BASED REGULATION	INCENTIVES	PARTNERSHIPS OR LEGISLATIVE SUPPORT	

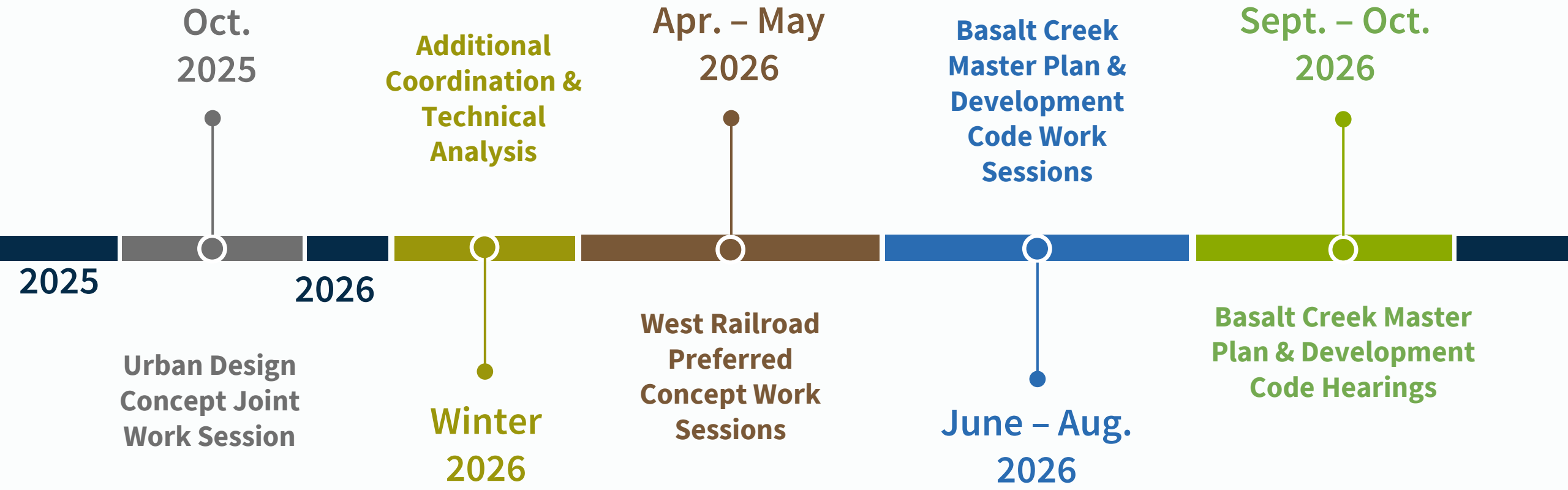
Wilsonville Industrial Land Readiness: West Railroad

City Council Work Session

April 20, 2026

WILSONVILLE
OREGON

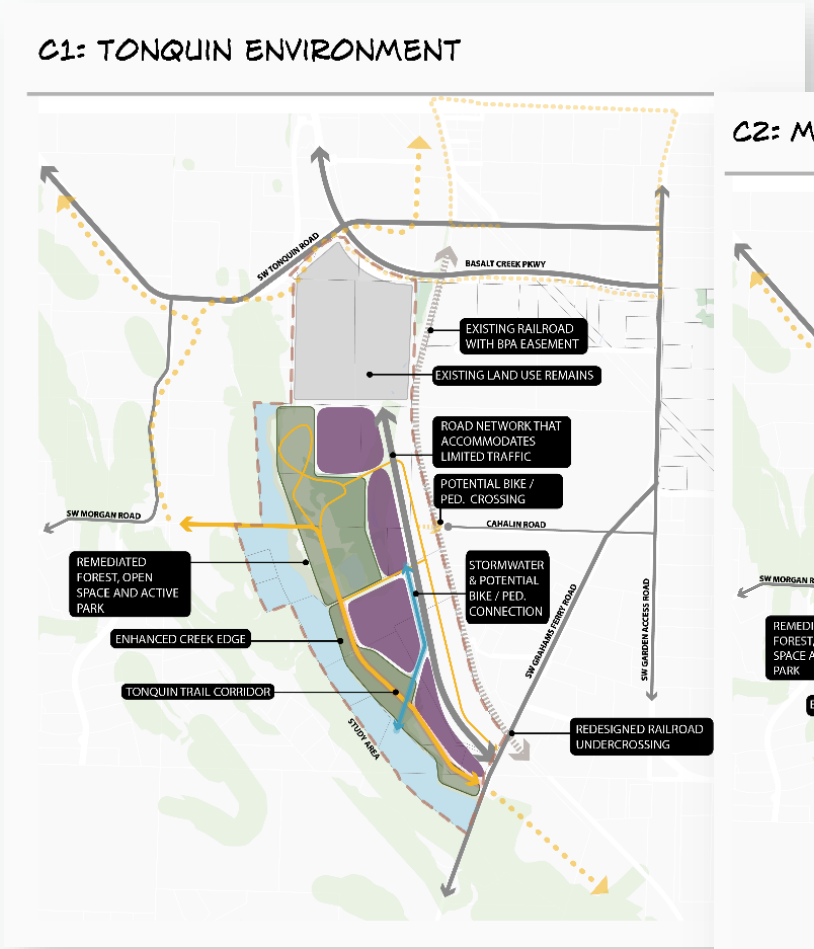
Project Process



Preferred Elements and Approach

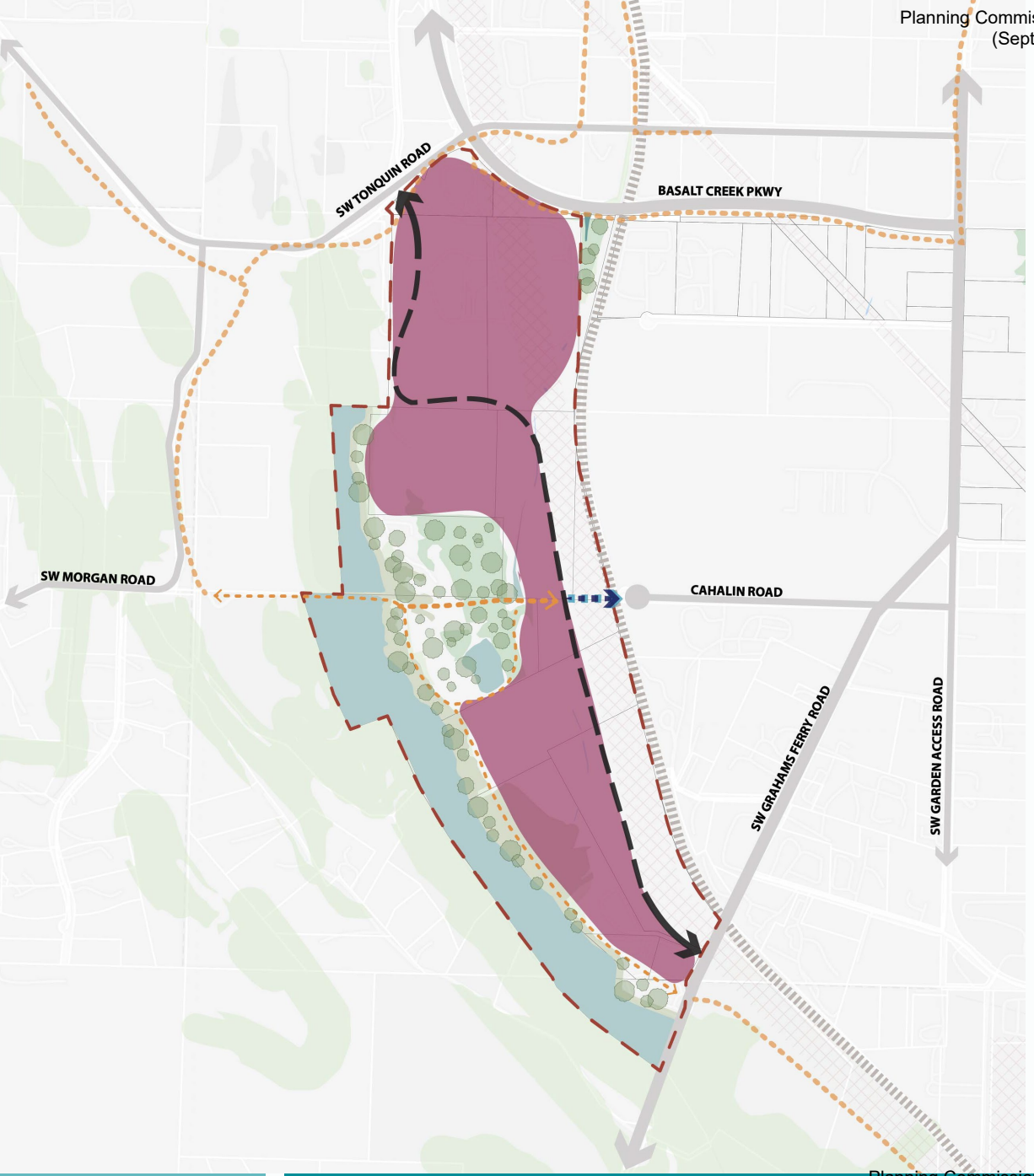


Urban Design Concepts Takeaways



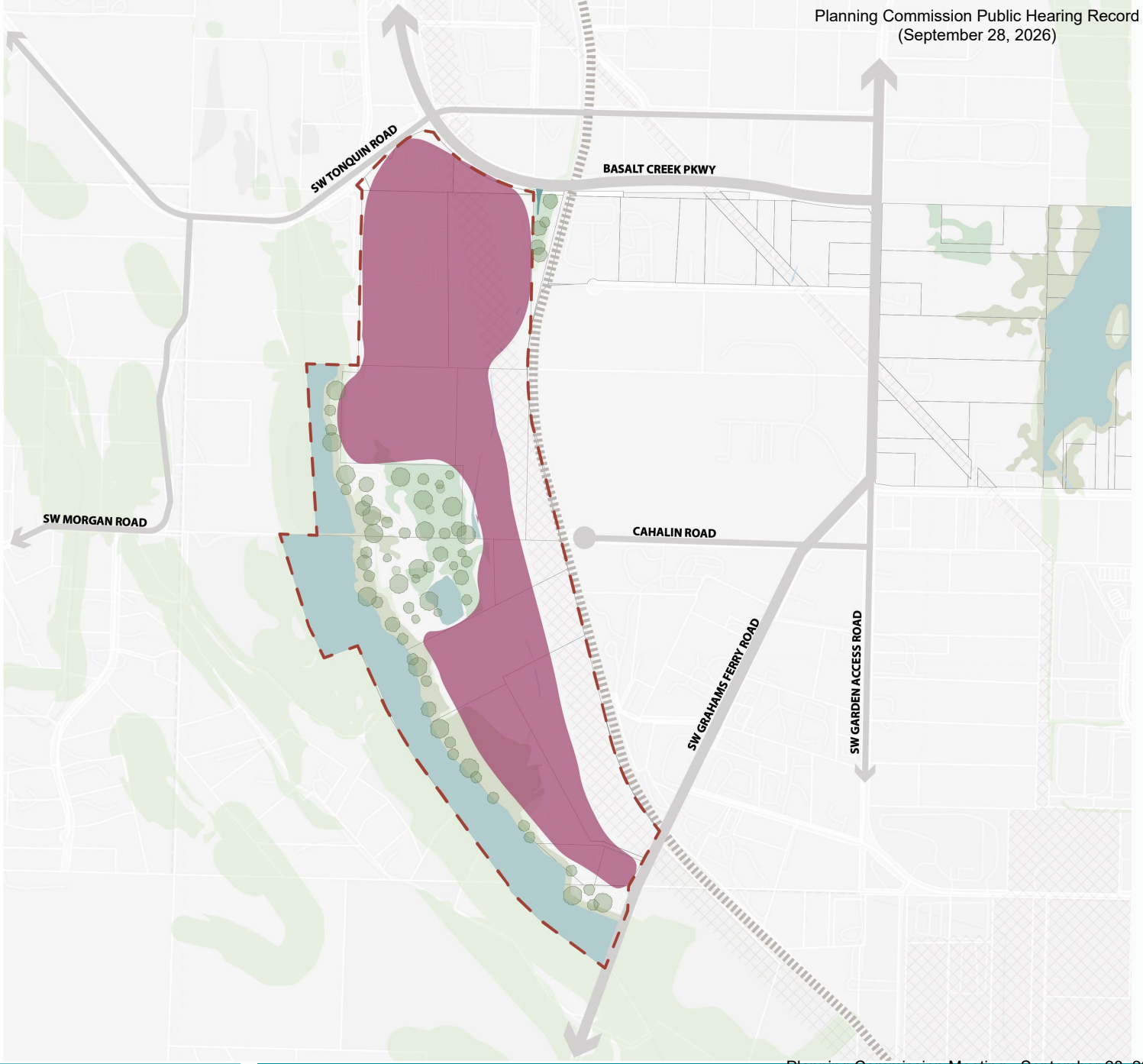


Preliminary Preferred Concept



- **Maximizes developable land**
- **Preserves remaining habitat**, and restores creek edge
- Considers **additional road connections**
- **Links Ice Age Tonquin Trail** with internal circulation

Preferred Concept


SW TONQUIN ROAD
BASALT CREEK PKWY
SW MORGAN ROAD
CAHALIN ROAD
SW GRAHAMS FERRY ROAD
SW GARDEN ACCESS ROAD





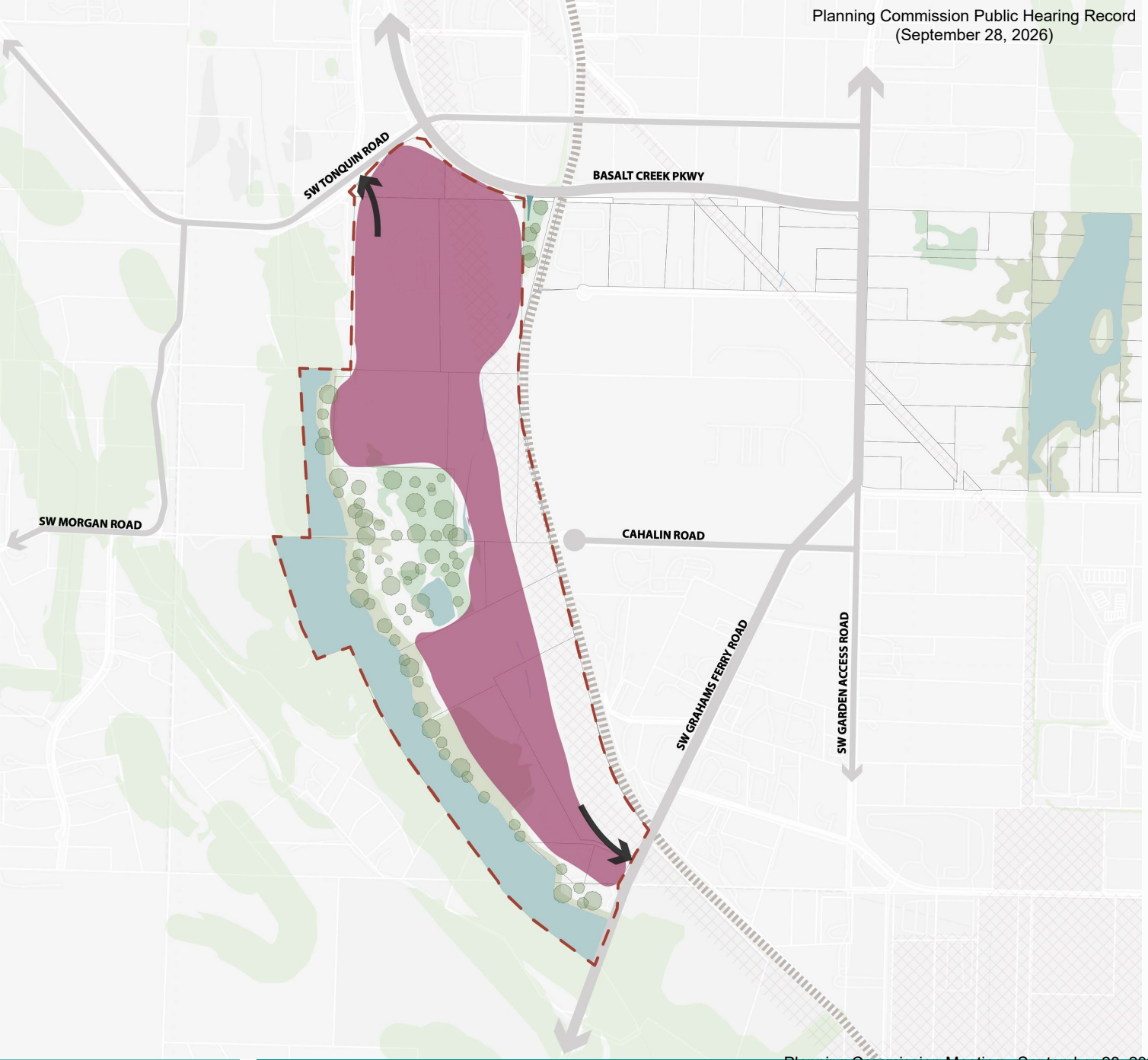


Land Use

TRANSPORTATION ANALYSIS

Methodology & Approach

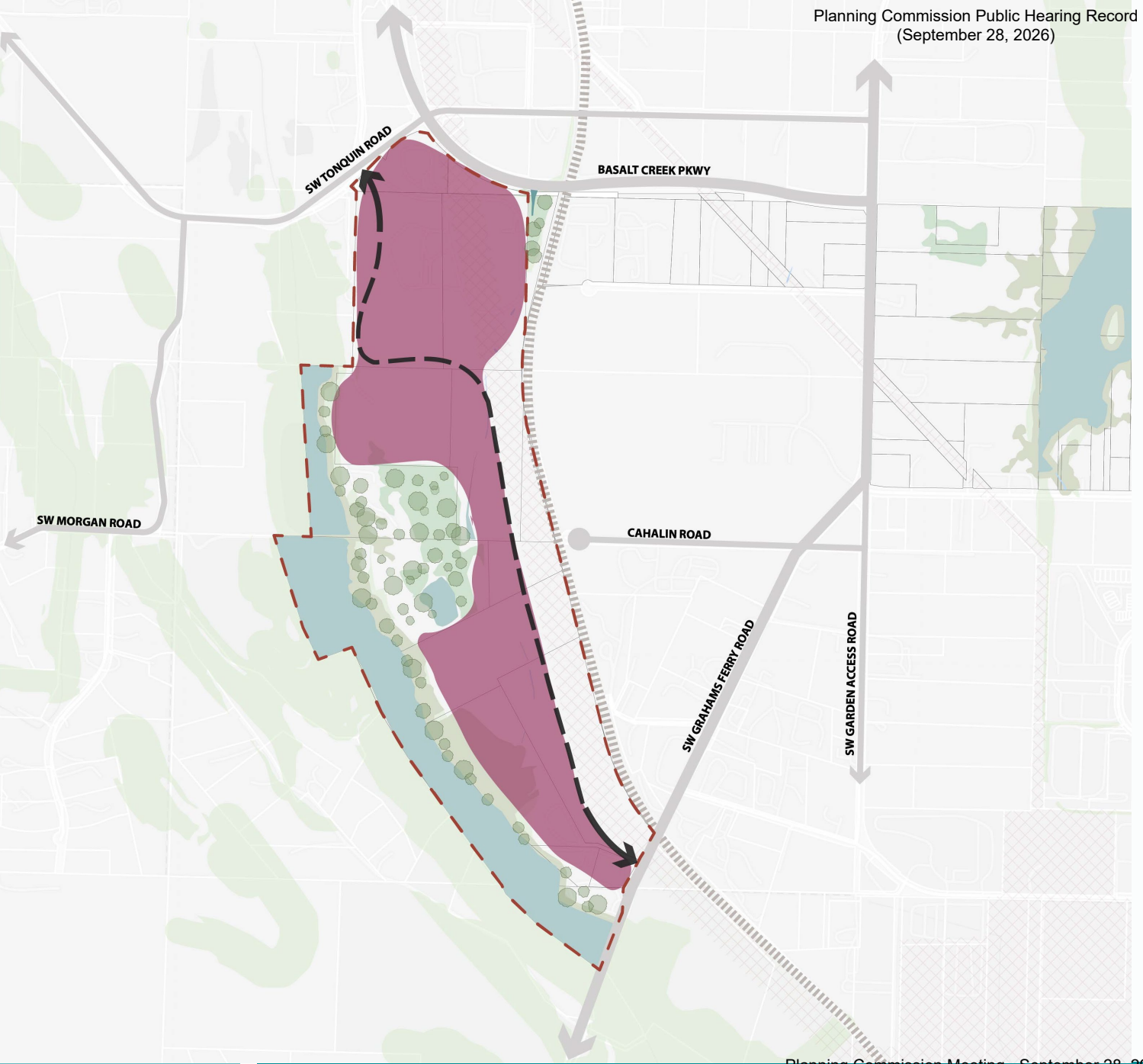
- Evaluated a 20-year horizon based on planned network improvements
- Applied preferred land use scenario for development intensity
- Assessed multimodal access at a planning level
- Coordinated with jurisdictional partners and railroad operator







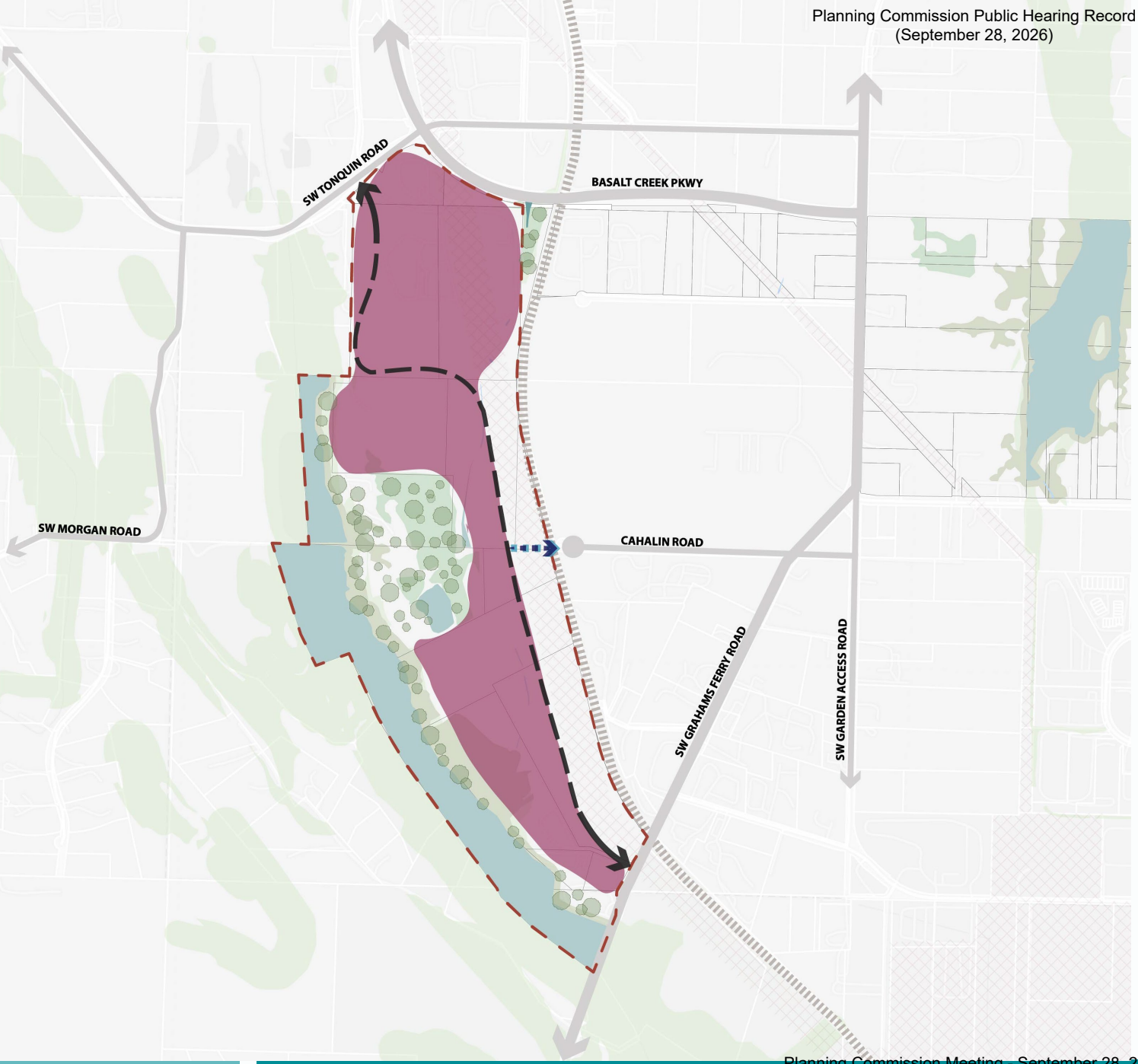
Transportation







Transportation







Transportation

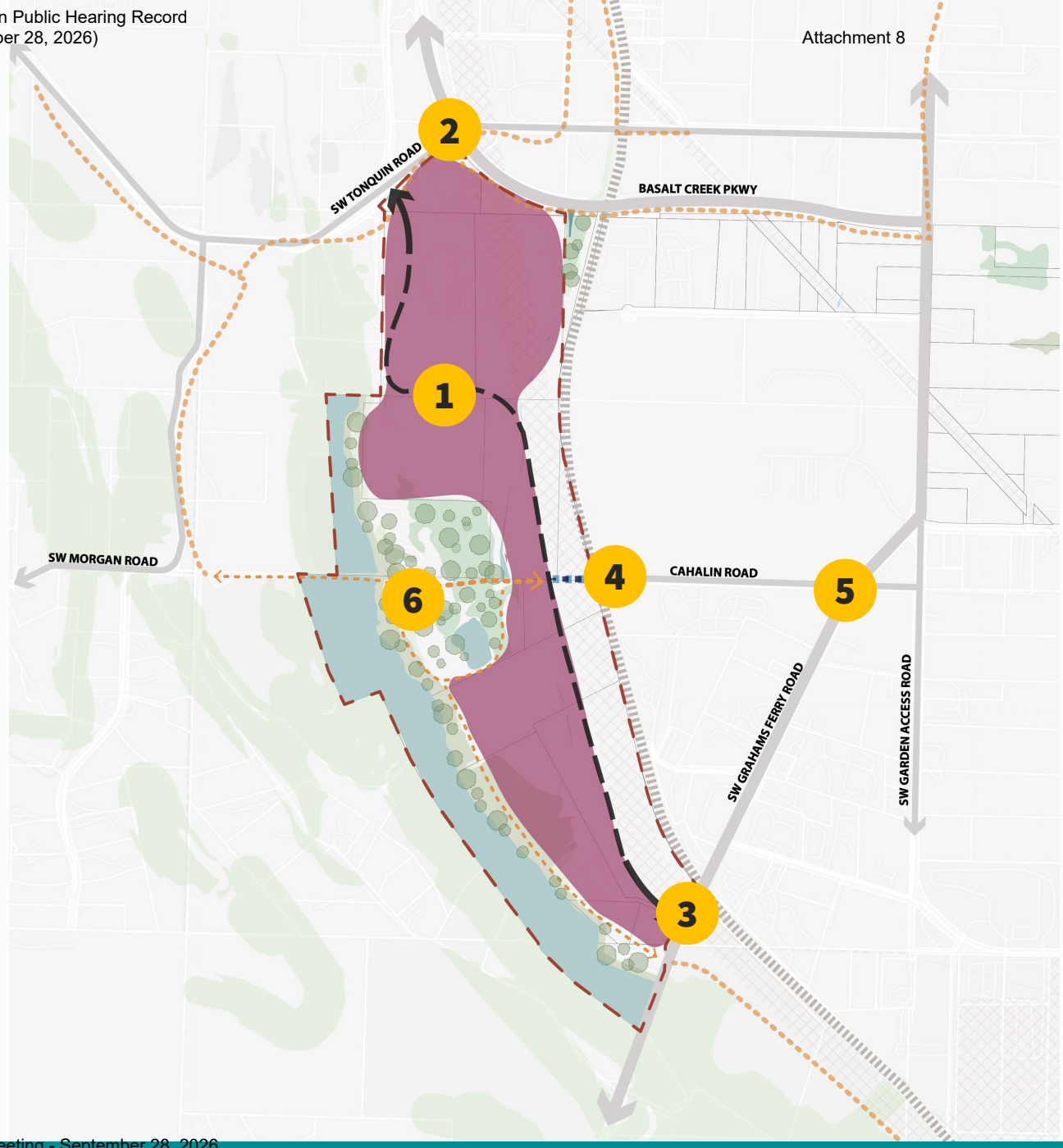
Key Findings

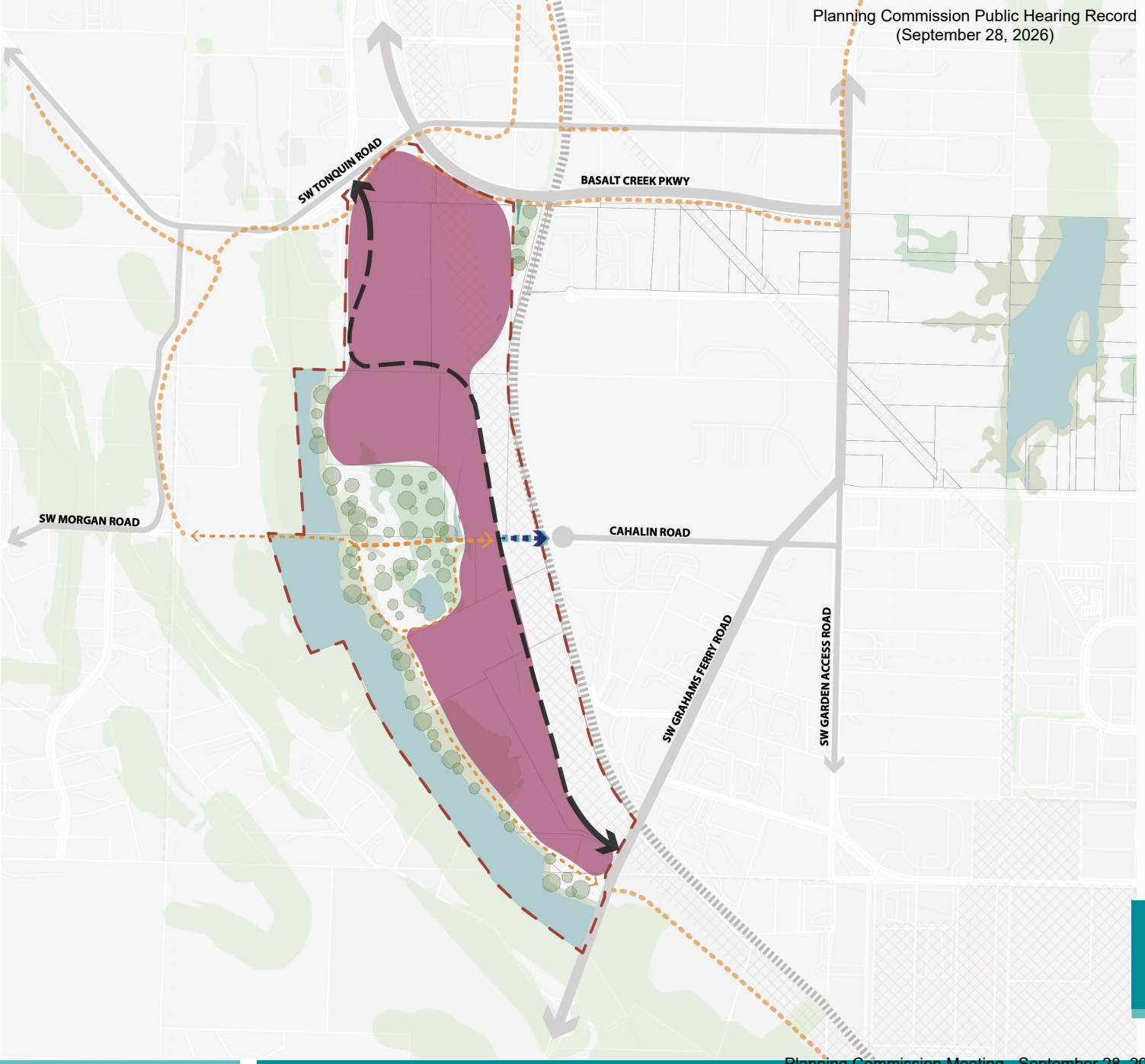
- **No major off-site upgrades needed beyond adopted TSP projects**
- Ice Age Tonquin Trail alignment can be accommodated as currently proposed



Identified Transportation Projects

1. New local industrial street
2. Tonquin Rd upgrades for truck access + safety improvements
3. Grahams Ferry Rd access improvements
4. Cahalin Rd rail crossing (optional)
5. Cahalin/Grahams Ferry Rd intersection upgrades (optional)
6. Pedestrian & bicycle trails through site

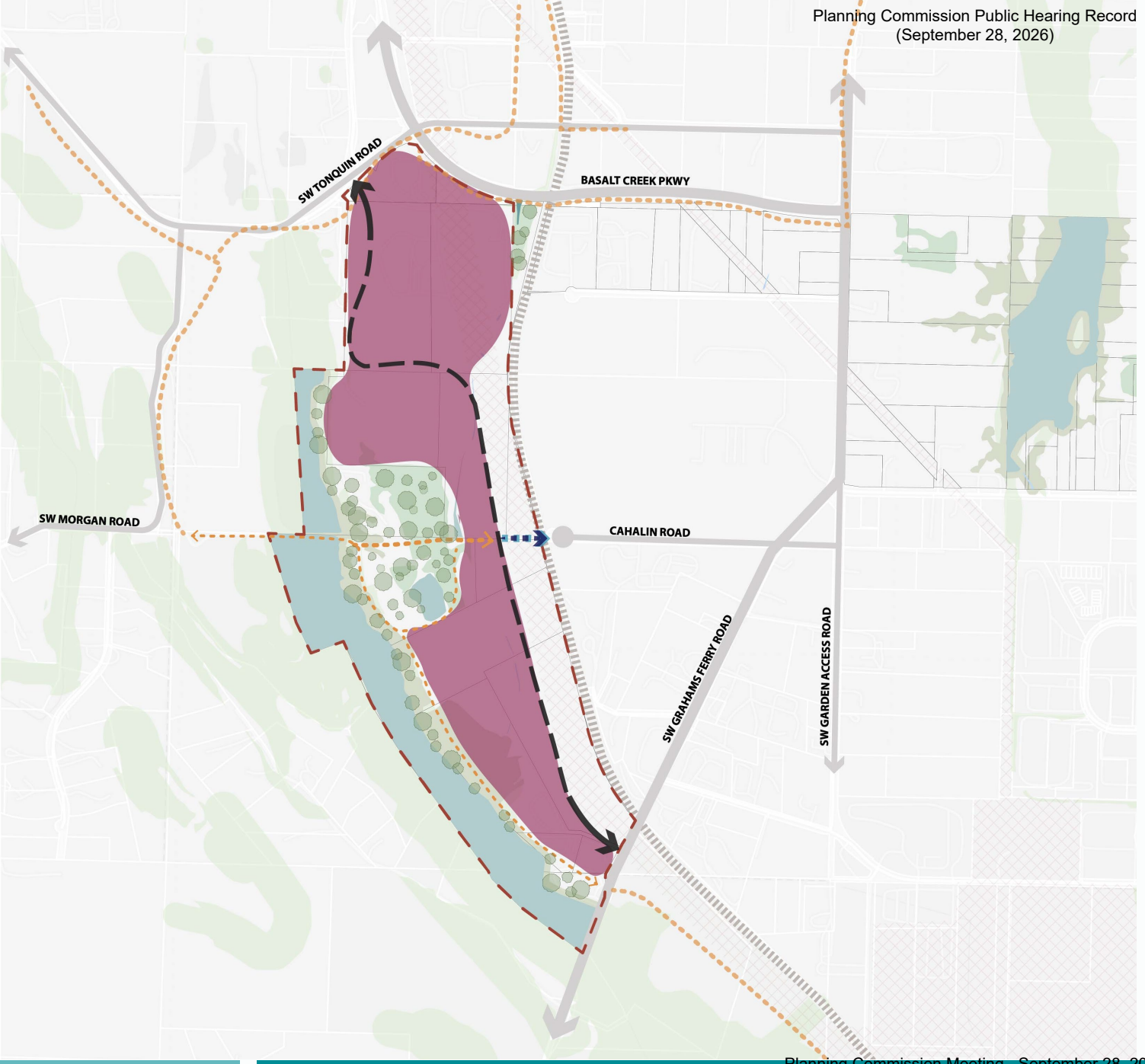








Trails & Natural Resources

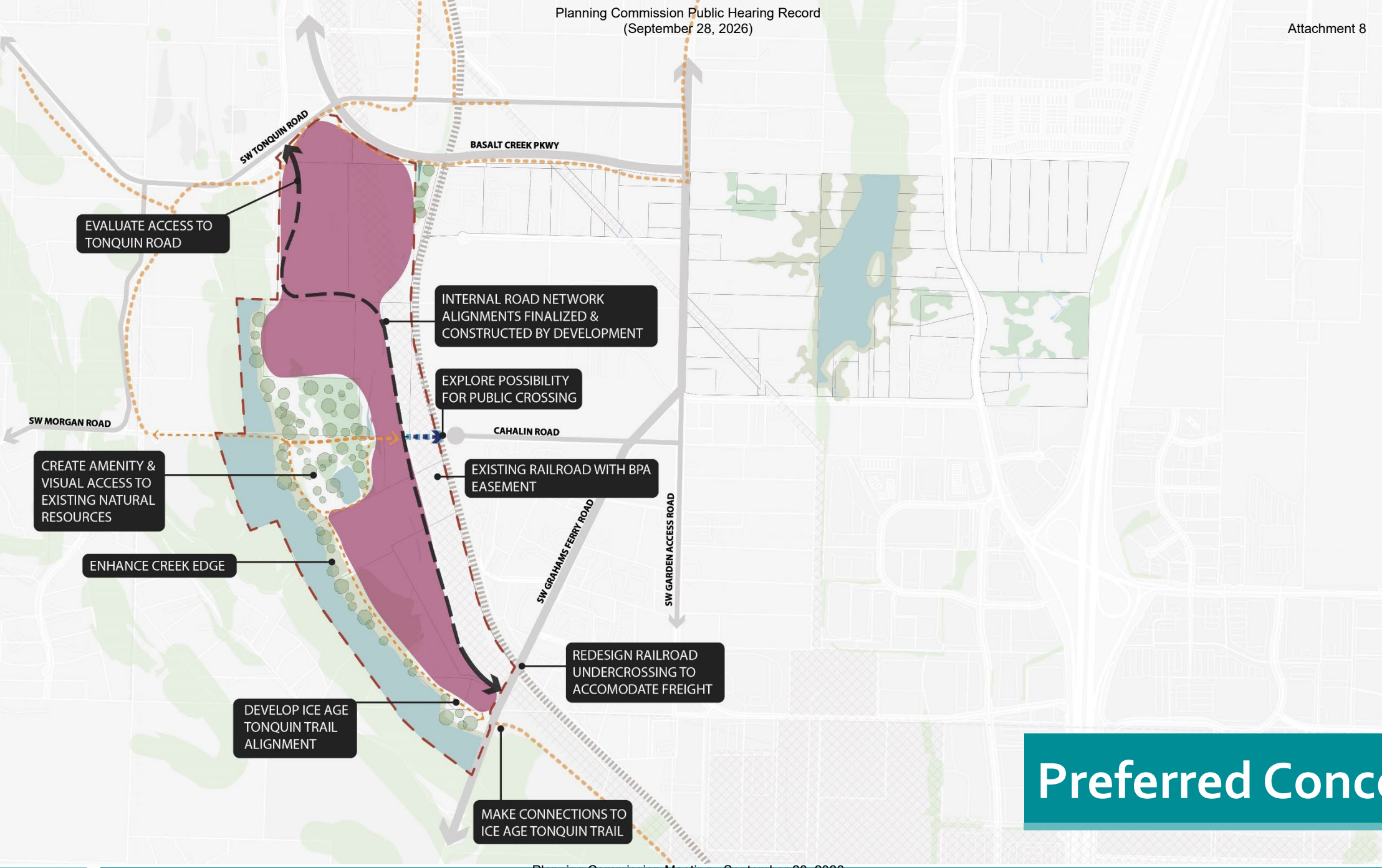








Other Elements

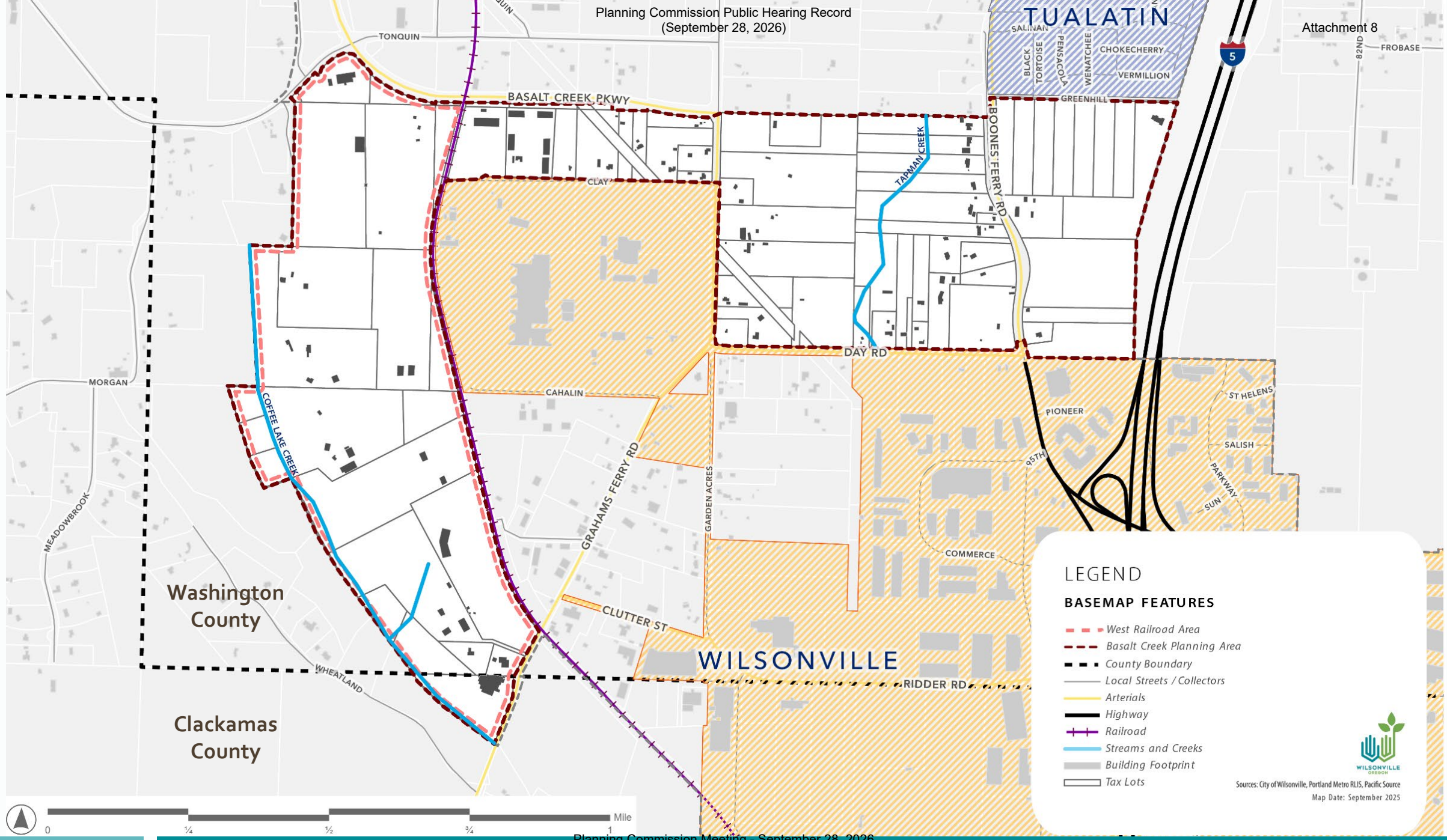


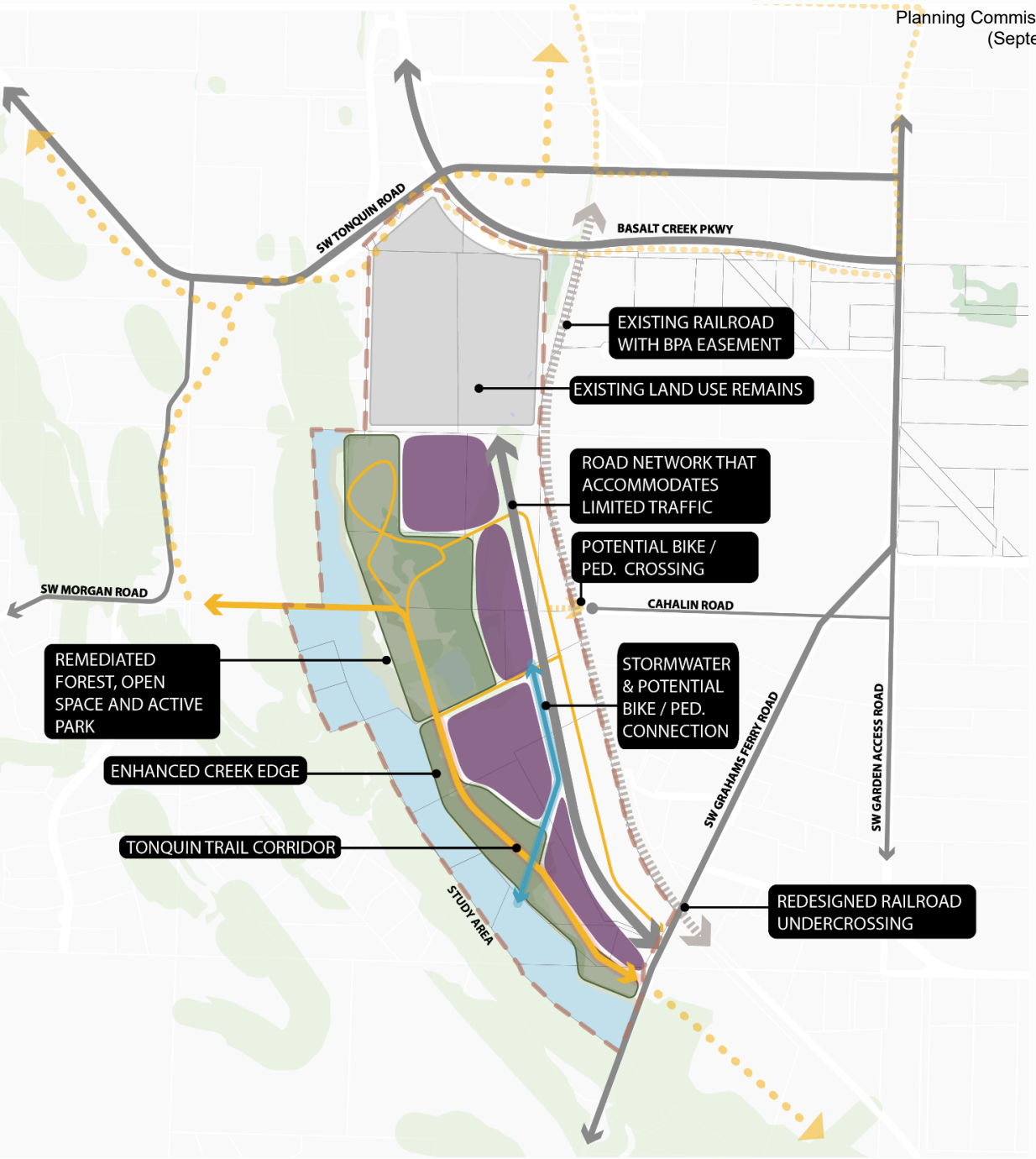
Preferred Concept

Is the Preliminary Preferred Concept consistent with the guidance and direction provided by the Planning Commission and City Council?

Are there aspects of the Preliminary Preferred Concept that need clarification?

October 2025
Work Session Recap


TUALATIN
SALISH
BLACK
TORTOISE
PENSACOLA
WENATCHEE
CHOKECHERRY
VERMILLION
GREENHILL
FROBASE
82ND
5
TONQUIN
BASALT CREEK PKWY
CLAY
TAPMAN CREEK
BOONES FERRY RD
DAY RD
MORGAN
CAHALIN
COFFEE LAKE CREEK
GRAHAMS FERRY RD
GARDEN ACRES
PIONEER
ST HELENS
SALISH
PARKWAY
SUN
95TH
COMMERCE
MEADOWBROOK
Washington
County
CLUTTER ST
WILSONVILLE
RIDDER RD
WHEATLAND
Clackamas
County
LEGEND
BASEMAP FEATURES
West Railroad Area
Basalt Creek Planning Area
County Boundary
Local Streets / Collectors
Arterials
Highway
Railroad
Streams and Creeks
Building Footprint
Tax Lots
WILSONVILLE
OREGON
Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: September 2025
0
¼
½
¾
1
Mile

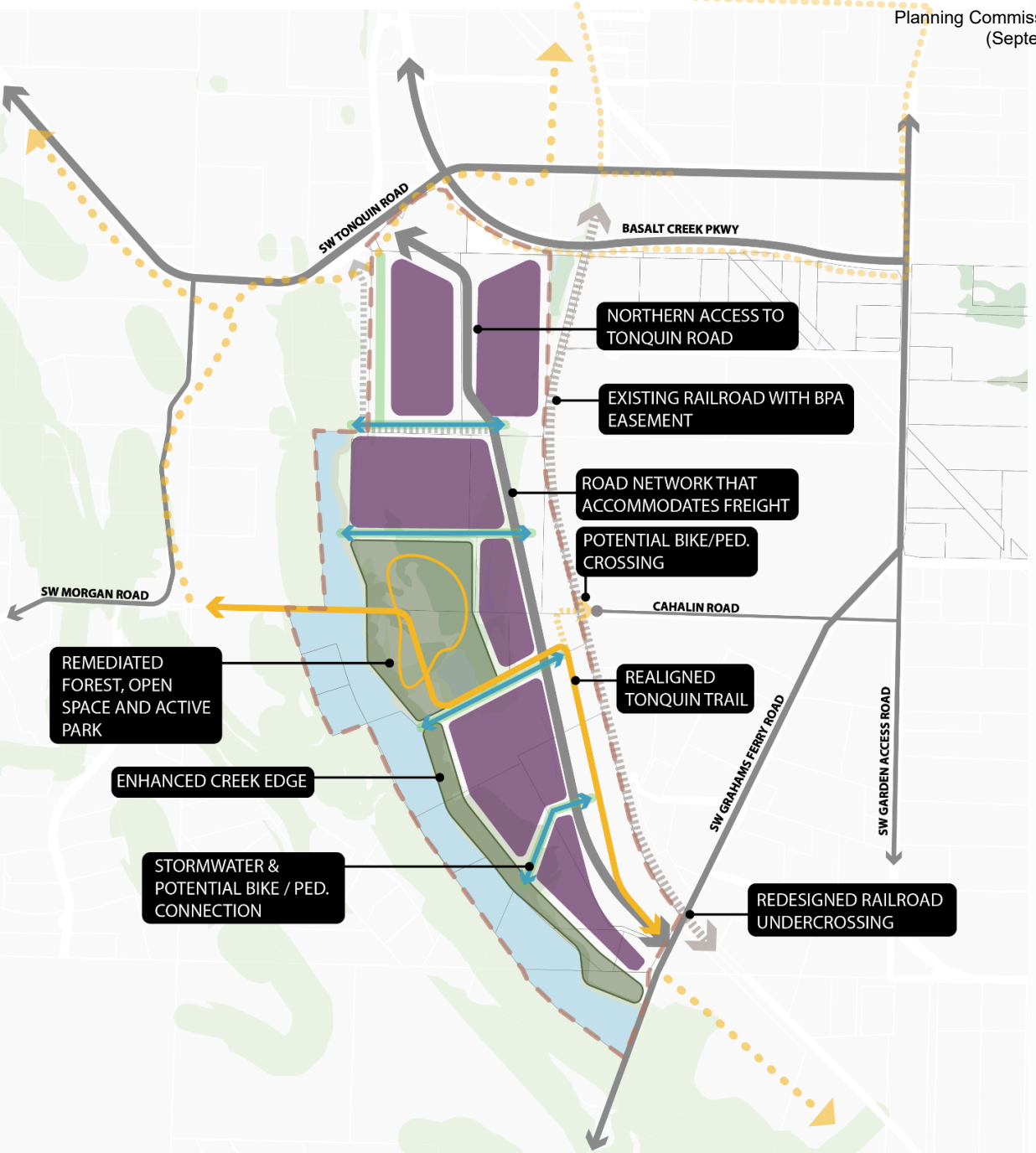


Centered on **natural resources and trails**

Strong **connections to Basalt Creek Parkway**

Positioned as a **unique employment & innovation district**

C1: Tonquin Environment

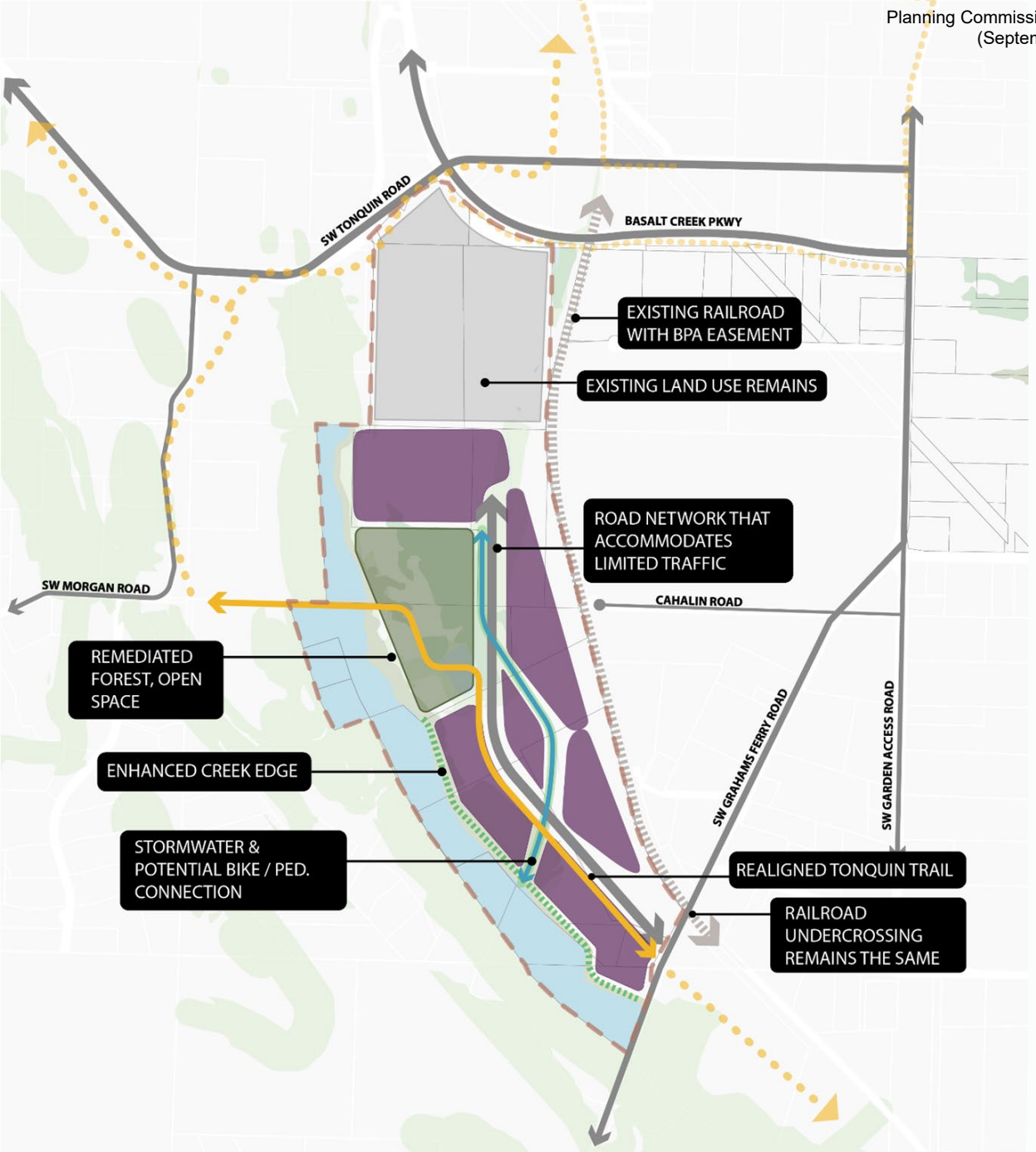


Maximizes employment potential

Encourages **high-density employment development**

City intervention and supportive strategies needed

C2: Manufacturing & Industry



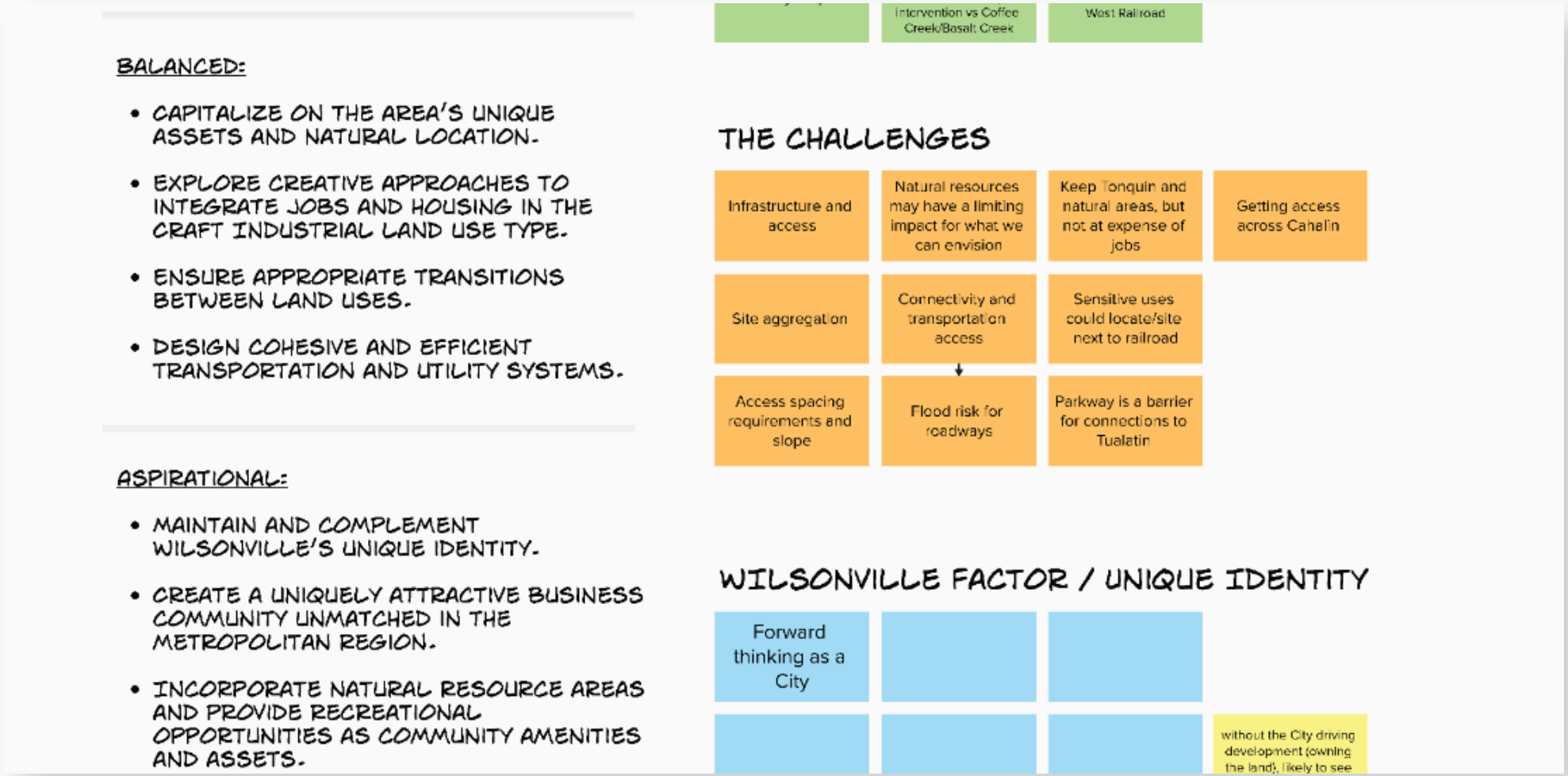
Incremental, market-driven approach with limited City intervention

Street network largely as built today with some internal connections

C3: Limited Connectivity with Flexible Land Use

WHAT WE HEARD

Guiding Principles Takeaways



ACTION MINUTES

April 20, 2026, at 5:00 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Councilor Scull

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Bill Evans, Communications & Marketing Manager
Chris Myers, Senior Planner
Dwight Brashear, Transit Director
Hannah Young, Law Clerk
Jeanna Troha, City Manager
Katherine Smith, Assistant Finance Director
Keith Katko, Finance Director
Kimberly Veliz, City Recorder
Everett Wild, Government Affairs Manager
Mackenzie Miller, Communications & Marketing Coordinator
Martin Montalvo, Public Works Ops. Manager
Matt Lorenzen, Economic Development Manager
Megan Big John, Parks and Recreation Director
Miranda Bateschell, Planning Director
Steve Rymer, Interim Assistant City Manager
Zach Weigel, City Engineer

WORK SESSION [5:00 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

There was none.

PRE-COUNCIL WORK SESSION

1. Wilsonville Industrial Land Readiness – West Railroad Area – Basalt Creek Master Plan

Staff sought the Council's feedback to refine the preferred design concept for the West Railroad Area within the Basalt Creek Planning Area.

2. Emergency Declaration Process

Public Works staff detailed the City's processes if/when it may become necessary to declare a local state of emergency.

3. Peer Support Services Review

The City Attorney detailed the establishment of a pilot program that funds a peer support specialist to aid community members experiencing or recovering from addition or mental health challenges.

ADJOURN [6:24 PM]

Break to clear the room for Executive Session.

EXECUTIVE SESSION [6:30 PM]

- ORS 192.660(2)(f) Exempt Public Records
    - To consider information or records that are exempt by law from public inspection.

ADJOURN [6:50 PM]

CITY COUNCIL MEETING [7:01 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

Motion carried 5-0.

MAYOR'S BUSINESS

4. State of the City Address

The Mayor presented the 2026 State of the City Address.

RECESS [7:35 PM]

There was a brief recess for refreshments and entertainment.

RECONVENED [8:00 PM]

COMMUNICATIONS

There was none.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors provided comments, announced prior and anticipated meetings and events.

CONSENT AGENDA

5. **Resolution No. 3231**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Third Amendment To The Professional Services Agreement With Brown & Caldwell, Inc. For Construction Administration Services For The Boeckman Creek Flow Mitigation Project (Capital Improvement Project No. 7068).

6. **Resolution No. 3240**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Knife River Corporation – Northwest For Construction Of The Brown Road Improvements Project (Capital Improvement Project No. 4216).

7. **Resolution No. 3257**
   A Resolution Of The City Of Wilsonville Authorizing The Sole Source Procurement of Manual Meter Reading Services by Metereaders LLC.

The City Council moved to approve the Consent Agenda as read. Motion carried 5-0.

NEW BUSINESS

8. City Attorney Employment Agreement Extension

The City Council moved to approve the City Attorney Employment Agreement Extension as proposed. Motion carried 5-0.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

9. **Resolution No. 3256**
   A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2025-26.

After a public hearing Resolution No. 3256 was adopted 5-0.

10. **Ordinance No. 902** - 1st Reading (Legislative, Non-Land Use Public Hearing)
    An Ordinance Of The City Of Wilsonville Amending Sections 5.035, 5.200, 5.210, And 5.405 Of The Wilsonville Code To Revise The Definition Of Abandoned Vehicles And To Reduce The Duration Allowed For Parking On Public Streets.

After a public hearing and first reading Ordinance No. 902 was adopted 5-0.

CITY MANAGER'S BUSINESS

City Manager Jeanna Troha addressed off-leash dogs in Memorial Park following emails received by council and public testimony.

LEGAL BUSINESS

Council was updated on the Town Center building height waiver task force.

ADJOURN [9:44 PM]

URBAN RENEWAL AGENCY [9:45 PM]

CALL TO ORDER

1. Roll Call

2. Motion to approve the following order of the agenda.

Motion carried 5-0.

CITIZEN INPUT

This is an opportunity for visitors to address the Urban Renewal Agency on any matter concerning City's Business or any matter over which the Agency has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the Urban Renewal Agency will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

There was none.

CONSENT AGENDA

3. **URA Resolution No. 358**
   A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing The City Manager To Execute A Construction Contract With Knife River Corporation – Northwest For Construction Of The Brown Road Improvements Project (Capital Improvement Project No. 4216).

4. Minutes of February 2, 2026, Urban Renewal Agency Meeting.

The Urban Renewal Agency moved to approve the Consent Agenda as read. Motion carried 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

ADJOURN [9:46 PM]

PLANNING COMMISSION

WEDNESDAY, APRIL 8, 2026

WORK SESSION

1. Wilsonville Industrial Land Readiness (West Railroad, Basalt Creek Master Plan) (Myers/Lorenzen)(60 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: April 8, 2026	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek Master Plan** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide feedback on the Preliminary Preferred Concept for the West Railroad Area and provide direction on potential policy considerations.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION:
Staff seeks feedback from the Planning Commission regarding the Preliminary Preferred Concept for the West Railroad Area, including land use, transportation access, natural resource

integration, and potential zoning approaches. This discussion will help guide further refinement of the concept for the Basalt Creek Master Plan and Development Code updates.

BACKGROUND

The West Railroad Area lies within the broader Basalt Creek planning area, which was originally identified as a strategic employment area to accommodate long-term regional job growth. The Basalt Creek Concept Plan established a series of guiding principles intended to shape future development of the area. These guiding principles emphasize:

- Market-driven development
- Meeting regional responsibilities for employment growth
- Maximizing assessed property value
- Creating balanced development that integrates jobs, housing, and natural resources
- Designing cohesive transportation and utility systems
- Maintaining Wilsonville's identity as an attractive and innovative employment center

In October 2025, the Planning Commission and City Council participated in a joint work session to review existing conditions and evaluate three potential development concepts for the West Railroad Area. These concepts explored different approaches to development intensity, transportation connectivity, and environmental integration:

Concept 1 – Tonquin Environment
Focused on leveraging natural resources and trail connectivity to create an employment and innovation district.

Concept 2 – Manufacturing & Industry
Maximized employment potential through improved transportation access and higher intensity industrial development.

Concept 3 – Limited Connectivity / Market Driven Development
Relied largely on existing infrastructure and incremental development with minimal City intervention.

Feedback from the joint work session emphasized the importance of balancing economic development opportunities with environmental stewardship while ensuring the area remains accessible for employment uses.

EXECUTIVE SUMMARY:

The West Railroad Area represents a key opportunity within the Basalt Creek planning area to support employment growth and economic development while integrating natural resources and transportation infrastructure. Following the joint work session and additional technical analysis, staff and the consultant team developed a Preliminary Preferred Concept that combines elements of the previously presented concepts to balance economic development potential with environmental preservation and infrastructure feasibility.

The preferred concept focuses on maximizing developable employment land while preserving key natural resource areas and integrating recreational amenities such as the Ice Age Tonquin

Trail. The concept also identifies transportation improvements needed to support long-term employment development and freight access in the area.

Staff is seeking Planning Commission feedback on the preferred concept and related policy considerations.

DISCUSSION QUESTIONS:
Staff is seeking Planning Commission feedback on the following questions:

1. Is the Preliminary Preferred Concept consistent with the previously provided feedback?
2. Are there elements of the Concept that require additional refinement or clarification?

EXPECTED RESULTS:
Feedback from the Planning Commission during this work session will help guide refinement of the preferred concept, the draft Basalt Creek Master Plan, and Development Code updates.

TIMELINE:
Next steps in the project include sessions with the Planning Commission and City Council during Spring and Summer 2026 to review the draft Basalt Creek Master Plan and related Development Code amendments, followed by formal hearings for adoption of the Basalt Creek Master Plan and related Development Code amendments in Fall 2026

CURRENT YEAR BUDGET IMPACTS:
Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted using the City's on-call consultants.

COMMUNITY INVOLVEMENT PROCESS:
City staff mailed notification letters to the eleven (11) property owners within the Basalt Creek Planning Area to inform them of the ongoing planning process. At the time this staff report was prepared, staff had received one comment from a property owner expressing support for the planning effort and one request for a site visit with City staff. Matt Lorenzen, Economic Development Manager for the City of Wilsonville, met with the property owner to discuss the project. The property owner's feedback was generally positive and supportive of the Basalt Creek Master Plan.

Feedback received through these engagement activities has helped inform refinement of the preferred concept and will continue to guide the development of future policies and code amendments associated with the Basalt Creek planning effort.

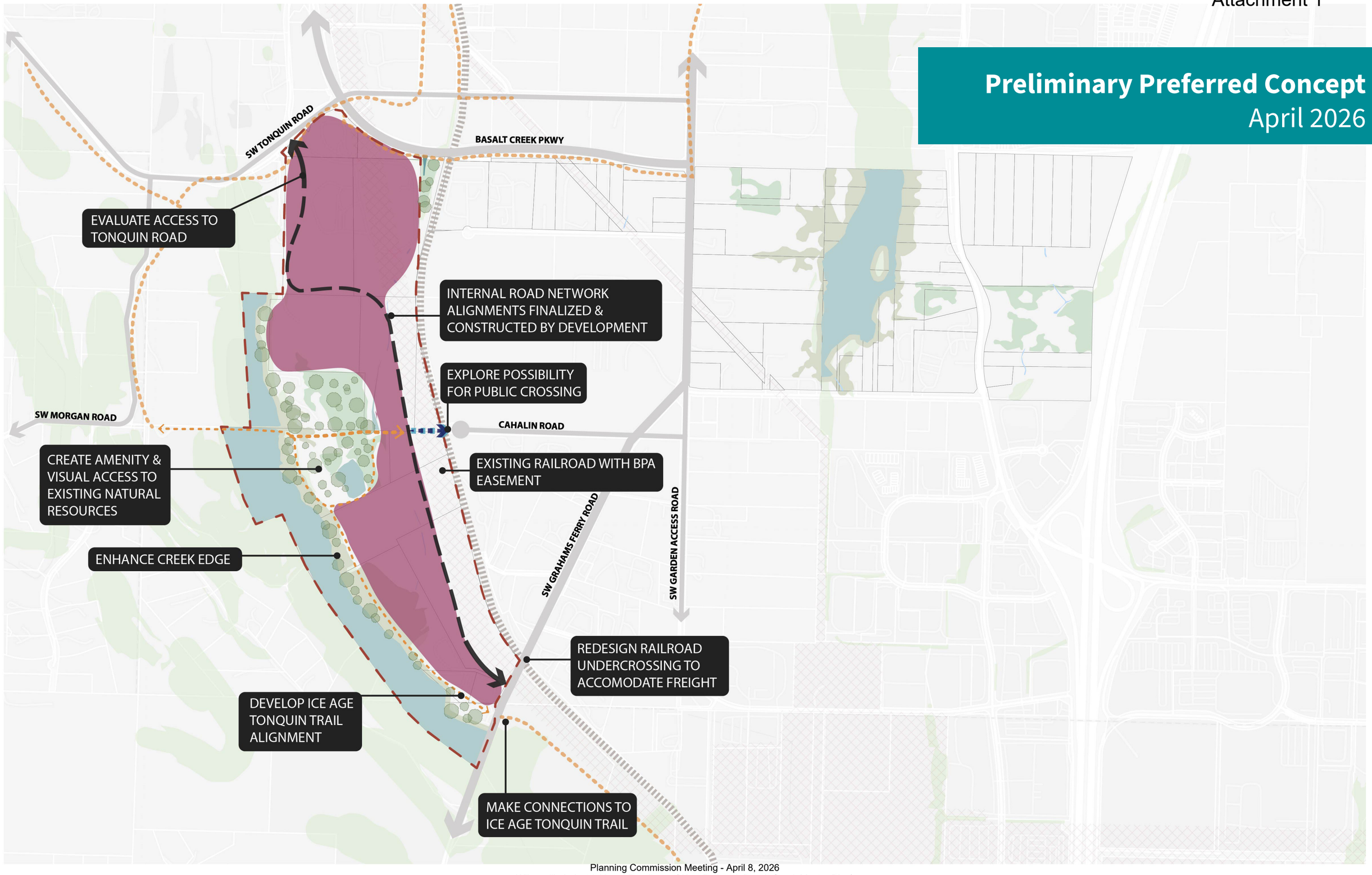
POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Planning for the West Railroad Area supports Wilsonville's long-term economic development strategy by creating opportunities for employment growth while preserving natural resources and improving transportation connectivity. Successful implementation of the preferred concept

will support family-wage job creation, strengthen Wilsonville's economic base, and reinforce the City's reputation as a forward-thinking employment center.

ALTERNATIVES:
As the concept is refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning may be considered in collaboration with the Planning Commission and City Council.

ATTACHMENTS:
1. Preliminary Preferred Concept Map (March 2026)
2. Preliminary WRR Preferred Concept and Policy Considerations (April 2026)
3. Joint Work Session Summary (October 2025)
4. Joint Work Session Mural Board Notes (October 2025)

Preliminary Preferred Concept
April 2026



memo portland

to Chris Myers and Miranda Bateschell, City of Wilsonville

from Alex Dupey and Lauren Scott, MIG

re West Railroad Area Preliminary Preferred Concept: Implementation and Policy Considerations

date 4/01/2026

Introduction

This memorandum describes the conceptual development framework and implementation considerations for the emerging *Preliminary Preferred Concept* for the West Railroad area within the Basalt Creek Concept Plan. The intent is to establish a visionary direction to guide future technical work and City planning.

It is anticipated that this list will continue to be refined during and following discussions with the Planning Commission, City Council, and staff as the West Railroad Preferred Concept is defined and integrated into the Basalt Creek Concept Plan.

Implementation Considerations

The following sections identify potential opportunities and issues that could impact future development as envisioned for the West Railroad area.

A. Land Use Considerations for Implementation

The West Railroad area today is primarily occupied by contractor yards and outdoor storage uses that are profitable for existing property owners and require little reinvestment. This presents a challenge for advancing more intensive, higher-value development in the near term. At the same time, Wilsonville is recognized for its visionary and forward-thinking planning that delivers economic growth, high-quality jobs, and attractive development.

Given these dualities, the City's land use approach should strike a balance between aspiration and adaptability (two Guiding Principles): maintaining flexibility to accommodate a variety of employment uses today, while positioning the area for more sophisticated, high-quality employment in the long term.

1. Establish a Clear Long-Term Vision

- Define the area as a premier employment destination that leverages its natural setting and multimodal pathways, roadways, and trails to attract modern industrial, manufacturing, and innovation-oriented users.
- Integrate existing open space corridors, wetlands, and potential trail connections into the development identity—creating an employment district that feels both productive and environmentally connected.
- Emphasize design excellence and site organization over rigid land use restrictions to elevate development quality.

2. Recognize Current Market Realities

- Acknowledge that existing contractor and yard uses are economically viable and likely to remain for some time; focus policy efforts on incremental improvement rather than immediate transformation.
- Identify opportunity sites or willing owners where redevelopment could feasibly occur first, setting the stage for future transitions.
- Allow interim or evolving use patterns that enable property owners to remain active participants in the area's evolution.

3. Promote Flexibility through Zoning and Policy

- Apply the Planned Development Industrial (PDI) or Northwest Industrial (NWI) Zone to West Railroad to better reflect the area's unique mix of rail adjacency, environmental context, and long-term vision.
- Consider a performance or form-based code that defines desired outcomes—such as design quality, environmental integration, and circulation standards—without limiting allowable uses too narrowly.
- Maintain broad use allowances to avoid turning away potential investment, even if near-term uses differ from the City's long-range aspirations.

4. Encourage High-Quality Design and Place Identity

- Develop design standards or guidelines for landscaping, building form, and site layout that create a cohesive and marketable identity for the area.
- Use natural amenities and trail connections as a distinguishing feature — positioning West Railroad as an attractive and sustainable employment area within the region.
- Explore opportunities for public realm investments (e.g., gateway features or greenways) that signal the City's commitment to quality development.

B. Transportation Considerations for Implementation

Transportation access is a defining challenge for the West Railroad area. The site's limited connections, physical barriers, and infrastructure deficiencies create significant uncertainty around how future development can effectively move goods, workers, and services. Despite these constraints, it will be important to explore all potential access opportunities to ensure the area's long-term viability as an employment district.

The City has engaged a consultant firm (DKS Associates) to conduct a preliminary transportation analysis to further evaluate the concept plan. Key assumptions and findings from that analysis are presented below and incorporated into the transportation considerations that follow.

» The analysis assumes development consistent with an industrial park setting, including a mix of smaller service businesses, larger manufacturers, and supporting commercial uses.

» The analysis assumes implementation of key regional Transportation System Plan projects, including the Basalt Creek Parkway extension and improvements to the Grahams Ferry Road/Day Road intersection, but does not assume a future I-5 overcrossing.

- » The analysis identifies a north–south local industrial street connecting Tonquin Road to SW Grahams Ferry Road as the primary internal circulation route.
- » The analysis identifies a potential eastward connection across the railroad at Cahalin Road as a long-term improvement.
- » The analysis indicates that no major off-site transportation improvements are required beyond those already identified in City and County Transportation System Plans.

1. Address Access and Connectivity Constraints

- **Tonquin Road (North Access):** Local street access to Tonquin Road may be feasible based on preliminary coordination with Washington County, but will need to meet County access, safety, and operational standards upon redevelopment.
- **Cahalin Road (Potential East Access):** A potential extension of Cahalin Road across the railroad could offer a strong central connection into the area, but would require crossing the rail line, a significant coordination challenge with Portland and Western Railroad and ODOT Rail (owner of the railroad ROW). The City has been in contact with railroad representatives who are open to the idea of a public crossing in the area, preferably by upgrading the existing Cahalin Road crossing with additional protections, while noting that improvements at another crossing may be required as mitigation. While not assumed in the baseline analysis, this connection could reduce reliance on other access points and provide long-term system benefits. Conceptual planning should continue to evaluate its feasibility, including estimated costs (approximately $500,000 in 2026 planning level costs) and permitting requirements.
- **Grahams Ferry Road Undercrossing (South Access):** The existing undercrossing is a critical freight linkage but currently undersized and in need of modernization. A site evaluation of this undercrossing was conducted in February 2025 and revealed that upgrading this facility could significantly improve freight mobility and overall connectivity at the southern end of the site but it is costly. For more detailed information, refer to the *Graham's Ferry Road: Freight Traffic Accommodation Evaluation (2025)*.

2. Prioritize Regional and Freight Mobility

- Focus on ensuring efficient and safe connections to regional corridors such as I-5, Tonquin Road, and Basalt Creek Parkway.
- Recognize that freight traffic will define the area's transportation needs, and future design solutions should prioritize large-vehicle maneuverability and industrial circulation.

3. Incorporate Multimodal and Complete Network Principles

- While freight access is the primary need, incorporate complete street principles where feasible, particularly along internal corridors, to support safe access for pedestrians, bicycles, and potential transit service in the future.
- Pedestrian and bicycle connectivity has not been fully evaluated; however, the transportation analysis found that the Ice Age Tonquin Trail can be accommodated through the site as currently envisioned in the preferred concept. Further coordination and evaluation of the exact alignment should occur as development occurs in the area.

4. Collaborate with Regional Partners and Consider Phased Implementation

- Work closely with Washington County, ODOT, and regional partners to ensure consistency with functional street classifications, spacing standards, and investment priorities to accommodate anticipated growth and future travel patterns.
- Consider a phased implementation approach for key transportation access points (SW Grahams Ferry Road, SW Tonquin Road, and potentially Cahalin Road) to be improved or added over time as development occurs and funding becomes available.
- Advance conceptual alignment studies and cost evaluations early to clarify feasibility before committing to major infrastructure investments.

C. Infrastructure Considerations for Implementation

The West Railroad area currently lacks basic infrastructure — including sanitary sewer, water, and stormwater systems — and extending these services will require significant public investment and regional coordination. Given these challenges, the City's approach should focus on strategic, scalable infrastructure planning that supports near-term feasibility while laying the groundwork for future buildout.

1. Plan for Scalable Infrastructure Investments

- Develop a phased approach that prioritizes strategic connections and essential services first, allowing incremental expansion as development demand materializes.
- Focus initial efforts on alignment within key streets and corridors (e.g., Basalt Creek Parkway, SW Tonquin Road, or Cahalin Road) to establish service entry points for both water and sewer infrastructure.

2. Coordinate Regional Partnerships

- Pursue state and regional funding sources (e.g., Business Oregon, Metro) to offset infrastructure costs for employment lands.

3. Integrate Green and Resilient Systems

- Use green infrastructure and low-impact development practices to manage stormwater.
- Preserve open space along the Coffee Lake Creek and natural drainage corridors as part of the stormwater system and long-term habitat strategy.
- Design infrastructure with climate resilience and adaptability in mind, recognizing the area's long buildout horizon.
- Consider including restoration or mitigation standards as a requirement of development, where feasible and appropriate, considering the significant tree and habitat loss already experienced in this area.

4. Maintain Long-Term Flexibility

- Avoid locking in costly infrastructure alignments before market direction becomes clearer; instead, establish conceptual utility corridors that identify key service entry points and trajectory of infrastructure, without committing to investments before the land is purchased by a developer.

- Ensure infrastructure design standards accommodate a range of development intensities, from lower-density industrial and logistics uses to potential future manufacturing or mixed employment.
- Continue to coordinate infrastructure planning with land use policy and economic development strategies, ensuring the City can respond to changing opportunities over time.

D. Economic Development Considerations for Implementation

The West Railroad area presents a significant opportunity but also notable development challenges, including fragmented ownership, limited access, and the need for major infrastructure investments.

Given these constraints, in order to achieve the type of high-quality development and return on investment envisioned, the City will need to take a leading role in shaping conditions for successful, market-ready employment growth.

The focus should be on creating a foundation of certainty, coordination, and readiness that can attract private investment over time. Strategies that should be considered include:

1. Facilitate Land Coordination and Aggregation

- Facilitate land assembly through public acquisition, land swaps, or partnerships with property owners to create larger, development-ready sites.
- Establish a redevelopment or land bank entity (e.g., urban renewal agency, development commission) to manage and prepare sites strategically.
- Use development agreements or master planning to coordinate multiple owners under a unified infrastructure and design framework.

2. Invest in Infrastructure Readiness

- Invest early in critical infrastructure (water, sewer, stormwater, road access) to clear a path for private developers.
- Pursue cost-sharing, reimbursement, or horizontal development agreements to spread infrastructure costs over multiple benefiting properties.
- Seek state and regional funding sources such as Business Oregon's Industrial Site Readiness Program or Metro's planning and development grants that help cities create master plans for industrially zoned land within the UGB.

3. Support Regulatory Efficiency

- Complete environmental impact and infrastructure studies in advance to remove additional steps developers have to take and to make site development more attractive.

4. Explore Incentives and Investment Tools

- Explore creative funding tools such as grants, earmarks, forgivable loans, tax increment financing (TIF), Local Improvement District, etc., to fund infrastructure and site preparation.
- Utilize the WIN (Wilsonville Investment Now) program or other tax incentive programs to attract high-value employers.
- Consider public-private partnerships for catalytic projects (e.g., shared logistics facilities, innovation centers).

5. Establish Branding and Market Positioning

- When the path to urbanization of this area becomes clear, establish a clear identity/brand for the area.
- Market the area regionally as a strategic employment hub with multimodal freight access and sustainable design potential.
- Coordinate branding and recruitment with regional economic development partners such as Greater Portland Inc. and local Chambers of Commerce.

Next Steps

The list of considerations will continue to be refined through and following discussions with the Planning Commission and City Council during their April and May meetings, as well as through ongoing coordination with City staff, as the West Railroad Preferred Concept is further developed and integrated into the Basalt Creek Concept Plan. Additional meetings with the Planning Commission and City Council regarding the larger update to the Basalt Creek Concept Plan will occur in early summer. In addition to the transportation analysis completed in early 2026, the City is conducting additional site infrastructure planning (i.e., water and sewer) to better understand potential opportunities and constraints. The findings from that work will also be incorporated into the evaluation and refinement of the preferred concept and Basalt Creek Concept Plan update.

Wilsonville Industrial Land Readiness (WILR)

JOINT PLANNING COMMISSION (PC) AND CITY COUNCIL (CC) WORK SESSION SUMMARY | OCTOBER 6, 2025

Meeting Format

The joint Planning Commission and City Council work session was held on October 6, from 5:00 – 6:40 p.m., in the Wilsonville City Council Chambers. Alex Dupey and Lauren Scott from the MIG Consultant Team attended in person to present while Meg Grzybowski hosted the virtual discussion on Mural Board. The team briefly reviewed the existing conditions within the West Railroad project area and then presented the three potential urban design concepts for the area for feedback and discussion. The team also hosted a discussion regarding the preferred design elements and components from the concepts presented to the Planning Commission and City Council.

Existing Conditions Presentation

During the presentation, the Team reviewed existing conditions for the West Railroad area of the Basalt Creek Concept Plan. Recent site analysis indicates that the area now contains significantly less habitat than it did in the 1990s. Still, only slightly more than half of the land is considered "unconstrained" for development. Natural resource constraints are primarily concentrated along the western edge near Coffee Lake Creek.

The area's large parcel sizes make it attractive for potential development, but existing land is largely dominated by contractor establishments and a mining operation. Currently, the West Railroad area lacks sewer, water, and stormwater infrastructure. However, it is well positioned relative to the regional transportation network, with close proximity to I-5. The site is separated from the rest of the Basalt Creek Planning Area by the Portland and Western Railroad line and a large BPA easement running parallel to it. A key infrastructure element for improving future connectivity will be the Grahams Ferry Road railroad undercrossing, which currently has too low of a clearance to accommodate freight traffic.

Draft Urban Design Concepts

The following draft concepts were presented to the City Council and Planning Commission as starting points for discussion.

C1: Tonquin Environment

This concept emphasizes natural resource enhancement and ecological integration. It envisions an improved creek edge, an extended Tonquin Trail corridor, and interconnected open space and forest areas. Employment areas would support campus-style development, craft industrial uses, and small-scale office or manufacturing spaces. The concept centers on creating a unique employment and innovation district where economic development is closely tied to environmental stewardship and access to high-quality natural and recreational amenities.

C2: Manufacturing & Industry

Focused on regional connectivity and employment generation, this concept envisions upgrades to key transportation infrastructure such as the Grahams Ferry Road railroad undercrossing and the Cahalin Road railroad crossing. The land use mix emphasizes large-scale industrial and office development to attract high-density employment opportunities. Overall, this concept positions the area as a hub for manufacturing and logistics supported by improved access and circulation.

C3: Limited Connectivity and Flexible Land Use

This market-driven concept allows for a broad mix of land uses not typically found elsewhere in Wilsonville. It emphasizes flexibility and responsiveness to market demand, potentially supporting commercial recreation, outdoor retail, storage, and low-intensity small businesses. Rather than a predetermined vision, this concept encourages organic growth and adaptation based on evolving economic conditions.

DISCUSSION

Guiding Principles

Of the market-driven, balanced, and aspirational Guiding Principles from the Basalt Creek Master Plan, a discussion was held to identify what principles felt the most relevant to West Railroad, what the opportunities were, and what would be more challenging in the area.

The discussion highlighted both opportunities and challenges in shaping guiding principles for the West Railroad area. Commissioners and Councilors noted that Wilsonville is well positioned to leverage its natural resources as an economic and community asset, with the potential for nature to support a broader business ecosystem. Large parcel sizes were recognized as unique advantages that could allow site aggregation and coordinated development without direct City intervention. There was also interest in fostering employment opportunities that complement nearby Tualatin, supporting a more regionally balanced mix of uses.

Key challenges include limited infrastructure, connectivity, and access—particularly across the railroad at Cahalin Road—and concerns about flood risk in areas near the wetlands. While preserving natural features like the Ice Age Tonquin Trail corridor remains a priority, participants acknowledged the need to balance conservation with job creation. Additional considerations include the difficulty of assembling properties and the limitations imposed by the railroad's proximity, which may restrict certain sensitive land uses.

Throughout the discussion, Commissioners and Councilors emphasized Wilsonville's history as a forward-thinking city, setting the stage for creative, sustainable, and strategic approaches to future planning in the West Railroad area.

Urban Design Concepts

The discussion of urban design concepts led to the group leaning towards a preferred concept that was a balance of C1 and C2. However, there were pros and cons to each concept that were taken into consideration, as summarized below:

C1: Tonquin Environment

Pros / Opportunities:
This concept presents a strong opportunity to capitalize on the Ice Age Tonquin Trail corridor and establish a continuous greenway along Coffee Lake Creek, enhancing connectivity and recreation while highlighting the area's natural assets.

Cons / Constraints:
Participants expressed concern that the significant environmental emphasis may come at the expense of job creation. The large share of land dedicated to natural areas could overly limit employment and economic potential.

C2: Manufacturing & Industry

Pros / Opportunities:
C2 offers the strongest job creation potential, with opportunities to integrate vocational or higher education components. It is seen as providing the most long-term revenue and property value, while also maintaining flexibility to incorporate natural areas—such as extending the Coffee Lake Creek greenway into the development design.

Cons / Constraints:
The concept's success depends heavily on infrastructure feasibility. Both the Grahams Ferry Road undercrossing and the Cahalin Road crossing are critical elements, and participants questioned whether these improvements would be achievable or cost-effective.

C3: Limited Connectivity and Flexible Land Use

Pros / Opportunities:
This approach keeps future options open, allowing for a mix of uses and natural features that could include elements like commercial recreation or a multi-use complex. It provides flexibility for the community to respond to evolving market conditions.

Cons / Constraints:
Some felt the concept lacks the intentionality and forward-thinking approach that typically guides Wilsonville's planning efforts. Without a clearer direction, it may appear more reactive than strategic.

Preferred Elements

As previously mentioned, the Planning Commission and City Council expressed an affinity for the combination of C1 and C2. When asked what the preferred elements or pieces were from their ideal concept, several key elements came to the forefront:

- Balance between the natural and built environment
- Property values and job creation
- Creating a core space
- Intentional planning and intervention; though opportunity for flexibility
- A linear greenway
- Ability to align land uses with Tualatin

Strategies

A final piece of the discussion had the Commissioners and Councilors brainstorming how Wilsonville could achieve these concepts (or elements of the concepts); what the City's role was, and what tools or strategies could be considered when advancing the vision for West Railroad. Some suggestions included:

- Form-based regulations
- Incentives
- Partnership and legislative support

Defining Phrases

When asked to provide defining phrases or unique characteristics that would define the future of West Railroad, these phrases were presented as top of mind:

- Attractive
- Active
- High-use
- Jobs and industry
- Flexibility

Additional Questions

There were additional questions posed by the Planning Commission and City Council that will be included in the considerations for the preferred Concept.

Q: What was the initiator for the large levels of development over the last 15 years?

Q: Construction costs for Graham's Ferry Road railroad undercrossing improvements – are they in today's dollars or future estimates?

Q: Over time have we seen a change in gravel activity at the quarry and what do we know for the future?

> A: We don't really know what their plans are. One of the landowners said they had acquired another firm, so they would be shifting to the Tualatin facility, but no plans in the immediate future for this part of their properties in West Railroad.

Q: Trail system and wetlands – is that integrated into the plan or is it separate?

> A: Assuming trail / regional system and wetlands would remain.

Q. Has the city heard from developers/investors interested in the area? Could we use those conversations to tailor the approach?

> A. Unlimited interest in industrial land in Wilsonville, though the land has to be served by infrastructure and there has to be a reasonable path forward to aggregating a site

Q. What prevents trucks from coming up to Graham's Ferry Road from the south?

> A. That is a long way around – want access to the I-5 interchange – desirable for access
> A. Haven't completed traffic study to analyze

Q. What top sectors can we attract if sensitive sectors (to noise and vibration) cannot come in?

GUIDING PRINCIPLES

Which principles feel most relevant here?

Are there any that will be more challenging to meet in West Railroad?



MARKET-DRIVEN:

- MEET REGIONAL RESPONSIBILITY FOR JOBS.
- MAXIMIZE ASSESSED PROPERTY VALUE.

BALANCED:

- CAPITALIZE ON THE AREA'S UNIQUE ASSETS AND NATURAL LOCATION.
- EXPLORE CREATIVE APPROACHES TO INTEGRATE JOBS AND HOUSING IN THE CRAFT INDUSTRIAL LAND USE TYPE.
- ENSURE APPROPRIATE TRANSITIONS BETWEEN LAND USES.
- DESIGN COHESIVE AND EFFICIENT TRANSPORTATION AND UTILITY SYSTEMS.

ASPIRATIONAL:

- MAINTAIN AND COMPLEMENT WILSONVILLE'S UNIQUE IDENTITY.
- CREATE A UNIQUELY ATTRACTIVE BUSINESS COMMUNITY UNMATCHED IN THE METROPOLITAN REGION.
- INCORPORATE NATURAL RESOURCE AREAS AND PROVIDE RECREATIONAL OPPORTUNITIES AS COMMUNITY AMENITIES AND ASSETS.

THE OPPORTUNITIES

Ripe to maximize natural resources	Nature could feed into a broader business community	Large parcels are unique assets to the area
Jobs - key emphasis	Opportunity for West Railroad to aggregate sites without city intervention vs Coffee Creek/Basalt Creek	To blend with land uses in Tualatin - north of West Railroad

THE CHALLENGES

Infrastructure and access	Natural resources may have a limiting impact for what we can envision	Keep Tonquin and natural areas, but not at expense of jobs	Getting access across Cahalin
Site aggregation	Connectivity and transportation access	Sensitive uses could locate/site next to railroad	
Access spacing requirements and slope	Flood risk for roadways	Parkway is a barrier for connections to Tualatin	

WILSONVILLE FACTOR / UNIQUE IDENTITY

Forward thinking as a City			
			without the City driving development (owning the land), likely to see spec development

C1: TONQUIN ENVIRONMENT



capitalizing on Tonquin Trail

greenway across the entire Coffee Lake Creek

large environmental component may limit jobs too much

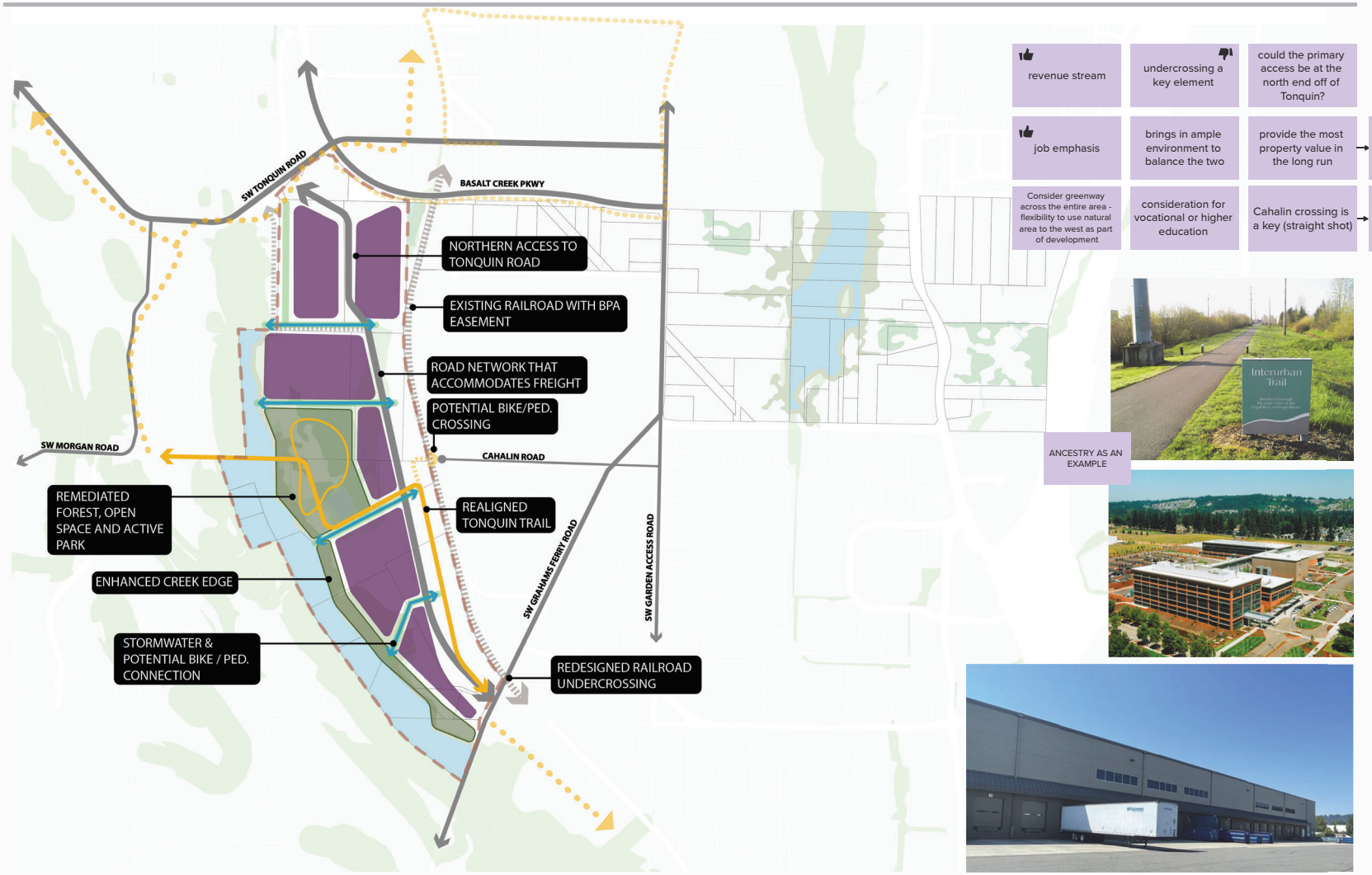
may not bring enough job creation







C2: MANUFACTURING & INDUSTRY



revenue stream

undercrossing a key element

could the primary access be at the north end off of Tonquin?

job emphasis

brings in ample environment to balance the two

provide the most property value in the long run → most flexibility in what can be located here

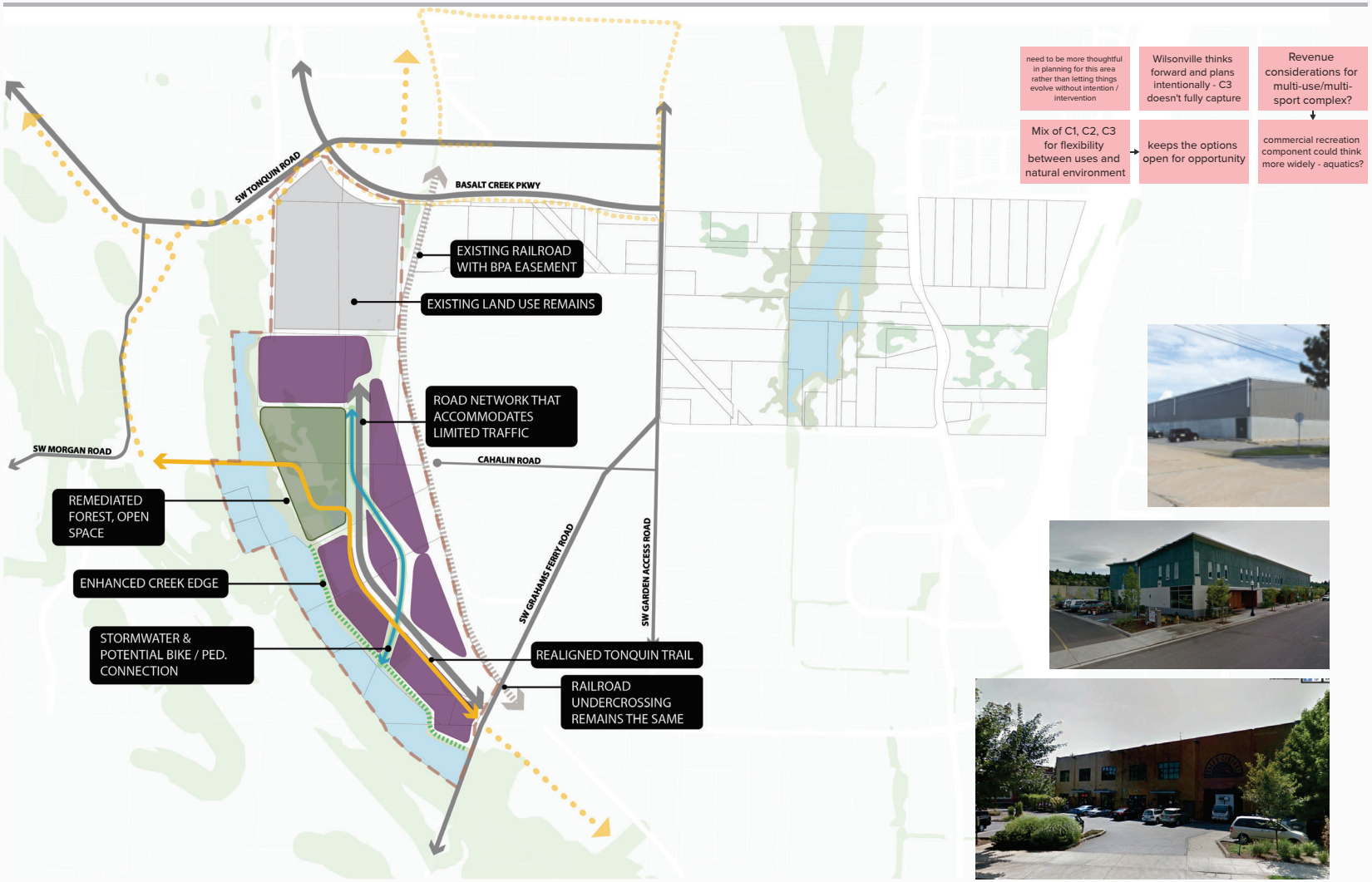
Consider greenway across the entire area - flexibility to use natural area to the west as part of development

consideration for vocational or higher education

Cahalin crossing is a key (straight shot) → can the State encourage the Cahalin crossing? → Challenging (private crossing) to get approved with the RR

ANCESTRY AS AN EXAMPLE

C3: LIMITED CONNECTIVITY WITH FLEXIBLE LAND USES



PREFERRED ELEMENTS



What are the pieces/elements we want in a preferred concept?

Is there a starting point?

BALANCE BETWEEN NATURAL AND BUILT ENVIRONMENT	ADDRESS THE UNDERCROSSING	PROPERTY VALUE & JOB CREATION	CREATE A CORE SPACE
ALIGN LAND USES WITH TUALATIN?	**MONETARY & FEASIBILITY STANDPOINT: CAHALIN VEHICLE CROSSING**	INTENTIONAL PLANNING & INTERVENTION	
LINEAR GREENWAY	WRITING IN A PLAN B FOR LIMITING ACCESS POINTS	LEAVE OPTIONS OPEN	

DEFINING PHRASES

ATTRACTIVE	ACTIVE	HIGH USE
JOBS & INDUSTRY	FLEXIBILITY	

HOW DO WE GET THERE?

What do we need to make this happen?

What is the City's role?

What tools, incentives, and strategies should be considered?



FORM BASED REGULATION	INCENTIVES	PARTNERSHIPS OR LEGISLATIVE SUPPORT	

Wilsonville Industrial Land Readiness: West Railroad

Planning Commission Work Session

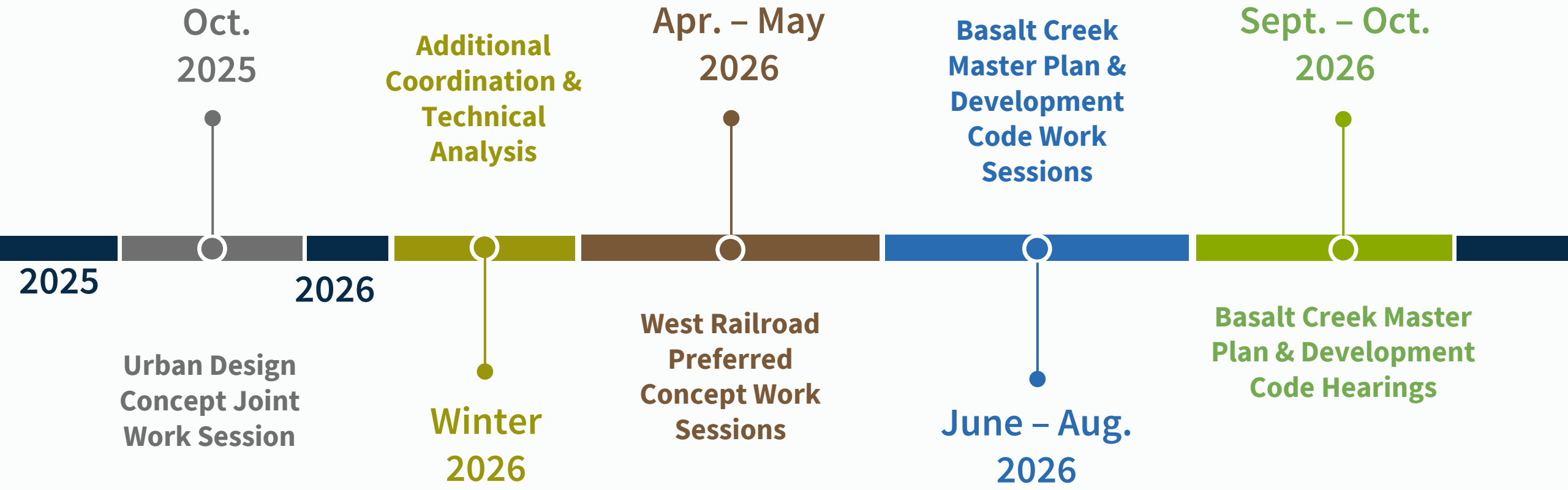
April 8, 2026

WILSONVILLE
OREGON

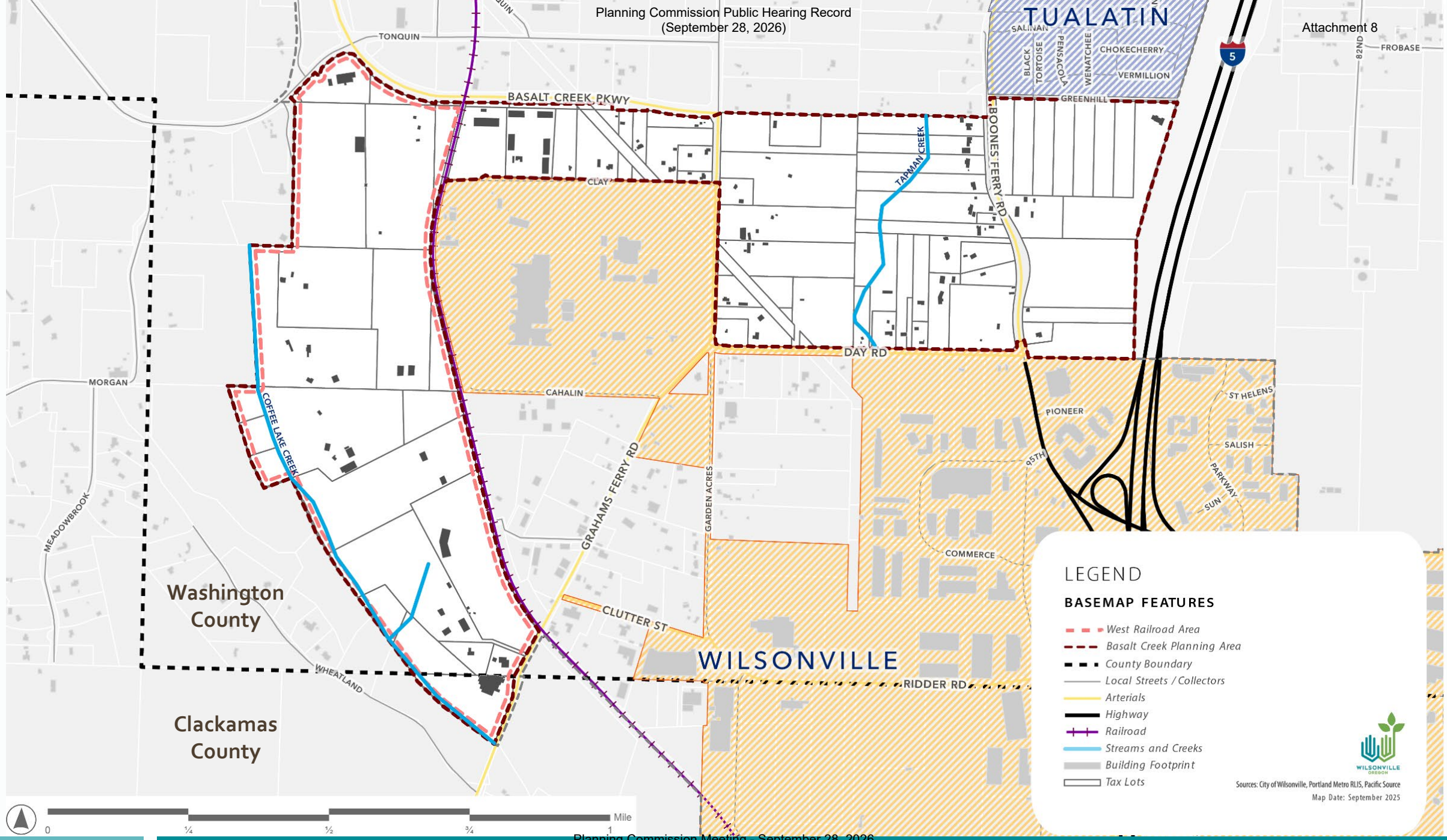
Tonight's Meeting

1. Recap of previous joint session
2. Discuss preliminary preferred concept and identify any further clarifications
3. Review transportation analysis work
4. Share next steps and schedule

Project Process



October 2025 Work Session Recap


TUALATIN
SALISH
BLACK
TORTOISE
PENSACOLA
WENATCHEE
CHOKECHERRY
VERMILLION
GREENHILL
FROBASE
82ND
5
TONQUIN
BASALT CREEK PKWY
CLAY
TAPMAN CREEK
BOONES FERRY RD
DAY RD
MORGAN
CAHALIN
COFFEE LAKE CREEK
GRAHAMS FERRY RD
GARDEN ACRES
PIONEER
ST HELENS
SALISH
PARKWAY
SUN
95TH
COMMERCE
MEADOWBROOK
Washington
County
CLUTTER ST
WILSONVILLE
WHEATLAND
RIDDER RD
Clackamas
County
LEGEND
BASEMAP FEATURES
West Railroad Area
Basalt Creek Planning Area
County Boundary
Local Streets / Collectors
Arterials
Highway
Railroad
Streams and Creeks
Building Footprint
Tax Lots
WILSONVILLE
OREGON
Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: September 2025
0
¼
½
¾
1
Mile

THE GUIDING PRINCIPLES

Basalt Creek Concept Plan Guiding Principles

Market-driven

- *Meet regional responsibility for jobs and housing*
- *Maximize assessed property value*

Balanced

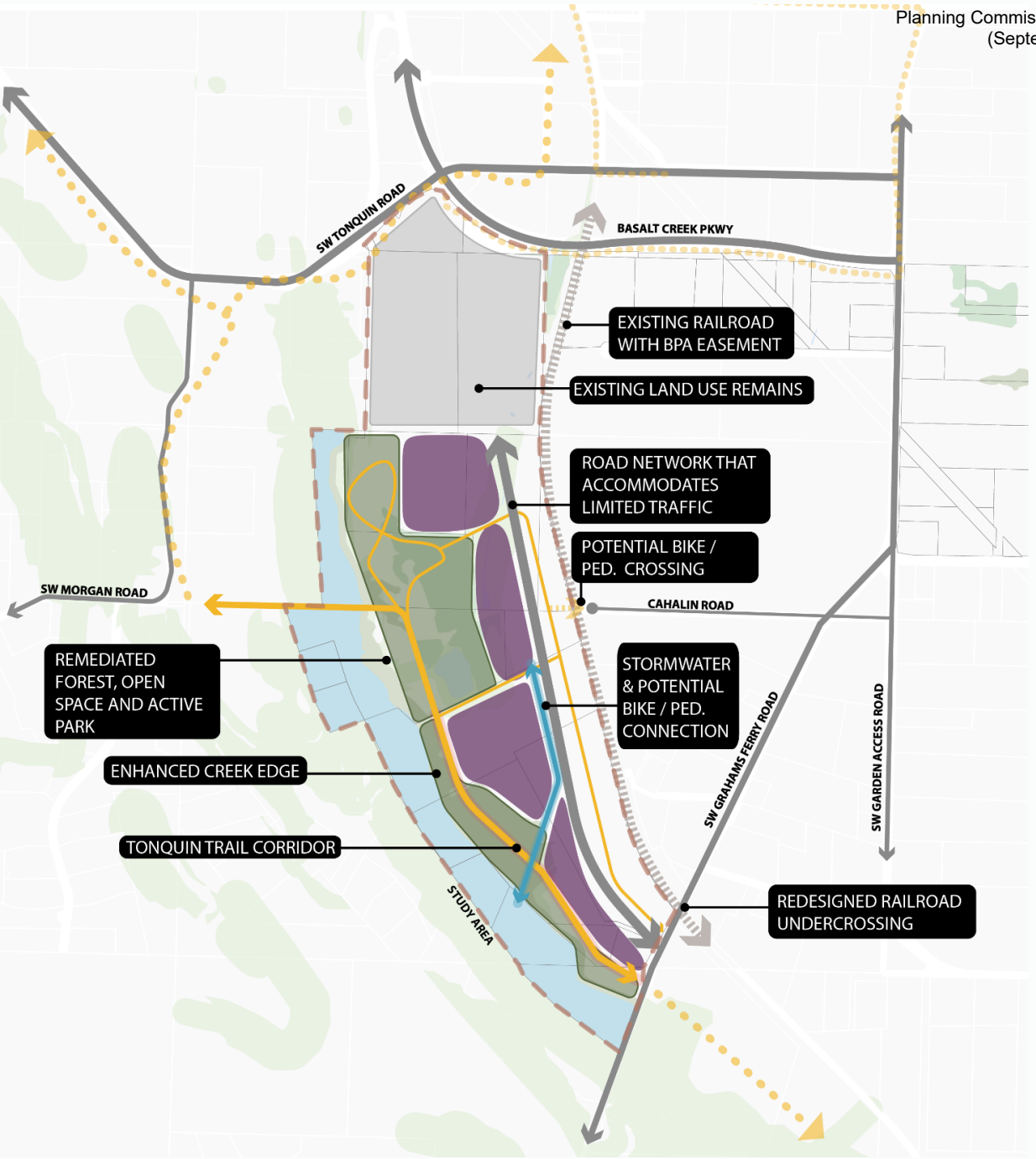
- *Capitalize on the area's unique assets and natural location*
- *Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type*
- *Ensure appropriate transitions between land uses*
- *Design cohesive and efficient transportation and utility systems*

Basalt Creek Concept Plan Guiding Principles

Aspirational

- *Maintain and complement Wilsonville's unique identity*
- *Create a uniquely attractive business community unmatched in the metropolitan region*
- *Incorporate natural resource areas and provide recreational opportunities as community amenities and assets*

THE DRAFT CONCEPTS

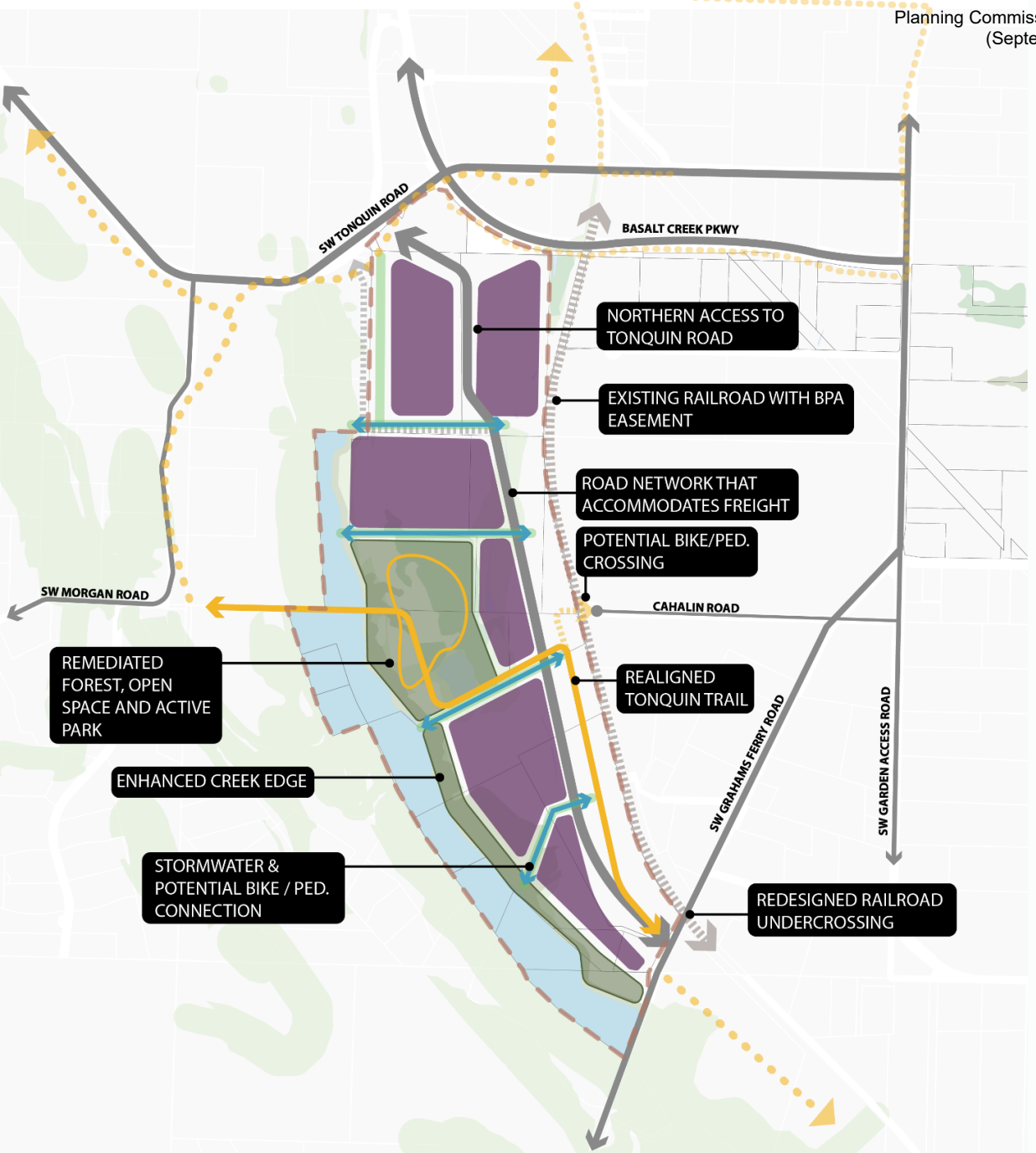


District centered on **natural resources and trails**

Strong **connections to Basalt Creek Parkway**

Positioned as a **unique employment & innovation district**

C1: Tonquin Environment

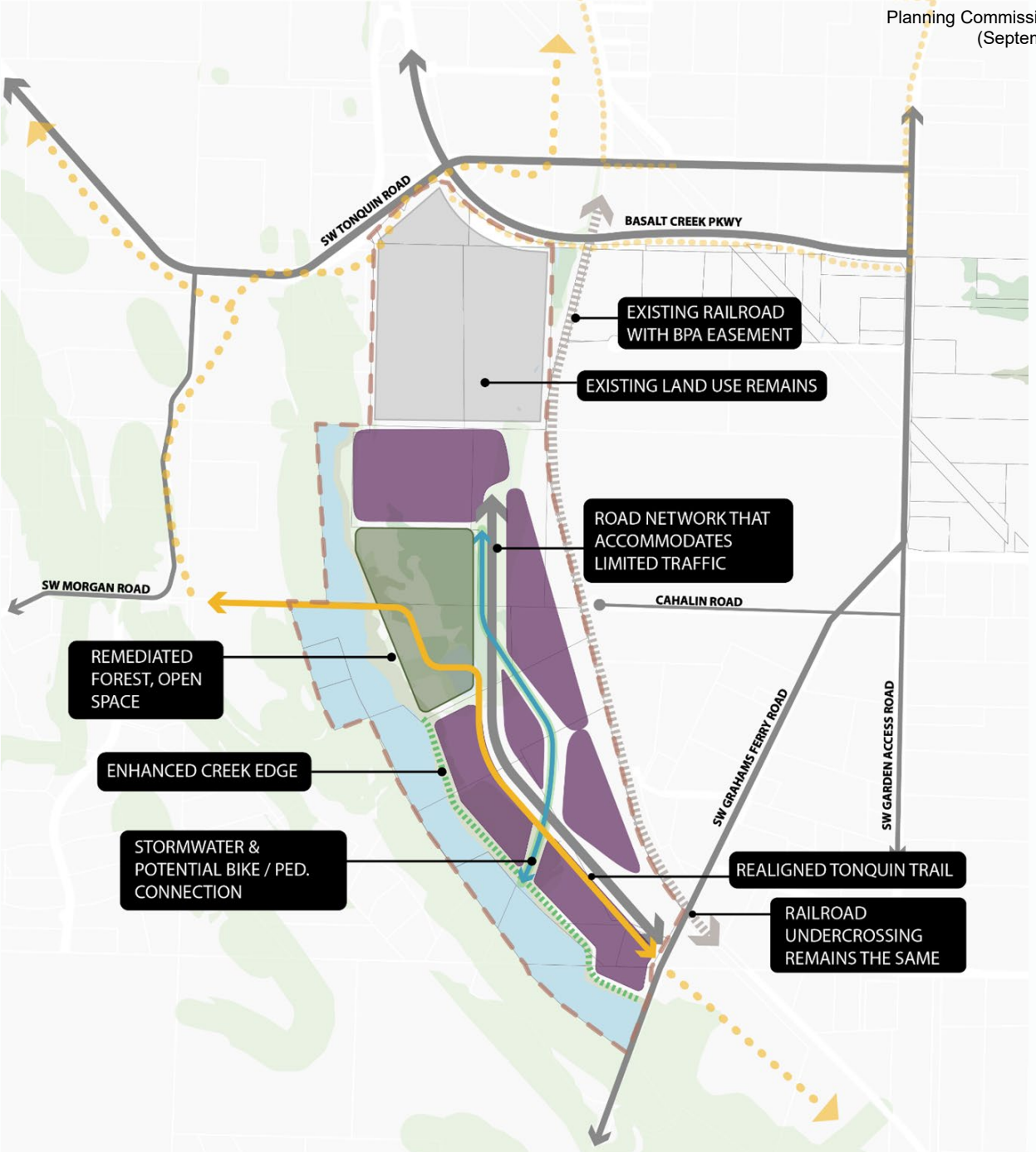


Maximizes employment potential through full access to transportation network

Encourages **high-density employment development**

City strategies would include **incentives for parcel assembly** and **targeted infrastructure investments**

C2: Manufacturing & Industry



Incremental, market-driven approach with limited City intervention

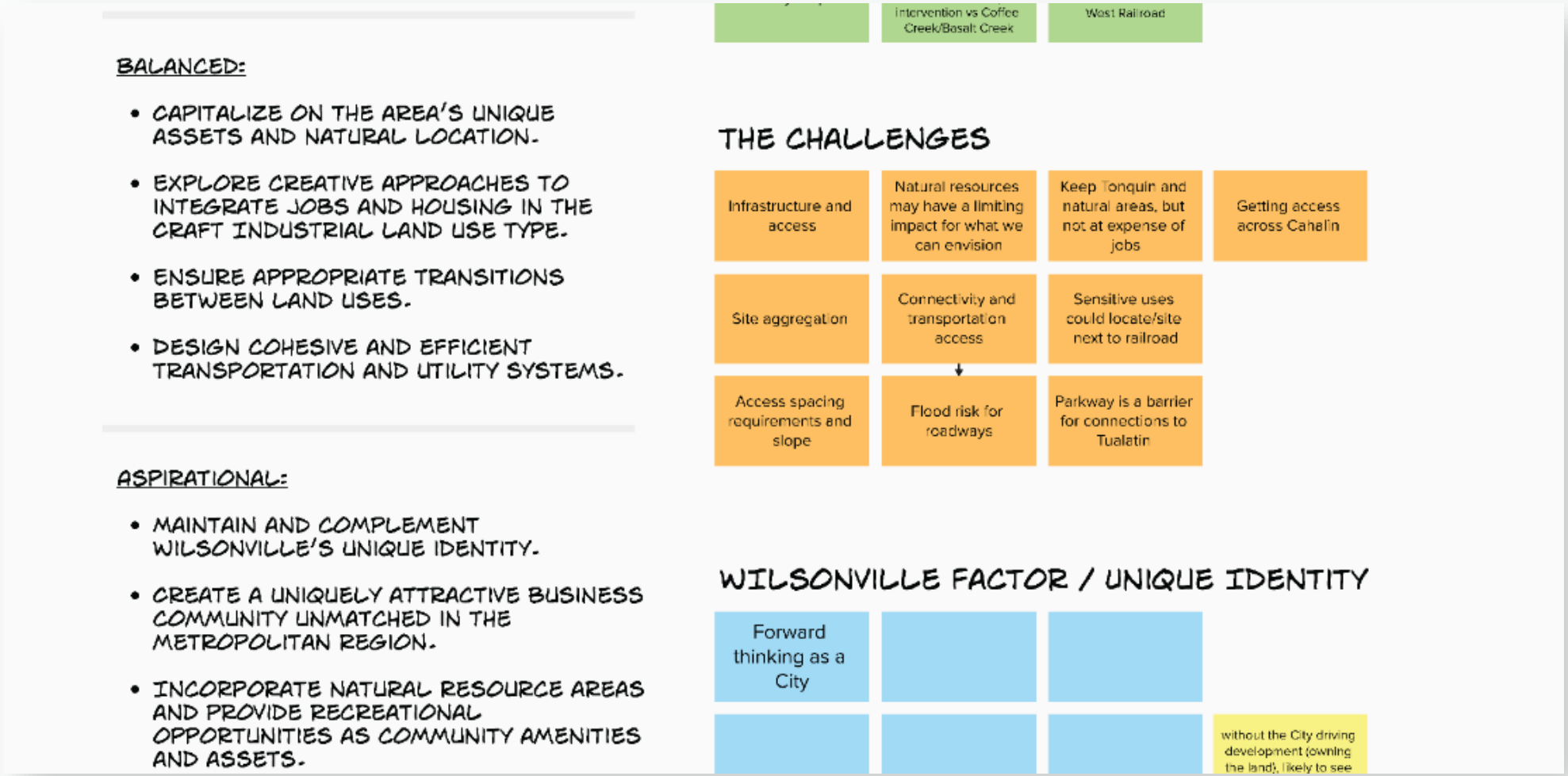
No freight upgrade to the railroad undercrossing

Street network largely as built today with some internal connections

C3: Limited Connectivity with Flexible Land Use

WHAT WE HEARD

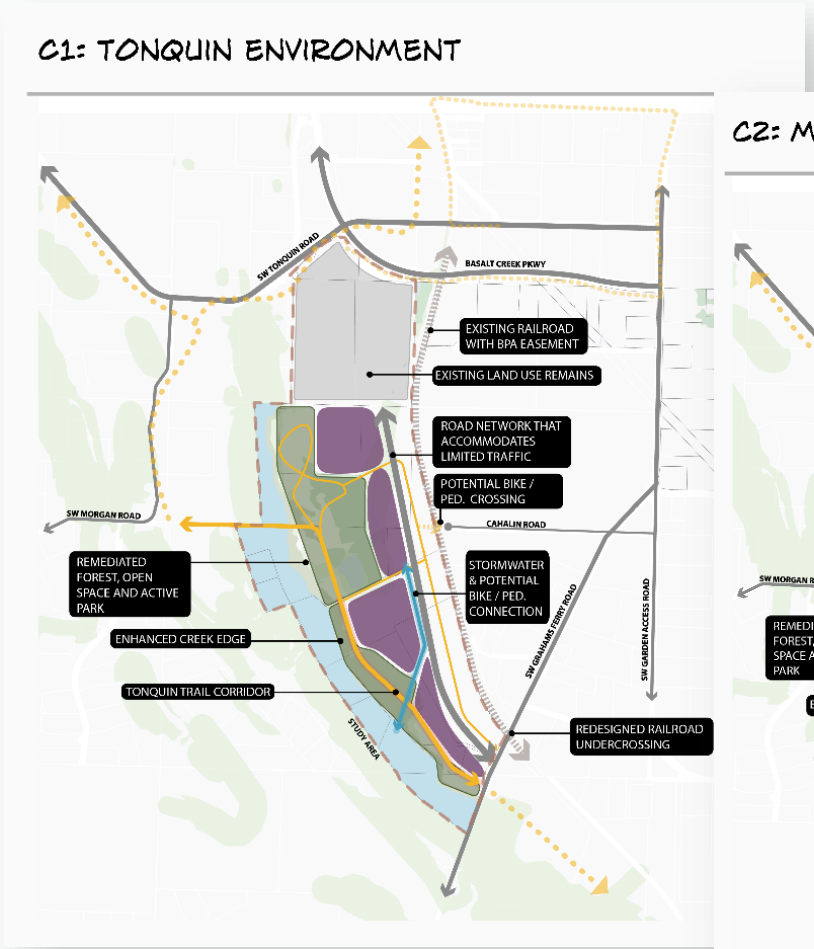
Guiding Principles Takeaways



Preferred Elements and Approach

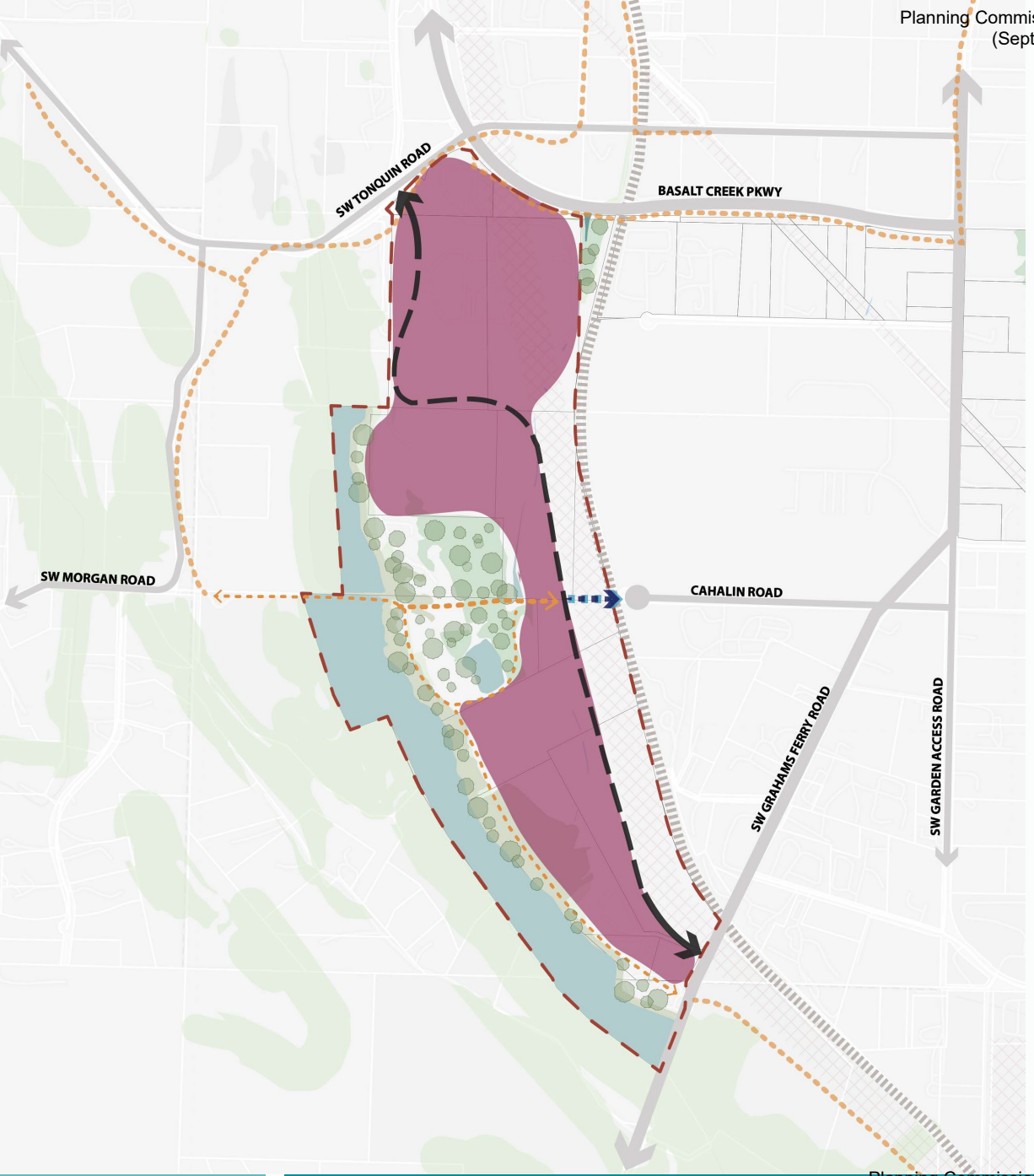


Urban Design Concepts Takeaways



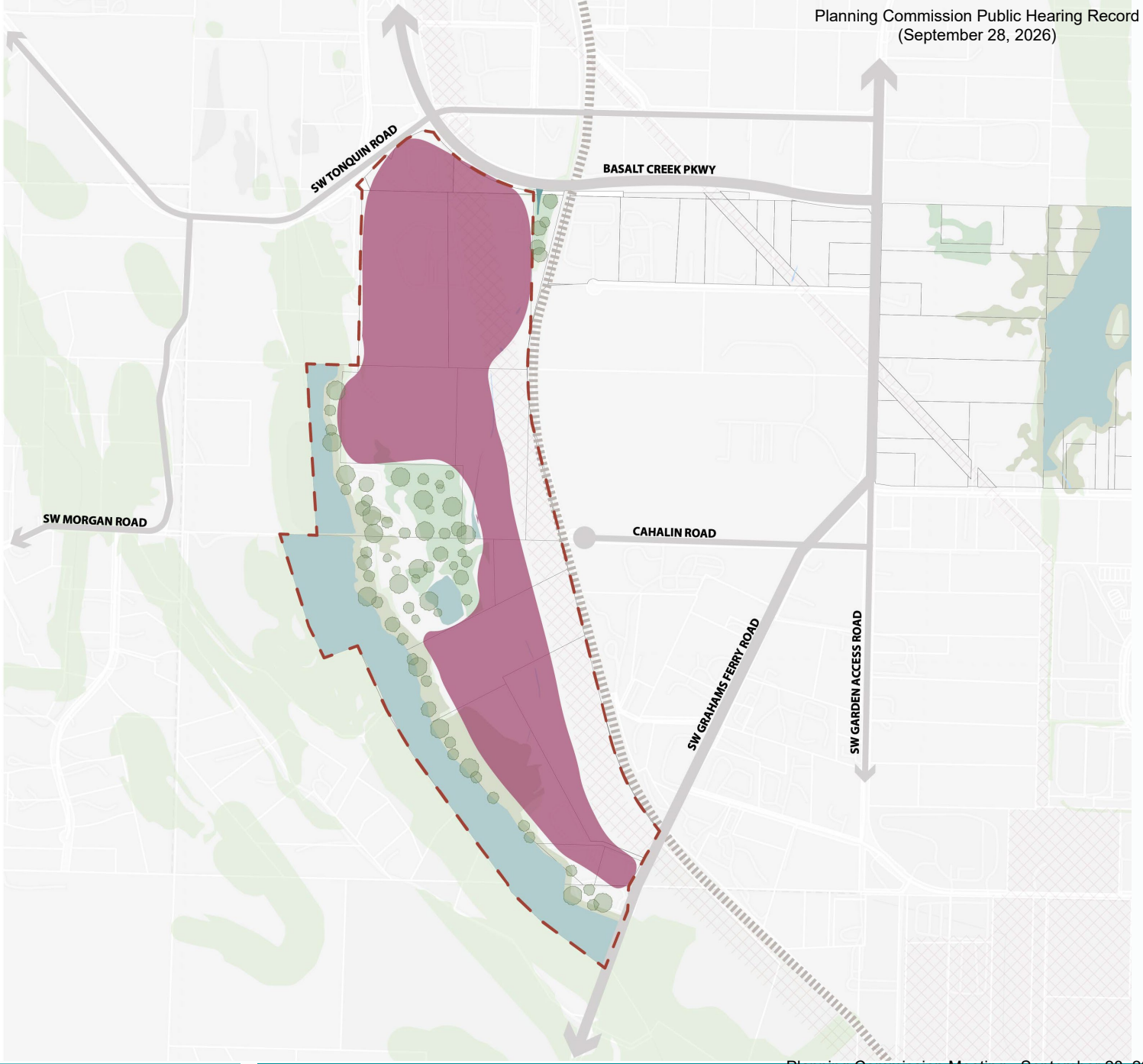


Preliminary Preferred Concept



- **Maximizes developable land**
- **Preserves remaining habitat**, and restores creek edge
- Considers **additional road connections**
- **Links Ice Age Tonquin Trail** with internal circulation

Preferred Concept


SW TONQUIN ROAD
BASALT CREEK PKWY
SW MORGAN ROAD
CAHALIN ROAD
SW GRAHAMS FERRY ROAD
SW GARDEN ACCESS ROAD







Land Use

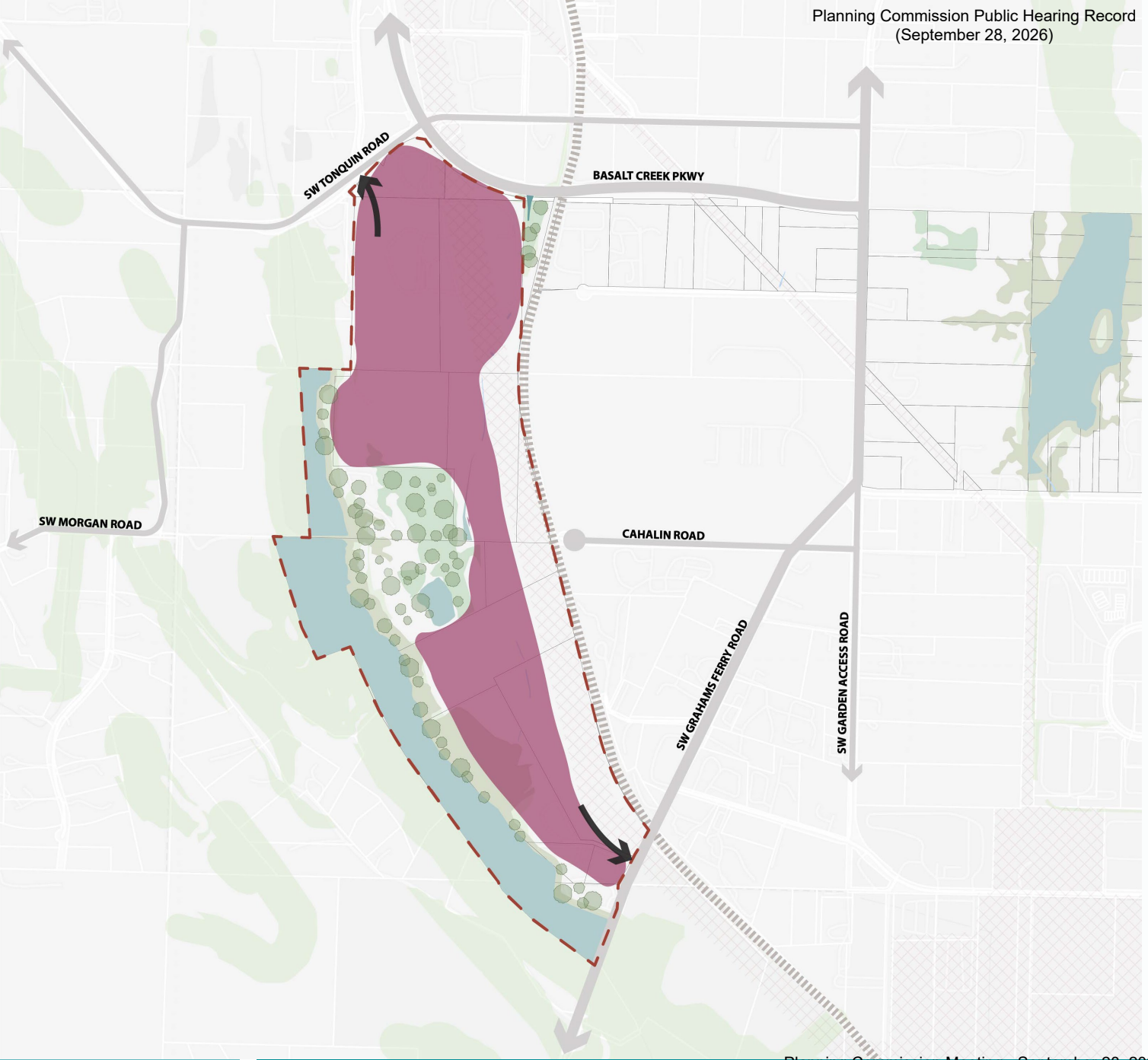
TRANSPORTATION ANALYSIS

Methodology & Approach

- Evaluated a 20-year horizon based on planned network improvements
- Applied preferred land use scenario for development intensity
- Assessed multimodal access at a planning level
- Coordinated with jurisdictional partners and railroad operator

Key Assumptions

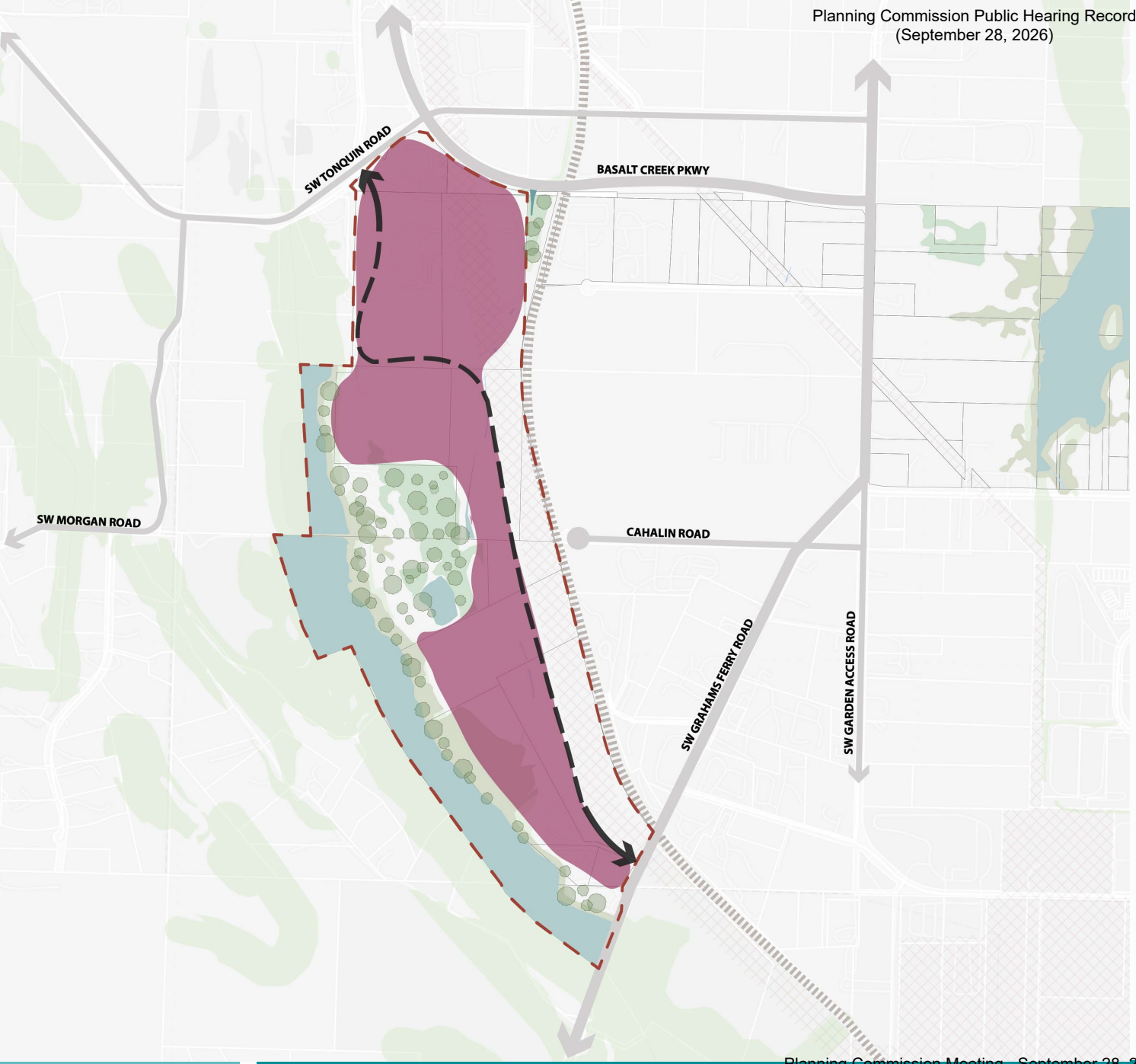
- Land use mix of a typical Industrial Park
- Previously identified projects move forward
- No I-5 overcrossings or rail crossing
- Internal circulation via north-south street







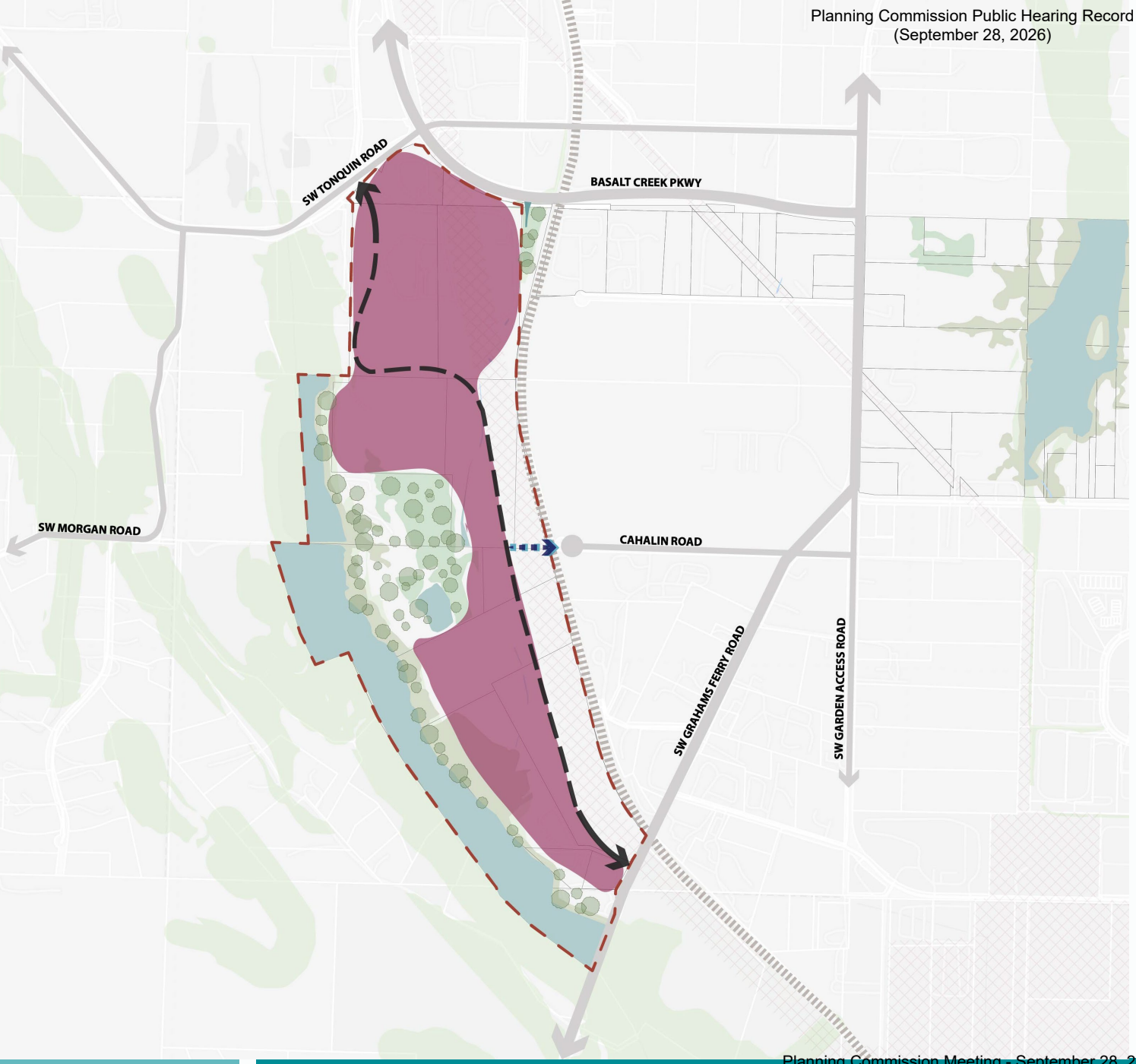
Transportation







Transportation







Transportation

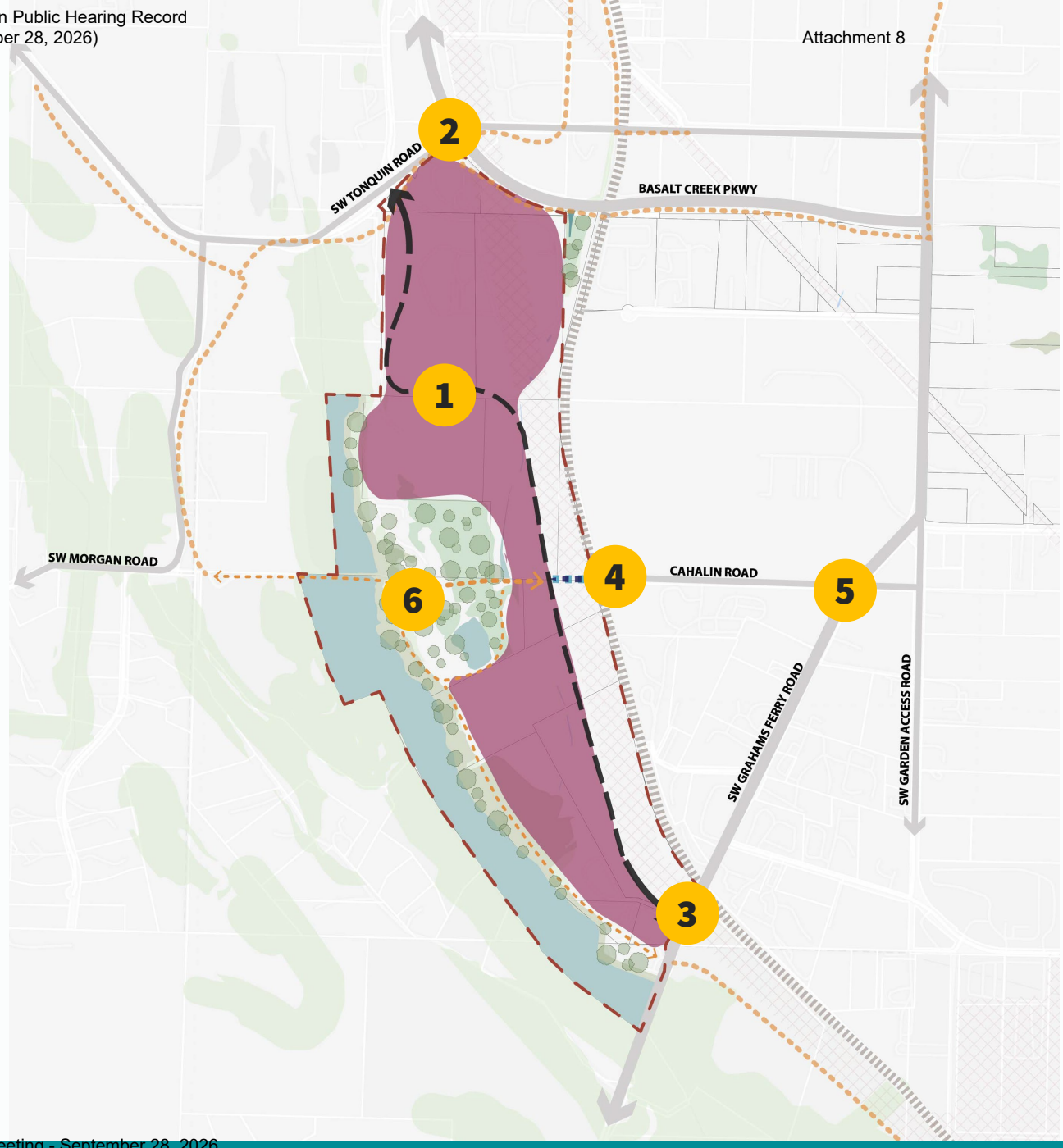
Key Findings

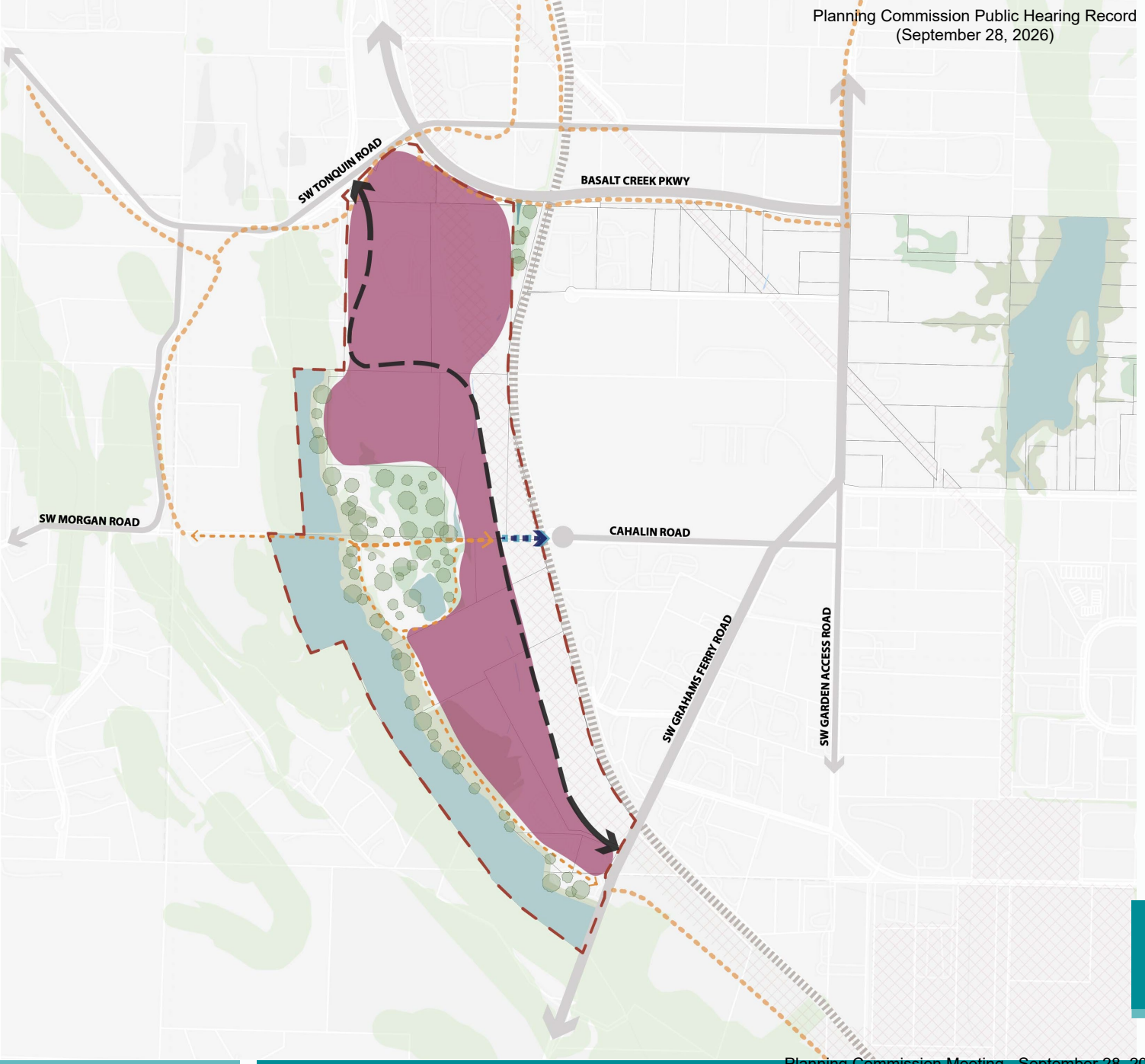
- **No major off-site upgrades needed beyond adopted TSP projects**
- Ice Age Tonquin Trail alignment can be accommodated as currently proposed



Identified Transportation Projects

1. New local industrial street
2. Tonquin Rd upgrades for truck access + safety improvements
3. Grahams Ferry Rd access improvements
4. Cahalin Rd rail crossing (optional)
5. Cahalin/Grahams Ferry Rd intersection upgrades (optional)
6. Pedestrian & bicycle trails through site

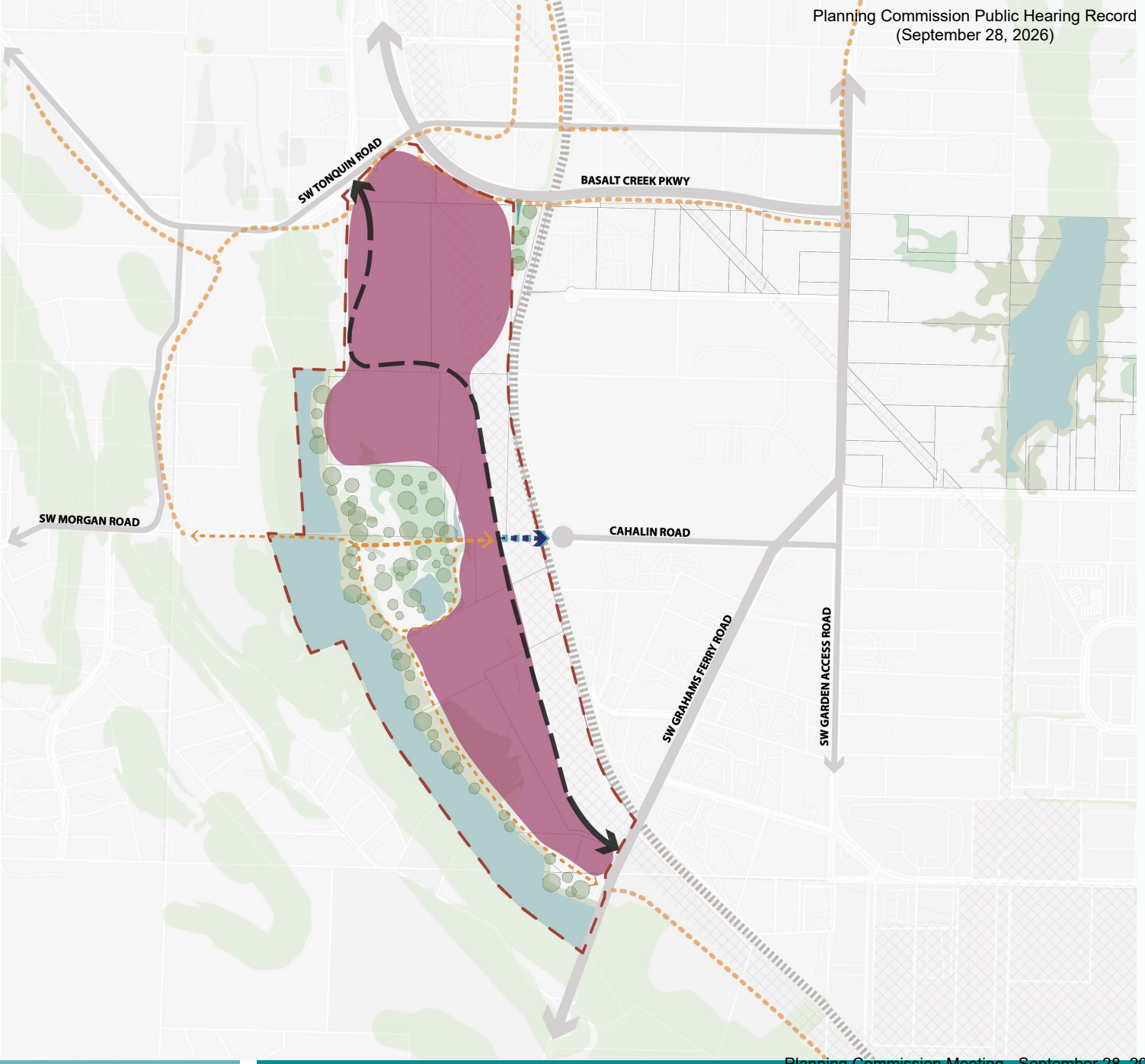








Trails & Natural Resources

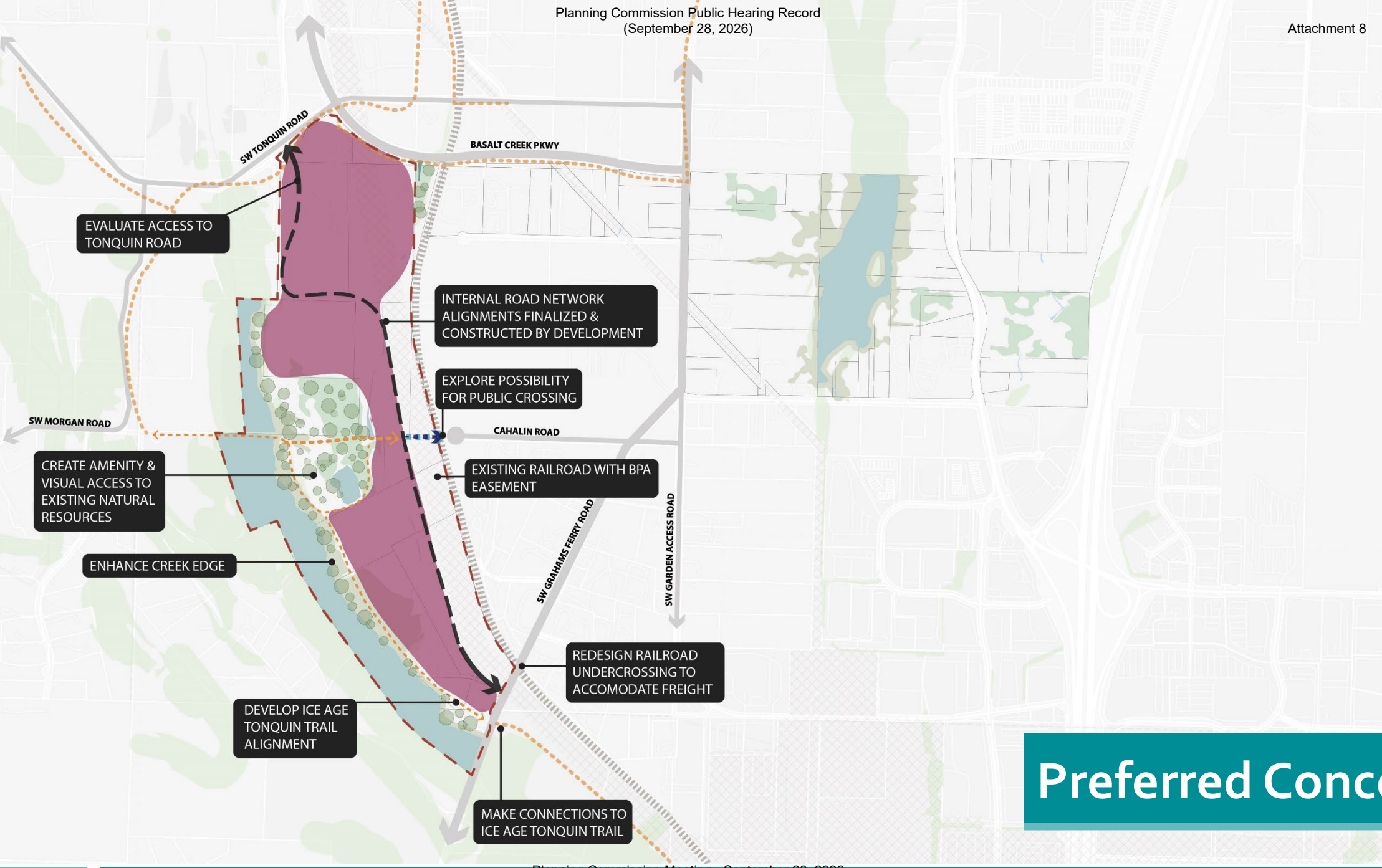








Other Elements



Preferred Concept

Is the Preliminary Preferred Concept consistent with the guidance and direction provided by the Planning Commission and City Council?

Are there aspects of the Preliminary Preferred Concept that need clarification?

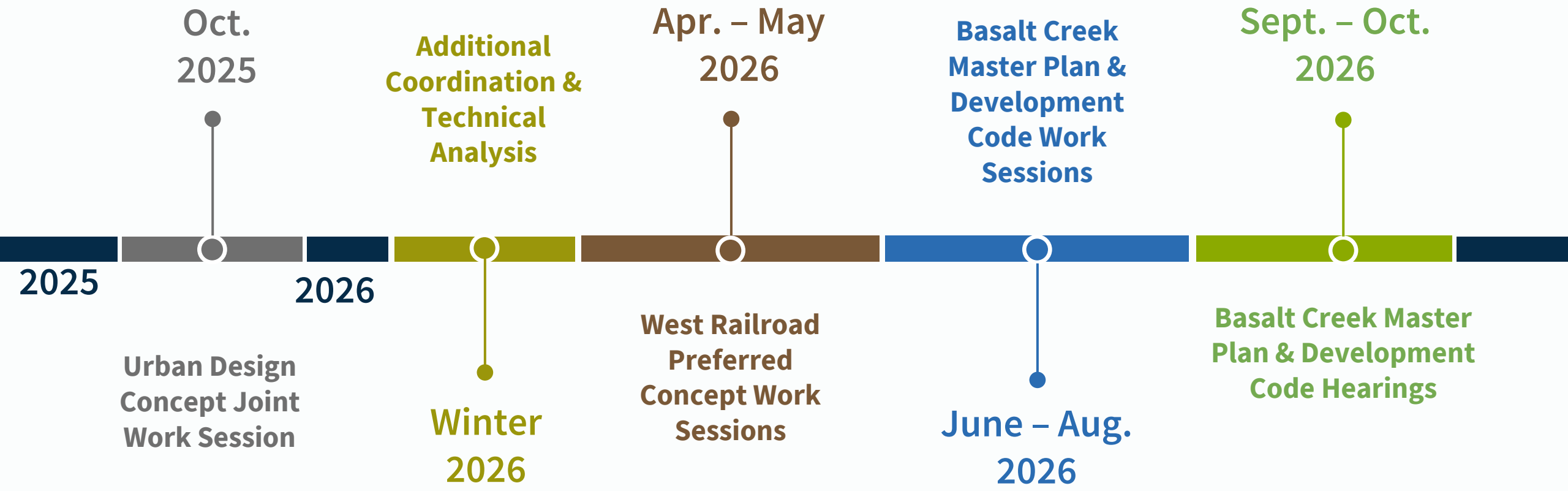
Next Steps

Policies, Standards, and Plans

- Comprehensive Plan Elements
- Zoning, Development Code, and Design Standards
- Transportation System Plan (TSP) and Bicycle and Pedestrian Master Plan
- Identity with Citywide Signage and Wayfinding Plan
- Infrastructure Master Plans
- Economic Development Strategy

Schedule

Next Steps


Oct. 2025
Additional Coordination & Technical Analysis
Apr. – May 2026
Basalt Creek Master Plan & Development Code Work Sessions
Sept. – Oct. 2026
2025
2026
Urban Design Concept Joint Work Session
Winter 2026
West Railroad Preferred Concept Work Sessions
June – Aug. 2026
Basalt Creek Master Plan & Development Code Hearings

Draft PC Minutes were reviewed and approved at the May 13, 2026 PC Meeting.

Wilsonville Planning Commission
Regular Meeting Minutes
April 8, 2026
Wilsonville City Hall & Remote Video Conferencing
https://www.ci.wilsonville.or.us/meetings/pc

CALL TO ORDER - ROLL CALL
Chair Semenova called the meeting to order at 6:00 pm.

Present:	Yana Semenova, Matt Constantine, Nicole Hendrix, Andrew Karr, Rob Candrian, Jeff Zundel, and Tabi Traughber
Excused:	None
Staff Present:	Miranda Bateschell, Delora Kerber, Chris Meyers, Matt Lorenzen, and Mandi Simmons.

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

CITIZEN INPUT
There was none.

WORK SESSION
1. Wilsonville Industrial Land Readiness (West Railroad, Basalt Creek Master Plan) (Myers/Lorenzen)

Chris Myers, Senior Planner, introduced the preliminary Preferred Concept for the West Railroad area within the Basalt Creek planning area. The presentation served as a follow-up to the October 2025 joint session with the City Council, aiming to finalize a direction that balances economic development with environmental stewardship. Feedback from the Commission would be integrated into the project team's presentation to City Council on April 20th.

Lauren Scott, MIG, reviewed via PowerPoint the project timeline, the Basalt Creek Concept Plan guiding principles, as well as the existing conditions, the three draft concept plans presented at the October 2025 joint work session with Council. Based on the feedback received on those plans, the project team developed a Preliminary Preferred Concept that blends elements of Concept 1: Tonquin Environment and Concept 2: Manufacturing & Industry. (Slides 10-11) The Preferred Concept maximizes developable industrial land, primarily Industrial Park and Craft Industrial, while preserving the creek edge and habitat. (Slide 18) Key features of the Preferred Concept were reviewed, including a new internal north/south local street to serve as the primary route for traffic; integrating the Ice Age Tonquin Trail along the western edge with a potential loop around the

existing wetland; stormwater infrastructure; new east/west connections and internal circulation; and landscaping.

- The 20-year horizon traffic analysis conducted by DKS and Associates identified six transportation projects, assumed no new I-5 overcrossings, and prioritized the following: A northern connection to Tonquin Road requiring Washington County coordination, a southern connection to Grahams Ferry Road, and a potential, optional public rail crossing at Cahalin Road, pending ongoing discussions with the railroad operator . The findings indicated that no major off-site upgrades are required beyond those already identified in the City's Transportation System Plan (TSP) During the presentation, the project team addressed clarifying questions and concluded by requesting feedback about the Preliminary Preferred Concept.

Commissioner comments were as follows with the project team addressing questions as noted:

- **Ms. Scott** and **Staff** responded to comments regarding the Grahams Ferry Road railroad undercrossing, specifically concerning the high cost and logistical difficulty of modifying the structure and clarified that while the project is technically challenging and requires significant funding as well as coordination with the railroad operator, it remains a viable part of the long-term vision in the Preferred Concept.
  - Regardless of whether development moves forward in West Railroad, the Grahams Ferry Rd access improvements are necessary. (Slide 27) Both the Engineering and Public Works Departments also confirmed that improving the undercrossing would be necessary for future development and traffic flow citywide, particularly given the increased traffic with the full build out of Villebois, and if land north of Villebois develops. The upgrades are costly and involve a lot of considerations, including the wetlands, which present geotechnical challenges.
    - The undercrossing project is within the Coffee Creek Urban Renewal Area. Urban renewal funding could be spent on the undercrossing without West Railroad development; however, the Coffee Creek Plan does not anticipate that urban renewal funding to be sufficient to build out the undercrossing project, only to do planning and design work, so additional funding strategies will be required for physical construction.
  - Where development begins is where infrastructure improvements get built first. Having the Basalt Creek Master Plan establish the critical points of access and improvements ensures that future development can be approved in conjunction with, or preceded by, critical infrastructure improvements.
    - The timeline for West Railroad development is likely at least a decade or two, and by then the City is expected to have a plan in place for funding construction of the undercrossing.
- In response to comments regarding the balance between preserving natural spaces and maximizing developable industrial land to meet the City's economic opportunity goals, **Ms. Scott** explained that the Preferred Concept focuses building out development on the purple areas while intentionally preserving the upland tree habitat and enhancing the Coffee Lake Creek edge. (Slide 18) The industrial developments require large sites to accommodate

internal freight circulation, off-street parking, and stormwater management, and the current concept aims to maximize these areas while respecting environmental constraints.

- **Planning Director Bateschell** confirmed that a specific wildlife strike analysis has not yet been conducted considering the potential for increased wildlife impacts due to higher industrial traffic on Grahams Ferry Road; however, Wilsonville maintains a robust wildlife crossing program, and Staff will coordinate with the Natural Resources Program manager to evaluate potential mitigations or infrastructure improvements that could be integrated as the plan moves forward.
- **Planning Director Bateschell** clarified that while the Bonneville Power Administration (BPA) strictly prohibits permanent structures and trees in its easements due to height and access requirements, the City has successfully negotiated for paths and parking in other BPA easements. Such agreements typically involve a negotiation where the City or developer assumes the risk of removal and replacement if the BPA must access the easement for powerline work. The City has not initiated any negotiations about West Railroad easements.
  - **Alex Dupey, MIG,** added that while there was flexibility to allocate parking there, MIG assumed no development anywhere near the BPA easement areas when doing the broader transportation infrastructure analysis for West Railroad late last year.
- The goal for West Railroad was to be industrial land, although currently many contractor yards existed, which were contrary to the City's plan. Comments regarding Zoning noted having flexibility in the market-driven arena versus aspirational job growth targets even if near-term use is different from the City's long-range aspirations. Land uses like contractor yards should not be easy to continue, and too much building should not be allowed without understanding the City's long-term aspirations.
- Did "explore opportunities for public realm investment" mean the area would be specifically named West Railroad Area or be renamed with an entry sign? Was the goal to let people know they were driving into a special industrial area or district?
- **Economic Development Manager Lorenzen** clarified that the West Railroad Area was not currently covered by an urban renewal district. The Coffee Creek Urban Renewal Area was on the other side of the tracks. An infrastructure funding analysis was done for the greater Basalt Creek area, but West Railroad was not included in the analysis. Because much of the West Railroad land is already aggregated under a few owners, development could occur on a larger scale and with less need for the City to facilitate development through infrastructure investments, so there was a question about whether urban renewal would be needed. Regional projects, like the undercrossing, would be needed, but private development would hopefully cover many improvement projects within the area, such as local roads.
  - He clarified that the Cahalin Rd improvements/rail crossing is not contemplated in the Coffee Creek Urban Renewal Plan, but the Grahams Ferry Rd undercrossing was named as a project in the Coffee Creek Urban Renewal Plan.
- Having the draft Basalt Creek Funding Analysis was helpful to see how that part was supposed to pencil out.
- **Economic Development Manager Lorenzen** explained that while the City does consider market realities and development feasibility, approaching specific developers about developing West Railroad is generally outside the City's current purview, especially given the

timeline for development in the area. As part of the greater Basalt Creek effort and the Wilsonville Industrial Land Readiness (WILR) project generally, Staff has been talking with and getting input from the development community.

- Larger employers also plan 10 to 20 years out, so it would be good for them to have Wilsonville's plan in mind as they moved forward. It would be interesting to supplement this material to understand what uses or companies might be a good fit for the area.
    - **Economic Development Manager Lorenzen** replied he understood the intent; however, tech-related companies would probably struggle in West Railroad due to their sensitivity to vibration. Additionally, no large-scale employer has self-developed in the Portland Metro area since the late 1990s. With Intel's Ronler Acres, the City of Hillsboro aggregated that property through urban renewal to orchestrate a specific outcome. As in Coffee Creek, Basalt Creek and the West Railroad area was more likely to see demand for speculative development, where private capital risks building speculatively, without tenants in place, banking that their build is marketable and attractive to companies wanting to move in.
    - Supplementing the West Railroad analysis with information on the companies and industries the City has talked to along with their forecasted growth would make it easier for the City to show increases in property values and other benefits if a new urban renewal zone is created or the Coffee Creek Urban Renewal Zone expands versus the uncertainty of speculative development, relying on the developers to bring in tenants which could take longer to see those benefits.
- **Planning Director Bateschell** clarified that a wide variety of commercial uses are allowed in industrial areas, including restaurants, though the Development Code currently limits retail in industrial areas to 5,000 square feet, which would accommodate most standard restaurants serving the area. For businesses such as breweries, the City categorizes the manufacturing portion of the facility separately from the retail or tasting room area, allowing for larger overall footprints while staying within Code-defined retail caps.
    - Basalt Creek included High-Tech, Light Industrial, and Craft Industrial designations, resulting in some differences between allowed uses, some limitations on certain uses and certain subdistricts.
    - Staff would consider what limitations seem most appropriate for West Railroad given its additional constraints and the Commission would review the revised draft Code, first presented last year, during a work session in June. The draft Code applies the form-based overlay used in Coffee Creek to the NW Industrial District and the City's PDI and PDI-RSIA (Planned Development Industrial - Regionally Significant Industrial Area) land uses to the West Railroad area.
- Because the water in the Coffee Creek Wetland flowed very slowly, concerns were expressed about mosquitos being an issue for restaurants and retail spaces.
- **Senior Planner Meyers** addressed concerns about potential cut-through traffic between Tonquin Road and Grahams Ferry Road, noting that the proposed road must accommodate heavy industrial traffic and large freight vehicles. From an engineering perspective, differentiating mitigation to allow trucks to flow freely while slowing cars might be

challenging. Traditional traffic-calming measures, such as speed humps, are problematic for tractor-trailers, but signalization or specific controls at intersections could be explored.

- **Mr. Dupey** added that the current traffic analysis was conducted at a coarse planning level to ensure the general system functionality. As specific parcels develop, each project will be required to conduct detailed traffic impact studies to evaluate local demand and intersection performance based on the conditions at that time**.** Given the timeline for West Railroad development, traffic demand could be completely different than today.
- **Economic Development Manager Lorenzen** noted that Grahams Ferry Road would be improved and widened in the future, which would enable traffic from Tualatin, for instance, to travel more efficiently than winding through an industrial park, so theoretically, the problem should take care of itself.
- **Planning Director Bateschell** noted other projects associated with the Basalt Creek Transportation Refinement Plan, including expanding Basalt Creek Parkway to five lanes and improving and widening Day Road, would improve the large arterial and collector streets that would serve as the primary freight avenues through the area. The proposed north/south road is designed as a local industrial street, not an arterial or collector, and not as a City project. As development begins, developers would identify the alignment that works best for them, ensuring the alignment allows access to the next parcel of development, and eventually the connection could happen at Tonquin Rd. This local north/south road would not likely see the same level of traffic as that seen on arterials like Basalt Creek Parkway or Day Road in the future.

During the discussion, the Commissioners agreed that the Preliminary Preferred Concept reflected previous conversations, including the regional Ice Age Tonquin Trail connection and retaining the green space, while also providing enough density to achieve the West Railroad's employment offerings. The Preferred Concept was a nice combination of Concepts 1 and 2, reflecting that the project team had heard the Commission's feedback.

Chair Semenova confirmed there was no public comment.

INFORMATIONAL

2. City Council Action Minutes (February 3 & 20, 2026) (No Staff presentation)

No comments.

3. 2026 PC Work Program (No Staff presentation)

No comments.

ADJOURNMENT

The meeting was adjourned at 7:10 p.m.

JOINT CITY COUNCIL/

PLANNING COMMISSION

MONDAY, OCTOBER 6, 2025

WORK SESSION

Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Luxhoj)(Pauly)

WILSONVILLE
OREGON

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: October 6, 2025	**Subject:** Joint City Council / Planning Commission Work Session – Wilsonville Industrial Land Readiness – West Railroad Area of Basalt Creek **Staff Members:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Provide direction on public realm and land use concepts to inform master planning for the West Railroad area of Basalt Creek.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: 2023-25 Council Goal: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COUNCIL: Review public realm and land use concepts for the West Railroad area of Basalt Creek. City Council and Planning Commission guidance will inform development of a preferred plan to be included in the Basalt Creek Master Plan, scheduled for adoption in early 2026. This Master Plan will also serve as the foundation of Development Code standards specific for the area.

EXECUTIVE SUMMARY:

The City is actively advancing the policy framework outlined in the Basalt Creek Concept Plan to make the Basalt Creek planning area "development ready" from a land use policy perspective. In parallel, staff are working on infrastructure financing and other key actions to support future development.

Land use policy development for a new area of the City follows a three-step process. The first step is a concept plan, which establishes general policy guidance and intent but does not carry legal authority for land use decisions, such as development applications and rezoning. The second steps is a master plan, adopted as part of the City's Comprehensive Plan. This document provides more detailed policy guidance and serves as a legally binding basis for future zoning and land use decisions. However, the master plan does not include detailed development standards for implementing the plan. The final step is the adoption of Development Code standards, which translate the master plan into specific, enforceable requirements to guide development consistent with the City's vision.

The Basalt Creek focused portion of the Wilsonville Industrial Land Readiness (WILR) project aims to adopt both a Master Plan and Development Code standards for the area. As discussed at previous work sessions, planning for the West Railroad area was deferred when the Basalt Creek Concept Plan was adopted in 2018 due to natural resource constraints, limited access, fragmented property ownership, and lack of infrastructure. The West Railroad area lies west of the Portland and Western Railroad, along the Coffee Lake wetlands, extending from SW Grahams Ferry Road to Basalt Creek Parkway/Tonquin Road (see Attachment 1).

While the rest of the Basalt Creek area has assigned land use types and supporting details in the Concept Plan that provide a strong basis for development of a Master Plan and Development Code standards, the West Railroad area still requires this level of planning. Advancing this work will ensure the entire Basalt Creek planning area is ready for future development.

Two key goals and policies to establish in a master plan include those pertaining to the public realm, including streets, parks, open spaces and pathways, and land use, which defines allowed uses along with siting and design requirements to support a desired character of the area. This joint work session provides an opportunity for the City Council and Planning Commission to explore different approaches to these elements for the West Railroad area and offer direction to the project team. That guidance will inform a preferred alternative to be incorporated into the Master Plan and implemented through Development Code standards.

Staff and the consultant team will return to the Planning Commission and City Council in separate work sessions in November to present the preferred alternative.

What to Expect at the Joint Work Session

A consultant team from MIG will lead an interactive joint work session with the City Council and Planning Commission to explore public realm and land use concepts for the West Railroad area. Unlike typical work sessions where participants arrive having reviewed detailed materials, this session is designed as a shared real-time learning and collaboration experience.

MIG will introduce key site-specific constraints such as infrastructure capacity, access limitations, environmental factors, and policy considerations to frame the discussion (see Attachment 2 for contextual maps). The team will facilitate dialogue around how these constraints affect the feasibility and suitability of potential land uses. In addition to exploring physical design concepts, the session will outline the tools needed to implement each idea. These include regulatory mechanisms like zoning and Development Code updates, as well as incentive strategies such as public-private partnerships, infrastructure investments, and development incentives to help achieve the City's goals for the area.

West Railroad Concepts

Following an internal work session with City staff, MIG is developing initial draft concepts for public realm and land use planning in the West Railroad area. These concepts will be discussed in detail during the joint work session and will serve as the foundation for identifying a preferred alternative to carry forward. While the City Council and Planning Commission may choose one concept as the basis for the preferred alternative, it is common in planning processes to combine elements from multiple concepts into a hybrid approach.

In way of introduction, the following provides a brief overview of each concept or approach.

Concept 1: Tonquin Environment

This concept envisions a district that emphasizes the Coffee Creek Wetlands, Coffee Lake Creek, the future Ice Age Tonquin Trail, and connections to the adjacent Basalt Creek Parkway. Public and private investments would focus on environmental restoration and habitat rehabilitation to create a setting that attracts campus style development, craft industrial uses, small-scale office or manufacturing uses, and other specialized employers. The area's primary draw is its immediate access to high-quality natural and recreational amenities, positioning it as a unique employment and innovation district where economic activity and ecological stewardship could intersect.

Concept 2: Manufacturing and Industry

This concept relies on maximizing the area's employment potential by pursuing full access to the region's transportation network for freight and other large-scale uses. Key elements of providing a full transportation network to support large-scale industrial uses would include upgrading the SW Grahams Ferry Road railroad undercrossing for freight movement, enabling the SW Cahalin Road railroad crossing, and enhancing northern and western connections to the area. The City could consider incentives and targeted interventions to encourage parcel assembly and infrastructure investment. This concept

would encourage high-density employment development capable of supporting large-scale industrial and office development, maximizing long-term job growth.

Concept 3: Limited Connectivity with Flexible Land Use
This concept considers a more incremental approach, allowing development and redevelopment to proceed largely through market forces with limited City intervention. Parcel sizes would remain with no incentives for aggregation, and the street network would be limited generally to what is built today with some internal access provided through an internal circulation system. The SW Grahams Ferry Road railroad undercrossing would not be upgraded for freight. This concept would allow a variety of uses generally not found in other parts of Wilsonville, which could include commercial recreation, outdoor retail sales and storage, and other low intensity uses that are generally geared towards a mix of smaller businesses and niche activities within a more modest infrastructure framework.

EXPECTED RESULTS:
City Council and Planning Commission feedback on the three scenarios will guide the development of a preferred concept for land use and the public realm in the West Railroad area. Staff will incorporate this input into the Basalt Creek Master Plan and use it to shape Development Code amendments, including appropriate zoning, to support future development in the area.

TIMELINE:
Staff will hold additional work sessions with the City Council and Planning Commission in the coming months to continue refining the preferred concepts. Public hearings on the Basalt Creek Master Plan and related Development Code amendments are anticipated in early 2026.

CURRENT YEAR BUDGET IMPACTS:
Funding for the WILR project is allocated in the fiscal year (FY) 2025-26 budget from a $290,000 Metro grant.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Concept Plan review process included comprehensive community involvement. The WILR project has solicited input from Business Oregon, Greater Portland Inc., property owners, and developers to understand the demand for industrial land in Wilsonville and property owners' current and future plans. This input informed preparation of studies and reports and will guide the master plan and related Development Code amendments.

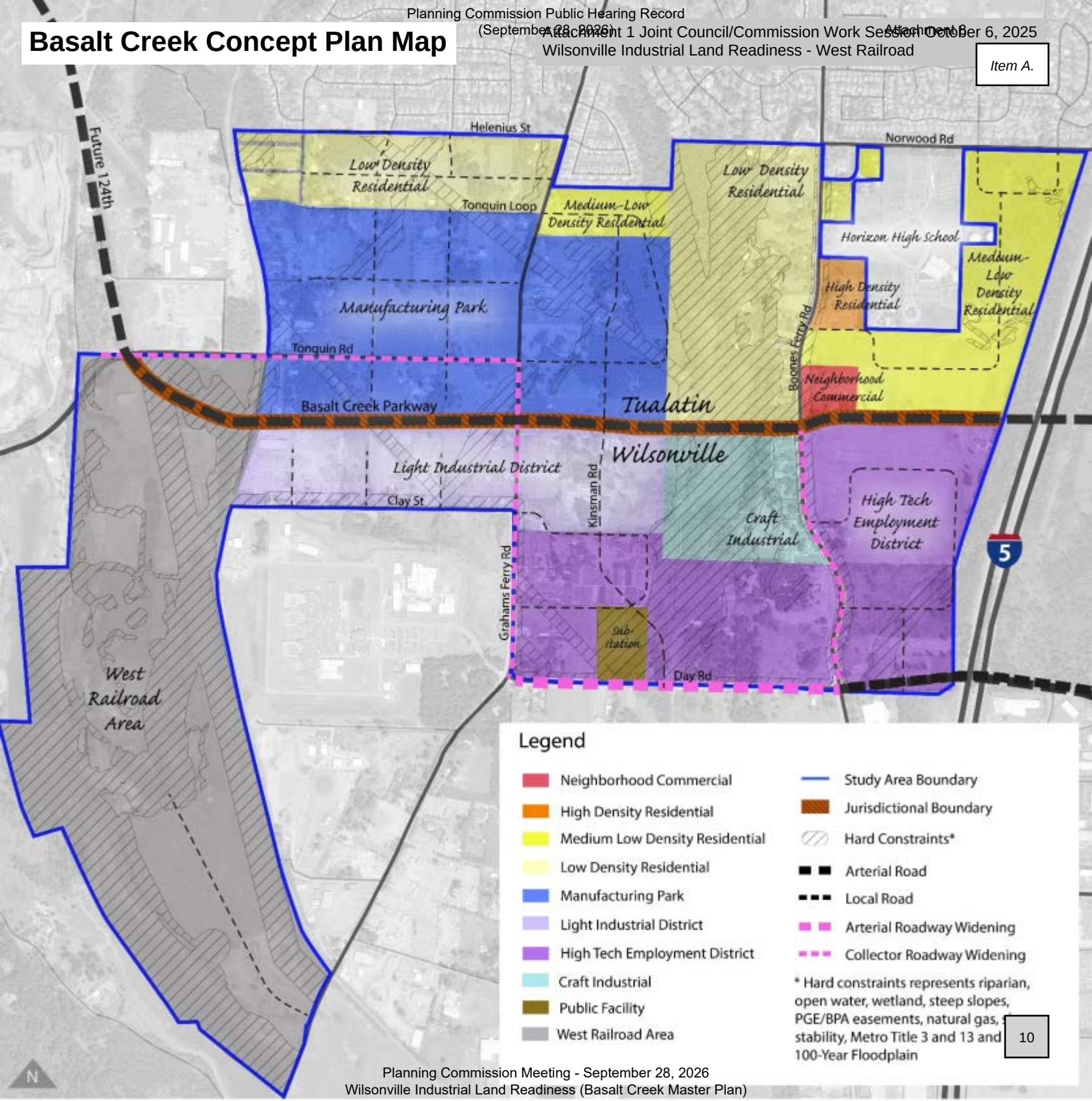
POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
When developed, Basalt Creek, including West Railroad, will generate jobs, contributing to the income and property tax base, supporting economic mobility through family-wage employment, and enhancing Wilsonville's livability. This will allow the industrial area to reach its full economic potential, positively impacting the greater Wilsonville community.

ALTERNATIVES:
A number of alternatives to public realm and land use planning will be presented at the work session.

CITY MANAGER COMMENT:
N/A

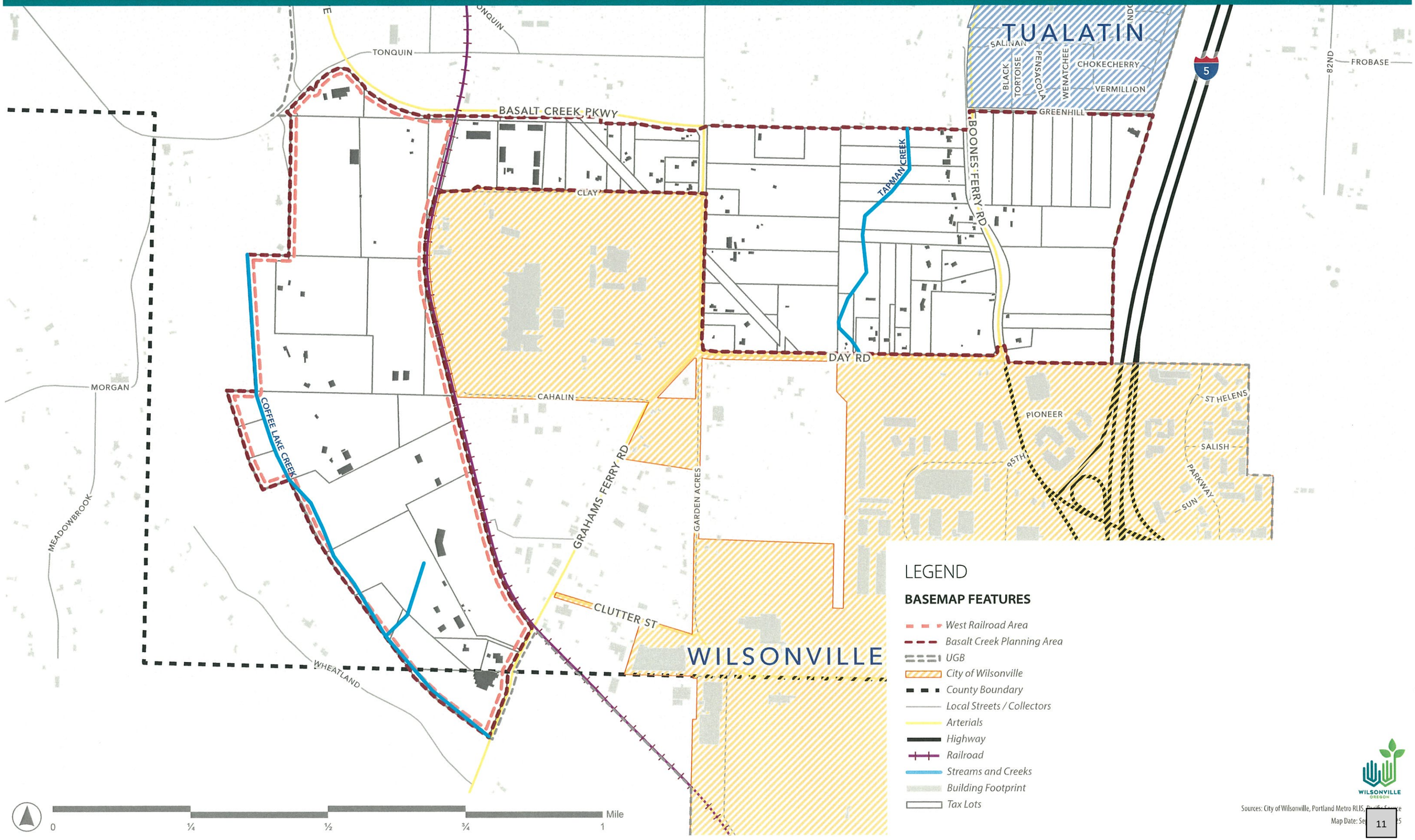
ATTACHMENTS:
1. Basalt Creek Concept Plan Map
2. West Railroad Context Maps

Basalt Creek Concept Plan Map



Basalt Creek Planning Area & West Railroad Area

Project Area



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- UGB
- City of Wilsonville
- County Boundary
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Building Footprint
- Tax Lots

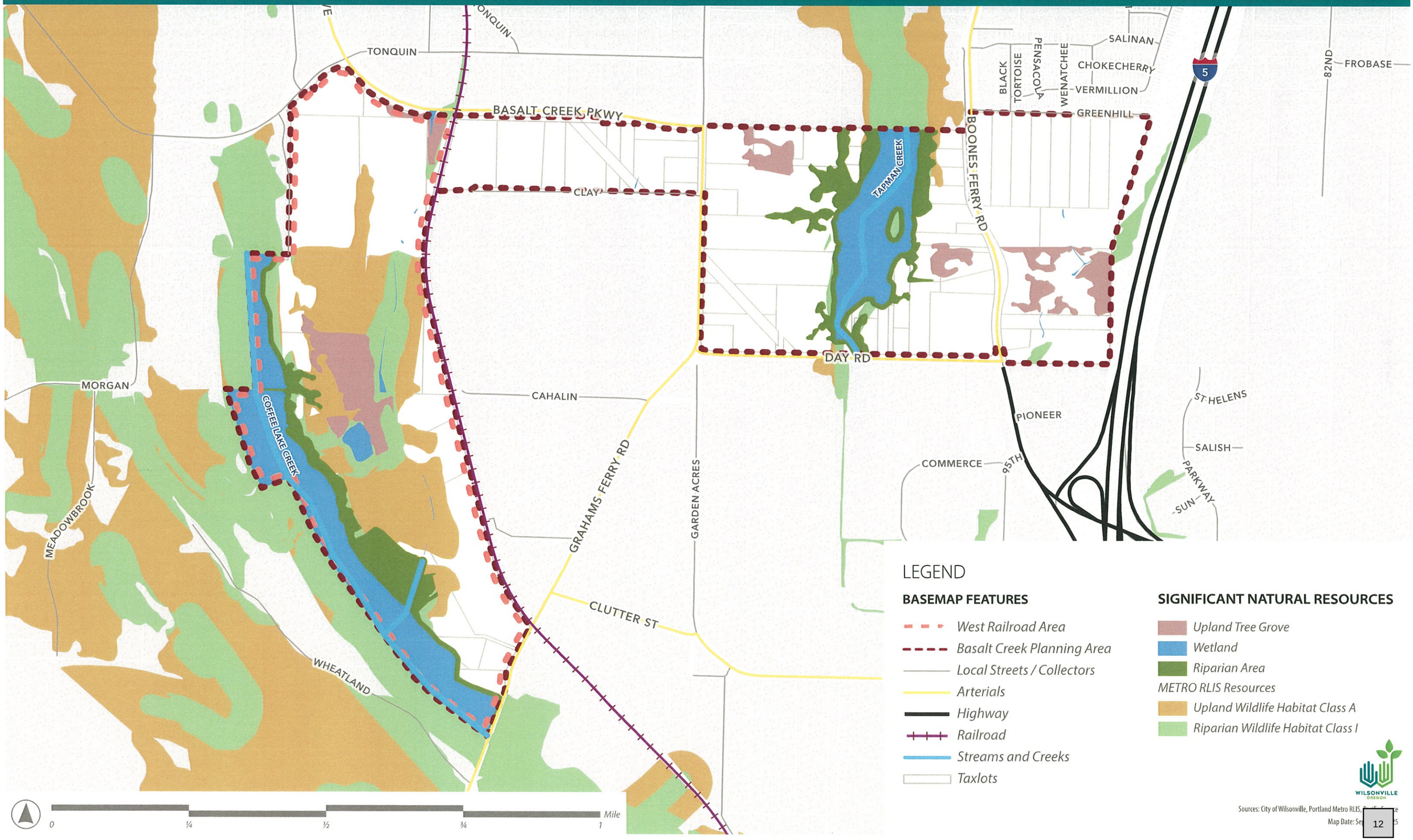
WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: Se 25

Basalt Creek Planning Area & West Railroad Area

Natural Resource Constraints

Metro RLIS and Pacific Habitat Services (2024) Mapping



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Taxlots

SIGNIFICANT NATURAL RESOURCES

- Upland Tree Grove
- Wetland
- Riparian Area

METRO RLIS Resources

- Upland Wildlife Habitat Class A
- Riparian Wildlife Habitat Class I

WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Habitat Services

Map Date: September 2025

Basalt Creek Planning Area & West Railroad Area

Natural Resource Constraints

Pacific Habitat Services (2024) Mapping Only



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Taxlots

SIGNIFICANT NATURAL RESOURCES

- Upland Tree Grove
- Wetland
- Riparian Area

WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: Se 25

Basalt Creek Planning Area & West Railroad Area
Ownership



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Building Footprint
- Tax Lots

OWNERSHIP

- Public
- Utility
- Private - Church
- Private - Company
- Private - Individual

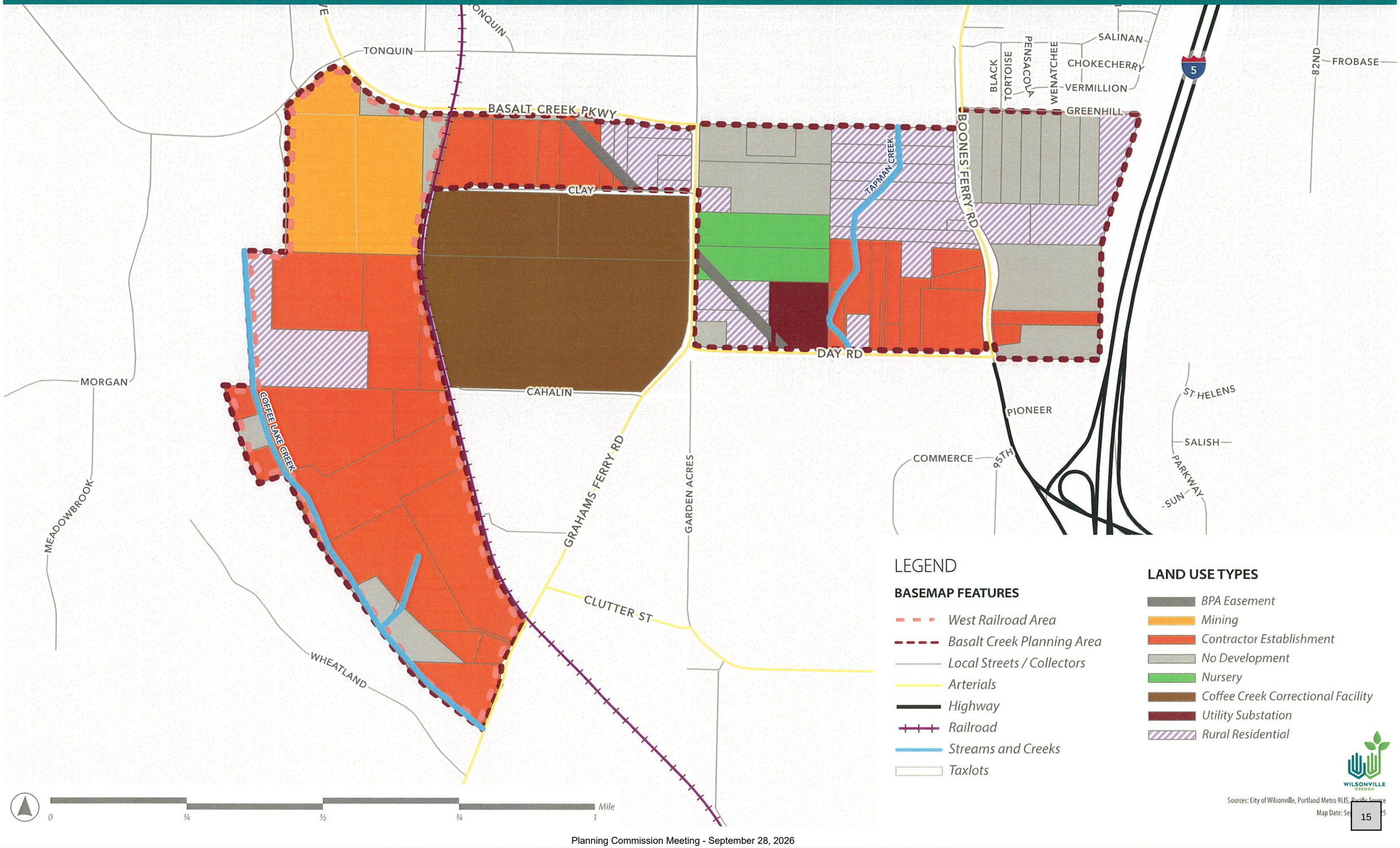
WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, [illegible]

Map Date: Sep[illegible]5

Basalt Creek Planning Area & West Railroad Area

Land Use Types



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Taxlots

LAND USE TYPES

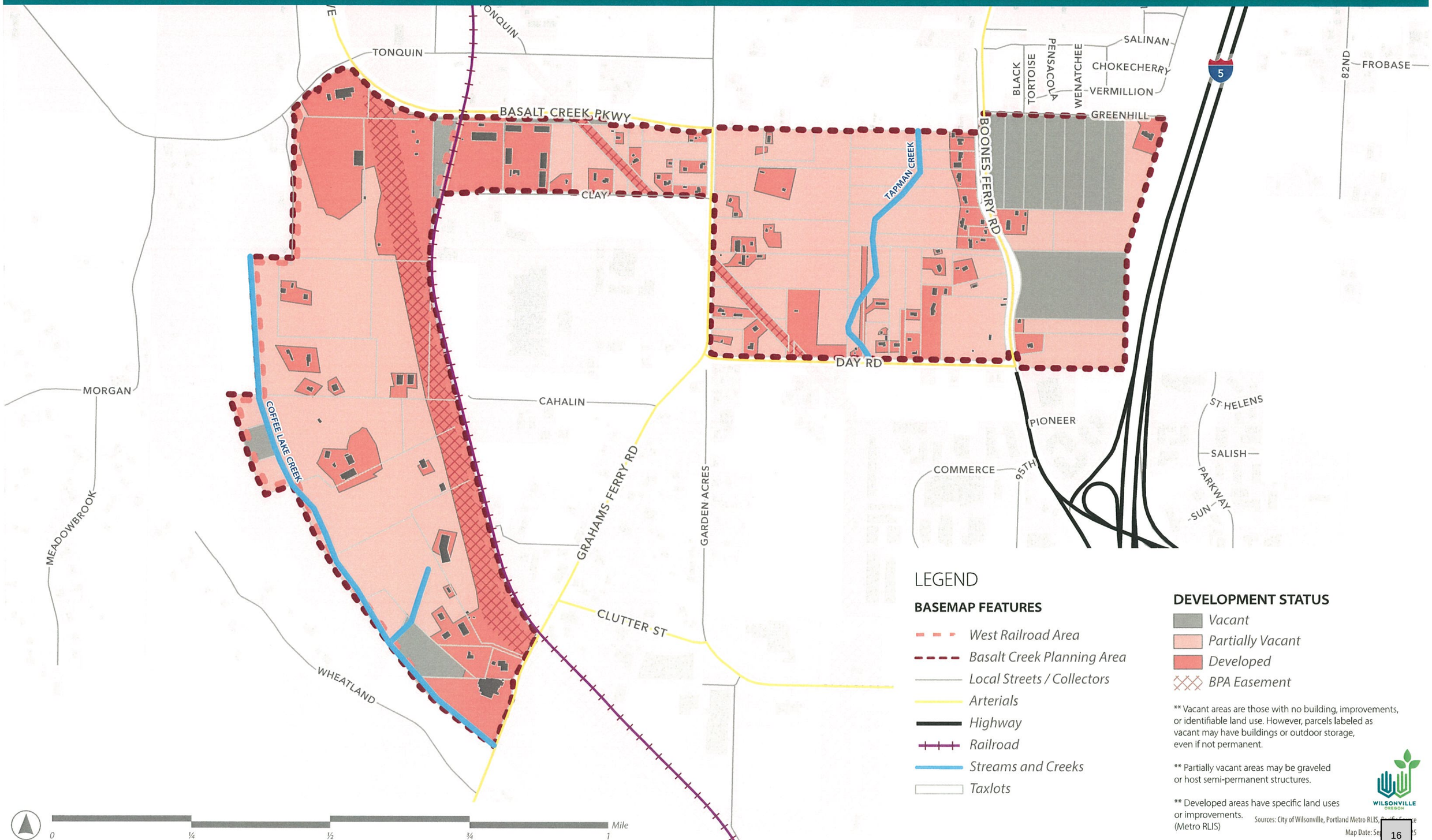
- BPA Easement
- Mining
- Contractor Establishment
- No Development
- Nursery
- Coffee Creek Correctional Facility
- Utility Substation
- Rural Residential

WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: Se[illegible]25

Basalt Creek Planning Area & West Railroad Area

Development Status



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Taxlots

DEVELOPMENT STATUS

- Vacant
- Partially Vacant
- Developed
- BPA Easement

** Vacant areas are those with no building, improvements, or identifiable land use. However, parcels labeled as vacant may have buildings or outdoor storage, even if not permanent.

** Partially vacant areas may be graveled or host semi-permanent structures.

** Developed areas have specific land uses or improvements.

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source (Metro RLIS)

Map Date: Se 25

Basalt Creek Planning Area & West Railroad Area

Infrastructure

TONQUIN
BASALT CREEK PKWY
CLAY
DAY RD
CAHALIN
MORGAN
MEADOWBROOK
COFFEE LAKE CREEK
WHEATLAND
GRAHAMS FERRY RD
GARDEN ACRES
CLUTTER ST
TAPMAN CREEK
BOONES FERRY RD
SALINAN
BLACK TORTOISE
PENSACOLA
WENATCHEE
CHOKECHERRY
VERMILLION
GREENHILL
LANDC
82ND
FROBASE
5
PIONEER
ST HELENS
SALISH
95TH
PARKWAY
SUN

0 ¼ ½ ¾ 1 Mile

LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Tax Lots

INFRASTRUCTURE

- Utility
- BPA Easement
- Active Sanitary Sewer Line
- Active Water Main

Stormwater Conveyance Lines

- Active Main
- Active Lateral
- Active Open Channel

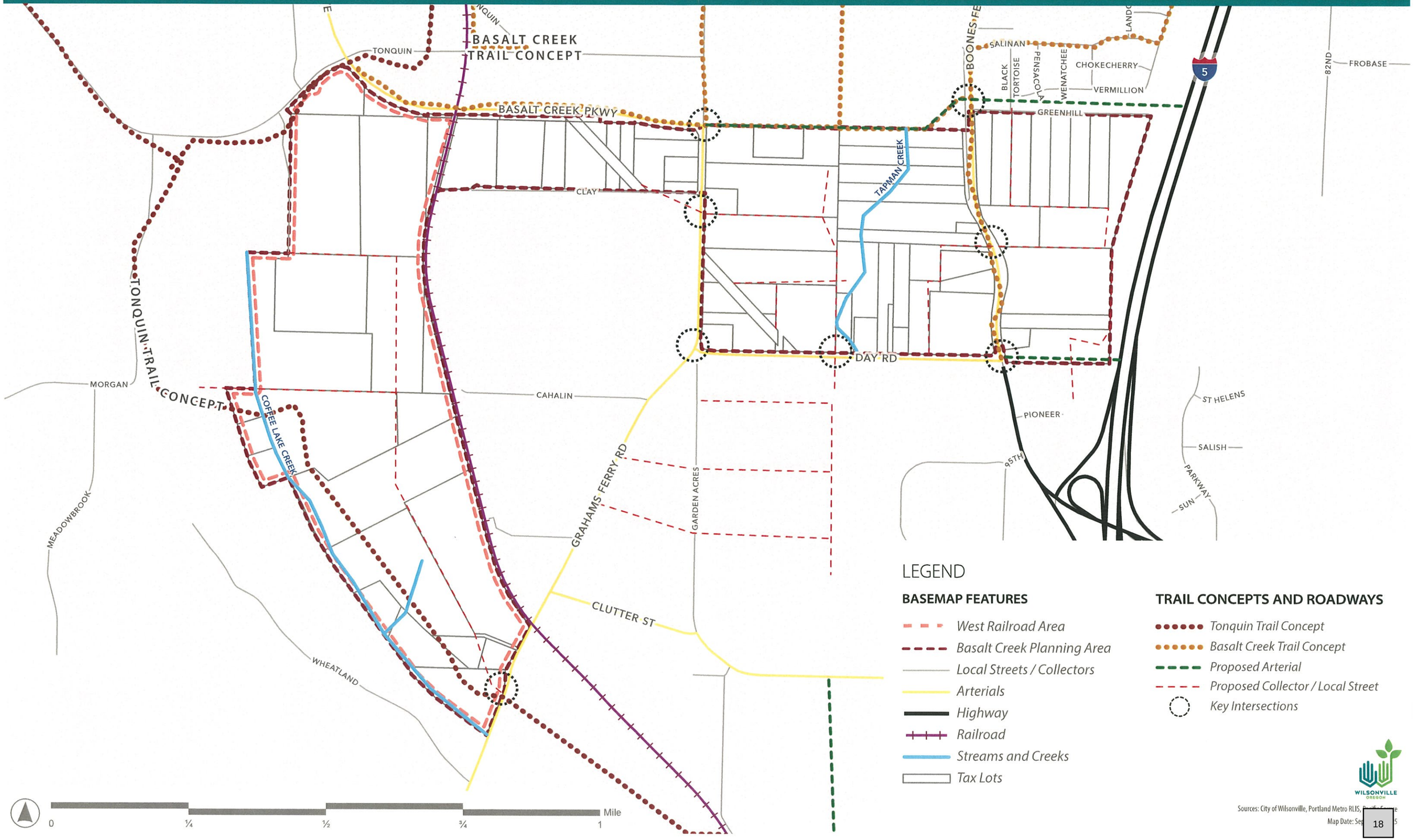
WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, Pacific Power

Map Date: Sep 5

Basalt Creek Planning Area & West Railroad Area

Trails and Connectivity



LEGEND

BASEMAP FEATURES

- West Railroad Area
- Basalt Creek Planning Area
- Local Streets / Collectors
- Arterials
- Highway
- Railroad
- Streams and Creeks
- Tax Lots

TRAIL CONCEPTS AND ROADWAYS

- Tonquin Trail Concept
- Basalt Creek Trail Concept
- Proposed Arterial
- Proposed Collector / Local Street
- Key Intersections

WILSONVILLE OREGON

Sources: City of Wilsonville, Portland Metro RLIS, [illegible]e
Map Date: Sep[illegible]5



Wilsonville Industrial Land Readiness

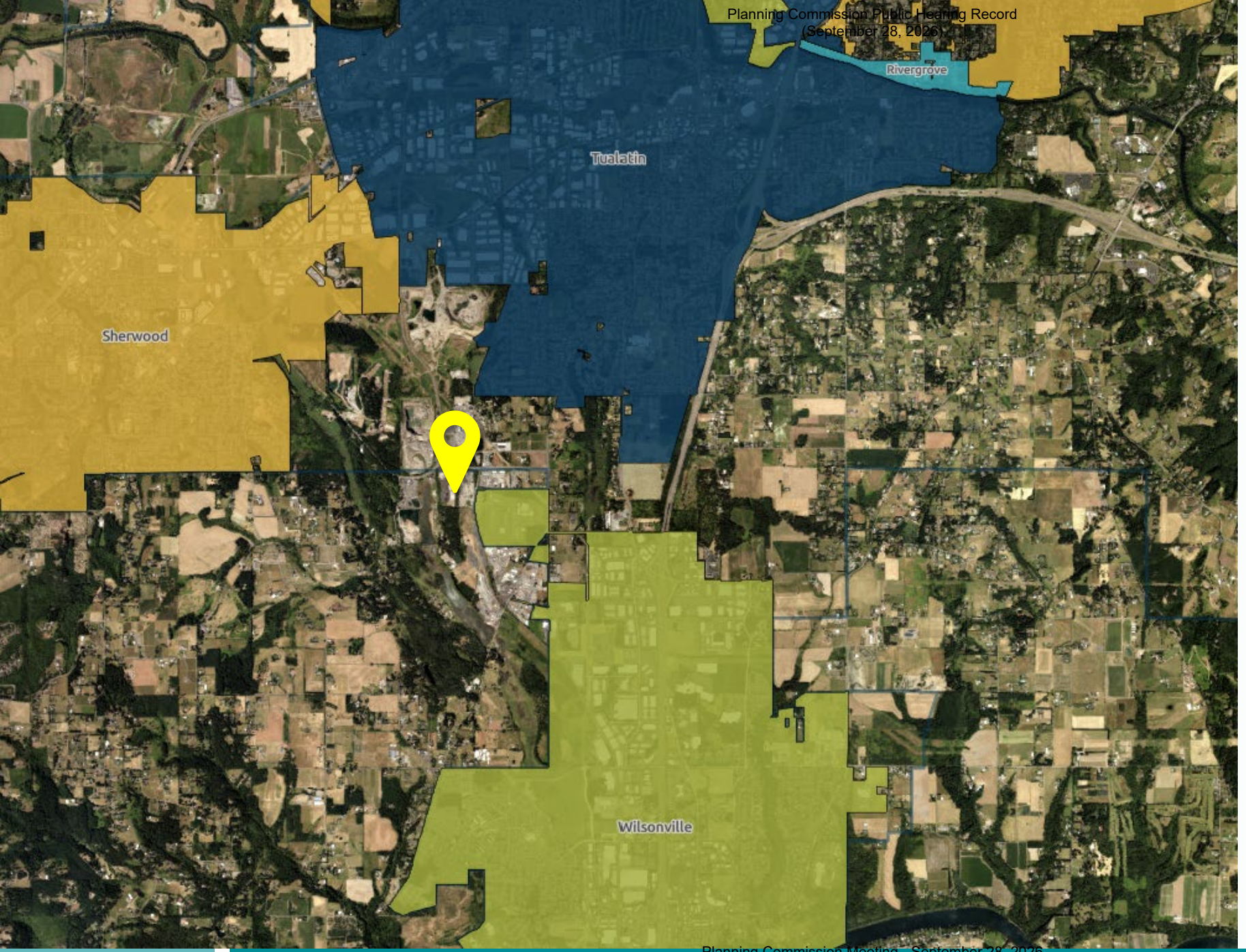
Joint City Council and Planning Commission Work Session
October 6, 2025





Tonight's Meeting

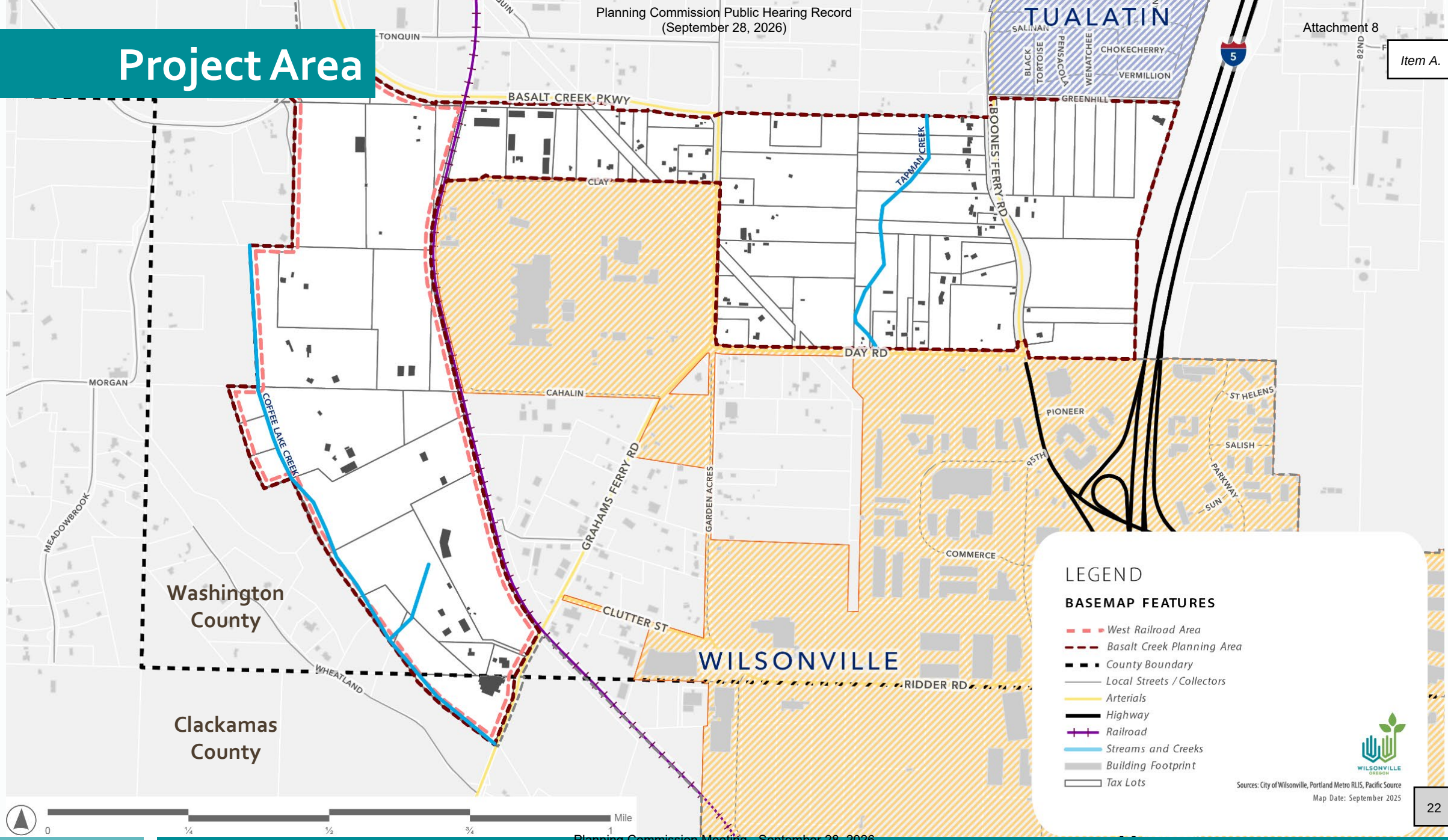
- Review existing conditions
- Consider Basalt Creek Guiding Principles
- Discuss potential urban design concepts
- Identify preferred elements and design components



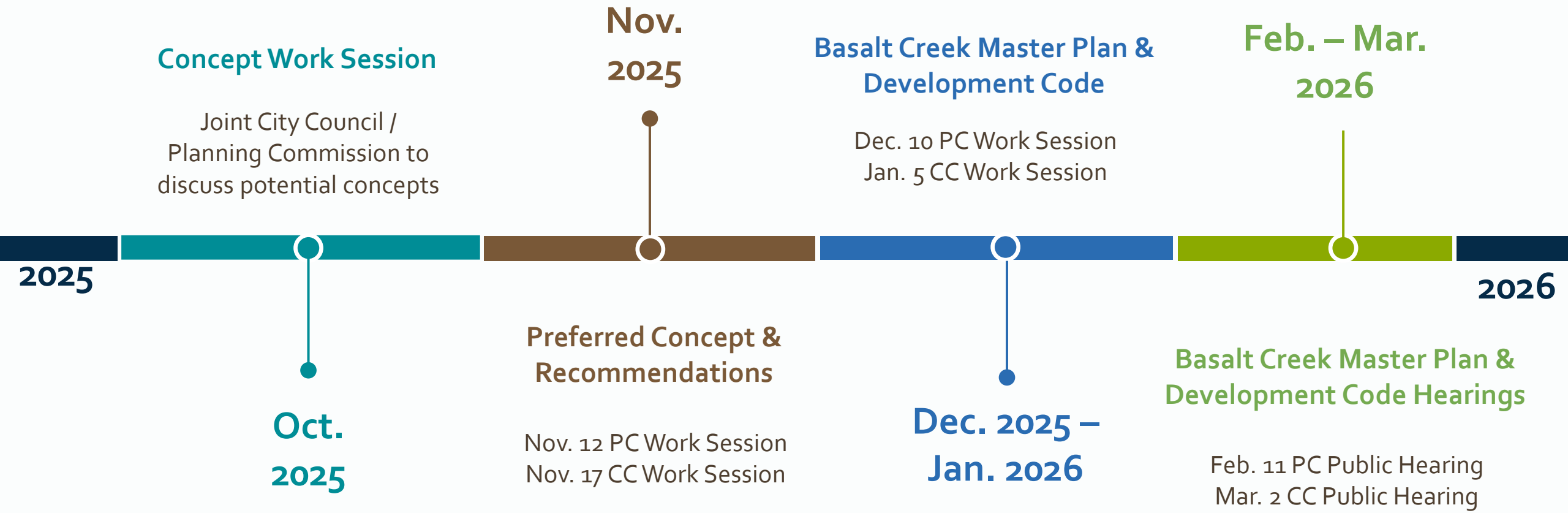
West Railroad

- Within UGB, but outside City Limits
- Under Washington County jurisdiction
- Adjacent to Coffee Creek Wetlands

Project Area



Project Process





Development Through Time



1994


Rock Creek
Coffee Lake Creek
Coffee Creek
Correctional Facility
Mulloy

2018


Rock Creek
Coffee Lake Creek
Coffee Creek
Correctional Facility
Mulloy

2021


Rock Creek
Coffee Lake Creek
Coffee Creek
Correctional Facility
Mulloy

2025


Rock Creek
Coffee Lake Creek
Coffee Creek
Correctional Facility
Mulloy



Existing Conditions

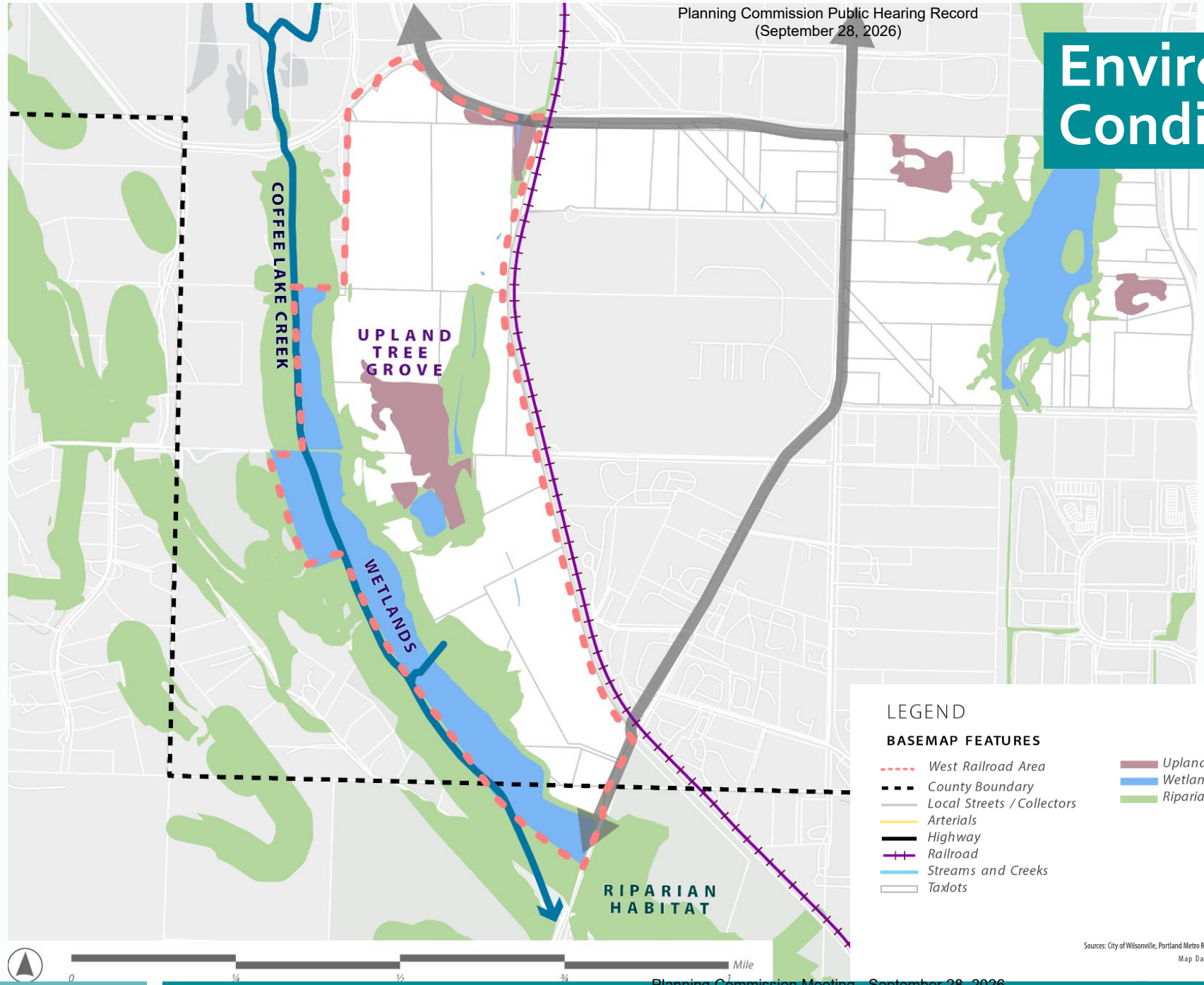


Baseline Maps

- The following basemaps have been consolidated to highlight constraints, opportunities, and to create conceptual frameworks
  - Natural Areas and Constraints
  - Land Ownership
  - Land Use Types
  - Development Status of Tax Lots
  - Infrastructure
  - Connectivity

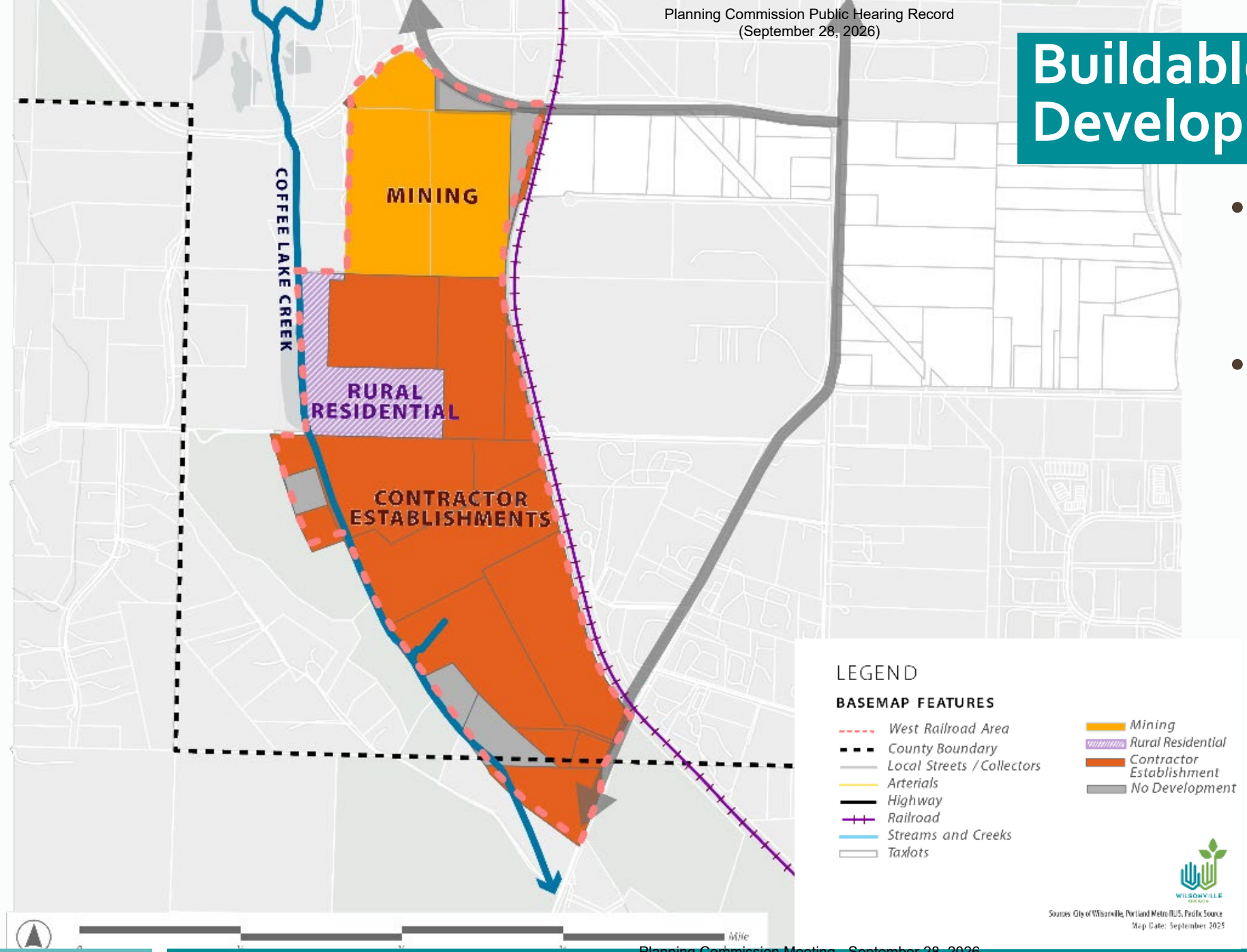
Environmental Conditions

- Slopes greater than 10% cover 20% of the site area
- 92 acres were considered "unconstrained," about half of the site area

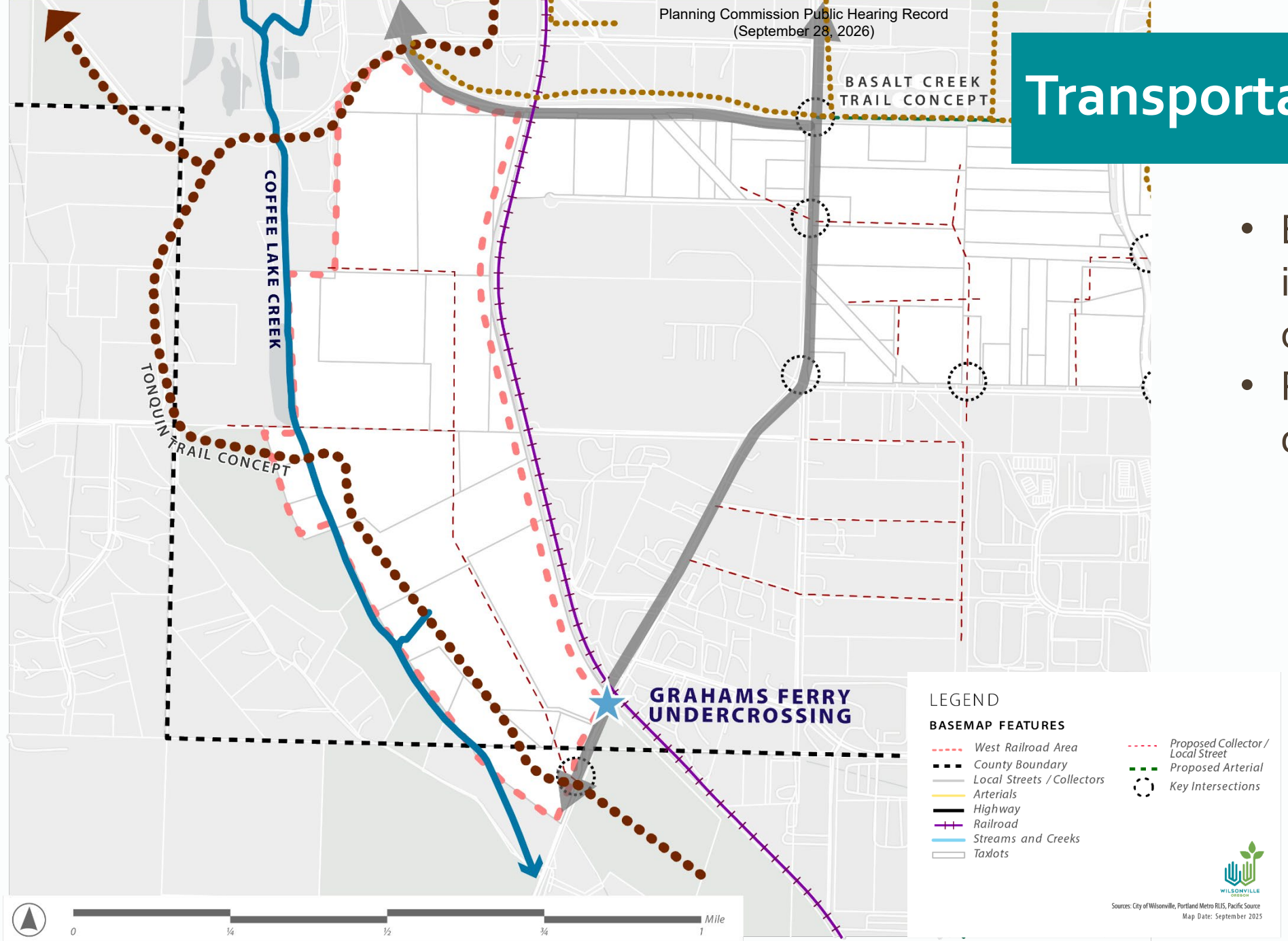


Buildable Lands & Development

- Unconstrained sites are larger in size
- 8 owners in West Railroad, 1 owns 65 acres



Transportation & Access



- Entirety of BCPA is within 5 miles of I-5 and I-205
- Railroad is a divider
  - One ingress / egress at Grahams Ferry Road

Grahams Ferry Road: Freight Traffic Accommodation Evaluation (2025)

- Planning level costs for improvements to Grahams Ferry Road
- Undercrossing of Portland & Western Railroad
  - Too low for freight trucks
- Estimated $33.0 M - $37.5 M in construction costs



Opportunities & Challenges

Opportunities & Strengths

- Location and proximity to Metro, distributors, and other manufacturers
- Large parcels and regional transportation suitable for manufacturing, food processing, warehousing and distribution
- Development-ready sites and interested stakeholders

Limitations & Weaknesses

- Entrances to the area
- Fragmented land ownership and contractor establishments
- Limited utility infrastructure
- Balancing development goals with market realities
- Restrictive zoning in certain areas



Guiding Development in the BCPA



Basalt Creek Concept Plan Guiding Principles

Market-driven

- *Meet regional responsibility for jobs and housing*
- *Maximize assessed property value*

Balanced

- *Capitalize on the area's unique assets and natural location*
- *Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type*
- *Ensure appropriate transitions between land uses*
- *Design cohesive and efficient transportation and utility systems*

Basalt Creek Concept Plan Guiding Principles

Aspirational

- *Maintain and complement Wilsonville's unique identity*
- *Create a uniquely attractive business community unmatched in the metropolitan region*
- *Incorporate natural resource areas and provide recreational opportunities as community amenities and assets*



Urban Design Concepts

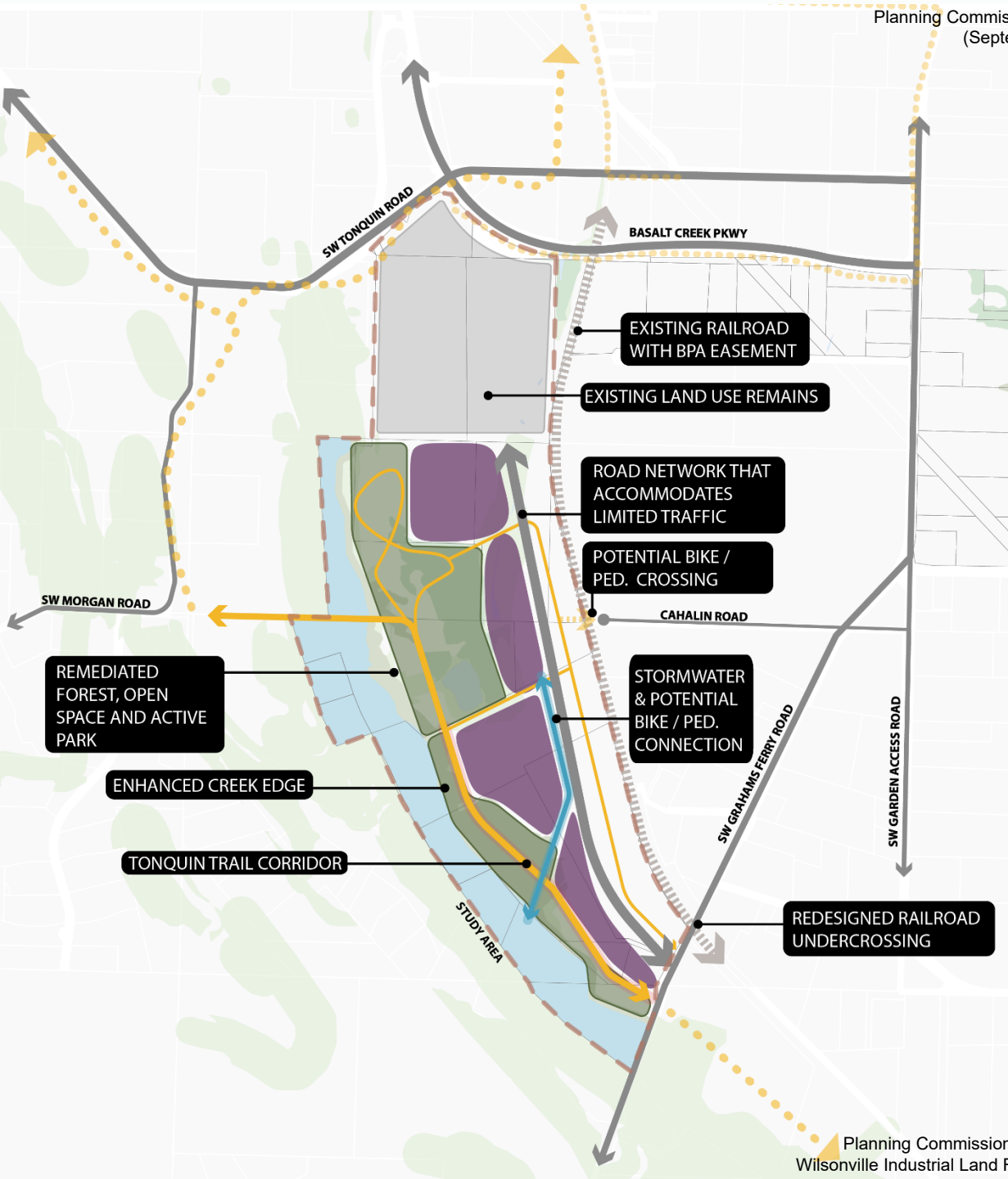


How We Got Here

- Collaborative work session with staff
- Asking 'What if' questions:
  - What if we started with nature first?
  - What if we had full access to the regional transportation network?
- **Outcome: three preliminary concepts for feedback, discussion, and refinement**

Universal Implementation Needs

- Annexation and City zoning
- Building infrastructure and improving connectivity
- Applying City standards
- Interagency coordination



- District centered on **Coffee Creek Wetlands, Coffee Lake Creek, and Tonquin Ice Age Trail**
- Strong **connections to Basalt Creek Parkway**

C1: Tonquin Environment







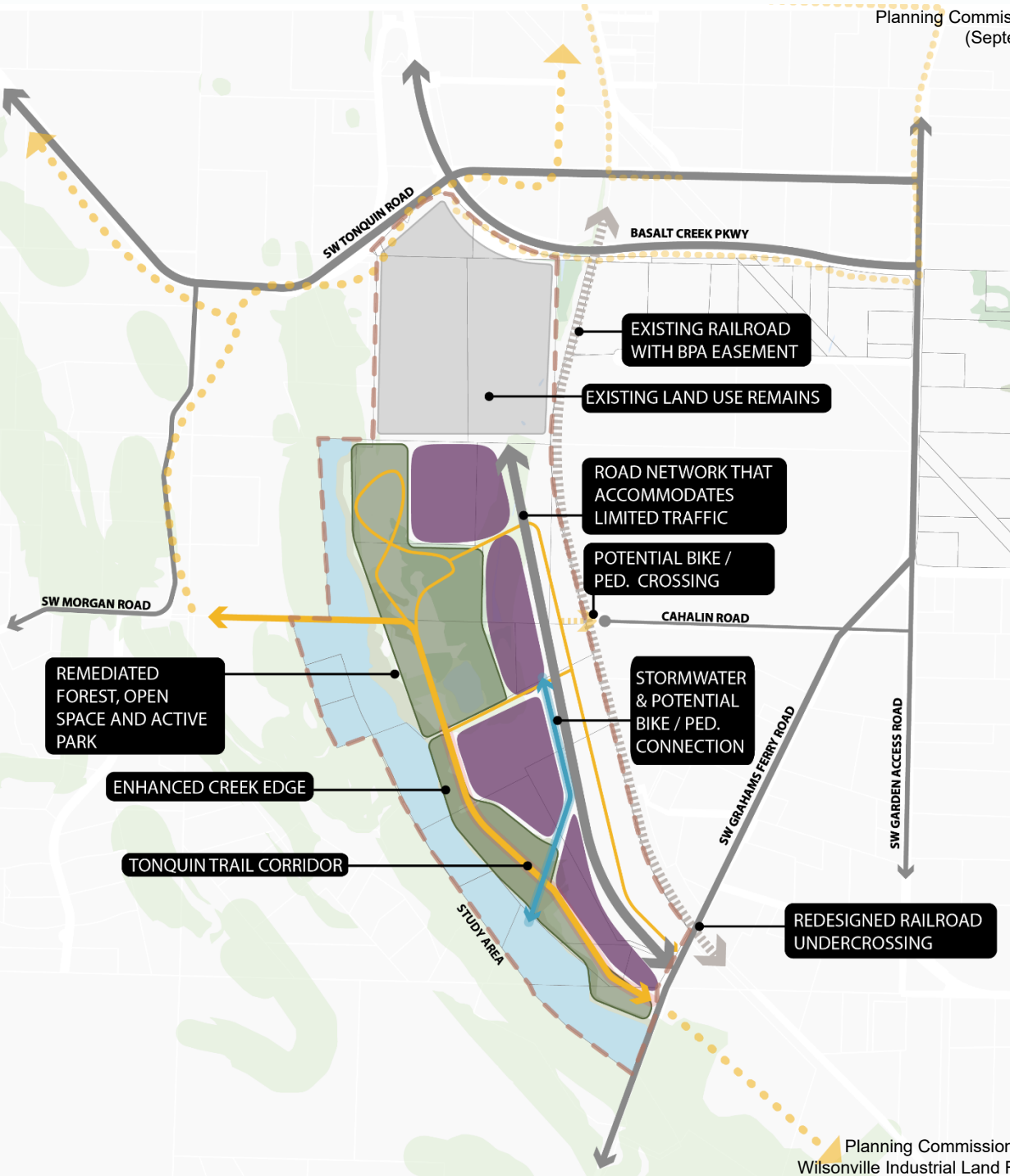








C1: Tonquin Environment









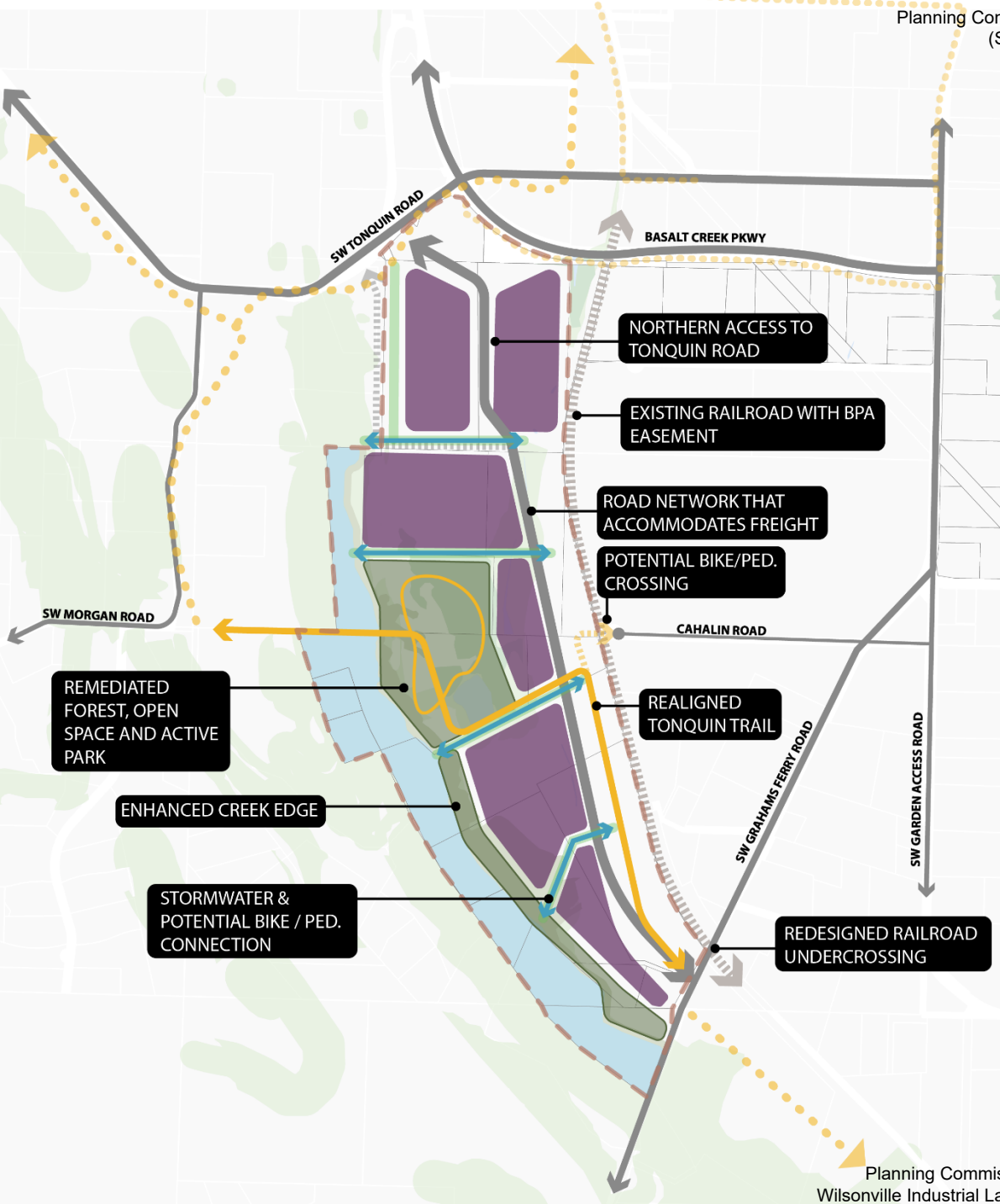
- Campus-style development
- Craft industrial uses
- Small-scale office & manufacturing
- Specialized employers

C1: Tonquin Environment



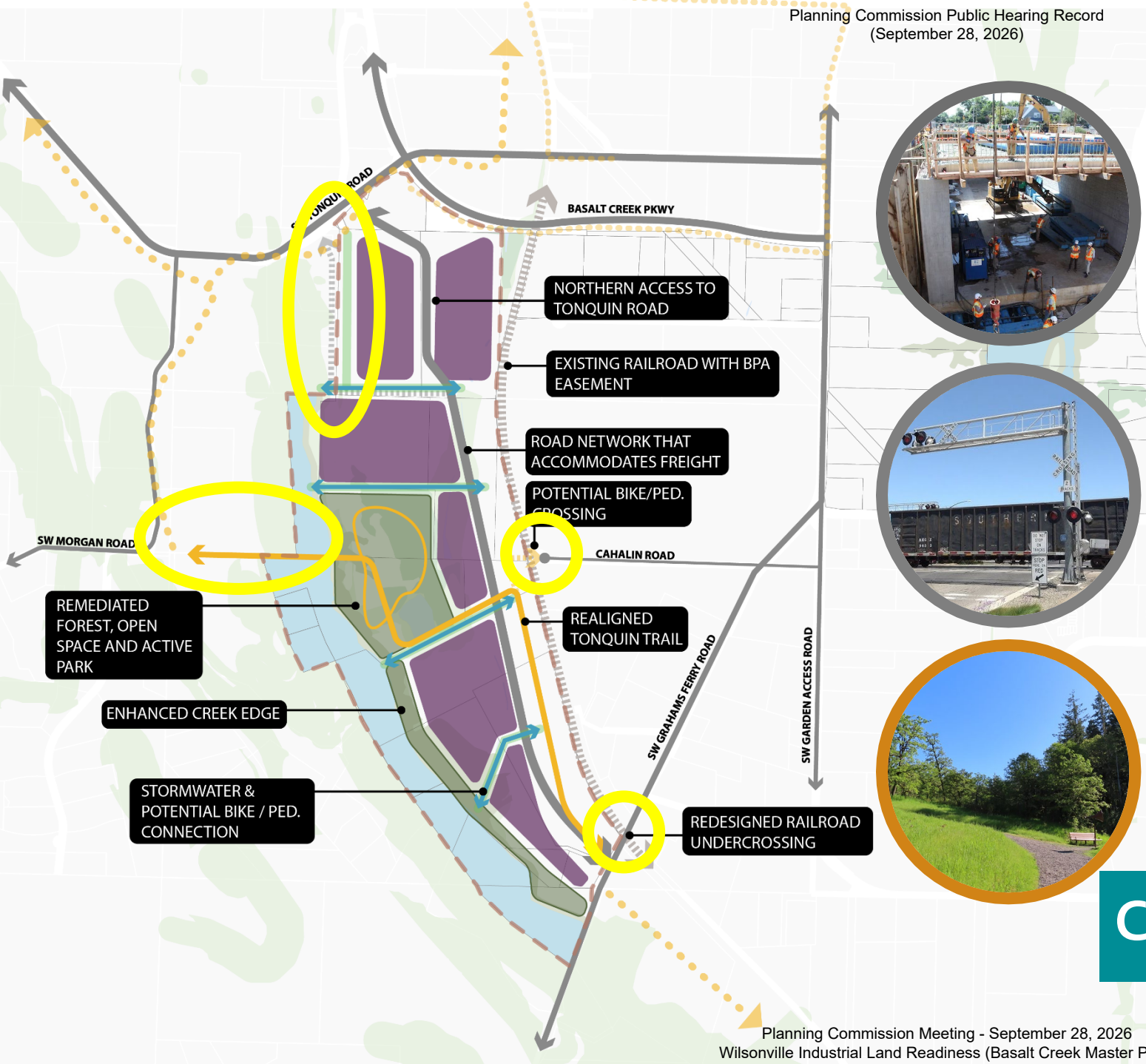
- **Primary draw:** access to high-quality **natural & recreational amenities**
- Positioned as a **unique employment & innovation district**
- **Economic activity** intersects with **ecological stewardship**

C1: Tonquin Environment



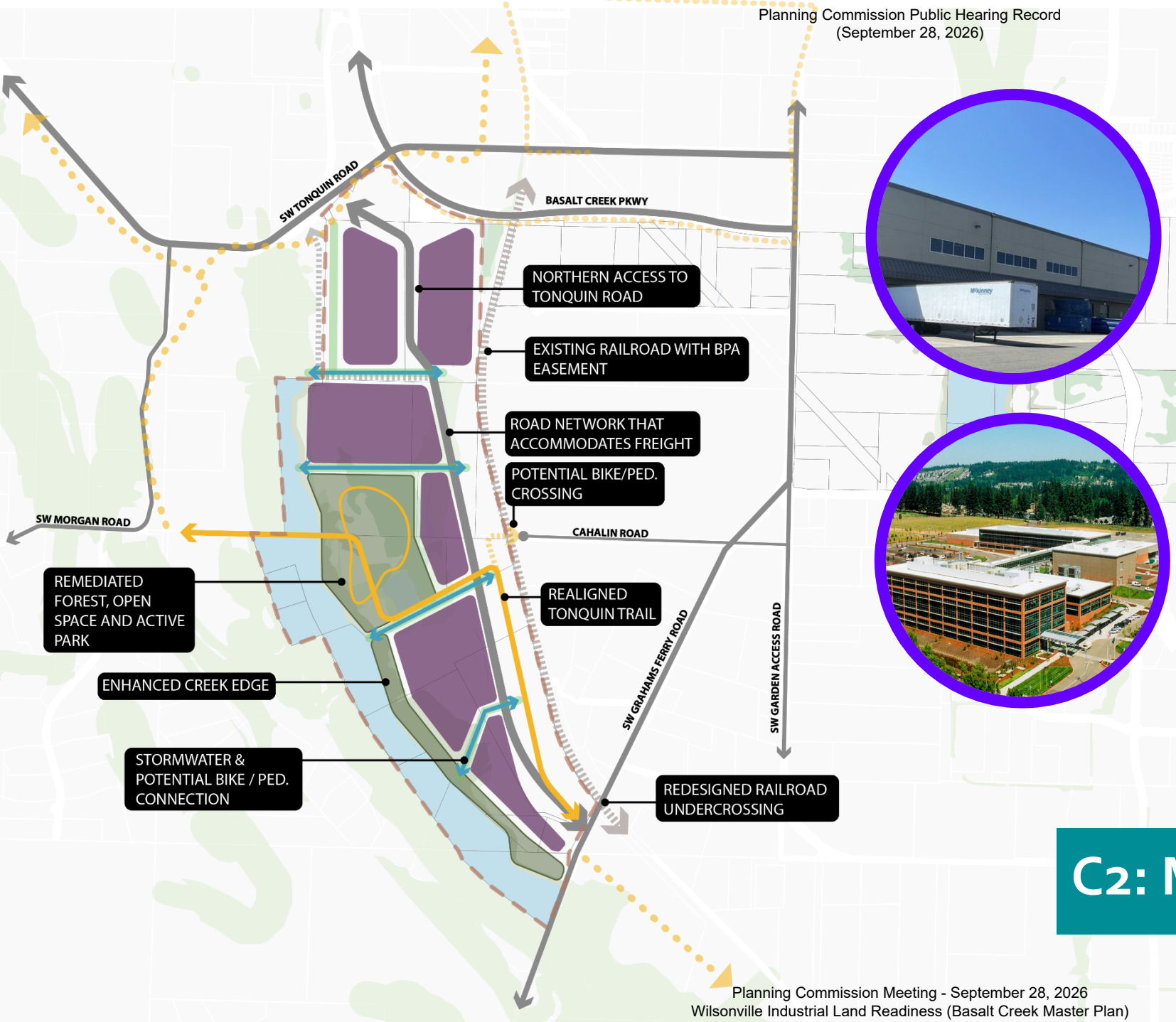
- **Maximizes employment potential** through full access to regional transportation network
- **City strategies:**
  - Incentives for parcel assembly
  - Targeted infrastructure investments

C2: Manufacturing & Industry



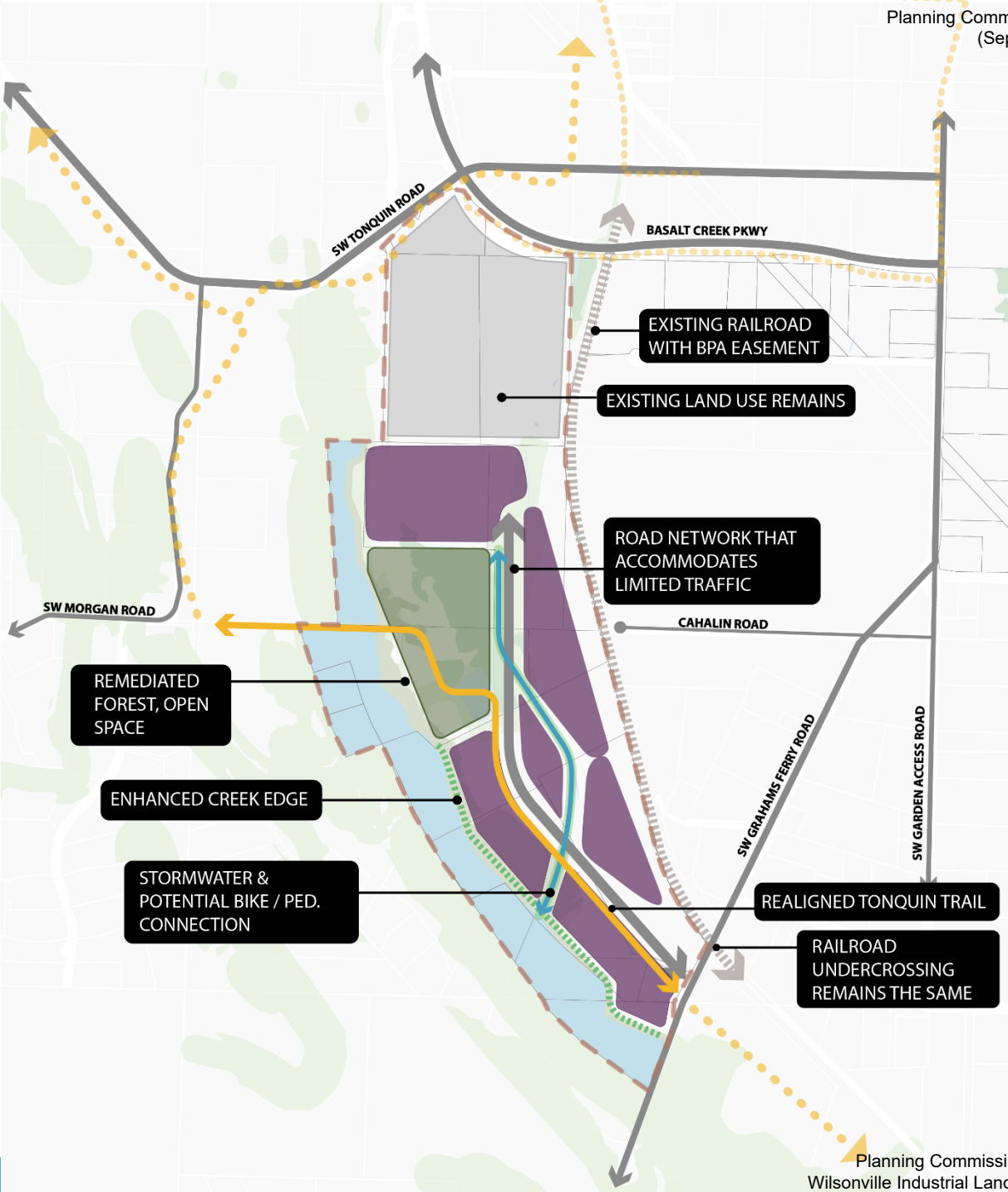
- Upgrade Graham's Ferry Road railroad undercrossing (freight movement)
- Enable Cahalin railroad crossing
- Enhance northern & western connections

C2: Manufacturing & Industry



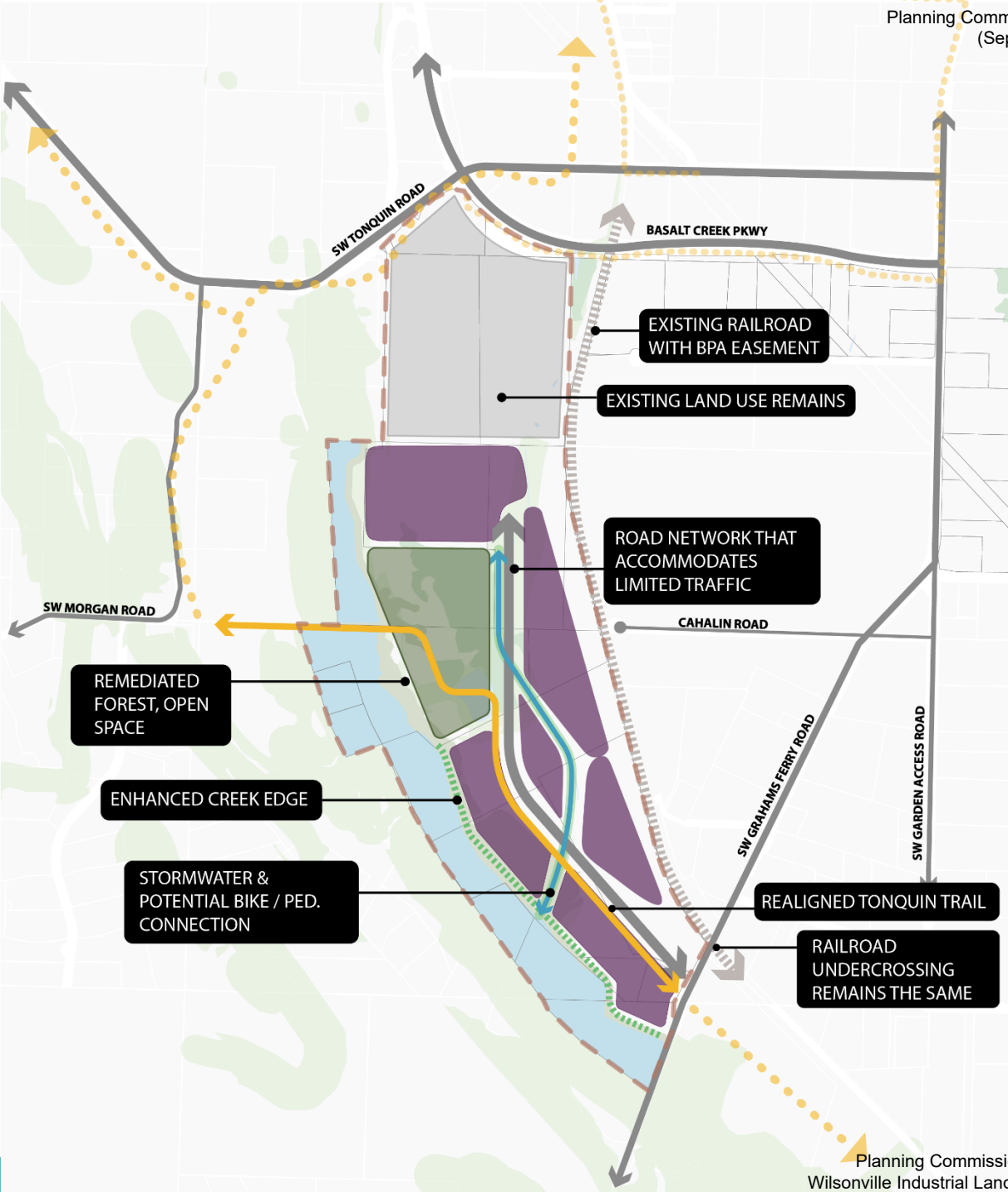
- Encourages **high-density employment development:**
  - Large-scale industrial
  - Office development

C2: Manufacturing & Industry



- **Incremental, market-driven approach** with limited City intervention
- **No freight upgrade** to the railroad undercrossing
- Allows **variety of unique uses** not typical elsewhere in Wilsonville

C3: Limited Connectivity with Flexible Land Use



- **Street network largely as built today**
  - Some internal circulation added
  - Supported by **modest infrastructure** network

C3: Limited Connectivity with Flexible Land Use







- Commercial recreation
- Outdoor retail sales & storage
- Low-intensity, small business uses
- Other niche activities

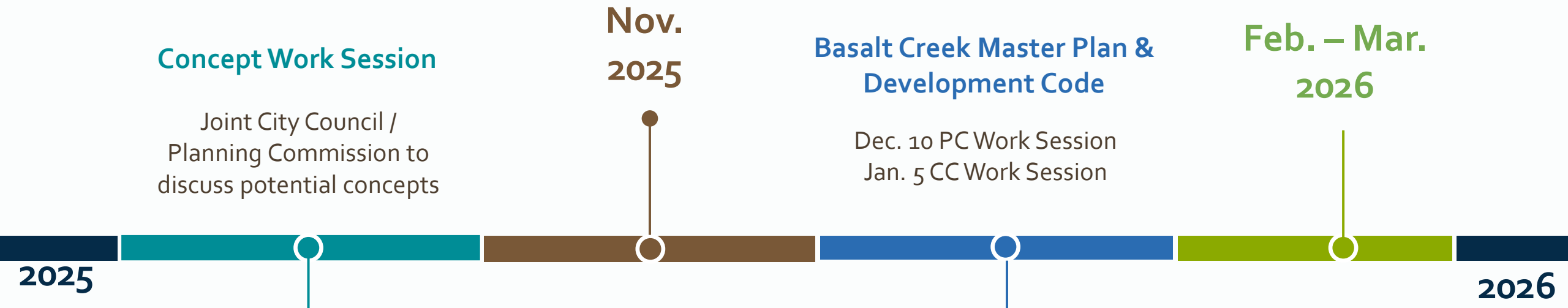
C3: Limited Connectivity with Flexible Land Use



Timeline & Next Steps



Next Steps


Concept Work Session
Joint City Council / Planning Commission to discuss potential concepts
Nov. 2025
Basalt Creek Master Plan & Development Code
Dec. 10 PC Work Session
Jan. 5 CC Work Session
Feb. – Mar. 2026
2025
2026
Oct. 2025
Preferred Concept & Recommendations
Nov. 12 PC Work Session
Nov. 17 CC Work Session
Dec 2025 – Jan 2026
Basalt Creek Master Plan & Development Code Hearings
Feb. 11 PC Public Hearing
Mar. 2 CC Public Hearing

CITY COUNCIL ACTION MINUTES

October 06, 2025, at 5:00 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Chair Hendrix
Commissioner Heberlein
Commissioner Scull
Commissioner Karr
Commissioner Yana Semenova

EXCUSED:
Vice- Chair Willard
Commissioner Constantine

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Andy Stone, IT Director
Bryan Cosgrove, City Manager
Cindy Luxhoj, Associate Planner
Dan Pauly, Planning Manager
Dwight Brashear, Transit Director
Jeanna Troha, Assistant City Manager
Keith Katko, Finance Director
Kelsey Lewis, Grants & Programs Manager
Kerry Rappold, Natural Resources Manager
Kimberly Rybold, Senior Planner
Kimberly Veliz, City Recorder
Everett Wild, Government Affairs Manager
Miranda Bateschell, Planning Director
Matt Lorenzen, Economic Development Manager
Zach Weigel, City Engineer
Zoe Mombert, Assistant to the City Manager

JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION [5:00 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILOR'S CONCERNS

There was none.

JOINT CITY COUNCIL & PLANNING COMMISSION WORK SESSION

1. Wilsonville Industrial Land Readiness (Basalt Creek - West Railroad)

The City Council and Planning Commission held a joint meeting to hear and discuss framework that was being established to guide future development of land located west of the railroad tracks within the Basalt Creek Planning Area. The goal of the Wilsonville Industrial Land Readiness Plan was to define land use policy to make the area development ready as staff worked concurrently on infrastructure financing and to take actions over time to support commercial/industrial growth and trail connections within the area.

ADJOURN [6:34 PM]

EXECUTIVE SESSION [6:48 PM]

- ORS 192.660(2)(h) Legal Counsel/Litigation
  To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

ADJOURN [7:07 PM]

URBAN RENEWAL AGENCY [7:25 PM]

1. Motion to approve the following order of the agenda.

Passed 4-0.

CITIZEN INPUT

This is an opportunity for visitors to address the Urban Renewal Agency on any matter concerning City's Business or any matter over which the Agency has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the Urban Renewal Agency will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

There was none.

CONSENT AGENDA

2. **URA Resolution No. 355**
   A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing An Intergovernmental Agreement With The City Of Wilsonville Pertaining To Short Term Subordinate Urban Renewal Debt For The Coffee Creek Plan District For The Purpose Of Funding The Construction Of Capital Improvement Project By The Agency.

3. Minutes of August 4, 2025, Urban Renewal Agency Meeting.

The URA Consent Agenda was approved 4-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

ADJOURN [7:27 PM]

CITY COUNCIL MEETING [7:30 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

Passed 4-0.

MAYOR'S BUSINESS

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

The Mayor made announcements.

COMMUNICATIONS

5. Community Enhancement Project Update: Book Bike

It was announced that this presentation would be rescheduled for a future date.

6. Building Tomorrow Today award from the Oregon Chapter of the American Planning Association for the Vuela Project.

Staff shared that the Oregon Chapter of the American Planning Association (OAPA) had awarded the City its Building Tomorrow Today Award. This honor acknowledged the City's work to vision, plan, leverage partnerships, and constructed Vuela, a 121-unit multi-family dwelling located at the Wilsonville Transit Center that was to provide housing opportunities for residents making less than 80% of the Area Median Income (AMI).

Prior to the presentation staff and Council recognized a few of the many contributions of long-time Planning Manager Dan Pauly, who was concluding his 17-year employment with the City and moving out of state at the end of the month.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

CONSENT AGENDA

7. **Resolution No. 3214**
   A Resolution Of The City Of Wilsonville Authorizing An Intergovernmental Agreement With The City Of Wilsonville Urban Renewal Agency Pertaining To A Short Term Urban Renewal Debt For The Coffee Creek Plan District For The Purpose Of Funding The Construction Of Capital Improvement Project By The Agency.

8. **Resolution No. 3216**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Northstar Electrical Contractors, Inc. To Construct Street Lighting Led Conversion – Phase 4 Project (CIP #4722).

9. Minutes of September 4, 2025, City Council Meeting.

The Consent Agenda was approved 4-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

10. **Resolution No. 3211**
    A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2025-26.

After a public hearing Resolution No. 3211 was adopted 4-0.

11. **Resolution No. 3213**
    A Resolution Of The City Of Wilsonville Adopting The Natural Areas Management Plan.

After a public hearing Resolution No. 3213 was adopted 4-0.

CITY MANAGER'S BUSINESS

The City Manager informed the Council that community focus groups were scheduled to take place October 23, 2025, and October 25, 2025, to gather input from randomly selected community members on the Town Center Plan and the use of Urban Renewal to fund local infrastructure. The City Manager said that other opportunities for input are still to be developed to gather feedback from a larger cross-section of the community.

LEGAL BUSINESS

There was none.

ADJOURN [9:08 PM]

PLANNING COMMISSION

WEDNESDAY, SEPTEMBER 10, 2025

WORK SESSION

2. Wilsonville Industrial Land Readiness (Code-Basalt Creek) (Luxhoj)(60 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: September 10, 2025	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Provide feedback on draft Development Code updates.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION

Staff is seeking Planning Commission input on proposed Development Code amendments for the Basalt Creek planning area. Key aspects include merging the Coffee Creek Industrial Design Overlay District (DOD) with elements of the Planned Development Industrial (PDI) and PDI-RSIA Zones to create a new Northwest Industrial (NWI) Zone.

EXECUTIVE SUMMARY:

The Basalt Creek planning area, including the West Railroad area, was the focus of the Basalt Creek Concept Plan (BCCP), jointly developed with the City of Tualatin and adopted by Wilsonville in 2018. Located north and west of the Coffee Creek Industrial Area and adjacent to Tualatin's city limits, the Basalt Creek area represents a significant opportunity for employment growth in Wilsonville. As the Commission is aware, a central objective of the Wilsonville Industrial Land Readiness (WILR) project is to make the BCCP area development ready. Once the project is complete, the City will be positioned to accept industrial development applications, advancing the area's economic development potential.

Two key elements of the BCCP's Implementation and Phasing Strategy are to: (1) ensure zoning supports desired future land use, and (2) identify capital improvements needed to spur development. The Planning Commission has previously reviewed foundational components of the WILR project, including the economic inventory, market analysis, and infrastructure planning.

Craft Industrial (CI) Zone

In May, the Commission provided direction about the purpose and uses proposed for a new Craft Industrial (CI) Zone, developed to address the distinct characteristics of properties along SW Boones Ferry Road in the north-central portion of the Basalt Creek planning area. Since the May meeting, staff drafted proposed Development Code text for the CI Zone for Commission review (Attachment 1).

Northwest Industrial (NWI) Zone

This work session will also present the proposed zoning concept for the remaining portions of the Basalt Creek planning area, with a focus on the High-Tech Employment and Light Industrial subdistricts. The zoning framework for these areas is also expected to apply to the West Railroad area once the Commission and City Council provide direction on future employment uses desired for that area.

The proposed zoning for the High-Tech Employment and Light Industrial areas builds on the existing Coffee Creek Industrial Design Overlay District (DOD, form-based code) and PDI-RSIA zoning for the Coffee Creek Master Plan area. It introduces a new Northwest Industrial (NWI) Zone (Attachment 2), which integrates the design elements of the Industrial DOD–expanded geographically to include Basalt Creek–with a list of allowed uses and development standards drawn from both the PDI and PDI-RSIA Zones, updated to reduce redundancy and reflect more current uses.

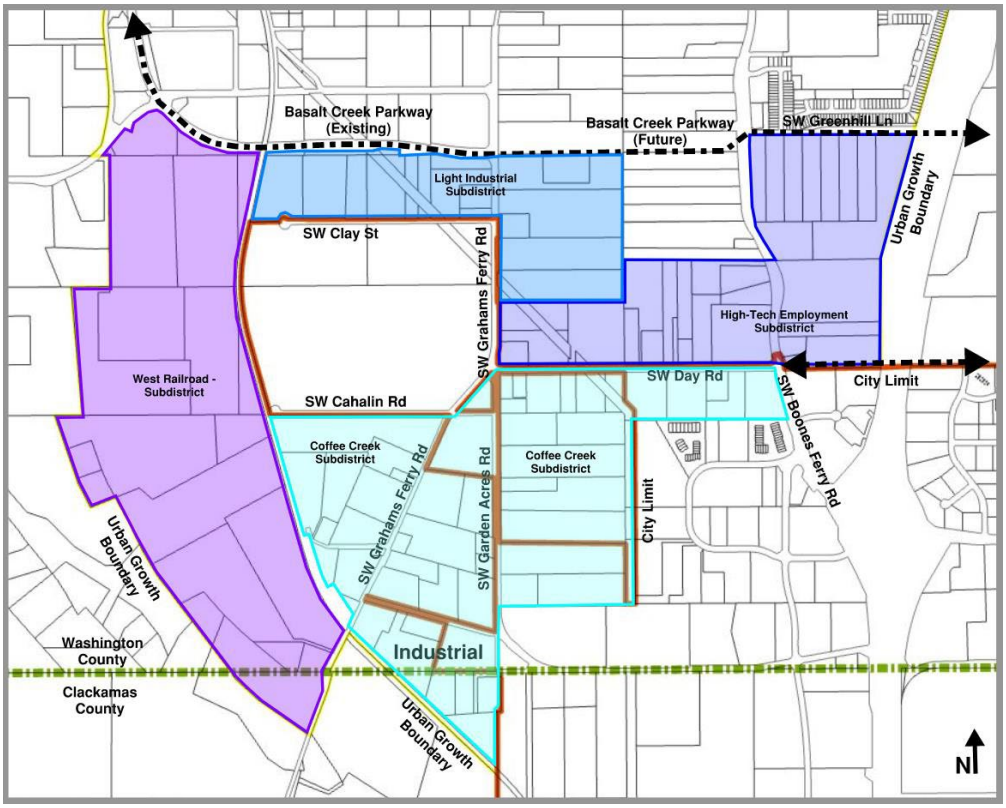
A key component of the proposed NWI Zone is the use of a table that categorizes allowed use by subdistrict, with slight differences between the subdistricts intended to reflect and the desired outcomes of the different land use types identified in the Plan (Attachment 3). The design and other requirements of the zone are then applied throughout regardless of use. The proposed subdistricts and their unique requirements related to use are described and illustrated below:

- **Coffee Creek:** The area within the Coffee Creek Master Plan, which is the land within the proposed NWI Zone south of SW Day Road and SW Cahalin Road and east of the Portland and Western railroad tracks. This area is designated as Regionally Significant Industrial Area (RSIA)–a specific designation in the Comprehensive Plan–that leads to additional size restrictions for commercial uses beyond those for industrial land not so designated. No substantive changes are proposed for this subdistrict.

- **High-Tech Employment:** The area within Basalt Creek north of SW Day Road south of the Light Industrial subdistrict and CI Zone, and east of SW Boones Ferry Road. This subdistrict will have use restrictions to help preserve the available land for higher-density employment and focus industries.

- **Light Industrial:** The area within Basalt Creek north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road. This subdistrict is most like the current PDI zone in terms of allowed uses.

- **West Railroad:** The area within Basalt Creek west of the Portland and Western Railroad. Uses in this area are still under consideration, as noted in Attachment 3. After a work session with City Council and Planning Commission, the draft code will be updated for this subdistrict.



For each subdistrict the extent of allowance of each listed use is established by one of the following labels:

- A-Allowed. The use is allowed in the subdistrict without additional restrictions subject to the ability to meet siting and design standards, similar to “allowed” or “typically allowed” uses in other zones.

- R-Allowed with Restrictions. The use is allowed so long as specific restrictions or limitations are met as enumerated or referenced in the table. This is most often used when there is a size limitation for a use within a subdistrict.

- C-Conditional. The use can only be approved through a Conditional Use Permit.

- P-Prohibited. The use is prohibited. The table is not intended to list every prohibited or otherwise disallowed use, but this label is used when a use may be allowed in one subdistrict but not in others.

The project team reviewed the allowed uses in the PDI and PDI-RSIA Zones and updated the use table to reduce redundancy and reflect more current uses, as well as to add uses that are not well addressed in the City’s existing zoning code. Staff recommends these uses as potentially compatible with the zone–in terms of built form, operations, and/or employment density–or compatible with restrictions. An overview of these proposed uses new to PDI and PDI-RSIA, where they would be allowed, and the rationale for including them are outlined in the following table:

NEW USE	WHERE ALLOWED	RATIONALE
Hospitals	Allowed in all subdistricts; West Railroad to be determined (TBD)	Allowing hospitals in all areas of the zone helps to address the City's shortage of land for large-scale medical uses. Such facilities generate high-wage jobs with minimal traffic, unlike clinics or commercial uses. Any retail sales or medical office/clinic space dedicated to outpatient care is limited in the same manner as other retail and office uses in the zone.
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics	Allowed with restrictions in all subdistricts; West Railroad TBD	E-commerce fulfillment and logistics has become a major industrial land use, driven by technology and changing consumer habits. To manage land use and avoid displacing other industrial users, a maximum building size of 200,000 square feet is proposed. This would support a regional hub for a large company or a primary center for a small to mid-sized business, typically requiring about 10 acres for operations, including truck courts, parking, circulation, and landscaping. On-site customers are limited to 5% of trips.

Specialty Automotive Services	Allowed in Light Industrial; Prohibited in other subdistricts; West Railroad TBD	This use does not fit neatly into existing zoning categories. Unlike typical auto repair shops, these facilities involve multi-day vehicle work and require screened outdoor storage for parts and vehicles. They operate more like light industrial manufacturing uses than retail services. Examples include auto body repair and vehicle customization shops. The use excludes general auto repair, oil changes, tire services, and dealership-based service operations.
Data Center	Allowed in Light Industrial; Allowed with restrictions in other subdistricts; West Railroad TBD	Data centers, like e-commerce facilities, reflect recent technological shifts. While they have low employment density, they demand significant energy and infrastructure. To prevent large data centers from outcompeting other industrial uses for limited land, water, and power, staff recommends a maximum building size of 25,000 square feet—adequate for local or regional needs. As precedent, the Siemens data center on SW Parkway Avenue is approximately 20,000 square feet.
Commercial Recreation	Allowed in Light Industrial; Prohibited in other subdistricts; West Railroad TBD	Commercial recreation uses—such as specialized gyms and indoor sports facilities—are not well supported by Wilsonville's current zoning. These businesses need larger spaces and higher ceilings, which most PDC-zoned properties do not offer. They also struggle to compete with higher-paying retail tenants. While not intended for prime employment land, certain industrial parcels with physical constraints—such as small lot size or limited truck access—may be suited for these uses.
Contractor Establishment	Allowed in Light Industrial; Prohibited in other subdistricts; West Railroad TBD	Allowing contractor establishments in suitable areas of Basalt Creek supports prior discussions about their role in serving nearby construction activity. Once annexed, these uses would be subject to the NWI Zone's development standards and design guidelines.

Discussion Questions

Feedback on the following questions will be incorporated into the draft Development Code amendments and be brought back to the Commission for further review:

- Craft Industrial (CI) Zone: What additional input, if any, does the Planning Commission have about the proposed CI Zone language?
- Northwest Industrial (NWI) Zone:

- What guidance does the Planning Commission have on creating a new NWI Zone that combines the Coffee Creek Industrial DOD with existing PDI and PDI-RSIA standards into a single zone for industrial lands in both the Coffee Creek and Basalt Creek planning areas?
- What input does the Planning Commission have on the proposed use of a table to clearly distinguish allowed uses across different subdistricts within the new NWI Zone?
- What feedback does the Planning Commission have on the proposed list of uses and the extent they are allowed within the different subdistricts?

EXPECTED RESULTS:
Feedback from Planning Commission will guide further updates to the Development Code for the proposed NWI Zone.

TIMELINE:
Additional work sessions with the Planning Commission and City Council are planned in the coming months. A public hearing on the Development Code amendments is planned for this winter.

CURRENT YEAR BUDGET IMPACTS:
Funding for the WILR project is allocated in the FY2025-26 budget, primarily through a $290,000 Metro grant.

COMMUNITY INVOLVEMENT PROCESS:
The BCCP review process included broad community engagement to gather input. For the WILR project, outreach has focused on Business Oregon, Greater Portland Inc., property owners, and developers to better understand industrial land demand in Wilsonville and property owners' current and future plans for their property. This input has informed technical analysis and along with policy input from the Commission and Council is helping shape appropriate zoning standards and necessary Code amendments.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The proposed NWI Zone reflects the distinct characteristics and planning visions for Coffee Creek and Basalt Creek. Establishing the NWI Zone in the Development Code will support job creation and economic growth in Basalt Creek by providing a clear framework for future development.

ALTERNATIVES:
Alternatives to the proposed NWI Zone include applying the existing PDI Zone, applying a modified PDI Zone, or taking no action addressing zoning for this area at this time.

ATTACHMENTS:
1. Draft Craft Industrial (CI) Zone Development Code Text (September 3, 2025)
2. Draft Northwest Industrial (NWI) Zone Development Code Text (September 3, 2025)
3. Draft NWI Zone Use Table (September 3, 2025)

Section 4.137. CI—Craft Industrial Zone.

(.01) *Purpose.* The purpose of the Craft Industrial (CI) Zone is to support a diverse range of small-scale industrial and creative enterprises such as incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses accessory to the typically permitted uses that serve as a transition to and support more intense urban uses nearby.

(.02) The CI Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Sections 4.118 and 4.140). Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Chapter shall apply.

(.03) *Uses that are typically permitted:*

A. Home Businesses that include any of the uses listed below.

B. Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).

C. Studios and Creative Workspaces.

D. Artisan Food and Beverage Production and Food-Related Micro-Businesses, with or without accessory on-site tasting rooms or eateries subject to the limitations for Retail and Service Commercial Uses of Subsection 4.137(.03)K.

E. Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan goods and handcrafted items.

F. Custom Fabrication and Printing Services, including sign fabrication.

G. Light Manufacturing and Assembly of small machinery and appliances, micro-mobility vehicles, precision tools, or other electrical or mechanical items.

H. Industrial Office and Laboratory Uses, including research, development, testing, or product training and support.

I. Repair, Finishing, and Testing Services of products manufactured or assembled within the zone.

J. Professional Services, which may cater to daily customers, limited to 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.

K. Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.

L. Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.

M. Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.

(.04) *Performance Standards.* The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.05) *Design and Development Standards:*

A. The standards of Section 4.134(.10), *Development Standards Table*, excepting the front yard setback provisions, for properties with frontage on SW Boones Ferry Road located north of SW Day Road, where the setback standards of Section 4.137(08) shall apply; or

B. The standards of the PDC zone, Section 4.131(.03), for all other properties.

DRAFT

(.06) *Performance Standards.* The performance standards of Section 4.117(.01) apply to all industrial properties and sites within the CI Zone and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.

(.07) *Block and access standards.* The CI zone shall be subject to:

C. The block and access standards of Section 4.134(.10), *Development Standards Table*, for properties with frontage on SW Boones Ferry Road located north of SW Day Road; or

D. The block and access standards of the PDC zone, Section 4.131(.03), for all other properties.

(.08) *Other Standards:*

A. *Minimum Individual Lot Size.* No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

B. *Maximum Lot Coverage.* No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

C. Minimum *Front Yard Setback.* None required except when front yard abuts a more restrictive district, in which case setbacks shall be the same as the abutting district. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City Transportation System Plan (TSP).

D. Minimum *Rear and Side Yard Setback.* None required except when rear and side yards abut a more restrictive district, in which case setbacks shall be the same as the abutting district.. Except as otherwise provided for properties with frontage on SW Boones Ferry Road located north of SW Day Road, structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City TSP.

E. No setback is required when side or rear yards abut a railroad siding.

F. *Corner Vision*. Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

DRAFT

Section 4.134. Northwest Industrial (NWI) Zone.

(.01) *Purpose.* The purpose of the Northwest Industrial (NWI) Zone is to implement the Coffee Creek Industrial Area Master Plan (2007) and Basalt Creek Master Plan (2025) by establishing standards for allowed uses, street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master plan areas. These standards are intended to result in:

A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.

B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern industrial district.

C. Preservation of trees and natural features.

D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.

E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.

F. Creation of a pleasant and functional industrial district for employees and visitors.

G. A predictable and timely process for reviewing industrial development applications.

(.02) *Applicability.* The NWI Zone shall apply to all properties within the Coffee Creek Master Plan and Basalt Creek Master Plan areas as shown in the Regulating Plan (Figure NWI-2).

A. *Subdistricts.* The NWI Zone includes four subdistricts (Figure NWI-1):

1. *Coffee Creek.* Properties in the Coffee Creek Master Plan area located south of SW Day Road.

2. *High-Tech Employment.* Properties located in the Basalt Creek Master Plan area north of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road.

3. *Light Industrial.* Properties located in the Basalt Creek Master Plan area north of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of Craft Industrial (CI) Zone.

4. *West Railroad.* Properties located in the Basalt Creek Master Plan area west of the Portland and Western Railroad tracks.

B. The provisions of this section shall apply to:

1. All new building construction.

2. Any exterior modifications to existing, non-residential buildings, subject to Section 4.134(.03).

3. All development of site improvements, including but not limited to, new paved parking lots, outdoor storage, display areas, signs, and landscaping.

4. All building expansions greater than 1,250 square feet.

DRAFT

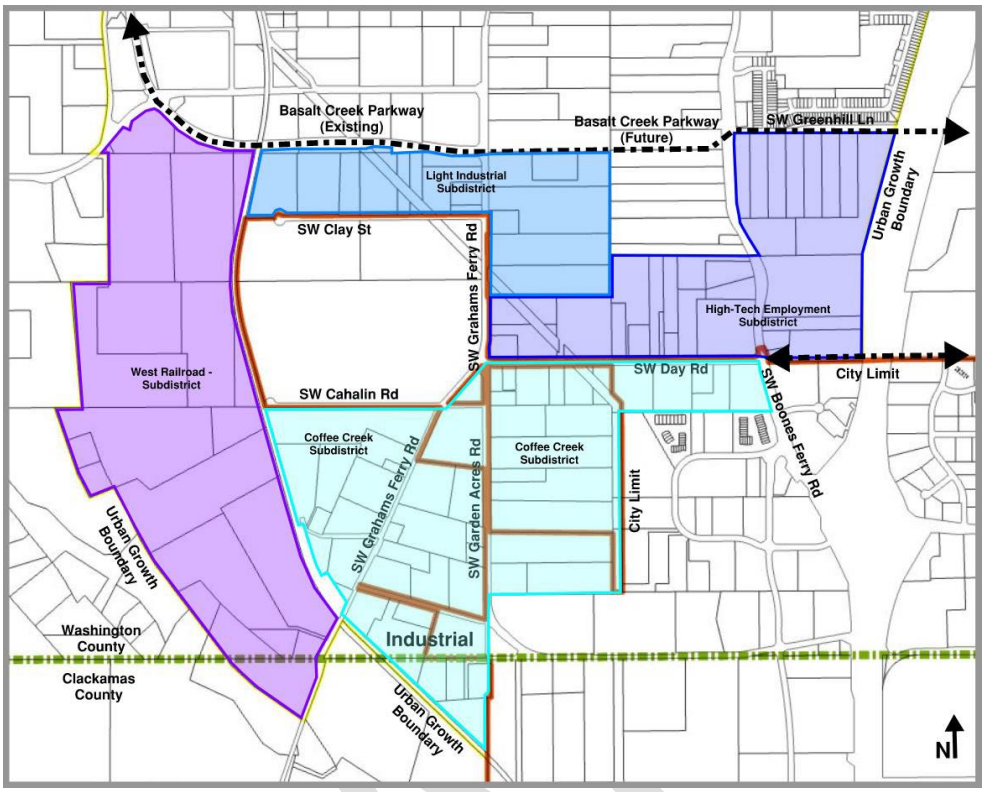


Figure NWI-1. NWI Zone Subdistricts

(.03) *Exceptions.* This section does not apply to the following:

A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to an approved color palette, reroofing, or residing with the same or similar materials.

B. Interior remodeling.

C. Maintenance of existing dwellings and accessory buildings.

D. Maintenance of agricultural buildings.

(.04) *Uses that are Typically Permitted:*

[Insert Use Table – example below]

Table NWI-1. Typically Permitted Uses		

(.05) *Overview of Northwest Industrial Zone Standards:*

A. *Section 4.134(.08) Regulating Plan.* The Regulating Plan organizes all existing and future streets, drives, and shared-use paths within the NWI Zone into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.

B. *Section 4.134(.09) Connectivity Standards:*

1. New Supporting Streets and Through Connections are required within the NWI Zone to meet Connectivity Requirements as shown on Figure NWI-5.

2. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications apply to both existing and proposed new streets. A range of cross sections for Supporting Streets and Through Connections is permitted and detailed in Figures NWI-3 and NWI-4.

C. *Section 4.134(.10) Development Standards Table:*

1. The Development Standards Table provides an overview of all applicable development standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table NWI-2.

2. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables NWI-2 through NWI-5, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. *NWI Zone Pattern Book.* The NWI Zone Pattern Book provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the NWI Zone.

(.06) *Review Process.* Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

B. Section 4.198 Comprehensive Plan Changes.

C. Section 4.700 Annexation and Urban Growth Boundary Amendments.

D. Section 4.140 Planned Development Regulations.

(.07) *Waivers.* The Development Review Board may waive standards as listed in Section 4.134(.10), consistent with the provisions of Section 4.118(.03).

A. The following standards shall not be waived, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. Required minimum building height as provided in Section 4.134(.10) Table NWI-5;

2. Parking location and design along Addressing Streets in Section 4.134(.10) Table NWI-4; and

3. Parcel pedestrian access as listed in Section 4.134(.10) Table NWI-4.

B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the NWI Zone must be found to be consistent with the intent of the NWI Zone Pattern Book.

(.08) *NWI Zone Regulating Plan, Figure NWI-2:*

A. *Components of the Regulating Plan Map:*

1. *Addressing Streets.* Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include Boones Ferry Road, Cahalin Road, Clay Street, Clutter Street, Day Road, Garden Acres Road, and Grahams Ferry Road, and "Future" Street. For the purposes of this Subsection, the Basalt Creek Parkway and SW Greenhill Lane are existing or planned streets, but not Addressing Streets as referred to in Tables NWI-2 through NWI-5.

2. *Regulating Plan Area.* Land area identified within the NWI Zone on Figure NWI-2 is subject to additional Connectivity Standards as detailed in Figure NWI-5 and Table NWI-2.

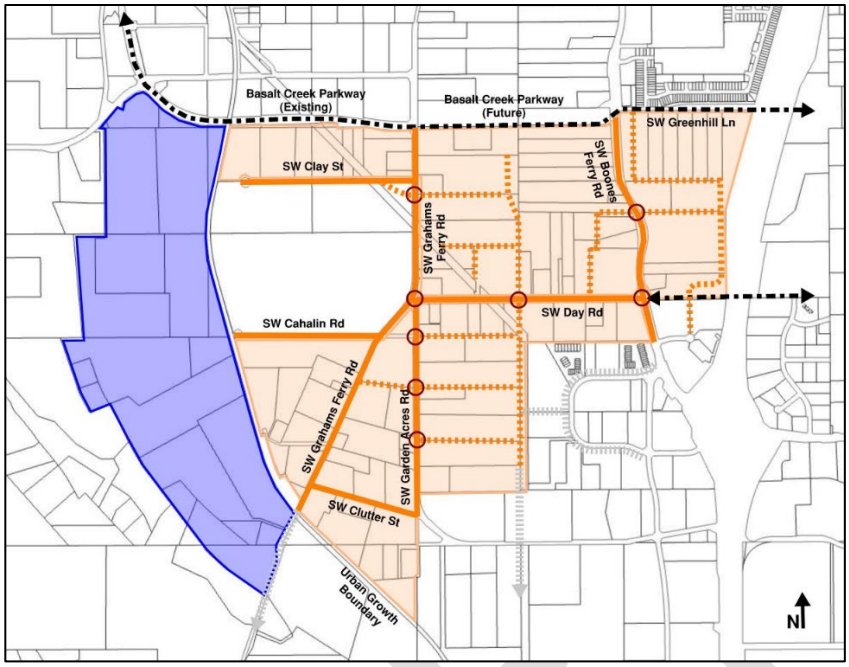


Figure NWI-2. Regulating Plan

(.09) *NWI Zone Connectivity Standards:*

A. *Street Types, Figure NWI-2.* Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross-section standards. New connections may be one of the following types:

1. *Supporting Streets.* Supporting Streets are new public streets or private streets in public easements. They shall meet the development standards set out in Figure NWI-3.

   a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure NWI-2. The exact location and design of these connections will be determined at the time of development review.

   b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets and Planned Pathways, as generally shown in Figure NWI-2.

2. *Through Connections.* Through Connections are new public streets or private streets in public easements with multi-use paths, or streets or public easements that combine characteristics of streets and multi-use paths. They shall meet the Development Standards set out in Figure NWI-4.

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure NWI-2. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure NWI-7.

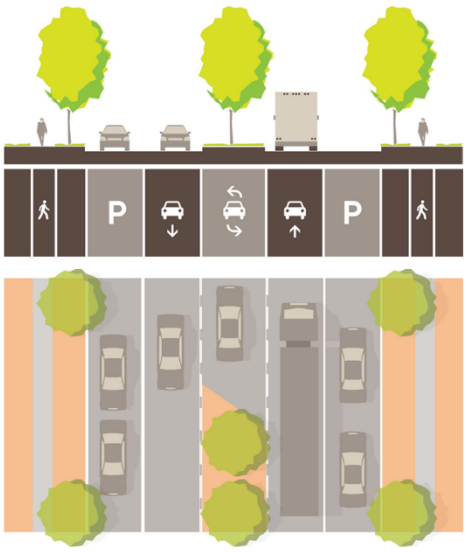
C. *Maximum Connection Spacing:*

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table NWI-2.

2. Internal Supporting Streets and Through Connections. See Figure NWI-5 and Table NWI-2.

D. *Required Connectivity Master Plan.* Connectivity Master Plans are required for all development within the NWI Zone. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



*The Regulating Plan (Figure CC-1) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure NWI-3 - Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Ease-ment	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permit-ted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

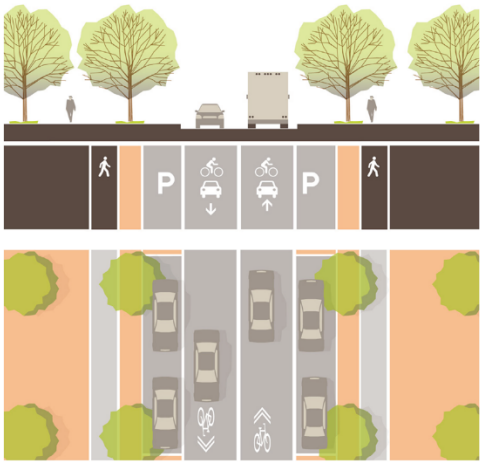


Figure NWI-4 - Through Connections Standards

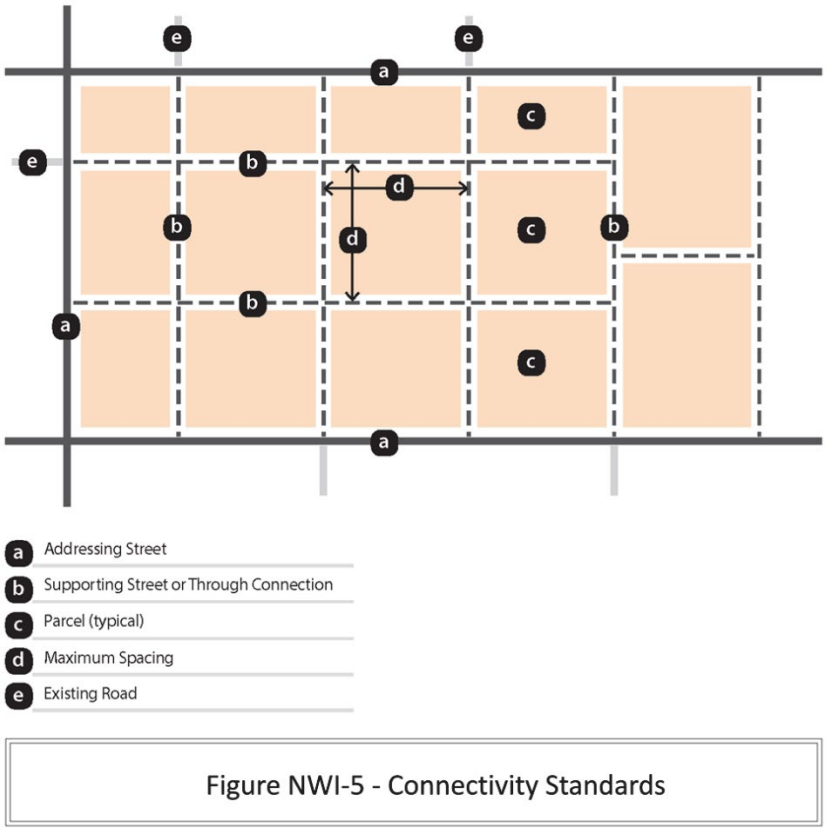


Figure NWI-5 - Connectivity Standards

(.10) *Development Standards Table.* Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables NWI-2 through NWI-5.

Table NWI-2: Street Design and Connectivity			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Addressing Streets; or if the Addressing Street is Boones Ferry Road, Garden Acres Road, or Grahams Ferry Road, as shown on Figure NWI-2, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Boones Ferry Road, Cahalin Road, Clay Street, Clutter Street, Day Road, Garden Acres Road, Grahams Ferry Road, and "Future" Street.	Supporting Streets are those meeting Specifications, Figure NWI-3. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure NWI-4. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure NWI-6.		

DRAFT

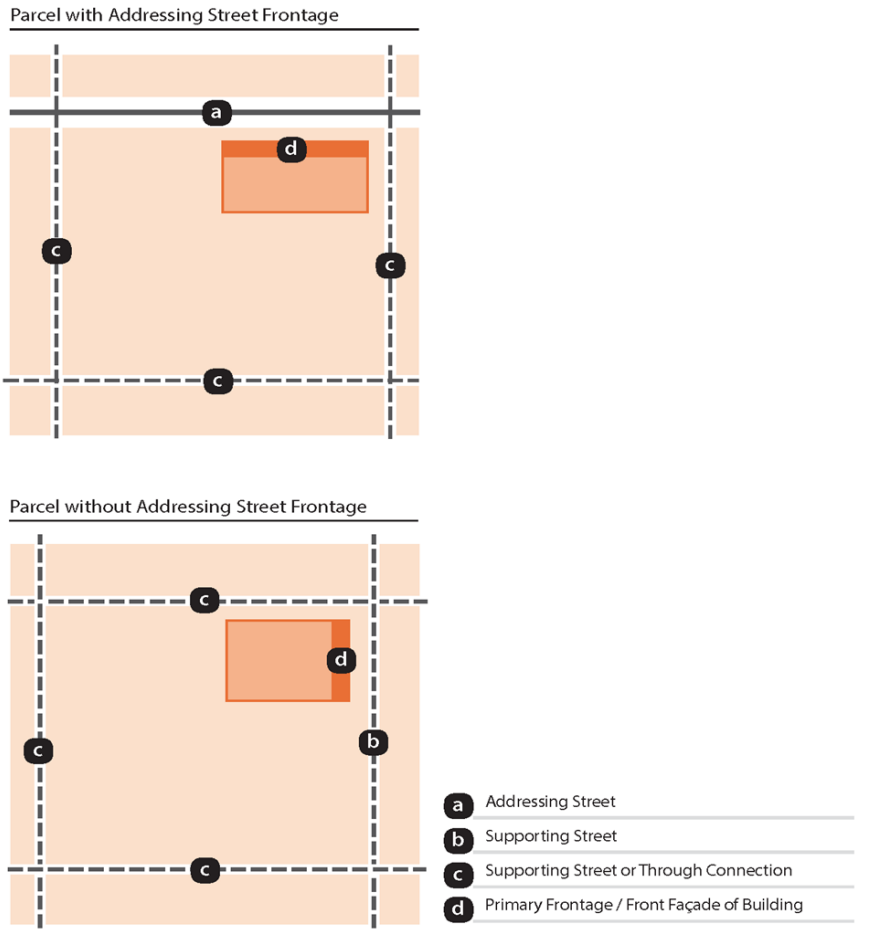


Figure NWI-6 - Connection Heriarchy and Primary Frontage

Table NWI-3: Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10(.01)C. for consideration of development alternatives to preserve wooded areas & trees.		

Table NWI-4: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives and intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure NWI-7. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure NWI-7. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure NWI-7	150 feet, minimum See Figure NWI-7
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated and direct pedestrian connections between		

	parking, entrances, street right-of-way and open space • Section 4.167 (.01) for points of access		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).		
Parcel Pedestrian Access to Transit	Provide separated and direct pedestrian connections between transit stops and parking, entrances, street right-of-way and open space.		
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure NWI-6.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.	No minimum	
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	

	curbs shall be increased to a minimum of seven (7) feet in depth.		
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading berth are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a loading berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an	No limitation. Shall meet minimum standards in Section 4.155(.05).	

DRAFT

	Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.		
Carpool and Vanpool Parking	No limitation		
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum when visible from adjacent streets and 60 inches tall maximum when visible only to users from within a site. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176(.02)C. Low Berm Standard, Section 4.176(.02)E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section 4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	Site and building service, utility equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	No limitation
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.	

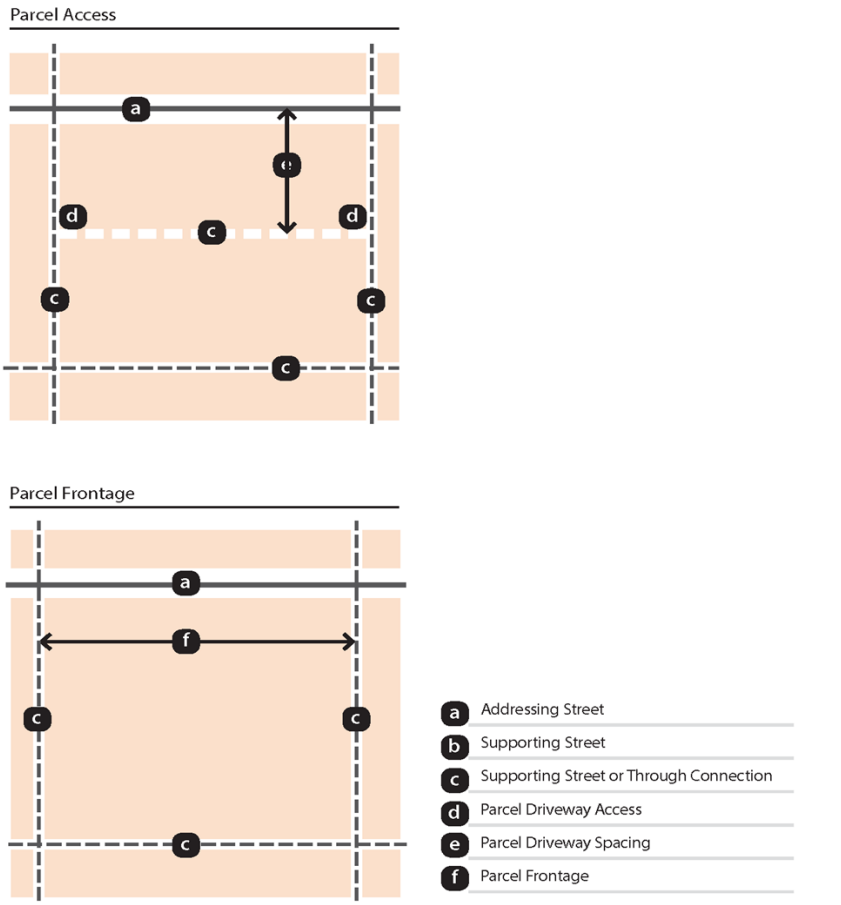


Figure NWI-7 - Site Design - Parcel Access

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure NWI-6.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance*	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure NWI-8.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure NWI-8.	
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy*	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		

3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance*	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and e. The standards for site design and accessibility are met.	Not applicable	Not applicable
Required Minimum Height	30 feet minimum.		
Ground Floor Height*	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): i. The base shall be 30 inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. b. For Buildings between 30 feet and 5 stories in height: i. The base shall be 30 inches, minimum; 2 stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum. c. For Buildings greater than 6 stories in height: i. The base shall be 1 story, minimum, 3 stories, maximum.		

DRAFT

	ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18 inches, minimum.
Base Design	The design of the building Base shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Base projects beyond the Body of the building by 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1½ inches, minimum.
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.

* When an applicant elects to use the allowed adjustment to reduce Required Canopy height to less than 15 feet, corresponding reduction in minimum height is allowed for Accessible Entrance, Allowance of Primary Building Entrance, and Ground Floor Height.

DRAFT

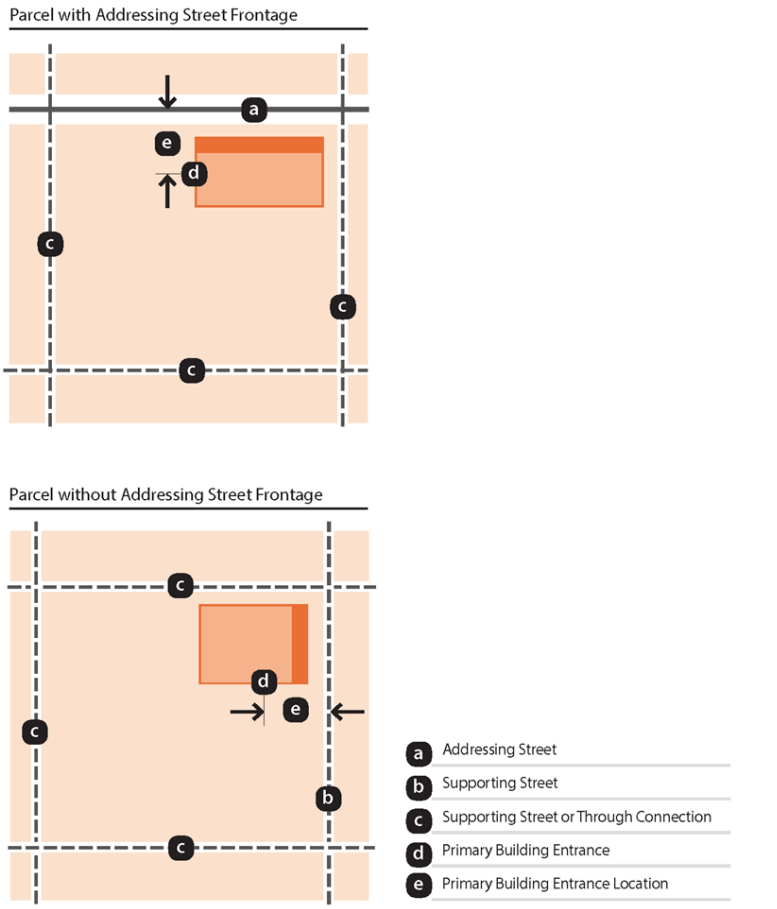


Figure NWI-8 - Building Design - Primary Building Entrance

(.11) *Waysides:*

A. *Purpose.* This section consists of standards and regulations for use throughout the NWI Zone. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1. Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;

2. Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;

3. Connect Industrial Waysides to transit;

4. Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting;

5. Provide access. Provide access to the employees and the public between the hours of 6:00 a.m. and 8:00 p.m.;

6. Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;

7. Provide facilities appropriate for the scale of the proposed development; and

8. Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B. *Applicability.* All projects in the NWI Zone shall provide Waysides according to the standards in Table NWI-6.

C. *General.* The following development standards apply to all Waysides:

1. Required Wayside Area is exclusive of required landscape screening.

2. Required Minimum Dimension of 20 feet (either width or depth).

D. *Criteria.* Waysides shall meet the following criteria:

1. *Perimeter Landscaping.* In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176(.02). Permitted screening includes: Section 4.176(.02)D. Low Screen Landscaping Standard; Section 4.176(.02)E. Low Berm Standard; or Section 4.176(.02)F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.

2. *Visibility.* Industrial Waysides shall be visible from and accessible to Addressing Streets.

3. *Accessible Pathway.* A paved walking surface, width: five feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.

4. *Accessible Surface.* Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions ten feet, minimum meeting ADA standards.

5. *Required Amenities:*

a. *Seating.* Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:

i. Free standing outdoor benches consistent with the standards; or

ii. Seating incorporated into low walls, berms, or raised planters.

b. *Landscaping.* The landscaping must be planted and maintained according to Section 4.176(.02)C.

c. *Lighting.*

d. *Recycling/ Waste Receptacle.* Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.

6. *Installation and Maintenance.* Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176(.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.

7. *Solar Access.* Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00 a.m. and 2:00 p.m. local time.

8. *Lighting.* Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be arranged and shielded so as not to shine into

adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. *Optional Amenities include the following:*

1. Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;
2. Arbors or trellises;
3. Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;
4. Sculpture and other works of art;
5. Bicycle repair stations;
6. Exercise stations; or
7. Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table NWI-6: Waysides

Parcel Area	Required Wayside Area	Number of Waysides	Enhanced Transit Plaza ‡
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

‡ In the future when SMART serves parcels in the NWI Zone, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:

*Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.

**Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.

***For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to 50 percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.

(.12) *Performance and Other Standards:*

A. *Performance Standards.* The performance standards of Section 4.117(.01) shall apply to all industrial properties and sites within the NWI Zone, as are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.

B. *Block and access standards.* The block and access standards of Tables NWI-2 and NWI-4 shall apply.

C. Lot Size. No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

D. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this Code.

E. *Front Yard Setback.* The setback standards of Table NWI-5 shall apply.

F. Rear and Side Yard Setbacks. Thirty feet, except as otherwise provided for properties within this zone.

1. No setback is required when rear or side yards abut a railroad siding.

G. Corner Vision. Corner lots shall have no lot obstruction to exceed the vision clearance standards of Section 4.177.

(.13) *Signs:*

A. *Applicability.* PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the NWI Zone with the following modifications and adjustments.

B. *General:*

1. Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2. Monument-style signs are required. Pole-style freestanding signs are not permitted.
3. Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4. Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

(Ord. No. 812, 2-22-2018; Ord. No. 889, § 2(Exh. A), 3-18-2024)

DRAFT

Table NWI-1. Typically Permitted Uses

Abbreviations:

A	Allowed
R	Allowed with Restrictions
C	Conditional
P	Prohibited

Subdistricts:

Coffee Creek	South of SW Day Road
High-Tech Employment	North of SW Day Road south of the Light Industrial subdistrict, and east of SW Boones Ferry Road
Light Industrial	North of SW Clay Street west of SW Grahams Ferry Road, and north of the High-Tech Employment subdistrict east of SW Grahams Ferry Road to the western boundary of Craft Industrial (CI) Zone
West Railroad	West of Portland and Western Railroad tracks

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict	Rationale and Considerations:
Manufacturing, Processing, Assembly, and Packaging of products.	A	A	A	TBD	
Fabrication.	P	A	A	TBD	Prohibit in Coffee Creek Subdistrict: Fabrication is smaller scale (small to medium) than manufacturing. PDI-RSIA is more appropriate for larger-scale uses that would fall into manufacturing.
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A	A	A	TBD	Possibly Restrict in Coffee Creek Subdistrict: Use is generally allowed as part of manufacturing. However, if there is a concern about an independent small to medium use that would consume too much land locating in the Coffee Creek Subdistrict, consider making R with a minimum size.
Research and Development.	R Allowed accessory to a primary use or as a separate use. When a separate use, no single biulding on a site may be less than 75,000 square feet in size.	A	A	TBD	Restrict in Coffee Creek Subdistrict: Research and development is not specifically called out in Coffee Creek (PDI-RSIA). Thus, restrict the use in the Coffee Creek Subdistrict to accessory to a primary use or limited in size when a separate use.
Laboratories.	A	A	A	TBD	
Hospitals.	A	A	A	TBD	Allow in all Subdistricts: Allowing hospitals in all areas of the zone helps to address the City's shortage of land for large-scale medical uses. Such facilities generate high-wage jobs with minimal traffic, unlike clinics or commercial uses. Any retail sales or medical office/clinic space dedicated to outpatient care is limited the same as other retail and office uses in the zone.
Warehousing and Distribution, except Direct to Consumer (DTC) E-commerce Fulfillment or Logistics.	A	A	A	TBD	

** Highlighted rows indicate those uses are proposed additions not currently directly listed as permitted in PDI or PDI-RSIA

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict	Rationale and Considerations:
Direct-to-Consumer (DTC) E-commerce Fulfillment or Logistics.	R On-site customers limited to 5% of trips. No single building on a site may exceed 200,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	R On-site customers limited to 5% of trips. No single building on a site may exceed 200,000 square feet in size. Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	R Any delivery vehicles, including light-duty vehicles, shall be kept in a screened storage area.	TBD	Restrict in all Subdistricts: E-commerce fulfillment and logistics has become a major industrial land use, driven by technology and changing consumer habits. To manage land use and avoid displacing other industrial users, a maximum building size of 200,000 square feet is proposed. This would support a regional hub for a large company or a primary center for a small to mid-sized business, typically requiring about 10 acres for operations, including truck courts, parking, circulation, and landscaping. On-site customers are limited to 5% of trips. Add a definition to WC Section 4.001?
Industrial Services.	P	P	A	TBD	Prohibit in Coffee Creek and High-Tech Subdistricts: Industrial Services is not specifically called out in Coffee Creek (PDI-RSIA). Thus, prohibit the use in the Coffee Creek Subdistrict. Also prohibit in High-Tech Employment Subdistrict.
Motor Vehicle Services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations.	A	A	A	TBD	
Specialty Automotive Services.	P	P	R Limited to processing that generally takes more than 48 hours and customer interaction area of not more than 5,000 square feet. Does not include typical maintenance or mechanical repair of light-duty vehicles done at quick lube, auto mechanics, or similar commercial service facilities catering to motor vehicles. All equipment or vehicles being processed and waiting for processing or pickup shall be kept inside a building or in screened storage areas.	TBD	Prohibit in Coffee Creek and High-Tech Subdistricts; Restrict in Light Industrial Subdistrict: This use does not fit neatly into existing zoning categories. Unlike typical auto repair shops, these facilities involve multi-day vehicle work and require screened outdoor storage for parts and vehicles. They operate more like light industrial manufacturing uses than retail services. Examples include auto body repair and vehicle customization shops. The use excludes general auto repair, oil changes, tire services, and dealership-based service operations.
Corporate Headquarters.	R Must have more than 20 employees.	A	A	TBD	Restrict in Coffee Creek Subdistrict: Corporate Headquarters is not specifically called out in Coffee Creek (PDI-RSIA). Thus, allow the use in the Coffee Creek Subdistrict but restrict it to more than 20 employees.
Office Complex-Technology, other than Call Center or Data Center.	A	A	A	TBD	
Call Center.	R Must have more than 20 employees.	R Must have more than 20 employees.	A	TBD	Restrict in Coffee Creek and High-Tech Subdistricts: Call Center is not specifically called out in Coffee Creek (PDI-RSIA). Thus, allow the use in the Coffee Creek Subdistrict but restrict it to more than 20 employees. Include same restriction in High-Tech Employment Subdistrict.

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict	Rationale and Considerations:
Data Center.	R Limited to maximum of 25,000 square feet on a site.	R Limited to maximum of 25,000 square feet on a site	A	TBD	Restrict in Coffee Creek and High-Tech Subdistricts: Data centers, like e-commerce facilities, reflect recent technological shifts. While they have low employment density, they demand significant energy and infrastructure. To prevent large data centers from outcompeting other industrial uses for limited land, water, and power, staff recommends a maximum building size of 25,000 square feet—adequate for local or regional needs. As precedent, the Siemens data center on SW Parkway Avenue is approximately 20,000 square feet. Note: Mentor Graphics/Siemens is about 20K SF.
Any use allowed in the PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use, planned and developed in a manner consistent with the purposes and objectives of Section 4.130 to 4.140, and subject to the follwoing criteria:					Restrict Office, Commercial Service, and Retail in all Subdistricts: These uses are restricted in PDI-RSIA and PDI consistent with Metro Title 4 Industrial and Other Employment Areas. Include same restrictions as PDI-RSIA in Coffee Creek Subdistrict and PDI in High-Tech Employment and Light Industrial Subdistricts.
Professional Office accessory to and occupying a smaller square footage than the primary use.	R Not to exceed 20 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	R Not to exceed 30 percent of total floor area within a site.	TBD	See rationale, above.
Professional Office or Commercial Service with regular customers (daily or more than 3 per week) including small medical/dental offices.	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	TBD	See rationale, above.
Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	TBD	See rationale, above.
Combined Professional Office, Commercial Service, and Retail use including indoor and outdoor sales, service or inventory storage area	R Not to exceed 3,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	R Not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.	TBD	See rationale, above.
Commercial Recreation.	P	P	A	TBD	Prohibit in Coffee Creek and High-Tech Employment Subdistricts: Commercial recreation uses—such as specialized gyms and indoor sports facilities—are not well supported by Wilsonville's current zoning. These businesses need larger spaces and higher ceilings, which most PDC-zoned properties do not offer. They also struggle to compete with higher-paying retail tenants. While not intended for prime employment land, certain industrial parcels with physical constraints—such as small lot size or limited truck access—may be suited for these uses.
Training Facilities and Vocational Schools providing education to meet industrial workforce needs.	A	A	A	TBD	

Use	Coffee Creek Subdistrict	High-Tech Employment Subdistrict	Light Industrial Subdistrict	West Railroad Subdistrict	Rationale and Considerations:
Self Storage, including retail storage facilities and/or storage/warehousing of containers for use in moving or self-storage.	P	P	P	TBD	Prohibit in all Subdistricts: Self-storage is considered a commercial/retail use that is not appropriate for industrial land. However, it could be appropriate for West Railroad and is, therefore, included in the use table.
Public Facilities.	A	A	A	TBD	
Contractor Establishment.	P	P	A	TBD	Prohibit in Coffee Creek and High-Tech Employment Subdistricts: Allowing contractor establishments in suitable areas of Basalt Creek supports prior discussions about their role in serving nearby construction activity. Once annexed, these uses would be subject to the NWI Zone's development standards and design guidelines. Add definition to Section 4.001?
Residential use.	R Shall not exceed 10 percent of total floor area.	R or C?	P	TBD	Restrict in Coffee Creek and High-Tech Subdistricts; Prohibit in Light Industrial Subdistrict: Residential uses are allowed in Coffee Creek (PDI-RSIA), but limited not to exceed 10 percent of total floor area; therefore, the same limitation is included in the Coffee Creek Subdistrict. Should the same restriction be included, or should the use be conditional in the High-Tech Employment Subdistrict? Residential use is not typically permitted in the PDI Zone; therefore, it is listed as pronibited in the Light Industrial Subdistrict.
Accessory Uses, Buildings and Structures customarily inciental to any permitted use.	A	A	A	TBD	
Temporary Buildings or Structures for uses incidential to construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	R Structures shall be removed within 30 days of completion or abandonment of construction work.	TBD	Restrict in all Subdistricts: Required removal of temporary buildings associated with construction within a certain number of days is a typical restriction.
Expansion of a Building, Structure or Use approved pior to October 25, 2004 of up to 2-percent additional floor area and/or ten percent additional land area.	A	P	P	TBD	Allow in Coffee Creek Subdistrict; Prohibit in other Subdistricts: This is allowed in Coffee Creek (PDI-RSIA); therefore, the allowance is included for the Coffee Creek Subdistrict. The same use is not typically permitted in the PDI Zone; thus, it is prohibited in other Subdistricts.
Similar Uses to those listed as typically allowed.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	R Must be substantially similar as determined by the Planning Director and meet any restrictions of similar uses.	TBD	Restrict in all Subdistricts: This restriction is consistent with WC Section 4.164 - General Regulations--Uses Not Listed, authorizing the Planning Director to make the determination of similar use.

Wilsonville Industrial Land Readiness – Basalt Creek

Planning Commission Work Session
September 10, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager

Craft Industrial (CI) Zone

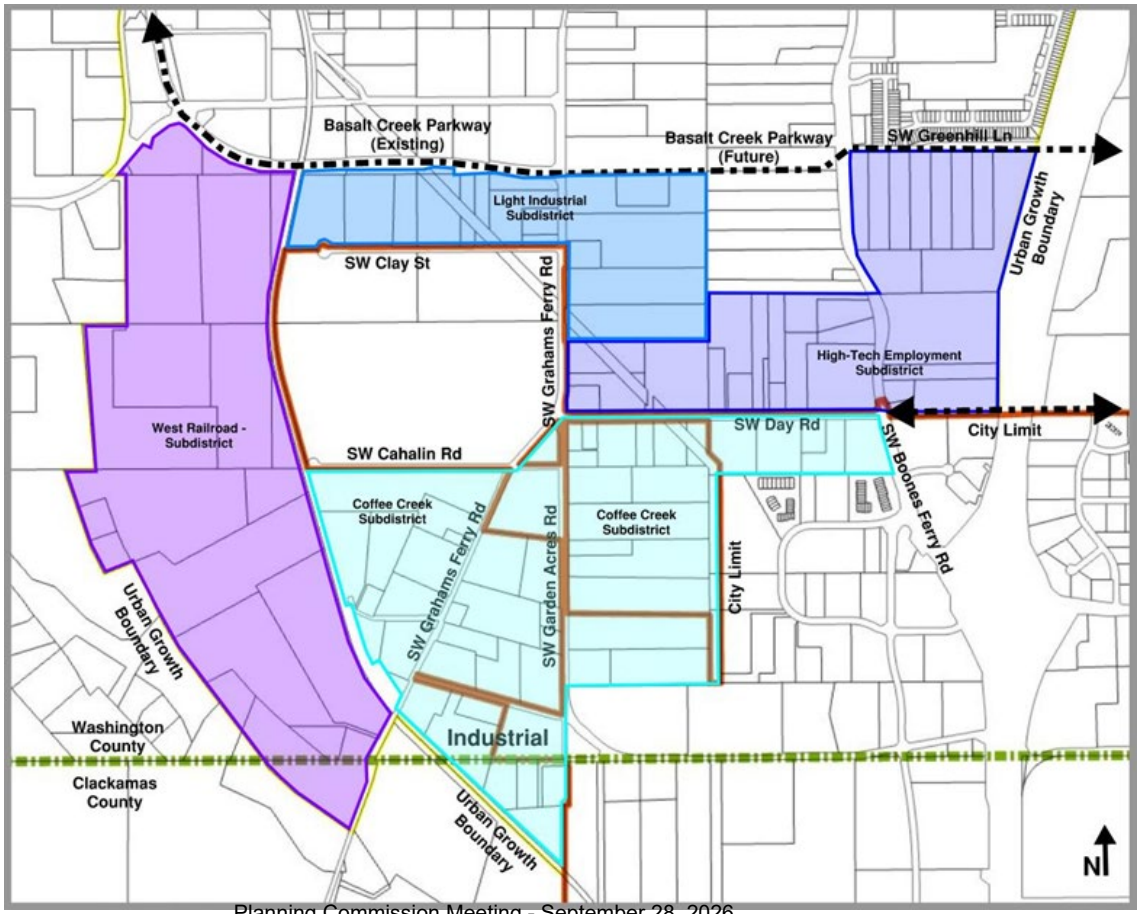
- Limited residential and commercial uses
- Broader and more flexible use descriptions
- Application of NWI Zone design and development standards



Discussion – CI Zone

- What additional input, if any, does the Planning Commission have about the proposed CI Zone language?

Northwest Industrial (NWI) Zone



NWI Zone - Subdistricts

- Coffee Creek
  - Designated RSIA
  - Additional size restrictions for commercial uses
- High-Tech Employment
  - Use restrictions to help preserve available land for higher-density employment and focus industries
- Light Industrial
  - Allowed uses most like the current PDI zone
- West Railroad
  - Uses still under consideration

NWI Zone – Proposed New Uses

- Hospitals
- Direct-to-Consumer (DTC) E-commerce Fulfillment and Logistics
- Specialty Automotive Services
- Data Center
- Commercial Recreation
- Contractor Establishment

NWI Zone – Proposed New Uses

- Hospitals:
  - Allow in all subdistricts
  - Rationale:
    - Generates high-wage jobs at a density similar to high-tech industrial
    - Limit space dedicated to outpatient care same as other retail/office uses

NWI Zone – Proposed New Uses

- Direct-to-Consumer (DTC) E-commerce Fulfillment and Logistics:
  - Restrict in all subdistricts
  - Rationale:
    - Add major industrial land use not addressed in existing zoning
    - Manage to avoid displacing other industrial users
      - Maximum buildings size of 200,000 square feet
      - Limit on-site customers to 5% of trips
      - Keep all delivery vehicles in screened storage area

NWI Zone – Proposed New Uses

- Specialty Automotive Services:
  - Prohibit in Coffee Creek and High-Tech Employment. Restrict in Light Industrial.
  - Rationale:
    - Does not fit neatly into existing zoning categories
    - Operate more like light industrial manufacturing uses than retail services
    - Limit in Light Industrial to processing that takes more than 48 hours and customer interaction area not to exceed 5,000 square feet

NWI Zone – Proposed New Uses

- Data Center:
  - Restrict in Coffee Creek and High-Tech Employment. Allow in Light Industrial.
  - Rationale:
    - Reflect recent technological shifts
    - Limit building size to prevent over competition with other industrial uses for limited resources

NWI Zone – Proposed New Uses

- Commercial Recreation:
  - Prohibit in Coffee Creek and High-Tech Employment. Allow in Light Industrial.
  - Rationale:
    - Not well supported by current zoning
    - Address business need for larger spaces and higher ceilings than offered in PDC-zone properties
    - Limit to parcels in Light Industrial that may be suited for use due to physical constraints – small lot size or limited truck access

NWI Zone – Proposed New Uses

- Contractor Establishment:
  - Prohibit in Coffee Creek and High-Tech Employment. Allow in Light Industrial.
  - Rationale:
    - Supports prior discussions about role of contractor establishments in serving nearby construction activity
    - Once annexed, subject to NWI Zone's development standards and design guidelines

Discussion – NWI Zone

- What guidance does the Planning Commission have on:
  - The proposed new NWI Zone for both Coffee Creek and Basalt Creek?
  - The proposed use of a table to distinguish allowed uses across different subdistricts?
  - The proposed list of uses and the extent they are allowed within the different subdistricts?

Draft PC Minutes were reviewed and approved at the October 8, 2025 PC Meeting.

Wilsonville Planning Commission
Regular Meeting Minutes
September 10, 2025
Wilsonville City Hall & Remote Video Conferencing
https://www.ci.wilsonville.or.us/meetings/pc

CALL TO ORDER - ROLL CALL
Chair Hendrix called the meeting to order at 6:00 pm.

Present:	Nicole Hendrix, Andrew Karr, Ron Heberlein, Sam Scull, Yana Semenova, and Matt Constantine
Excused:	Jennifer Willard
Staff Present:	Daniel Pauly, Miranda Bateschell, Amanda Guile-Hinman, Cindy Luxhoj, and Mandi Simmons

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

CITIZEN INPUT
There was none.

ADMINISTRATIVE MATTERS
1. Consideration of the August 13, 2025, Planning Commission Minutes
The August 13, 2025, Planning Commission minutes were accepted as presented.

WORK SESSION
2. Wilsonville Industrial Land Readiness (Code-Basalt Creek) (Luxhoj)

Associate Planner Luxhoj presented the Staff report via PowerPoint, providing a brief review of the Craft Industrial (CI) Zone and highlighting Development Code text proposed in response to prior Commissioner comments. (Attachment 1) She also introduced the new Northwest Industrial (NWI) Zone, reviewing its subdistricts (Slide 5) and the proposed new uses and why they were proposed. (Slides 7-12) The NWI Zone would implement the design elements of the Coffee Creek Industrial Design Overlay District, expand geographically to include Basalt Creek, and include an updated list of allowed uses and revised development standards drawn from both the Planned Development Industrial (PDI) and PDI-RSIA Zones, with the standards updated to reduce redundancy and reflect existing uses. The draft Code language for the NWI Zone was in Attachment 2 and Table NWI-1 Typically Permitted Uses was provided as Attachment 3 of the meeting packet. Staff sought Planning Commission input on the NWI Zone.

Commissioner input on the proposed Development Code amendments and Staff responses to Commissioner questions were as follows:

- Staff confirmed the Planning Commission had no additional input or comments regarding proposed CI Zone language.
- Including a legend with Figure NWI-2 to describe streets and street types would be helpful. (Attachment 2)
- The white area shown between the Light Industrial and High-Tech Subdistricts was the Craft Industrial area. (Slide 4)
- Light Industrial or Industrial uses should be located closer to the freeway so larger trucks would not need to travel through neighborhoods. Switching the locations was suggested to place office areas in the middle and heavier traffic uses along the freeway.
  - Staff explained that the High-Tech Employment and Light Industrial locations reflected the Basalt Creek Concept Plan, with larger freeway-adjacent parcels identified for High-Tech because they were flat, had good visibility, and freeway access.
  - Aside from some access issues with West Railroad, the entire area was relatively close to the I-5 Interchange. Many traffic and land use considerations were part of the concept planning process.
- In Section 4.134(.02)B.2, using "any exterior modifications" seemed too general. Would a minor change to a building's exterior make the new standards applicable? (Attachment 2)
  - Staff explained that much of Section 4.134 came from the Design Overlay District and the exterior modifications language was changed from the Form-Based Code. It could be modified if necessary.
    - The phrase was carried over in a cut/paste scenario, and the proposed language should be considered to see about any redundancy with the General Zoning Standards for nonconforming uses. Even without any development, including exterior modifications, if the use was nonconforming, it would need to meet current standards. The language would be reviewed to confirm it still made sense in this context.
- Similarly, Section 4.134(.02)B.3, included "changing an existing sign" which seemed overly restrictive since even a name change could trigger the new standards to be in effect.
  - Staff noted the Code section language was originally for design standards so whether they were still applicable for General Zoning Standards was a good question.
- Figure NWI-3 Supporting Streets Standards showed no bike lanes planned for supporting streets. Figure NWI-4 showed bicycles sharing the through traffic lanes, but Figure NWI-3 did not. (Attachment 2)
  - Staff clarified the table identified Bike Facilities as shared streets, rather than having dedicated bike lanes. Supporting streets would generally be unmarked, more like residential streets without bike lane striping.
- Staff would confirm how the Addressing Street standards were defined, since they were not shown in the packet, and whether those streets defaulted to the City's street requirements.

- Staff would work with the engineering team and others to clarify the description in Table NWI-2 Street Design and Connectivity regarding the Connection Spacing, the exceptions for some Addressing Streets, and Day Road being separate. (Attachment 2)
- Table NWI-5 Building Design requiring a primary building entrance to be visible from, and accessible to, an Addressing Street might result in long walks from parking areas, which may not be near the Addressing Street. (Attachment 2)
  - Staff clarified some parking was allowed on Addressing Streets in front of buildings, though the number of spaces was limited. ADA spaces would still be located at the primary entrance.
- The use of "safe, direct, and convenient" in the Accessibility section of Table NWI-5 could be a bit subjective; perhaps other language should be used.
  - Staff explained subjectivity was allowed, since this was not for residential development, and mirrored similar language in Code Section 4.154.
- The 30-foot minimum building height requirement in Table NWI-5 was an urban design element carried forward from the Day Road Design Overlay, which became the Coffee Creek Overlay, to create a consistent street presence with buildings that help frame the street. Being form-based design regulations played into it to create an employment district look with clear delineation of the public space edges within the employment area. High facades along Addressing Streets were wanted to create that look and feel. (Attachment 2)
  - Staff confirmed even one-story buildings would need a 30-foot façade as the intent was to provide the desired visual design. The minimum height requirement had an allowed adjustment of 10%, so the facades could be no lower than 27-feet high.
- In Section 4.134(.11) Waysides, and especially Table NWI-6, understanding how waysides would look and how they would connect together was difficult to visualize.
  - Staff described three existing wayside examples at Coffee Creek Logistics, Black Creek, and Precision Countertops, noting a wayside was also planned for Delta Logistics. Waysides were generally concrete areas directly off main sidewalks with benches, trash receptacles, and perhaps artwork, surrounded by trees and landscaping to provide shade.
- Staff clarified that Enhanced Transit Plazas could only be developed as part of a wayside if SMART served the parcel. (Footnote, Table NWI-6) The City and SMART would have to approve the project as SMART would be part of the development review team.
- Data centers and contractor establishments had no size restrictions in the Light Industrial Subdistrict to maintain flexibility and to reflect what is currently allowed in the PDI Zone. Staff received no additional direction about the need to restrict the size. Parcel geometry in the subdistrict would limit both the size and likelihood of such uses. (Table NWI-1, Attachment 3)
  - Including prohibitions and restrictions are only considered if there was a reasonable probability of an issue; however, Staff welcomed Commissioner input, particularly if there was a risk that contractor establishments would become too big and unduly consume land in the Light Industrial Subdistrict.

  - Staff suggested an acreage limitation be explored after a comment that contractor establishments may consume significant land in the future if other land became unavailable.
- Staff clarified that the Connectivity Master Plan requirement for development within the NWI Zone was a direct carry over from the Overlay District.
- To accommodate business uses not listed in the permitted use table, the Code included "similar use" provisions and broader categories to allow flexibility for emerging uses. The business would apply, and Staff determine the applicable use category.
- Staff confirmed no building to acreage ratio was required but recognized that contractor establishments consume land that would probably be better suited for other uses.
- However, the use was an economic cluster in Wilsonville that provided payroll, attracted jobs, and supported other public and private projects. Some contractor establishments had been built within the city limits under urban standards and seemed to function and fit well in industrial areas. Those precedent developments could inform standards such as floor-to-area ratio or square footage-to-yard area distinctions.
- "Hospital/medical building" might be a better term, since medical buildings were more likely than a hospital, which was difficult to imagine being built in the area.
  - Staff clarified the Code's definition of "hospital" was distinct from "medical center", which would not be a permitted use. Though not built, an in-patient mental health hospital was approved in Coffee Creek that would have functioned more like an industrial use in terms of job density, high-wage jobs, and traffic, which was the basis for including the use. Larger medical centers would involve vacant commercial land, rezoning or master planning, while urgent care or medical office uses would be classified as commercial uses. A physical therapy office would be considered a medical office, not a hospital.
  - The concept of allowing in-patient facilities was supported, given the challenges of siting such uses, but the term "hospital" might not be the most accurate as it conjured up larger facilities like Meridian Park, Emmanuel, or Dammasch.
    - Staff welcomed wording ideas, noting earlier drafts titled the use as in-patient medical office, medical research and development, laboratories, which was long. The intent was to capture facilities not serving out-patient consumer uses.
- Overall, the permitted use definitions were broad enough to allow flexibility for future developments and were well done.
- Small-scale versions of commercial food preparation uses, such as centralized school kitchens, were permitted in the CI Zone,. Larger scale operations for commercial food preparation would be categorized under Manufacturing, Processing, Assembly, and Packaging of Products; some warehousing might be associated with the use as well.

Chair Hendrix called for public comment.

Ryan Schera, Schnitzer Properties, a stakeholder and property owner, expressed support for the consolidation of the NWI Zone, noting Staff had identified appropriate uses for the Light Industrial Subdistrict, but raised concerns that several design standards were not appropriate

for the functional needs of industrial sites. His primary concern was the 600-foot connection spacing in Table NWI-2, which could eliminate 12 acres of developable land on Schnitzer's 44-acre property and limit building size below what was typical for large industrial users. He noted additional concerns with parking standards limiting spaces at the front of buildings, building height requirements that were too low for modern industrial facilities, driveway width standards that were too narrow for trucks, and retaining wall standards that would consume significant portions of developable land on Schnitzer's sloped property. Mr. Schera would like to meet with Staff to review the standards and address the realities of light industrial development.

Planning Manager Pauly replied Staff would be happy to meet to discuss Mr. Schera's concerns.

Chair Hendrix confirmed there was no further public testimony.

INFORMATIONAL

3. City Council Action Minutes (August 4, 2025) (No staff presentation)
4. 2025 PC Work Program (No staff presentation)

Commissioner Karr inquired about comments in the minutes about the Civics Academy's interest in rebooting Boones Ferry Days event. **City Attorney Guile-Hinman** clarified that the Civics Academy had been informed that Staff had no resources to assist with the Boones Ferry Days event, but the Academy was welcome to take the event on.

Planning Manager Pauly clarified a joint work session would be held with City Council on October 6th in addition to the Commission's regular meeting. Packet materials would be provided in advance.

ADJOURN

The meeting was adjourned at 7:02 p.m.

CITY COUNCIL

MONDAY, JUNE 2, 2025

WORK SESSION

Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Luxhoj)(Pauly)

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: June 2, 2025	**Subject:** Wilsonville Industrial Land Readiness – Basalt Creek **Staff Members:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Provide requested input about planned land uses for the Basalt Creek industrial area.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville (2023-2025 Council Goal)	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COUNCIL:
Staff seeks input on policy direction for the Basalt Creek Planning Area to inform the Master Plan which is expected to be adopted at the end of the year.

EXECUTIVE SUMMARY:

During the May 19 work session, staff provided the Council with background on the Basalt Creek Planning Area—an unincorporated area within the urban growth boundary, located on the northwest edge of the City adjacent to Tualatin. That work session also included a review of the Guiding Principles for the Basalt Creek Planning area (Attachment 1). This work session will build on that background by presenting additional information and seeking the Council's guidance on key aspects of the project.

Since adoption of the Basalt Creek Concept Plan in 2018, prepared jointly with the City of Tualatin, both Cities have individually advanced implementation efforts. However, Wilsonville has yet to complete certain steps, including master planning, amending the Development Code for appropriate zoning, and preparing an infrastructure funding plan. Consequently, in 2023, the City initiated the Wilsonville Industrial Land Readiness (WILR) project, funded by grants from Business Oregon and Metro, to update technical information and calibrate the Basalt Creek Concept Plan's assumptions with current conditions, including market conditions in order to develop a Master Plan and prepare the area for development.

In this work session, staff will present key findings from recent market and land use studies. The discussion will address the continued viability of proposed land uses in today's economic climate and over the 20-year master planning horizon, ensuring alignment with the City's vision of balancing industrial demand with the creation of a distinctive industrial business community that complements Wilsonville's unique identity.

Key findings from recent studies indicate continued strong demand for industrial space, suitability of the Basalt Creek area for development, and challenges posed by parcelization and existing contractor establishments. Based on these findings, the Planning Commission recommends implementing the Concept Plan's land use types for the Basalt Creek area, excluding the West Railroad area, which is still under study and will be discussed at future work sessions. Additional information on the Concept Plan and WILR project findings, to date, is provided below.

Basalt Creek Concept Plan Land Use Types

The Basalt Creek Concept Plan (BCCP) designates properties for High-Tech Employment, Light Industrial, and Craft Industrial as shown in the attached map (Attachment 2). These designations support a mix of employment types, complement adjacent industrial areas, and respond to market demands. A synopsis of the land use types prepared by staff provides background information about scenario planning that shaped the Concept Plan map and land use types and incorporates new information from the recent analyses to inform refinement of land uses in the Master Plan (Attachment 3).

Due to natural resource constraints, fragmented ownership, and inadequate infrastructure, planning for the West Railroad area was postponed during concept planning and it was not assigned a land use type. The project team is still preparing information for West Railroad for Planning Commission and City Council consideration in coming months.

Recent studies, in particular the Economic Inventory and Site Suitability Analysis, confirm the appropriateness of the designated land use types in the Concept Plan. Further study of the West Railroad area is needed to determine the best way to balance industrial development with community priorities and to assign an appropriate land use type for the area. In addition, as recommended in the Concept Plan, northern extension of the Industrial Design Overlay District (form-based Code), adopted in 2018 for the Coffee Creek Industrial Area, to include all or a portion of Basalt Creek should be considered.

Findings of Key Studies and Analyses

Recently completed studies and analyses include:

Study	Purpose
Economic Inventory and Land Use Analysis	Evaluates current market trends and identifies suitable industries for Basalt Creek
Updated Buildable Lands Inventory (BLI)	Reflects recent land developments, adjusted natural resource constraints, and revised capacity estimates
Site Suitability Analysis	Evaluates three key opportunity sites for potential to support target industries based on attributes like size, location, and constraints
Redevelopment Feasibility of Contractor Establishments	Discusses redevelopment potential of contractor establishments given prevailing market conditions
Transportation System Plan (TSP) Evaluation	Reviews City's current list of TSP projects for Basalt Creek to ensure land use assumptions and identified transportation projects are still applicable, and identifies any new transportation improvement projects that might be needed to further support development
Updated Local Street Concept Map	Identifies likely connection points and alignments for future local streets in Basalt Creek
Updated Natural Resources Inventory	Inventories wetlands, upland tree groves, and riparian areas in compliance with Statewide Planning Goal 5 to identify resources to include in City's Significant Resource Overlay Zone (SROZ)

The complete package of economic and land use studies, which will inform the master planning process, is compiled in the Basalt Creek Recommendations Report (Attachment 4) with key findings highlighted below:

- Basalt Creek's vision as an industrial area aligns with current market trends, showing strong demand for industrial space nationally and in the Portland metro region.
- Despite limited development in Wilsonville relative to nearby cities, rising rents and low vacancy rates indicate a robust industrial market, attractive for new development, especially speculative development.

- The City's Planned Development Industrial (PDI) zone, which supports a wide range of industrial and office uses, could be applied to Basalt Creek to facilitate a balance between market forces and prioritizing industrial use aligned with the Concept Plan Guiding Principles. Potential additions to the PDI zoning for this area to maintain the desired balance include:
    - Evaluating zoning limitations on low-intensity uses, such as contractor establishments, that do not meet long-term employment density goals, and determining appropriate regulatory strategies to encourage existing uses to transition to higher intensity urban industrial uses.
    - Considering the creation of a new zoning designation to apply to properties in the Craft Industrial land use type to expand the range of permitted uses consistent with the Concept Plan's intent, while maximizing opportunity for future transition to higher-intensity urban industrial use.
    - Exploring zoning limitations on certain large-scale uses that may consume land in the High-Tech Employment land use type, prematurely precluding use of the properties for other desired employment-generating development.

Conclusion and Questions for City Council

Recent studies, reports, and Planning Commission discussions indicate the Guiding Principles remain valid and the land use types are viable in today's economic conditions as well as over the 20-year master planning horizon, with some caveats as noted. Following Staff's presentation, the City Council's guidance is requested on the following:

- Does the City Council concur with Staff and the Planning Commission that the High-Tech Employment, Light Industrial, and Craft Industrial land use types continue to align with the City's vision for Basalt Creek as reflected in the Guiding Principles and Concept Plan?

- Does the City Council have additional guidance that would help inform Development Code and economic development actions for the different industrial land use types in the Basalt Creek Concept Plan area?

Attachments and How they Can Assist City Council

While references to the various attachments are provided in the narrative above, the information below can help guide the Council in review of each attachment:

Attachment No.	Purpose
1. Basalt Creek Concept Plan Guiding Principles (Adapted for Wilsonville)	Provide Council, for reference, the Guiding Principles adapted for Wilsonville and categorized into market-driven, balanced, and aspirational types.
2. Basalt Creek Concept Plan Map	Refresh Council about the geography of the Basalt Creek area and where the different land use areas are located.

3. Synopsis of Basalt Creek Land Use Types	Provide a summary of each land use type considered in the Concept Plan and how it relates to recent studies.
4. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report	Provide Council, for reference, the complete package of studies and recommendations from Phase 1 of the Wilsonville Industrial Land Readiness project.

EXPECTED RESULTS:
Feedback from City Council will guide implementation items for the Basalt Creek planning area, including drafting a master plan and package of proposed Development Code amendments, formulating economic development strategies, and preparing an infrastructure funding plan.

TIMELINE:
Additional work sessions with the City Council and Planning Commission are anticipated in coming months. Work on the infrastructure funding plan will occur throughout 2025. Public hearings on related Development Code amendments are expected at the end of this year.

CURRENT YEAR BUDGET IMPACTS:
Funding for the first phase of the Wilsonville Industrial Land Readiness project is allocated in the fiscal year (FY) 2024-25 Planning Division budget and, for the second phase, will be allocated in the FY 2025-26 budget. The first phase was primarily funded by a $100,000 grant from Business Oregon, with additional funding available, if needed, from a $290,000 Metro grant, which is also funding the second project phase.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Concept Plan review process involved extensive community engagement to gather input. In the first phase of the WILR project, ECOnorthwest collected feedback from Business Oregon, Greater Portland Inc., property owners, and developers, to assess the demand for industrial land in Wilsonville and understand property owners' current and future plans. This information guided preparation of studies and reports and will be considered in determining appropriate zoning standards and preparing necessary Code amendments.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Adopting appropriate zoning standards, creating an infrastructure funding plan, and pursuing economic development strategies will facilitate implementation of the Basalt Creek Concept Plan. This development will generate jobs, enhance the income and property tax base, support economic mobility through family-wage employment, and enable the industrial area to achieve its full economic potential, benefiting the greater Wilsonville community.

ALTERNATIVES:
As zoning standards, economic strategies, and an infrastructure funding plan are developed, alternatives will be explored and developed with the City Council and Planning Commission.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:

1. Basalt Creek Concept Plan Guiding Principles (Adapted for Wilsonville)
2. Basalt Creek Concept Plan Map
3. Synopsis of Basalt Creek Concept Plan Land Use Types
4. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report
5. Basalt Creek Concept Plan-access at the following link to the City's website: Basalt Creek Concept Plan

Concept Plan Guiding Principles

Market-driven:

- Meet regional responsibility for jobs.
- Maximize assessed property value.

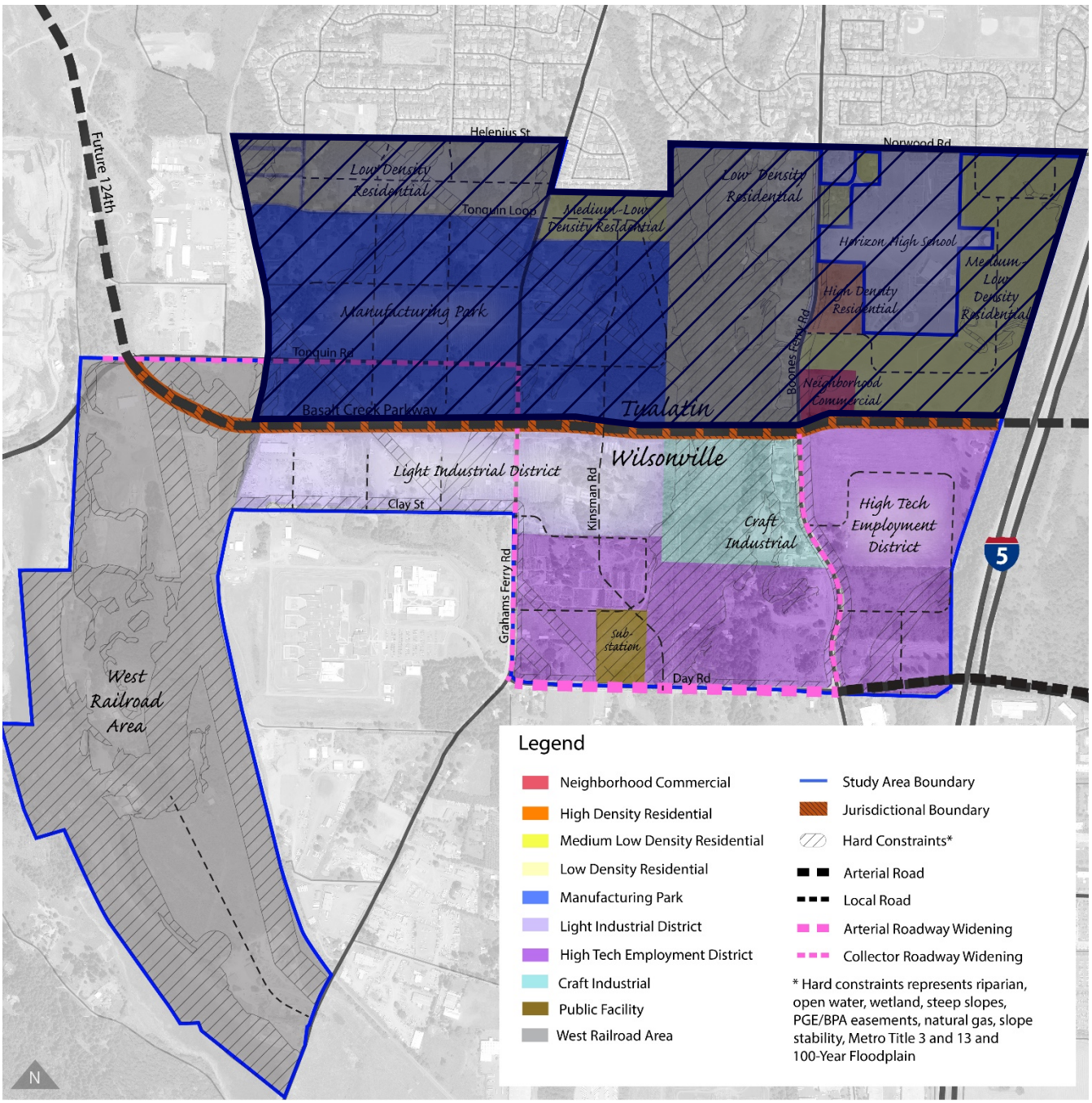
Balanced:

- Capitalize on the area's unique assets and natural location.
- Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type.
- Ensure appropriate transitions between land uses.
- Design cohesive and efficient transportation and utility systems.

Aspirational:

- Maintain and complement Wilsonville's unique identity.
- Create a uniquely attractive business community unmatched in the metropolitan region.
- Incorporate natural resource areas and provide recreational opportunities as community amenities and assets.

Figure 8 Basalt Creek Land Use Concept Map



Synopsis of Basalt Creek Concept Plan Land Use Districts

Introduction

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

Analysis of Contractor Establishments

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

Concept Plan Scenario Planning

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

Final Concept Plan Development

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

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

Basalt Creek Concept Plan Map and Land Use Types

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

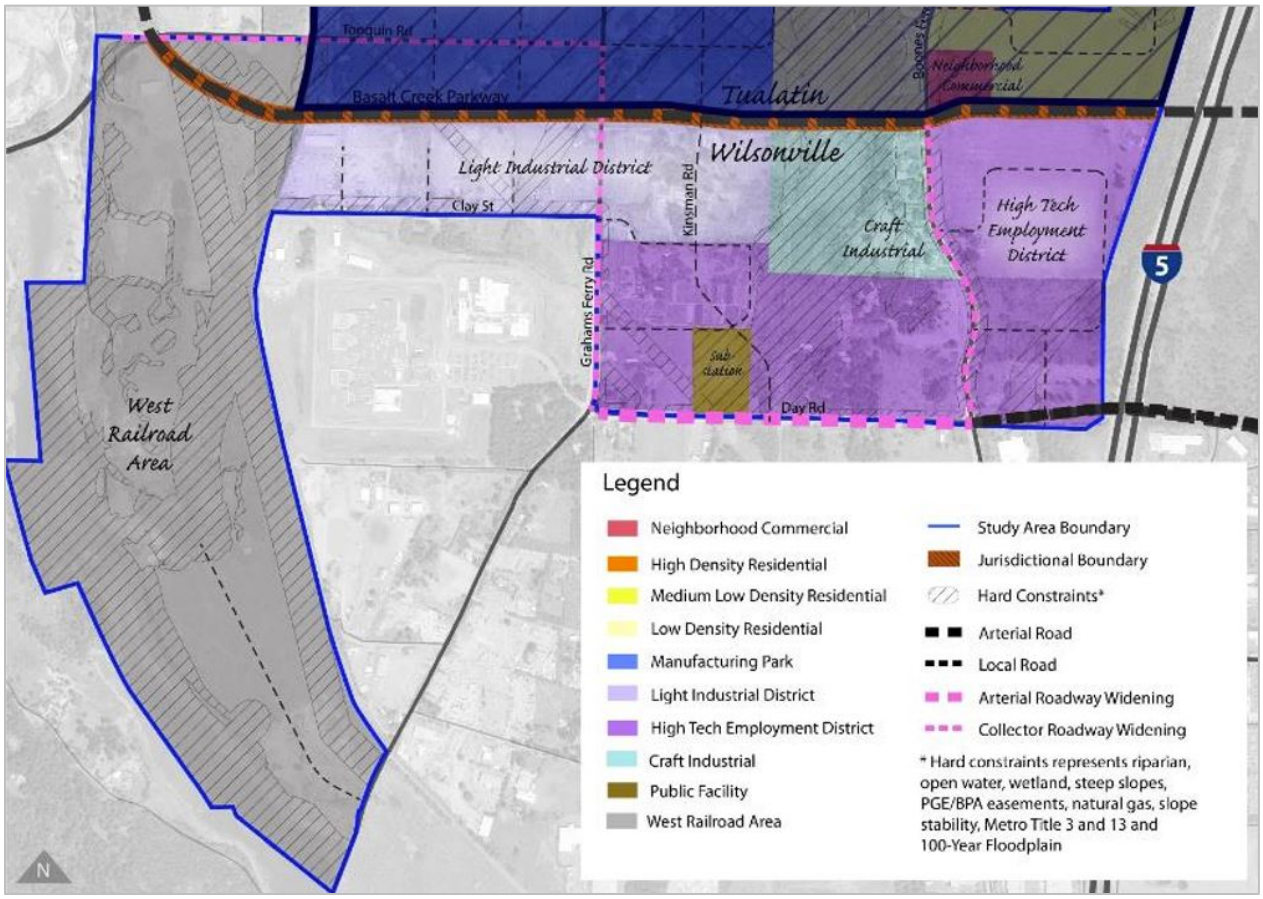
Table 1. Assumed Use Mix for Basalt Creek Concept Plan Land Use Districts.

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

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

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

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



Land Use Districts

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

High-Tech Employment District

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



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

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

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

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









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

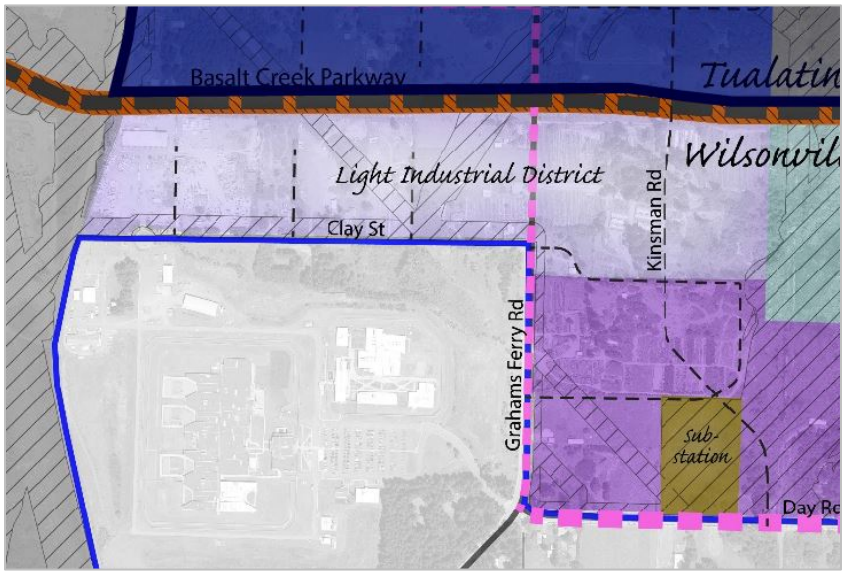
The Site Suitability Analysis prepared as part of Phase 1 of the WILR project includes the SW Greenhill site, which spans 57 acres in the High-Tech Employment land use type east of SW Boones Ferry Road.

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

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

Light Industrial District

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



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

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







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

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

Craft Industrial District

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



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

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







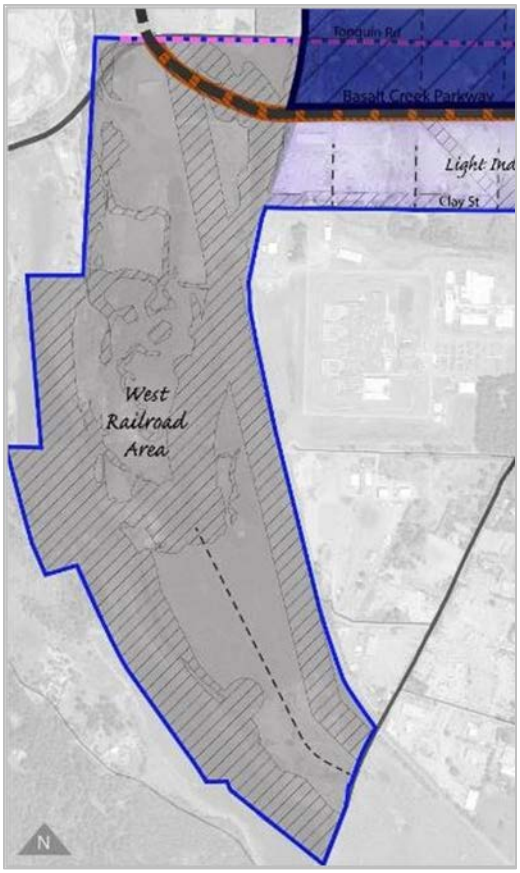
The BCCP envisioned a mix of uses in the Craft Industrial District that blend well with adjacent neighborhoods. These could include small tenant spaces for creative industries, such as incubator spaces, craft beer, wine, and food spaces, a tasting room, brewery, seamstress, photographer or photography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

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

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

West Railroad

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



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

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

ECOnorthwest

December 2024

Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Michelle Anderson.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

Purpose and Background 1
Basalt Creek Planning Area Overview..... 2
Key Components of This Study 5
Conclusion and Recommendations..... 11
Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis 17
Appendix B: Buildable Lands Inventory and Site Suitability Analysis 60
Appendix C: Redevelopment Feasibility of Contractor Establishments 102

Purpose and Background

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study is comprised of several interconnected tasks:

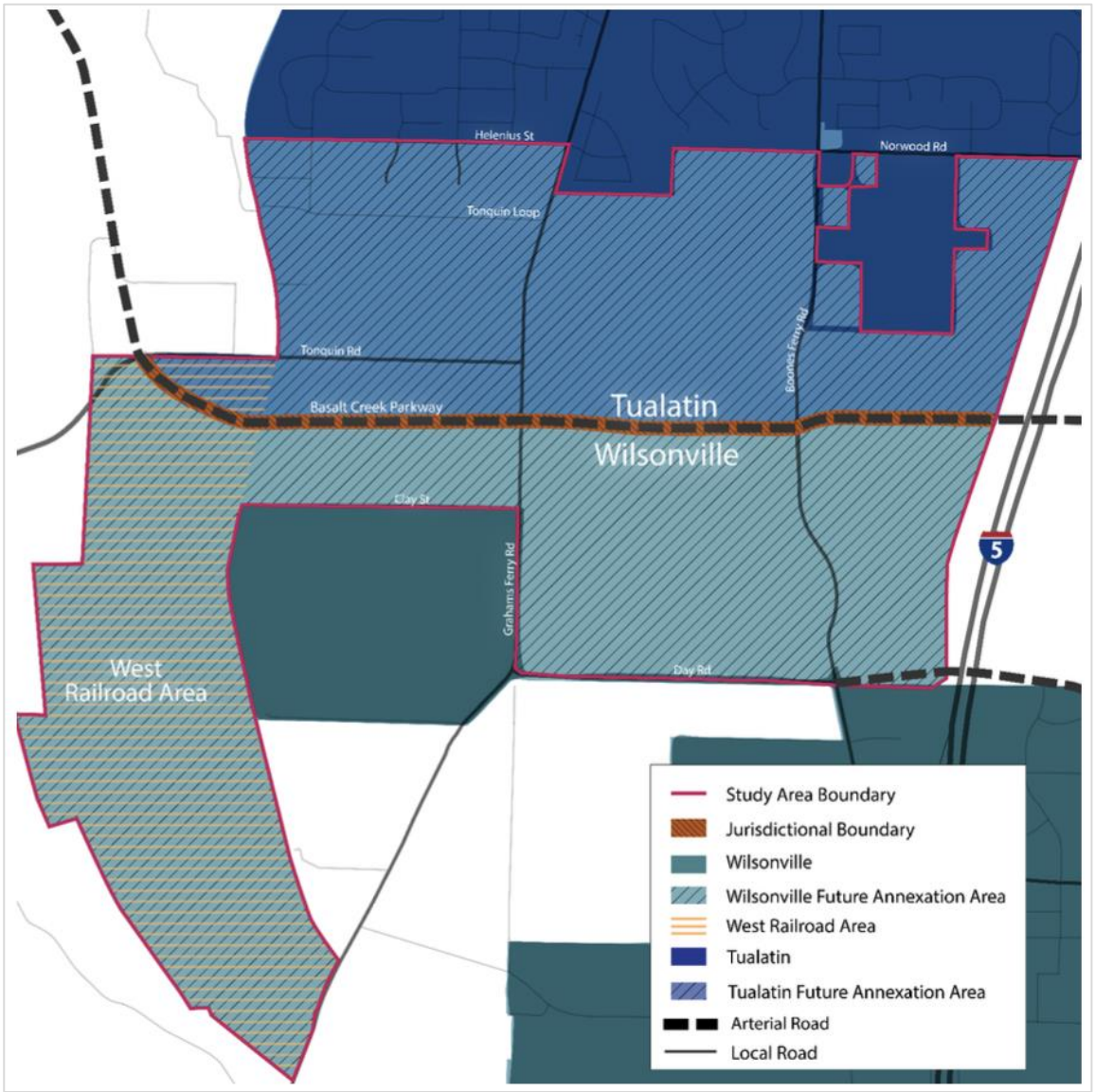
- An **Economic Inventory** that evaluates current market trends and identifies industries suitable for the area (Appendix A).
- A **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (Appendix B).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints (Appendix B).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (Appendix C).

This report summarizes the key findings from each task and outlines recommended policy interventions and strategic actions for the City. By addressing challenges and leveraging opportunities, these efforts aim to establish Basalt Creek as a vital hub for regional job growth and long-term economic vitality.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located between southern Tualatin and northern Wilsonville. This report focuses on the Wilsonville section, which includes 453 acres in the main portion of the BCPA south of the Basalt Creek Parkway and land west of the railroad known as West Railroad (as depicted in Figure 1*). For the remainder of this report, references to the BCPA specifically refer to the Wilsonville portion.* The BCPA is centrally located in the southern portion of the Portland Metro, adjacent to Interstate-5, and easily accessible and connected to other growing industrial areas (including Sherwood and Tualatin). It has access to the Portland Metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

What is Wilsonville's portion of Basalt Creek Like today?

The Wilsonville portion of the BCPA is currently zoned under Washington County's FD-20 designation (Future Development, 20-acre minimum lot size), which permits low-intensity uses. Since the adoption of the BCCP, Washington County has continued to approve developments consistent with its zoning, resulting in much of the land now being used for contractor establishments. These establishments—used for storing tools, equipment, and vehicles—provide jobs and economic activity. But they fall short of the employment densities and development envisioned in the Concept Plan, and which are typical of land within the Metro urban growth boundary (UGB) and incorporated City limits.





Contractor establishment (above) and railroad crossing near West Railroad.

KEY STATISTICS

The Wilsonville portion of the BCPA spans 453 acres and includes 85 tax lots, with only 10 tax lots hosting covered employment. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership.

From 2012 to 2022, covered employment grew from 194 to 275 employees in the BCPA, with an average wage of $85,863—higher than the tri-county average ($73,995) and City average ($74,252)—indicating well-paying jobs. However, employment density remains low at 4.4 employees per acre (on parcels with covered employment), far below the BCCP vision of 18.5 employees per acre. It is important to note that these figures only account for covered employees.[1]

Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors.

[1] Covered employment refers to employees covered by unemployment insurance. It *excludes* sole proprietors, certain contractors ("1099 employees"), and some railroad workers.

Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

- 453 acres
- 85 tax lots
- 275 covered employees
- $86,000 average wage
- 4.4 employees per acre in areas with employment
- Little change in improvement-to-land value since 2012
- Areas of high and low parcelization

Key Components of This Study

Economic Inventory: Basalt Creek's Market Context

The Economic Inventory provides a detailed analysis of market trends and industry opportunities for the BCPA, emphasizing its potential as a regional hub for industrial development (see Appendix A for the full inventory). Since adoption of the BCCP in 2018, economic conditions have been shifting considerably. Nationally, the industrial sector continues to experience robust demand fueled by e-commerce growth, reshoring efforts, and federal investments like the CHIPS Act, which supports semiconductor manufacturing. In the Portland Metro area, industrial trends mirror national patterns, with low vacancy rates and rising rents. While demand for industrial space has slowed from the highs of 2021–2023, it is expected to remain strong in the near term.

Locally, Wilsonville's industrial sector plays a crucial role in the City's economy, with manufacturing, wholesale trade, and construction accounting for 43 percent of employment compared to 22 percent regionally. Despite this strength, industrial growth in neighboring Sherwood and Tualatin has outpaced Wilsonville, primarily due to their supply of large, development-ready parcels. In the Portland Metro area, industrial demand is primarily driven by businesses expanding or upgrading facilities rather than businesses locating from out of state. To remain competitive, Basalt Creek must be prepared to accommodate these businesses' evolving needs.

Originally, the BCCP envisioned a mix of industrial and office uses, with the High-Tech Employment District assuming 45 percent of development in the area would be office. However, the demand for office space has declined regionally and nationally, driven by the rise of remote and hybrid work. While office space will likely remain part of the BCPA, its footprint may be smaller than originally planned.

Wilsonville is well positioned to capture industrial growth, particularly in key sectors such as semiconductor supply chain, cleantech, advanced manufacturing, and logistics. Basalt Creek's proximity to major transportation networks, its skilled labor force, and its location near established industrial clusters enhance its attractiveness. However, several challenges must be addressed to realize this potential. Fragmented land ownership, existing contractor establishments, and rural infrastructure that does not meet urban standards remain key barriers to high-intensity industrial uses.[2] Addressing these obstacles will be vital to unlocking Basalt Creek's capacity to compete for its commensurate share of regional economic growth.

[2] The City is refining its infrastructure plans for the BCPA. While plans exist, the infrastructure has not yet been built and will require funding for improvements.

Buildable Lands Inventory: Measuring Land Capacity and Development Potential

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of Wilsonville's portion of the BCPA for employment-related growth (see Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the 453 acres in Wilsonville's portion of the BCPA:[3]

- **173 acres** are currently in active use and considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

This buildable land supply is distributed across a range of parcel sizes, from small lots under 5 acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs. The BCCP estimated employment capacity at about 2,500 jobs in Wilsonville's portion of Basalt Creek in 2018.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

CHANGES FROM THE 2014 BLI

Buildable Acres

The BCCP identified 130 buildable acres whereas the updated BLI shows 150 buildable acres. This 20-acre increase is primarily due to a revised assessment of constraints in West Railroad. The 2014 BLI classified much of West Railroad as constrained, but updated constraints data show more development capacity. However, this gain was partially offset by land now occupied by contractor establishments, which has been reclassified as developed, reducing buildable acres elsewhere.

Employment Density

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density employment growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-employment density growth scenarios. This approach provides a range of potential employment densities that more accurately reflect evolving market conditions.

[3] Note that the acres do not total to 453 due to rounding.

Site Suitability: Aligning Market Potential

The Site Suitability Analysis assesses the competitiveness of three opportunity sites (Figure 2) within the BCPA to host key industries identified in the Economic Inventory (Appendix B includes the full site suitability analysis). This high-level evaluation focused on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of development feasibility, building configurations or sizes.

Figure 2. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads, and planned urban improvements with development; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining the market competitiveness and potential development timeline for a site.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with high electricity demands, such as those requiring five megawatts or more, may necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the BCCP's vision for small scale or micro-industrial uses, such as live-work spaces or makerspaces.

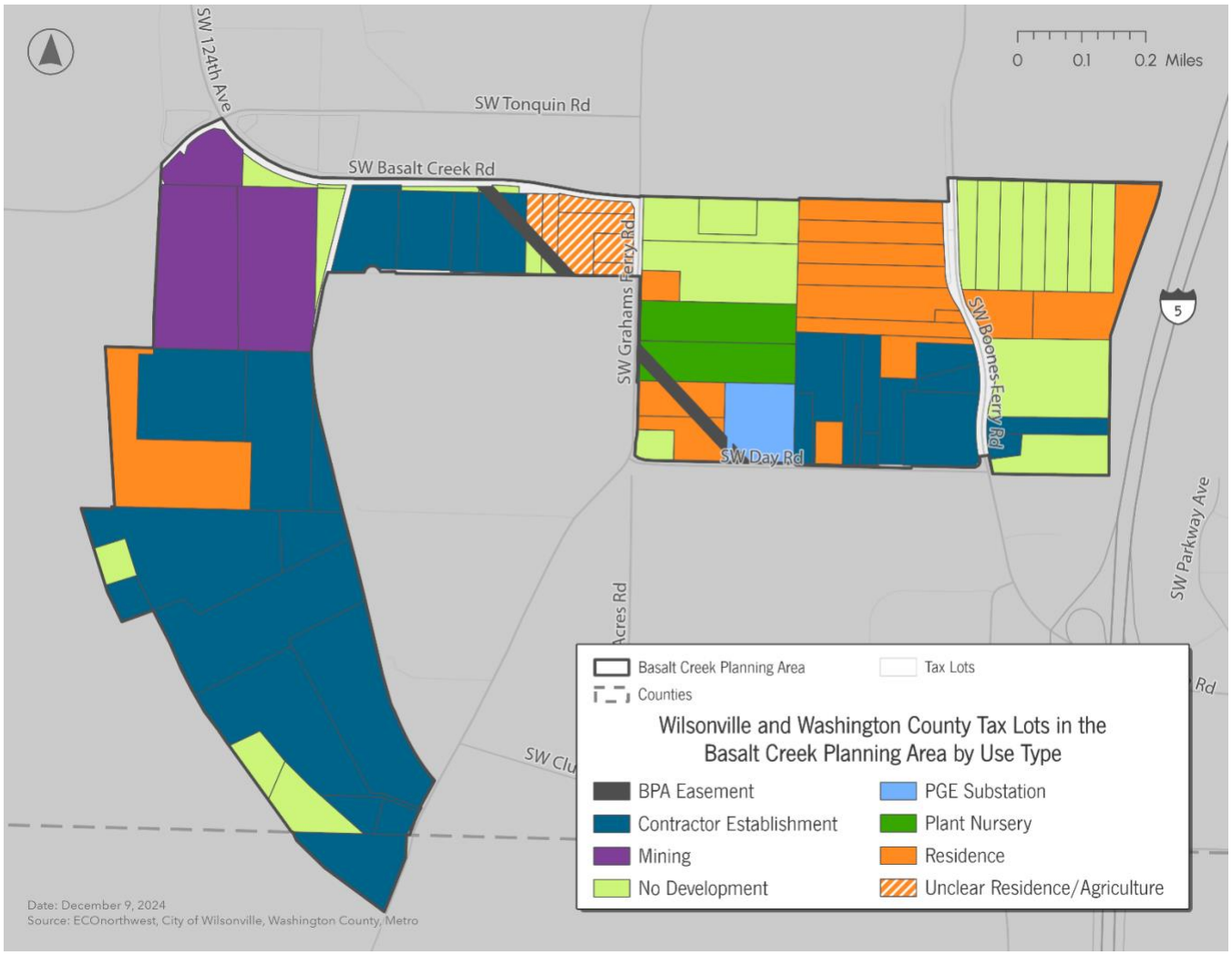
  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center in Wilsonville, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **The West Railroad** site spans 165 acres, with 55 percent (90 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by only one established point of vehicular ingress and egress, as well as the low railroad undercrossing on SW Grahams Ferry Road, which does not currently allow passage by standard-height semi-trucks. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site’s suitability for targeted industries.

Contractor Establishments: Redevelopment Opportunities and Challenges

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix C includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 3 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Key Findings

Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop. For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

Relocation options for businesses currently occupying these sites are limited, creating additional challenges. Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

Contractor establishments are unlikely to transition to higher intensity uses without City intervention. The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Conclusion and Recommendations

The BCPA offers a unique opportunity for Wilsonville to support regional economic growth and industrial development. Its strategic location near transportation networks, access to a skilled labor force, and proximity to established industrial clusters position the area as a strong candidate for attracting businesses supporting semiconductor supply chain, cleantech, advanced manufacturing, and logistics. However, realizing this potential will require addressing critical challenges and capitalizing on existing opportunities.

Fragmented land ownership and contractor establishments, which continue to be approved under Washington County's jurisdiction, remain barriers to the higher-intensity urban industrial uses envisioned in the BCCP. These establishments generate substantial revenue for property owners, reducing the incentive to sell or redevelop. For redevelopment to occur, urban industrial rents would need to rise substantially to bridge the gap between property owners' expectations and what developers are willing to pay. However, this gap is unlikely to close in the near term because as urban industrial rents rise, contractor establishment rents are also likely to increase. Additionally, relocation options for contractor establishment businesses, especially for owner-occupied properties, are limited, creating further challenges.

Rural infrastructure that does not meet urban standards also remains a key barrier to industrial development. This issue affects the feasibility of both immediate development and long-term growth, particularly in West Railroad where access is limited and the railroad undercrossing on SW Grahams Ferry Road precludes truck passage. Addressing these constraints is essential to unlocking the area's potential for higher-density employment uses.

Despite these challenges, there are clear opportunities. Development-ready sites and engaged property owners provide a strong starting point. Stakeholders have expressed a willingness to invest in infrastructure improvements if given access to large unconstrained sites, creating potential for catalytic projects that could spur additional development.

Wilsonville must balance its development goals with market realities. The Portland Metro area's industrial demand is driven by businesses expanding or upgrading facilities. Imposing restrictive requirements, such as mandating a high share of manufacturing, could deter development and drive users to more accommodating locations. Additionally, declining demand for office space nationally and regionally, driven by remote and hybrid work trends, suggests a reduced role for office uses compared to the original BCCP. While there are some exceptions to weak demand for suburban office space, our assessment is that the Portland Metro market dynamics are more consistent with national trends.

In conclusion, Basalt Creek presents a strong opportunity for Wilsonville to foster economic growth and industrial expansion. However, achieving this vision requires overcoming substantial challenges related to land use, infrastructure, and market dynamics. These findings provide the foundation for identifying actionable steps to unlock the area's full potential and align development with the City's long-term goals.

Recommendations

The recommendations for the BCPA are structured into four categories: **Further Exploration, Planning, Funding, and Investment.** These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the area's potential.



FURTHER EXPLORATION

This category focuses on gathering data, engaging stakeholders, and building a foundation of knowledge to support strategic decisions.

- **Outreach to Property Owners**: Engage with property owners to understand their development plans, challenges, and willingness to participate in redevelopment efforts. Explore opportunities for land assembly and redevelopment partnerships.
    - *Craft Industrial Opportunity:* Engage with landowners in the Craft Industrial area to explore dividing the site into east and west portions (by partitioning lots), focusing on creating developable parcels that align with the area's potential and constraints.
- **Coordinate with Portland General Electric (PGE) on Power Needs**: Collaborate with PGE to evaluate existing and future power requirements for industries such as advanced manufacturing and semiconductor supply chains, as identified in the Economic Inventory.
- **Explore Partnerships**: Identify opportunities to work with public entities (e.g., Port of Portland, Business Oregon, Greater Portland Inc.) and private partners to align resources and attract desired industries.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate or consolidate or conform with City standards. This could involve creating incentives for relocation or, if necessary, working with them to bring existing operations into compliance with City service and land use standards.

PLANNING

Strategic planning ensures the alignment of zoning, policies, and infrastructure with long-term economic goals.

- **Apply the Planned Development Industrial (PDI) Zone across Basalt Creek with Modifications.** This approach would support a wide range of industrial and office uses consistent with the BCCP and the Economic Inventory. It allows the market to determine the most appropriate locations for various business types while still prioritizing industries aligned with the City's employment and wage goals.
  - *Prohibit Low-Intensity Uses and Address Existing Contractor Establishments.* Establish zoning prohibitions or limitations on low-intensity uses, such as contractor establishments, that do not meet long-term employment density goals. For existing contractor establishments, determine the appropriate regulatory approach, such as designating them as conditional, nonconforming, or prohibited uses.
  - *Evaluate Additional Standards or Allowances for the Craft Industrial Area.* Given the site's constraints and proximity to residential development, the Craft Industrial Area has limited development potential. To maximize its utility, consider allowing additional uses—such as live-workspaces, small-scale offices, and small-scale production facilities—that may not fully align with the current PDI zone. This could involve creating a separate zoning designation or an overlay to expand the range of permitted uses within the PDI zone.
- **Update Urban Planning Area Agreement (UPAA)**: Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB).
  - *Example*: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.
- **Preliminary Urban Renewal Area (URA) Analysis**: Evaluate the feasibility of establishing a URA or expanding the Coffee Creek URA to help fund infrastructure improvements and catalyze development. NOTE: The City already has funding for this task as part of the Wilsonville Industrial Land Readiness project.
- **Consider a Development Plan for West Railroad**: Develop a plan for West Railroad that balances industrial development with community priorities. While the BCCP deemed much of the site unbuildable and omitted detailed future use recommendations, the City has continued to address the area in broader land use and infrastructure planning. Building on these efforts, the plan should involve input from landowners, potential users, and ideally a master developer to ensure alignment with stakeholder needs and market trends. Importantly, creating this plan would not preclude zoning the area to guide immediate development efforts.

FUNDING

Identifying and securing funding sources will be critical to addressing infrastructure needs and supporting redevelopment.

- **Explore and Establish Funding Mechanisms such as:**
  - Use Urban Renewal to finance infrastructure improvements and reduce barriers for developers pending the results of the URA feasibility study.
  - Explore the potential for Local Improvement Districts (LIDs) and/or public-private partnerships to share costs and responsibilities. NOTE: Cost sharing mechanisms of owners of contractor establishments may be less attractive if they do not need the infrastructure improvements or connections to continue business operations.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to:[4]
  - Statewide Transportation Improvement Program (STIP)
  - Immediate Opportunity Fund (IOF)
  - Oregon Transportation Infrastructure Bank (OTIB).
  - Safe Drinking Water Revolving Fund (SDWRLF).
  - Water Wastewater Fund (W/W).
  - Special Public Works Fund (SPWF).
  - U.S. Economic Development Association (EDA) Public Works Program

INVESTMENTS

Targeted investments will help unlock development opportunities and create momentum for future growth.

- **Develop Infrastructure**: Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development.
  - The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site. Combining this strategy with site acquisition efforts and development planning for West Railroad would further enhance its effectiveness and overall development potential.
- **Provide Development Incentives such as**:

[4] As a first step, the City should draft a list of potential projects and evaluate eligibility for funding programs; ECOnorthwest did not evaluate eligibility for these funding programs.

- Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the city's vision for BCCP and where it would not place undue burdens on funds available for capital improvements.
- Market the City's "WIN" (Wilsonville Investment Now) program in conjunction with Basalt Creek development opportunities. NOTE: This urban renewal program would no longer be available if an area-wide urban renewal area is established.
- Provide relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.

- **Site Acquisition and Aggregation**: Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. Consider using Urban Renewal funds and public partner contributions to facilitate these efforts.
  - The City could explore securing **purchase options** on key parcels to facilitate land assembly. A purchase option allows the City the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing

The implementation of the BCPA recommendations is structured into three phases: Immediate (0–3 years), Midterm (3–7 years), and Long-Term (7–15 years). Each phase focuses on actionable steps to address development challenges, align infrastructure, and catalyze economic growth while adapting to market trends.

IMMEDIATE ACTIONS (0–3 YEARS)

The initial phase establishes the foundational elements for Basalt Creek's development by addressing zoning, engaging stakeholders, and identifying funding strategies. Key priorities include:

- Establish zoning
- Amend UPAA with Washington County
- Engage property owners to discuss future plans, development potential, and incentives
- Explore ways to support contractor establishment relocation and/or accommodate and bring them to City standards (urban industrial development)

- Analyze funding needs and sources and develop funding strategy to support infrastructure investments and other priorities such as land acquisition and developer incentives
- Explore partnerships
- Coordinate with PGE on anticipated power needs
- Prioritize infrastructure to properties that are both high opportunity and "low-cost-to-serve," to showcase early wins

MIDTERM ACTIONS (3–7 YEARS)

This phase builds on early successes by advancing funding mechanisms, solidifying plans for key areas, and fostering development agreements. Major actions include:

- Adopt funding mechanisms to support infrastructure investments and other priorities (this is a likely prerequisite to land acquisition)
- Acquire key parcels (or purchase options) as opportunity and funding allows
- Develop West Railroad's development plan with input from landowners, potential users, and preferably a master developer
- Secure initial development agreements and fund major infrastructure upgrades through URA or other funding mechanism
- Continue to coordinate with PGE

LONG-TERM ACTIONS (7–15 YEARS)

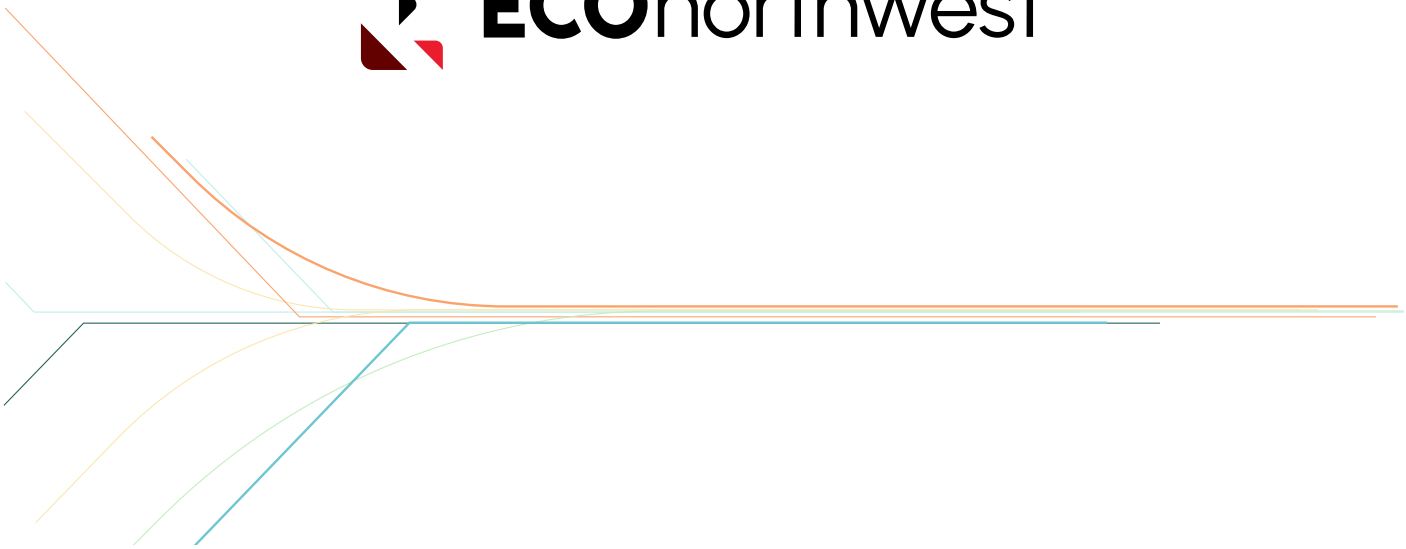
The final phase focuses on sustaining Basalt Creek's momentum by adapting to market trends and completing infrastructure build-out to support full site utilization. Long-term priorities include:

- Monitor market trends and adjust zoning or policies to accommodate emerging industries
- Complete phased infrastructure build-out to support full site utilization

This phased approach ensures that Basalt Creek's development progresses systematically, balancing immediate actions with long-term investments to achieve the City's vision for economic growth and industrial expansion.

Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis

ECOnorthwest



September 2024

Industrial Land Readiness:

Economic Inventory and Basalt Creek Concept Plan Land Use Analysis -

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably, we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of recreation, amenities, and regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Mackenzie Visser.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report, please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

1. Introduction 21
Purpose and Background 21
Basalt Creek Planning Area Overview 22
2. Changes in Market Conditions 32
National and State Employment Trends 32
National Office Trends 34
National Industrial Trends 36
3. Wilsonville Basalt Creek Updated Market Assessment 38
Employment Trends and Forecast 38
Real Estate Market Trends 43
Target Industry Assessment 54
4. Conclusion 58

1. Introduction

Purpose and Background

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next twenty years. Wilsonville is planning for the development of its portion of the Basalt Creek Planning Area (BCPA), located in unincorporated Washington County.

The City adopted the BCCP in anticipation of future industrial development. However, at the time of adoption, a number of implementation steps remained. In the years following the adoption of the BCCP, Washington County has approved development consistent with County zoning. The BCPA now hosts several contractor establishments that, while providing jobs and economic activity, are not the type of development or commerce envisioned in the Concept Plan.

The City is currently working on the final implementation steps to make the BCPA development ready. These steps include designating the zoning to be used in the area as well as refining infrastructure funding plans. Since adoption of the BCCP in 2018, significant economic shifts have occurred at national, state, regional, and local levels to be considered during the current implementation steps. Given these economic shifts, reassessing Basalt Creek's market conditions is crucial for Wilsonville's implementation process. This reassessment will help ensure that development plans align with current economic realities and future projections.

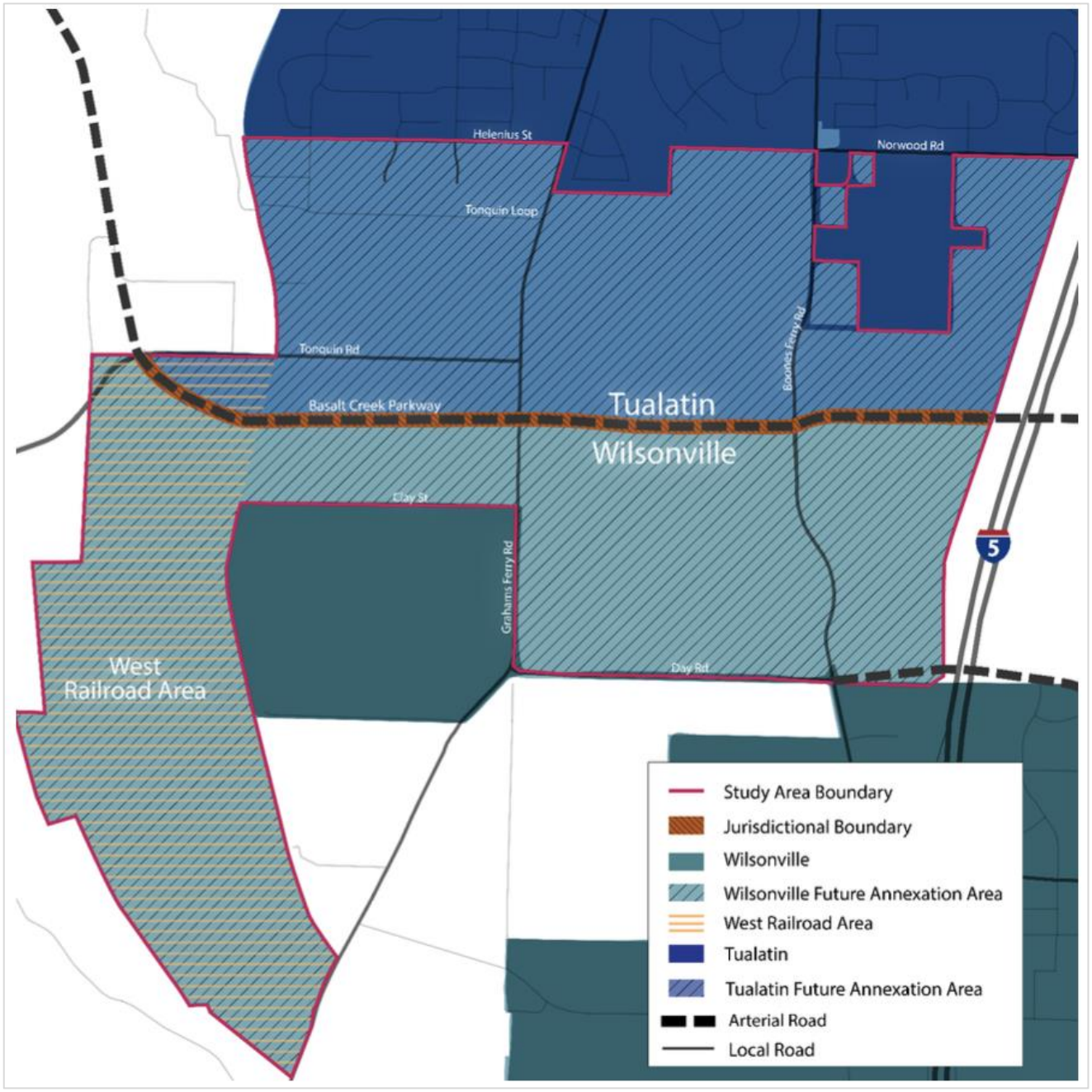
To understand the changing market conditions, Wilsonville engaged ECOnorthwest to conduct an updated market assessment and industrial lands study for Wilsonville’s portion of Basalt Creek. This Economic Inventory report is a key component of that study, providing an overview of the current economic conditions and trends affecting the BCPA. The findings from this analysis will inform recommendations on how to translate the BCCP’s land use concepts into zoning designations and inform infrastructure planning to support economic development opportunities in the area.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located in unincorporated Washington County between the southern border of incorporated Tualatin and the northern border of incorporated Wilsonville. This report focuses on the Wilsonville section, which includes 480 acres within the designated Wilsonville Future Annexation Area and West Railroad Area (as depicted in Figure 1). The BCPA is centrally located in the southern portion of the Portland metro, easily accessible and connected to other growing industrial areas, including Sherwood and Tualatin. It has access to the Portland metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, including storage of equipment and vehicles. A contractor establishment is a facility where contractors and/or subcontractors store and organize their tools, equipment, supplies, and materials. These facilities can include buildings, grounds, or structures, and often have outdoor storage and assembly areas. While important uses, these lands host limited employment and assessed property value, much less than the employment densities and development typologies envisioned in the BCCP and typical of land within the metro urban growth boundary (UGB) and incorporated City limits.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

How does the Basalt Creek Concept Plan guide development?

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next 20 years. The BCCP identifies preferred land uses across the area and strives to coordinate future land use, transportation, and infrastructure investments between Tualatin, Wilsonville, and Washington County. In particular, the BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area
- Established a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the Planning Area may be annexed into and served by each City)
- Identified conceptual land uses across the area
- Recommended high-level designs for transportation and infrastructure systems to support future development
- Set specific action items and implementation measures

GUIDING PRINCIPLES

Guiding Principles represent the collective interests and goals for the Basalt Creek Planning Area, as agreed to and established by the Joint Councils of Tualatin and Wilsonville.

- **Maintain and complement the Cities' unique identities.**
- **Capitalize on the area's unique assets and natural location.**
- **Explore creative approaches to integrate jobs and housing.**
- **Create a uniquely attractive business community unmatched in the metropolitan region.**
- **Ensure appropriate transitions between land uses.**
- **Meet region responsibility for jobs and housing.**
- **Design cohesive and efficient transportation and utility systems.**
- **Maximize assessed property value.**
- **Incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.**

Land Use Designations

The BCCP identified a mix of land use designations for the area based on its land suitability analysis and adjacent land uses. For Wilsonville, the BCCP proposed four main land use designations. However, West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration. These designations, as defined in the BCCP, are:

HIGH-TECH EMPLOYMENT DISTRICT

Most of the buildable acres in the Planning Area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High-Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing, and office buildings. This land use is in the southern and eastern sections of the Planning Area, covering all Wilsonville land east of SW Boones Ferry Road and most of the land south of SW Clay Street, which extends to SW Day Road and is bordered to the west by Coffee Creek Correctional Facility.

The BCCP assumed the following breakdown of uses for the High-Tech Employment District, which helped estimate the amount of traffic the development would generate.

Table 1. BCCP Assumed Breakdown of Uses for the High-Tech Employment District

USE	SHARE
Retail	1%
Office	45%
Industrial	38%
Warehousing	15%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

CRAFT INDUSTRIAL

The southwest corner of the intersection of SW Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses and may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher-intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

The BCCP assumed the following breakdown of uses for the Craft Industrial District, which helped estimate the amount of traffic the development would generate.

Table 2. BCCP Assumed Breakdown of Uses for the Craft Industrial District

USE	SHARE
Retail	24%
Office	31%
Industrial	44%
Warehousing	1%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

LIGHT INDUSTRIAL DISTRICT

This land is located across the southern edge of Basalt Creek Parkway and its future extension just north of Coffee Creek Correctional Facility, and it will be able to accommodate 581 new jobs, primarily in warehousing and light manufacturing.

The BCCP assumed the following breakdown of uses for the Light Industrial District, which helped estimate the amount of traffic the development would generate.

Table 3. BCCP Assumed Breakdown of Uses for the Light Industrial District

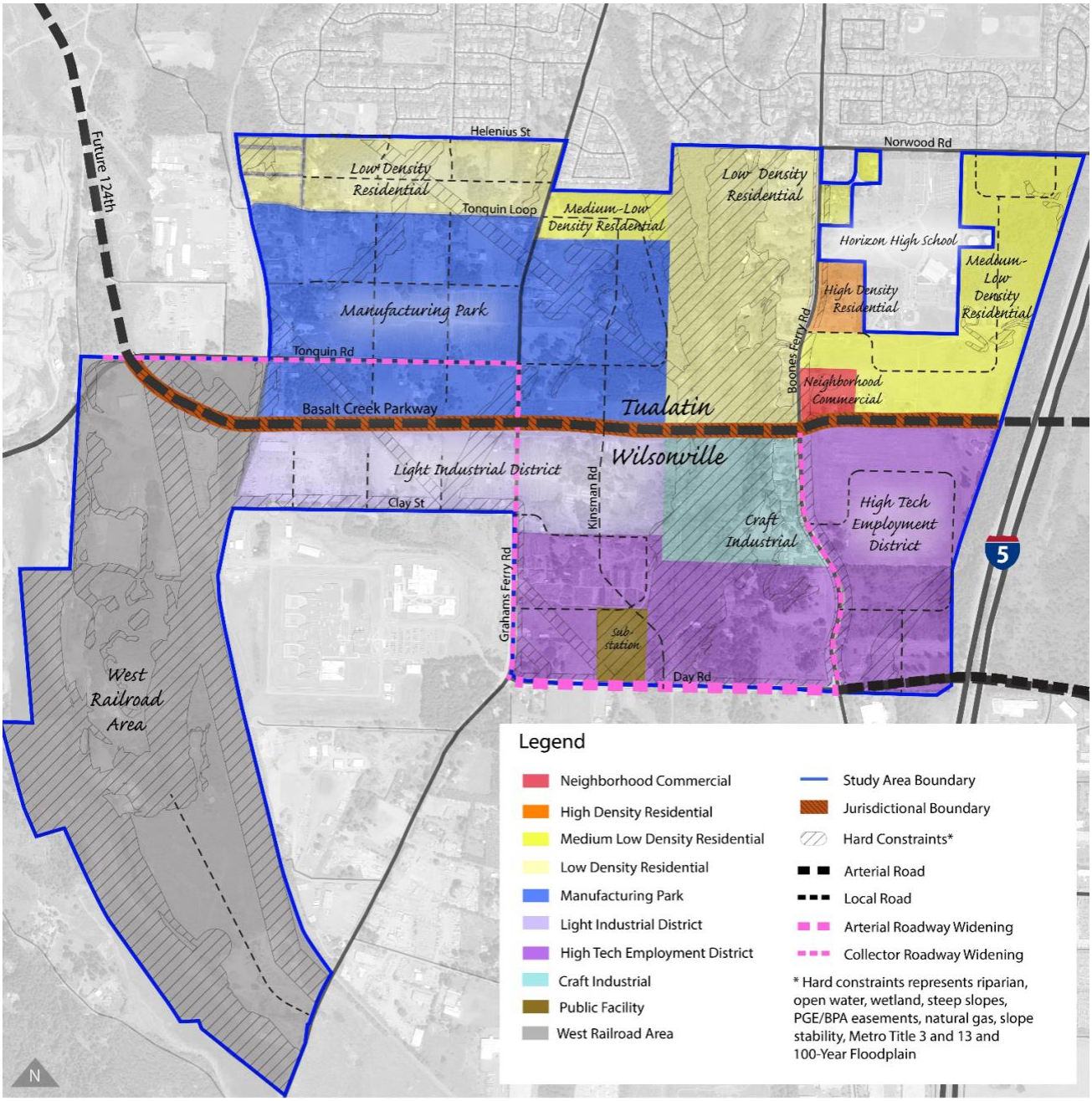
USE	SHARE
Retail	1%
Office	19%
Industrial	69%
Warehousing	11%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

WEST RAILROAD AREA

The West Railroad Area is divided from the rest of the Planning Area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, the area was heavily constrained by wetlands habitat, steep slopes, and fragmented property ownership. Initial estimates indicated that it would be costly to serve this area with adequate infrastructure due to its location. However, it was identified as having potential for resource conservation, future public access to nature, and possibly additional land uses. Because it was considered to have much lower development potential than the rest of the Planning Area, a future land use scenario was not created. Additional analysis on infrastructure funding and appropriate land uses was recommended once development and extension of infrastructure occurred in the rest of Basalt Creek.

Figure 2. Basalt Creek Land Use Concept Map



Source: Basalt Creek Concept Plan, 2018.
Note: West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration.

Implementation Measures

The BCCP also outlined the following implementation measures for the Cities:

1. **Update Urban Planning Area Agreements (UPAAs)** to acknowledge the future jurisdictional boundary and outline what areas may be annexed by each City, as well as transfer planning authority to the Cities.
2. **Amend Comprehensive Plans** to include the adoption of the Concept Plan.
3. **Assess zoning** and make sure it is compatible with anticipated land uses in the area and special design elements in the Concept Plan. The Concept Plan suggested Wilsonville consider applying the Coffee Creek Industrial Design Overlay District (form-based code) in the area.
4. **Annex as demand occurs** based on the pace of development and begin to make utility improvements adjacent to existing City services.
5. **Consider capital improvements** to spur development via financing the infrastructure themselves for reimbursement, creating a cooperative financing district, or developing the infrastructure to induce desired development.
6. **Consider master planning** in the area.

Wilsonville updated its UPAA in 2019 and amended its Comprehensive Plan after the Concept Plan was adopted. The City is now working on developing zoning and evaluating infrastructure needs as a part of this project.

Basalt Creek Concept Plan Proposed Employment Densities

The BCCP assigned employment densities to each land use designation to align with the regional employment capacity and traffic counts. According to the Concept Plan, the Wilsonville portion of the BCPA could support 2,524 jobs across 136.6 buildable acres, for an average employment density of 18.5 employees per gross buildable acre. The specific land use designations and respective employment densities are shown below. Note: West Railroad did not include a specific concept because it was viewed as having lower development potential in the near term and was slated for future study and consideration.

Table 4: Basalt Creek Concept Plan Land Use Designations

LAND USE DESIGNATION	BUILDABLE ACRES	TOTAL JOBS	JOBS PER GROSS BUILDABLE ACRE
Craft Industrial	1.3	27	21.7
Light Industrial District	35.3	581	16.5
High Tech Employment District	94.5	1,916	20.3
Functionally Unbuildable	5.6	0	0
TOTAL	**136.6**	**2,524**	**18.5**

Source: Basalt Creek Concept Plan.

Other Guiding Plans and Documents

WILSONVILLE COMPREHENSIVE PLAN

Wilsonville's Comprehensive Plan, updated in 2024, designates Basalt Creek and West Railroad as areas of special concern (M and N), and it describes special considerations that must be addressed in development of these areas. Design objectives established for Area of Special Concern M, Basalt Creek, include:

- Consider adopting a form-based code similar to that adopted in the Coffee Creek Industrial Area for new industrial development in Basalt Creek.
- Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas, and trails in Basalt Creek into existing regional networks. Development should protect, enhance, and provide access to these natural resources.
- Locate north-to-south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
- Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along SW Grahams Ferry Road, SW Boones Ferry Road, SW Day Road, SMART Central, and the Coffee Creek Correctional Facility.

No design objectives were included for Area of Special Concern N, West Railroad; however, it is noted that the area will require additional planning before any development occurs.

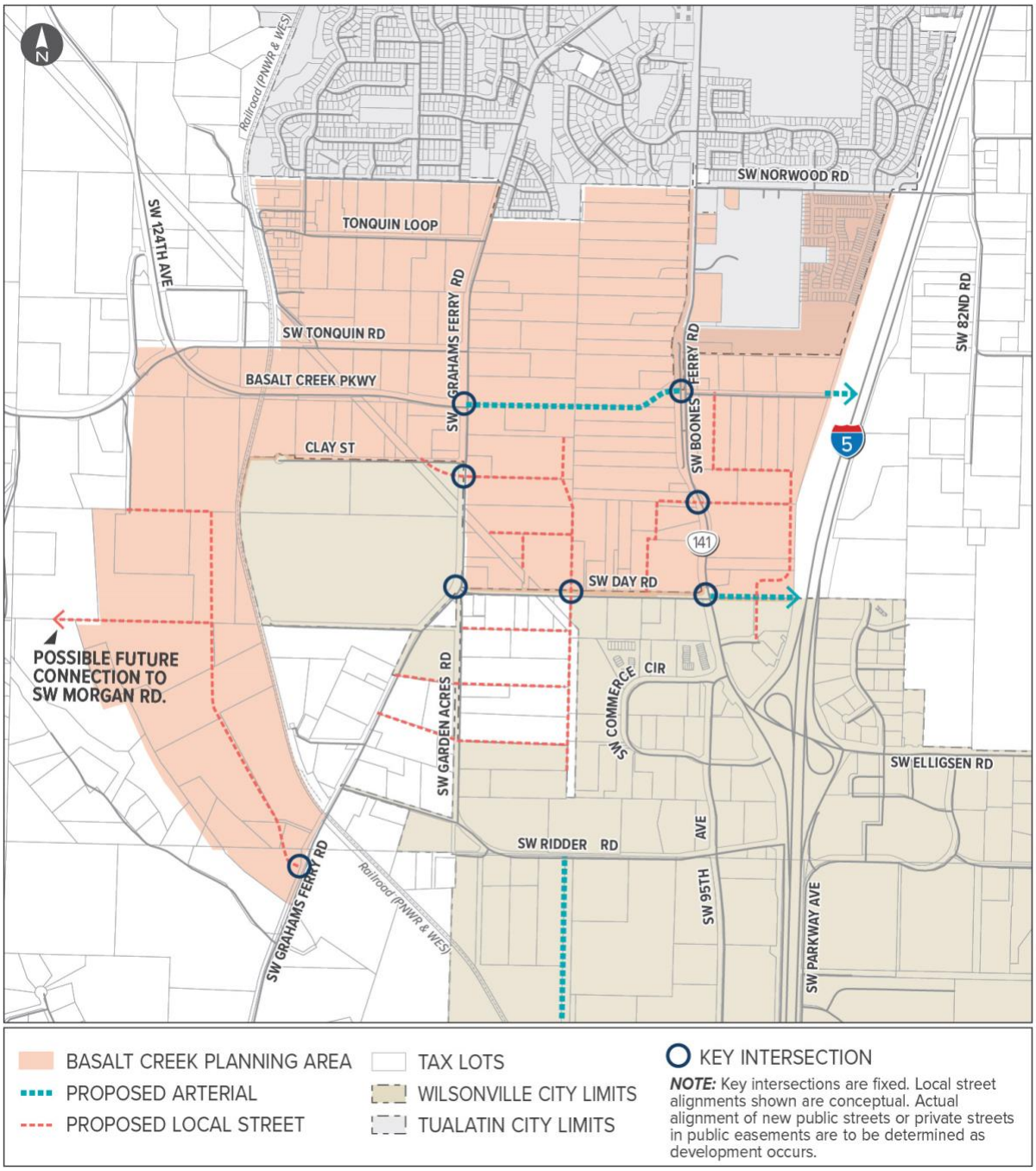
BASALT CREEK TRANSPORTATION REFINEMENT PLAN

The 2013 Basalt Creek Transportation Refinement Plan (TRP) set the layout of major new roads and improvements for the area, including enhanced bike and pedestrian facilities and connections to the future SMART transit system. The TRP included an Action Plan that consisted of 18 transportation investments, which were prioritized according to short-term, medium-term, and long-term projects.

ONGOING INFRASTRUCTURE AND NATURAL RESOURCE PLANNING

The City is currently collaborating with several consultants to update its understanding of infrastructure needs, natural resources, and hazards in the BCPA. The City is working with DKS Associates to refine the street alignment in the BCPA. A preliminary street alignment, provided below, may undergo further changes in future iterations.

Figure 3. Proposed BCPA Street Plan



Source: DKS Associates

Simultaneously, Pacific Habitat Services is assisting the City in updating and refining natural hazard and resource maps of the area. For utility infrastructure, the City has engaged Consor to help with assessing water, wastewater, and stormwater needs, as well as with determining the costs of necessary upgrades. These collaborative efforts aim to provide a comprehensive and up-to-date overview of the area's development requirements and environmental considerations. These simultaneous projects will be incorporated and inform this planning process as information becomes available.

What has happened since the Basalt Creek Concept Plan was adopted?

Since adoption of the BCCP, significant shifts have occurred in the office and industrial real estate markets. The pandemic accelerated the trend toward remote work, leading to higher office vacancy rates and a redefinition of office space needs. Conversely, the industrial sector experienced strong growth characterized by high demand, rising rents, and robust development, which was driven in part by the federal Creating Helpful Incentives to Produce Semiconductors (CHIPS) and Science Act. National trends in these industries are detailed in Section 2, while regional and Wilsonville-specific trends are covered in Section 3.

The City of Wilsonville has not annexed any of Basalt Creek since the BCCP was adopted in 2018. As a result, the BCPA has remained under Washington County's jurisdiction and zoning. Some development has occurred at much lower densities than envisioned in the BCCP, which is allowed under the more permissive County zoning code. Many existing businesses, including contractor establishments, have few employees and are using large areas of land for equipment storage, which conflicts with the City's vision for higher employment density. These uses are permitted under Washington County zoning but do not align with Wilsonville's goals for the area, or with the goals, priorities, and industrial land needs within the greater Portland metro area. Wilsonville's portion of the BCPA consisted of 90 tax lots in 2022. Some areas have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. While there has been growth in contractor establishments, many of them existed before the BCCP was in place. These trends are discussed in more detail in Section 3.

The City is interested in future development in Basalt Creek that better aligns with its vision for higher industrial employment density. To make meaningful progress, the City must first establish appropriate zoning designations and plan for necessary infrastructure—key objectives of this project.

2. Changes in Market Conditions

Following the COVID-19 pandemic, office and industrial real estate markets faced challenging development conditions, particularly due to high interest rates, significantly slowing commercial real estate development activity. The increased cost of capital has made many projects economically unfeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[1] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[2] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.

This section examines national trends that have shaped office and industrial real estate markets in recent years. It compares these trends to projections from the 2014 Market Analysis by Leland Consulting Group, which informed the BCCP. Understanding the broader national context is crucial for several reasons: It provides a benchmark for comparing local performance. National trends often influence regional and local markets, albeit sometimes with a delay. This understanding helps identify potential opportunities or challenges that may affect Wilsonville and Basalt Creek in the future. It also allows for more informed decision-making and strategic planning at the local level.

Regional and Wilsonville-specific trends are addressed separately in Section 3, building upon this national overview.

National and State Employment Trends

National Employment

The United States has seen robust employment growth since the COVID-19 pandemic. National employment increased by 21 percent between April 2020 and April 2024, surpassing prepandemic levels. The most recent year (April 2023 to April 2024) saw total nonfarm employment grow by 1.8 percent.[3]

Oregon Employment

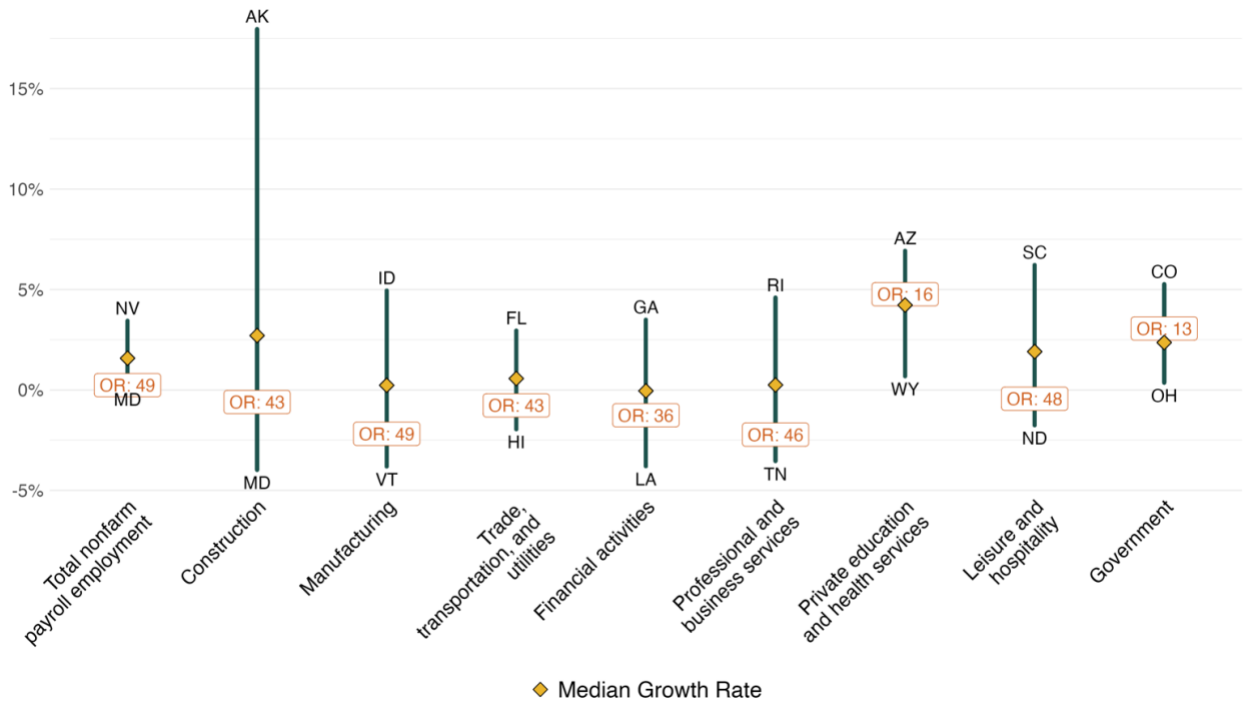
Oregon's employment recovery, while positive overall since 2020, has fallen behind the national trend. From April 2020 to April 2024, the state's employment grew by 17 percent.

[1] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[2] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[3] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024.

However, in contrast to national growth, Oregon experienced a slight decline of 0.1 percent in employment between April 2023 and April 2024.[4]

The state's recent economic performance is concerning across multiple sectors. Oregon ranked 49th out of all states in nonfarm employment growth rate between April 2023 and April 2024. During this period, the state was among the bottom ten for employment growth (losing jobs while other states saw gains) in manufacturing, construction, trade, transportation and utilities, professional and business services, and leisure and hospitality.

Figure 4. Employment Growth Rates for All States by Sector (April 2023 to April 2024)



Source: U.S. Bureau of Labor Statistics Current Employment Survey, April 2024. Note: This figure compares Oregon's employment growth rate to all other states. For example, "OR: 49" for total nonfarm payroll employment means Oregon ranked 49th out of all states in employment growth rate between April 2023 and April 2024.

[4] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

National Office Trends

This section describes national trends for office space excluding industrial, manufacturing, or flex space, which is discussed in the following subsection. The 2014 Market Analysis, which informed the Basalt Creek concept planning process, highlighted a reduced demand for office space and a less robust market, predicting a slower pace for office development. This outlook was based on the fact that regional employment levels in Portland had only recently returned to their prerecession levels of 2008.

These trends have been further exacerbated by the COVID-19 pandemic and resulting market shifts toward remote work. According to the Bureau of Labor Statistics' American Time Use Survey, the share of employees working from home rose from 24 percent in 2019 to 34 percent in 2022.[5] Nationally, the office market as a whole is declining, although high-quality office space remains in relatively strong demand. Key findings include:

- **Negative net absorption:** National net absorption for office space came in negative (at negative 18.2 million square feet) for the tenth quarter in a row.[6] However, this trend is not uniform across U.S. markets, with a third of U.S. office markets having positive net absorption. JLL, a global commercial real estate and investment management company that tracks and reports on commercial real estate dynamics, noted that many properties and markets with high negative net absorption are earmarked for conversion to other uses.[7]
- **Shrinking inventory:** The construction pipeline has decreased by 67 percent since early 2020. As of Q2, 2024 office deliveries (referring to new construction added to the market) were 27 percent below the average since 2020, and the current pipeline is at its lowest point in a decade.[8] As office inventory removals outpace market deliveries, overall office market inventory has declined.[9]
- **Favored product types:** Certain types of office space are outperforming others, with tenants favoring high-quality buildings, such as those in attractive locations or featuring additional amenities. With new construction slowing down, existing high-quality assets will likely continue to see demand as competition decreases. In contrast, older and obsolete spaces may require investment or conversion, and the performance of middle-market spaces will vary depending on factors like location, space type, and submarket.[10]

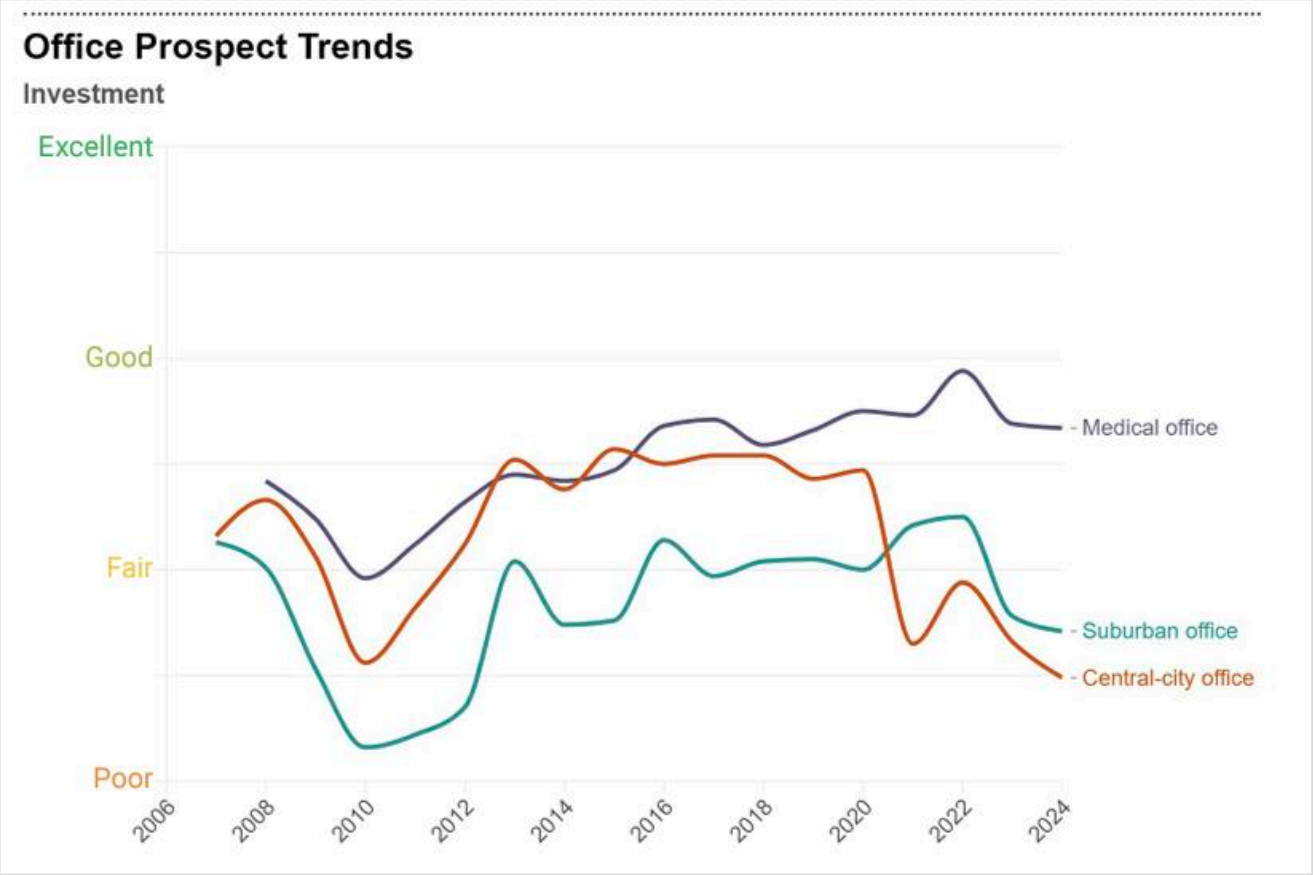
Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60 to 70 percent. This shift will set a new baseline for office space requirements. Cushman & Wakefield predicts that office occupancy will start to stabilize in the latter half of 2025 as the pace of adjustments to hybrid spaces

[5] BLS, American Time Use Survey, 2023; does not differentiate between part- and full-time workers
[6] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[7] JLL, JLL U.S. Office Outlook Q1 2024
[8] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[9] JLL, JLL U.S. Office Outlook Q1 2024
[10] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

slows down and growth in both employees and new businesses generate demand for office space.[11]

Figure 5 shows the Urban Land Institute's national office market investment prospect trends by secondary market type. While the investment prospect for suburban and central city office space has fallen between "poor" and "fair" in recent years, the investment prospect for medical office space has risen relatively steadily and is rated just below "good."

Figure 5: Urban Land Institute National Office Investment Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

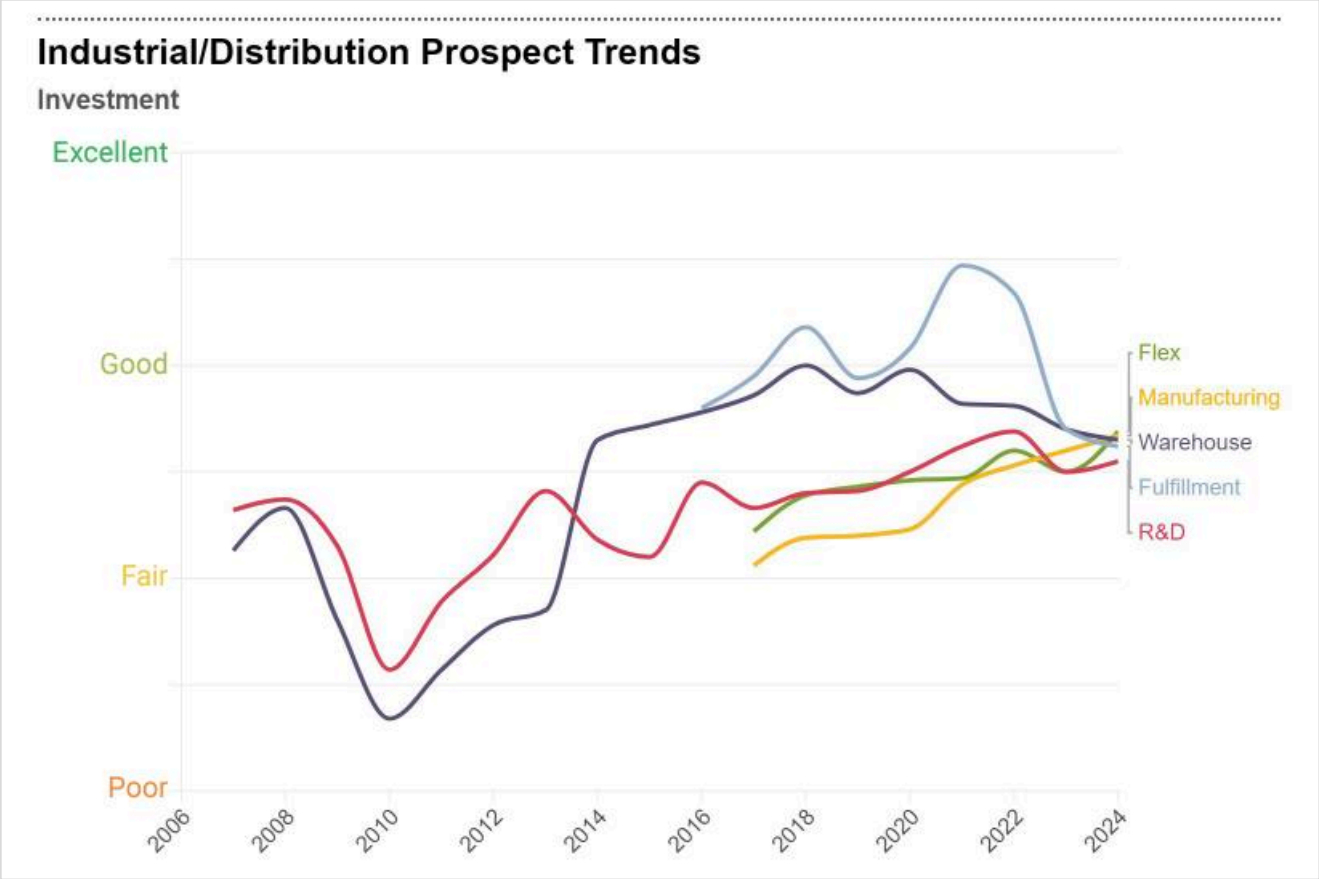
[11] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

National Industrial Trends

The 2014 Market Analysis, which informed the Basalt Creek concept planning process, reported that industrial space demand was likely to surge as the economy continued to recover from the 2008 recession, citing significant industrial space in the Portland region's development pipeline. It also highlighted that the I-5 South submarket would see some of the greatest demand, predicting that industrial development would continue to outpace office development—an accurate forecast.

The 2014 Market Analysis also correctly predicted stronger markets for research and development, advanced manufacturing, general manufacturing, and warehousing space. Figure 6 shows the Urban Land Institute's trends in investment prospects for industrial and distribution space nationally, showing increased development prospects for these space types from 2014 to around 2021. Historically, fulfillment and warehouse space were rated as better investment prospects than research and development, manufacturing, and flex space. However, in recent years the investment prospects for the various secondary market types have coalesced toward a similar prospect rating, just below "good."

Figure 6: Urban Land Institute National Industrial and Distribution Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

In recent years, the industrial real estate market has shown strong performance, particularly in 2022 and 2023, though growth has started to slow in 2024. Despite this slowdown, the national industrial market remains relatively robust overall. Key trends include:[12]

- **Stabilizing vacancy rates:** Since mid-2022, vacancy rates have been rising, but the pace of increase has slowed. As of Q2 2024, the national vacancy rate stands at 6.1 precent and is expected to continue increasing. However, it remains below the 10-year prepandemic average (2010-2019) of 7 percent.
- **Positive net absorption:** Industrial market demand remains strong, with positive net absorption and rising rents. However, the rate of change has slowed compared to previous years. For instance, rents rose by 3.7 percent year over year since 2023 Q2, marking the slowest growth rate since 2020.
- **Slowing construction:** One reason for rising vacancy rates is the influx of new supply, with over 1.2 billion square feet delivered nationally in 2022 and 2023. However, the construction of new industrial projects has slowed significantly, decreasing by 46 percent from Q2 2023, reaching its lowest point in four years.

Nationally, the market is expected to stabilize over the next year as the shrinking construction pipeline and positive net absorption limit the available supply of industrial space. However, Cushman & Wakefield report that "the tailwinds of e-commerce growth, onshoring and nearshoring, and a resilient consumer all set the stage for fundamentals to trend positively going forward, albeit at a pace below 2021 and 2022 highs."[13,14] Key forecasted trends include:

- **Decreasing vacancy rates:** While vacancy rates are expected to continue to rise until early 2025, they are expected to peak at around 6.7 percent and then begin to decrease in the second half of 2025. In conjunction with this trend, annual net absorption is expected to increase through 2025.[15]
- **Increasing rents:** Although the rate of rent increase is expected to slow, asking rents for industrial space are anticipated to continue growing through 2025.[16]
- **Manufacturing growth:** According to JLL, the sustained growth in manufacturing due to reshoring trends (returning production to the United States) will likely continue to drive industrial demand nationally. Supply chains will seek strategically located facilities that can accommodate localized manufacturing, efficient distribution, and resilient inventory management systems.[17]

---

[12] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[13] Onshoring and nearshoring refers to the trend of businesses sourcing production within the United States as opposed to outside the United States.
[14] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[15] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[16] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[17] JLL, Q1 2024 Industrial Outlook

3. Wilsonville Basalt Creek Updated Market Assessment

The Basalt Creek Concept Plan (BCCP) was based on a market assessment conducted in 2014. In the decade since, significant changes have occurred in employment patterns and market conditions. This section provides an updated analysis of regional and Wilsonville-specific employment trends, current forecasts, and present market dynamics, building on the national overview in Section 2.

This updated information establishes a new baseline for understanding Basalt Creek's current market context. Additionally, this section evaluates Basalt Creek's competitive strengths and weaknesses and identifies industries most likely to establish a presence in the area.

Employment Trends and Forecast

In 2022, Wilsonville's employment landscape was characterized by a strong concentration in industrial sectors, with manufacturing, wholesale trade, and construction making up 43 percent of the City's total employment—a much higher share compared to the broader tri-county region. This focus on industrial jobs sets Wilsonville apart, highlighting its distinct role in the regional economy.

Employment Trends

In 2022, Wilsonville had 21,383 covered employees, representing 2.2 percent of the region's covered employment.[18] The City's top three sectors are manufacturing (17.8 percent, 3,796 jobs), wholesale trade (14.4 percent, 3,083 jobs), and construction (10.5 percent, 2,248 jobs). These three industries combined represent 43 percent of Wilsonville's total employment, nearly double the 22 percent share these sectors hold in the broader tri-county region (Clackamas, Multnomah, and Washington Counties).

This concentration in industrial jobs sets Wilsonville apart from the surrounding area. While Wilsonville's top sectors are manufacturing, wholesale trade, and construction, the tri-county region's largest employers are in health care and social assistance, government, and manufacturing.

Table 5: Industry Distribution, Wilsonville and Tri-County Region, 2022

SECTOR	WILSONVILLE		TRI-COUNTY	
	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT
Agriculture, Forestry, Fishing and Hunting	41	0.2%	9,532	1.0%
Utilities, Mining, Quarrying, Oil and Gas Extraction	101	0.5%	2,552	0.3%
Construction	2,248	10.5%	58,672	6.1%
Manufacturing	3,796	17.8%	102,378	10.6%
Wholesale Trade	3,083	14.4%	46,341	4.8%
Retail Trade	2,078	9.7%	90,895	9.4%
Transportation and Warehousing	748	3.5%	43,835	4.5%
Information	121	0.6%	21,957	2.3%
Finance and Insurance	231	1.1%	31,171	3.2%
Real Estate and Rental and Leasing	219	1.0%	16,947	1.8%
Professional, Scientific, and Technical Services	1,974	9.2%	69,299	7.2%
Management of Companies and Enterprises	555	2.6%	36,951	3.8%
Admin., Waste Mgmt, and Remediation	1,655	7.7%	58,605	6.1%
Private Education	90	0.4%	18,213	1.9%
Health Care and Social Assistance	1,007	4.7%	122,197	12.7%
Arts, Entertainment, and Recreation	193	0.9%	13,631	1.4%
Accommodation and Food Services	1,356	6.3%	77,278	8.0%
Other Services (except Public Administration)	454	2.1%	34,720	3.6%
Other (nonclassifiable)	28	0.1%	1,927	0.2%
Government	1,405	6.6%	107,431	11.1%
Total:	**21,383**	**100%**	**964,532**	**100%**

Source: QCEW

[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Over the past decade, Wilsonville's employment grew slightly faster than that of the tri-county region. This growth was largely driven by an increase in construction jobs, which more than tripled during this period. Although the tri-county region also experienced growth in construction jobs, Wilsonville's rate of growth was considerably higher. Wilsonville also had strong employment growth in wholesale trade. Notably, while wholesale employment rose in Wilsonville, it declined across the broader tri-county region.

In contrast, Wilsonville experienced a decline in manufacturing employment, even as the region saw growth in this sector. Wilsonville maintained stable employment in the transportation and warehousing sector, while the tri-county region grew substantially.

Table 6: Change in Employment, Wilsonville and Tri-County Region (2012 to 2022)

SECTOR	CHANGE 2012-2022			
	NUMBER		PERCENT	
	WILSONVILLE	TRI-COUNTY	WILSONVILLE	TRI-COUNTY
Agriculture, Forestry, Fishing and Hunting	(2)	810	-5%	9%
Utilities, Mining, Quarrying, Oil and Gas Extraction	(5)	263	-5%	11%
Construction	1,505	20,584	203%	54%
Manufacturing	(549)	8,332	-13%	9%
Wholesale Trade	703	(2,409)	30%	-5%
Retail Trade	81	6,254	4%	7%
Transportation and Warehousing	1	17,473	0%	66%
Information	(34)	1,946	-22%	10%
Finance and Insurance	(16)	(3,904)	-6%	-11%
Real Estate and Rental and Leasing	(31)	3,678	-12%	28%
Professional, Scientific, and Technical Services	452	19,014	30%	38%
Management of Companies and Enterprises	293	15,121	112%	69%
Admin., Waste Mgmt, and Remediation	780	9,821	89%	20%
Private Education	(87)	(617)	-49%	-3%
Health Care and Social Assistance	(435)	26,457	-30%	28%
Arts, Entertainment, and Recreation	33	2,277	21%	20%
Accommodation and Food Services	291	5,588	27%	8%
Other Services (except Public Administration)	51	1,062	13%	3%
Other (nonclassifiable)	15	1,627	115%	542%
Government	289	4,210	26%	4%
Total:	**3,335**	**137,587**	**18%**	**17%**

Source: QCEW

BASALT CREEK PLANNING AREA EMPLOYMENT

The BCPA (Wilsonville portion only) grew in employment from 2012 to 2022, with 275 covered employees reported as of 2022. The average wage in the BCPA was $85,863, which is higher than both the tri-county ($73,995) and City average wages ($74,252), suggesting these are relatively well-paying jobs.

Table 7. Change in Employment and Wage, BCPA 2012-2022

YEAR	TAX LOTS	ESTABLISHMENTS	EMPLOYMENT	TOTAL PAY*	AVERAGE WAGE*
2012	80	11.0	194	$9,593,330	$49,450
2022	90	10.0	275	$23,612,269	$85,863
CHANGE	**10**	**-1**	**81**	**$14,018,939**	**$36,413**

Source: QCEW
*not inflation adjusted

Wilsonville's portion of the BCPA consisted of 80 tax lots in 2012 and 90 tax lots in 2022. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. In 2012, 8 tax lots had businesses with covered employment, increasing slightly to 10 tax lots in 2022. Employment density on lots with covered employment remains low at 4.4 employees per acre as of 2022, with most tax lots having no covered employment at all.

Table 8. Lots with and without Covered Employment in the BCPA, 2012-2022

	2012			2022		
	TAX LOTS	ACRES	EMPLOYMENT DENSITY	TAX LOTS	ACRES	EMPLOYMENT DENSITY
With Employment	8	62	3.1	10	63	4.4
Without Employment	72	410	n/a	80	406	n/a
Total	**80**	**472**	**0.4**	**90**	**469**	**0.6**

Source: QCEW Note: The minor change in acreage from 2012 to 2022 resulted from constructing of the Basalt Creek Parkway and small adjustments in the recording of tax lots over that period.

It is important to note that these figures only account for covered employees.[19] Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors. Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

Table 9. Improvement to Land Value, BCPA, 2012-2022

	LAND VALUE	BUILDING VALUE	IMPROVEMENT TO LAND VALUE
2012	$16,577,800	$6,738,020	0.41
2022	$32,892,790	$16,996,440	0.52

Source: Regional Land Information System (RLIS)

[19] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Employment Forecast

Between 2020 and 2045, the City is projected to grow by 3,471 employees at an average annual growth rate of 0.7 percent. This rate is faster than Tualatin but slightly slower than Sherwood and the region overall. Washington County is projected to grow the fastest of the three counties in the region.

Table 10: Metro Employment Forecast, 2020 to 2045

			CHANGE 2020-2045		
	2020	2045	NUMBER	PERCENT	AAGR
Tualatin	34,115	36,792	2,677	8%	0.3%
Wilsonville	**20,539**	**24,010**	**3,471**	**17%**	**0.7%**
Sherwood	6,646	8,013	1,367	21%	0.8%
Clackamas County	173,891	212,341	38,450	22%	0.9%
Multnomah County	538,628	651,090	112,462	21%	0.8%
Washington County	313,513	391,712	78,199	25%	1.0%
THREE COUNTY TOTAL	**1,026,032**	**1,255,143**	**229,111**	**22.3%**	**0.9%**

Source: Oregon Metro, 2045 Distributed Forecast
AAGR = Annual Average Growth Rate

For 2022 to 2032, the Oregon Employment Department (OED) forecasts the strongest growth for the Portland tri-county region in commercial sectors, led by information, leisure and hospitality, and private education and health services. However, OED also predicts growth in industrial sectors, with the strongest relative growth in the construction industry followed by transportation, warehousing, and utilities.

Table 11: Portland Tri-County Industry Projections, 2022 to 2032

INDUSTRY	EMPLOYMENT		CHANGE	
	2022	2032	NUMBER	PERCENT
Natural resources and mining	10,100	10,600	500	5.0%
Construction	59,100	67,800	8,700	14.7%
Manufacturing	101,300	109,800	8,500	8.4%
Wholesale trade	47,300	51,900	4,600	9.7%
Retail trade	90,000	93,500	3,500	3.9%
Transportation, warehousing, and utilities	46,500	52,500	6,000	12.9%
Information	23,400	28,700	5,300	22.6%
Financial activities	60,600	62,500	1,900	3.1%
Professional and business services	167,600	191,000	23,400	14.0%
Private educational and health services	143,400	168,700	25,300	17.6%
Leisure and hospitality	90,700	109,400	18,700	20.6%
Other services	38,200	43,100	4,900	12.8%
Government	114,200	123,500	9,300	8.1%
Self-employment	62,700	69,600	6,900	11.0%
Total	**1,055,100**	**1,182,600**	**127,500**	**12.1%**

Source: Oregon Employment Department Employment Projections

Real Estate Market Trends

The real estate market trends in Wilsonville and the Portland region generally align with the national trends outlined in Section 2. While Wilsonville's office market typically has a lower vacancy rate compared to the broader region, it has had consistently negative net absorption and recent spikes in the vacancy rate, reaching over 12 percent in 2024.

More positively, Wilsonville's industrial market has a relatively low vacancy rate, large average building sizes, and a variety of industrial space types that could appeal to a mix of tenants. Wilsonville is also well positioned to benefit from promising industrial trends in the broader region, including investments in semiconductor manufacturing and market growth that could attract tenants to the area. However, industrial development in Wilsonville has been limited over the past decade. Only 1.7 percent of its total industrial space has been built in the last 10 years, compared to 11 percent in the broader Portland metro area. According to CoStar, in the past five years, three buildings have been under construction in Wilsonville: one completed in 2022 and two slated to be completed in 2025.

NOTE ON COSTAR DATA

While CoStar data provides valuable, up-to-date data across a wide range of metrics, data quality is more limited in smaller markets and at the property level. The data here should be read as an indication of overall market statistics and trends, rather than an exact reflection of all properties in a given market.

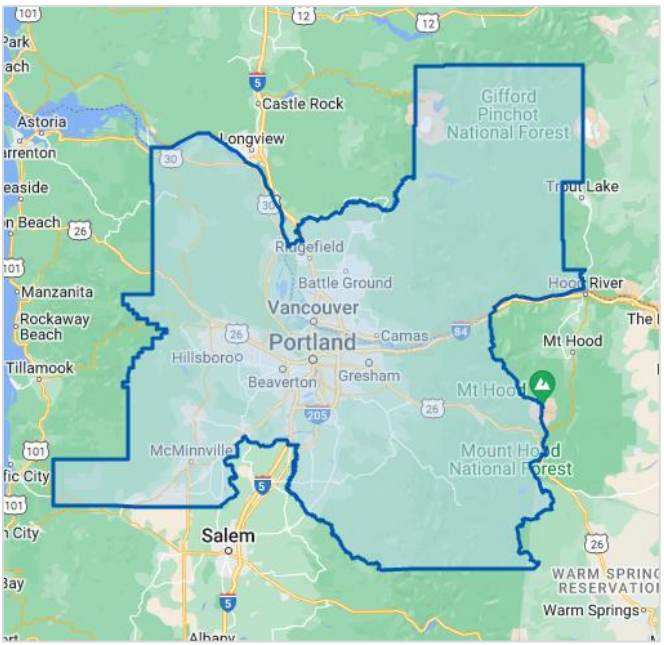
This section analyzes real estate market trends for various submarkets encompassing the BCPA, including the I-5 South submarket (Figure 7) and the Portland metro area (Figure 8).

Figure 7: I-5 South Submarket Boundary



Source: CoStar

Figure 8: Portland Metro CoStar Boundary



Source: CoStar

Office Market Trends

Portland Metro Regional Trends

Like the national office space market, office spaces in the Portland metro are experiencing high vacancy rates and lower leasing activity. Work-from-home policies have decreased the demand for office space. Consequently, tenants have increased bargaining leverage; they are pressuring landlords to reduce rates, increase lease concessions, and raise tenant improvement budgets. Despite these adjustments, an increase in vacancies is expected, with interest rates and economic uncertainty adding volatility to the office market.[20] Other key findings include:

- **Record high vacancy rates:** High vacancy rates have continued to climb, reaching a record high of 13.3 percent vacant office space in 2024 Q2.[21]
- **Continued negative net absorption:** Net absorption in the Portland market was just over negative 500,000 square feet in 2024 Q2, the fourth quarter in a row of negative net absorption. Since the beginning of 2020, the Portland office market has only had positive net absorption for five quarters.[22]
- **Leasing activity:** Leasing and sales activity are on par with 2023, indicating that the vacancy and absorption trends are due to companies exiting the marketplace or downsizing at a higher rate, likely due to continued work-from-home policies.[23]

However, the Portland office market is not uniform, with the suburban office market performing better than the downtown and regional office markets. The Portland suburbs' office vacancy rates are 8.6 percent, compared to 23.9 percent downtown.[24]

Wilsonville Office Market

Wilsonville currently has approximately 1.4 million square feet of office space, representing roughly 18 percent of office space in the I-5 South submarket and 1 percent in the broader Portland metro region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet, or roughly 2 percent of Wilsonville's total office space. Over the same period, the Portland metro added a greater share (9 percent) of

[20] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[21] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[22] Kidder Matthews, Portland Office Market Report Q2 2024
[23] Kidder Matthews, Portland Office Market Report Q2 2024
[24] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report

space to its office market. These projects, on average, have been significantly larger than usual office buildings, with a few very large projects surpassing 100,000 square feet.

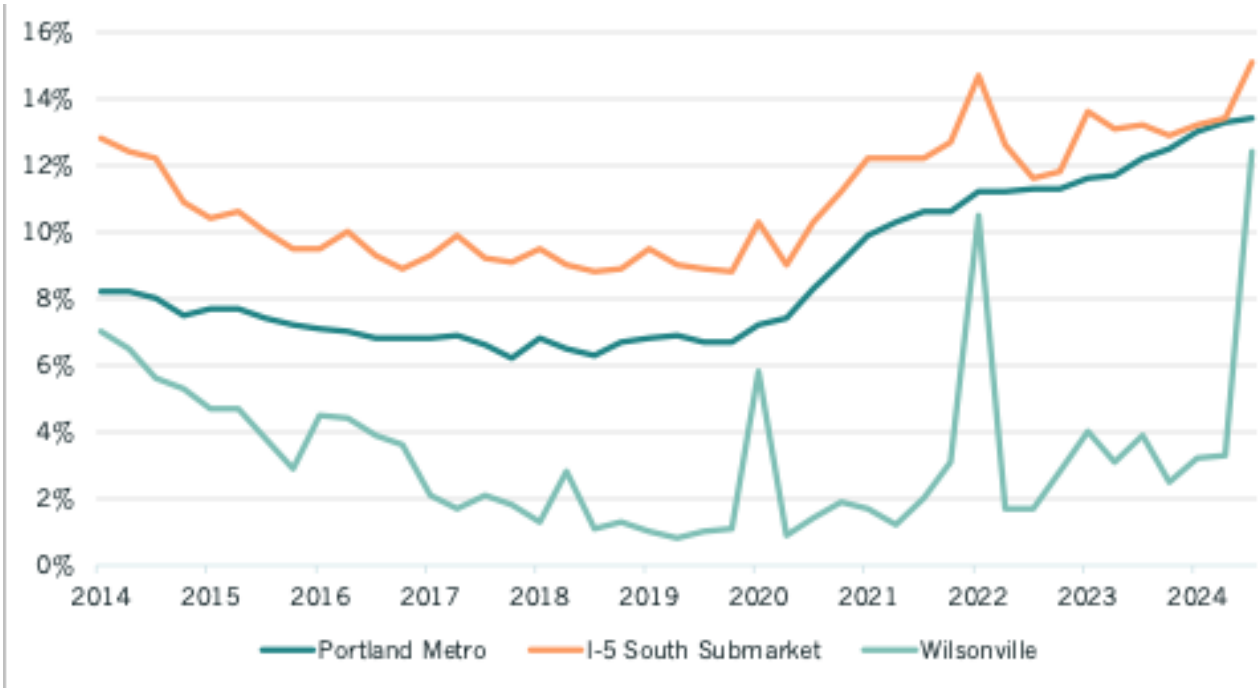
Table 12: Office Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Portland Metro	6,217	118,809,170	19,110
I-5 South Submarket	431	7,533,437	17,479
Wilsonville	62	1,358,335	21,909
BUILT IN THE LAST 10 YEARS			
Portland Metro	66	10,354,342	156,884
I-5 South Submarket	4	80,976	20,244
Wilsonville	1	30,000	30,000

Source: CoStar, pulled August 2024

Per Costar, the I-5 South submarket office vacancy rates have been higher than the Portland metro's vacancy rates since 2014, although vacancy rates have been much more similar since 2022. Both have vacancy rates above 13 percent as of July 2024. While Wilsonville office vacancy rates have remained much lower, the end of a few leases are reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the Portland metro average.

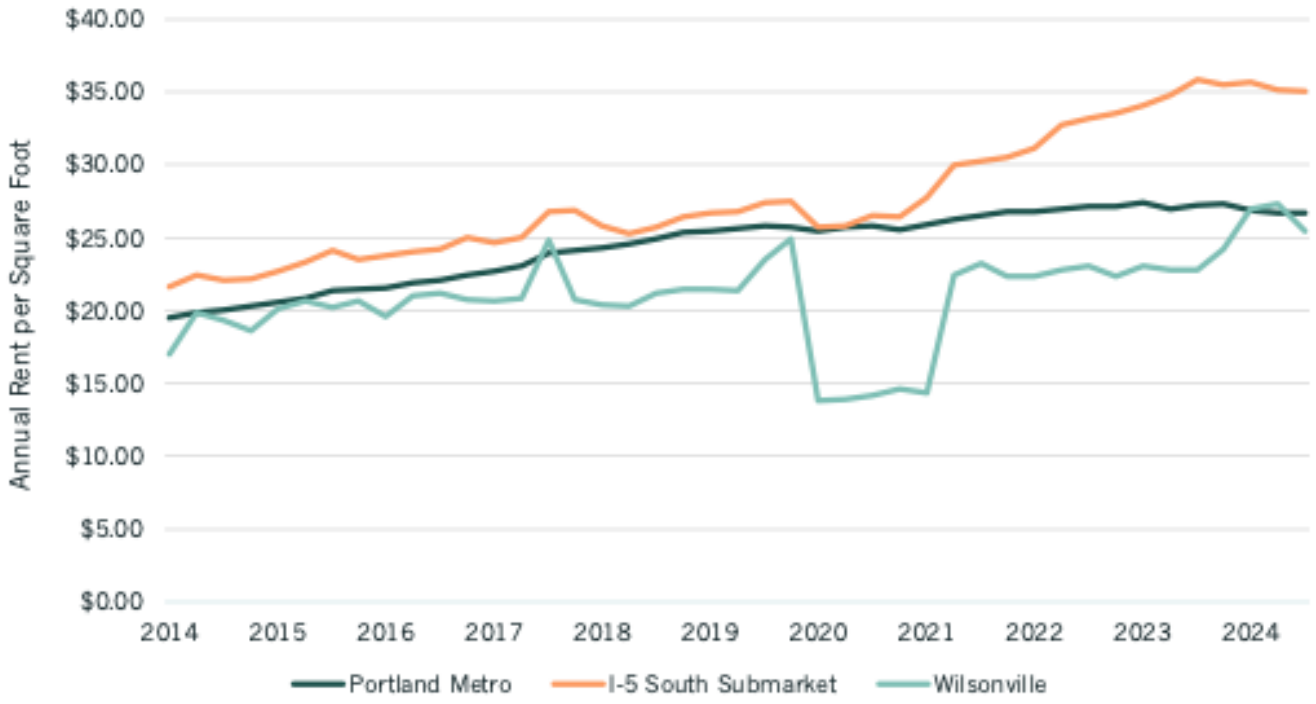
Figure 9: Office Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Office rents have increased in the I-5 South submarket despite high vacancies, and they remain substantially above the Portland metro region's average, according to Costar. Historically, office rents in Wilsonville have been lower than in the Portland metro area. However, since an initial decline in 2020, rents in Wilsonville have risen steadily, reaching over $26 per square foot, now equal to the Portland metro average for the first time in a decade.

Figure 10: Office Lease Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Net absorption and delivery trends also indicate a relatively slow office market. From 2019 to 2024 Q3, net absorption was negative in all three areas. Over the same period, net absorption in the Portland metro area was negative 4.6 million square feet, negative 387,000 square feet in the I-5 South submarket, and negative 122,000 square feet in Wilsonville.

Industrial Market

Portland Metro Regional Trends

Like the national industrial market overall, the Portland metro area industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:[25]

- **Increasing vacancy rates:** Vacancy for industrial space in the Portland metro region has risen steadily since early 2023, and net absorption was negative in both Q1 and Q2 of 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, a few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.
- **Slow lease-up for new construction:** The delivery of 1.2 million square feet to the market in early 2024 also contributed to the region's supply of vacant industrial space. However, newly constructed industrial space has been slow to lease up, with 93 percent of recent leasing activity in buildings built before 2010.
- **Rising unemployment rates:** In early 2024, Portland's unemployment rate (4.1 percent) surpassed the national average (3.8 percent) amid layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs.

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[26] Market strengths include:

- **CHIPS Act:** In 2022, the federal government allocated $50 billion as part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[27] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[28] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[29]

[25] CBRE, Q2 2024 Portland Industrial Market Update
[26] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[27] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[29] CBRE, Q2 2024 Portland Industrial Market Update

- **Market growth:** Current forecasts estimate that 2.4 million square feet will be delivered to the market in 2024, roughly 1 percent of the current Portland industrial space inventory. As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 24 percent of the I-5 South submarket and 3 percent of the Portland metro region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland metro (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7 percent of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 11 percent of the I-5 South submarket and Portland metro industrial space. This slow pace of development makes sense given the limited supply of developable industrial land in the City and, more precisely, the development constraints that exist on those lands.

Table 13: Industrial & Flex Space Development Trends, 2014 to 2024

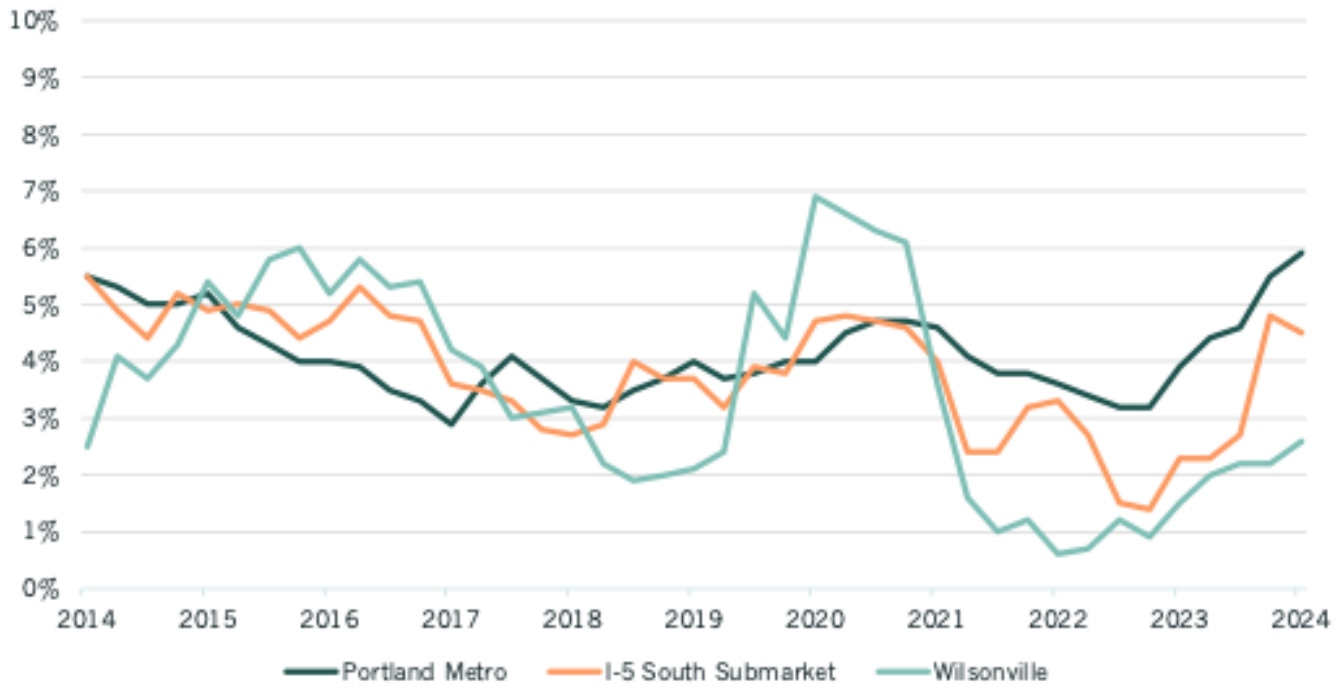
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Portland Metro	7,535	257,487,989	34,172
I-5 South Submarket	900	35,089,559	38,988
Wilsonville	137	8,605,081	62,811
BUILT IN THE LAST 10 YEARS			
Portland Metro	278	30,328,230	109,094
I-5 South Submarket	50	3,848,383	76,968
Wilsonville	2[30]	145,611	72,806

Source: CoStar, pulled August 2024

[30] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2022). However, city staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate has remained below 6 percent for most of the past decade. In 2020 and 2021, Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1 percent in 2022. As of July 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.6 percent (Figure 12). Wilsonville's industrial vacancy rate has been below the Portland metro since 2021. As of July 2024, the Portland metro had a vacancy rate of 5.9 percent and I-5 South submarket had a vacancy rate of 4.5 percent.

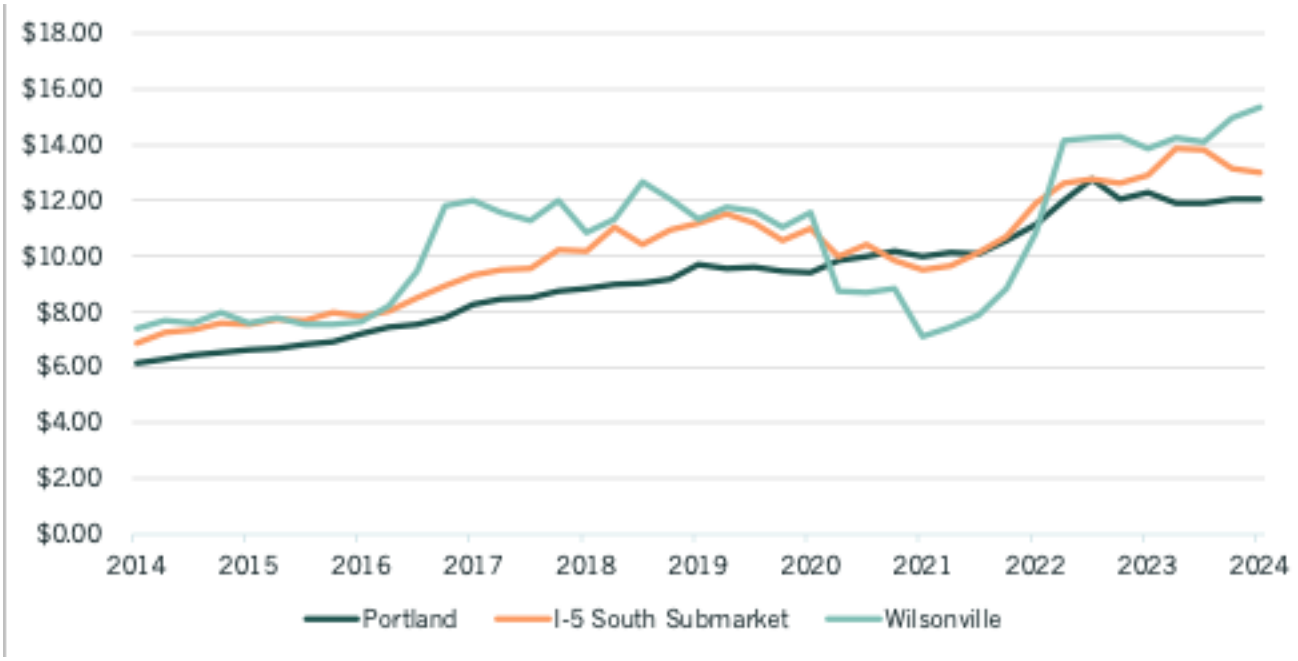
Figure 11: Industrial & Flex Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Triple net industrial rents in Wilsonville increased from 2014 to 2020 and were generally higher than the Portland metro region over the period.[31] Wilsonville shows a large drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2022, reaching $15.35 per square foot in July 2024, higher than the Portland metro ($12.03) and I-5 South submarket ($12.99). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Figure 12: Industrial & Flex Rents Trends, 2014-2024

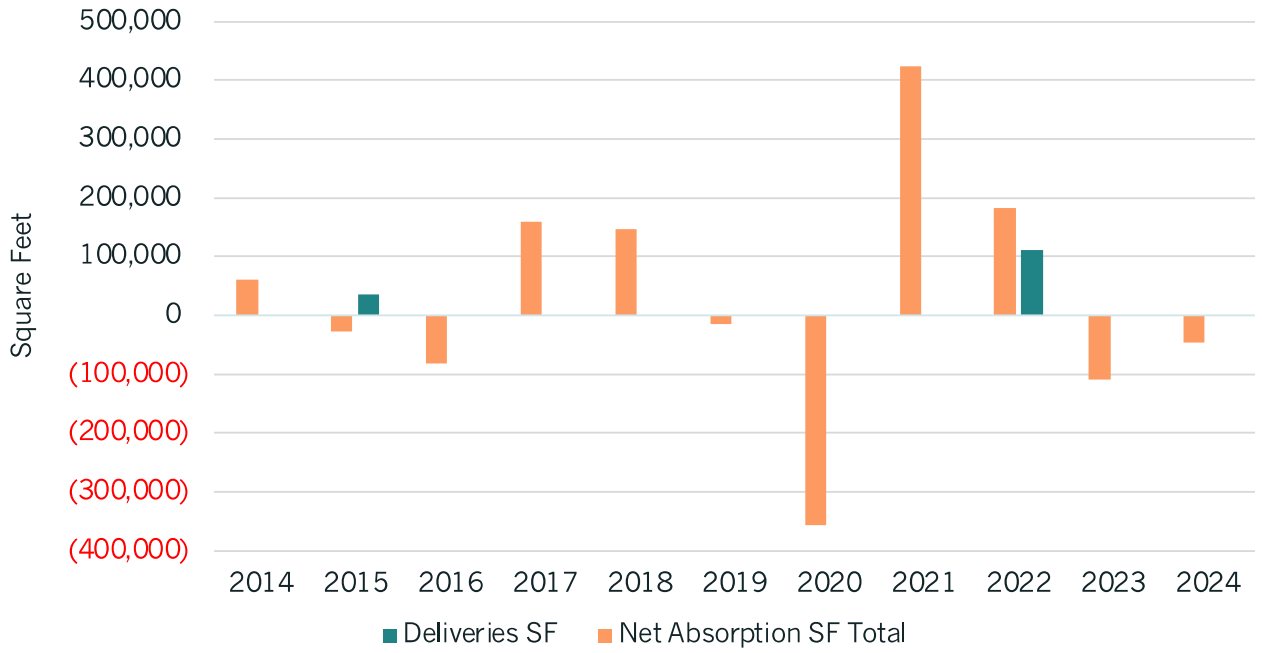


Source: CoStar, pulled August 2024

[31] Triple-net (NNN) rents are annual rents on a per-square-foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs, which are passed on to the tenant and paid separately.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through August 2024 (when data was pulled) but at a smaller magnitude than in 2020.

Figure 13: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled August 2024

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory that are typically 200,000 square feet or more, have clear heights of 28 feet, are less than 5 percent office space, and have site coverage that can be up to 40 percent.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20 percent office area, have clear heights of 22 feet or greater, and have site coverage up to 50 percent.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50 percent.
- **R&D:** Flex space specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Table 14 shows industrial development by submarket, or secondary market, types. Over the past 10 years, the I-5 South submarket has captured a slightly smaller share of the total market at 8.7 percent compared to its total share of 10.2 percent. The secondary market type distribution has also changed. While the I-5 South submarket contains roughly 27 percent of the total market space for R&D and warehouse space, it has captured about 35 percent of the space built in the last 10 years. Meanwhile, it captured a smaller share of manufacturing and distribution development (19 percent in the past 10 years compared to 27 percent of the total market share).

Table 14: Industrial Development Trends by Secondary Market Type, Portland Metro and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	METRO	I-5	METRO	I-5	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

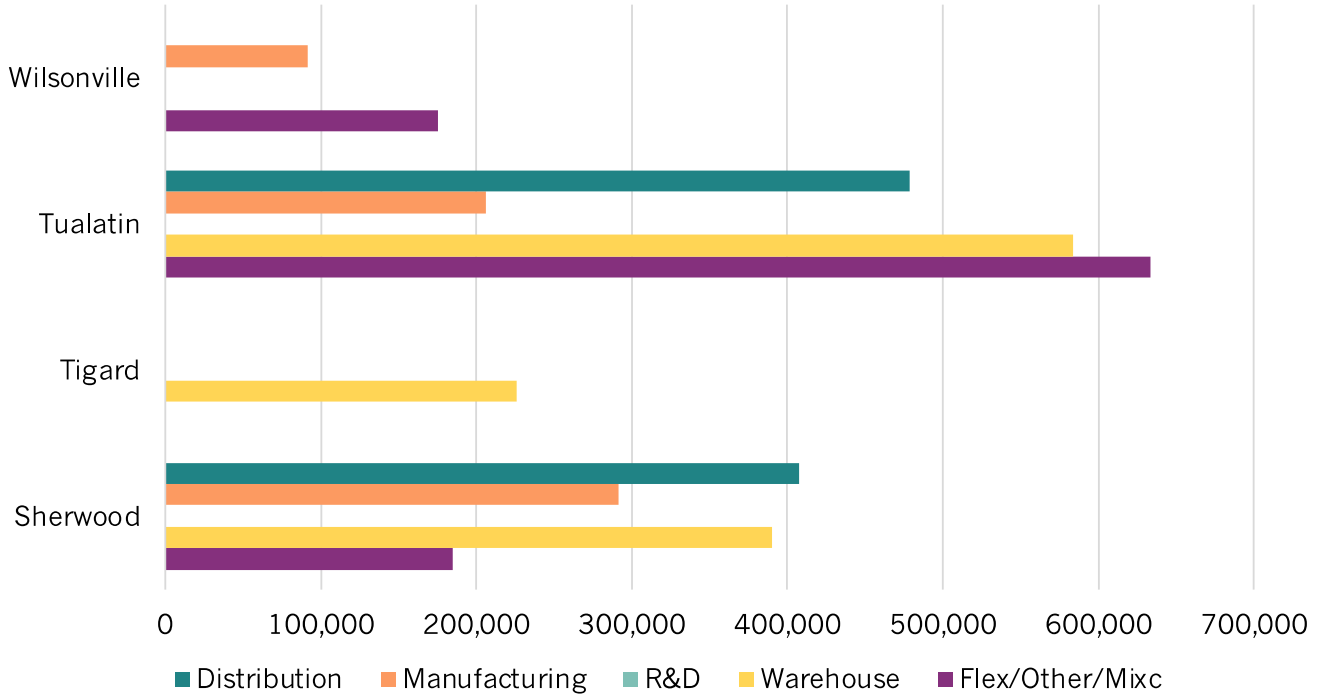
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood, with Wilsonville falling behind. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2022 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Figure 14. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Target Industry Assessment

Wilsonville is well positioned within the region to capture industrial growth. It has access to a strong base of employment, proximity to I-5, and connections to other growing industrial areas in Sherwood and Tualatin. This section examines industries likely to be drawn to Wilsonville, considering its strengths and competitive edge. The analysis begins by identifying common barriers to industrial development, based on local stakeholder interviews. It then reassesses strengths and weaknesses outlined in the Basalt Creek Concept Plan (BCCP), updating these factors to reflect market and employment trends over the past decade. The section concludes by summarizing how these market trends will shape Basalt Creek's development.

Barriers to Industrial Development

Stakeholders identified a number of key barriers for industrial users that prevent development. While some of these challenges are more directly applicable to Basalt Creek than others, they all represent important considerations for the City as it prepares the area for development:

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or city's vision for an area does not align with the diverse needs of potential users. Discussions with local developers and brokers highlight the importance of allowing a mix of uses for better financing opportunities. This is particularly relevant for speculative development, where end users are not known at the time of entitlement and construction. Overly prescriptive zoning that designates specific uses, such as manufacturing, can be more challenging to finance because banks see risk and concern if they perceive the list of potential tenants is too small or narrow. Additionally, various types of uses tend to cluster together due to supply chain benefits. For example, manufacturers often have suppliers located nearby. Overly prescriptive zoning can disrupt this natural ecosystem by preventing clustering.
- **Fragmented Land Ownership:** Areas with multiple small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

- **Incompatible Neighboring Uses:** The presence of nonindustrial uses in close proximity can preclude development out of concern for possible or future conflicts that have the potential to limit or complicate the operations of industrial businesses.
- **Requirements for Connectivity:** In some cases, required access roads can deter large industrial developers because the roads may decrease the area of developable land while adding significant cost to a speculative project. Additionally, some industrial users who prioritize confidentiality and security may be less attracted to areas with public access requirements.

Comparative & Competitive Advantage

The BCCP outlined the Basalt Creek area's advantages and challenges, many of which are still relevant. The following includes Basalt Creeks' advantages and challenges drawing from the BCCP and updating based on new information gathered as a part of this report.

STRENGTHS AND COMPETITIVE ADVANTAGES

- Centrally located in the south metro, within the urban growth boundary, and designated in the City's comprehensive plan for industrial uses.
- Large contiguous cluster of existing and planned industrial employment areas, including Wilsonville's Coffee Creek Industrial Area, and adjacent employment lands in Tualatin and Sherwood.
- Large areas of contiguous land ownership with property owners who are interested in developing or selling for redevelopment.
- Long-term growth projections for employment and population in the southwest Portland metro area.
- Excellent access to I-5, I-205, and Highway 217. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and SMART.[32]
- Access to an educated workforce as part of the Metro labor shed and Mid-Valley labor shed.
- Easily accessible to other growing industrial areas, particularly in Tualatin and Sherwood.
- Planned substation development.

CHALLENGES

- Zoning needs to be in place prior to development.
- Planning, financing, and construction of new infrastructure.

[32] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

- Existing low employment density uses (contractor establishments and storage uses) that generate income for property owners may reduce appetite to sell for redevelopment.
- Lot sizes and property aggregation. There is a mix of large and small lots throughout Basalt Creek. The time and cost required to secure properties from multiple parties to aggregate developable industrial properties of adequate size can be a significant deterrent to developers.
- Natural features, including wetlands and slopes. Basalt Creek and its surrounding slopes and wetland areas run north-south through the study area and divide the area into east and west sections.
- Growing power demands from industrial users and uncertainty on timing and capacity of additional service.[33]

Which industries may be attracted to Basalt Creek?

Basalt Creek's long-standing vision as an industrial area aligns well with current market trends, which show strong demand for industrial space both nationally and in the Portland metro region. Stakeholders point to Wilsonville's potential to attract a diverse range of industrial businesses, including those in the semiconductor supply chain, cleantech, advanced manufacturing, and data centers.

Wilsonville's appeal to these sectors stems from its strategic location in the south metro area, access to a skilled labor force, and proximity to related industries. The semiconductor sector in particular is poised for expansion due to recent CHIPS Act investments. Similarly, cleantech industries are anticipated to see growth within the Portland metro region. The availability of large areas of contiguous land ownership in the Basalt Creek Planning Area further enhances its attractiveness to major industrial users who seek large lots for development.

It is worth noting that while the Basalt Creek Concept Plan (BCCP) originally envisioned a mix of uses—including office space associated with industrial operations, primarily in the High-Tech Employment district—current market conditions suggest that office use will likely play a smaller role than initially planned. Instead, the focus is expected to shift more toward industrial and tech-oriented developments to capitalize on emerging economic opportunities. Below are details about the potential sectors and industries that may be particularly attracted to Wilsonville:

- **Semiconductor Sector Supply Chain:** This sector includes companies involved in the design, manufacturing, and testing of semiconductor chips, as well as those providing materials, equipment, and services to chip manufacturers. Wilsonville is attractive for this industry due to its proximity to existing semiconductor clusters in

[33] ECOnorthwest has reached out to PG&E to understand how much of a challenge access to adequate power may be and is waiting to hear back. This statement may be updated after that conversation.

the Portland metro area, access to a skilled workforce, and potential for large industrial sites. Basalt Creek would likely host businesses that support the supply chain rather than producing the chips themselves.

- **Cleantech, including Battery Technology:** Cleantech encompasses renewable energy technologies, energy efficiency solutions, and sustainable manufacturing processes. Businesses in this sector include energy storage and related sustainable material technologies and a variety of alternative energy technologies and production. Battery technology, crucial for electric vehicles and energy storage, is a growing subsector that is already present in Wilsonville. Wilsonville's strategic location and potential for large industrial sites make it suitable for cleantech manufacturing and R&D facilities.
- **Advanced Manufacturing:** This sector involves the use of innovative technologies to create products. It includes robotics, 3D printing, and smart manufacturing systems. Wilsonville's access to a skilled workforce and its location near tech hubs make it attractive for advanced manufacturing operations.
- **Distribution and Logistics:** This sector involves the storage, transportation, and delivery of goods. Wilsonville's location near major transportation routes (I-5 and I-205) and its proximity to Portland make it an ideal location for distribution centers and logistics hubs.
- **Data Centers:** Data centers are facilities used to house computer systems and associated components. Wilsonville's access to available land and the potential access to reliable power sources could make it attractive for data center development.[34] The proximity to tech companies in the Portland metro area is an additional advantage.

This diverse range of potential industries positions Wilsonville to capitalize on various economic opportunities, creating a resilient industrial base in Basalt Creek.

[34] Interviews with stakeholders have suggested that Wilsonville may be attractive to data centers. ECOnorthwest has reached out to PG&E to understand if Basalt Creek has/will have access to the power necessary for this type of use and is waiting to hear back.

4. Conclusion

The Basalt Creek area in Wilsonville is strategically positioned for industrial development with the potential to attract a variety of users, from manufacturing and logistics to data centers. The area's suitability for supporting the semiconductor supply chain is underscored by recent expansions of semiconductor suppliers in nearby Sherwood. Additionally, the area could be attractive to cleantech businesses, including those involved in battery storage and alternative energy technologies.

However, realizing this potential presents several challenges. Existing contractor establishments generate sufficient income for some property owners, reducing their incentive to sell or redevelop the land for higher-intensity industrial uses. Furthermore, relocation options for these businesses may be limited, complicating redevelopment efforts. (The feasibility of redevelopment will be further explored in a subsequent separate study.)

Conversely, some developers have already assembled land, and they are ready for immediate development, eager to capitalize on the strong industrial demand seen in nearby Coffee Creek, Tualatin, and Sherwood. Stakeholders emphasized the importance of large parcels in facilitating area redevelopment, with many developers willing to fund necessary infrastructure improvements if given access to such lots. For example, Schnitzer Properties owns property east of Grahams Ferry Road, south of Basalt Creek Parkway, and north of Day Road and eagerly awaits the adoption of zoning and policy to enable industrial development in this area. They intend to submit development and annexation applications as soon as zoning and policy is in place. Their recent development in Sherwood, known as the Sherwood Commerce Center, is an example of the type of development they are envisioning for their Basalt Creek property, offering flexible spaces for various industrial users.

It is crucial for Wilsonville to carefully balance its development goals for Basalt Creek with market realities. While the City may have preferences for certain types of businesses, being overly selective could deter development altogether. This is especially significant given the current economic climate. The BCCP originally envisioned office space within each district with the highest share in its High-Tech Employment District and anticipated that this office space would be in connection with industrial users. However, nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. While office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

Nationally, there's strong demand for industrial space. But Oregon's employment growth, which has been lagging national trends since 2020, may moderate this trend locally. Developers have stated that current industrial demand in the metro area is largely driven by regional businesses seeking to expand or upgrade their facilities. If Wilsonville imposes overly burdensome or restrictive requirements on the types of industrial users it allows (such as requiring a high share of manufacturing space), it risks limiting development feasibility and driving developers and industrial users to more accommodating locations.

The City must navigate these challenges while working toward its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity.

Next Steps

These findings are preliminary and will be refined through further analysis, stakeholder engagement, and discussions with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.

Appendix B: Buildable Lands Inventory and Site Suitability Analysis

ECOnorthwest

DATE:	December 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Bob Parker, and Barrett Lewis
SUBJECT:	WILR Phase 1: BLI and Site Suitability Analysis

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. The study began with an Economic Inventory, which reviewed current market trends and industries suitable for the area.

This memorandum addresses Task 3 in the Scope of Work: updating the **Buildable Lands Inventory (BLI)** for the BCPA and conducting a **Site Suitability Analysis** for key opportunity sites. The updated BLI reflects recent land developments, adjusted constraints, and revised capacity estimates.

The Site Suitability Analysis examines three selected "opportunity sites" within the BCPA, assessing their potential to support the target industries identified in the Economic Inventory. This analysis considers site attributes, including size, location, access, topography, constraints, and surrounding land uses. It also considers infrastructure (transportation, water, sewer, stormwater) based on available data, with the understanding that infrastructure planning may evolve as work progresses.

Land Supply

This industrial Buildable Lands Inventory (BLI) updates the 2014 BLI from the original concept plan, providing a revised assessment of the buildable land *supply* available within Wilsonville's portion of the BCPA for employment-related growth and development. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This BLI update serves two purposes: 1) to provide a revised assessment for developable acres in the BCPA and 2) to identify lands that have existing economic uses but low improvement values and/or low-density employment. These uses are inconsistent with the development vision expressed in the BCCP and are sites that may have redevelopment potential.

The BCPA encompasses a total of 453 acres across 85 tax lots. Of this:

- **173 acres** are currently in active use and are considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

The BLI also provides a basis for updating employment capacity. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs and 2.3 million and 2.9 million square feet of development. The BCCP estimated total employment capacity at about 2,500 jobs.

This section outlines the methodology used to develop the BLI and employment and built space capacities, and it presents the results for Wilsonville's portion of the BCPA. ECOnorthwest analyzed GIS data from the City of Wilsonville, Metro, and Washington County, with City staff reviewing the findings for accuracy and completeness.

Methodology

The buildable lands inventory followed a structured process to assess land status:

1. **Generate UGB "land base":** ECOnorthwest established a baseline of tax lots within Wilsonville's portion of the BCPA designated for industrial and employment uses.
2. **Classify lands by development status:** The project team categorized parcels as vacant, partially vacant, or developed.
3. **Identify constraints:** ECOnorthwest applied physical and regulatory constraints, such as wetlands and natural resource protections, to identify unbuildable portions.

4. **Verify inventory results:** City staff reviewed classifications and aerial imagery to confirm accuracy.
5. **Tabulate and map results:** The team compiled findings into tables and maps to provide a clear overview of buildable lands.

The following section summarizes the results of the industrial BLI for the BCPA, presented in tabular and map formats.

Land Base

The land base for the Buildable Lands Inventory (BLI) includes all tax lots within Wilsonville's portion of the BCPA. Table 1 provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within the BCPA.

Table 1. Employment Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Industrial	63	74%	237	52%
Undesignated	22	26%	215	48%
Total	**85**	**100%**	**453**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Clackamas County, Washington County, Metro

Development Status Classification

Table 2 displays the total acres of tax lots, categorized based on whether land is buildable. ECOnorthwest applied a rule-based classification of vacant, partially vacant, or developed land to determine the initial development status and verified the results through reviews by City staff. These reviews incorporated local knowledge and analyses of aerial maps.

Table 2. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, BCPA, 2024

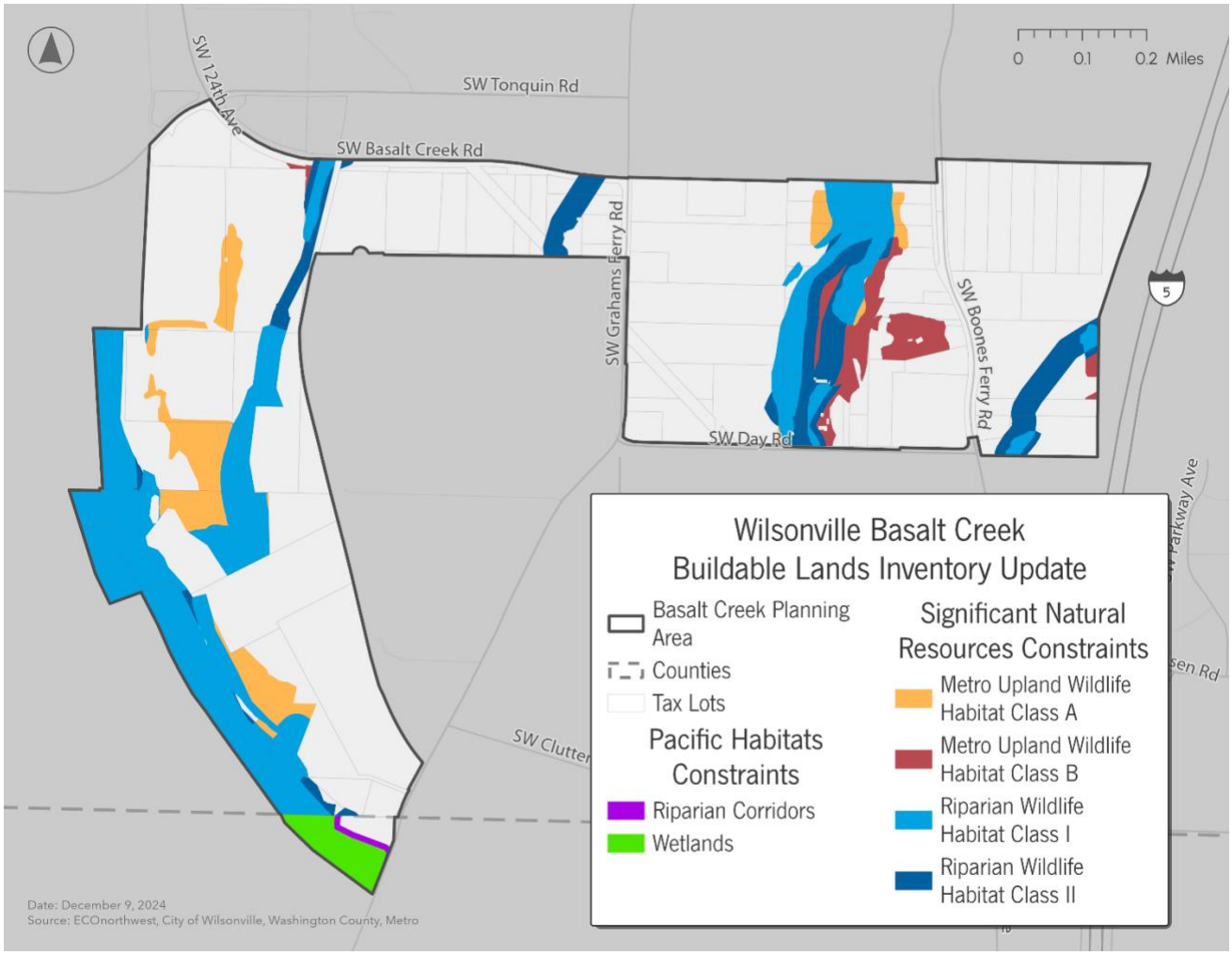
Plan Designation	Total Acres	Committed Acres	Constrained Acres	Buildable Acres
Industrial	237	63	48	127
Undesignated	215	110	81	24
Total	**453**	**173**	**129**	**150**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Development Constraints

In coordination with City staff, ECOnorthwest identified physical constraints based on Washington County's Significant Natural Resources (SNR), as amended by Washington County Ordinances No. 901 and No. 902.[1] The SNR includes Metro Upland Wildlife Habitat Classes A and B, as well as Riparian Wildlife Habitat Classes I and II. For the single southern parcel located in the West Railroad area and within Clackamas County, GIS data provided by Pacific Habitat Services were used to identify physical constraints. These constraints are shown in Figure 1.

Figure 1. Development Constraints, BCPA, 2024

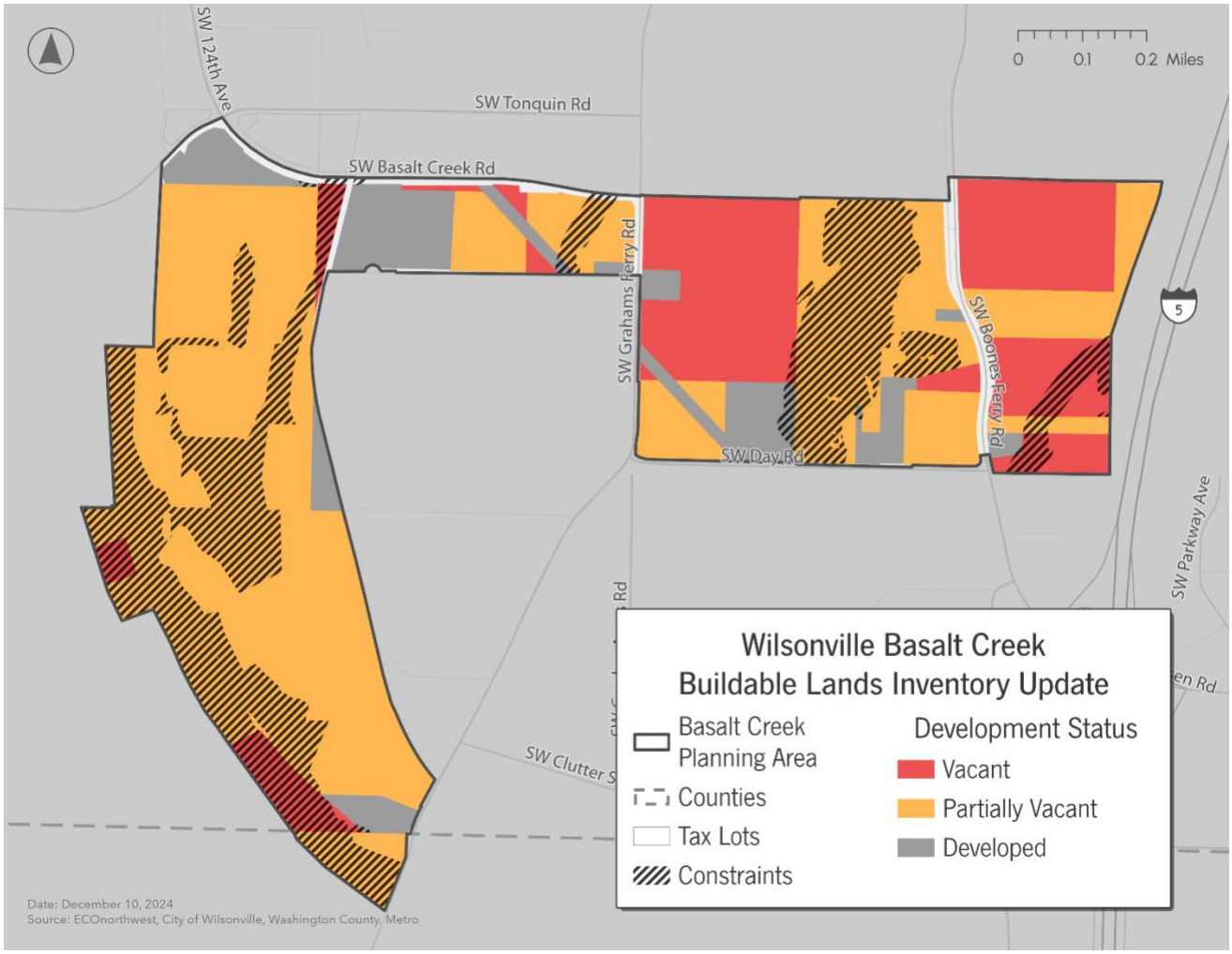


Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

[1] https://www.washingtoncountyor.gov/lut/planning/documents/ordinance-no-901a/download?inline

Figure 2 shows development status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

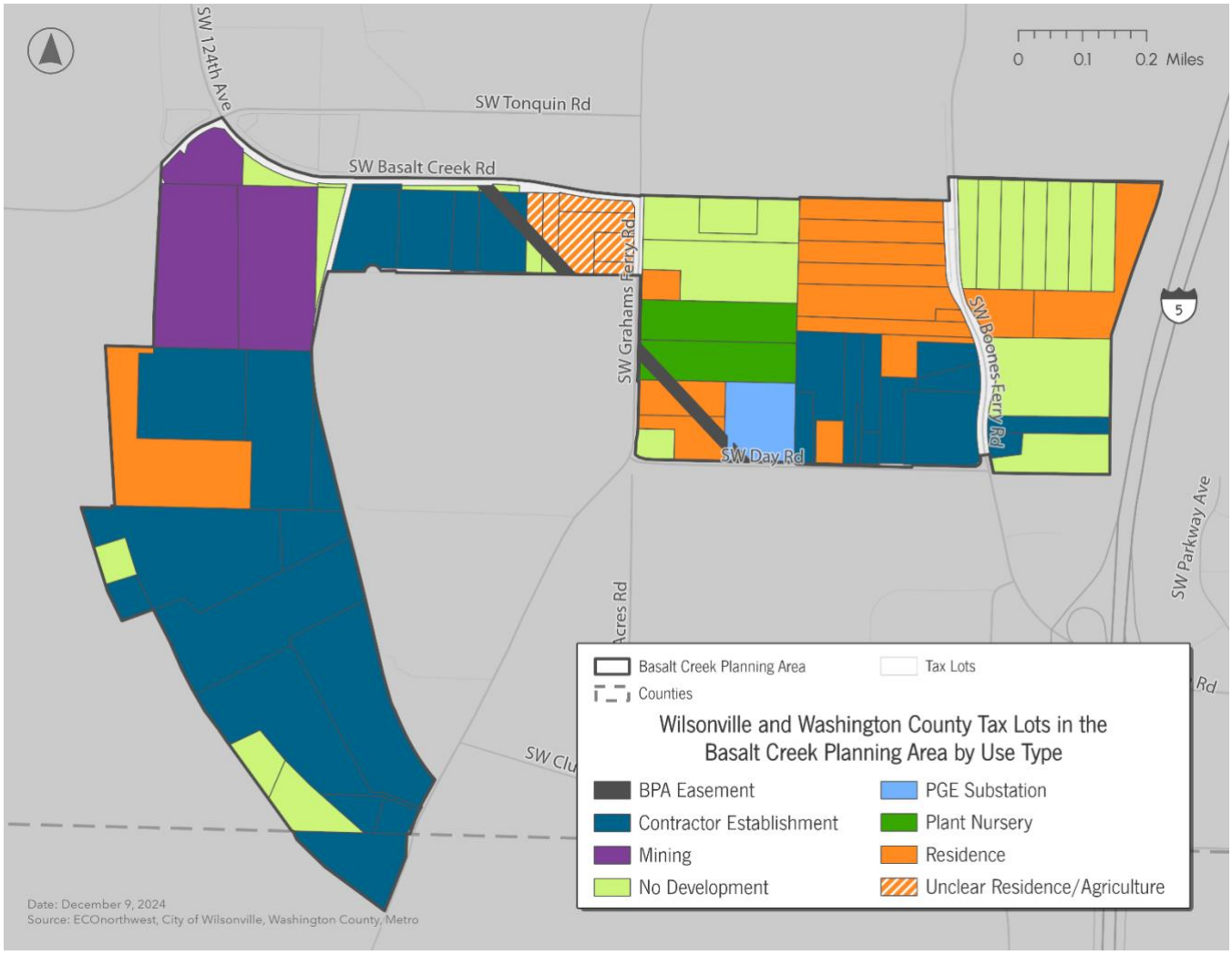
Figure 2. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Figure 3 identifies land use categories for each site. ECOnorthwest collaborated with City staff to identify these categories through a detailed review process that combined local knowledge with aerial map analysis. Unlike basic classifications of vacant or partially vacant land, this map provides deeper insights into current land uses, offering valuable context for evaluating redevelopment potential and guiding the feasibility analysis (the results of which are shared in a separate memorandum).

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the buildable lands inventory involved removing portions of vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within Metro Upland Wildlife Habitat Classes A and B and Riparian Wildlife Habitat Classes I and II).

Table 3 presents the buildable acres—tax lot areas remaining after deducting these constraints—for both vacant and partially vacant land, categorized by Wilsonville's Comprehensive Plan designation. The BCPA has 150 total buildable acres available for development.

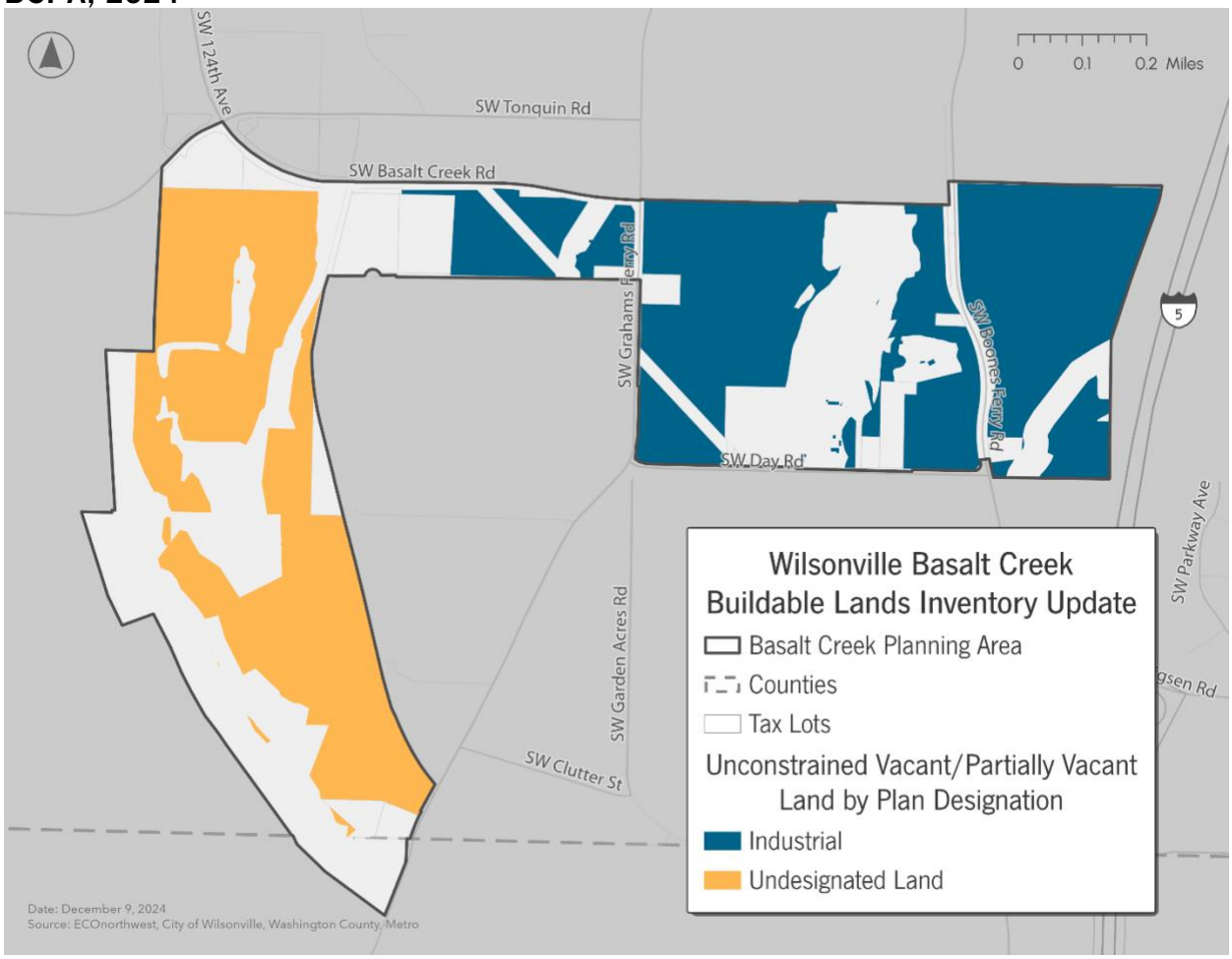
Table 3. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 4 shows the buildable vacant and partially vacant land within the BCPA, categorized by Wilsonville Comprehensive Plan designation. It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development (or has redevelopment potential). However, the buildable lands inventory database accounts for these distinctions: the developed portions (unavailable for future development) are excluded, while the vacant portions are detailed in Table 4.

Figure 4. Buildable Employment Land by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Table 4 presents the size of buildable lots categorized by Wilsonville Comprehensive Plan designation across the BCPA. The planning area includes:

- Eight lots smaller than 0.5 acres, totaling 2 acres.
- Twenty-two lots between 0.5 and 2 acres, totaling 22 acres.
- Eighteen lots between 2 and 5 acres, totaling 57 acres.
- Six lots between 5 and 10 acres, totaling 46 acres.
- Two lots between 10 and 25 acres, totaling 23 acres.

Table 4. Buildable Acres and Tax Lots by Buildable Site Size by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Buildable Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Industrial	1	7	10	51	35	23
Undesignated	1	1	4	6	12	-
Acreage Total	**2**	**8**	**14**	**57**	**46**	**23**
Industrial	5	10	7	16	4	2
Undesignated	3	2	3	2	2	-
Tax Lot Total	**8**	**12**	**10**	**18**	**6**	**2**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Employment Capacity

ECOnorthwest analyzed the buildable land in Basalt Creek to update projections for potential job growth in the area. This assessment involved reviewing the capacity estimates from the BCCP and refining them using the updated land inventory of 150 buildable acres.

The analysis began with a review of research conducted by ECOnorthwest and other organizations on employment density. A common finding in such studies is the significant variability in employment density across industries, plan designations, and zoning districts. For example, an industrial zone may have employment densities ranging from 1-3 employees per acre for a warehousing facility and 10-15 employees per acre for flex spaces to densities over 25 employees per acre for office buildings.

The capacity estimates that follow are intended to provide a high-level estimate of job capacity based on the 2024 BLI update. Some factors, such as land needed for streets, would reduce capacity while others, such as higher lot coverages or multistory buildings, would increase capacity. The main utility of employment capacity estimates is in estimating

infrastructure needs. The figures that follow can be used to inform infrastructure demand estimates which can then be compared with infrastructure capacity to determine if existing and planned capacity are sufficient to accommodate expected employment densities.

Land Demand Methodology

When evaluating land and building capacity, two measures are commonly used to define the relationships between building size, floor area, and land area. These measures include:

- **Floor Area Ratio (FAR):** The ratio of a building's total square footage to the site's total square footage.
- **Employees Per Acre (EPA):** The total number of employees divided by the site size.

Basalt Creek Growth Capacity: Land Use Model Assumptions

This model builds on assumptions from the BCCP. Initially, the BCCP estimated an average of **18.5 jobs per gross acre** in Wilsonville's portion of Basalt Creek (excluding West Railroad). Key employment density estimates included:

- High-Tech Employment District: 20 jobs per gross acre.
- Craft Industrial: 22 jobs per gross acre.
- Light Industrial District: 16 jobs per gross acre.

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-density growth scenarios to better reflect the potential range of employment densities in the study area. ECO also modeled different lot coverage ratios/FARs. The scenarios use lot coverages of 35 percent and 45 percent which is consistent with the assumptions used in the Task 4 redevelopment feasibility analysis of contractor establishments. The FARs of 0.35 and 0.45 reflect lot coverage ratios and the assumption that uses will be single story.

- **Low-Density Scenario:**
  - 10 employees per gross acre.
  - Lot coverage/FAR: 35 percent/0.35.
  - Reflects more traditional industrial densities and provides a more conservative estimate.
- **Medium-Density Scenario:**
  - 15 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.

- Assumes a greater share of office development compared to the low-density scenario, offering a more ambitious estimate.

- **High-Density Scenario (BCCP Adopted Assumption)**
  - 18.5 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.
  - Maintains the BCCP assumptions and envisions a greater share of office development than the other scenarios. It assumes the same lot coverage ratio which yields the same built space capacity as the medium-density scenario but with a higher number of employees occupying that space.

Results: Land Use Modeling for Basalt Creek

Table 5 outlines the results of this analysis, indicating that Wilsonville's portion of Basalt Creek has capacity for:

- **Employment:** Between 1,500 and 2,780 jobs.
- **Built Space:** Between 2.3 million and 2.9 million square feet.

These findings reflect the range of potential outcomes based on varying employment density assumptions.[2]

Table 5. Job Capacity and Built Space Capacity, Wilsonville BCPA

	Low	Medium	High
Job Capacity	1,500	2,250	2,780
Built Space Capacity (SF)	2,289,000	2,943,000	2,943,000

Source: Analysis by ECOnorthwest

[2] ECOnorthwest also analyzed the potential number of employees and built space under current density levels, estimated at approximately 5 employees per gross acre. If these existing conditions persist, the area is projected to accommodate around **750 employees** and **1.3 million square feet** of built space.

Site Suitability Analysis

The BCPA is well positioned to capture industrial growth in the South Metro region. It benefits from its strategic location with access to I-5, a robust employment base, and connections to other expanding industrial hubs in Sherwood and Tualatin. Over the summer, ECOnorthwest conducted an Economic Inventory to assess market conditions and identify industries most likely to establish a presence in Basalt Creek focusing on industrial and office uses in alignment with the BCCP vision.[3] The analysis highlighted strong national and regional demand for industrial space and identified key sectors with potential interest in the area, including the semiconductor supply chain, cleantech, advanced manufacturing, distribution and logistics, and data centers.

Although the BCCP originally envisioned a blend of industrial and office development, current market trends suggest a shift toward a greater emphasis on industrial uses. Office developments, while still anticipated, are expected to occupy a smaller footprint than initially planned.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation, and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

To determine site specific competitiveness for these industries, ECOnorthwest evaluated three opportunity sites using the Mackenzie Infrastructure Finance Authority (IFA) Industrial Development Competitiveness Matrix as a foundation. Recognizing that industry requirements have evolved since the matrix's creation in 2015, the analysis incorporated updated reports and stakeholder feedback to align with current market demands. This Site Suitability Analysis assesses site characteristics such as size, location, and constraints to evaluate their ability to host target industries. While the analysis considered buildable land availability, its primary focus was on site potential, assuming redevelopment occurs. Feasibility and redevelopment likelihood of contractor establishments is addressed in a separate task.

[3] When evaluating the office market, medical office showed stronger growth than traditional office. However, ECOnorthwest did not further evaluate its potential, as it was not a use envisioned in the BCCP.

Opportunity Sites for Analysis

ECOnorthwest evaluated the following sites for their development potential (Figure 5):

- **SW Greenhill Site:** Selected for its consolidated land ownership and strong potential for near-term development, given the absence of active use.
- **Craft Industrial Area:** As a transitional area, the City seeks to assess this site's characteristics in detail to determine the most appropriate land uses. This will inform zoning designations.
- **West Railroad Site:** West Railroad lacked a defined concept in the original BCCP. To explore its potential, ECOnorthwest analyzed a portion of West Railroad, focusing on its development suitability. This will inform whether a zoning designation similar to the rest of the Basalt Creek area would be appropriate. The area also faces physical and service constraints, and the analysis evaluates whether these challenges might limit future development opportunities.

Figure 5. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Table 6 summarizes the size of unconstrained lots for the opportunity sites. Note that "unconstrained acres" here includes developed areas. In general, larger sites are more appealing to industrial users, who often seek parcels of 5 or more acres. Smaller sites, however, may require site aggregation to meet these needs. Notably, sites in SW Greenhill and West Railroad, which exceed 5 acres, could be especially attractive to developers. While all opportunity sites may require some degree of site aggregation, the Craft Industrial area faces the greatest challenge due to its relatively small lot sizes and fragmented land ownership.

Table 6. Unconstrained Acres and Tax Lots by Site Size for Opportunity Sites, BCPA, 2024

Site Suitability Area	Unconstrained Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Craft Industrial	-	1	5	8	-	-
SW Greenhill	-	-	-	31	-	21
West Railroad	0.3	-	3	10	19	60
Acreage Total	**0.3**	**1**	**9**	**49**	**19**	**81**
Craft Industrial	-	1	3	3	-	-
SW Greenhill	-	-	-	8	-	2
West Railroad	3	-	2	3	3	4
Tax Lot Total	**3**	**1**	**5**	**14**	**3**	**6**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Site Competitiveness Factors

The IFA Industrial Development Competitiveness Matrix includes the following factors for evaluating the competitiveness of different industries:

- Site Size
- Competitive Slope (physical slope of a parcel, which can impact its suitability for development)
- Access to Transportation and Trip Generation (Highway, Rail, and Airport Proximity)
- Access to Utility Infrastructure (Water, Sewer, Electricity, Telecommunications)
- Special Considerations

The industries evaluated in the IFA Industrial Development Competitiveness Matrix include the following, which align with the BCCP and the Economic Inventory findings, and are the focus of this analysis (the full matrix can be found in Appendix B.1):

- **Production Manufacturing:**
  - High-Tech/Cleantech Manufacturing
- **Value-Added Manufacturing and Assembly:**
  - Food Processing
  - Advanced Manufacturing and Assembly
- **Light/Flex Industrial:**
  - General Manufacturing
  - Industrial Business Parks and R&D Campuses
  - Business Services
- **Warehousing and Distribution**
  - Regional Warehouse/Distribution
  - Local Warehouse/Distribution
- **Specialized Uses:**
  - Data Centers

Industry-Specific Considerations

Recent growth in the semiconductor and cleantech sectors has prompted additional research to understand the evolving needs of these industries. To support this, the Oregon Legislature established the Oregon Semiconductor Task Force to identify industry needs and opportunities. Similarly, Business Oregon supported the creation of the Oregon Cleantech Competitiveness Assessment Report to evaluate the needs and prospects for cleantech industries. Key findings related to site-specific requirements from these initiatives are outlined below.

SEMICONDUCTOR SECTOR

The semiconductor industry offers Oregon a prime opportunity to expand advanced manufacturing, grow its traded sector, and create high-quality jobs. The $52 billion CHIPS Act, passed in July 2022, accelerates efforts to boost domestic semiconductor production by allocating $40 billion for manufacturing and $10 billion for research over five years.

The Metro region hosts a robust semiconductor cluster centered in Hillsboro. There has also been some semiconductor activity south of Hillsboro, including LAM Research in Sherwood and Tualatin, bolstering the supply chain presence in the South Metro. This established network positions the region to attract additional semiconductor-related investments.

The Semiconductor Task Force's Industrial Lands Subcommittee identified key site characteristics most important for the semiconductor industry:

- **Workforce Availability and Talent Proximity.** Access to skilled workers—engineers, technicians, and operators—is essential. Semiconductor clusters thrive where workers can easily transition between companies, creating a dynamic employment ecosystem. Workforce access is critical for both fabrication plants and supply chain operations.
- **Parcel Size and Usage.** Parcel size varies by operational needs. Fabrication plants require ***50–100 acres*** to accommodate clean rooms and infrastructure, with large-scale R&D and production facilities needing ***500+ acres***. Supply chain operations, such as equipment and material suppliers, generally need smaller parcels of ***15–35 acres***.
- **Infrastructure Readiness.** Reliable access to ***transportation, water, electricity, and wastewater systems*** is crucial. Semiconductor companies prioritize sites with infrastructure ready to support development within ***6 months to 3 years***.
- **Clustering with R&D Partners and Suppliers.** Collaboration with suppliers and R&D partners is vital. Fabrication plants benefit from proximity to suppliers for quick equipment maintenance and research. Supply chain operations also thrive in clusters, connecting with customers and transport hubs.
- **Environmental and Regulatory Considerations:** Predictable permitting processes are essential to avoid delays. While environmental regulations remain important, fast-tracked approvals are necessary to match the industry's pace.

SITE COMPETITIVENESS FOR THE CLEANTECH SECTOR

Oregon is well positioned to capitalize on the growth of cleantech industries, driven by federal initiatives like the Inflation Reduction Act and an increasing focus on sustainability. Cleantech encompasses a range of technologies, including renewable energy, energy-efficient materials, water technologies, and recycling systems. While the IFA Industrial Development Competitiveness Matrix provides general site characteristics for cleantech, the Oregon Cleantech Competitiveness Assessment Report—developed for Business Oregon—offers more detailed site selection criteria specific to established and emerging cleantech industries within the state. Key site characteristics for these subsectors are summarized below (a complete matrix is available in Appendix B.2). Scalability is essential for many users, as industries often begin on smaller sites but require the flexibility to expand as they grow.

- **Battery Storage:** These systems store renewable energy for later use, enhancing grid stability and reliability. Technologies range from lithium-ion to flow batteries, used in applications from small urban microgrids (0-5 acres) to large grid-scale facilities (25+ acres). Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations. Zoning flexibility for

energy uses is critical, while water needs and transportation access are generally less significant.

- **Mass Timber:** Engineered wood products like cross-laminated timber (CLT) and glued laminated timber (GLT) serve as sustainable alternatives to steel and concrete. Production facilities need medium to large sites (5-25+ acres), reliable transportation (particularly to arterial roads and railways) for raw materials, and substantial power supply.
- **Ag-Tech:** This sector integrates advanced technologies like AI, Internet of Things (IoT), agrivoltaics, and drones to optimize agriculture. Ag-tech operations, in this sense, are generally assumed to focus on software and small-scale equipment products, generally collaborating with large existing farms for R&D. These businesses typically require small sites (0-5 acres) with low transportation, water, and power demands.
- **Circular Economy:** This sector focuses on recycling and resource reuse, supporting waste-reduction and material-recovery technologies. Businesses range from R&D to recycling and upcycling facilities. Typically, these operations require small to medium-sized sites (0-25 acres), though the specific site needs depend on the types of raw materials and finished products, as well as the scalability of the industry. Good transportation access—especially to arterial roads and potentially railways—is important, along with moderate water and power requirements and flexible zoning options.
- **Solar and Wind Energy Production:** This sector encompasses both energy production and manufacturing. Manufacturing facilities share site requirements with advanced manufacturing industries, while energy production facilities vary significantly in scale. These range from small rooftop installations to large-scale farms, which require proximity to transmission lines and substations. The electrical system needs depend on the scale and purpose of the facility—microgrid systems may only require a connection to the local grid, while large-scale grid storage typically necessitates access to regional transmission lines or substations. Transportation access requirements also vary, but wind turbine manufacturing often requires rail access due to the size of components.
- **Water Technologies:** This sector focuses on addressing water scarcity and quality through innovations such as AI-driven leak detection, wastewater recycling, and desalination. It often involves both R&D and production facilities. These businesses typically require small to medium-sized sites (0-25 acres) with access to high-pressure water systems and significant power capacity, while having relatively low transportation needs.
- **Building Energy Technologies:** This sector focuses on innovations that improve energy efficiency, including smart HVAC systems and energy-efficient lighting to reduce building energy use. R&D and software development facilities in this space

typically require small sites (0-5 acres) with moderate to high electrical needs, while having low transportation and water requirements.

- **Electric Vehicle (EV) Infrastructure Technologies:** Supporting the adoption of EVs through charging networks and technology development, this sector generally requires medium to large sites (5-25+ acres) with high electrical power demands and good access to transportation networks.

Opportunity Site Characteristics

The market analysis revealed that Basalt Creek is well suited for various industrial uses, including light industrial, flex space, warehousing, distribution, advanced manufacturing, and support for cleantech and semiconductor sectors. These industries have specific site requirements. To assess how the three opportunity sites could accommodate different sectors, ECOnorthwest analyzed each site's characteristics and evaluated them against the competitiveness matrix and additional criteria specific to cleantech and semiconductor industries.

Table 7 outlines the physical characteristics of the three sites under analysis.

Table 7. Physical Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Site Size and Ownership	♦ 57 acres ♦ 10 tax lots ♦ 2 owners (1 owns 42 acres, 1 owns 14 acres)	♦ 32 acres ♦ 7 tax lots ♦ 7 owners (fairly even site size distribution)	♦ 165 acres ♦ 15 tax lots ♦ 8 owners (1 owns 65 acres, 4 own ~20 acres each, 3 own smaller parcels)
Slope	Slopes of 10% or greater cover about 6 acres, or 11% of the total site area.	♦ Slopes of 10% or greater cover about 15 acres, or 46% of the total site area. These slopes are generally in the middle of the site, bordering Basalt Creek.	♦ Slopes of 10% or greater cover about 34 acres, or 20% of the total site area. However, some of these slopes are from activities on the sites and not physical attributes.
Surrounding Uses	♦ North: Planned for medium-low density residential and neighborhood commercial (Tualatin portion of BCPA) ♦ East: BCPA border and I-5 ♦ South: Undeveloped land, contractor establishment (planned High-Tech Employment District) ♦ West: Craft Industrial Opportunity Site	♦ North: Planned for (and under development) low-density residential (Tualatin portion of BCPA) ♦ East: SW Greenhill Opportunity Site (planned High-Tech Employment District) ♦ South: Contractor establishments, single residential property (planned High-Tech Employment District) ♦ West: Contractor establishments, plant nurseries, and undeveloped land (planned Light Industrial District)	♦ North: Adjacent to mining site ♦ East: Coffee Creek Correctional Facility and Coffee Creek Industrial area ♦ West: Coffee Creek provides a natural buffer ♦ South: Undeveloped land in Clackamas County
Constraints	♦ 52 unconstrained acres (91% of total area) ♦ Minimal constraints running along the eastern boundary	♦ 14 unconstrained acres (42% of total area); 9 of these acres are east of the constraints that dominate the central area; the remaining 5 acres occupy the northwest corner ♦ Constraints dominate the central north-south area	♦ 92 unconstrained acres (56% of total area) ♦ Constraints run along the entire western boundary and central northern half

Table 8 outlines the existing and planned utilities on the opportunity sites. Details on water, sewer, and roads were provided by City staff based on the most current local access maps from DKS. Final infrastructure alignment and capacity are still in the planning stages.

Table 8. Infrastructure and Utility Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Water: Potable water delivery to BCPA requires Basalt Creek Parkway extension, Zone C booster station, and may require SW Grahams Ferry Rd extension. These systems will connect SW Tooze Rd to SW Day Rd – 10,200 LF 18" diameter pipe and 4,670 LF 12" diameter pipe. *Modeling needs to confirm these requirements.*	**Current:** No existing water lines in area. **Planned:** Requires water main along SW Boones Ferry Rd alignment (2,490 LF). Water lines assumed to generally follow local road layout (5,460 LF). Will connect proposed water lines to existing lines on SW Pioneer Ct and SW Day Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Assumed to utilize proposed water main along SW Boones Ferry Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Water lines assumed to follow road layout from SW Grahams Ferry to SW Tonquin Rd (6,900 LF). *Sizes to be confirmed during modeling.*
Roads	**Current:** Existing SW Boones Ferry Rd, SW Greenhill Rd **Planned:** New arterial to I-5 from SW Greenhill Rd (300 LF). New arterial from SW Day Rd to I-5 (1,060 LF). New local roads looping SW Greenhill Rd to SW Boones Ferry Rd (3,350 LF) and connecting to SW Pioneer Ct (2,110 LF).	**Current:** Existing SW Boones Ferry Rd. **Planned:** New local road looping SW Day Rd to SW Boones Ferry Rd (1,900 LF). Assumed to utilize SW Boones Ferry Rd.	**Current:** Existing SW Grahams Ferry Rd to south and SW Tonquin Rd to north. **Planned:** New local road connecting SW Grahams Ferry Rd to SW Tonquin Rd (6,900 LF) with a possible connection to SW Morgan Rd (2,570 LF).
Sewer: Wastewater collection for BCPA requires completion of Coffee Creek Interceptor Phase 2 – 2,000 LF of gravity system upsizing to 21" diameter pipe from SW Boeckman Rd along railroad to SW Ridder Rd. This also requires Coffee Creek Interceptor Railroad Crossing – 160 LF of 21" diameter pipe.	**Current:** No existing sewer lines in area. **Planned:** Gravity collection lines flow generally south and west along proposed road layout (5,460 LF). Requires new collection line along SW Day Rd (1,600 LF) and new line to travel south between SW Day Rd to connect to SW Garden Acres Rd just north of SW Ridder Rd (3,700 LF). *10-12" diameter collection lines are anticipated.*	**Current:** No existing sewer lines in area. **Planned:** Assumed to utilize proposed line along SW Boones Ferry Rd.	**Current**: No existing sewer lines in area. **Planned:** Gravity line flows from SW Clay St west, crosses railroad, and meets proposed local street alignment in West Railroad to SW Grahams Ferry Rd (6,900 LF). Lift station is required with pressure main along SW Grahams Ferry to SW Clutter St (380 LF) before returning to gravity along SW Clutter St to SW Garden Acres Rd (1,430 LF). *A 10" diameter pipe is anticipated for gravity lines.*
Natural Gas	The IFA matrix does not identify natural gas as a requirement for industries most likely to locate in the BCCP. Natural gas did not come up as a barrier for industrial development in interviews.		
Electricity	Discussions with PGE indicate that the area can accommodate industrial users with moderate power needs. However, large power users such as a data center may require infrastructure upgrades. These types of upgrades can take 3+ years.		
Telecommunication	Since the BCPA is located within the Metro, telecommunication service is expected to be adequate to meet the needs of likely users. Telecommunication capacity did not come up as a barrier for industrial development in interviews.		

Location in the overall region and access to highways, rail, other like businesses, and labor force also play a role in site selection for industries. Given the proximity of these sites within a very small area, we detail these overall characteristics for the BCPA rather than for each site (Table 9).

Table 9. Basalt Creek Transportation and Proximity Characteristics

SITE CHARACTERISTIC	BASALT CREEK EVALUATION
Available Trips	♦ The BCCP allocated 951 trips to Wilsonville's portion of Basalt Creek. The TRP identifies the necessary improvements to accommodate those trips. Additional development and trips would require an update to the TRP and additional capacity improvements to the planned system.
Transportation Access to Interstate or Principal Arterial	♦ The entirety of Basalt Creek is within 5 miles of access to I-5 and I-205 and is less than 10 miles from Highway 217.
Proximity to Regional Infrastructure Rail/Port/Airport	♦ Basalt Creek is ~27 miles from Portland International Airport and ~26 miles from the Port of Portland. ♦ A rail line runs through Basalt Creek. The type of rail line and potential for spurs are not known at this point.
Proximity to Labor Force	♦ Access to the broader Portland Metro and Mid-Valley labor forces.
Proximity to Goods	♦ Close proximity to wine region and agricultural land. ♦ Close proximity to distributors, other manufacturers, and tech hubs, including semiconductor businesses.

Evaluation of Compatible Uses

The suitability of potential users for each site is outlined below, based on site characteristics and industry-specific needs. This high-level evaluation focuses on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of building configurations or sizes.

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining site suitability.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with significant electricity demands might necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two property owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for a high-tech supply chain, cleantech industries, advanced manufacturing, food processing, small warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the Basalt Creek Concept Plan's vision for small-scale or micro-industrial uses, such as live-work spaces or makerspaces.

  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences,

including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites. However, the feasibility of redeveloping these residential properties was not assessed as a part of this study.

- **The West Railroad** site spans 165 acres, with 56 percent (92 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and small to midsized warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by the railroad undercrossing on SW Grahams Ferry Road. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site's suitability for targeted industries.

In Table 10, the compatibility of each site with various industrial uses is color coded as follows:

- Red: Not competitive for the industry
- Yellow: Moderate potential
- Green: High compatibility and strong suitability

Table 10. Evaluation of Compatible Uses Based on Site Characteristics

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Production Manufacturing	High-Tech / Cleantech Manufacturing	Midsized, flat site; high power or utility demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; some users may prefer larger sites with expansion potential	Vibration *may* be a concern from nearby rail and/or mining; high power or utility demands could exclude some users depending on system capacity
Value-Added Manufacturing and Assembly	Food Processing	Water and sewer needs are high; high demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion	Water and sewer needs are high; high demands could exclude some users depending on system capacity
	Advanced Manufacturing & Assembly	Midsized, flat site; lower water and sewer demand than high-tech industries	Site small and constrained; increased setbacks (if required) could be a problem; often requires on-site utility service areas	Vibration *may* be a concern from nearby rail and/or mining

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Light / Flex Industrial	General Manufacturing	Residential proximity may reduce appeal	Site small and constrained; residential proximity may reduce appeal	Desirable site size available; distance from sensitive uses (residential, park)
	Industrial Business Park and R&D Campus	Midsized, flat site; slightly small for some users	Site small and constrained	Constraints may limit large park potential
	Business / Admin Services	Midsized, flat site; high trip generation	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; tolerates higher slopes; compatible near residential; high trip generation	Proximity to Coffee Creek Industrial area that hosts similar services is attractive; tolerates higher slopes; high trip generation
Warehouse & Distribution	Regional	Close to I-5; existing road infrastructure; site may be a little small for some users	Site too small and constrained; limited space for trucks	Constraints could limit large distribution centers; the City is evaluating needed improvement to better accommodate truck traffic
	Local	Close to I-5; existing road infrastructure; suitable for smaller users	Site too small and constrained; limited space for trucks	Close to I-5; suitable for smaller users; the City is evaluating needed improvement to better accommodate truck traffic
Specialized	Data Center	May be suitable, but power needs could exceed available capacity, requiring upgrades	Site too small and constrained	May be suitable, but power needs could exceed available capacity, requiring upgrades

Site Competitiveness for Semiconductor Industry

Basalt Creek lacks the large parcels required for fabrication plants but is positioned to accommodate supply chain businesses that support semiconductor manufacturing.

- **SW Greenhill:** High Potential – Could be competitive for the semiconductor supply chain businesses. This site is closest to development ready, which is highly competitive because semiconductor companies prioritize sites with infrastructure ready to support development within *6 months to 3 years.*
- **Craft Industrial:** Not Competitive – Given the small parcels on the Craft Industrial site, this site is not competitive for the semiconductor supply chain businesses.

- **West Railroad:** Moderate Potential – The longer timeline required to provide adequate infrastructure, combined with existing constraints, makes this site less attractive for the semiconductor industry.

Site Competitiveness for Cleantech

- **Craft Industrial:** Moderate Potential – Given the small parcels and extent of constraints, this site is not competitive for many cleantech businesses but may be attractive to small-scale users in ag-tech and building energy tech that require sites under 5 acres.

Table 11. Cleantech Evaluation of Compatible Uses for Craft Industrial

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply; site size may be too small for many users
Mass Timber	Limited by small site size, lack of direct rail access, and high energy requirements
Ag-Tech	Site may be suitable for a small user
Circular Economy	Some users may prefer direct rail access; site may be too small for some users
Solar & Wind Energy	Small site; unsuitable for power generation and manufacturing
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; site may be too small for some users
Building Energy Tech	Site may be suitable for a smaller user; energy demands could exceed supply
EV infrastructure Tech	Limited site size, lack of rail access, and high energy requirements

- **SW Greenhill and West Railroad:** High Potential – Site size and infrastructure could appeal to a variety of cleantech subsectors, including battery storage, ag-tech, circular economy, water tech, and building energy tech.

Table 12. Cleantech Evaluation of Compatible Uses

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply
Mass Timber	Limited by lack of direct rail access and high energy requirements
Ag-Tech	Sites meet needs well
Circular Economy	High transportation needs: some facilities may prefer direct rail access
Solar & Wind Energy	Unsuitable for power generation; possible for manufacturing but limited by rail and power needs
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; low transportation needs
Building Energy Tech	Sites meet needs well; energy demands could exceed supply
EV infrastructure Tech	Limited by lack of rail access and high power requirements

Conclusion

Land Supply

The BCPA offers a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. Since the previous Buildable Lands Inventory (BLI) update, the area has experienced growth in contractor establishments. The updated BLI identifies **150 acres of buildable land,** comprising **87 acres of vacant land** and **63 acres of partially vacant land,** after accounting for constraints and existing development. The supply is distributed across parcels of varying sizes, ranging from small lots under 5 acres to larger parcels exceeding 25 acres, providing a mix of options suitable for different industry needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between **1,500 and 2,780 jobs**.

Site Suitability Analysis

The Site Suitability Analysis evaluates the competitiveness of three opportunity sites within the BCPA based on their ability to host key industries identified in the Economic Inventory. This evaluation focuses on physical site characteristics, such as size, location, and constraints, rather than the likelihood of redevelopment. Redevelopment feasibility is addressed in a separate deliverable.

- **SW Greenhill:** With its minimal constraints, lack of development, consolidated land ownership, and existing infrastructure, this site could be physically suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels. This validates the uses originally envisioned in the BCCP for the area.
- **Craft Industrial:** Due to significant constraints, the site is currently more suitable for micro-industrial uses, such as live-work spaces, as originally identified in the BCCP. However, with site aggregation, the southeastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **West Railroad:** This site has potential for development in general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

Next Steps

The findings presented in this memorandum are preliminary and will be further refined through ongoing discussions with the Planning Commission and City Council. This analysis is being conducted in parallel with an evaluation of redevelopment feasibility for contractor establishments. Ultimately, these components, along with insights from the Economic Inventory, will be synthesized into a summary report that outlines key findings and recommendations.

Appendix B.1 IFA Industrial Development Competitiveness Matrix

ECOnorthwest

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

Infrastructure Finance Authority

			Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
	PROFILE		A	B	C	D	E	F	G	I	H	J	K	L
	CRITERIA		Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)

13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	SPECIAL CONSIDERATIONS:		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located witihn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.
* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.	
**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space	
† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).	
‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.	

Appendix B.2 Cleantech Industrial Sector Land Use Competitiveness Matrix

The Oregon Cleantech Competitiveness Assessment Report (Appendix D in the report) identified the following land use requirements for key cleantech subsectors in Oregon as described below.

Cleantech Land Use Criteria

Land use requirements for attracting and growing industrial users vary across sectors. We have reviewed typical land use and infrastructure needs based on existing facility development, anticipated growth needs, and similarities to existing established industrial users within the State. We have reviewed land use competitiveness for the following development criteria, which are commonly used when evaluating sites for attracting potential industrial users:

1. Total site size: Gross property area, including building footprint, setbacks, parking, laydown space, buffers and/or mitigation areas, and expansion areas.
   A. Small: 0-5 acres
   B. Medium: 5-25 acres
   C. Large: > 25 acres
2. Use allowance: Specific manufacturing use allowed under current zoning. Development standards also may limit feasibility of necessary elements such as utility yards.
   A. Low: Allowed outright
   B. Medium: Allowed conditionally or with limitations
   C. High: Not allowed
3. Site slope tolerance: Elevation differences across the site; generally, industries with large-footprint buildings or laydown yards require flatter sites.
   A. Low: 0-5%
   B. Moderate: 0-7%
   C. High: 0-12%
4. Access to interstate or principal arterial transportation routes: Access to shipping routes and available capacity for trips generated.
   A. Low: Relatively low need for access to transportation routes.
   B. Moderate: Access to principal transportation routes is preferred.
   C. High: Access to principal transportation routes is required.
5. Railroad access: Proximity and capacity for rail freight systems, for either raw materials or finished goods.
   A. Low: Relatively low need for rail access.
   B. Moderate: Access to rail access is preferred.
   C. High: Access to rail access is required.
6. Marine port access: Proximity and capacity for marine cargo shipping, for either raw materials or finished goods.
   A. Low: Relatively low need for marine access.
   B. Moderate: Access to marine access is preferred.

C. High: Access to marine access is required.

7. Airport access: Proximity and flight availability for employees, customers, or air cargo.
   A. Low: Relatively low need for airport access.
   B. Moderate: Access to airport access is preferred.
   C. High: Access to airport access is required.
8. High-pressure water supply: Proximity and capacity for high-pressure water supply, typically as municipal water.
   A. Low: Significant water usage is not expected to be a critical component of this industry.
   B. Moderate: Water usage may be high for this industry; high-pressure water supply is preferred.
   C. High: High-pressure water supply is required.
9. Electricity supply: Proximity and capacity for electrical power.
   A. Low: Significant electricity usage is not expected to be a critical component of this industry.
   B. Moderate: Electrical usage may be high for this industry; high-demand service and/or redundancy is preferred.
   C. High: High-demand service and/or redundant electrical supply is required.

The following table summarizes our recommendations of land use competitiveness for the selected Cleantech sectors across the criteria listed above.

Table 13. Competitiveness Matrix for Select Cleantech Industries

	Battery Storage	Mass Timber	Ag-Tech	Circular Economy	Solar & Wind Energy Prod	Water Tech	Building Energy Tech	EV Infrastructure Tech
Site Size	Small to Large[4]	Med to Large	Small[5]	Small to Med[6]	Med to Large[7]	Small to Med	Small	Med to Large
Use Allowance	Varies by jurisdiction							
Slope Tolerance	Mod.	Low	High	Mod.	Mod.	Low	High	Mod.
Transportation Access	Low	High	Low	High	Mod.	Low	Low	High
Rail Access	Low	Mod.	Low	Mod.	Wind: High Solar: Low	Low	Low	Mod.
Marine Access	Low	Low	Low	Low to Mod.	Low to High[8]	Low	Low	Low to Mod.
Airport Access	Low	Low	Mod.	Low	Low	Low	Mod.	High
High-Pressure Water Needs	Low	Low to Mod.	Low	Mod.	Mod.	High	Low	Low
Electrical Supply Needs	High[9]	Mod. to High	Low	Mod.	High[6]	High	Mod. to High	High

Source: Oregon Cleantech Competitiveness Assessment Report, 2024

[4] Battery storage site sizes may vary widely, from urban microgrid installations to large-scale power grid storage.
[5] The Ag-Tech industries identified in this study are assumed to generally focus on software and small-scale equipment products. These companies may use large-scale farms for product development or research; however, since those are likely to be existing operating farm facilities, we do not identify them as a land use criterion here.
[6] Site facility size for circular economy is dependent on the raw materials and finished products involved and the industry scaling.
[7] Site size for solar/wind manufacturing facilities is similar to advanced manufacturing industries, while sites for solar/wind power generation vary greatly depending on scale, ranging from rooftop systems to grid-scale farms.
[8] Offshore wind power requires marine facilities to transport turbines and equipment to the generating site. Land-based wind power marine access varies.
[9] Electrical system proximity and access for power generation facilities may vary depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations.

Appendix B.3 Buildable Lands Inventory Methodology

The BLI is intended to identify industrial lands that are available for development for employment uses within the City of Wilsonville's BCPA. The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This appendix presents methods and definitions used to develop the industrial buildable lands inventory for the BCPA. The results (shown in the Land Supply section of the memorandum) are based on analyses by ECOnorthwest of data from the City of Wilsonville, Washington and Clackamas Counties, Metro, and Pacific Habitat Services. The analysis was reviewed by City staff. The remainder of this appendix summarizes key findings of the BLI.

Methods and Definitions

The BLI in Wilsonville's BCPA includes all land that allows industrial uses within the jurisdiction of Wilsonville's comprehensive plan use designations or unincorporated areas of Washington and Clackamas Counties. From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the BCPA
2. It is within a Wilsonville Comprehensive Plan designation or unincorporated areas of Washington and Clackamas Counties.
3. It is inside a tax lot (as defined by Metro), and
4. Its plan designation allows employment uses. *Note that tax lots do not generally include road or railroad rights-of-way or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate UGB "land base"
2. Classify lands by initial development status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

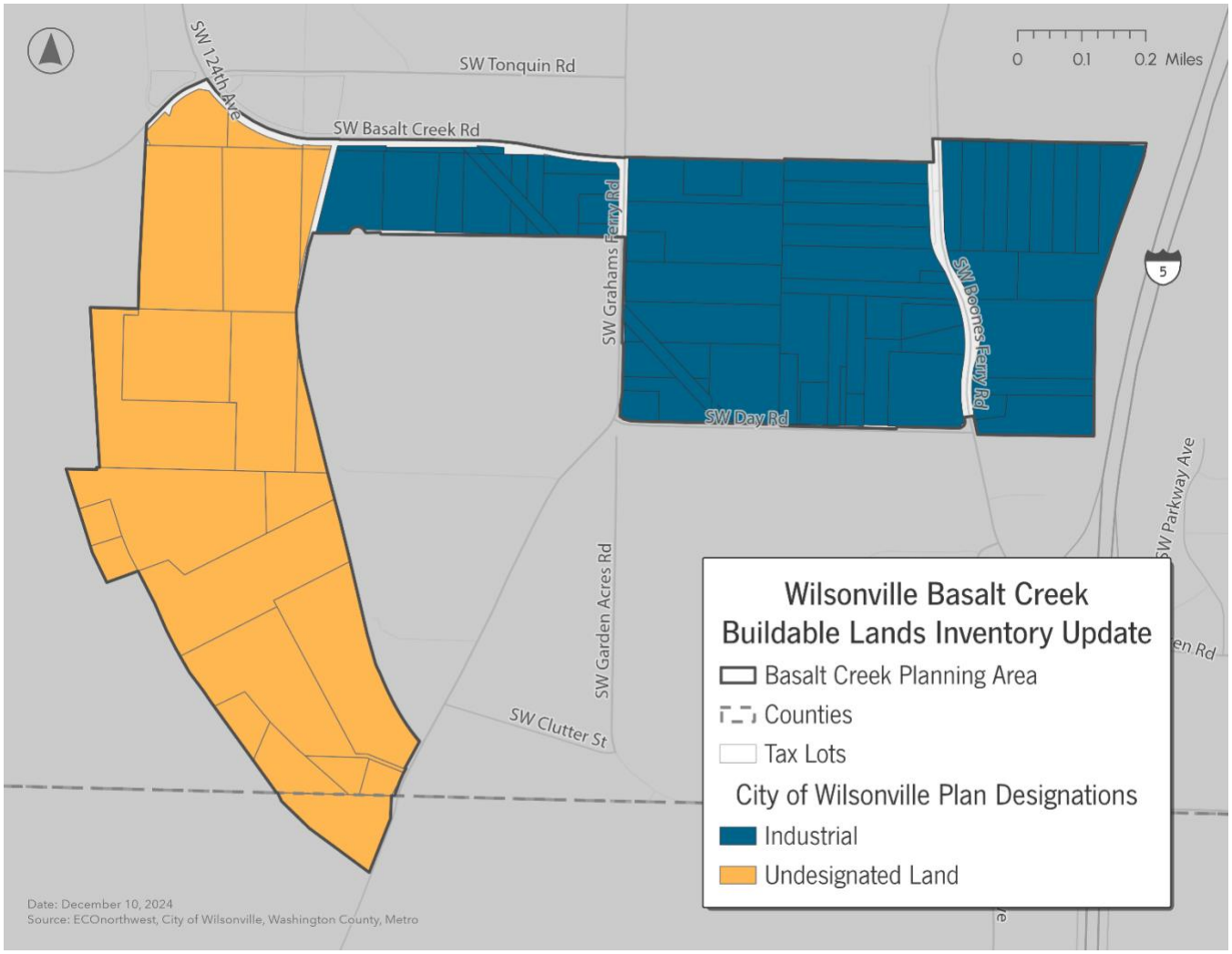
Step 1: Generate UGB "Land Base"

The industrial inventory used all tax lots within the BCPA with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Industrial (I)
- Undesignated land (i.e., unincorporated land)

Figure 6 below shows a map of these designations used in the BLI.

Figure 6. Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Step 2: Classify Lands by Development Status

In this step, ECOnorthwest initially classified each tax lot with an employment plan designation (based on the definitions above) into one of three mutually exclusive categories based on development status:

- Vacant land
- Partially vacant land
- Developed land

ECOnorthwest identified buildable land and classified development status using a rule-based methodology adapted from Metro's Buildable Land Inventory documentation[10] and utilizing Metro's vacant and developed land GIS inventories. These classifications serve as a starting point for identifying development statuses and are further refined in step 4 through visual review by ECOnorthwest and the City of Wilsonville.

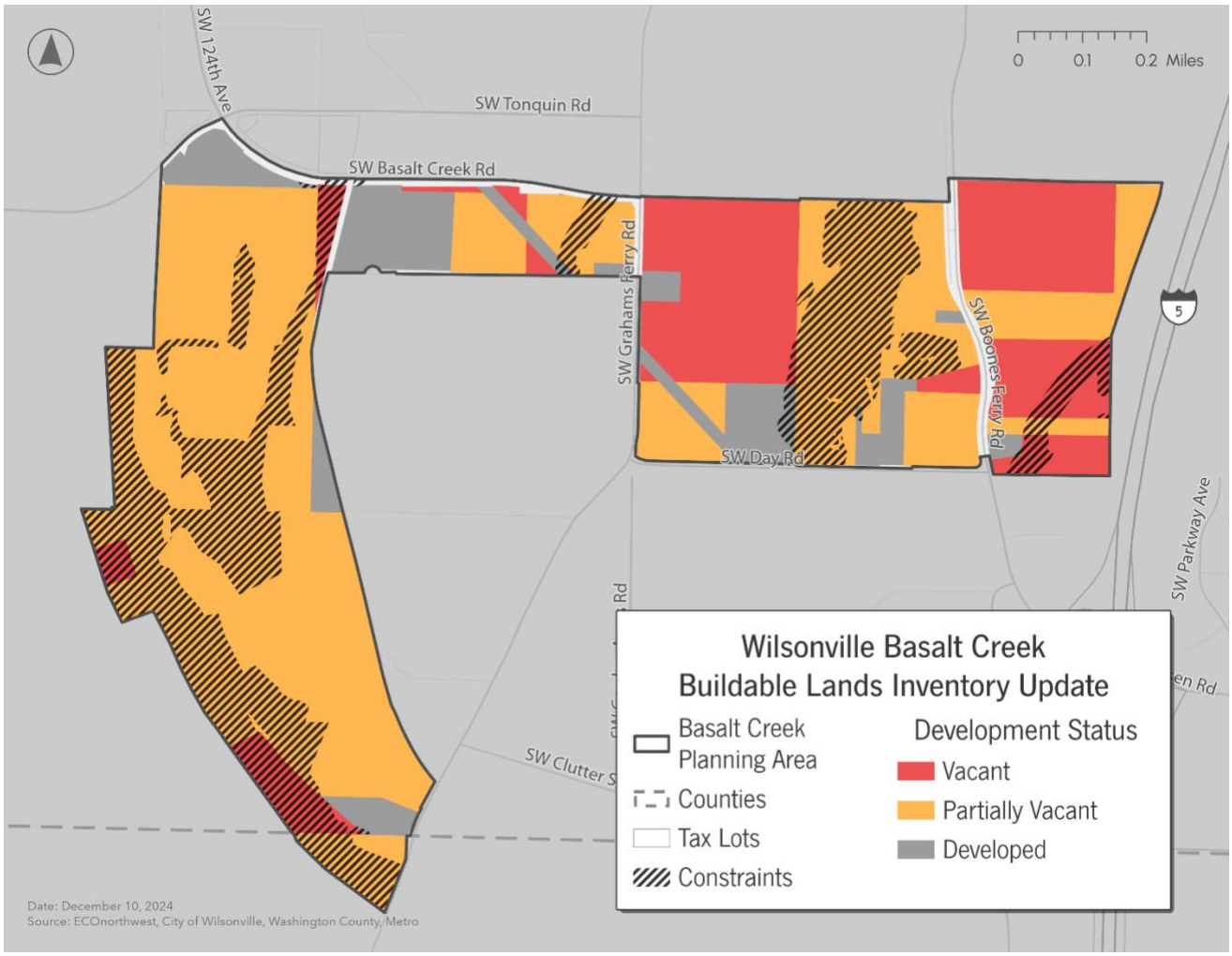
The rules are described in Table 14, and the development status classifications of the BLI land base are visualized in map format in Figure 7.

Table 14. Rules for Development Status Classification

DEVELOPMENT STATUS	DEFINITION	METHODOLOGICAL BASIS
Vacant Land	A tax lot where the area is: (a) Less than 2,000 sq ft and less than 10% developed, or (b) More than 95% vacant.	*Metro Appendix 2 - 2024 Buildable Land Inventory (BLI) and Capacity Estimates*[11]
Partially Vacant Land	A tax lot where the area does not meet the vacant land definition and is more than one-half acre vacant	No statutory definition
Developed Land	A tax lot that is not vacant or partially vacant.	*Metro Appendix 2*

[10] https://www.oregonmetro.gov/sites/default/files/2024/07/09/2024-UGR-Appendix-2-UGB-capacity-analysis-with-attachments.pdf
[11] Ibid.

Figure 7. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 3: Identify Constraints

As shown in

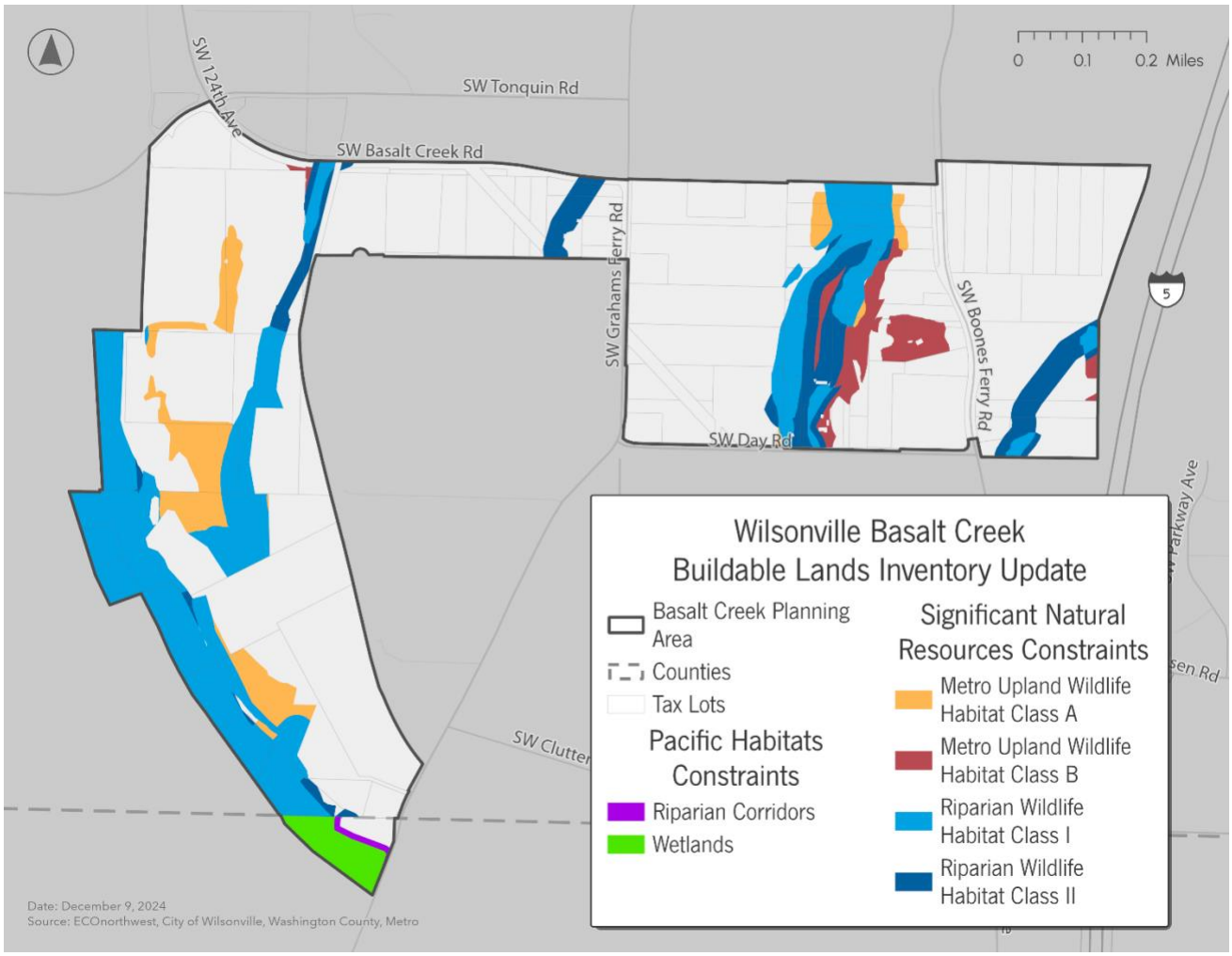
Table 15, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and discussion with Wilsonville City staff.

Table 15. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Significant Natural Resources (SNR)	*OAR 660-009-0005(2)*	Lands within SNR classifications: ♦ Metro Upland Wildlife Habitat Classes A and B ♦ Riparian Wildlife Habitat Classes I and II	Washington County
Riparian Corridors	*OAR 660-009-0005(2)*	Lands within riparian corridors (Clackamas County only)	Pacific Habitat Services
Wetlands	*OAR 660-009-0005(2)*	Lands within wetlands (Clackamas County only)	Pacific Habitat Services

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 8 shows a map of the individual constraints.

Figure 8. Development Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involved reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments.

Step 5: Tabulate and Map Results

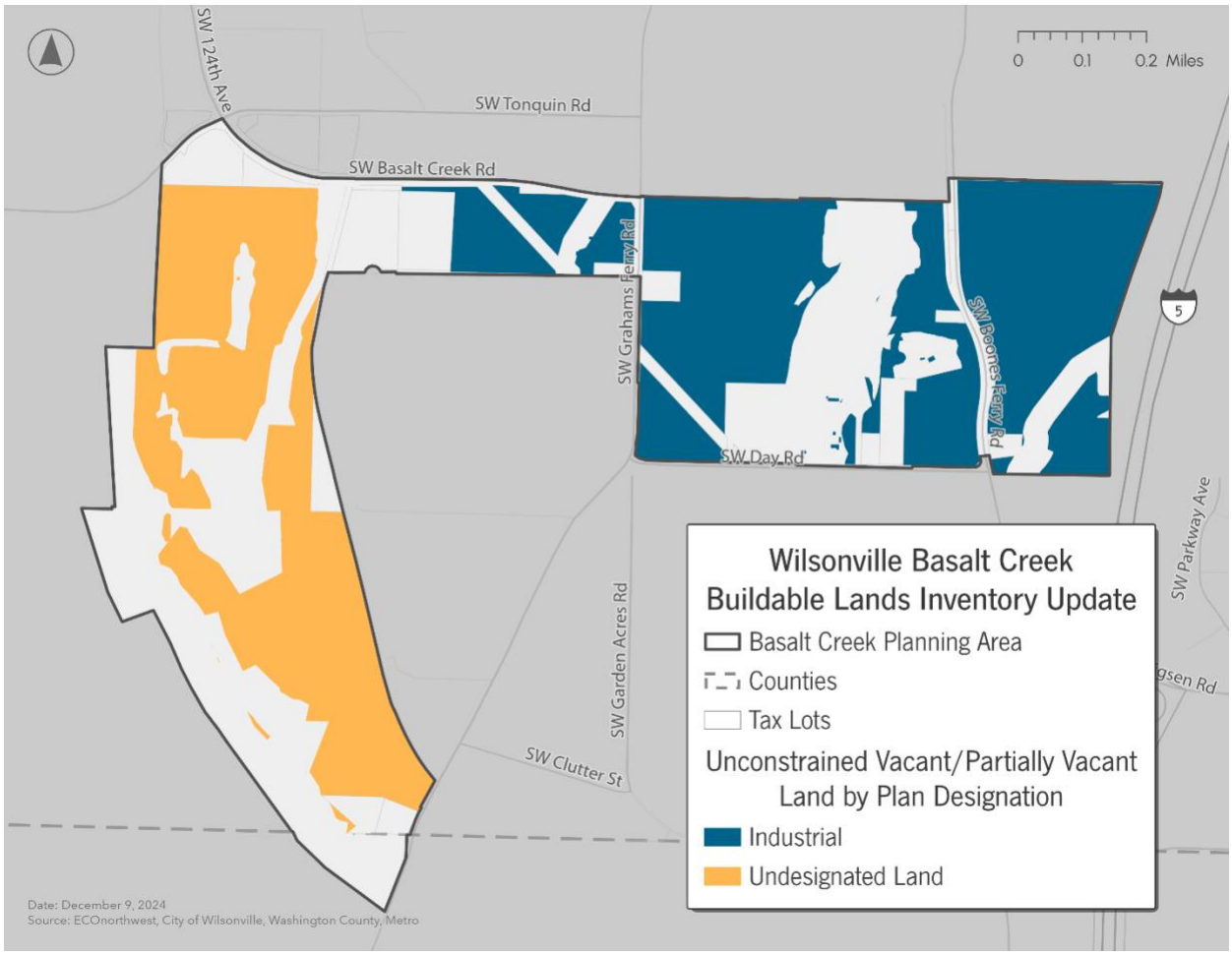
The results of the industrial BLI are presented in tabular form in Table 16 and in a map in Figure 9.

Table 16. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 9. Buildable Employment Land by Wilsonville Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Appendix C: Redevelopment Feasibility of Contractor Establishments

ECOnorthwest

DATE:	December 12, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Michelle Anderson, and Bob Parker
SUBJECT:	WILR Phase 1: Redevelopment Feasibility of Contractor Establishments

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study comprises several interconnected tasks:

- An **Economic Inventory** that evaluated current market trends and identified industries suitable for the area (completed).
- An updated **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (ongoing).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and access (ongoing).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (this memorandum).

This memorandum addresses the fourth task by evaluating the redevelopment potential of contractor establishments within the BCPA. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, which typically include small offices (often converted residences), storage buildings, and laydown yards. While these uses contribute to jobs and economic activity, they yield limited employment opportunities and lower property values compared to those envisioned in the BCCP or those typically expected for land within the metro urban growth boundary (UGB) and city limits.

The primary question we address in this task is: What is the redevelopment potential of existing contractor establishments in the BCPA, given prevailing lease rates and market conditions? This analysis will help the City understand what types of development the market will support, which desired development types identified in the BCCP are viable under current economic conditions, and what conditions might be necessary in the future to support desired development.

The findings from this analysis will guide recommendations on policy interventions and strategic actions the City can take to support desired development and promote redevelopment feasibility. These efforts are part of a broader initiative to position Basalt Creek as a key area for regional job growth and long-term economic success.

Redevelopment Feasibility of Existing Contractor Establishments

The Economic Inventory identified a range of industrial users who may find Basalt Creek particularly attractive due to its prime location in the Southwest Metro area, access to a skilled workforce, availability of industrial land, strong transportation networks, and proximity to existing industrial clusters. Discussions with stakeholders also highlighted strong regional demand for industrial space.

However, several challenges complicate redevelopment efforts. Many existing contractor establishments generate significant income for property owners, reducing their motivation to sell or redevelop the land for higher-intensity industrial uses. Additionally, relocation options for businesses currently occupying these sites may be limited, creating further barriers to redevelopment.

These challenges raise critical questions about whether current market rents and sales prices are sufficient to make redevelopment feasible in the BCPA. This analysis evaluates the conditions needed to support redevelopment in Basalt Creek.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek, as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation, and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

Methods and Approach

What are the key questions?

While there is clear demand for industrial space in the BCPA, the question remains: **What conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the BCCP?** To answer this core question, ECOnorthwest identified several subquestions to guide the analysis.

- What types of property owners are in the study area, and who is respectively occupying the site (e.g., the owner or tenant)?
  - Understanding ownership and occupancy dynamics helps assess the financial motivations of property owners and helps determine whether redevelopment offers an incentive.
- What are the potential future uses for these sites?
  - Identifying potential future uses informs construction costs, market rents, and site utilization. Evaluating the likely range of site utilization (based on constraints and zoning) helps determine whether redevelopment would offer higher returns compared to current uses.

By addressing these supporting questions, ECOnorthwest evaluated scenarios where ownership, occupancy, and future uses align to incentivize redevelopment. This structured approach provides insights into the conditions necessary to drive redevelopment in the BCPA.

How did we answer the key questions?

ECOnorthwest used a detailed pro forma model to evaluate multiple potential development scenarios. These scenarios incorporated variations in current ownership and occupancy, potential future uses, and site utilization (for additional details, see Appendix). For this quantitative analysis, we focused on conditions that could support new development, either on recently acquired properties (e.g., speculative purchases) or on land likely to transact for redevelopment in the future.

WHAT IS A PRO FORMA?

The pro forma method, a standard tool in real estate feasibility studies, replicates the decision-making process of investors and lenders. It assesses the balance between development costs, expected revenue, and financing structures to identify potential viability gaps.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft

costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. For each scenario, the pro forma calculated the rent levels required to cover these costs and achieve financial feasibility.

DATA LIMITATIONS AND METHODOLOGY

While the quantitative analysis provided valuable insights, data limitations in the study area and the I-5 South Submarket (such as limited observations of contractor establishment rents) posed some challenges. These limitations are typical for studies in smaller submarkets. To address this, we supplemented the analysis with qualitative methods, including interviews with developers and brokers, to validate assumptions and refine recommendations. We also conducted a range of sensitivity testing to account for potential variance (e.g., higher and lower potential contractor establishment rents) instead of basing the results of our analysis on one assumption. As a result, we believe the findings accurately reflect current market conditions in Wilsonville and provide a reliable basis for evaluating redevelopment feasibility in the BCPA.

WHY IS DEVELOPMENT FEASIBILITY AND PRO FORMA ANALYSIS IMPORTANT?

Development can be costly and risky. Getting funding to construct new development requires lenders and investors to be reasonably confident they will earn enough financial return to justify the risks.

Economic or market feasibility is generally assessed by comparing the expected revenues (rents, sales prices) against the costs of development. If a development project is not profitable, it is not feasible; it will not be built. While some of the factors that determine market feasibility are outside a jurisdiction's direct control (e.g., labor and materials costs, interest rates, market rents), local jurisdictions can provide incentives (such as tax exemptions or land donations) or adjust building, utility, and zoning fees; zoning; programs; and other regulations that can have a substantial impact on whether development could be feasible or not.

ASSUMPTIONS AND INDUSTRY STANDARDS

We based several assumptions on industry standards to ensure consistency and accuracy:

- **Construction Costs:** Used national averages adjusted with a Portland metro–specific multiplier to account for regional building conditions.
- **Other Development Costs and Operating Costs:** Applied standard rates for soft costs (architectural design, site engineering, permitting and entitlement fees, capital carrying costs, etc.), contingency, and developer fees.

For a more detailed overview of the data, assumptions, and methodology, please refer to the Appendix.

UNDERSTANDING THE PRICE OF LAND IN THE BCPA: HOW THIS IS FACTORED INTO FEASIBILITY RESULTS

Predicting the price that a landowner would require when selling property for development is an imperfect science—each landowner has reasons to sell or hold their land. Some property owners are willing to develop their land without selling, but based on interviews, we determined this would be rare in the study area. For the purposes of this analysis, we assumed the value of the property (i.e., the price of the land at which an owner would be willing to sell) could be derived from current comparable property sales prices in the area using a **"comps approach"** as well as using an **"income-based approach"** that considers the revenue stream from current tenants on the property. Therefore, this memo analyzes the rent needed based on the range of land values given these two approaches.

We identified vacant land sales (including contractor establishment sales) in the I-5 South Submarket using CoStar data. Most of the vacant land properties recently transacted (over the last 4 years) for approximately $7 to $17 per square foot of land. One improved land transaction (with a contractor establishment) had a sale price that indicated it transacted for $26 per square foot of land. These observations served as our range of land prices using a comps approach. Many of these comps, both vacant land and contractor establishments, might have been leased to tenants and generated income; however, the prices they sold for could have been decided via an unknown variety of methods (including an income-based approach and then a subsequent negotiation). Therefore, for the purposes of this analysis, we refer to all these observed transactions as being within the "comps approach" method.

The income-based approach relied on data collected during interviews, which indicated the rent for contractor yards in the area could range from $0.18 to $0.23 per square foot of land per month. We considered this gross annual revenue, net of approximately 5 percent for various operating costs, and divided by a range of capitalization (cap) rates (5 percent to 7 percent) to estimate the value. Using a cap rate is a common valuation approach in the commercial real estate industry. This analysis resulted in a range of $19 to $52 per square foot of land—considerably higher than most of the results from the comps approach. This approach more accurately reflects the value current owners place on the potential future revenue from their existing tenants, as well as the level of incentive required to encourage them to sell and repurpose the property. Although this income-based value could eventually be negotiated during a potential sale, we still use this range in our analysis to reflect values that a landowner might require to sell their land.

Key Findings

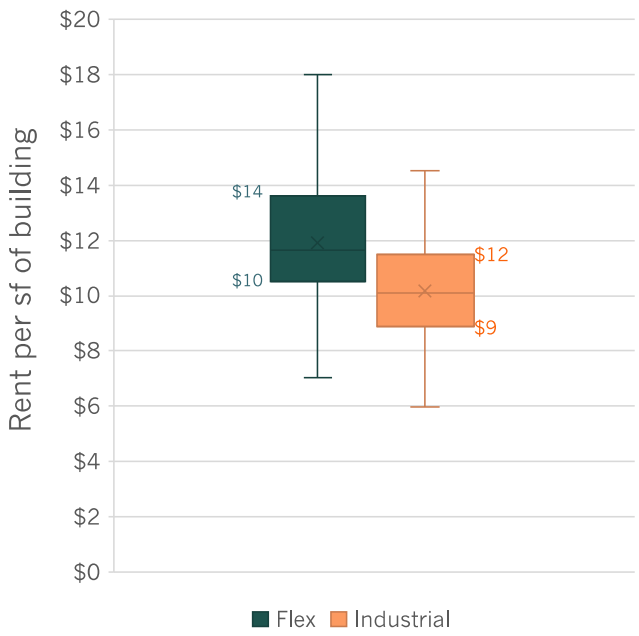
Current uses are generating substantial revenue with minimal management effort or risk.

Our market research and interviews highlighted that the rent for current uses varied based on whether the site was mostly open land or a building was present. Sites without buildings typically structured their rent per square foot of land, and this typically ranged from $0.18 to $0.23 per month. For example, a 1-acre site could generate annual gross rent of approximately $95,000 to $120,000 with minimal management effort or operating costs. (This is intended for illustrative purposes only and can scale to larger site sizes.)

Over the past four years, vacant land in the area has sold for around $7 to $17 per square foot. For the same illustrative 1-acre site, this translates to sale prices ranging from $305,000 to $750,000. The resulting ratio of annual gross lease revenue to property value ranges from 13 percent (a monthly rent of $0.18 per square foot relative to a land value of $17 per square foot) to 39 percent (a monthly rent of $0.23 per square foot relative to a land value of $7 per square foot). This means that property owners who recently purchased land and rent it to contractor establishments could recover their investment within 2.5 to 8 years. For long-term landowners who have already paid off their investment, rents represent additional income with minimal effort. Either way, given the substantial revenue from these uses, a landowner has very little incentive to redevelop.

For sites with buildings and yards, rents are typically based on the building area and range from $0.85 to $1.30 per square foot of building per month, or $10.20 to $15.60 per square foot per year. In comparison, flex and industrial spaces in the I-5 South Submarket rent for $9 to $14 per square foot per year, meaning that rent for an existing contractor establishment building with a yard is already achieving similar market rents to potential future uses. Not only are some of these contractor establishments already achieving comparable rents to flex and industrial uses, but they are also doing so without the risks of redevelopment (which include new capital investment, entitlements, the time to convert the land to the new use and generate revenue, and opportunity cost, among others).

Figure 1. Market Rent of Potential Future Uses



Source: ECOnorthwest analysis, CoStar

Rents would likely need to increase by at least three-fifths (60 percent), if not double (100 percent), to fund construction and create incentive to flip existing contractor establishments.

For our pro forma analysis, we evaluated a range of scenarios based on the variation in ownership and occupancy, future uses, future site utilization, and land acquisition costs (see Appendix for more detail). As previously discussed, ECOnorthwest solved for the rent needed to cover these various costs and then compared to the potential market rent of the flex and industrial uses observed in the I-5 South Submarket. We show these results for a range of potential land acquisition prices and construction costs.

We analyzed results for three different physical scenarios based on observed comparable developments (using the relationship between building square footage and site square footage):

- **Very high site utilization** based on 45 percent site coverage, similar to Graham's Ferry Industrial Center. Note: future development in some portions of BCPA may face constraints due to natural site features or zoning standards that may make achieving this site utilization challenging.
- **High site utilization** based on 35 percent site utilization, similar to the Sherwood Commerce Center
- **Low site utilization** based on 20 percent site utilization, similar to observed flex and industrial uses built over the last 20 years in the I-5 South Submarket

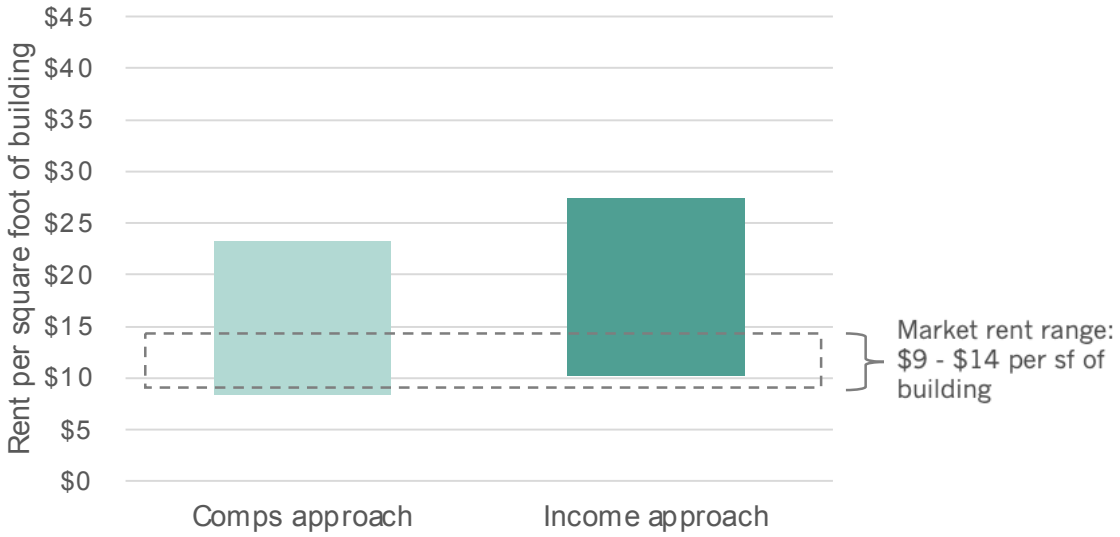
INTERPRETING THE RESULTS CHARTS

Development feasibility hinges on a range of different assumptions. Rather than picking one specific set of assumptions, the results charts shown in this memo encompass a range of potential assumptions, namely land acquisition costs and development costs.

ECOnorthwest compared the feasibility results to both the comps approach and income approach—**one column** in the following charts shows the resulting range of rents needed if assuming a comps approach, and **one column** shows the range needed based on an income approach. **Both columns** also include sensitivity testing given a range of construction costs and land prices, which is reflected in the size of the bars (the same range is assumed for each of the land price method scenarios). **A dashed box** is also shown to represent the range of observed rents for potential future uses. The rent results would ideally be within, if not lower than, this range for the development to be feasible.

In the **very high site utilization** scenario, future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 2). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses would likely need to increase by at least three-fifths, if not double, while construction costs remain constant.

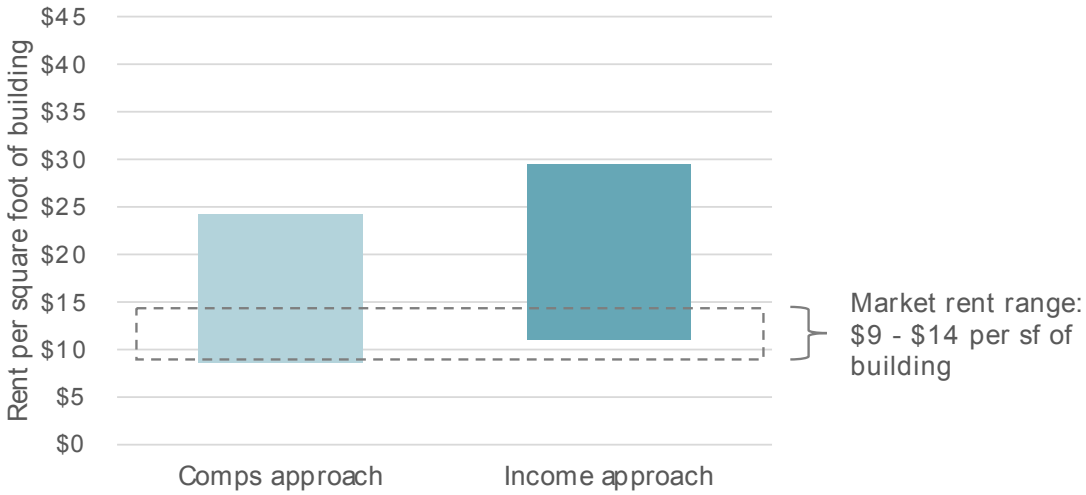
Figure 2. Rent Needed for Very High Site Utilization (45%)



Source: ECOnorthwest analysis

The results in the **high site utilization scenario** are similar to the very high site utilization scenario. However, relative to the latter, rents would need to increase to cover the same range of land and development costs. Future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 3). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses must increase by at least three-quarters, if not double, while construction costs remain constant.

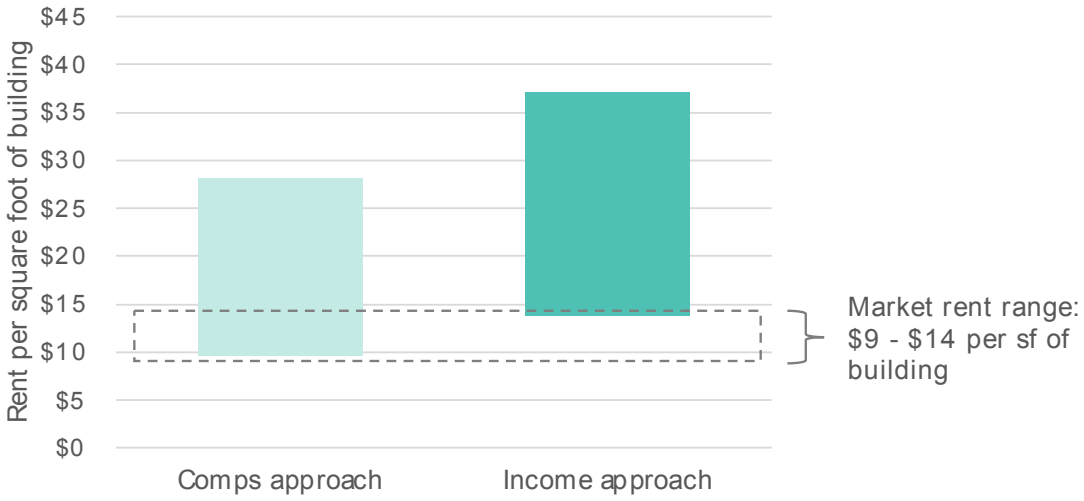
Figure 3. Rent Needed for High Site Utilization (35%)



Source: ECOnorthwest analysis

In the **low site utilization scenario**, future flex and industrial uses are only feasible when land acquisition costs are assumed to be low—less than $10 per square foot, based on the low end of recent comparable sales of vacant land—and other development costs are low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 4). For properties with existing uses (where land is likely to transact between $19 and $52 per square foot), the market rent for flex and industrial uses must double while construction costs remain constant to make redevelopment feasible.

Figure 4. Rent Needed for Low Site Utilization (20%)



Source: ECOnorthwest analysis

Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations.

Owner-occupied sites present more complex financial considerations compared to vacant or tenant-occupied properties. Landowners using their property for their own business must account for additional costs if they relocate, including relocation expenses, higher rents (or purchase prices) for new properties, and potentially higher ongoing business costs. For example, moving farther from suppliers or services could result in increased fuel or labor expenses.

To justify relocating their business, landowners would likely need to sell their property at an even higher price than what the quantitative analysis assumes. This requirement would, in turn, translate to higher rents than those shown in the results charts (Figure 3 and Figure 4). However, if the landowner does not intend to maintain their business, financial considerations would be less complex. Without the need to account for future business costs or the loss of tenant income, necessary rents could align more closely with those projected in the comps approach.

Conclusion and Next Steps

Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment. Rents for existing contractor establishments, particularly those with buildings, are already comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would likely need to rise by at least three-fifths, if not double, depending on site utilization, land acquisition costs, and construction costs. Higher site utilization scenarios present some redevelopment feasibility when land acquisition costs are low (below $20 per square foot). Conversely, properties with higher land costs or existing uses would either have substantially higher rents or reduced development costs (e.g., construction, financing) to achieve feasibility.

Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations. Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets, increasing costs for labor, transportation, and operations. Without substantial increases in land values or rents, redevelopment for these properties remains unlikely.

Achieving the City's development vision for Basalt Creek will require strategic interventions. Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or implementing other strategies yet to be identified.

The findings in this memorandum are preliminary and will be refined through further analysis and discussions. This study is being conducted alongside updates to the buildable lands inventory and site suitability analysis. Ultimately, these components will be synthesized with insights from the Economic Inventory into a comprehensive final report that outlines key findings and actionable recommendations.

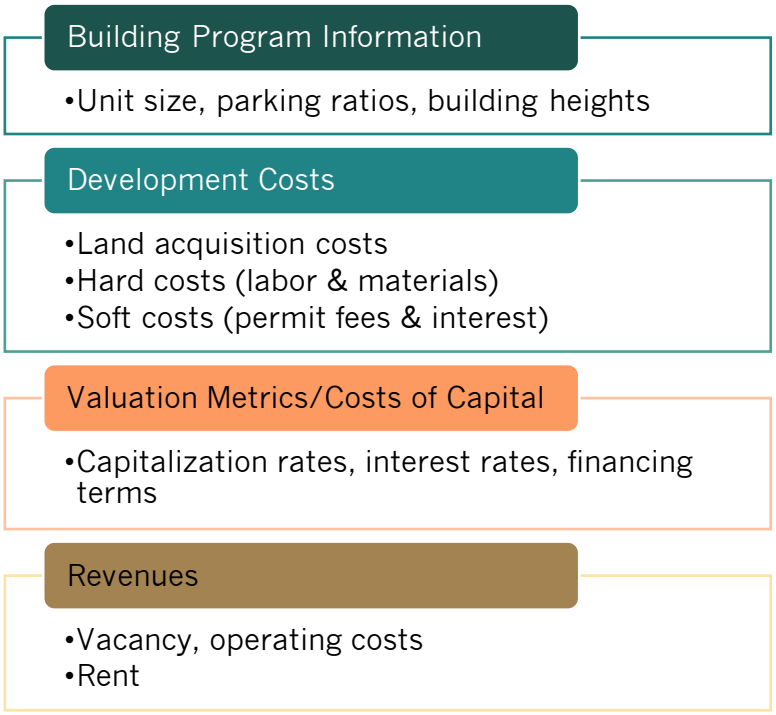
Appendix C.1

Financial Feasibility Methods

To model development feasibility, ECOnorthwest employed a pro forma model, which is a common method used in real estate feasibility studies because it simulates the decision-making process of investors and lenders. The pro forma assesses the balance between development costs, expected revenue, and financing structure, which helps to identify viability gaps.

Figure 5. Factors Used in the Pro Forma Analysis

Source: ECOnorthwest



This method provides a general analysis of prototypical development scenarios, or prototypes, without accounting for unique conditions that might influence development feasibility (e.g., higher predevelopment costs). Therefore, this analysis serves as a strong indicator of the relative likelihood of development rather than an absolute measure of feasibility.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. It then calculates the rent required to cover these costs for each scenario.

Scenarios Evaluated

To establish relevant assumptions for the pro forma model, we first identified the scenarios needed to address the research questions. These scenarios were based on variations in current ownership and occupancy, potential future uses, and site utilization.

CURRENT SITE OWNERSHIP AND OCCUPANCY

We started with an understanding of the current site ownership and occupancy. Based on our understanding, there were three main categories:

- **Owners of vacant or unused land.** This category includes people who recently purchased land with the intent to develop and existing owners potentially interested in selling their land for new development.
- **Owners renting to contractor establishment tenants.** These owners might sell their property but would need compensation for the foregone future revenue from their tenants.
- **Owners using the land for their own contractor establishments.** Financial considerations for this group vary substantially. Landowners would need to account for up-front and ongoing costs associated with relocating their businesses, making this scenario more complex to quantify compared to vacant or tenant-occupied sites.

APPROACH TO ESTIMATING LAND PRICE

- **Vacant and underutilized land:** We used a comparable sales ("comps") approach to estimate land price, which accounts for the sales price of recently purchased land, especially by those intending to develop (see the callout box on page 5 for details on the comps approach).
- **Tenant-occupied land:** For owners renting to contractor establishment tenants, we used an income-based approach to estimate the financial hurdle of land price. This better reflects the potential foregone revenue from tenants (see the callout box on page 5 for details on the income-based approach).
- **Owner-occupied land:** Due to varied business conditions of landowners who are using the land for their own contractor establishment, we evaluated this scenario qualitatively, considering insights from the other scenarios.

FUTURE BUILDING PROGRAMS

We then considered the potential future building programs that could occur on these former contractor establishment sites. We based the building square footage of our two prototypes on observed comparable flex and industrial spaces, based on CoStar data from the I-5 South Submarket. Key considerations included:

- **Site Utilization:** Over the past 20 years, average site utilization (building area relative to site area) in the I-5 South Submarket was about 20 percent. Recent developments such as the Sherwood Commerce Center and Graham's Ferry Industrial Center achieved 35 percent and 45 percent site utilization, respectively. But this was enabled by maximizing impervious coverage for parking and truck logistics. Future development in some portions of the study area may face constraints due to natural site features or zoning

standards. We therefore modeled three prototypes to capture a range of potential future development conditions:

- **Low utilization:** 20 percent
- **High utilization:** 35 percent
- **Very high utilization:** 45 percent

CONSTRUCTION COSTS

Lastly, for the scenarios we modeled, we evaluated a range of potential construction costs for flex and industrial uses. We referenced the **2024 National Building Cost Manual** by Craftsman to arrive at a range of potential construction costs for various building types that could house future flex and industrial uses. We conducted sensitivity testing of the potential rents needed to cover low to high construction costs, and the results that informed our key findings are inclusive of the range used.

The land cost, site utilization, and building costs were all assumptions that varied in our analyses as we conducted sensitivity testing of different scenarios (e.g., high site coverage, high land costs, high construction costs). All other pro forma assumptions we held constant. We describe the specifics of these assumptions in the section below.

Detailed Methods and Assumptions

To evaluate future flex or industrial rental uses, we began by calculating development costs. This involved applying the cost-per-square-foot values (see Table 1. Scenarios and Assumptions Used) to the building square footage derived from the site utilization. From that construction cost, we calculated the soft cost, contingency, and developer fees to arrive at the total development cost.

Given the potential range of sources to fund these projects, we used a high-level approach and assumed all sources of money that funded the project would require a 6 percent annual return based on a 30-year term. We calculated a payment inclusive of this return, based on the total development cost, to arrive at the rent needed to cover these annual costs. We also assumed these rents would be triple net and that, therefore, the operating costs would be passed on to the tenant, which is common for flex and industrial lease terms. We highlight the specific assumptions of this analysis, and any relevant ranges, in Table 1.

Table 1. Scenarios and Assumptions Used

Source: ECOnorthwest, CoStar, Redfin, Craftsman, Stakeholder Interviews

Assumption	Values
Land price	Ranged from $7 to $26 based on observed sales comps of vacant land as well as one sale observation of a contractor establishment. Ranged from $19 to $52 per square foot based on income-based approach.
Building program	(3) square footage estimates based on a calculation of 20% site utilization, 35% site utilization, 45% site utilization
Construction costs	$75 to $200 per square foot of building; $20 per square foot of paving
Soft costs	20% of hard costs
Contingency	5% of hard and soft costs
Developer fee	5% of hard and soft costs plus contingency
Costs of capital	6% annual interest range, 30-year term for all funding sources
Operating costs	Assumed triple net rents

Wilsonville Industrial Land Readiness – Basalt Creek

City Council Work Session
June 2, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager
Matt Lorenzen, Economic Development Manager

Market/Economic Key Findings

Changes in Employment

- **National:**
  - Strong employment growth since 2020
- **State:**
  - Oregon's employment recovery from the pandemic, while positive, lagged national trends

- **Wilsonville:**
  - In 2022 Wilsonville had 21,383 covered employees
  - Wilsonville's three largest industries were manufacturing, wholesale trade, and construction
  - These sectors make up 43% of jobs in Wilsonville and 22% of jobs in the Tri-County region

Office Market Trends

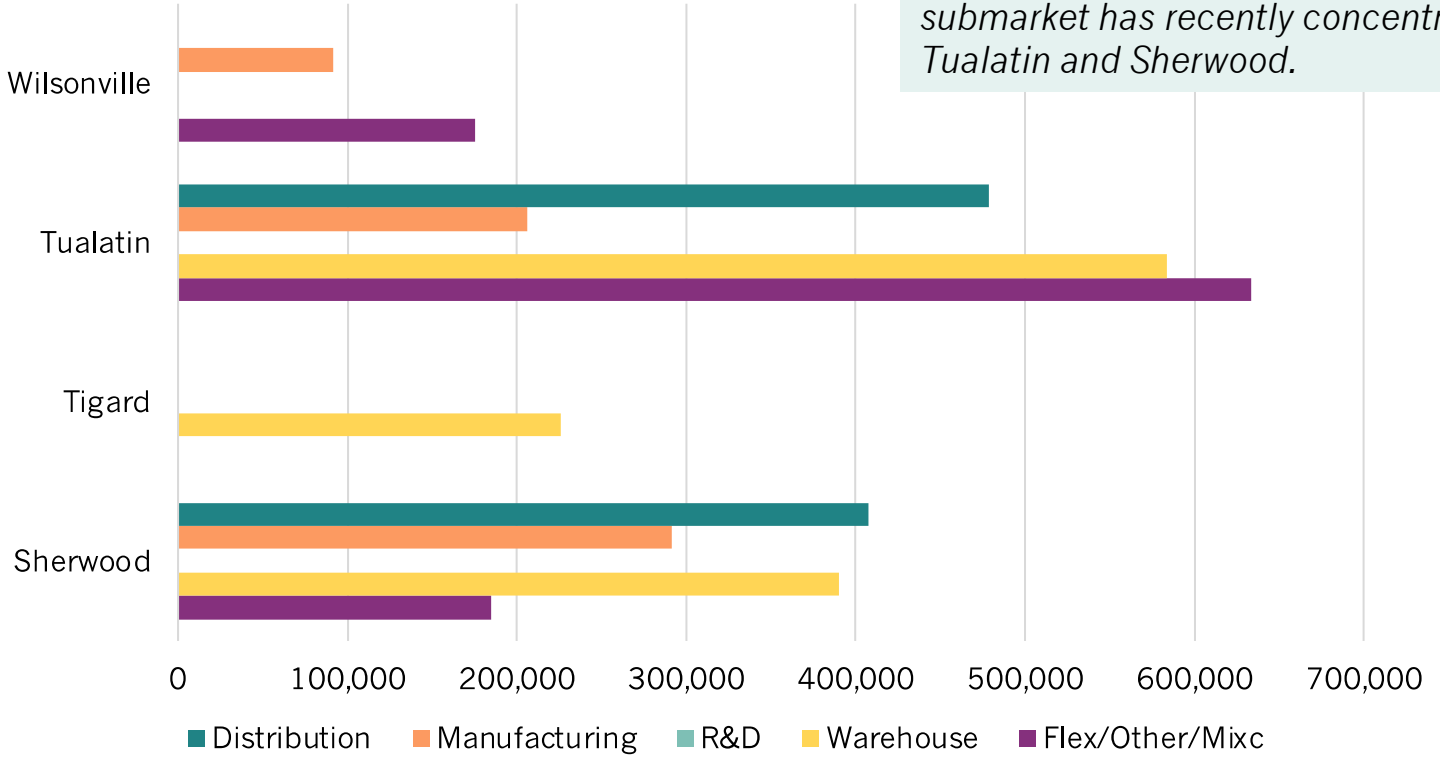
- **National:**
  - Office market declining
  - Expected to adjust to hybrid work model
- **Portland Metro:**
  - Record high vacancy rates
  - Low leasing activity
  - Suburban office markets performing better than downtown
- **Wilsonville:**
  - Lower vacancy rates than broader region with recent spikes as leases end
  - Rents on par with Portland Metro for first time in a decade, but below I-5 South Submarket

Industrial Market Trends

- **National:**
  - Growth decelerating, but remains relatively strong overall
- **Portland Metro:**
  - Strong growth between 2021 and 2023, but decelerating
  - Investor confidence in market
  - Continued growth in industrial space
- **Wilsonville:**
  - Very low vacancy, below broader market
  - Increasing rents, above broader market
  - Limited industrial development over past decade

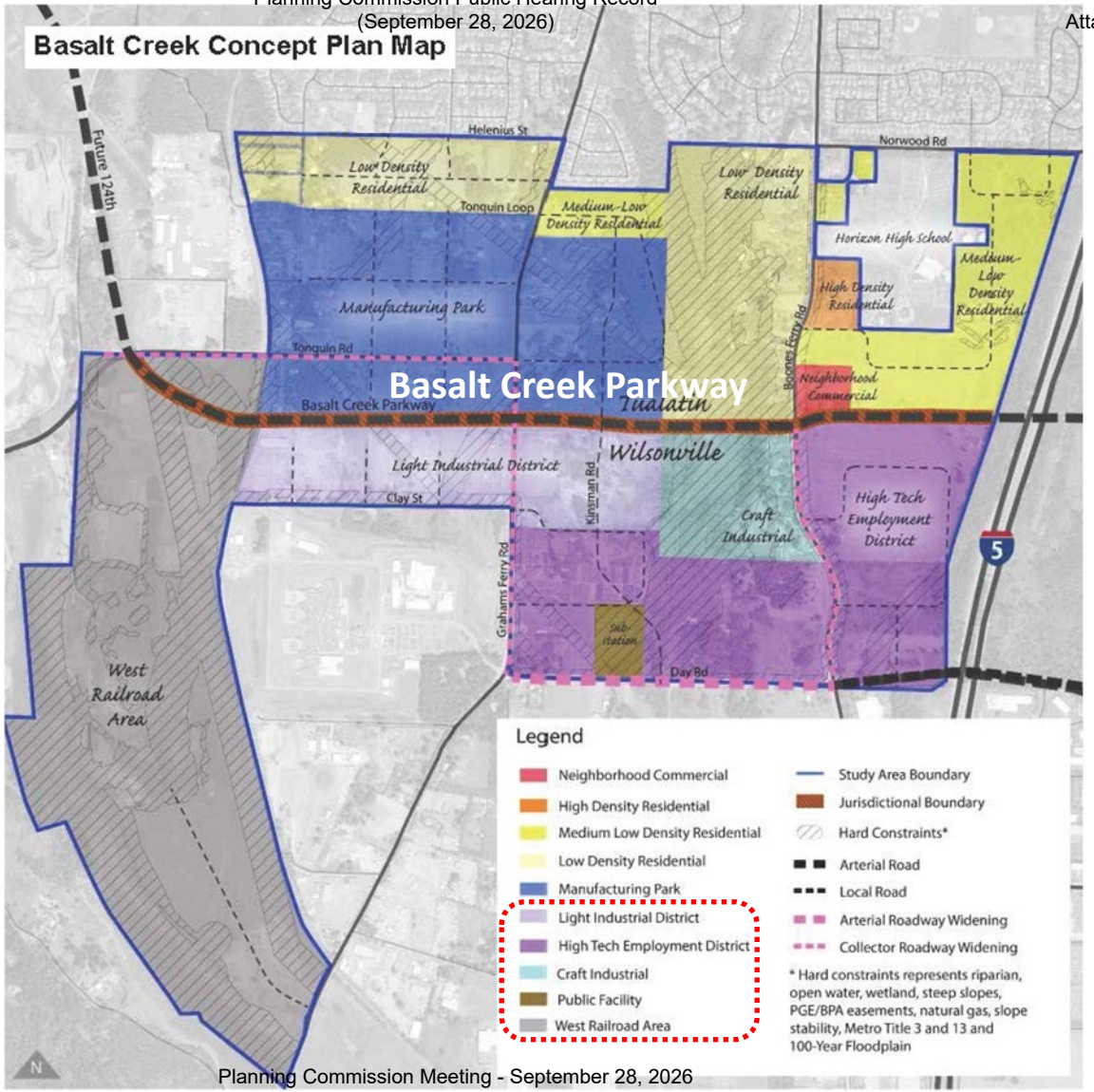
Industrial & Flex Trends I-5 South Submarket, 2019-2026

Industrial development in the I-5 South submarket has recently concentrated in Tualatin and Sherwood.



Land Use Type Suitability

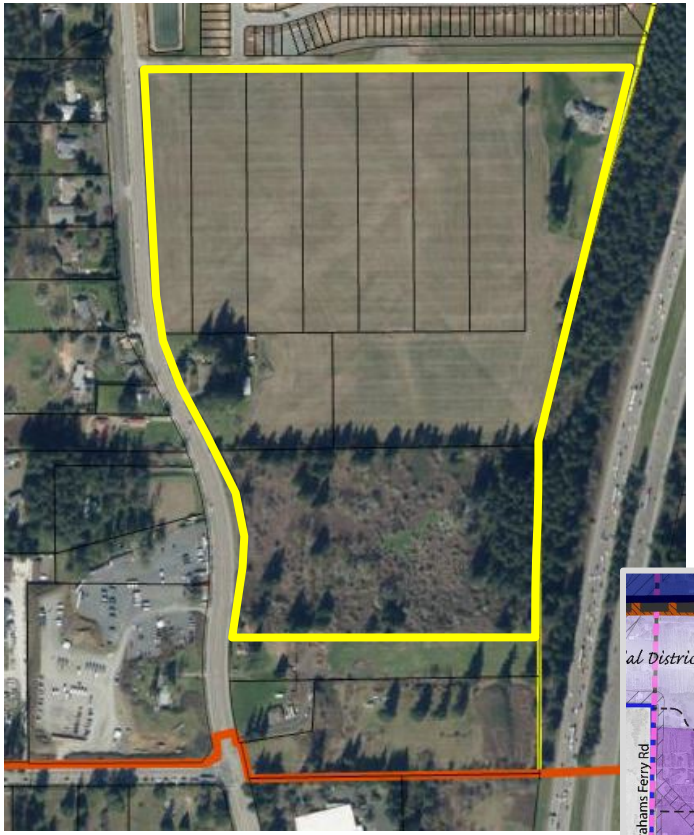
WILSONVILLE
OREGON

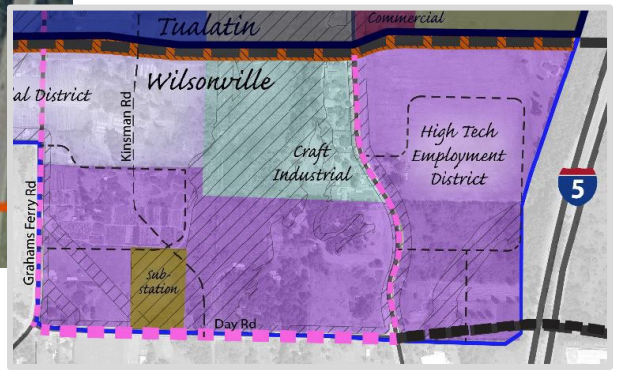


High-Tech Employment



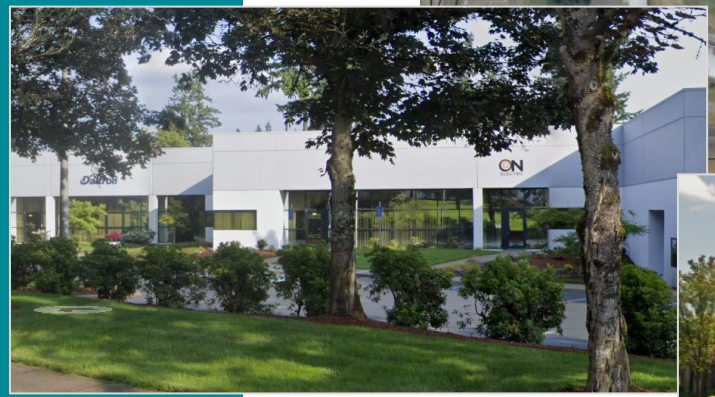




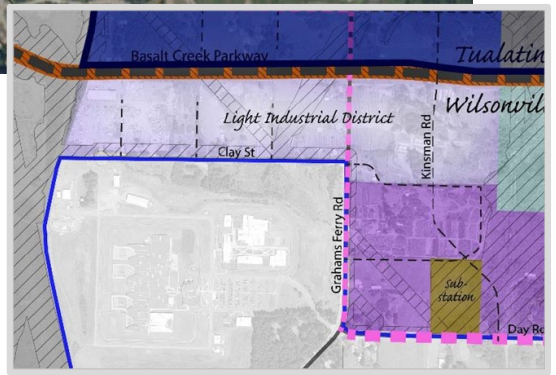


Light Industrial

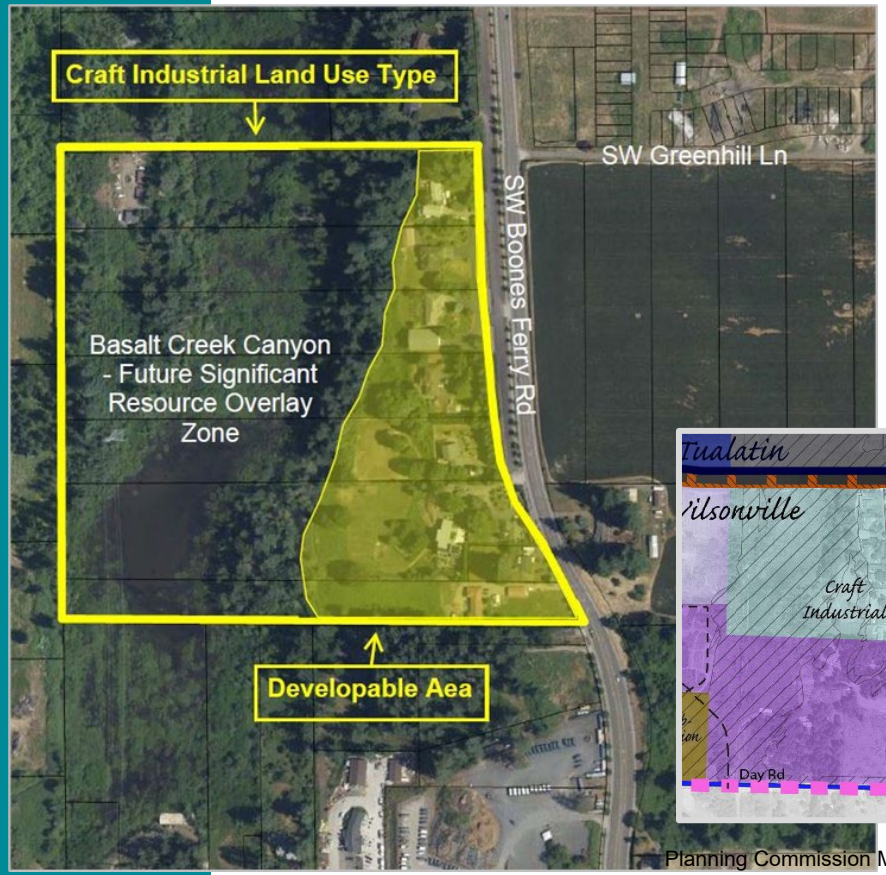




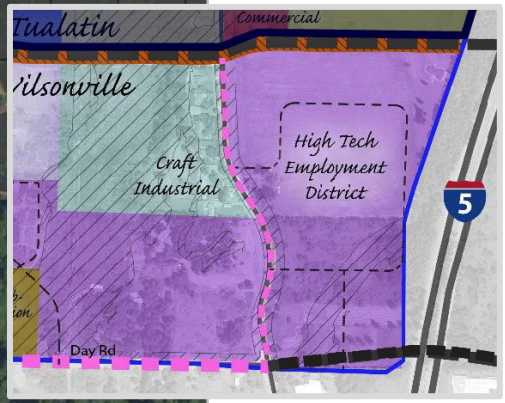




Craft Industrial



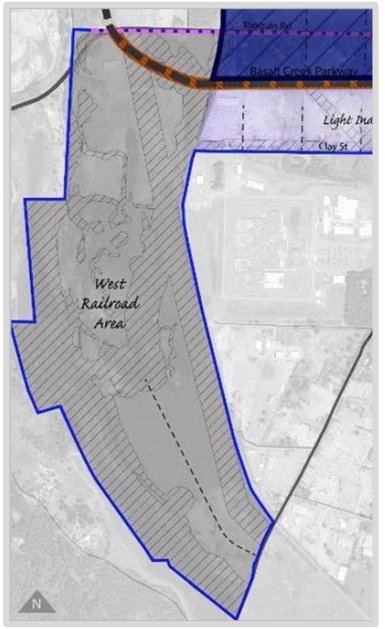






West Railroad





Potential Zoning

- High-Tech Employment and Light Industrial
  - Planned Development Industrial (PDI) Zone
    - Explore zoning limitations on:
      - Low-intensity uses
      - Large-scale uses
- Craft Industrial
  - New Craft Industrial (CI) Zone
- All or portion of Basalt Creek
  - Consider northern extension of Industrial Design Overlay District

Planning Commission Input

- Implement High-Tech Employment, Light Industrial, and Craft Industrial land use types
- Apply Planned Development Industrial Zone to High-Tech and Light Industrial land use types with additions as noted
- Establish new Craft Industrial Zone
- Consider extending Coffee Creek Industrial Design Overlay District (form-based code) to all or part of planning area

Discussion

- Does the City Council concur that the Concept Plan land use types continue to align with the City's vision for Basalt Creek?
- Does the City Council have additional guidance that would help inform Development Code and economic development actions for the different land use types?

ACTION MINUTES

June 02, 2025, at 5:00 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Dunwell
Councilor Cunningham
Councilor Shevlin

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Bill Evans, Communications & Marketing Manager
Bryan Cosgrove, City Manager
Dan Pauly, Planning Manager
Dwight Brashear, Transit Director
Erika Valentine, Arts & Culture Program Coordinator
Jeanna Troha, Assistant City Manager
Katherine Smith, Assistant Finance Director
Keith Katko, Finance Director
Kelsey Lewis, Grants & Programs Manager
Kimberly Rybold, Senior Planner
Kimberly Veliz, City Recorder
Matt Lorenzen, Economic Development Manager
Zach Weigel, City Engineer
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:00 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

Councilors commented on the important agenda items for the regular meeting, highlighting the need for professionalism and respect in discussions.

PRE-COUNCIL WORK SESSION

1. Sewer & Storm System Development Charge Update

Staff provided a briefing on the updated sewer and storm System Development Charge (SDC) and discussed the next steps with Council.

2. Wilsonville Industrial Land Readiness (Basalt Creek)

Staff sought Council input on policy direction for the Basalt Creek Planning Area to inform the Master Plan.

ADJOURN [6:12 PM]

EXECUTIVE SESSION [6:19 PM]

- ORS 192.660(2)(h) Legal Counsel/Litigation

ADJOURN [6:35 PM]

CITY COUNCIL MEETING [7:00 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

Moved to approve the order of the agenda 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings

Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

COMMUNICATIONS

5. heARTs of Wilsonville: Many Cultures, One Heart Public Art Project Update

Staff summarized the process undertaken to execute "heARTs of Wilsonville: Many Cultures, One Heart," a public art project that temporarily installed ten hand-painted fiberglass hearts at visible locations throughout Wilsonville. This project was funded by a Wilsonville-Metro Community Enhancement grant award.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

CONSENT AGENDA

6. **Resolution No. 3196**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With VSS International, Inc For The Fiscal Year (FY) 2026 Slurry Seal Project (Capital Improvement Project 4014).

7. Minutes of the May 5, 2025, City Council Meeting.

8. Minutes of the May 19, 2025, City Council Meeting.

The Consent Agenda was adopted 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

9. **Ordinance No. 898**
   An Ordinance Of The City Of Wilsonville Adopting The 2025-2045 Housing Needs And Capacity Analysis As A Sub-Element Of The Comprehensive Plan And Related Comprehensive Plan Text Amendments.

After a public hearing Ordinance No. 898 was adopted on first reading 5-0.

10. **Resolution No. 3203**
    A Resolution Of The City Of Wilsonville Adopting The Housing Production Strategy.

After a public hearing Resolution No. 3203 was adopted 5-0.

11. **Resolution No. 3198**
    A Resolution Declaring The City's Eligibility To Receive State Shared Revenues.

After a public hearing Resolution No. 3198 was adopted 5-0.

12. **Resolution No. 3199**
    A Resolution Declaring The City's Election To Receive State Shared Revenues.

After a public hearing Resolution No. 3199 was adopted 5-0.

13. **Resolution No. 3200**
    A Resolution Of The City Of Wilsonville Adopting The Budget, Making Appropriations, Declaring The Ad Valorem Tax Levy, And Classifying The Levy As Provided By ORS 310.060(2) For Fiscal Year 2025-26.

After a public hearing Resolution No. 3200 was adopted 3-2.

14. **Resolution No. 3201**
    A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2024-25.

After a public hearing Resolution No. 3201 was adopted 5-0.

CITY MANAGER'S BUSINESS

There was none.

LEGAL BUSINESS

There was none.

ADJOURN [10:49 PM]

URBAN RENEWAL AGENCY MEETING [10:49 PM]

CALL TO ORDER

1. Roll Call

2. Motion to approve the following order of the agenda.

Moved to approve the order of the agenda 5-0.

CITIZEN INPUT

This is an opportunity for visitors to address the Urban Renewal Agency on any matter concerning City's Business or any matter over which the Agency has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the Urban Renewal Agency will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

CONSENT AGENDA

3. Minutes of the October 7, 2024, Urban Renewal Agency Meeting.

The Consent Agenda was adopted 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

4. **URA Resolution No. 353**
   A Resolution Of The Urban Renewal Agency Of The City Of Wilsonville Adopting The Budget, Making Appropriations, And Declaring The Intent To Collect Tax Increment For Fiscal Year 2025-26.

After a public hearing URA Resolution No. 353 was adopted 5-0.

ADJOURN [10:56 PM]

CITY COUNCIL

MONDAY, MAY 19, 2025

WORK SESSION

Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Luxhoj)(Pauly)

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: May 19, 2025	**Subject:** Wilsonville Industrial Land Readiness – Basalt Creek **Staff Members:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Review the Basalt Creek industrial area background information in preparation for upcoming work sessions.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COUNCIL:

Review the background information and regulatory context of the Basalt Creek industrial area to prepare for upcoming work sessions regarding the City's vision and planned land uses for the area, which will shape the Master Plan expected to be adopted at the end of the year.

EXECUTIVE SUMMARY:

Since the adoption of the Basalt Creek Concept Plan in 2018, prepared jointly with the City of Tualatin, several years have passed. During this period, both Cities have individually advanced implementation efforts. However, Wilsonville has yet to complete certain steps, including master planning, amending the Development Code for appropriate zoning, and preparing an infrastructure funding plan. Consequently, it was necessary to review the Concept Plan, update specific components, and address these unfinished tasks to facilitate future urban industrial development in Basalt Creek.

This informational item provides background and context on three key topics in preparation for the upcoming work sessions on Basalt Creek, including one scheduled for June 2:

- **Regulatory Context**: The rationale for including Basalt Creek in the urban growth boundary and the regulatory framework guiding industrial land planning for the area.
- **Land Use Types**: Designated land use types in the Basalt Creek Concept Plan and the envisioned development for these areas.
- **Guiding Principles**: How the Concept Plan's Guiding Principles reflect Wilsonville's aspirations for the area.

Regulatory Context

Metro added the Basalt Creek Planning Area to the urban growth boundary in 2004 through Ordinance No. 04-1040B to address regional employment land needs (Attachment 1). Consistent with the Metro Ordinance, the Basalt Creek Concept Plan (BCCP) designated Wilsonville's portion of the plan area for a range of industrial uses. The BCCP is unique, because it was a collaborative project between Tualatin and Wilsonville as the cities expand to share a future boundary. The planning also included extensive coordination with Washington County and Metro.

Basalt Creek Concept Plan Land Use Types

The BCCP designates properties for High-Tech Employment, Light Industrial, and Craft Industrial (Attachment 2):

- **High-Tech Employment**: Located with high visibility from Interstate-5 and along SW Boones Ferry and Day Roads, this land use type is intended for high-tech single-users, manufacturing, and some warehouse space in one- to five-story buildings, with roughly half office and half other industrial use.
- **Light Industrial**: Situated in the central part of the Planning Area, this land use type is expected to include primarily manufacturing and warehouse uses in single- or multi-tenant buildings, with some office and commercial activities, assumed to be roughly two-thirds industrial and one-third split between office and warehousing uses.
- **Craft Industrial**: Located immediately west of SW Boones Ferry Road, this area responds to existing single-family residential development and natural resource constraints. Initially, it is envisioned to include home businesses and cottage industries in garages, converted portions of homes, and accessory buildings. Over time, redevelopment could incorporate a variety of craft industries, maker spaces, and other complementary employment uses.

Over the last year the City has worked with consultants to prepare studies that reevaluate these land use types under current market and other conditions. This work aims to inform refinement of the land uses during Master Plan development and drafting implementing Development Code language. At the June 2 City Council Work Session, staff will present information from recent studies, along with input from the Planning Commission, and seek Council's guidance on implementing these land uses.

None of the three land use types above were applied to an area of the 2004 urban growth boundary (UGB) addition referred to as West Railroad. This area is west of Portland and Western Railroad along the Coffee Lake wetlands extending from Grahams Ferry Road to Basalt Creek Parkway/Tonquin Road (see Attachment 2). Due to constraints such as natural resource limitations and inadequate infrastructure, planning for the West Railroad area was postponed during concept planning and it was not assigned a land use type. This postponed work is now part of the current project and will be presented to City Council when ready.

Basalt Creek Concept Plan Guiding Principles

The Guiding Principles established by the Joint Council of Tualatin and Wilsonville in the BCCP encapsulate the Cities' interests and goals for the area. Adapted for Wilsonville, these principles include:

- Maintain and complement Wilsonville's unique identity
- Capitalize on the area's unique assets and natural location
- Explore creative approaches to integrate jobs and housing in the Craft Industrial District
- Create a uniquely attractive business community unmatched in the metropolitan region
- Ensure appropriate transitions between land uses
- Meet regional responsibility for jobs
- Design cohesive and efficient transportation and utility systems
- Maximize assessed property value
- Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

EXPECTED RESULTS:

With additional background and context City Council will be prepped to guide implementation for the Basalt Creek planning area over the coming months, including a master plan and Development Code amendments, economic development strategies, and an infrastructure funding plan.

TIMELINE:

Additional work sessions with the City Council and Planning Commission are planned for the coming months. Public hearings on related Development Code amendments are expected at the end of this year.

CURRENT YEAR BUDGET IMPACTS:
Funding for the first phase of the Wilsonville Industrial Land Readiness project is allocated in the fiscal year (FY) 2024-25 Planning Division budget and, for the second phase, will be allocated in the FY 2025-26 budget. The first phase was primarily funded by a $100,000 grant from Business Oregon, with additional funding available, if needed, from a $290,000 Metro grant, which also will fund the second project phase.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Concept Plan review process included comprehensive community involvement. In the first phase of the Wilsonville Industrial Land Readiness (WILR) project, ECONorthwest gathered input from Business Oregon, Greater Portland Inc., property owners, and developers to understand the demand for industrial land in Wilsonville and property owners' current and future plans. This input informed the preparation of studies and reports and will guide the determination of appropriate zoning standards and necessary Code amendments.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Adopting appropriate zoning standards, creating an infrastructure funding plan, and pursuing economic development strategies will remove barriers to development and enable the implementation of the Basalt Creek Concept Plan. When developed, Basalt Creek will generate jobs, contributing to the income and property tax base, supporting economic mobility through family-wage employment, and enhancing Wilsonville's livability. This will allow the industrial area to reach its full economic potential, positively impacting the greater Wilsonville community.

ALTERNATIVES:
As zoning standards, economic strategies, and an infrastructure funding plan are developed, alternatives will be explored and developed with the City Council and Planning Commission.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
1. Metro Ordinance No. 04-1040B (excerpts)
2. Basalt Creek Concept Plan Map
3. Basalt Creek Concept Plan-access at the following link to the City's website: Basalt Creek Concept Plan

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METRO URBAN GROWTH BOUNDARY, THE REGIONAL FRAMEWORK PLAN AND THE METRO CODE TO INCREASE THE CAPACITY OF THE BOUNDARY TO ACCOMMODATE GROWTH IN INDUSTRIAL EMPLOYMENT	)))))))	ORDINANCE NO. 04-1040B Introduced by the Metro Council

WHEREAS, by Ordinance No. 02-969B (For The Purpose Of Amending The Urban Growth Boundary, The Regional Framework Plan And The Metro Code In Order To Increase The Capacity Of The Boundary To Accommodate Population Growth To The Year 2022), the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan to increase the capacity of industrial land to accommodate industrial jobs; and

WHEREAS, the Metro Council adopted an Employment and Industrial Areas Map as part of Title 4 (Retail in Employment and Industrial Areas) in Ordinance No. 96-647C (For the Purpose of Adopting a Functional Plan for Early Implementation of the 2040 Growth Concept) on November 21, 1996; and

WHEREAS, the Council amended the Regional Framework Plan ("RFP") by Exhibit D to Ordinance No. 02-969B (For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code in Order to Increase the Capacity of the Boundary to Accommodate Population Growth to the Year 2022), adopted on December 5, 2002, to establish a new 2040 Growth Concept design type entitled "Regionally Significant Industrial Area" ("RSIA") and to add Policies 1.4.1 and 1.4.2 to protect such areas by limiting conflicting uses; and

WHEREAS, by Exhibit F to Ordinance No. 02-969B the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan ("UGMFP") to implement Policies 1.4.1 and 1.4.2 of the RFP; and

WHEREAS, by Exhibit E of Ordinance No. 02-969B the Council adopted a "Generalized Map of Regionally Significant Industrial Areas" depicting certain Industrial Areas that lay within the UGB prior to its expansion as part of Task 2 of periodic review as RSIAs; and

WHEREAS, Title 4 calls upon the Council to delineate specific boundaries for RSIAs derived from the "Generalized Map of Regionally Significant Industrial Areas" after consultation with cities and counties; and

WHEREAS, by Ordinance No. 02-969B, the Council added capacity to the UGB but did not add sufficient capacity to accommodate the full need for land for industrial use; and

WHEREAS, the Metro Council submitted Ordinance No. 969B, in combination with other ordinances that increased the capacity of the UGB, to the Land Conservation and Development Commission (LCDC) as part of Metro's periodic review of the capacity of its UGB; and

WHEREAS, on July 7, 2003, LCDC issued its "Partial Approval and Remand Order 03-WKTASK-001524" that approved most of the Council's decisions, but returned the matter to the Council for completion or revision of three tasks: (1) provide complete data on the number, density and mix of housing types and determine the need for housing types over the next 20 years; (2) add capacity to the UGB for the unmet portion of the need for land for industrial use; and (3) either remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB or justify their inclusion; and

WHEREAS, the Council completed its analysis of the number, density and mix of housing types and the need for housing over the planning period 2002-2022 and incorporated its conclusions in a revision to its Housing Needs Analysis; and

WHEREAS, the Council increased the capacity of the UGB both by adding land to the UGB and by revising the Regional Framework Plan and Title 4 of the UGMFP to meet the previously unmet portion of the need for land for industrial use; and

WHEREAS, a change in design type designation of a portion of Study Area 12 added to the UGB on December 5, 2002, by Ordinance No. 02-969B from residential to industrial will help the region accommodate the need for industrial use without reducing the region's residential capacity below the region's residential need; and

WHEREAS, the Council decided to remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB; and

WHEREAS, the Council consulted its Metropolitan Policy Advisory Committee and the 24 cities and three counties of the metropolitan region and considered comments and suggestions prior to making this decision; and

WHEREAS, prior to making this decision, the Council sent individual mailed notification to more than 100,000 households in the region and held public hearings on Title 4 and the efficient use of industrial land on December 4 and 11, 2003, public workshops at six locations around the region in March, 2004, on possible amendments to the UGB, and public hearings on the entire matter on April 22 and 29, May 6, May 27, and June 10 and 24, 2004; now, therefore

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. Policy 1.12 of the Regional Framework Plan is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance, to guide the choice of farmland for addition to the UGB when no higher priority land is available or suitable.

2. Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to improve implementation of Title 4 by cities and counties in the region.

3. The Employment and Industrial Areas Map is hereby amended, as shown in Exhibit C, attached and incorporated into this ordinance, to depict the boundaries of Regionally Significant Industrial Areas pursuant to Policy 1.4.1 of the Regional Framework Plan in order to ensure more efficient use of the areas for industries reliant upon the movement of freight and to protect the function and capacity of freight routes and connectors in the region.

4. The Revised Housing Needs Analysis, January 24, 2003, is hereby further revised, as indicated in Exhibit D, Addendum to Housing Needs Analysis, April 5, 2004, attached and incorporated into this ordinance, to comply with the first item in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."

5. The Metro UGB is hereby amended to include all or portions of the Study Areas shown on Exhibit E with the designated 2040 Growth Concept design type, ~~and more precisely identified in the Industrial Land Alternative Analysis Study, February, 2004, Item (c) in Appendix A,~~ subject to the conditions set forth in Exhibit F, and to exclude tax lots 1300, 1400 and 1500 in Study Area 62 ~~and the southeast portion of Study Area 9 from the UGB~~, also shown on Exhibit E and more precisely identified in the Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", Item (a) in Appendix A. Exhibits E and F are attached and incorporated into this ordinance to comply with the second and third items in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."

6. Ordinance No. 02-969B is hereby amended to change the 2040 Growth Concept design type designation for that 90-acre portion of Study Area 12 that projects from the rest of the study area to the southeast along Highway 26 from "Inner Neighborhood" to "Regionally Significant Industrial Area."

~~6~~7. The Appendix, attached and incorporated into this ordinance, is hereby adopted in support of the amendments to the UGB, the Regional Framework Plan and the Metro Code in sections 1 through 3 of this ordinance. The following documents comprise the Appendix:

a. Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", April 5, 2004.

b. 2002-2022 Urban Growth Report: An Employment Land Need Analysis, June 24, 2004 Supplement.

c. Industrial Land Alternative Analysis Study, February, 2004.

d. Measure 26-29 Technical Report: Assessment of the Impacts of the June, 2004, UGB Expansion on Property Owners.

e. Industrial Land Expansion Public Comment Report, March, 2004.

f. "An Assessment of Potential Regionally Significant Industrial Areas", memorandum from Mary Weber to Dick Benner, October 21, 2003.

g. "Recommended Factors for Identifying RSIAs", memorandum from Mary Weber to MTAC, June 30, 2003.

h. "Slopes Constraints on Industrial Development", memorandum from Lydia Neill to David Bragdon, November 25, 2003.

i. "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", prepared by the Metro Agricultural Lands Technical Workgroup, April, 2004.

j. "Technical Assessment of Reducing Lands within Alternatives Analysis Study Areas", memorandum from Lydia Neill to David Bragdon, October 30, 2003.

k. Agriculture at the Edge: A Symposium, October 31, 2003, Summary by Kimi Iboshi Sloop, December, 2003.

m. "Industrial Land Aggregation Methodology, Test and Results", memorandum from Lydia Neill to David Bragdon, September 24, 2003.

n. "Industrial Areas Requested by Local Jurisdictions", memorandum from Tim O'Brien to Lydia Neill, July 29, 2003.

o. 'Industrial Land Locational and Siting Factors', memorandum from Lydia Neill to David Bragdon, June 9, 2003.

p. 'A Review of Information Pertaining to Regional Industrial Lands', memorandum from Dick Benner to David Bragdon, January 26, 2004.

q. Map of Freight Network and Freight Facilities, Metro, November, 2003.

r. 'Evaluating the Industrial Land Supply with Projected Demand', memorandum from Lydia Neill to David Bragdon, May 14, 2003.

s. 'Identifying 2003 Industrial Land Alternatives Analysis Study Areas', memorandum from Tim O'Brien to Lydia Neill, July 9, 2003.

t. 'For the Purpose of Reducing the Land Under Consideration in the 2002 and 2003 Alternatives Analysis for Meet the Remaining Need for Industrial Land through Urban Growth Boundary Expansion', Staff Report, November 18, 2003.

u. 'Formation of Industrial Neighborhoods', memorandum from Lydia Neill to David Bragdon, October 24, 2003.

v. 'Developed Lots 5 Acres and Smaller Outside the UGB', memorandum from Amy Rose to Lydia Neill, November 18, 2003.

w. 'Employment Land Included in the 2002 Urban Growth Boundary Expansion', memorandum from Andy Cotugno to David Bragdon, March 10, 2003.

x. 'Identifying Additional Land for Industrial Purposes," memorandum from Tim O'Brien to Lydia Neill, March 7, 2003.

y. Staff Report, 'In Consideration of Ordinance No. 04-1040B, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment', June 21, 2004.

~~7~~8. The Findings of Fact and Conclusions of Law in Exhibit G, attached and incorporated into this ordinance, explain how this ordinance complies with state law, the Regional Framework Plan and the Metro Code.

ADOPTED by the Metro Council this 24th day of June, 2004.

David Bragdon, Council President

ATTEST: Approved as to Form:

Christina Billington, Recording Secretary Daniel B. Cooper, Metro Attorney

m:\attorney\confidential\7.2.13\04-1040B.red.006
OMA/RPB/kvw (06/18/04)

Exhibit A to Ordinance No. 04-1040B

REGIONAL FRAMEWORK PLAN POLICY 1.12
Protection of Agriculture and Forest Resource Land

~~1.12~~1.12.1 Agricultural and forest land outside the UGB shall be protected from urbanization, and accounted for in regional economic and development plans, consistent with this Plan. However, Metro recognizes that all the statewide goals, including Statewide Goal 10, and Goal 14, Urbanization, are of equal importance to Goals 3 and 4, which protect agriculture and forest resource lands. These goals represent competing and, some times, conflicting policy interests which need to be balanced.

~~**1.12.1 Rural Resource Lands**~~

~~Rural resource lands outside the UGB that have significant resource value should actively be protected from urbanization. However, not all land zoned for exclusive farm use is of equal agricultural value.~~

1.12.2 When the Council must choose among agricultural lands of the same soil classification for addition to the UGB, the Council shall choose agricultural land deemed less important to the continuation of commercial agriculture in the region.

~~**1.12.2 Urban Expansion**~~

~~Expansion of the UGB shall occur in urban reserves, established consistent with the urban rural transition objective. All urban reserves should be planned for future urbanization even if they contain resource lands.~~

1.12.3 Metro shall enter into agreements with neighboring cities and counties to carry out Council policy on protection of agricultural and forest resource policy through the designation of Rural Reserves and other measures.

~~**1.12.3 Farm and Forest Practices**~~

~~Protect and support the ability for farm and forest practices to continue. The designation and management of rural reserves by the Metro Council may help establish this support, consistent with the Growth Concept. Agriculture and forestry require long term certainty of protection from adverse impacts of urbanization in order to promote needed investments.~~

1.12.4 Metro shall work with neighboring counties to provide a high degree of certainty for investment in agriculture in agriculture and forestry and to reduce conflicts between urbanization and agricultural and forest practices.

Exhibit B to Ordinance No. 04-1040B

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

A. The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, **[the plan] Title 4** seeks to **provide and** protect **[the] a** supply of sites for employment by limiting **[incompatible uses within] the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs),** Industrial Areas and Employment Areas. **Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks [T]t**o protect the capacity and efficiency of the region's transportation system for **the** movement of goods and services, and to **[promote the creation of jobs within designated Centers and discourages certain kinds of commercial retail development outside Centers] encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities**. **[It is the purpose of Title 4 to achieve these policies.] The** Metro **Council** will **[consider amendments to this title in order to make the title consistent with new policies on economic development adopted] evaluate the effectiveness of Title 4 in achieving these purposes** as part of **its** periodic **[review] analysis of the capacity of the urban growth boundary**.

3.07.420 Protection of Regionally Significant Industrial Areas

A. Regionally Significant Industrial Areas (RSIA) are those areas **[that offer the best opportunities for family-wage industrial jobs] near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods**. Each city and county with land use planning authority over **[areas] RSIAs** shown on the **[Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969] Employment and Industrial Areas Map** shall derive specific plan designation and zoning district boundaries of **[the areas] RSIAs within its jurisdiction** from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in **[subsection C, D and E]** this section, and **[its] the** need **[of individual cities and counties]** to achieve a mix of **[types of]** employment uses.

B. **[Each city and county with land use planning authority over an area designated by Metro on the 2040 Growth Concept Map, as amended by Ordinance No. 02-969, as a Regionally Significant Industrial Area shall, as part of compliance with section 3.07.1120 of the Urban Growth Management Functional Plan, derive plan designation and zoning district boundaries of the areas from the Growth Concept Map] Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices - to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:**

1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and

2. Training facilities whose primary purpose is to provide training to meet industrial needs.

C. **[After determining boundaries of Regionally Significant Industrial Areas pursuant to subsections A and B, the city or county]** **Cities and counties** shall **[adopt implementing ordinances that limit development in the areas to industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters in compliance with subsection E of this section, utilities, and those non-industrial uses necessary to serve the needs of businesses and employees of the areas]** **review their land use regulations and revise them, if necessary, to include measures to limit the siting and location of new buildings for the uses described in subsection B and for non-industrial uses that do not cater to daily customers - such as bank or insurance processing centers - to ensure that such uses do not reduce off-peak performance on Main Roadway Routes and Roadway Connectors shown on Metro's Freight Network Map, November, 2003, below standards set in the 2004 Regional Transportation Plan or require added road capacity to prevent falling below the standards**.

D. **[Notwithstanding subsection C, a city or county shall not approve:**

1. A commercial retail use with more that 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project;
or

2. Commercial retail uses that would occupy more than five percent of the net developable portion of all contiguous Regionally Significant Industrial Areas] **No city or county shall amend its land use regulations that apply to lands shown as RSIA on the Employment and Industrial Areas Map to authorize uses described in subsection B that were not authorized prior to July 1, 2004.**

E. **[As provided in subsection C of this section, a city or county may approve an office for industrial research and development or a large corporate headquarters if:**

1. The office is served by public or private transit; and

2. If the office is for a corporate headquarters, it will accommodate for the initial occupant at least 1,000 employees]

[F. A city or county] **Cities and counties** may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels **[less]** **smaller** than 50 acres may be divided into any number of smaller lots or parcels**[;].**

2. Lots or parcels **[50 acres or]** larger **than 50 acres** may be divided into smaller lots and parcels **pursuant to a master plan approved by the city or county** so long as the resulting division yields **[the maximum number of lots or parcels of]** at least **[50 acres]** **one lot or parcel of at least 50 acres in size[;].**

3. **Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has**

been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection B of this section.

4. Notwithstanding paragraphs 2**[,] and** 3 **[and]** of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:

a. To provide public facilities and services;

b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; **or**

d. **[To reconfigure the pattern of lots and parcels pursuant to subsection G or this section]**

[e.] To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.

[G. A city or county may allow reconfiguration of lots or parcels less than 50 acres in area if the reconfiguration would be more conducive to a permitted use and would result in no net increase in the total number of lots and parcels. Lots or parcels 50 acres or greater in area may also be reconfigured so long as the resulting area of any such lot or parcel would not be less than 50 acres.]

[H] F. Notwithstanding subsections **[C and D] B** of this section, a city or county may allow the lawful use of any building, structure or land existing at the time of adoption of its ordinance to implement this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection E of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to **[December 31, 2003] July 1, 2004**.

3.07.430 Protection of Industrial Areas

A. **[In Industrial Areas mapped pursuant to Metro Code section 3.07.130 that are not Regionally Significant Industrial Areas, c] C**ities and counties shall **[limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Industrial Areas] review their land use regulations and revise them, if necessary, to include measures to limit new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices - in order to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:**

1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and

2. Training facilities whose primary purpose is to provide training to meet industrial needs.

B. **[In an Industrial Area, a city or county shall not approve:**

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or

2. Commercial retail uses that would occupy more than ten percent of the net developable portion of the area or any adjacent Industrial Area] Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for the uses described in subsection A to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors shown on Metro's Freight Network Map, November, 2003. Such measures may include, but are not limited to restrictions on access to freight routes and connectors, siting limitations and traffic thresholds. This subsection does not require cities and counties to include such measures to limit new other buildings or uses.

C. **No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection A of this section that were not authorized prior to July 1, 2004.**

D. Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels.

2. Lots or parcels larger that 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size.

3. Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed with uses described in subsection A of this section.

4. Notwithstanding paragraphs 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:

a. To provide public facilities and services;

b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or

d. To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.

E. Notwithstanding **[subsection B]** **subsection A** of this section, a city or county may allow the lawful use of any building, structure or land **existing** at the time of **[enactment of an]** **adoption of its** ordinance **[adopted pursuant to this section]** **to implement this section** to continue and to expand to add up to 20 percent more **[floorspace]** **floor area** and 10 percent more land area. **Notwithstanding subsection D of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to July 1, 2004.**

3.07.440 Employment Areas

A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.

B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Areas with more than 60,000 square feet of gross leasable area in a single building, or retail commercial uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.

C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize retail commercial uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.

D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize retail commercial uses with more than 60,000 square feet of gross leasable area in that zone if:

1. The ordinance authorized those uses on January 1, 2003;

2. Transportation facilities adequate to serve the retail commercial uses will be in place at the time the uses begin operation; and

3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.

E. A city or county may authorize new retail commercial uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:

1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and

2. Meet the Maximum Permitted Parking – Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.

R L I S

REGIONAL LAND INFORMATION SYSTEM

Title 4 Industrial and Employment Areas

Ordinance No. 04-1040B

Exhibit C

June 24, 2004

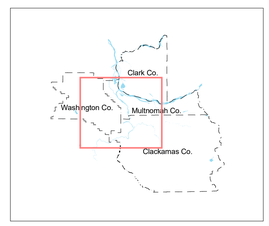
Employment Land

Industrial Land

Regionally Significant Industrial Areas

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Exhibit D to Ordinance No. 04-1040B
Addendum to Housing Needs Analysis
April 5, 2004

I. INTRODUCTION

The attached three Tables satisfy the requirements of ORS 197.298(5)(a)(E) to provide at least 3 years of data on the number, density and average mix of housing for vacant, partially vacant, redevelopment and infill (refill) and mixed use designated land. Table 5(a)(E) – 1 provides number, density and mix data on refill land for the period 1997 through 2001. Table 5(a)(E) – 2 provides the same data for development on vacant and partially vacant land for the period 1998 through 2001. Table 5(a)(E) – 3 displays the number, density and mix data for development on mixed use land for the period 1998 – 2001.

As noted in the original Housing Needs Analysis submission, the data in the attached Tables are subsets of more aggregated data contained in the original Housing Needs Analysis Report. While interesting and informative, the data in the attached Tables do not contradict the conclusions and actions taken in conjunction with the Urban Growth Report and periodic review. Nor do the data affect the determinations of the overall average density and overall mix of housing types at which residential development must occur in order to meet housing needs through 2022, as depicted in the original Housing Needs Analysis, pages 2 through 7 and Figures 3.1, 3.2, 3.3, 5.1 and 5.3.

The remainder of the report consists of an explanation of methodology and data sources and a synopsis of the data content of each of the tables.

II. METHODOLOGY AND DATA SOURCES

A. Data Sources

In order to retrospectively meet the requirements of State Statute we made maximum use of Metro's RLIS archived data that extend back in some degree to 1995. These data consist of the following elements:

1. Land use data at the tax lot level designating land by vacant, developed and zoning category.

2. County assessor tax lot data showing use, value, sales data, etc.

3. Geo-coded building permit data by building type.

4. Air photos for each year taken approximately in July of each year with a trend of improving resolution level over time.

B. Sampling Approach

We elected to measure the data using a 20% sampling approach so that we could manually audit each of the selected data points to insure accuracy. Machine processing of the data is not possible due to the following sources of measurement error.

1. Building permit geo-coding variability as approximately 70% of building permits actually geo-code exactly to the correct tax lot.

2. Building permit data error due to incomplete reporting, undetected duplicates and inaccurate descriptions of building type, work done and location.

3. Slight registration discrepancies between tax lot maps, air photos and archived land use coverages.

4. Variability between the time a building permit is issued, building takes place and the tax lot is created and enumerated in the County Assessor's tax lot coverage. The practical consequence of this is often that a row house constructed on a 2,500 sq. ft. lot appears to be on a 100,000 sq. ft. plus lot because the subdivision plat is not yet available in the data base.

For multi-family units we modified the 20% sample to include 100% of all building permits for 20 or more units and applied the 20% rate to permits of under 20 units. This avoided the potential sampling errors associated with having a few permits for multi-family of over 100 or more units.

C. Expansion Back to the Population Totals

Because we elected a 100% count of multi-family the sample was not self-weighting. As a consequence after the analysis was complete we used a two phase approach to estimate the building permit population. First, we expanded our sample by building type back to the totals reported in our building permit data base. Secondly, since our building permit data base is incomplete relative to the totals reported to the State and Federal Government, we expanded our building permit data base to match the County totals by building type.

D. Definition of Entities Being Measure

State Statute requires we report on the number and densities by building type of development on "refill", "vacant", "partly vacant" and "mixed use" land. These entities we define and discuss in the context of our RLIS data base and measurement protocols as follows:

1. Refill: Housing units developed on land that Metro already considers developed in its data base. Refill is further divided into redevelopment and infill. Redevelopment occurs after an existing building has been removed. Infill is additional building without removal of existing buildings.

   a. ***Method of Measurement***: We measure refill by counting the number of permits that locate on land Metro considers developed in the next fiscal year. For instance for the year "1998" we would compare the RLIS developed and vacant lands inventory for the year ending June 30, 1998 with all building permits issued beginning July 1, 1998 and ending June 30, 1999. Building permits located on land Metro classed vacant as of June 30, 1998 would be classed as development on vacant land and permits landing on land Metro classed as developed as of June 30, 1998 would be classed as refill.

   b. ***Measurement Protocols***: As noted earlier we select a 20% sample of all permits for new residential construction from the RLIS data base for the relevant years (with the exception of the 100% of multi-family permits equal to or exceeding 20 units). Each permit is scrutinized manually by a

trained intern using the RLIS data base and air photos to insure it is properly located and that the permit is for valid construction that did occur as the permit indicated. The analyst then determines whether the permit constitutes refill or vacant land development. Beginning with this study the analyst further classifies the permit to "legal – Urban Growth Report" refill and "economic – MetroScope" refill. This distinction results from the fact that RLIS analysts classify some individual lots in developing green field areas as developed prior to actual development occurring and also classify land cleared for urban renewal areas as vacant. In the former case the economic interpretation is development on new and in the latter case the economic interpretation is refill development. However, to be consistent with the RLIS land accounting system on which the Urban Growth Report is based we classify development the way RLIS accounts for it. On the other hand, the MetroScope land use model used for forecasting and policy evaluation counts green field development as vacant land consumption and urban renewal as refill (redevelopment). Consequently, we report refill data for both classifications.

2. Vacant and partially vacant: In RLIS tax lots that are "completely vacant" (90% vacant) are classed as totally vacant. If the unoccupied portion of a tax lot with development exceeds ½ acre, the unoccupied portion is classed a partially vacant. Green field sites under development may transition from vacant to partially vacant, back to totally vacant to developed and back again to totally vacant depending on the patterns of tax lot subdivision activity and zone changes. This also is true for urban renewal redevelopment sites. There are also a limited number of partially vacant sites in established residential areas where present zoning would allow further subdivision and development.

   a. ***Method of Measurement***: Using the audited building permit sample we machine processed the permits classed as legally vacant to fully vacant and partially vacant. Due to map registration discrepancies the RLIS developed lands coverage for 1997 could not be used so we dropped 600 observations for that year. In addition, another 1400 observations failed the machine screening in that they could not be conclusively classed as either vacant or partially vacant without manual auditing. The 2000 observations excluded from the vacant and partially vacant analysis resulting in the number of units developed on some type of vacant land dropping from 39,000 to 25,000. Though not relevant to the refill study or overall results, discussions with RLIS analysts indicated that the machine filtering process was more likely to exclude partially vacant than vacant tax lots. The bias, resulting from this procedure was minimized, by restating our inventory totals of vacant and partially vacant land using the same screening procedures.

   b. ***Measurement Protocols***: Once the refill data base was reclassed between vacant and partially vacant, we tabulated all the development on vacant land by the type of vacant land it fell on by building type (multi-family and single family) and by lot size.

3. Mixed use development: In our RLIS data base mixed use development is classed as MUC1, MUC2 and MUC3. From the original audited refill data base we selected all the records of building permits that fell on land classed as MUC1, MUC2 or MUC3 regardless of whether it was refill, vacant or partially vacant. Again matching the RLIS land use inventory for 1997 proved problematic for machine selection procedures and this year was excluded. The resulting selection process produced 402 observations representing over 4,600 units constructed from 1998 through 2001.

E. Years of Data Included in the Retrospective Analysis

We included building permit data from 12/97 through 6/2002 that could be reliably recovered and geo-coded from our existing RLIS data base. This time period allows us to evaluate 5 years of recent history in regard to "refill" and 4 years of history for "vacant", "partly vacant" and "mixed use" land.

III. SYNOPSIS OF RESULTS

A. Data Table 5E1: Refill Numbers by Type and Density 1997 – 2001

The data displayed on Table 5E1 show the amount of residential development of vacant and refill land that occurred during the period 1997 through 2001. During that period nearly 54,000 dwelling units located within the Metro region.[1] Of the 54,000 dwelling units, 26.5% occurred as refill according to the legal – Urban Growth Report definition. Using the economic-MetroScope definition 30.4% were refill reflecting the increasing importance of redevelopment in urban renewal areas and centers. Nearly 20,000 of the units constructed were multi-family with a legal refill rate of 31.5% and an economic rate of 40.2%. 34,000 units constructed were single family with a legal refill rate of 23.6% and an economic rate of 24.7%. Average lot sizes are also reported for every category.[2] For multi-family average lot sizes range from 1,800 to 2,000 sq. ft. depending on category. For single family average lot sizes range from 6,600 to 8,400 sq. ft. with refill development generally in the 6,500 – 7,000 sq. ft. range.

B. Table 5E1(a): Median Lot Size Data

This table provides additional and somewhat more meaningful weighted median lot size data. When we compare the average lot sizes in Table 5E1, we observe substantive differences in most cases. In general the median lot sizes are 30% less for vacant single family, 25% more for vacant multi-family, 25% less for refill single family and 30% less for refill multi-family. For all types combined the weighted median is 27% less for vacant and 26% less for refill. Assuming that the present median is a superior measure of long run average lot size, the combined weighted median of 4,417 sq. ft. should be used to determine vacant land consumption. This figure combined with the 39,619 units located on legally vacant land over the 5 year period implies a land consumption of slightly over 4,000 net buildable acres. Using a plausible range of gross to net conversion factors of .55 - .7 yields a gross buildable acre consumption of 1,150 to 1,450 acres per year, within the range estimated in the original Housing Needs Analysis.[3]

---

[1] **Real Estate Report for Metropolitan Portland, Oregon**, Spring 2003. Numbers are based on building permits summarized at the County level and only approximate the UGB. This procedure slightly overstates UGB land consumption.

[2] Average as contrasted to median inflates land consumption as the measure is substantially influenced by a few large lot single family permits on urban land still zoned RRFU that will subsequently be subdivided. RLIS procedure of assuming ½ acre of land consumption for permits on non-subdivided land also inflates average lot size.

[3] While appearing precise, attempting to estimate long run densities and land consumption from individual lot sizes involves substantial uncertainties. The most serious of these is the gross to net conversion factor as we only observe

C. Table 5E2: Housing on Fully Vacant and Partially Vacant Land

The accompanying table presents the required data on development on a subcategory of vacant land – fully vacant land and land partially vacant. As noted in the methods section, fully or partially vacant is classified relative to the tax lot existing at the time of the RLIS vacant and developed lands inventory. As also noted in the methods section, due to procedures and quirks of the land development and reporting process land may be fully vacant, partially vacant or developed refill land several times during the development process. In addition as a result of attempting to categorize and measure "partially vacant" we discover that the acreage totals are extremely volatile and sensitive to whatever criteria we use in the machine query process to differ partial from full. Very minor discrepancies between vacant land coverages and assessor's tax lot coverages can dramatically change the inventories of fully and partially vacant. In the methods section we note that we use the same selection criteria for both the inventory totals and the classification of the refill sample into fully and partially vacant.

Of the over 39,000 legal vacant units located in the Metro Region for the period 1997 – 2001 we were able to reliably classify 25,000 units covering the period 1998 – 2001. Of these 15,500 (62.6%) were on fully vacant land and 9,300 (37.4%) were on partially vacant land. Looking at *Table 5E2(a) Fully Vacant and Partially Vacant Land Inventory 1998 – 2001* (replacing Table 4.1AB in the original Housing Needs Analysis) that on average partially vacant comprised 34.3% of the vacant land inventory. In sum development on partially vacant land overall has been occurring at roughly the same rate as development on fully vacant land and appears to not be materially different.

At the same time we recognize that there are a number of instances where partially vacant land shares a tax lot with a high valued single family home. In order to better understand the likelihood of further development under these circumstances, we used our single family sales price study to estimate the "optimum lot size" by neighborhood and house size. We define optimum lot size as the lot size at which at the loss of value to a homeowner by selling off part of his lot just equals the amount he gains by selling the land. If the homeowner sells more land, the value of his house declines more than he gains by the sale. Conversely, if he sells less land, the land unsold contributes less to the value of his home than the amount he would receive were he to sell it. Making that calculation for Dunthorpe we found that a $1,000,000 home on 5 acres would have a positive incentive to sell off land down to about 1 – 1.5 acres. By comparison, a $600,000 home on 1 acre would have an incentive to sell off no more than ½ acre. Significantly, in 2000 the average Dunthorpe selling price was $590,000 for a 3,100 sq. ft. house on a 22,000 sq. ft. lot, almost exactly the optimum lot size determined from our estimates. On average then we would expect Dunthorpe to have no additional capacity other than that resulting from subdivision of lots at least 1 acre to sizes no smaller than ½ acre. Optimum lot size calculations vary dramatically by neighborhood. For instance, the average house in the Powellhurst-Gilbert neighborhood has a positive incentive to sell off land down to and sometimes below a 5,000 sq. ft. lot minimum. This is more often the case within the Metro region notwithstanding the exceptionally high value areas such as Dunthorpe.

D. Table 5E3: Housing on Mixed Use Designated Land

As required by statute the accompanying table shows development for the period 1998 – 2001 that occurred on land Metro considered at the time of development to be MUC1, MUC2 and MUC3. As pointed out in the methods section, the mixed use inventory includes refill, vacant and partially vacant

---

net buildable land consumption and cannot measure land lost to streets, parks, schools, freeways, etc. The second drawback is that average lot size measures are always exaggerated by a few large lot placements (often of manufactured homes) done by private individuals that will undoubtedly be further subdivided sometime in the future.

lands. Over the 4 year period we noted 4,600 housing units developed of which 3,000 were multi-family and 1,600 were single family. Average lot size for multi-family was 1,400 sq. ft. and single family lot size was 2,300 sq. ft. Table 5E3(a) depicts the 2040 Plan mixed use capacity as of 8/98. Total mixed use capacity at that time was roughly 23,000 units. Mixed use development constituted about 11% of residential development for the 4 year period 98 – 2001. As of 1998, mixed use capacity of 23,000 units constituted 12% of the capacity 193,000 dwelling unit capacity estimated at the time. As was the case with vacant and partially vacant, this sub-classification of land type seems to produce housing at a rate commensurate with its proportion of the land inventory.

Exhibit 5E1_: Housing on Vacant and Refill Land - Number, Type and Density 1997 Through 2001

Vacant/Refill Status	Year 1997	1998	1999	2000	2001	Grand Total
Legal - Urban Growth Report Basis						
Vacant Legal						
Multi Family	4,412	3,761	2,407	1,824	1,274	13,678
Average Lot Size	2,208	2,021	813	1,244	2,502	1,810
Single Family	4,594	5,670	4,814	5,425	5,439	25,941
Average Lot Size	8,516	8,611	10,104	6,292	8,161	8,292
Total All Types	9,005	9,431	7,221	7,249	6,713	39,619
Average Lot Size	5,425	5,983	7,007	5,022	7,087	6,054
Refill Legal						
Multi Family	2,228	1,567	918	503	1,059	6,275
Average Lot Size	2,729	2,042	1,178	1,353	1,499	2,013
Single Family	2,446	1,451	1,994	958	1,170	8,020
Average Lot Size	6,017	7,505	5,787	7,521	9,260	6,882
Total All Types	4,675	3,018	2,912	1,461	2,229	14,295
Average Lot Size	4,450	4,669	4,334	5,397	5,573	4,744
Percent of Development Refill	34.2%	24.2%	28.7%	16.8%	24.9%	26.5%
Economic - MetroScope Basis						
Vacant Economic						
Multi Family	4,300	3,103	1,983	1,484	1,068	11,938
Average Lot Size	2,260	2,124	955	1,245	2,304	1,885
Single Family	5,196	4,962	5,466	4,503	5,455	25,582
Average Lot Size	8,352	9,035	9,614	6,463	8,178	8,384
Total All Types	9,496	8,065	7,449	5,986	6,523	37,520
Average Lot Size	5,593	6,376	7,309	5,169	7,216	6,317
Refill Economic						
Multi Family	2,340	2,225	1,342	843	1,265	8,015
Average Lot Size	2,608	1,894	852	1,309	1,830	1,856
Single Family	1,844	2,159	1,342	1,880	1,154	8,379
Average Lot Size	5,664	6,891	5,686	6,510	9,196	6,660
Total All Types	4,184	4,384	2,684	2,724	2,419	16,394
Average Lot Size	3,955	4,355	3,269	4,899	5,344	4,311
Percent of Development Refill	30.6%	35.2%	26.5%	31.3%	27.0%	30.4%

Exhibit 5E1(a)_: Housing on Vacant and Refill Land - Median Lot Size 1997 - 2001

Year	1997	1998	1999	2000	2001 Totals	
Legal - Urban Growth Report Basis						
Single Family						
Median Lot Size Vacant	5,936	5,887	6,021	5,268	5,001	5,605
Median Lot Size Refill	5,406	5,628	4,001	5,301	5,047	5,032
Multi Family						
Median Lot Size Vacant	3,550	2,348	352	825	2,377	2,242
Median Lot Size Refill	1,630	2,318	953	408	534	1,384
Total All Types						
Median Lot Size Vacant	4,684	4,480	4,159	4,105	4,562	4,417
Median Lot Size Refill	3,930	3,902	3,003	3,851	2,724	3,506
Economic - MetroScope Basis						
Single Family						
Median Lot Size Vacant	5,955	5,897	6,000	5,277	5,026	5,636
Median Lot Size Refill	5,196	5,569	3,177	5,267	5,001	4,958
Multi Family						
Median Lot Size Vacant	3,562	2,367	385	933	2,377	2,420
Median Lot Size Refill	1,100	2,007	485	404	1,172	1,131
Total All Types						
Median Lot Size Vacant	4,835	4,555	4,628	4,515	4,688	4,660
Median Lot Size Refill	3,031	3,739	1,731	3,218	2,816	2,997

Exhibit 5E3_: Housing on Mixed Use Designated Land by Number, Type and Density 1998 Through 2001

	Year				
Land Use Class	**1998**	**1999**	**2000**	**2001**	**Grand Total**
Mixed Use One					
Multi Family	1,116	367	262	321	2,066
Average Lot Size	1,834	1,427	1,437	2,313	1,786
Single Family	226	100	304	737	1,367
Average Lot Size	3,127	4,386	2,482	1,946	2,439
Mixed Use Two					
Multi Family	41	153	132	-	326
Average Lot Size	2,277	252	1,090	-	846
Single Family	40	87	55	25	207
Average Lot Size	1,919	2,159	1,265	1,574	1,803
Mixed Use Three					
Multi Family	133	203	146	107	590
Average Lot Size	1,605	345	250	100	561
Single Family	37	23	21	-	80
Average Lot Size	2,108	1,841	2,144	-	2,043
Total Mixed Use					
Multi Family	1,290	723	541	428	2,982
Average Lot Size	1,824	874	1,032	1,758	1,441
Single Family	303	210	380	763	1,655
Average Lot Size	2,845	3,187	2,287	1,934	2,340
Total All Types	1,593	933	920	1,190	4,637
Average Lot Size	2,018	1,394	1,549	1,870	1,762

Exhibit 5E3(a)_: Mixed Use 2040 Plan Designated Land Capacity 8/98
(Includes Capacity of Vacant, Infill and Redevelopment Land & Areas)

Plan Category	DU Capacity
MUC 1	10,320
MUC 2	7,250
MUC 3	4,650
Total Capacity	22,220

Source: Compiled from Urban Growth Report Addendum, August 1998, page 40.
MUC 1 includes MUEA capacity.

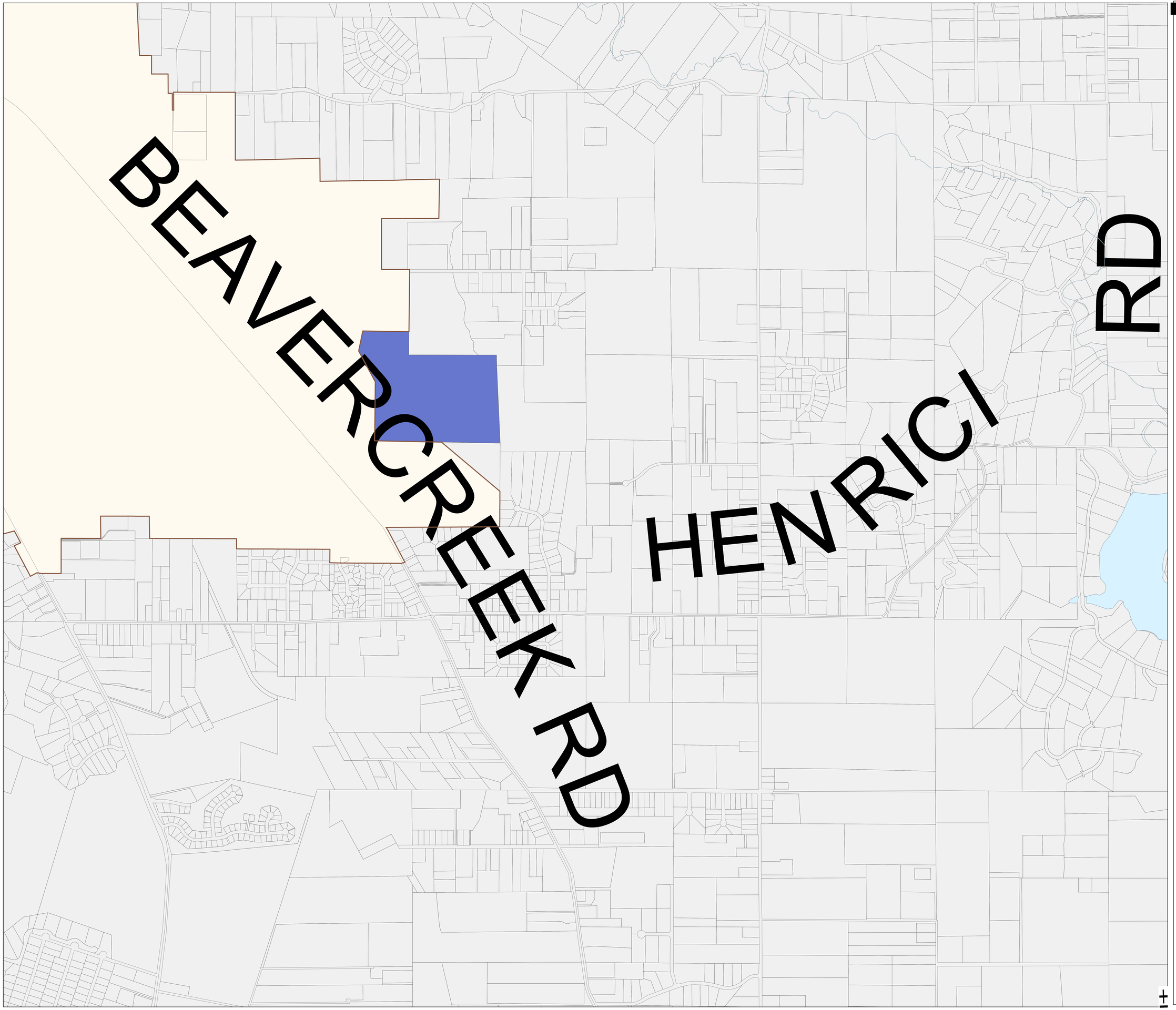
Exhibit 5E2_: Housing on Fully Vacant and Partially Vacant Land - Number, Type and Density 1998 Through 2001

Land Vacancy Class	Year 1998	1999	2000	2001	Grand Total
Fully Vacant					
Multi Family	1,012	1,910	714	801	4,438
Average Lot Size	2,383	871	1,720	2,784	1,698
Single Family	2,554	2,894	2,808	2,951	11,206
Average Lot Size	6,517	6,743	5,684	5,327	6,054
Total	3,566	4,804	3,522	3,752	15,644
Average Lot Size	5,344	4,408	4,880	4,784	4,818
Partly Vacant					
Multi Family	2,496	319	271	126	3,213
Average Lot Size	1,847	638	778	1,339	1,617
Single Family	2,219	1,159	1,501	1,244	6,122
Average Lot Size	5,984	7,764	5,624	4,622	5,956
Total	4,715	1,478	1,772	1,370	9,335
Average Lot Size	3,794	6,227	4,882	4,320	4,463
Combined					
Multi Family	3,508	2,229	986	927	7,651
Average Lot Size	2,002	837	1,460	2,588	1,664
Single Family	4,773	4,053	4,309	4,194	17,329
Average Lot Size	6,269	7,035	5,663	5,118	6,019
Total	8,281	6,282	5,295	5,122	24,979
Average Lot Size	4,461	4,836	4,881	4,660	4,685
Percent Units on Fully Vacant:					62.6%
Percent Units on Partly Vacant:					37.4%

Exhibit 5E2(a)_: Housing on Fully Vacant and Partially Vacant Land - Inventory of Fully Vacant and Partially Vacant All Land Classes

	Year					
Land Vacancy Class	**1998**	**1999**	**2000**	**2001**	**4 Year Average**	**Percent**
Fully Vacant	33,422	30,820	28,789	26,631	29,916	65.7%
Partly Vacant	16,678	15,776	15,401	14,738	15,648	34.3%
Total	50,100	46,596	44,190	41,369	45,564	100.0%

Filter Criteria: Full - 90% of year 1 tax lot is vacant
Maybe - Vacant area is <90% of year 1 taxlot and >=5,000 sq. ft. and <1/2 acre
Part - Vacant area is <90% of year 1 taxlot and >= 1/2 acre
Sliver - vacant area is <90% of year 1 taxlot and < 5,000 sq. ft.



R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

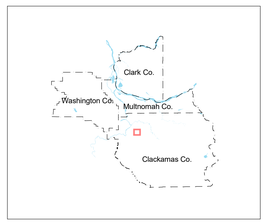
Beavercreek Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Tualatin

TUALATIN-SHERWOOD RD

Sherwood

FERRY RD

BOONES

WASHINGTON CO.

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

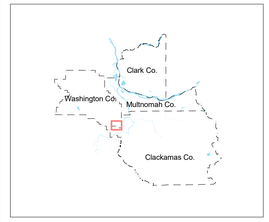
Coffee Creek Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Verboort

Forest Grove

HWY 8

Cornelius

Tualatin River

HWY

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA

Urban Growth Boundary

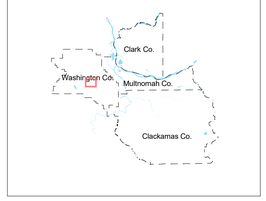
Cornelius Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 18, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

HWY 212

Damascus

Carver

HWY 224

Clackamas

Rive/

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

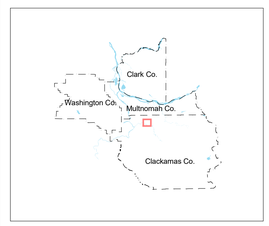
Damascus West Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.04 0.08 0.16 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hal\proj\04141\bw_expansion.mxd

Helvetia

SUNSET HWY

West Union

RD

PASS

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA Land

Urban Growth Boundary

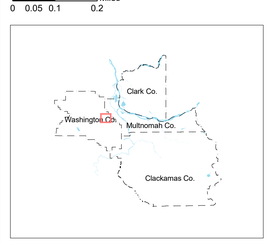
Helvetia
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Orient

US 26

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA

Urban Growth Boundary

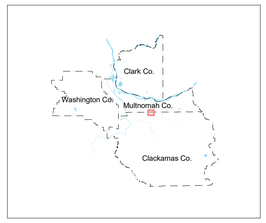
Orient
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.03 0.06 0.12 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 18, 2004 J:\hal\proj\04141\bw_expansion.mxd

Tualatin

TUALATIN-SHERWOOD RD

FERRY RD

Sherwood

BOONES

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

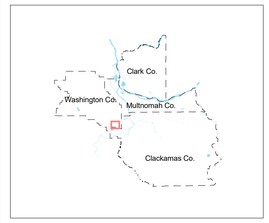
Quarry Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.045 0.09 0.18 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Tualatin

Rivergrove

Tualatin River

TUALATIN-SHERWOOD RD

FERRY RD

BOONES

WASHINGTON CO.

CLACKAMAS CO.

STAFFORD

RD

BORLA

Petes Mtn

Sherwood

Wilsonville

Willamette River

I-5

I-

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

Tualatin
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.2 miles

0 0.1 0.2 0.4 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Exhibit F to Ordinance No. 04-1040B
Conditions on Addition of Land to the UGB

I. GENERAL CONDITIONS APPLICABLE TO ALL LANDS ADDED TO THE UGB

A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan ("UGMFP"), section 3.07.1120 ("Title 11 planning") for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years after the effective date of this ordinance. Specific conditions below identify the city or county responsible for each study area.

B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit E of this ordinance to the planning required by Title 11 for the study area.

C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area until the effective date of the comprehensive plan provisions and land use regulations adopted to implement Title 11.

D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansions of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.

E. Each city or county with land use planning responsibility for an area included in the UGB by this ordinance shall adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – in its land use regulations to enhance compatibility between urban uses in the UGB and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area ("RSIA"), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit C). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.

G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission ("LCDC") to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider, in the city or county's application of Goal 5 to its Title 11 planning, any inventory of regionally significant Goal 5 resources and any preliminary decisions to allow, limit or prohibit conflicting uses of those resources that is adopted by resolution of the Metro Council.

H. Each city and county shall apply the Transportation Planning Rule (OAR 660 Div 012) in the planning required by subsections F (transportation plan) and J (urban growth diagram) of Title 11.

II. SPECIFIC CONDITIONS FOR PARTICULAR AREAS

A. Damascus Area

1. Clackamas County and Metro shall complete Title 11 planning requirements through the incorporation of this area into the greater Damascus/Boring Concept Plan planning effort currently underway. This planning shall be completed within the same time frame as specified in Ordinance No. 02-969B.

2. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

3. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

B. Beavercreek Area

1. Clackamas County or, upon annexation to Oregon City, the city and county, with Metro, shall complete Title 11 planning for the area.

2. This area shall be planned in conjunction with the adjoining tax lot added to the UGB in 2002, under Ordinance No. 02-969B.

~~C. Borland Area – North of I-205~~

~~1. Clackamas County or, upon annexation to the City of Tualatin, the city and county, in coordination with the Cities of Lake Oswego, Tualatin, and West Linn and Metro, shall complete Title 11 planning within four years following the effective date of Ordinance No. 04-1040. The county and city, in conjunction with Lake Oswego and West Linn and Metro shall recommend long-range boundaries in the Stafford Basin and general use designations for consideration by the Council in future expansions of the UGB.~~

~~2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~D~~C. Tualatin Area

1. Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11 planning within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier.

2. Title 11 planning shall incorporate the general location of the projected right of way ~~location~~ alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the "South Alignment," as shown on the Region 2040 Growth Concept Map, as amended by Ordinance No. 03-1014, October 15, 2003, the portion of the Tualatin Area that lies north of the right-of-way shall be designated "~~Inner~~Outer Neighborhood" on the Growth Concept Map; the portion that lies south shall be designated "Industrial."

3. The governments responsible for Title 11 planning shall consider using the I-5/99W connector as a boundary between the city limits of the City of Tualatin and the City of Wilsonville in this area.

~~E~~D. Quarry Area

1. Washington County or, upon annexation to the cities of Tualatin or Sherwood, the cities**,** and Metro shall complete Title 11 planning for the area.

2. Title 11 planning shall, if possible, be coordinated with the adjoining area that was included in the UGB in 2002 under Ordinance No. 02-969B.

3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

4. Title 11 planning shall incorporate the general location of the projected right-of-way for the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~F~~E. Coffee Creek Area

1. Washington and Clackamas Counties or, upon annexation of the area to the ~~City~~ cities of Tualatin or Wilsonville**,** the city, ~~and~~ in conjunction with Metro, shall complete the Title 11 planning for the area within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040B, whichever occurs earlier.

2. ~~The concept~~ Title 11 planning shall incorporate the general location of the projected right of way location for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~G. Wilsonville East Area~~

~~1. Clackamas County or, upon annexation of the area to the City of Wilsonville, the city, and Metro shall complete the Title 11 planning for the area within two years of the effective date of Ordinance No. 04-1040.~~

~~2. In the planning required by Title 11 a buffer shall be incorporated to mitigate any adverse effects of locating industrial uses adjacent to residential uses located southwest of the area.~~

~~3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~H~~F. Cornelius Area

1. Washington County, or, upon annexation of the area to the City of Cornelius, the city and Metro shall complete the Title 11 planning for the area.

~~I~~G. Helvetia Area

1. Washington County, or upon annexation of the area to the City of Hillsboro, the city, and Metro shall complete the Title 11 planning for the area.

2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

Exhibit G to Ordinance No. 04-1040B
Findings of Facts, Conclusions of Law

Introduction

The Metro Council adopted Ordinance 04-1040B in response to LCDC Partial Approval and Remand Order 03-WKTASK-001524, entered July 7, 2003. LCDC's order followed its review of seven ordinances (Nos. 02-969B, 02-983B, 02-984A, 02-985A, 02-986A, 02-987A and 02-990A) adopted by the Metro Council as part of Periodic Review Work Task 2. The findings of fact and conclusions of law that explained how those ordinances complied with state planning laws, together with the supplemental findings and conclusions set forth in this exhibit, are part of the explanation how Ordinance No. 04-1040B complies with those laws. These findings also explain how Ordinance No. 04-1040B complies with the three requirements of the remand order.

REQUIREMENT NO. 1:

REMAND ORDER ON SUBTASK 17: COMPLETE THE ACCOMMODATION OF THE NEED FOR THE INDUSTRIAL LAND NEED COMPONENT OF EMPLOYMENT LAND THAT REMAINS APPROVAL OF WORK TASK 2.

I. GENERAL FINDINGS FOR TASK 2 REMAND DECISION ON UGB

A. Coordination with Local Governments

Metro worked closely with the local governments and special districts that comprise the metropolitan region. The Metro Charter provides for a Metropolitan Policy Advisory Committee ("MPAC") composed generally of representatives of local governments, special districts and school districts in the region. MPAC reviewed all elements of this periodic review decision. MPAC made recommendations to the Metro Council on most portions of the decision. All recommendations were forwarded formally to the Council and the Council responded. Metro Councilors and staff held many meetings with local elected officials in the year since LCDC's remand (July 7, 2003).

The record of this decision includes correspondence between local governments and Metro, including Metro's responses to concerns and requests from local governments and local districts related to industrial land.

Metro accommodated the requests and concerns of local governments as much as it could, consistent with state planning laws and its own Regional Framework Plan (Policy 1.11) and Regional Transportation Plan (Policy 2.0).

B. Citizen Involvement

These findings address Goal 1 and Regional Framework Plan Policy 1.13.

To gather public input on this Task 2 remand decision, Metro conducted an extensive citizen involvement effort. The findings for Ordinance No. 02-969B set forth Metro's effort leading to adoption of that ordinance on December 5, 2002. Those findings are incorporated here. Since that time, the Metro notified by mail nearly 75,000 people of the pending decision to expand the UGB for industrial land. Metro also provided individual mailed notice to nearly 5,000 landowners of possible revisions to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan ("UGMFP"). In March, 2004, Metro held six workshops on industrial land throughout the region, attended by some 1,200 people. Finally, the Council held public hearings on the UGB expansion and Title 4 on December 4 and December 11 of 2003 and April 22 and 29, May 6 and 27, and June 10 and 24 of 2004.

These efforts bring Metro into compliance with Goal 1 and Metro's Regional Framework Plan. More important, this work to involve Metro area citizens has contributed greatly to their understanding of the importance of this set of decisions for the region and have brought Metro invaluable comment on options available to it.

C. Need for Land

These findings address ORS 197.296; ORS 197.732(1)(c)(A); Goal 2, Exceptions, Criterion (c)(1); Oregon Administrative Rules 660-004-0010(1)(c)(B)(i) and 660-004-0020(2)(a); Goal 9 (local plan policies); Goal 10; Goal 14, Factors 1 and 2; Metro Regional Framework Plan ("RFP") Policies 1.2, 1.4, 1.4.1 and 1.4.2; and Metro Code 3.01.020(b)(1) and (2).

The findings for Ordinance No. 02-969B set forth Metro's analysis of the need for land for new jobs through the year 2022. The Urban Growth Report-Employment ("UGR-E") provides the details of that analysis. The analysis indicates that the region will need approximately 14,240 acres to accommodate an additional 355,000 jobs (all employment, commercial and industrial). Based upon new information that came to the Council during hearings on Title 4 revisions and UGB expansion, Metro completed a supplement (Ordinance No. 04-1040B, Appendix A, Item b) to the UGR-E that describes emerging trends in industrial use.

Leading to adoption of the ordinances that expanded the UGB in December, 2002, Metro analyzed the capacity of the existing UGB to accommodate this employment growth. The analysis determined that the UGB contained a surplus of land (759.6 acres) for commercial employment and a deficit of land (5,684.9 acres) for industrial development. The UGR-E provides the details of this analysis.

Following adoption of the December, 2002, ordinances, Metro analyzed the capacity of the expanded UGB. Those ordinances left Metro with a deficit of 1,968 acres of industrial land and a surplus of 393 acres of commercial land. From this analysis, the Council concluded that the UGB, as expanded by ordinances in December, 2002, did not have sufficient capacity to accommodate the remaining unmet need for industrial land. This deficit was one reason for LCDC's July 7, 2003, remand order directing Metro to complete the accommodation of this need for industrial land.

Based upon interviews with industrial developers, brokers and consultants, the Regional Industrial Land Survey ("RILS") and Metro's UGR-E, Metro refined the need for industrial land. Not just any land will satisfy the need for industrial use. Metro defined the need as 1,968 acres of land composed generally of less than 10 percent slope that lies either within two miles of a freeway interchange or within one mile of an existing industrial area. RILS and the UGR-E also calculate the need for parcels of varying sizes by sectors of the industrial economy. Table 13 of the UGR-E shows a need for 14 parcels 50 acres or larger for the warehouse and distribution and tech/flex sectors (page 25).

D. Alternatives: Increase Capacity of the UGB

These findings address ORS 197.732(c)(B); Goal 14, Factors 3 and 4; Goal 2, Exceptions, Criterion 2; OAR 660-004-0010(1)(B)(ii) and 660-004-0020(2)(b); Metro Code 3.01.020(b)(1)(E); and RFP Policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.8 and 1.9.

To address the shortfall in employment capacity, Metro considered measures to increase the efficiency of land use within the UGB designated for employment. Metro's UGMFP Title 4, first adopted in 1996, limited non-employment uses in areas designated Industrial and Employment. Analysis of results of local implementation of Title 4 indicates that commercial uses and other non-industrial uses are converting land designated for industrial use to non-industrial use.

In response to this information, the Metro Council amended the RFP in Ordinance No. 02-969B in December, 2002, to improve the protection of the existing industrial land base. The Council created a new 2040 Growth Concept design type – "Regionally Significant Industrial Land" ("RSIA") – and revised Title 4 to establish new limitations on commercial office and commercial retail uses in RSIAs. Metro estimated that these new measures would reduce the shortfall in industrial land by 1,400 acres by reducing encroachment by commercial uses. The Council counted this "savings" of industrial land in its determination that the deficit of industrial land following the December, 2002, expansion of the UGB was 1,968 net acres.

Following adoption of the December ordinances, the Council began implementation of the new policy and code, including the mapping of RSIAs. The process of developing the map with cities and counties in the region uncovered implementation difficulties with the provisions of the new Title 4 that limited commercial retail and office uses. With Ordinance No. 04-1040B, the Council once again revised Title 4 with two objectives: greater flexibility for traded-sector companies and retention of the 1,400-acre "savings" estimated from the December, 2002, revisions. Based upon the analysis of Title 4 revisions in the supplement to the UGR-E (Ordinance No. 04-1040B, Appendix A, Item b), the Council estimates that the revisions, in combination with conditions placed upon areas added to the UGB for industrial use, will continue to "save" 1,400 acres of industrial land from intrusion by commercial uses.

During hearings on the remand from LCDC, the Council received testimony that an increasing number of industrial jobs is finding space in office buildings rather than in traditional industrial buildings. The Council relied upon this testimony to revise Title 4 limitations on offices in industrial areas. The Council also relied upon the testimony to apply the 393-acre surplus of commercial land taken into the UGB by the December, 2002, ordinances to the need for 1,968 acres of industrial land. The Council assumed that offices in the region's designated Employment Areas, Centers, Corridors, Station Communities and Mains Streets would absorb industrial jobs. This assumption reduced the need for industrial land from 1,968 to 1,575 net acres.

Also during the hearings, the cities of Wilsonville, Oregon City and Fairview brought news of recent plan amendments (adopted after completion of Metro's inventory of industrial land) adding land to the industrial land supply. The Council concluded that the land added by Wilsonville (127 acres) and Oregon City (74 acres) are actually available for industrial use, subject to timing and infrastructure requirements. The Council concluded that the Fairview land, though designation industrial in the city's comprehensive plan, is not yet appropriately zoned to make it available for industrial use. These actions reduced the need for industrial land from 1,575 to 1,374 net acres.

The City of Gresham requested a change to the 2040 Growth Concept Map and the Title 4 Employment and Industrial Areas map for a 90-acre tract that is part of Study Area 12 and adjacent to land added to the UGB in December, 2002, for industrial use. The city says further planning work on its part has revealed that some 20 acres of the tract are suitable for industrial use. The Council makes this change in Ordinance No. 04-1040B, reducing the need from 1,374 to 1,354.

In a further effort to accommodate industrial development more efficiently within the UGB, the Council discovered that it had assumed a commercial development refill rate of 50 percent, lower than the most recently observed rate of 52 percent. For the reasons stated above, the Council concludes that this infill and re-development of lands in designated Employment Areas, Centers, Corridors, Station Communities and Mains Streets will accommodate some of the increasing number of industrial jobs that is locating in offices rather than factories or other traditional industrial buildings. Correction of the commercial refill rate assumption reduces the need for industrial land from 1,354 to 1,180 acres.

E. Alternatives: Expand the UGB

These findings address ORS 197.732(c)(B), (C) and (D) and Goal 2, Exceptions; ORS 197.298(1); Goal 11; Goal 14, Factors 3-7; OAR 660-004-0010(1) and 660-004-0020(2); RFP Policies 1.2, 1.3.1, 1.4, 1.4.1, 1.7, 1.7.2, 1.9, 1.12.1, 1.12.2 and 5.1.1; Regional Transportation Plan Policy 3.0 and Metro Code 3.01.020(b)(3) through (7) and 3.01.020(d)

The measures taken by the Council to increase the capacity of the existing UGB for industrial use, described above leave an unmet need for industrial land of 1,180 acres.

Metro began the search for the most appropriate land for inclusion in the UGB by applying the priorities in ORS 197.298(1). Because Metro has not re-designated "urban reserve" land since its 1997 designation was invalidated on appeal, the highest priority for addition of land is exception land.

Metro first included for consideration all exception land that was studied for inclusion in the December, 2002, ordinances, but not included at that time (59,263 acres). Metro then expanded the search to consider all other land, resource land included, that met the siting characteristics that help define the need for industrial land (less than 10 percent slope and within two miles of a freeway interchange or one mile of an existing industrial area (9,071 acres). In all, Metro looked at approximately 68,000 acres to find the most appropriate land.

Once Metro mapped land by its statutory priority, Metro analyzed the suitability of the land for industrial use, considering the locational factors of Goal 14, the consequences and compatibility criteria of the Goal 2 and statutory exceptions process, the policies of the Regional Framework Plan (RFP) and the criteria in the Metro Code that are based upon Goal 14. This analysis is set forth in the Alternatives Analysis Study, Item (c) in Appendix A of Ordinance No. 04-1040B and subsequent staff reports [Appendix A, Items (a) and (y)].

The Alternatives Analysis and testimony from the hearings gave the Council few easy or obvious choices among the lands it considered. The land most suitable for the types of industrial use forecast in the region for the next 20 years is flat land near freeway interchanges or near existing industrial areas. In addition, the region needs parcels 50 acres or larger for the warehouse and distribution and tech/flex sectors. The land most likely to meet these needs at the perimeter of the UGB is agricultural land, the last priority for inclusion under ORS 197.298(1).

The highest priority for inclusion, under the priority statute, where no urban reserves have been designated, is exception land. But the character of most exception areas makes them unable to fill the region's needs for industrial use. The great majority of exception land outside the UGB is designated for residential use, and most of that is settled with residences. Parcels are generally small (five acres and smaller), the topography is usually rolling and often steep, and streams, small floodplains and wildlife habitat are common. And residents, as evidenced by testimony at Council hearings, are often vigorously opposed to industrial intrusions into what they consider their neighborhoods.

The Council excluded from further consideration those exception lands that lie further than two miles from a freeway interchange and more than one mile from existing industries for the reason that these areas cannot meet the identified need for industrial land. The Staff Report [Appendix A, Item (a)] describes these specific areas in detail at pages 13 to 18.

The Council excluded other study areas (or portions of them) from further consideration even though they could meet the identified need (less than 10 percent slope and either within two miles from a freeway interchange or within one mile from existing industries) because they are unsuitable for industrial use. Further analysis showed that some combination of parcelization, existing development, limitations on use

imposed by Title 3 of the UGMFP (Water Quality, Flood Management and Fish and Wildlife Conservation), poor road access, difficulty in providing public services and negative effects of urbanization on nearby agricultural practices renders the areas unsuitable for industrial use. Portions of the areas contain designated farm or forest land. The Staff Report [Appendix A, Item (a)] describes these specific areas in detail at pages 18 to 25 (and portions of other areas at pages 13 to 18).

The Council also excluded those exception areas that are not contiguous to the UGB, or to areas added to the UGB for industrial use, and do not contain enough suitable land to comprise a minimum of 300 gross acres. Based upon an analysis of industrial areas within the pre-expansion UGB and reasoning set forth in "Formation of Industrial Neighborhoods", memorandum from Lydia Neill to David Bragdon, October 24, 2003, the Council concludes that these small areas cannot satisfy the need for industrial land.

The Council looked next to resource land, beginning with land of lowest capability. The Council included 354 acres (236 net acres) designated for agriculture in the Quarry Study Area, composed predominantly of the poorest soils (Class VII) in the region. Other land with poor soils in the vicinity were rejected due to steep slopes. The Council included 63 acres (30 net acres) designated for forestry in the Beavercreek Study Area composed of Class IV and VI soils and 102 acres (69 net acres) of Class III and IV soils in the Damascus West Study Area. No other land with soil capability lower than Class II can meet the need for industrial use identified by the Council.

Finally, the Council turned to the many lands under consideration with predominantly Class II soils. To choose among thousands of acres of this flat farmland near urban industrial areas or near freeway interchanges, the Council considered the locational factors of Goal 14 and policies in its Regional Framework Plan ("RFP") and Regional Transportation Plan ("RTP"). Further, the Council sought advice from a group of farmers and agriculturalists in the three counties, assembled by the Oregon Department of Agriculture ("ODA"). This group submitted a report to the Council entitled "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use." [Appendix A, Item (i).)] Preliminary guidance from ODA led the Council to consider an amendment to Policy 1.12 of the RFP on agricultural land, adopted and applied in Ordinance No. 04-1040B: "When the Council must choose among agricultural lands of the same soil classification for addition to the UGB, the Council shall choose agricultural land deemed less important to the continuation of commercial agriculture in the region." (Exhibit A.)

The Council finds that the region will be able to urbanize the lands it has added to the UGB in an efficient and orderly fashion. The Council concludes that the overall consequences of urbanization of these lands are acceptable, especially given the protections in place in the RFP and Metro Code for sensitive resources. Through mitigation measures required by the conditions in Exhibit F, the Council believes it can achieve compatibility between urbanization of the land added to the UGB and adjacent land outside the UGB.

The Council also believes that it is able to maintain separations between communities at the urban fringe sufficient to allow each community to retain a sense of place. The Council chose ridgelines, streams, power lines, roads and property lines to define the boundaries of the UGB in an effort to provide a distinct boundary and a clear transition between urban and rural uses.

The Council also finds that the lands it added to the UGB for industrial use contribute to a compact urban form. The lands are adjacent to the existing UGB. Many involve exception lands that are already partially urbanized and contain some components of public facilities needed to serve urban industrial uses. The Council rejected some areas of exception land that extend far from the UGB and would require long extensions of linear services such as sewer, water and stormwater lines. The Council chose land that adheres closely to siting characteristics needed by the industries likely to grow during the planning period: proximity

to existing industrial areas and accessibility to freeway interchanges. These choices contribute to the region's urban form which, among other things, calls for siting uses with higher densities (commercial and residential) in Centers and other design types served by high-capacity public transit.

Combined with areas added to the UGB for employment in the December, 2002, periodic review ordinances, areas added by Ordinance No. 04-1040B for industrial use are distributed round the region. Most of the jobs land was added to the east side of the region in December, 2002. This ordinance adds industrial land mostly to the south and west sides of the region. In particular, addition of 262 acres north of Cornelius will add jobs, income, investment and tax capacity to a part of the region with disproportionately little of those resources.

F. Water Quality

Each local government responsible for an area added to the UGB must complete the planning requirements of Title 11, Urban Growth Management Functional Plan ("UGMFP"), including compliance with the water quality provisions of Title 3 of the UGMFP.

G. Areas Subject to Natural Disasters and Hazards

The Council has excluded environmentally constrained areas from the inventory of buildable land (see UGRs) and from its calculation of the housing and jobs capacity of each study area (see Alternatives Analysis). Each local government responsible for an area added to the UGB must complete the planning requirements of Title 11, Urban Growth Management Functional Plan ("UGMFP"), including compliance with Title 3 of the UGMFP on floodplains and erosion control.

The Council considered the best information available on known hazards, including earthquake hazard. The study areas with the highest earthquake hazard have been rejected. The are small portions of several study areas with known earthquake hazards added to the UGB. Local governments responsible for Title 11 planning are required by that title (and Goal 7) to take these portions into account in their comprehensive plan amendments.

H. Economic Development

As part of Task 2 of periodic review, Metro reviewed the economic development elements of the comprehensive plans of each of the 24 cities and three counties that comprise the metro area. Metro used the review in its determination of the region's need for employment land and for coordination with local governments of its choices to add land to the UGB for employment purposes.

Revisions to Title 4 (Industrial and Other Employment Areas) of the UGMFP and the conditions placed upon lands added to the UGB (Exhibit F of Ordinance No. 04-1040B and exhibits to December, 2002, ordinances) add significant protection to sites designated for industrial use, both those added to the UGB and those within the UGB prior to expansion, to help ensure their availability for that purpose.

Inclusion of these areas adds 1,920 acres (1,047 net acres) to the UGB for industrial use. Combined with the efficiency measures described in Section D of these Findings (Alternatives: Increase Capacity of the UGB), above, and actions taken in December, 2002, these additions to the UGB accommodate approximately 99 percent of the need for industrial land [identified in the 2002-2022 Urban Growth Report: An Employment Land Need Analysis (9,366 net acres)]. Given the unavoidable imprecision of the many assumptions that underlie the determination of need for industrial land – the population forecast; the employment capture rate; the industrial refill rate; employment density (particularly given changes in building types used by industry over time); the rate of encroachment by non-industrial uses; and the vintage

industrial relocation rate – the Council concludes that its actions in the December, 2002, ordinances and in this Ordinance No. 04-1040B provide a 20-year supply of industrial land for the region and comply with part 2 (periodic review Subtask 17) of LCDC's Partial Approval and Remand Order 03-WKTASK-001524, July 7, 2003.

II. SPECIFIC FINDINGS FOR PARTICULAR AREAS ADDED TO UGB IN TASK 2 REMAND DECISION

These findings address ORS 197.298; ORS 197.732(1)(c)(B), (C) and (D); Goal 2, Exceptions, Criteria (c)(2), (3) and (4); Oregon Administrative Rules (OAR) 660-004-0010(1)(B)(ii), (iii) and (iv); OAR 660-004-0020(2)(b), (c) and (d); Goal 5; Goal 11; Goal 12; Goal 14, Factors 3 through 7; Metro Code 3.01.020(b)(3) through (7) and 3.01.020(d); Metro RFP Policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.11 and 1.12; and Regional Transportation Plan Policies 2.0, 3.0, 4.0 and 14.0.

A. Damascus West

The Council relies upon the facts and analysis in the Industrial Land Alternative Analysis Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 21-23; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), p. 27] to support its conclusion that addition of a portion of Damascus West will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area of resource land because it contains a concentration of larger parcels (five parcels between 10 and 20 acres). Parcels of this range are needed for the types of industries Metro expects will grow during the planning period (UGR-E, p. 25) and are generally unavailable in exception areas. Also, soils in the area are Class III and IV, of lower capability than other resource land under consideration. In addition, the area lies within a ground-water restricted area designated by the Oregon Department of Water Resources. Finally, it occupies a small notch that extends into land within the UGB and is relatively isolated by topography and forested land from other agricultural lands to the south, as noted in the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)].

1. Orderly Services

The Council relies upon the Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that these services can be provided to the Damascus West area in an orderly and economic manner by extending services from existing serviced areas. Condition IIA(1) of Exhibit F calls for transportation and public facility and service plans within the same four years allowed for Title 11 planning of the entire Damascus area by Condition IIA(1) of Exhibit M of Ordinance No. 02-969B.

The Alternative Analysis Study (p. 20) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Damascus Study Area. Serviceability generally ranges from "easy" to "difficult" to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Transportation services will be only moderately difficult to provide for reasons set forth in the Alternative Analysis Study, p. 21.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that Damascus West will be planned in conjunction with the greater Damascus area added to the UGB in December, 2002. The Council

also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Damascus West area set forth in the Alternative Analysis Study, pp. 21-22 and Table A-3. The analysis indicates that the consequences will be low, especially considering the requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Damascus West area would have low adverse consequences for nearby agriculture (Alternative Analysis Study, p. 21; Table A-4). This is, in part, due to the facts that the area occupies a small notch that extends into land within the UGB and is relatively isolated by topography and forested land from other agricultural lands to the south, as noted in the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)]. Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of Damascus West to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the south.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Damascus West area protected by Clackamas County in its acknowledged comprehensive plan (p. 22). The county will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Damascus area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires Clackamas County to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county planning for the area.

6. Public Utilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public

facilities such as sanitary sewers, storm sewers and water lines for the area. Metro and the county began this work with the evaluation of the serviceability of the Damascus area in the Alternative Analysis Study (pages 20-21 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Damascus West area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county revises its comprehensive plans and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro and Clackamas County began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (p. 21 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

Metro's 2000 Regional Transportation Plan (RTP) anticipated inclusion of the area within the UGB. The plan's "Priority System" of planned transportation facilities shows improvements planned for the area to serve anticipated growth. Among the improvements is the Sunrise Highway, a likely alignment for which (shown on the 2040 Growth Concept Map) borders the portion of the Damascus West Study Area included by this ordinance. The "Financially Constrained System" includes improvements that will add capacity to East Sunnyside Road near the included area (see discussion of RTP below).

8. Regional Framework Plan

The area lies within ½-mile of Damascus Town Center and will provide additional employment to support the center. The area will not only provide employment opportunities for new residents of the Damascus area, but also improve the ratio between jobs and housing in the east side of the region.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are the "East Multnomah County Transportation Projects" and the "Pleasant Valley and Damascus Transportation Projects" that will provide the basic transportation services to the area (pages 5-49 to 5-57). Figures 1.4, 1.12, 1.16, 1.17, 1.18 and 1.19 of the RTP show how the region's street design, motor vehicle, public transportation, freight, bicycle and pedestrian systems will extend into the Damascus area.

B. Beavercreek

The Council relies upon the facts and analysis in the Alternative Analyses Study [2003 in Appendix A, Item(d) in Ordinance No. 04-1040B, pp. 32-34; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), p. 25] to support its conclusion that addition of a portion of the Beavercreek area will provide for an orderly and efficient transition from rural to urban land use. The Council added this single tract, zoned for forest use but occupied by a portion of a larger golf course, in part because the Council included the other half of the golf course in the UGB by Ordinance No. 02-969B in December, 2002 (as part of Task 2), and

designated it for industrial use. The predominant soils on the tract are Class IV and VI. This parcel (63 acres; 30 net acres) helps satisfy the identified need for large parcels (see UGR-E, page 25), particularly in combination with the other part of the golf course included in December, 2002.

1. Orderly Services

The Council relies upon the Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that these services can be provided to this portion of the Beavercreek area in an orderly and economic manner by extending services from existing serviced areas. Condition IA of Exhibit F calls for transportation and public facility and service plans within two years. Condition IIB(2) specifies that Title 11 planning of the area be done in conjunction with Title 11 planning for the adjoining area added to the UGB by Ordinance No. 02-969B.

The Alternative Analysis Study (p. 32-33) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Beavercreek area. The developable portion of the area included in the UGB adjoins and will be served by the same providers that will serve the area added to the UGB in December, 2002. Serviceability generally ranges from “easy” to “difficult” to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Table A-2 shows transportation services for the larger Beavercreek area to be difficult. However, for the portion of Beavercreek added, transportation services will be the same as those provided to the adjoining property added to the UGB in December, 2002.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that this portion of the Beavercreek area will be planned in conjunction with the portion added to the UGB and designated for industrial use in December, 2002. Both portions can be urbanized more efficiently if the portions are planned and urbanized together.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Beavercreek area set forth in the Industrial Land Alternative Analysis Study, p. 34 and Table A-3). The analysis indicates that the consequences will be high if the Council were to include the entire Beavercreek study area (2,540 acres). But Ordinance No. 04-1040B includes only a single, 63-acre tract, half of a golf course the other half of which was included in the UGB by Ordinance No. 02-969B. Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the tract subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro’s adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro’s Goal 5 program following the Council’s adoption of that program, if the local government’s ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Beavercreek area would have moderate adverse consequences for nearby agriculture (p. 111). There will be little effect on agriculture from urbanization of this small portion of the area, however, because the tract itself is part of a golf course, and there are no nearby agricultural activities.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the larger Beavercreek area protected by Clackamas County in its acknowledged comprehensive plan (page 34). The single portion of the larger area added to the UGB by this ordinance contains no inventoried Goal 5 sites protected by Clackamas County. Condition IG of Exhibit F requires the county to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the small portion of the Beavercreek area included in the UGB. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires Clackamas County to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the counties to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County or Oregon City from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area. Metro, the county and the city began this work with the evaluation of the serviceability of the Beavercreek area in the Alternative Analysis Study done as part of Ordinance No.02-969B (pages 108-09; A-9, A-13;) and the Industrial Land Alternative Analysis Study done as part of Ordinance No. 04-1040A (pages 25, 32-33 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Beavercreek area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County or Oregon City from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop a conceptual transportation plan and urban growth diagram with the general locations of arterial, collector and essential local streets for the area. Metro, the county and the city began this work with the evaluation of the serviceability of the Beavercreek area in the Alternative Analysis done as part of Ordinance No.02-969B (pages 108-09; A-9, A-15-19) and the Analysis done as part of Ordinance No. 04-1040B (pages 25 and 33 and A-2).

The City of Oregon City indicates that the Beavercreek area can be provided with transportation services. The small included portion adjoins an area that is more serviceable than other portions of the larger Beavercreek area considered by the Council. It is contiguous to the city and can be served in an orderly manner.

8. Regional Framework Plan

This small addition of industrial land (63 acres) will be planned in combination with adjoining industrial land added by Ordinance No. 02-969B to comprise a more efficient industrial area. The area will provide employment to support the Oregon City Regional Center.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements is the "Highway 213 Corridor Study" to complete a long-term traffic management plan and identify projects to implement the plan (pages 5-59 to 5-61).

C. Quarry (Partial)

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 64-66; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), pp. 26-27] to support its conclusion that addition of a portion of the Quarry Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area of resource land because it contains a concentration of larger parcels, relatively few of which are developed with residences. Parcels of this range are needed for the types of industries Metro expects will grow during the planning period (UGR-E, p. 25) and are generally unavailable in exception areas. Also, soils in the area are predominantly Class VII, of lower capability than other resource land under consideration. Significant portions are devoted to quarry operations, which have removed soils altogether. There are major quarry operations adjoining this area to the east and elsewhere nearby. There is also significant industrial development and zoning north and east of the Quarry area. See "Perfect for Industry", prepared by Davis, Wright, Tremaine, LLP, April 29, 2004. The Council included one of the quarry areas in the UGB in Ordinance No. 02-990A for industrial use. Some agricultural activity takes place in the northern section of this area, but it is isolated from other areas devoted to agriculture by quarry operations and other nonfarm activities [Tualatin Valley Sportsmens Club (gun club), for example].

1. Orderly Services

The Council relies upon the Quarry Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the Quarry area in an orderly and economic manner by extending services from existing serviced areas. Condition IIE(2) of Exhibit F calls for coordination of transportation and public facility and service planning for this area with the adjoining area added to the UGB for industrial use on December 12, 2002.

The Alternatives Analysis (p. 64-65) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Quarry Study Area. Serviceability ranges from "easy" to "moderately difficult" to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Transportation services would be easy to provide for reasons set forth in the Alternative Analysis Study, p. 65.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that this portion of the Quarry Study Area will be planned in conjunction with the quarry area to the east, added to the UGB and designated for industrial use in December, 2002. This portion lies close to existing services and Tualatin-Sherwood and Oregon Roads. Both portions can be urbanized more efficiently if the portions are planned and urbanized together.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Quarry Study Area set forth in the Alternative Analysis Study, p. 65-66 and Table A-3). The analysis indicates that the environmental consequences will be low. In addition, Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition I G, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Quarry Study Area would have few adverse consequences for nearby agriculture. The area has the UGB on three sides and quarry operations to the east and southeast. The portion devoted to agriculture is in the northwest portion, isolated from agricultural operations south of the quarries.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Quarry Study Area protected by Washington County in its acknowledged comprehensive plan (page 65-66). Significant portions of the area are identified as aggregate sites in the county's Goal 5 inventory and are protected by aggregate overlays. Under Metro's Title 11, current county land use regulations will remain in place until the county, or one of the cities (Tualatin or Sherwood), adopts new plan provisions and land use regulations to allow industrial uses in the area, at which time the county or city will apply Goal 5 to the area and re-consider the decision to protect the quarries under Goal 5.

Condition IG of Exhibit F requires the county or cities to consider Metro's inventory of Goal 5 resources in its application of Goal 5 to the Quarry area included in the UGB. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county to protect water quality and wetlands in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Sherwood or Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area. Metro, the county and the cities began this work with the evaluation of the serviceability of the Quarry Study Area in the Alternative Analysis done as part of Ordinance No.02-969B (pages 161-63; A-9) and the Analysis done as part of Ordinance No. 04-1040B (pages 64-65 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Quarry Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Sherwood or Tualatin from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and land use regulations to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop a conceptual transportation plan and urban growth diagram with the general locations of arterial, collector and essential local streets for the area. Metro and the county and cities began this work with the evaluation of the serviceability of the area in the Alternatives Analysis done as part of Ordinances No.02-969B (pages 108-09; A-9, A-15-19) and 990A and the Analysis done as part of Ordinance No. 04-1040B (pages 64-65 and A-2). The cities indicate a willingness to serve the Quarry area with transportation services pending the determination of service boundaries.

8. Regional Framework Plan

This addition of industrial land will be planned in coordination with adjoining industrial land to the east added by Ordinance No. 02-990A to comprise a more efficient industrial area. The area will provide employment to support the Sherwood and Tualatin Town Centers. The Quarry area runs along the Tualatin-Sherwood Road within two miles of the two centers. Given that the added portion of the Quarry area is suitable for the types of industry likely to grow in the future, the Council includes the area notwithstanding that this part of the region is relatively well-endowed with employment.

By adding the Quarry area to the UGB, following addition of the quarry area to the east, Metro will be bringing a “notch” into the UGB that lies between the two cities of Sherwood and Tualatin. This keeps the form of the region compact and efficient.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a “Priority System” of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are the “The Tualatin-Sherwood Major Investment Study”, to complete environmental design for the I-5 to 99W principal arterial connector, and the “Tualatin-Sherwood

Connector", to construct the four-lane tollway connection (pages 5-65 to 5-67). Although a final corridor for this facility has not yet been chosen, it is almost certain that it will pass less than a mile from the south border of the Quarry area.

D. Coffee Creek (partial)

The Council relies upon the facts and analysis in the Alternatives Analyses [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 58-60; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), pp. 26] to support its conclusion that addition of a portion of the Coffee Creek Study Area [264 acres (97 net acres) of 442 in the study area] will provide for an orderly and efficient transition from rural to urban land use. The Council chooses this portion because it is almost entirely exception land (there is a 4.6-acre tract of resource at the northern edge), it can be planned in conjunction with land added to the UGB in December, 2002, for industrial use, urban services are available in the vicinity, and urbanization will have no effect on agricultural practices on adjacent land due to its isolation from agricultural activities.

1. Orderly Services

The Council relies upon the Coffee Creek Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the Quarry area in an orderly and economic manner by extending services from existing serviced areas. Condition IIF(1) of Exhibit F allows four years for Title 11 planning for this area so that planning for urban services can be done in conjunction with such planning for the adjoining area added to the UGB for industrial use on December 5, 2002.

The Alternative Analysis Study sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Coffee Creek area (p. 58-60; Table 1, p. 111). Serviceability ranges from "moderate" to "difficult" to serve and compares favorably with areas not included (such as Borland Road South and Wilsonville West).

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, knowing that this portion of the Coffee Creek Study Area will be planned in conjunction with the area to the east, added to the UGB and designated for industrial use in December, 2002. The area lies adjacent to a principal north-south rail line that will make industrial use and movement of freight more efficient.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Coffee Creek area set forth in the Alternative Analysis Study, p. 58-60 and Table A-3). Because the Council included only the easternmost portion of the study area – the portion that borders the UGB on the west – the adverse consequences will be reduced. Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F, Ordinance No. 04-1040B). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the included portion of the Coffee Creek area would have no adverse consequences for nearby agriculture (p. 111). The area has quarry operations nearby and is isolated from commercial agricultural activity by stream drainages.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Coffee Creek Study Area protected by Washington County in its acknowledged comprehensive plan (p. 60). The quarries in the area are protected by aggregate overlays by Washington County. Under Metro's Title 11, current county land use regulations will remain in place until the county, or the City of Wilsonville or Tualatin, adopts new plan provisions and land use regulations to allow industrial uses in the area, at which time the county or city will apply Goal 5 to the area and re-consider the decision to protect the quarries under Goal 5.

Condition IG of Exhibit F requires the county or city to consider Metro's inventory of Goal 5 resources in its application of Goal 5 to the portion of Coffee Creek area included in the UGB. The area contains streams, wetlands and floodplains. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and wetlands in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Wilsonville or Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of the area; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Coffee Creek Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits the county or city from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinance to authorize urbanization of the area; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area.

8. Regional Framework Plan

This addition of industrial land will be planned in combination with adjoining industrial land to the east added by Ordinance No. 02-969B to comprise a more efficient industrial area. The Coffee Creek Study Area will provide employment to support the Tualatin and Wilsonville Town Centers, to the north and south respectively. Given that the developable portion of the area is exception land and is suitable for the types of industry likely to grow in the future, the Council includes the Coffee Creek area notwithstanding that this part of the region is relatively well-endowed with employment.

Adding the Coffee Creek area to the UGB, lying between and adjacent to the Cities of Tualatin and Wilsonville, following addition of the area to the east, keeps the form of the region compact and efficient.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are improvements to Boones Ferry Road from Durham Road in the north to Elligsen Road in the south, east of the Coffee Creek Study Area.

The RTP also includes "The Tualatin-Sherwood Major Investment Study", to complete environmental design for the I-5 to 99W principal arterial connector, and the "Tualatin-Sherwood Connector", to construct the four-lane tollway connection (pages 5-65 to 5-67). Although a final corridor for this facility has not yet been chosen, it is almost certain that it will pass through or just to the north of the Coffee Creek area, likely enhancing its access to I-5. Finally, the principal north-south rail line that lies along the eastern boundary of the area will offer an additional mode of transport for movement of freight in the area.

E. Tualatin

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 61-63; 111; A-1 – A-4] and the Staff Reports [Appendix A, Item (a), pp. 27-28] to support its conclusion that addition of a portion of the Tualatin Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area because it is exception land (rural residential and rural industrial) with characteristics that make it suitable for industrial use. It lies within two miles of the I-5 corridor and within one mile of an existing industrial area, and portions of the area are relatively flat. These characteristics render it the most suitable exception area under consideration for warehousing and distribution, a significant industrial need facing the region.

The City of Tualatin and many residents of the area expressed concern about compatibility between industrial use and residential neighborhoods at the south end of the city. They have also worried about preserving an opportunity to choose an alignment between Tualatin and Wilsonville for the I-5/99W Connector; the south alignment for this facility passes through the northern portion of the Tualatin Study Area.

In response to these concerns, the Council placed several conditions upon addition of this area to the UGB. First, the Council extended the normal time for Title 11 planning for the area: two years following the identification of a final alignment for the Connector, or seven years after the effective date of Ordinance No. 04-1040B, whichever comes sooner. This allows Title 11 planning by Washington County, the cities of Tualatin and Wilsonville and Metro to accommodate planning for the Connector alignment. Second, the

Council states that, so long as the alignment for the Connector falls close to the South Alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north (the portion least suitable for industrial uses) and industrial development to the south (the portion of the area most suitable for industrial use)

1. Orderly Services

The Council relies upon the Tualatin Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from existing serviced areas.

The Alternatives Analysis (pp. 61-62) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Tualatin Study Area. Serviceability ranges from "easy" to "difficult" to serve (Table 1, p. 111). Throughout Task 2 of periodic review the Council has found, however, that provision of services to almost every exception area is difficult and expensive. The City of Wilsonville anticipates further industrial development in the portion of the study area north and northwest of the existing city, in part due to the siting of the Coffee Creek Correctional Facility, and expects to be the service provider over time. Given the critical need for sites proximate to interchanges on I-5 and the rarity of such sites, the Council has decided to include the Tualatin Study Area notwithstanding.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area lies between two cities and among areas added to the UGB for industrial use in December, 2002, making urbanization of the area more efficient than projecting urbanization from the UGB into a rural area. Given the likelihood that the region will build the I-5/99W Connector through this area, industrial development in the area will ensure efficient use of that facility.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Tualatin Study Area set forth in the Alternative Analysis Study, pp. 62-63 and Table A-3). The analysis indicates that the consequences will be low to moderate, especially considering the requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Tualatin Study Area would have low adverse consequences for agriculture (Alternative Analysis Study, p. 62; Table A-4). Although there are a few agricultural uses in the study area itself, the area is designated entirely for rural residential and rural industrial uses, pursuant to exceptions from statewide planning Goals 3 and 4. The area is isolated from land designated for agriculture by the UGB, I-5 and mining operations to the west. Hence, it is unlikely that industrial use will conflict with agricultural activities on land designated for agricultural or forest use.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Tualatin Study Area protected by Washington County in its acknowledged comprehensive plan (pp. 62-63). There are aggregate mines in the vicinity; portions of Washington County's Mineral and Aggregate Overlay District B cover small portions of the study are in the northwest and southwest corners and the top central portion.

The county, or the City of Wilsonville or Tualatin upon annexation to one of the cities, will be responsible for protecting these resources when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county or city to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Tualatin Study Area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Service

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County and the cities of Wilsonville and Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of the area; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Tualatin Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County and the cities of Tualatin and Wilsonville from upzoning and from land divisions into lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land added to the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 61-62 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

Table A-2 recognizes that provision of transportation to new industrial uses in the area will be difficult. The Oregon Department of Transportation, Region 1 ("ODOT"), expects the volume-to-capacity ratio on I-5 in the vicinity of the North Wilsonville interchange to be "extremely poor" by 2025, and states

that the interchange "may need to be reviewed for impact" if the Council adds land to the UGB dependent upon the interchange. The "Priority System" in Metro's RTP calls for improvement to Boones Ferry Road from Durham Road in Tualatin to Elligsen Road in Wilsonville and for construction of a four-lane tollway between I-5 and Highway 99W, the sourthern and most likely alignment of which passes through the study area. There is no planned improvement to the capacity of the freeway or the interchange in the RTP or either city's TSP. In 2002, however, a joint ODOT/Wilsonville study concluded that in 2030, widening of I-5 to eight lands would be required to meet interstate freeway capacity standards set by Metro and ODOT. This study will help Metro, ODOT, Wilsonville and Tualatin understand the improvements needed to accommodate industrial use in the study area. The 2004 Federal RTP also identifies a corridor refinement study for I-5 in the vicinity. These studies will inform Title 11 planning for the study area.

8. Regional Framework Plan

The Tualatin Study Area lies midway between the Tualatin and Wilsonville Town Centers, and is nearly as close to the Sherwood Town Center as to Tualatin and Wilsonville. Industrial development in the study area will provide additional employment to support businesses in those centers. The Council includes this area, notwithstanding that this part of the region is relatively well-endowed with employment, because it has more of the characteristics needed for warehousing and distribution than other areas considered. The Wilsonville South Area has many of the same characteristics. But it lies on the opposite side of the Willamette River and requires a trip on I-5 across the river to gain access to the Wilsonville Town Center. The Council concludes that addition of the north portion of the Tualatin Study Area provides better urban form to the city and the region than adding land on the south side of the Willamette River.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the Tualatin Study Area are improvement to Boones Ferry Road from Durham Road in Tualatin to Elligsen Road in Wilsonville and construction of a four-lane tollway between I-5 and Highway 99W, the southern and most likely alignment of which passes through the study area.

F. Helvetia (Partial)

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 104-06; 111; A-1 to A-4] and the Staff Reports [Appendix A, Item (a), p. 28] to support its conclusion that addition of a 249-acre portion of the Helvetia Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area because it has several characteristics that render it among the most suitable sites under consideration for industrial use: a large parcels; relatively flat land; and proximity to a freeway interchange. The Urban Growth Report-Employment (UGR-E) identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). This portion of the Helvetia Study Area contains one parcel between 50 and 100 acres.

Two-thirds of this area (162 acres) is designated for agriculture in Washington County's comprehensive plan (predominantly Class II soil). The farmland portion lies between the existing UGB (to the south and east) and the exception land portion to the west. West Union Road separates the included farmland from excluded farmland to the north. The Council includes this farmland because the exception land portion (87 acres) contains some land suitable for industrial use. Also, among farmlands considered,

this farmland is already affected by nearby urban and rural residential use. Further, the Council found only two areas designated for agriculture of higher priority (Class IV or III soils) suitable for industrial use (Damascus West and Quarry Study Areas) (see discussion of West Union Study Area, below).

The Council considered including a portion of the Evergreen Study Area, which also contains a combination of exception land and Class II farmland, because it, too, contains several large parcels. The Council favored the Helvetia area because the farmland portion of the Evergreen area that lies between the UGB to the east, the exception land to the west and NW Meek Road to the north includes considerably more farmland than the included portion of the Helvetia Area (478 acres versus 162 acres in Helvetia). Further, unlike the exception land portion of Helvetia, the exception land portion of the Evergreen Study Area does not contain land suitable for industrial use.

The Council also considered inclusion of the West Union Study Area, which contains farmland of Class II and III soils. The Council chose the Helvetia area rather that the West Union area because the portion of the West Union area with higher-priority Class III soils is not suitable for industrial use (slopes greater than 10 percent), and this portion lies to the north of the portion with predominantly Class II soils (adjacent to the UGB). Also, the Council found no good barrier in the West Union area to separate farmland included from farmland excluded until Cornelius Pass Road to the north, which would enclose many more acres of farmland (862 acres) than the 162 acres in the Helvetia area.

The Council also considered Class II farmland in the Wilsonville East Study Area in order to find large parcels suitable for industrial use. The Council chose the Helvetia Study Area over the Wilsonville area because the former will be considerably easier to provide with public facilities and services (p. 111). As a result, inclusion of the Helvetia area has the support of the City of Hillsboro, while the City of Wilsonville opposes inclusion of the Wilsonville East area.

The Council considered two other study areas composed predominantly of Class II soils: the Noyer Creek and South Hillsboro areas. According to the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)], both areas have higher value for commercial agriculture than the Helvetia area.

Finally, the Council considered Class II farmland south of Wilsonville, near the I-5 corridor on the south side of the Willamette River. The Council rejected this farmland because inclusion would constitute a projection away from the urbanization portion of the metropolitan region, toward Marion County to the south. Industrial development south of the river would also be separated from the services of the City of Wilsonville and the rest of the metropolitan region, connected only by a limited access (interstate highway) bridge across the river. Inclusion of the Helvetia area would better achieve the compact urban form sought by Policies 1 and 1.6 of the RFP and Policy 3 of the Regional Transportation Plan. The Oregon Department of Agriculture urged the Council not to add farmland south of the Willamette River because it would further introduce urban uses into that core area of the Willamette Valley's commercial agriculture. Although the department also expressed concern about inclusion of the Helvetia area, it placed a higher priority on protection of farmland south of the Willamette River. The Council concludes that inclusion of the Helvetia area rather than the Wilsonville South Study area farmland better achieves Policy 1.12.2 of the RFP.

In short, of the Class II farmlands considered by the Council, this portion of the Helvetia Study Area best meets the identified need for industrial land and is most separated from nearby agricultural lands. Other than the exception lands that are part of this study area, there are no other exception lands that can help the region meet its need for larger parcels for industrial use.

1. Orderly Services

The Council relies upon the Helvetia Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from existing serviced areas.

The Alternatives Analysis (pp. 104-05) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Helvetia Study Area. Serviceability ranges from "easy" to "moderate" to serve the entire area (Table 1, p. 111). It will be easier to serve the smaller portion of the study area included by the Council because it is the portion closest to the existing UGB (borders on east and south) and services just to the east.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area borders the UGB on two sides, with employment and industrial uses on the urban sides of the UGB, making urbanization of the area for industrial use more efficient than projecting urbanization from the UGB into a rural area.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Helvetia Study Area set forth in the Alternative Analysis Study, pp. 105-06 and Table A-3). The analysis indicates that the consequences will be moderate. The requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B will reduce adverse consequences from urbanization of the area.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning consider Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Helvetia Study Area would have high adverse consequences for nearby agriculture (Alternative Analysis Study, pp. 105-06; Table A-4). The analysis, however, is based urbanization of the entire Helvetia Study Area (1,339 acres) rather than just the portion included within the UGB (249 acres). Adverse consequences and incompatibility from urbanization of the included portion will be much reduced, given that the UGB borders this portion on the east and south sides, West Union Road borders the portion on the north side, and much of this portion (87 acres) is exception area lying between the included farmland portion and the excluded farmland portion to the west.

According to the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)], the included portion of the Helvetia area is less important to commercial agriculture in the region than other agricultural areas under consideration because it lies amid urban and rural residential uses: "However, the workgroup could not ignore the land use pattern both within the area, the location of the area within a small notch of the current urban growth boundary and the two hard edges provided by Helvetia and West Union Roads" (p. 11).

Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of the area to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the north and west.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Helvetia Study Area protected by Washington County in its acknowledged comprehensive plan (p. 106). The county, or the City of Hillsboro upon annexation to the city, will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county or the City of Hillsboro to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Helvetia area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Hillsboro from upzoning or from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Helvetia Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Hillsboro from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 104-05 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

The Oregon Department of Transportation ("ODOT"), Region 1, notes that the Shute Road interchange on Hwy. 26, to which most of the trips generated by development in the Helvetia area will go, "is already inadequate to accommodate the 2003 Urban Growth Boundary ("UGB") expansion in this area." Metro's 2004 RTP includes an interchange improvement to serve the industrial land added to the UGB for industrial use in December, 2002, with partial funding. The RTP also identifies the need to widen several stretches of Hwy. 26 from four to six lanes. The county or city, together with Metro, will fully assess the effects of development on these facilities during Title 11 planning. Title 11 calls for a conceptual transportation plan as part of amendment of city or county comprehensive plans and land use regulations, to which statewide planning Goal 12 and the Transportation Planning Rule apply.

8. Regional Framework Plan

The Helvetia Study Area lies adjacent to, and will likely become part of the North Hillsboro Industrial Area. This industrial area is the anchor of the high tech cluster that runs from this tract to Wilsonville. It contains the largest concentration of high technology firms in the state. The area supports businesses in the Hillsboro Regional Center, other Centers on the west side of the region, and the Central City. Industrial development in the Helvetia Study Area will provide additional employment to support those centers. The Council includes this area, notwithstanding that this part of the region is relatively well-endowed with employment, because, as noted above, it the characteristics needed for the industrial sectors likely to grow during the planning period.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the Helvetia Study Area in Metro's 2004 RTP is an interchange improvement to serve the industrial land added to the UGB for industrial use in December, 2002, with partial funding.

G. Cornelius

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 84-87; 111; A-1 to A-4] and the Staff Reports [Appendix A, Item (a), p. 27] to support its conclusion that addition of this 262-acre portion of the Cornelius Study Area will provide for an orderly and efficient transition from rural to urban land use. Slightly more than half (56 percent) of the included portion is designated for agriculture in Washington County's comprehensive plan (predominantly Class II soil). The farmland portion lies in two tracts separated by an exception area. A second tract of exception land borders the farmland on the east side. Together, these four adjacent tracts comprise the portion of the study area included in the UGB.

The Council chose this portion of the study area because it has characteristics that render it suitable for industrial use: large and mid-sized parcels and relatively flat land. The Urban Growth Report-Employment (UGR-E) identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). The included portion of the study area contains one parcel between 50 and 100 acres [Appendix A, Item (a), p.30].

The Council also chose this area to help achieve Policies 1.2, 1.3.1 and 1.4 of the Regional Framework Plan (RFP), which call, among other things, for an equitable and balanced distribution of employment opportunities, income, investment and tax capacity throughout the region. The Council considered the fiscal and equity effects of including this area on the City of Cornelius. Given that the city

has the highest poverty rate, the lowest property tax revenue per capita, the lowest land improvement market value and the longest average commute in the region, the Council concluded that industrial development in this area would help achieve these policies better than inclusion of any other Class II agricultural land.

The Council considered including a portion of the Evergreen Study Area, which also contains a combination of exception land and Class II farmland, because it, too, contains several large parcels. The Council favored the Cornelius area for the reasons stated above, and because the farmland portion of the Evergreen area that lies between the UGB to the east, the exception land to the west and NW Meek Road to the north includes considerably more farmland than the included portion of the Cornelius Study Area (478 acres versus 147 acres in the Cornelius area).

The Council also considered inclusion of the West Union Study Area, which contains farmland of Class II and III soils. The Council chose the Cornelius area rather that the West Union area because the portion of the West Union area with higher-priority Class III soils is not suitable for industrial use (slopes greater than 10 percent), and this portion lies to the north of the portion with predominantly Class II soils (adjacent to the UGB).

The Council also considered Class II farmland in the Wilsonville East Study Area in order to find large parcels suitable for industrial use. The Council chose the Cornelius area over the Wilsonville area for the reasons stated above, and because the former will be considerably easier to provide with public facilities and services (p. 111). As a result, inclusion of the Cornelius area has the support of the City of Cornelius, while the City of Wilsonville opposes inclusion of the Wilsonville East area.

The Council considered two other study areas composed predominantly of Class II soils: the Noyer Creek and South Hillsboro areas. The Cornelius area is easier to provide with public services than either Noyer Creek or South Hillsboro. Inclusion of industrial land in the Cornelius area will better accomplish Policies 1.2, 1.3.1 and 1.4 of the RFP than inclusion of Noyer Creek or South Hillsboro.

Finally, the Council considered Class II farmland south of Wilsonville, near the I-5 corridor on the south side of the Willamette River. The Council rejected this farmland because inclusion would constitute a projection away from the urbanization portion of the metropolitan region, toward Marion County to the south. Industrial development south of the river would also be separated from the services of the City of Wilsonville and the rest of the metropolitan region, connected only by a limited access (interstate highway) bridge across the river. Inclusion of the Cornelius area would better achieve the compact urban form sought by Policies 1 and 1.6 of the RFP and Policy 3 of the Regional Transportation Plan. The Oregon Department of Agriculture urged the Council not to add farmland south of the Willamette River because it would further introduce urban uses into that core area of the Willamette Valley's commercial agriculture. Although the department also expressed concern for expansion of the UGB north of Council Creek in the Cornelius area (part of the included area lies north of Council Creek; part lies south), it placed a higher priority on protection of farmland south of the Willamette River. The Council concludes that inclusion of the Cornelius area rather than the Wilsonville South Study Area farmland better achieves Policy 1.12.2 of the RFP.

1. Orderly Services

The Council relies upon the Cornelius Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from the City of Cornelius.

The Alternatives Analysis (pp. 84-85) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the entire Cornelius Study Area. Serviceability ranges from "easy" to "moderate" to serve the entire area (Table 1, p. 111). It will be easier to serve the portion of the study area included by the Council because it is the portion closest to the existing UGB (borders on south) and existing services.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area borders the UGB to the south, with employment and industrial uses along a portion of the urban side of the UGB. The included portion also includes two exception area of predominantly rural residential use. Inclusion of the exceptions areas will, over time, lead to more efficient use of the areas.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Cornelius Study Area set forth in the Alternative Analysis Study, pp. 86-87 and Table A-3). The analysis indicates that the consequences will be moderate. The requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B will reduce adverse consequences from urbanization of the area.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning consider Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Cornelius Study Area would have high adverse consequences for nearby agriculture (Alternative Analysis Study, pp. 84-85; Table A-4). The analysis, however, is based urbanization of the entire study area (1,154 acres) rather than just the portion included within the UGB (262 acres). Adverse consequences and incompatibility from urbanization of the included portion will be much reduced, given that the UGB borders this portion on the south side, and that the farmland portions of the included area border two exception areas, also included.

Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of the area to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the north and west.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Cornelius Study Area protected by Washington County in its acknowledged comprehensive plan (p. 86). The county, or the City of Cornelius upon annexation to the city, will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinances to implement expansion of the UGB. Condition IG of

Exhibit F requires the county or the city to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Cornelius from upzoning or from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Cornelius Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Cornelius from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 85 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

The Oregon Department of Transportation ("ODOT"), Region 1, notes that industrial development in the Cornelius area will worsen the level of service on the Tualatin Valley Highway between Cornelius and Hilslboro. The "Financially Constrained" and "Priority System" in Metro's Regional Transportation Plan ("RTP") include several projects that will address congestion in the corridor (Projects 3156, 3164, 3166, 3167, 3168 and 3171). The county or city, together with Metro, will fully assess the effects of development on these facilities during Title 11 planning. Title 11 calls for a conceptual transportation plan as part of amendment of city or county comprehensive plans and land use regulations, to which statewide planning Goal 12 and the Transportation Planning Rule apply.

8. Regional Framework Plan

The included portion of the Cornelius Study Area lies directly north of and adjacent to the City of Cornelius. The area is within one mile of the designated Main Street of Cornelius (there is no designated Town Center). Industrial development in the included area will provide additional employment to support the businesses on Main Street, and provide employment opportunities for the many residents of Cornelius who now travel to other parts of the region for work. As stated above, industrial development in this area will help achieve Policies 1.2, 1.3.1 and 1.4 of the RFP better than inclusion of any other land, including other farmland.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the included portion of the Cornelius Study Area in Metro's RTP are intersection safety improvements on the TV Highway couplet and improved transit service (see list of projects noted in section 8, above).

REQUIREMENT NO. 2:

REMAND ORDER ON SUBTASK 17: EITHER REMOVE TAX LOTS 1300, 1400 AND 1500 FROM THE BOUNDARY OF EXPANSION AREA 62, OR JUSTIFY THEIR INCLUSION UNDER GOAL 14.

Ordinance No. 04-1040A amends the UGB to remove Tax Lots 1300, 1400 and 1500, all in Study Area 62, from the UGB (Exhibit E). The Council concludes that there is no need to include these lots given the small surplus of land for residential use that resulted from expansion of the UGB by Ordinance No. 02-969B.

REQUIREMENT NO. 3:

REMAND ORDER ON SUBTASK 12B: PROVIDE DATA ON THE ACTUAL NUMBER DENSITY AND AVERAGE MIX OF HOUSING TYPES AS REQUIRED BY ORS 197.296(5) AND DETERMINE THE OVERALL AVERAGE DENSITY MUST OCCUR IN ORDER TO MEET HOUSING NEEDS OVER THE NEXT 20 YEARS AS REQUIRED BY ORS 197.296(7)

Ordinance No. 04-1040A further revises the Revised Housing Needs Analysis ("HNA") to display data required by ORS 197.296(5) (Exhibit D). The data show the number, density and average mix of housing types arranged by type of buildable land (vacant, partially vacant, redevelopment and infill and mixed-use land). These data were subsets of aggregated data in the HNA, but were not displayed in the Revised HNA submitted to LCDC with the Task 2 Submittal on January 24, 2003.

The purpose for collecting the data is to help determine "the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 30 years." ORS 197.296(7). Metro determined the overall density and mix of needed housing types in the Revised HNA submitted on January 24, 2003 (see pages 2-7, Figures 3.1, 3.2, 3.3, 5.1 and 5.3). [add text and explanation from earlier HNA] The data newly displayed in this revision do not affect Metro's earlier determination.

SUPPLEMENTAL STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 04-1040B, FOR THE PURPOSE OF AMENDING THE METRO URBAN GROWTH BOUNDARY, THE REGIONAL FRAMEWORK PLAN AND THE METRO CODE TO INCREASE THE CAPACITY OF THE BOUNDARY TO ACCOMMODATE GROWTH IN INDUSTRIAL EMPLOYMENT

ORDINANCE NO. 04-1040B

Date: June 21, 2004 **Prepared by: Lydia Neill**

INTRODUCTION

This staff report is intended to summarize the deliberations by the Metro Council and the Metropolitan Policy Advisory Committee (MPAC) that have taken place since April 2004. Discussions and recommendations by MPAC are highlighted in italics. This report will also introduce several technical memorandums that address issues raised during testimony at public hearings in May and June 2004. Discussions in this supplemental staff report will address the Metro Council's revision to the Chief Operating Officer's (COO) recommendation. The primary staff report dated April 5, 2004 contains information that formed the basis for the COO recommendation.

BACKGROUND

Metro is required to assess the capacity of the urban growth boundary (UGB) every five years under ORS 197.299(1). Metro is currently in Periodic Review with the Department of Land Conservation and Development (DLCD) under work program approval order #001243. As part of this review Metro is required to forecast and provide a 20-year land supply for residential, commercial and industrial uses inside the UGB. The Metro Council had forecasted a shortage of 38,700 dwelling units, 140 acres of commercial land and 4,285 acres of industrial land for the period 2002 to 2022. In December 2002 the Metro Council added 18,638 acres of land to the UGB that satisfied all of the demand for residential and commercial uses but only a portion of the overall need for industrial land.

A remand work order was issued by the Land Conservation and Development Commission (LCDC) due to the incomplete actions on industrial lands and several other issues. The remand order 03-WK Task 001524 requires Metro to fulfill the industrial land need, complete the Housing Needs Analysis by providing data on the number mix and housing types required by ORS 197.296(5), and either remove tax lots 1300, 1400 and 1500 adjacent to King City or provide a justification for their inclusion in the UGB by June 2004.

The 2002-2022 Urban Growth Report: An Employment Land Need Analysis Updated December 2002 (Employment UGR), identified a demand for 4,285 net acres of industrial land and a demand for 140 net acres of commercial land. The Metro Council's December expansion decision included roughly half of the industrial land need. The 2002 UGB decision added 2,850 net acres of job land to the UGB that is divided among three 2040 design types; 533 net acres of employment land, 818 net acres of industrial land and 1,499 net acres of Regionally Significant Industrial Area (RSIA) land.[1] Thus, within the 2002 UGB expansion there is a current industrial land need of 1,968 net acres and a commercial land surplus of 393 net acres.

[1] RSIAs are a 2040 design type that identifies industrial areas that have regional significance because of their location near the region's most important transportation facilities for the movement of traded sector freight.

The Employment UGR identified the demand for vacant industrial land by employment sector and distributed the demand by parcel size. These sectors represent the industries that are expected to grow over the next 20 years and include their associated demand for land. This demand allocation reflects past demand, development practices and existing land use policies. The general demand for vacant industrial land is distributed as follows:

- 70 percent warehouse and distribution
- 13 percent general industrial
- 17 percent tech/flex[2]

Fulfilling the Need for Industrial Land

Adopting Efficiency Measures- Title 4

As part of the tasks to complete Periodic Review, Metro examined ways to use land more efficiently and adopted policies to maximize the use of land within the UGB. In 2002, Metro adopted provisions in the Urban Growth Management Functional Plan, Title 4, that limits non-industrial uses in industrial areas. Subsequent to its adoption, local governments and industry representatives have come before the Metro Council to make the case that traditional land use categories are now less relevant to understanding industrial uses because many industrial activities including research and development, office and manufacturing often occur in the same facility. Amendments to Title 4 are intended to preserve land for industrial uses by restricting the amount and types of commercial uses that currently locate on industrial land.

Changes to Title 4 will preserve the transportation capacity for the movement of goods and services and direct other types of employment to centers, employment areas, corridors, main streets and station communities. Both RSIA's and industrial areas place limitations on the size of the retail commercial uses not serving the industrial area. Allowances are made for locating training facilities in industrial areas and commercial uses in airport locations. A discussion of the legislative changes to Title 4 are included on pages 7 and 8.

Impacts of Adopting Title 4 on the UGR

New Title 4 regulations specifically limit the amount and square footage of retail and office uses justify the savings of industrial land discussed in the Employment UGR. The Employment UGR estimates a savings of 1,400 acres of industrial land from implementing new measures and mapping of RSIA lands.[3] Table 1 discusses the supply of industrial land and the impact of the Title 4 policy changes to reduce the deficit of industrial land.

Reductions to the Industrial Land Need

Commercial Land Surplus

The Employment UGR identified a commercial land surplus of 393 acres. The surplus is based upon the available supply of land for commercial purposes and an assumption that a percentage of commercial activities would continue to take place on industrially zoned lands. Testimony received during the discussion of revisions to Title 4, argued the traditional building types accommodating office and industrial uses are merging based on the needs of a knowledge-based economy. Approximately 30 percent of the land need identified in the Employment UGR is for tech-flex and general industrial uses. These uses have higher job densities that are consistent with office type buildings. Based on this fact additional

[2] Tech-flex development is a building type that provides flexible space to accommodate a variety of users from light assembly, product storage and research.
[3] Employment UGR, page 46.

flexibility has been incorporated into Title 4 regulations to accommodate the need for industrial office uses. Concurrently, these same types of office, industrial uses, (i.e. software development etc.) could also locate on commercial land in traditional office building types. Therefore, the surplus of commercial land is being applied to help satisfy the overall need for industrial lands.

Adjustments to the Commercial Refill Rate

This adjustment to the refill rate is reflective of the changes taking place in the industrial marketplace. As discussed above the industrial economy is transitioning from traditional manufacturing to more knowledge and information based economy which contains more office type uses and results in higher floor area ratios. A two percent adjustment to the commercial refill rate applied in the Employment UGR reduces the overall need for industrial land by 174 acres and reflects this change in the marketplace. An increase in the refill rate from 50 to 52 percent represents the observed refill rate. The observed rate was obtained from metroScope modeling work completed in 2002.

Table 1. Industrial Land Need Adjustments

Supply of Industrial Land	**Net Vacant Acres**
Industrial Deficit	1,968
Application of the commercial land surplus	393
Less adjustment based on increasing the commercial refill rate	174
Less adjustments:	
- City of Oregon City (Comprehensive plan industrial)	74
- City of Wilsonville (Comprehensive plan industrial)	127
- Re-instatement of area south of Gresham	20
Remaining Industrial Land Need	**1,180**

Employment UGR Conversion Rate

It was brought to Metro's attention by the City of Wilsonville has asserted that Metro has misapplied the commercial conversion rate in the 2002-2022 Employment UGR calculations to determine the need for industrial land. A discussion of the how a rate of 15-20 percent was derived begins on page 16 of the Employment UGR. The rate was developed by performing an analysis of the covered geocodes of commercial uses located on industrially zoned land. The study found that 2 out of 10 jobs in industrial areas had a commercial standard industrial code (SIC). The confusion lies in calculating a conversion rate of 44 percent by including the marginal increases of land instead of all of the industrially zoned land supply to compute the correct rate of 22 percent.

Adjustments Based on Zoning

Both the City of Wilsonville and Oregon City have brought to Metro's attention that several areas located within the current UGB have comprehensive plan designations of industrial but local zoning that does not reflect the future intent. Both cities use a two map system that anticipate rezoning of property consistent with the comprehensive plan. It is Metro's practice to assess land based on zoning, not comprehensive plan designation. It was determined that it was appropriate to count these acres as industrially zoned because of the legislative intent. Since Metro has a surplus of housing units based on the 2002 decision, this change does not affect the housing need. The addition of 201 net acres of industrial land shown in Table 1. Industrial Land Need Adjustments.

The area south of the City of Gresham (20 acres) is described as a re-instatement after its recommended removal by the COO. This acreage is part of the Springwater industrial area (designated as an RSIA) that is currently under concept planning. When this area was added to the UGB in 2002 it received a 2040 designation of inner neighborhood. The concept planning for the broader area indicated that this area

should be planned for industrial development and receive a 2040 designation of RSIA. The 20 year housing supply is not affected because Metro had a surplus of 666 net acres of residential land.

Completing Periodic Review

After adjustments the remaining industrial land need is 1,1180 net acres. The Metro Council expanded the UGB by adding 1,047 acres of land to substantially satisfy the need for Industrial land over the next 20 years. These lands area located in the following areas: Damascus West, Tulatin, Beavercreek, Quarry, Coffee Creek, Cornelius and Helvetia. The areas are shown in Table 3. Metro Council UGB Expansion Areas, were chosen because they meet the requirements in Goal 14 in the following order:

- Exception lands that meet the suitability factors identified for warehouse and distribution; general industrial and tech flex uses;
- Successively lowest capability farmlands which meet the suitability factors or;
- Located on lower priority farmland but are necessary to meet specific industry needs.

Specifics of the suitability factors are outlined in the April 5, 2004 staff report. Departure from either the COO recommendation or the MPAC recommendation is discussed below. Careful consideration was paid to the potential impacts on farmland and farm industry operations.

Table 2. Chief Operating Officer's Recommendation

				SUITABILITY FACTORS		
EXPANSION AREAS	**Total Acres**	**Net Acres**	**Dominant Earthquake Zone[4]**	**Access**	**Proximity**	**Slope less 10%**
Damascus West	102	69	D	✓	✓	✓
Tualatin ***(MPAC-partial)***	646	339	D	✓	✓	✓
Quarry ***(partial)***	354	236	D	✓	✓	✓
Borland Rd N. ***(partial)***	575	164	A	✓	✓	✓
Beavercreek. ***(partial)***	63	30	D	- -	✓	✓
Coffee Creek ***(partial)***	264	97	D	✓	✓	✓
Wilsonville East ***(partial)***	641	460	B	✓	✓	✓
Cornelius ***(partial)***	206	91	B	✓	✓	✓
Helvetia ***(partial)***	249	149	A	✓	✓	✓
Additional Areas						
Evergreen	985	730	A	✓	✓	✓
West Union	368	133	A & B	✓	- -	✓
TOTAL	3,100	1,635				

**Areas shown in bold/ italics were included in MPAC's June 9th recommendation*

Soil Classifications of Areas Under Consideration

Soil classifications of all areas under study. The soils were mapped to facilitate studying and choosing appropriate lands for UGB expansion that conform to Oregon Revised Statute 197.298. ORS 197.298 establishes a hierarchy of lands based on soil quality which is divided into tiers. These tiers establish a priority for urbanizing land with exception land being the first priority followed successively by better quality soils. The tier system used for analysis examined the class of soils in each area and determined which soil class was most prominent. As study area boundaries have changed over the course of the analysis the predominant soil type changed in some cases. Table 3. Metro Council UGB Expansion Areas, shown on page 10 contains the predominant soil type unique to each area. Attachment 1 contains a complete discussion of the soil classes in all areas.

[4] Based on 1997 Department of Geology and Mineral Study. Rating of A-D with D being the lowest hazard area.

Industrial Land Supply Available to Meet Demand
The need for industrial land is classified by parcel size. The majority of the need for industrial land is contained in the smaller lot size categories that range from under 1 acre up to 25 acres. A need has been identified for large parcels to accommodate warehouse and distribution, general industrial and tech flex uses (25 acres up to 100 acres). Some of the areas under consideration due to their existing lotting patterns fulfill the large lot need better than other areas. Assembly of large lots can be reasonably accomplished if there are adjacent parcels of sufficient size or are under the same ownership. An aggregation study of these areas which is contained in the April 5, 2004 staff report, demonstrated that the need for large parcels can be met in the areas slated for UGB expansion. The best potential for addressing large lot needs can be found in Damascus West, Quarry, Coffee Creek, Helvetia and Cornelius areas.

Assessment of Earthquake Hazards
All of the areas included in the UGB were evaluated for their relative earthquake hazard potential. This evaluation was based on the 1997 Oregon Department of Geology and Minerals Study. The areas were ranked from A through with D being the lowest hazard potential. The western portion of the region that contains the Cornelius, Helvetia areas have the highest hazard potential. The higher hazard potential in these areas will be addressed during Title 11 concept planning by the responsible city or county pursuant to Metro Code 3.07.1120(G) and Statewide planning Goal 7. The hazard potential is shown in Table 2 and a full discussion of this study is included in Attachment 2.

COO Recommendation - Areas Excluded

Assessment of Areas Excluded from Consideration
A full discussion of this analysis of all lands under study that were excluded from consideration is included in the staff report dated April 15, 2004 and in the 2003 Alternatives Analysis and Addendum.

Borland Road Area- North of I-205
The Borland Road area has not been included in the UGB based on additional information contained in the record and further examination by staff. Although this area is composed entirely of exception land, a number of factors make it suitable for industrial use. The area previously under consideration contains 575 gross acres of land with a number of conflicting uses (schools, churches, rural residential uses) and slopes/natural resources and yields only 164 net developable acres of land. The developable land is insufficient to allow formation of a cohesive industrial neighborhood and too small and too far from the existing UGB to justify the extension of urban services (see “Formation of Industrial Neighborhoods”, Appendix A, Item (u) of Ordinance No. 04-1040B).

Previous work by staff to reduce the total number of acres under consideration from 68,334 acres of land to a more manageable 29,000 acre study area applied the following decision rules. The decision rules included: 1) non-contiguous to the UGB, 2) predominance of lots under 5 acres in size, 3) large areas of steep slopes and floodplains, 4) less that 300 acres and failure to meet both the proximity to other industry (1 mile) or access requirements (2 miles within an interchange). The Borland Road area has access to I-205 but is not located adjacent to a developed industrial area. Based on possible access to I-205 this area was thought to be suitable for warehouse and distribution uses. A baseline size was established for industrial neighborhoods of 300 acres. This 300 acre threshold was obtained by analyzing metroScope results and comparing the sizes of different industrial areas located within the UGB. The Borland Road area has little chance of forming a 300 acre industrial neighborhood due to the fragmented buildable lands available in this area.

On June 9, 2004 MPAC recommended that this area be removed from consideration for UGB expansion.

Wilsonville East
The Wilsonville East area which contains over 400 net acres was removed from consideration due to servicing concerns raised by the City of Wilsonville and impacts on an existing single family neighborhood located south of the site. This site contains class II agricultural land. The Metro Council chose the Helvetia study area which also contains class II soils and exception lands over the Wilsonville East area due to the serviceability and because the area contained exception lands. The Helvetia area is particularly well suited to satisfy the demand for tech flex or general industrial land.

On June 9, 2004 MPAC recommended that this area be removed from consideration for UGB expansion.

Additional Areas Added to the COO Recommendation
No additional areas were added to the COO recommendation.

On June 9, 2004 MPAC recommended that the Evergreen area be considered by the Metro Council to satisfy the need for industrial land.

The Metro Council considered the inclusion of the Evergreen site to meet the need for industrial land. Deliberations weighed the potential impacts on the farm economy and the issue of establishing logical boundaries between urban and farm uses in this area.

Expansion of the Cornelius Area
The Metro Council expanded the Cornelius area (206 to 262 gross acres) to provide an additional 36 net acres of industrial land. Inclusion of this area will provide for an orderly and efficient transition from rural to urban use. Approximately 56 percent of the area is designated for agricultural use in the Washington County Comprehensive Plan and it contains class II soils. A total of 56 gross acres are isolated from the agricultural lands located north of Council creek. The Council chose this land because a portion of this land is located adjacent to an existing industrial area located south of Council Creek and contains large flat parcels suitable for industry.

The Employment UGR identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). The included portion of the study area contains one parcel between 50 and 100 acres (Appendix A, Item (a), p.30).

The Council also chose this area to help achieve Policies 1.2, 1.3.1 and 1.4 of the Regional Framework Plan (RFP), which call, among other things, for an equitable and balanced distribution of employment opportunities, income, investment and tax capacity throughout the region. The Council compared the fiscal and equity effects of including this area on the City of Cornelius. Given that the City of Cornelius has the highest poverty rate, the lowest property tax revenue per capita, the lowest land improvement market value and the longest average commute in the region, the Council concluded that industrial development in this area would help achieve these policies better than inclusion of any other Class II agricultural land.

On June 9, 2004 MPAC recommended that the expanded Cornelius area be considered by the Metro Council to satisfy the need for industrial land.

Other Changes to the COO Recommendation
The COO recommendation called for removal of a small area south of Gresham based upon impacts to the Green Corridor Agreement with the City of Sandy. This area includes 90 gross acres of land that was proposed in the 2002 UGB expansion for residential use. The area will remain in the UGB and be assigned a 2040 designation as RSIA consistent with the area north of the site (Springwater Industrial

Area) which was also added to the UGB in 2002. The area provides approximately 20 net acres of land for industrial purposes.

On June 9, 2004 MPAC did not recommend that this area remain in the UGB.

Assigning 2040 Design Types and Conditions

All areas included in the UGB must be assigned a 2040 design type of either Industrial or RSIA. Concept planning as required in Title 11 of the Functional Plan will determine the location and extent of the boundaries of all of the industrial areas. The 2040 design types are included on maps of all expansion areas in Ordinance No. 04-1040B in Exhibit E and the specific conditions are contained in Exhibit F.

Generalized and specific conditions pertaining to all areas included in the UGB are found in Exhibit F.

The Council added or revised conditions recommended by the COO to address concerns raised in testimony following the April 15, 2004, COO recommendation. New conditions address compatibility between industrial use and nearby residential use, coordination of the timing of comprehensive planning and transportation planning, and improved protection of the future right-of-way for the I-5/99W Connector.

The Oregon Department of Transportation (ODOT) submitted general information about the likely effects of new industrial development on lands added to the UGB on a number of state transportation facilities in the region. Of particular concern to ODOT are areas added in the vicinity of the North Wilsonville interchange on I-5 in Wilsonville and of the Shute Road interchange on U.S. Highway 26 at Hillsboro. ODOT believes that adoption of an "interchange area management plan"(IAMP), as described in the Oregon Highway Plan and outlined in ODOT rules (OAR 734-051-0125), would protect the capacity and function of the interchanges and improve their management. ODOT prefers adoption of an IAMP at the time of Title 11 planning, prior to urban development.

Local governments believe IAMPs are more likely to add value to what statewide planning Goal 12 (Transportation) and the Transportation Planning Rule (TPR) already require if the IAMPs are adopted at the time that plans and commitments are made for improvements to the interchanges. They worry that limitations on industrial development that might be written into an IAMP prior to commitment of funding for improvements to the interchanges might, in light of budgetary constraints, become permanent or long-range limitations, denying the region of the full benefits of industrial development near the interchanges.

The Council shares ODOT's concern that new industrial development in the region not cause the region's transportation system to fail or fall below standards. The Council understands that new development, without timely investment in the region's transportation system, will likely degrade the system. The Council expects, however, that, given the high priority state government places on making industrial sites ready for development, the region (Metro and other local governments), with the aid of state government, will find the resources to make the necessary improvements. In pursuit of those improvements, Metro will encourage and facilitate the adoption of IAMPs in cooperation with local governments at the earliest appropriate time in the process of approval of improvements to the Shute Road and North Wilsonville interchanges.

Policy Changes

Part of Metro's review of the UGB includes examining ways to obtain more efficient utilization of land currently inside of the UGB. The proposed Title 4 amendments are one way of demonstrating to LCDC that Metro is achieving efficiencies inside of the UGB to meet the need for land in addition to expanding the UGB. The Metro Council adopted new measures to protect and maintain the supply of industrial land for future industrial uses in Ordinance 02-969B, adopted December 5, 2002. Title 4 Industrial and Other

Employment Areas regulations were amended in order to increase the capacity of industrial areas for industrial uses and to encourage non-industrial uses to locate in Centers and other more appropriate 2040 design type areas.

Metro staff, after consulting with cities, counties and other interests, developed a set of factors to consider in the identification of RSIAs. Metro staff worked with cities and counties in the region to apply the proposed factors to designated Industrial Areas within their jurisdictions. Several local governments, Portland, Gresham, Wilsonville and Clackamas County, submitted recommended Industrial Areas for consideration as RSIAs. Striving for region-wide consistency, Metro staff also applied the factors to areas in cities and counties that chose not to submit candidate areas. The factors are:

- *Distribution* - Area serves as support industrial land for major regional transportation facilities such as marine terminals, airports and rail yards;
- *Services* - Availability and access to specialized utilities such as specialty gases, triple redundant power, abundant water, dedicated fire and emergency response services;
- *Access* - Within 3 miles of I-5, I-205, I-84 (within the UGB), State Route 224 (within the UGB);
- *Proximity* - Located within close proximity of existing like uses; and
- *Primary Use* - Predominantly industrial uses.

Considering these factors and much input from local governments, the Metro Council by Ordinance No. 04-1040B (Exhibit C) adopted a generalized map of RSIA areas. Title 4 is amended to include a limitation on retail uses for single users of 5,000 square feet in Industrial areas and 3,000 square feet in RSIA areas, and added a performance based transportation requirement for non-industrial offices. The 3,000 and 5,000 square foot limitations as it relates to commercial eating establishments refers to the size of the seating area and not to kitchen or storage areas. The Title 4 language changes are included in Exhibit B of Ordinance No. 04-1040B. The map depicting RSIA's is included in Attachment 3.

On April 14, 2004 MPAC recommended that Title 4 be amended to limit non-industrial retail uses to a maximum of 5,000 square foot for individual uses and 20,000 square foot for single buildings in both RSIA's and industrial areas. This recommendation was incorporated into ordinance No. 03-1021B for Metro Council consideration. Other provisions were consistent with the language in ordinance No. 04-1040B.

Regional Framework Plan Amendments

The Regional Framework Plan is amended to add policy language to guide UGB decisions and minimize impacts on the agricultural industry. Comments from participants at the symposium called "Agriculture at the Edge" spurred the proposed policy changes. Expansion of the UGB has different impacts on nursery operations, farm related businesses and individual operations. Changes to Chapter 1, Land Use Policy 1.12 provide greater certainty for farmers regarding urbanization and reduce potential conflicts between farm operations and urban uses. The changes the Regional Framework Plan provide the following policy guidance:

- When choosing land among lands with the same soil class, chose land less important for commercial agriculture, and
- Develop agreements with neighboring cities and counties to protect agriculture.

On April 24, 2004 MPAC recommended that the original proposal introduced by Councilor Hostica in Ordinance No. 04-1041 included defining the region's urbanizable area by restricting future urban growth boundary expansions to an area north of the Willamette River and east of Pudding River as well as containing the additional language to address the impacts on the agricultural industry and additional criteria to choose land for urbanization.

The Metro Council considered this recommendation to establish a hard boundary at the Willamette River and chose to defer this issue until a comprehensive region-wide discussion can take place to consider other areas that may be effected by similar circumstances. There are number of areas in the region where a policy of establishing a hard edge could be used effectively. The Metro Council expressed a desire to explore the use of this concept more fully in upcoming work that may take a longer view of planning for the region's growth.

Fulfilling The Remaining Periodic Review Requirements

Housing Needs Analysis
A revised Housing Needs Analysis report was prepared pursuant to the remand work order. The report addresses densities by housing type. The supplemental information provided in this report does not materially change the conclusions found in the UGR. The supplemental study does not change the overall density or mix of housing types needed for the next 20 years. Revised refill rates are in the range of 25-30 percent.

KNOWN OPPOSITION
The selection of lands for inclusion into the UGB has been hotly debated in a number of areas for both inclusion and exclusion from the UGB. Details of the comments received throughout the workshops and public hearing processes are detailed in the Public Comment reports, Volume I and II dated May 2004 and the addendums to the original reports dated June 2004 contain comments up through the final hearing on June 24, 2004.

LEGAL ANTECEDENTS
Title 4 is part of the adopted and acknowledged Urban Growth Management Functional Plan. Authority to amend the 2040 Growth Concept map comes from ORS 268.380 and ORS 268.390(5). UGB evaluation and amendment requirements are found in ORS 197.298 and 197.299.

ANTICIPATED EFFECTS
Adoption of Ordinance No. 04-1040B will result in fulfilling the requirements in Metro code section 3.07.420I, which requires Metro to adopt a map of Regionally Significant Industrial Areas with specific boundaries that is derived from the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969B. Amendments to Title 4 address implementation issues and provides local governments with clear instructions as to the Metro Council's policy intent on preserving industrial lands. This ordinance also satisfies the three requirements of LCDC's Partial Approval and Remand Order #03-WK Task 001524. The effective date of the new Title 4 regulations is September 24, 2004. Local governments will have two years following LCDC's acknowledgement to adopt a local map and make changes to their codes.

Adoption of amendments to the UGB provide the industrial land necessary for the continued economic growth over the next 20 years.

BUDGET IMPACTS
The UGB and Metro Code amendments become effective September 2004. Any additions to the UGB require FTE for monitoring and minor participation in Title 11 concept planning. Metro has a commitment of 1.43 FTE dedicated to ongoing concept planning in Hillsboro, Damascus, Gresham and the City of Tualatin. Additional FTE and potential grants to local governments may be needed to assist in the concept planning process. Implementation of Metro Code changes requires a corresponding amendment of local planning ordinances to implement the intent of these policies. Compliance monitoring is already included in the 2004/ 2005 budget. Community Development staff currently

monitors all ongoing zone, comprehensive plan and code changes at the jurisdictional level as well as other project responsibilities.

DECISION

The Metro Council expanded the UGB by adding 1,047 acres of land to substantially satisfy the need for Industrial land over the next 20 years. The removal of tax lots 1300, 1400 and 1500 adjacent to King City and the completion of the addendum to the Housing Needs Analysis addresses all of the outstanding issues in LCDC's Partial Approval and Remand Order #03-WK Task 001524.

Table 3. Metro Council UGB Expansion Areas

EXPANSION AREAS	Total Acres	Net Acres	2040 Design Type	Soil Class
Damascus West	102	69	Industrial	class II & III
Tualatin	646	339	Industrial	class IV & III
Quarry (partial)	354	236	Industrial	class VII
Beavercreek	63	30	Industrial	class IV & V
Coffee Creek (partial)	264	97	Industrial	exception land
Cornelius (partial)	262	127	RSIA	class II
Helvetia (partial)	249	149	RSIA	exception land & class II
TOTAL	1,940	1,047		

Attachments:

Attachment 1- Dominant Soil Classification for Proposed UGB Expansion Areas, dated June 15, 2004
Attachment 2- Earthquake Hazard Memorandum, dated June 15, 2004
Attachment 3- Title 4 Map

I:\gm\community_development\staff\neill\STAFF REPORTfinal.doc

M E M O R A N D U M

600 Northeast Grand Avenue | Portland, Oregon 97232-2736
(tel) 503-797-1700 | (fax) 503-797-1797

METRO

Date: June 16, 2004

To: Lydia Neill, Principal Regional Planner

From: Amy Rose, Assistant Regional Planner

Re: Dominant soil classifications for proposed UGB expansion areas

Background
The Metro Council is currently in the process of selecting land for inclusion in the urban growth boundary (UGB) for industrial use. The selection of appropriate land is dictated largely by Oregon Revised Statute (ORS) 197.298 that sets forth a hierarchical, tier-based system of land categorization, which indicates the order land should be considered for inclusion in the UGB based on comprehensive plan designations. Resource land is further prioritized on soil classification, which indicates the capability level of the farmland and ultimately its place in the hierarchy of land. The hierarchical tiers of land identified in ORS 197.298 are defined as follows:

- Tier 1 – exception land contiguous to the UGB and non-high value resource land completely surrounded by exception land.
- Tier 1a – exception land not contiguous to the UGB (within the one mile extent of study area boundaries).
- Tier 2 – marginal land, a unique classification of non-resource land in Washington County that allows dwelling units on EFU land.
- Tier 3 – resource land that may be needed to serve exception land.
- Tier 4 – resource land, majority of class III & IV soils, some class I & II soils.
- Tier 5 – resource land, majority class I & II soils, some class III & IV soils.

Purpose
The purpose of this memorandum is to identify the dominant soil classification and resulting tier category under ORS 197.298 for each of the resource land areas proposed for inclusion in the UGB for industrial use. The dominant soil classification has been determined using GIS soil data, displayed on a map dated October 30, 2002 in the record and was only undertaken for study areas identified as resource land. This information is presented in tabular form.

Soil Classifications by study area

Recommended Expansion Areas	Total Acres	Net Acres	Tier	Dominant Soil Classification
Damascus West	102	69	Tier 4	Class 3 & 4
Quarry (p)	354	236	Tier 4	Class 7
Beavercreek (p)	63	30	Tier 4	Class 4 & 6
Wilsonville East (p)	641	460	Tier 5	Class 2
Revised Wilsonville East	412	295	Tier 5	Class 2
Cornelius (p)	206	91	Tier 5	Class 2
Revised Cornelius	56	36	Tier 5	Class 2
Helvetia (p)	249	149	Tier 5	Class 2
West Union (p)	368	133	Tier 5	Class 2
Evergreen	985	730	Tier 5	Class 2
Noyer Creek	381	266	Tier 5	Class 2
Hillsboro South	791	695	Tier 5	Class 2

*Analysis was only undertaken for study areas identified as resource land.

I:\gm\community_development\share\Amy Rose\UGB\Memos\Soils.doc

M E M O R A N D U M

600 Northeast Grand Avenue | Portland, Oregon 97232-2736
(tel) 503-797-1700 | (fax) 503-797-1797

METRO

DATE: June 16, 2004

TO: Dick Benner, Senior Metro Attorney

FR: Tim O'Brien, Senior Regional Planner

RE: ***RELATIVE EARTHQUAKE HAZARD FOR PROPOSED INDUSTRIAL LAND EXPANSION AREAS***

Background

In 1997 the Oregon Department of Geology and Mineral Industries (DOGAMI) produced data on the relative earthquake hazard for land in the Portland metropolitan region including a significant portion of land outside the Urban Growth Boundary (UGB). The information included individual hazard factors of liquefaction, slope instability, and amplification, as well as a composite relative earthquake hazard map based on the individual factors. Metro's Data Resource Center (DRC) mapped the relative earthquake hazard data utilized in this analysis. The map information does not cover all of the potential expansion areas nor has the information been updated since 1997.

Analysis

The relative earthquake hazard composite map is separated into four zones, A, B, C, and D, with A being the highest hazard, and D the lowest hazard. The dominant zone for each of the proposed expansion areas is reported in the table below, along with additional comments.

Relative Earthquake Hazard

Expansion Area	Dominant Zone	Comments
Damascus	D	Small areas of C & B
Beavercreek	D	Significant portion of C and two pockets of B
Borland Road	A	One large area of B southeast of Borland Rd./Stafford Rd. intersection
Wilsonville East	B	Significant portions of C & D
Coffee Creek	D	Areas of A, B & C. No information for southwest corner of expansion area
Tualatin	D	Significant areas of B & C
Quarry	D	Pockets of C and minor area of B
Cornelius	B	A few pockets of A scattered throughout area
Helvetia	A	Two pockets of B, one in the center and one at the very top of the area
Evergreen	A	Some B, no information for northern portion of area
West Union	B & A	Some areas of C, area of A along stream corridor

RELATIVE EARTHQUAKE HAZARD…
June 16, 2004
Page 2

Summary
Information for two of the areas, Evergreen and Coffee Creek, is incomplete. In general the areas are either at the high or low hazard end of the range. The Borland Road North, Helvetia, Evergreen and West Union expansion areas contain the most Zone A classified land and thus have the highest earthquake hazard status. The Damascus, Beavercreek, Coffee Creek, Tualatin, and Quarry expansion areas contain mostly Zone D classified land and thus have the lowest earthquake hazard status.

The Council has decided not to include the North Borland, Evergreen or West Union Areas (areas with the highest hazard). The small hazard areas mapped in the Helvetia Area (also high) and other areas included in the UGB will be addressed in Title 11 planning by the responsible city or county, pursuant to Metro Code Section 3.07.1120G and statewide planning Goal 7.

I:\gm\community_development\share\Task 3\2002 2003 Areas\final decision\earthquake memo.doc

R L I S
REGIONAL LAND INFORMATION SYSTEM

Title 4 Industrial and Employment Areas

Ordinance No. 04-1040B

Exhibit C

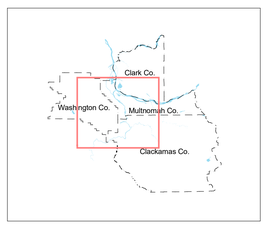
Attachment 3

June 24, 2004

- Employment Land
- Industrial Land
- Regionally Significant Industrial Areas

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

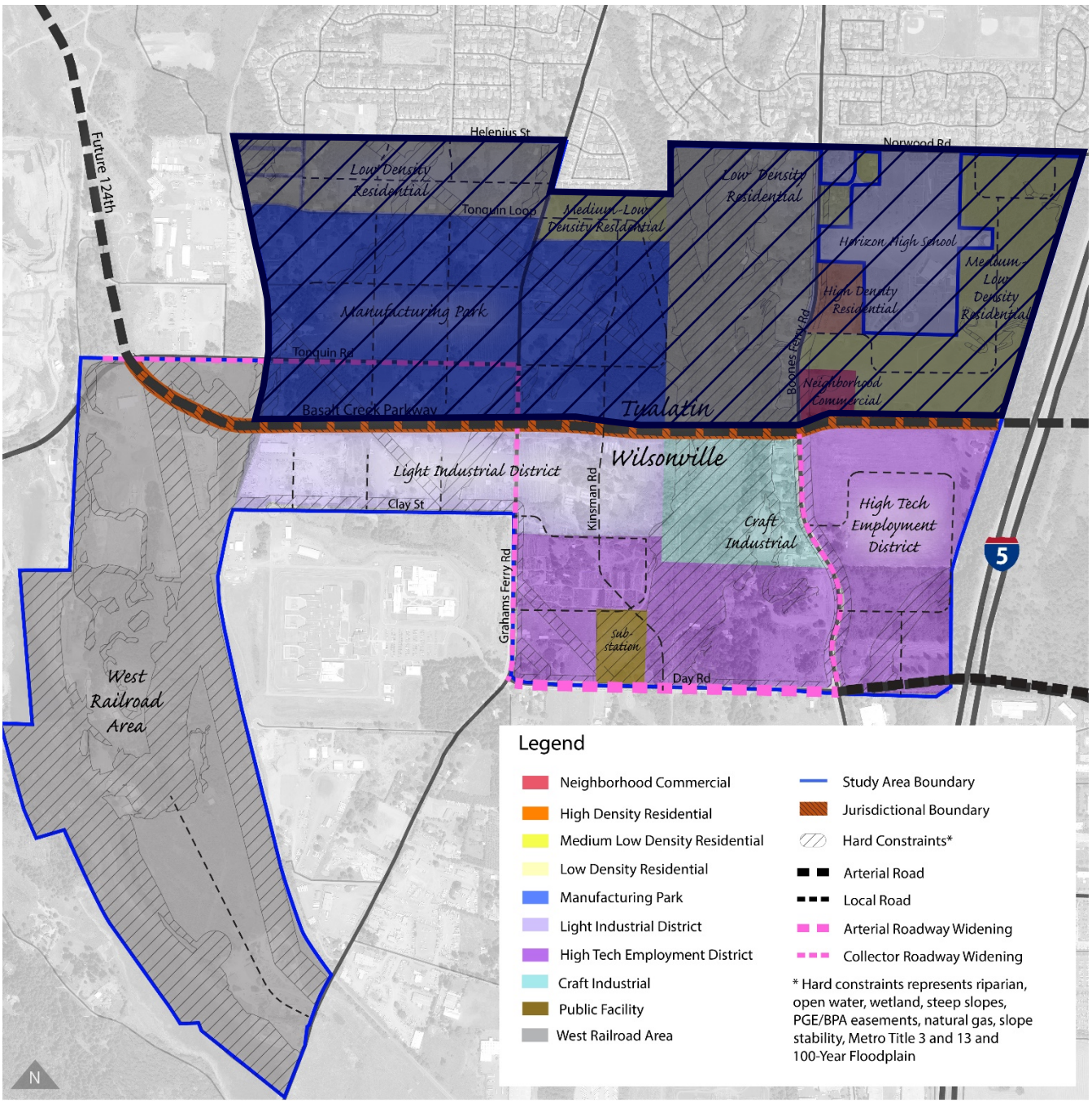
The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

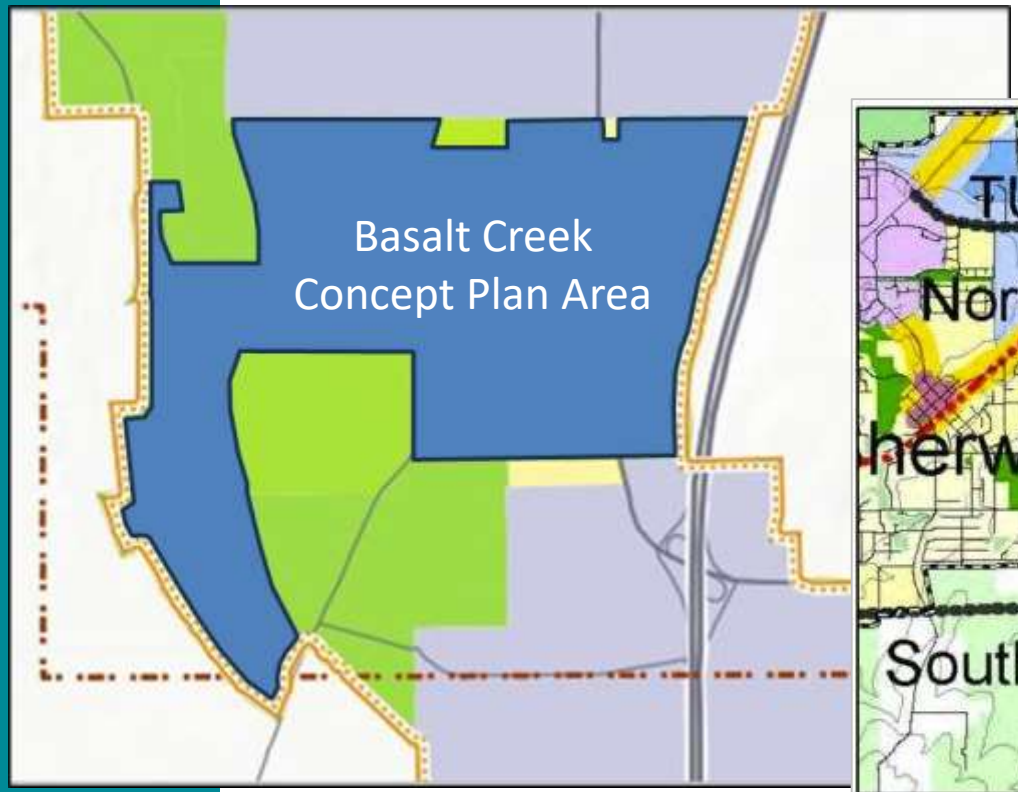
Figure 8 Basalt Creek Land Use Concept Map



Wilsonville Industrial Land Readiness – Basalt Creek

City Council Work Session
May 19, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager

Metro Ordinance No. 04-1040B



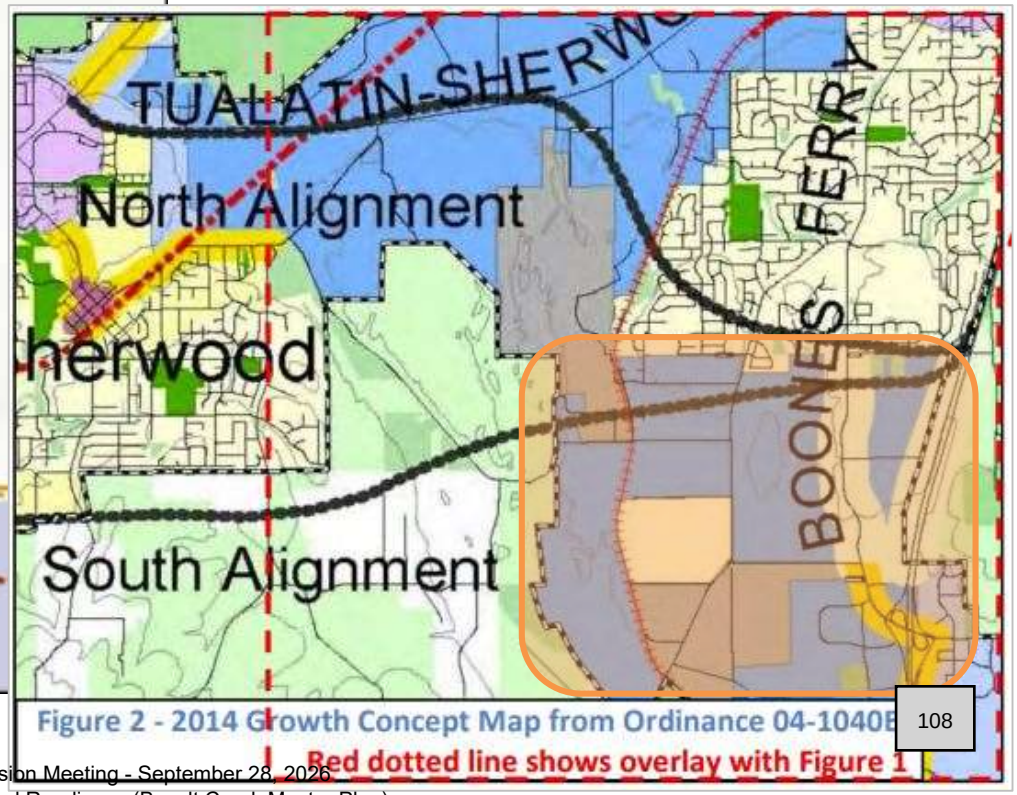
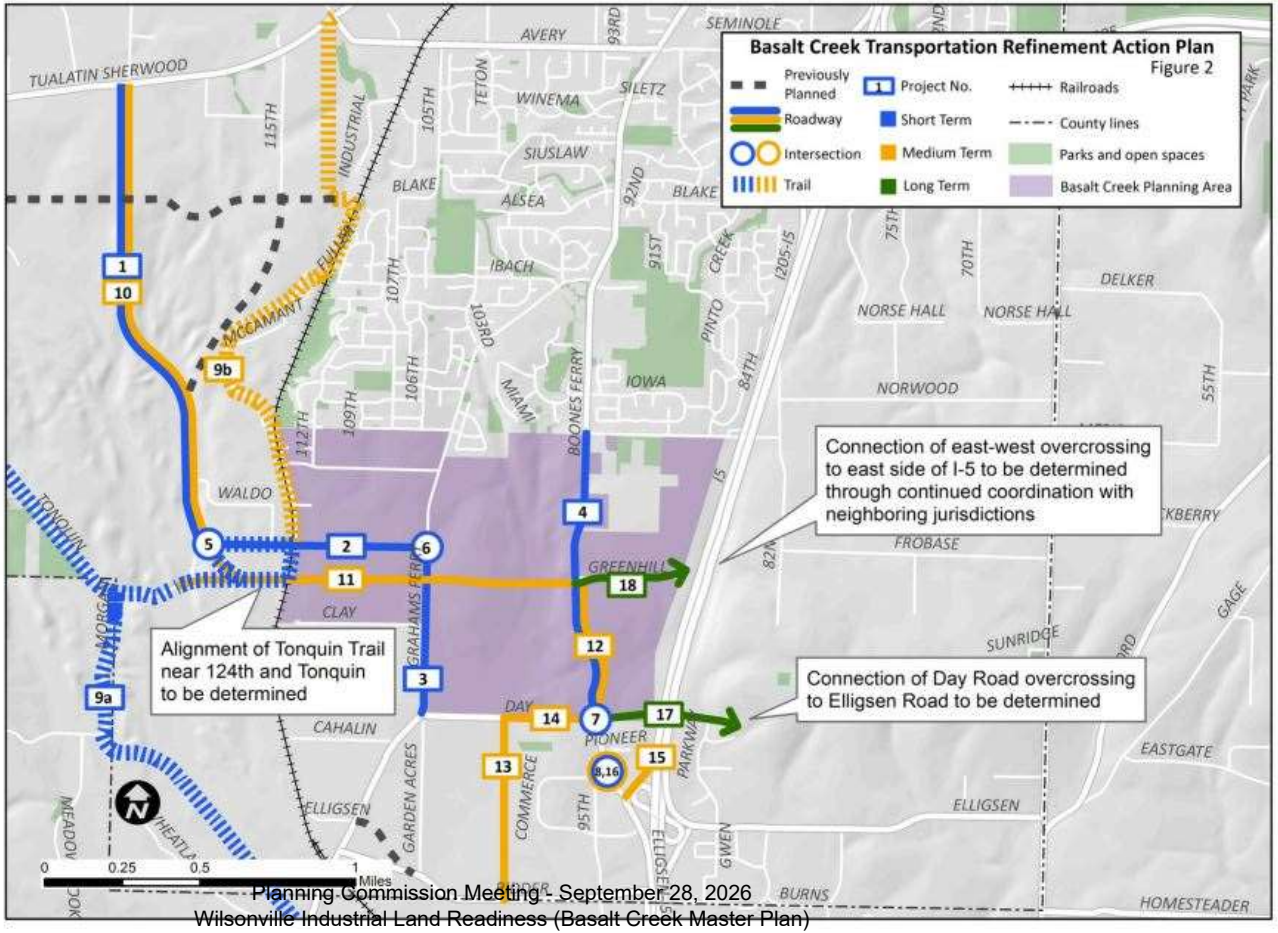


Figure 2 - 2014 Growth Concept Map from Ordinance 04-1040B
Red dotted line shows overlay with Figure 1

Transportation Refinement Plan



Title 4 Employment and Industrial Areas Map

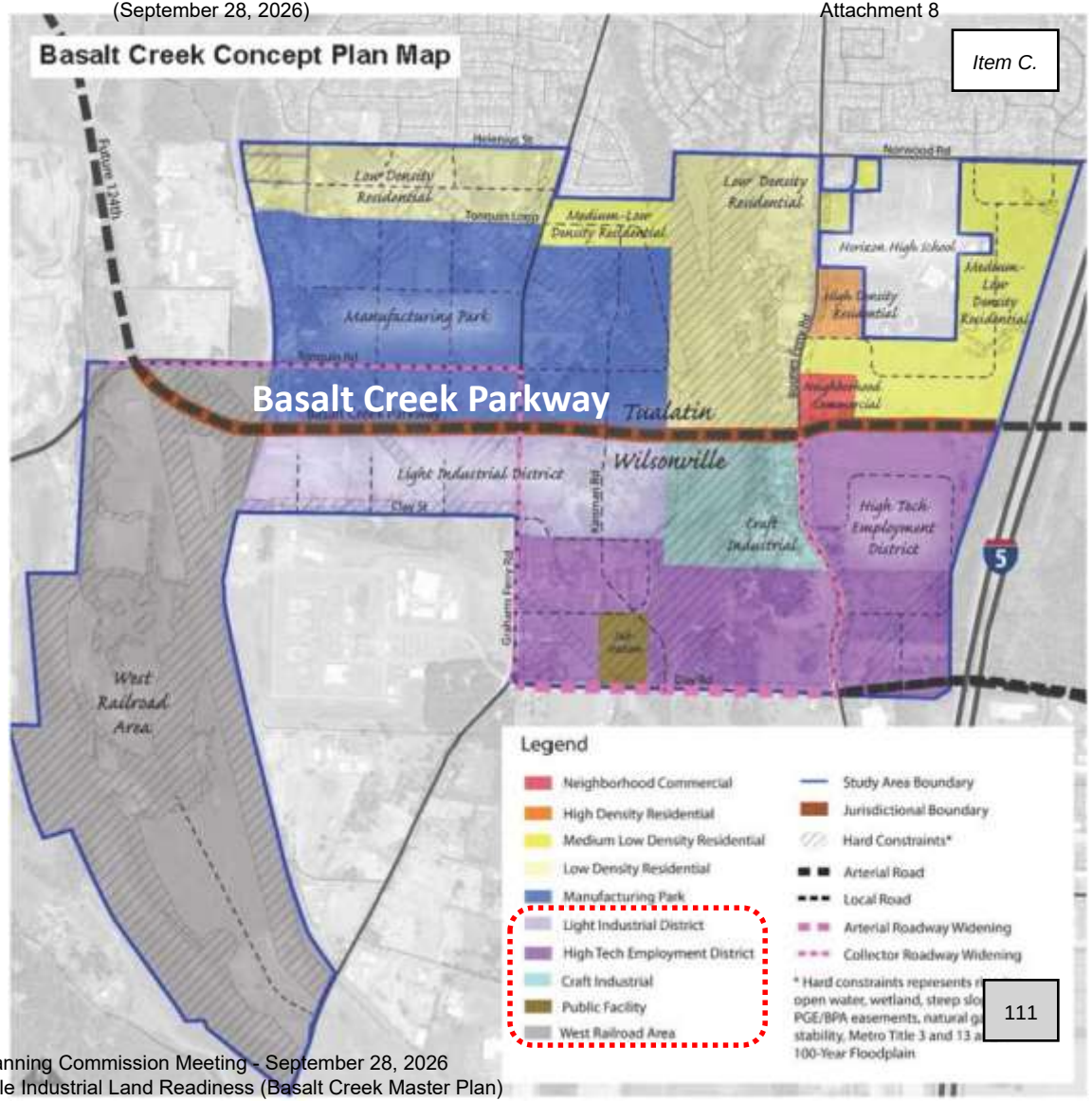
Basalt Creek – Industrial Area



Employment area
Industrial area
Regionally significant industrial area

WILSONVILLE
OREGON

Basalt Creek Concept Plan



High-Tech Employment









Light Industrial









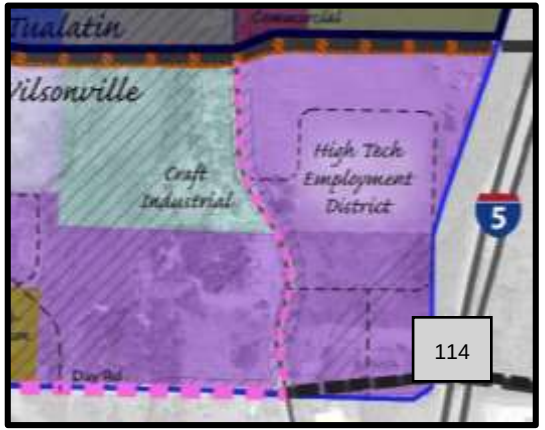
Craft Industrial











Synopsis of Land Use Districts

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

Concept Plan Guiding Principles

Market-driven:

- Meet regional responsibility for jobs.
- Maximize assessed property value.

Balanced:

- Capitalize on the area's unique assets and natural location.
- Explore creative approaches to integrate jobs and housing in the Craft Industrial land use type.
- Ensure appropriate transitions between land uses.
- Design cohesive and efficient transportation and utility systems.

Aspirational:

- Maintain and complement Wilsonville's unique identity.
- Create a uniquely attractive business community unmatched in the metropolitan region.
- Incorporate natural resource areas and provide recreational opportunities as community amenities and assets.

Next Steps

ACTION MINUTES

May 19, 2025 at 7:30 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Dunwell - Excused
Councilor Cunningham
Councilor Shevlin

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Andrea Villagrana, Human Resource Manager
Bryan Cosgrove, City Manager
Cindy Luxhoj, Associate Planner
Dan Pauly, Planning Manager
Dwight Brashear, Transit Director
Jeanna Troha, Assistant City Manager
Kimberly Rybold, Senior Planner
Kimberly Veliz, City Recorder
Mark Ottenad, Public/Government Affairs Director
Matt Lorenzen, Economic Development Manager
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:00 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

It was shared that community members had expressed concerns about the RV's parked at Safeway.

PRE-COUNCIL WORK SESSION

1. City Manager Recruitment Process

Human Resources staff sought Council direction on how to proceed with a recruitment process for the City Manager position.

2. Wilsonville Industrial Land Readiness – Basalt Creek

Staff reviewed with Council the background information and regulatory context of the Basalt Creek industrial area.

3. Utilizing Opioid Settlement Funds for Mental Health and Addiction Peer Support Services

The Council heard about an option to pursue a pilot program for the provision of mental health and addiction peer support services funded through the City's opioid settlement funds.

ADJOURN [6:26 PM]

EXECUTIVE SESSION [6:34 PM]

4. ORS 192.660(2)(h) Legal Counsel/Litigation

ADJOURN [7:15 PM]

CITY COUNCIL MEETING [7:30 PM]

CALL TO ORDER

5. Roll Call

6. Pledge of Allegiance

7. Motion to approve the following order of the agenda.

MAYOR'S BUSINESS

8. Upcoming Meetings

Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

The Mayor read proclamations recognizing the Rotary's 50th Anniversary, and June 2025 as Pride Month.

9. Boards/Commission Appointments/Reappointments

Arts, Culture, and Heritage Commission – Reappointment

Reappointment of Deborah Zundel and Susan Schenk to the Arts, Culture, and Heritage Commission for a term beginning 7/1/2025 to 6/30/2028. Passed 4-0.

Arts, Culture, and Heritage Commission – Appointment

Appointment of Douglas Parker to the Arts, Culture, and Heritage Commission for a term beginning 7/1/2025 to 6/30/2028. Passed 4-0.

Diversity, Equity and Inclusion Committee – Appointment

Appointment of Rick Wallace and Wilnise Jasmin to the Diversity, Equity and Inclusion Committee for a term beginning 5/19/2025 to 12/31/2026. Passed 4-0.

Diversity, Equity and Inclusion Committee – Appointment

Appointment of Mina Lemke to the Diversity, Equity and Inclusion Committee for a term beginning 5/19/2025 to 12/31/2027. Passed 4-0.

Kitakata Sister City Advisory Board – Appointment

Appointment of Wendy Hall to the Kitakata Sister City Advisory Board for a term beginning 5/19/2025 to 12/31/2026. Passed 4-0.

Kitakata Sister City Advisory Board – Appointment

Appointment of Theodore Russell to the Kitakata Sister City Advisory Board for a term beginning 5/19/2025 to 12/31/2027. Passed 4-0.

Library Board – Reappointment

Reappointment of Richard Spence to the Library Board for a term beginning 7/1/2025 to 6/30/2029. Passed 4-0.

Library Board – Appointment

Appointment of Sarah Ebersole to the Library Board for a term beginning 5/19/2025 to 6/30/2026. Passed 4-0.

Parks and Recreation Advisory Board – Appointment

Appointment of John West and Kristi Corno to the Parks and Recreation Advisory Board for a term beginning 5/19/2025 to 12/31/2028. Passed 4-0.

Tourism Promotion Committee – Reappointment

Reappointment of Elizabeth Crawford and Brandon Roben to the Tourism Promotion Committee for a term beginning 7/1/2025 to 6/30/2028. Passed 4-0.

Tourism Promotion Committee – Appointment

Appointment of Gus Castaneda to the Tourism Promotion Committee for a term beginning 5/19/2025 to 6/30/2026. Passed 4-0.

COMMUNICATIONS

There was none.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

CONSENT AGENDA

10. **Resolution No. 3197**
    A Resolution To Allocate Community Enhancement Funds For Fiscal Year 2025/2026.

The Consent Agenda was adopted 4-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

The City Manager recognized Mark Ottenad, Public/Government Affairs Director who was scheduled to retire from the City of Wilsonville at the end of the month.

LEGAL BUSINESS

The Council moved to authorize the City Attorney to engage in affirmative litigation on behalf of the City to protect the City's ability to receive federal funding. Passed 4-0.

CITY COUNCIL ADJOURN [9:14 PM]

PLANNING COMMISSION

WEDNESDAY, MAY 14, 2025

WORK SESSION

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

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: May 14, 2025	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Provide feedback on the proposed Craft Industrial (CI) Zone.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION

Staff seeks input from the Planning Commission about the Craft Industrial (CI) Zone, a proposed new zoning district designed to address the unique characteristics of the Craft Industrial land use type in the Basalt Creek Concept Plan with the potential for application in other areas of the City.

EXECUTIVE SUMMARY:

The Basalt Creek Concept Plan Map assigns the Craft Industrial land use type to eight properties west of SW Boones Ferry Road at the northern edge of the Basalt Creek Planning area (Attachment 1). These properties are unique in several ways: lot size ranges from 0.5 to 8 acres (with an average of roughly 5 acres); long narrow east-west lot configuration; the presence of large residential homes on the eastern developable part of each lot; Basalt Creek canyon occupying the western half or more of each lot; and proximity to residential development occurring to the north in Tualatin.

For these reasons, although intended for industrial use consistent with the purpose for which the land was added to the urban growth boundary, the City recognized the limitations and constraints for traditional industrial users on these properties and the opportunity to provide more flexibility and complement existing uses as these properties develop. Viewed as an "employment transition area" in the Concept Plan (Attachment 2), the evolution to Craft Industrial use is not expected to occur quickly. Rather the land is expected to experience two phases of development. During the early phase, existing residential uses will likely remain with some business development occurring in garages, converted portions of homes, and accessory buildings. During a later phase, perhaps 10 to 20 years in the future, use-specific buildings are anticipated that incorporate a variety of craft industries, maker spaces, and other complimentary employment uses. While the market will determine the timeline during which the area will transition from the early to later phase, the zoning needs to be flexible enough to allow both.

The Craft Industrial land use type is intended to allow residential uses even though it is not envisioned as the primary use (Attachment 2). Wilsonville Code has certain definitions related to dwellings associated with business uses. For instance, home occupations and home businesses are customarily carried on in a dwelling unit or premises where they are incidental to the primary residential use and are expected to occur without any exterior indication, such as signage or merchandise display. A live-work dwelling unit (LWDU) is specifically designed to accommodate a commercial or light industrial use, but residential and commercial uses are not required to be fully divided physically. A business-integrated dwelling unit (BIDU) also has residential use, but it is limited spatially and requires full structural division between the residential and non-residential uses.

Early Phase – Adaptation of Existing Development

In the early phase of development, the Craft Industrial area will be dominated by adaptation of existing uses by adding home businesses and cottage industries in accessory structures such as art and production studios, shop spaces, maker spaces, and small event spaces. Food-related micro-businesses, custom sign fabrication, production of artisan or specialty goods, or digital printing are examples of potential uses. As craft industrial uses become more established, they could transition to LWDUs or BIDUs over time. During this early phase, lot consolidation into larger properties suitable for use-specific buildings is not expected. Examples of this early phase of development are shown in Attachment 3.

Later Phase - Redevelopment

During concept planning, the Hood River waterfront and southeast Portland were identified as good examples of the Craft Industrial typology in the later phase. Examples of potential redevelopment are provided in Attachment 3. Southeast Portland, between OMSI and Ladd's Addition, blends residential with a variety of craft industrial and maker spaces, many in converted buildings. In Hood River, the Waterfront Overlay Zone features two- and three-story buildings used by craft industries with live-work spaces, adjacent to a park, natural areas, and other industrial uses. Hood River in particular was considered a model to follow during concept planning because of its intent to ensure an attractive, pedestrian-friendly streetscape, improved local access, and protecting public access to trails and natural areas-while accommodating new industrial and commercial development consistent with the desired character of the area.

Craft Industrial (CI) Zone

It is possible that early-phase adaptation will persist for some time, particularly in the north part of the Craft Industrial area, because of the limited developable area and natural resource constraints, until lot consolidation enables later-phase redevelopment. It also is possible that adaptation and redevelopment will coexist indefinitely as land ownership and development patterns evolve over time.

While some uses in Wilsonville's Planned Development Industrial (PDI) Zone may be appropriate for the Craft Industrial land use type as the area transitions to more urban industrial uses in the future, PDI lacks the flexibility needed to realize the Concept Plan vision for this unique area of Basalt Creek. Therefore, staff recommends amending the City's Development Code to establish a new Craft Industrial (CI) Zone. Beyond the subject location in Basalt Creek, the new Craft Industrial (CI) Zone has the potential for application in other areas of the City with similar characteristics such as limited developable area, existing nature of development, and to transition between industrial and other land uses.

Based on extensive research of craft industrial, maker manufacturing, artisanal business district, and similar zoning in several jurisdictions in Oregon and Washington, as well as analysis of Wilsonville's PDI Zone, staff has prepared a draft purpose statement and potential list of allowed uses for the new CI Zone for Planning Commission's review and discussion (Attachment 4).

Discussion Questions

During the work session the Planning Commission's input is requested about how best to achieve the intended vision for the Craft Industrial area in response to the questions below:

- Does the draft Purpose Statement for the new Craft Industrial (CI) Zone accurately reflect the intent of the Craft Industrial land use type as envisioned in the Basalt Creek Concept Plan? If not, what changes does the Planning Commission recommend to more closely align the statement with the intent?
- What feedback does the Planning Commission have about the potential uses in the Craft Industrial (CI) Zone? Are there uses that should be removed, added, or modified to fully capture the intent of the Craft Industrial land use type as envisioned in the Concept Plan?

EXPECTED RESULTS:
Feedback from Planning Commission will guide drafting of Development Code text to implement the new Craft Industrial (CI) Zone.

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

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

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

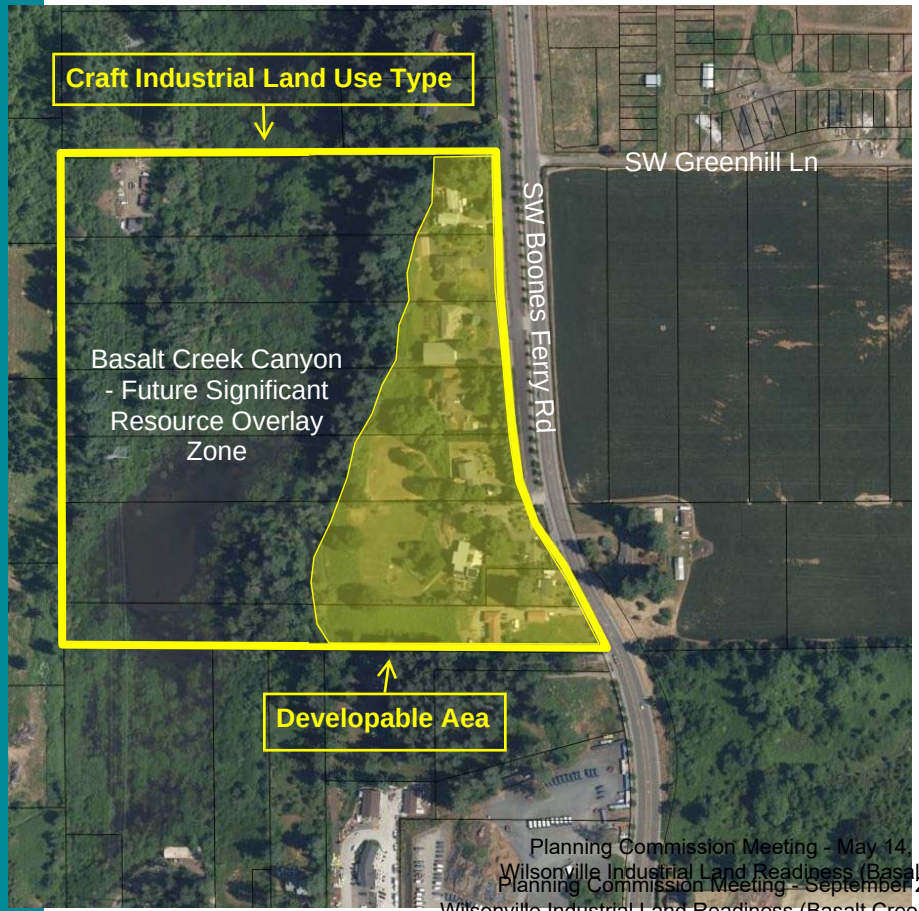
POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The new CI Zone addresses the unique characteristics of this part of Basalt Creek while enabling it to transition toward more urban industrial uses in the future, in alignment with the Concept Plan vision. By allowing a wide range of uses, from home businesses and the live-work dwelling units to small tenant spaces for creative industries and smaller-scale industrial users, the CI Zone encourages job creation and industrial innovation while providing the flexibility for long-established residents to decide when and how the area transitions and evolves over time, thus resulting in positive outcomes for the Wilsonville community.

ALTERNATIVES:
Alternatives to applying a new Craft Industrial (CI) Zone to the Craft Industrial area of Basalt Creek include applying the existing Planned Development Industrial (PDI) Zone, applying a modified PDI Zone, or taking no action addressing zoning for this area at this time.

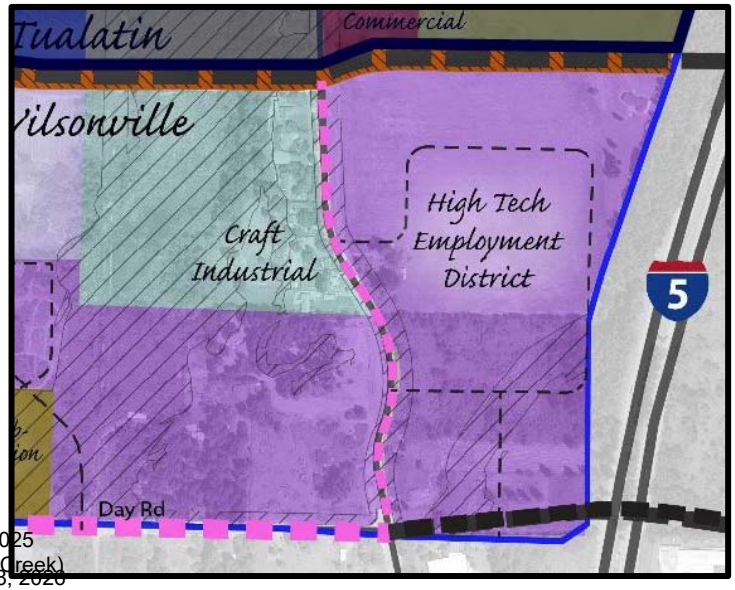
ATTACHMENTS:
1. Maps Showing Craft Industrial Area of Basalt Creek
2. Craft Industrial Background Information and Related Wilsonville Code Definitions

3. Examples of Craft Industrial Development
4. Craft Industrial (CI) Zone Draft Purpose Statement and Potential Uses

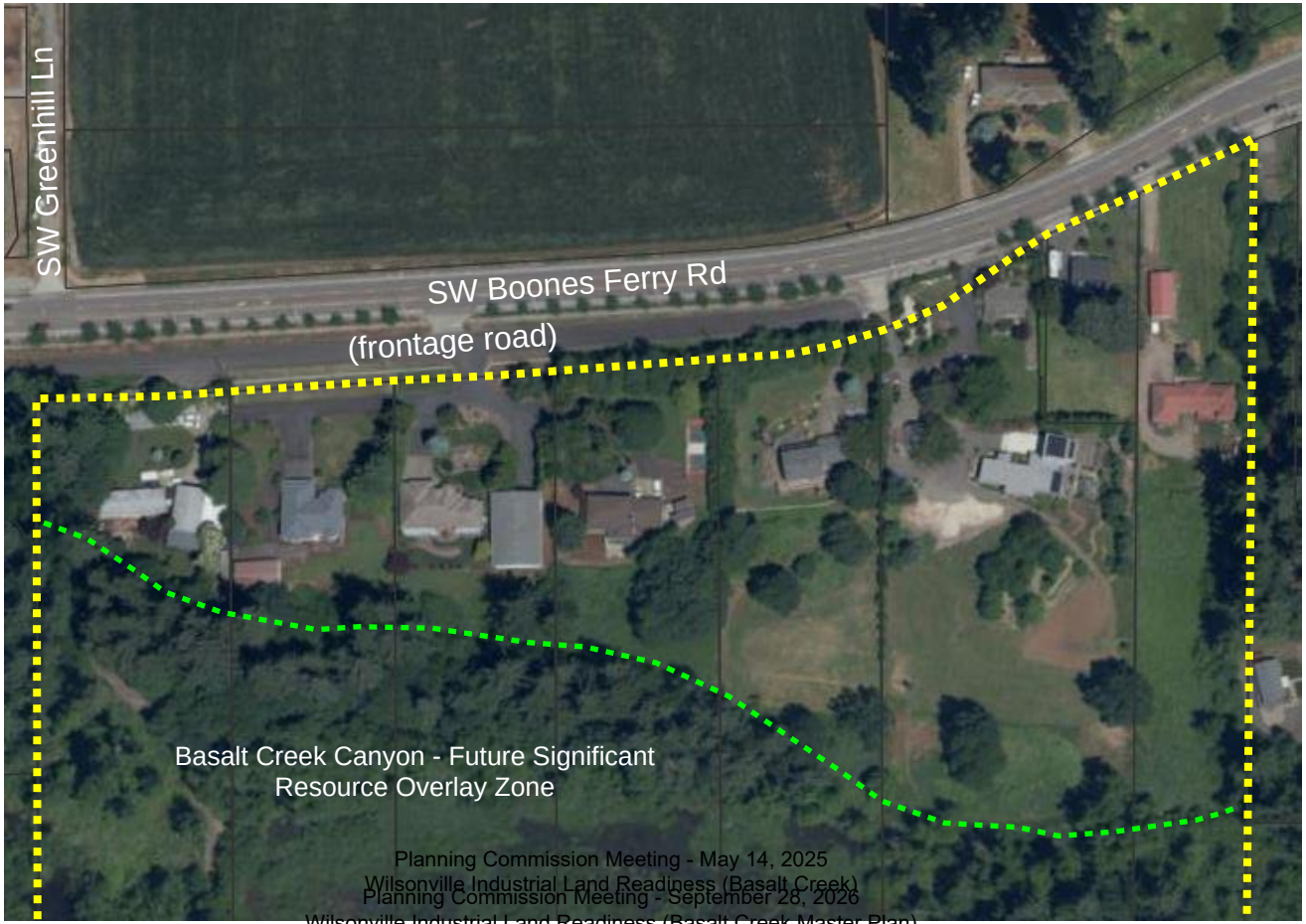
Craft Industrial Area of Basalt Creek



Basalt Creek Concept Plan Map



Existing Residential Development in Eastern Developable Part of Craft Industrial Area



Craft Industrial Zone – Background Information

Objective/Vision for the Craft Industrial District from the Basalt Creek Concept Plan

Note: The Basalt Creek Concept Plan is available online at this link. See pages 32 and 33 of the PDF for a description of development types and Craft Industrial. In addition, the following bullet points summarize highlights from minutes of Planning Commission and City Council work session discussions of the Craft Industrial land use concept during Basalt Creek planning; available online at this link.

- Initially referred to as "Employment Transition Area"
  - Transitions to higher intensity employment uses to the south
  - Include business development over time while maintaining existing homes (e.g. live-work concept)
- Envisions a diverse mix of uses that blend well with adjacent neighborhoods
  - Small-scale tenant spaces tailored for creative industries such as: incubator spaces, craft food and beverage (e.g., breweries, wineries, tasting rooms, artisan and maker spaces (e.g., seamstresses, photography studios), and emerging tech and innovation hubs
  - Small-scale office, retail, and services
  - Flex space and live-work (expected to accommodate six live-work housing units, see related definitions later in this document)
  - Potential for supporting services and retail for broader Basalt Creek area
- Explore the creation of a dedicated innovation center or incubator space as part of Economic Development Strategy, with subsidized spaces for startups that could transition to market-rate spaces as they grow
- Long-term vision includes two- to three-story buildings featuring small tenant spaces for light industrial manufacturing, office, and limited retail uses
- Precedent examples of long-term vision:
  - Hood River waterfront:
    - Good example of redevelopment with industrial use
    - Features two- to three-story buildings with craft industrial live-work spaces adjacent to park, natural areas, and other industrial uses
  - Southeast Portland:
    - Illustrates a lower-density model, blending single-family residential with craft industrial spaces

Key Definitions in Wilsonville Code Section 4.001 Related to the Mix of Residential and Non-residential Uses

45. *Business-Integrated Dwelling Unit(s) (BIDU):* A dwelling unit integrated with a nonresidential use where (1) the dwelling unit is the secondary use to the non-residential use, (2) the dwelling unit consists of a ground floor footprint less than or equal to 40 percent of the ground floor non-residential use, (3) the dwelling unit is separated from the non-residential use by a demising wall, and (4) the dwelling unit has direct interior entry from the non-residential use. This is differentiated from a Live-Work

Dwelling Unit in that the dwelling unit must be fully divided from the non-residential use and that the space designed to be non-residential cannot be used for residential.

132. *Home Business:* A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit. [*Note: This definition is likely to be modified to allow Home Businesses outright in the Craft Industrial (CI) Zone.*]

133. *Home Occupation:* An occupation, profession, or craft, which is customarily incidental to or carried on in a dwelling unit or premises and not one in which the use of the premises as a dwelling unit is largely incidental to the business use. A home occupation is carried on by a member of the household residing within the dwelling unit. A home occupation shall require no structural alteration or changes to the exterior of the dwelling unit, and shall include no display of merchandise on the premises which can be seen from the exterior of the dwelling unit. Any instruction shall be limited to one pupil at a time. Noise, odor, smoke, gases, fallout, vibration, heat or glare resulting from the use shall not be of the intensity as to be detected outside of the containing structure. Traffic and parking are to be such as to give no outward appearance that a business is being conducted on the premise. Short-term rental of a dwelling unit or portion thereof where the operator of the short-term rental lives on the same lot is a home occupation.

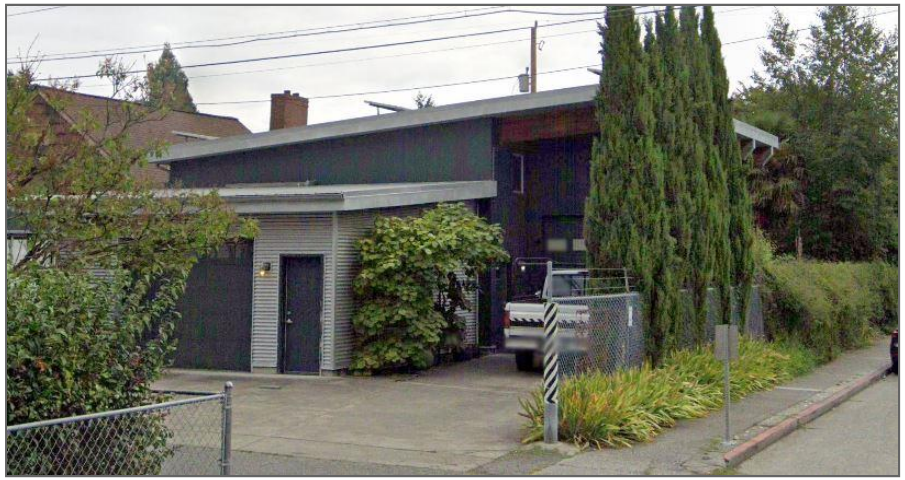
154. *Live-Work Dwelling Unit (LWDU):* A dwelling unit where (1) the ground-level front façade has a commercial-type store front determined by having at least sixty percent glazing and a permanent architectural cover over the entry (2) the interior along the building frontage is designed for workspace and no kitchen, bathroom, bedroom, closet, or storage is adjacent to the front façade and (3) all or a portion of the dwelling unit meets the commercial building code to support an accessory commercial or light industrial use. This is differentiated from a home occupation or home business in that the dwelling unit is specifically designed to accommodate a commercial or light industrial use, whereas a home occupation or home business takes place in a residential structure without such specific design. This is differentiated from a Business-Integrated Dwelling Unit in that in a Live-Work Dwelling Unit the residential and commercial uses are not required to be fully divided physically.

Early Phase Craft Industrial Examples

Wilsonville Old Town



Seattle, WA (North of Boeing Field)



Stafford Road

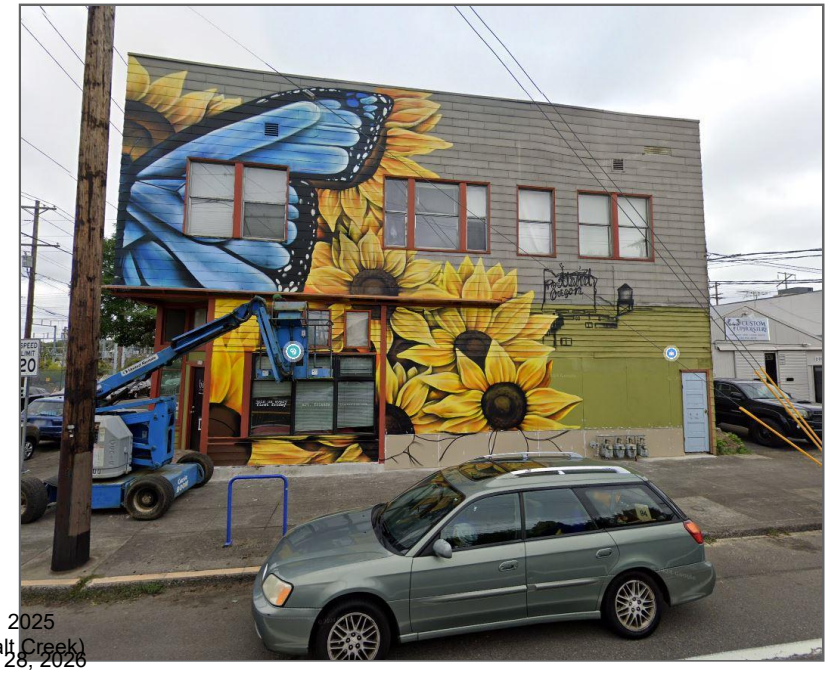


Later Phase Craft Industrial Examples

Southeast Portland







Later Phase Craft Industrial Examples

Hood River Waterfront









Craft Industrial Zone – Purpose and Potential Uses

Purpose Statement for Craft Industrial (CI) Zone - *DRAFT*

The purpose of the Craft Industrial (CI) zone is to support a diverse range of small-scale industrial and creative enterprises. This zone is intended to accommodate incubators, craft and artisan studios, innovation hubs, and maker spaces. It may also include limited residential and commercial uses that serve as a transition to and support more intense urban industrial uses nearby.

Potential Uses in Craft Industrial (CI) Zone - *DRAFT*

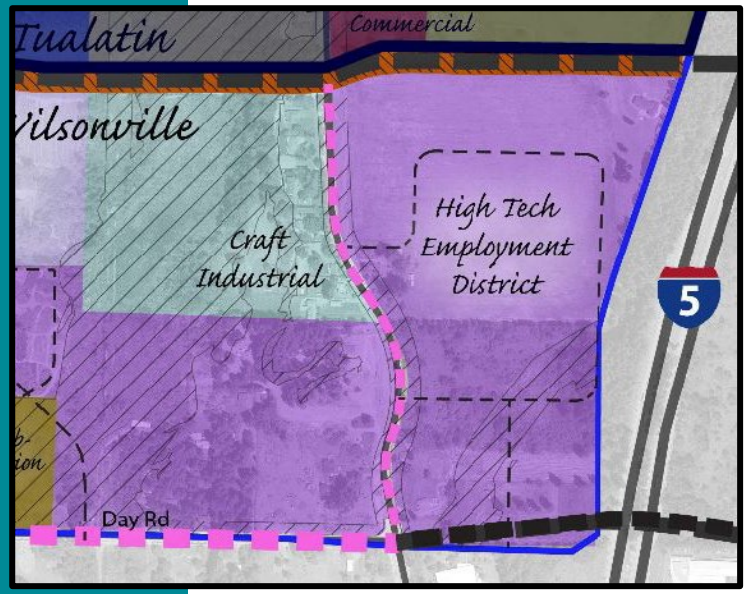
- Home Businesses that include any of the uses listed below.
- Business-Integrated Dwelling Units (BIDU) and Live-Work Dwelling Units (LWDU).
- Studios and Creative Workspaces, including but not limited to art and production studios, showrooms, maker spaces, and venues for small events.
- Artisan Food and Beverage Production, including small-scale operations such as distilleries, microbreweries, and wineries, with or without on-site tasting rooms or eateries, provided such uses are accessory to and supportive of on-site manufacturing and processing. This category also includes food-related micro-businesses such as catering services, bakeries, butcher shops, coffee roasters, and confectionary producers.
- Craft and Specialty Manufacturing, including the processing, packaging, and/or assembly of artisan or specialty goods such as textiles, fibers, woven and naturally dyed materials; leather goods; custom apparel; jewelry; lapidary work; metalwork; woodworking, furniture, cabinetry, sculpture, pottery, ceramics, glasswork, and other handcrafted items.
- Custom Fabrication and Printing Services, including sign fabrication, digital printing, graphics production, publishing, print shops, or binderies.
- Light Manufacturing and Assembly, including the production of small machinery, equipment, instruments (including musical instruments), micro-mobility vehicles (e.g, bicycles, e-bikes), small appliances, precision tools, or other electrical or mechanical items.
- Industrial Office and Laboratory Uses, including facilities focused on research, development, testing, or product training and support.
- Product Repair and Testing Services, limited to the repair, finishing, and testing of products manufactured or assembled within the zone.
- Professional Services, that cater to daily customers, such as financial, insurance, real estate, legal, medical or dental offices not to exceed 5,000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
- Retail and Service Commercial Uses, limited to 5,000 square feet of indoor and outdoor sales, service or inventory storage area.
- Accessory Uses, including buildings and structures customarily incidental and subordinate to any permitted use.
- Other Similar Uses, as determined by the Planning Director to be consistent with the purpose of the CI Zone.

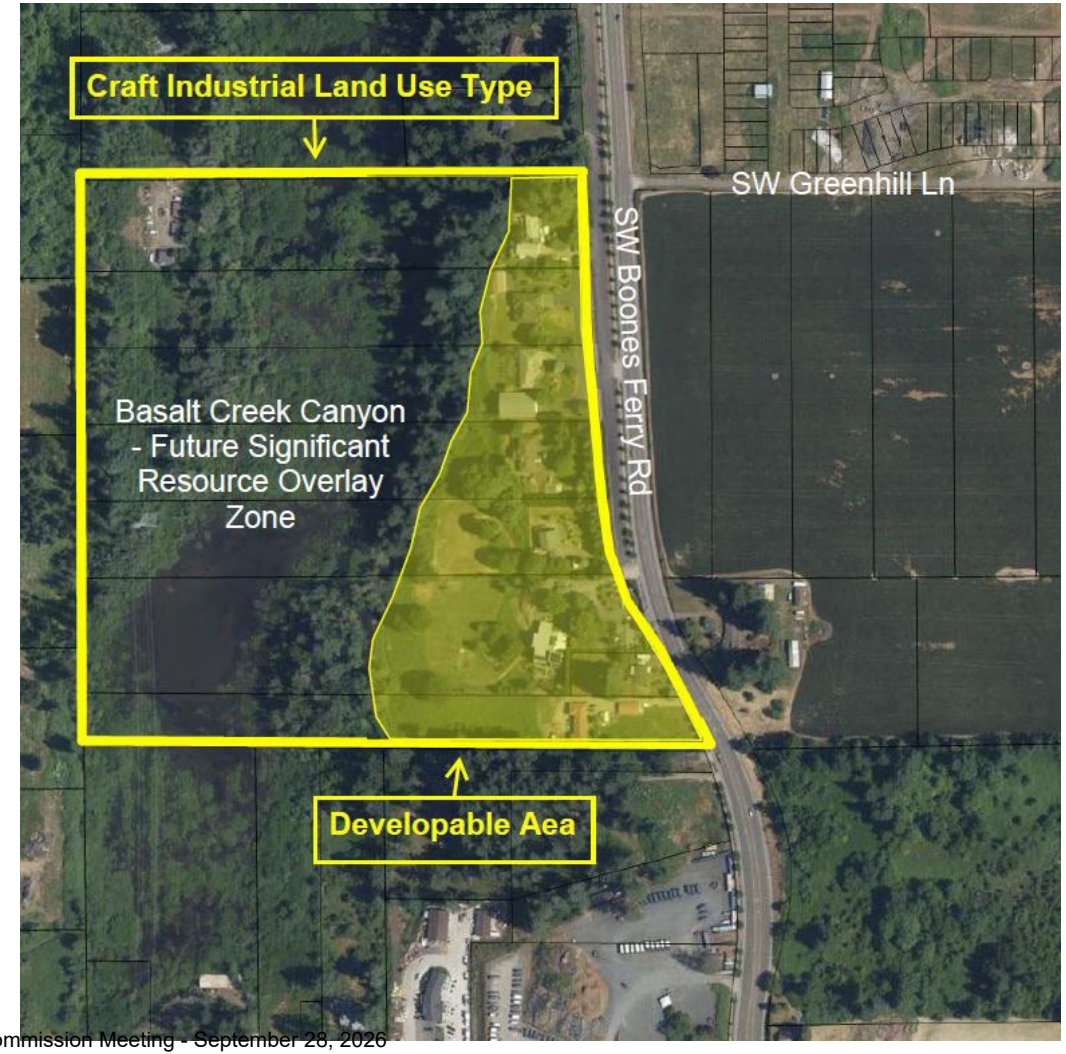
DRAFT

Wilsonville Industrial Land Readiness – Basalt Creek

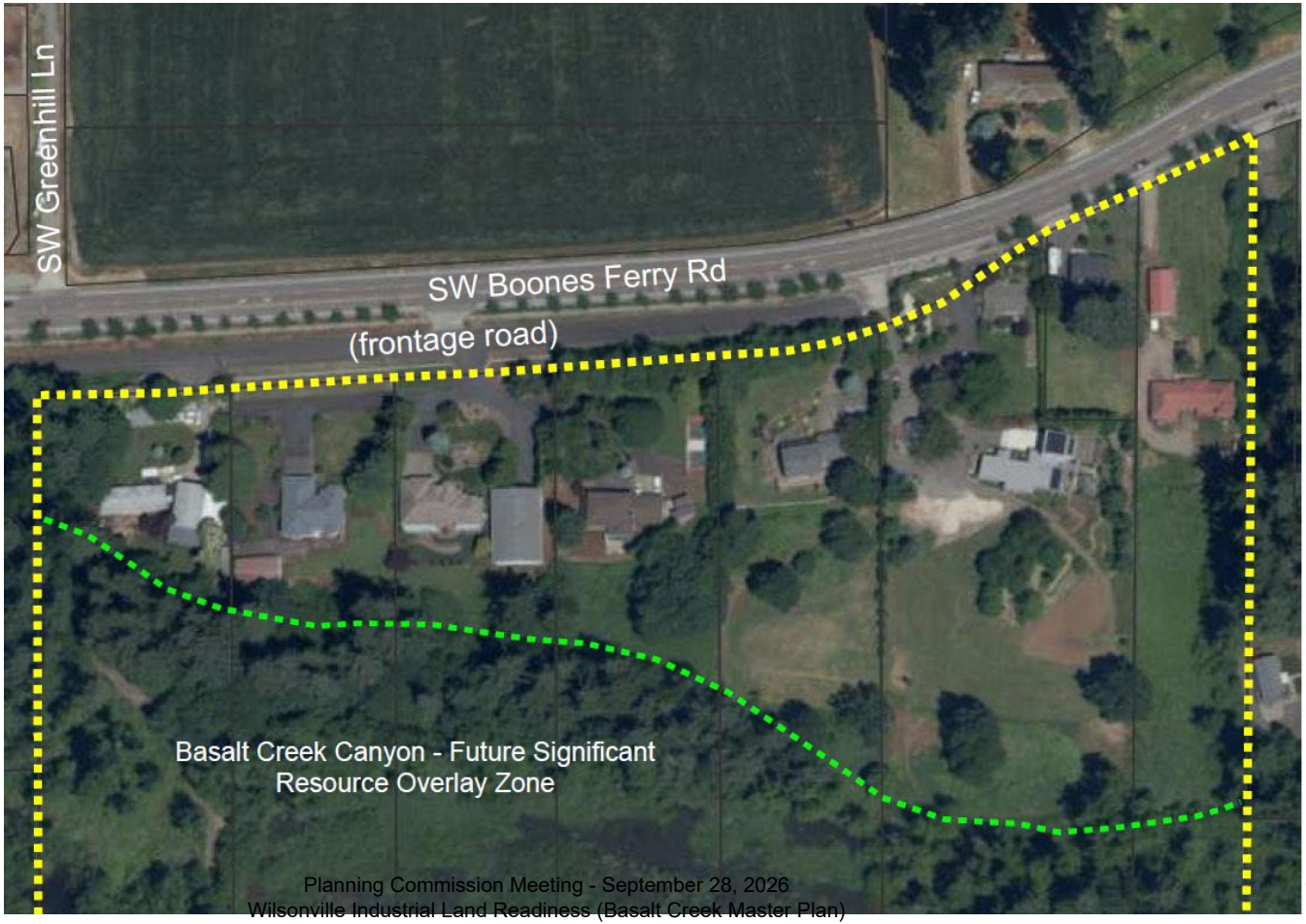
Planning Commission Work Session
May 14, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager

Craft Industrial Area





Existing Residential Development



Early Phase Craft Industrial Examples

Wilsonville Old Town





Seattle, WA (North of Boeing Field)

Stafford Road

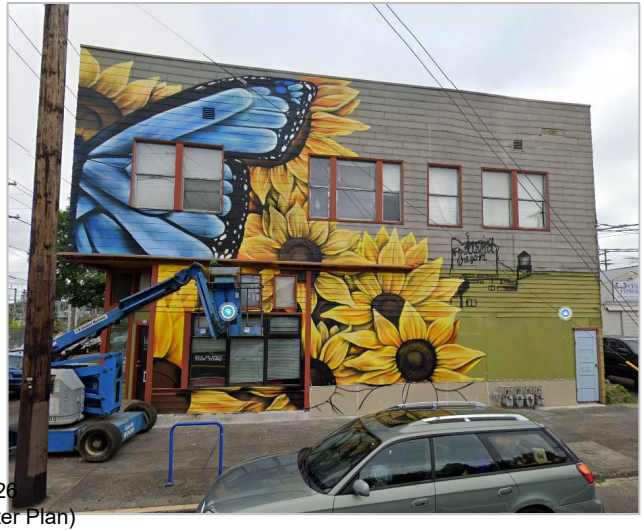


Later Phase Craft Industrial Examples

Southeast Portland







Later Phase Craft Industrial Examples

Hood River Waterfront









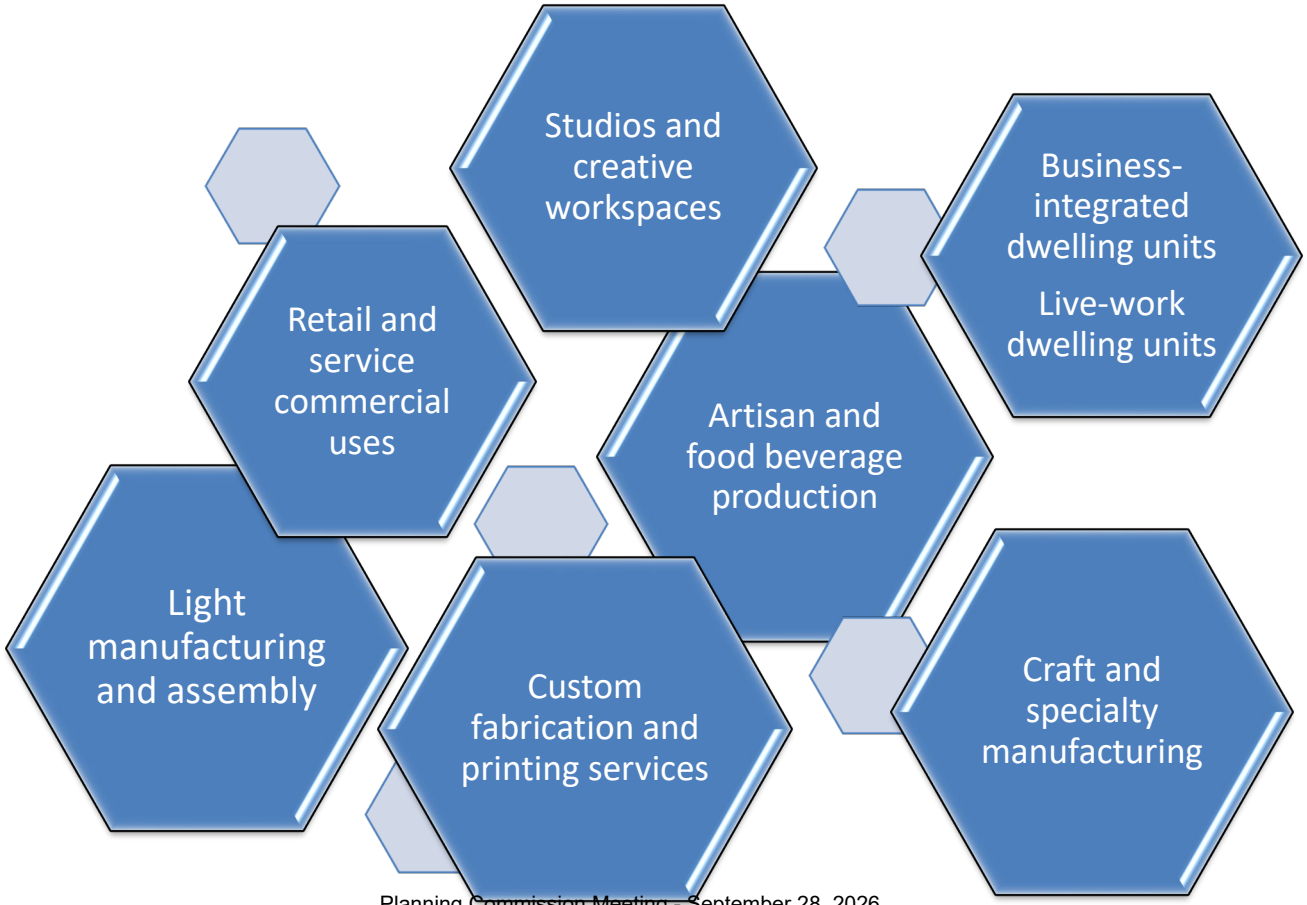
CI Zone Purpose Statement

Support a diverse range of small-scale industrial and creative enterprises

Intended to accommodate incubators, craft and artisan studios, innovation hubs, and maker spaces

May also include limited residential and commercial uses that serve as a transition to and support more intense urban industrial uses nearby.

CI Zone Potential Uses



Discussion

- Does the draft Purpose Statement for the new CI Zone accurately reflect the intent of this land use type as envisioned in the Concept Plan? If not, what changes does the Planning Commission recommend to more closely align the statement with the intent?

- What feedback does Planning Commission have about the potential uses in the CI Zone? Are there uses that should be removed, added, or modified to fully capture the intent of this land use type as envisioned in the Concept Plan?

City Attorney Guile-Hinman left the meeting at this time.

WORK SESSION

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

Associate Planner Luxhoj noted Staff sought the Planning Commission's input on the proposed new Craft Industrial (CI) Zone intended to reflect the Craft Industrial land use identified in the Basalt Creek Concept Plan. The zoning district could be applied in other parts of the city where similar uses were appropriate. She presented via PowerPoint details about the Craft Industrial Area and existing residential development, Craft Industrial examples that could be used as the area developed, as well as the purpose statement and some potential uses within the CI Zone. (Slides 2-8) Questions for the Planning Commission's consideration were displayed on Slide 9.

Commissioner comments and feedback were as follows along with Staff's responses to questions as noted:

- The Craft Industrial area was a great use of the space and a great bridge between what was zoned in Tualatin versus farther south in Wilsonville.
- CI Zoning would not prevent residential use in the Craft Industrial area currently or preclude those properties from being used exclusively residentially if sold. The zoning would not be applied until a property was annexed into city, and until then, the property would continue in the FD-20 Washington County Zone.
- The list of potential CI Zone uses captured what the Commission envisioned, but perhaps excluding contractor establishments as a use should be explored.
    - Some contractor establishments may be appropriate for very small contractors with an office and a couple trailers, but not a lay down yard. Limitations on outdoor storage could be considered given the mixed-use area. Balancing the flexibility of use while having strategic performance standards to prevent undesired portions of use would be key.
    - Because contractor establishments were not on the list of permitted uses, it was essentially not allowed and would require an exception, which may need further clarification.
- The potential list of uses was for discussion purposes. Like any zone, a list of potential uses would be compiled when the Craft Industrial area is assigned as a designated zone. That list would be part of the Development Code amendments and become the list of allowed uses within the zone.
    - While some of the listed uses were vague, some were very specific, making it hard to account for future growth of technologies, etc. and requiring a variance process for any uses not on the list.
        - One option was to include "other similar uses" in the language. The list could be further refined to ensure Staff was consistent with the level of specificity in the list of uses.

- Professional services and retail and service commercial uses were carried over from other Planned Development Industrial (PDI) zoning areas in the city that were limited to 5,000 sq ft per building. The City wanted to ensure opportunities for property owners to offer smaller scale retail and service uses, so the intent was centered on the physical size of the establishment, not the type of ore expectation around the establishment.
  - One reason the potential uses list was different was because the uses were substantially limited in footprint. The Craft Industrial area was a fairly inclusive zoning district, and excluded establishments should be incompatible in the zone or create demand that would remove land from the inventory for other intended uses. Small scale commercial establishments would fit the zone footprint, not take up a lot of land, and have the opportunity to serve the nearby commercial areas.
  - **Planning Director Bateschell** provided background for the size limitations included in the PDI Zone, some of which came from Metro Title IV requirements. The majority of the industrial land within the city, including the Craft Industrial area, was Title IV; therefore, certain restrictions like the size limitation applied. Given the uniqueness of the area, the City could attempt a Title IV Map amendment with Metro. However, because the area was highly parcelized and would likely have only small-scale buildings, the small-scale retail and service/commercial probably still fit with the character of the CI Zone, at least in Basalt Creek.
- While specifying prohibited uses might be easier than listing potential uses, the latter approach was used to achieve consistency across zones. Typically, people wanted to see what could be put in a zone, not what could not.
- When taken out of the subject context and applied citywide the last sentence of the Purpose Statement was concerning, "It may also include limited residential and commercial uses that serve as a transition to and support more intense urban industrial areas nearby." Did this mean the CI Zone could only apply when other large industrial areas were nearby? The sentence made sense with regard to the Craft Industrial area, but not in other parts of the city, perhaps.
  - Making the statement more generic so it applied generally to transition areas, while still being applicable to the subject context was acceptable.
- The Craft Industrial examples were more about aesthetics than building height and purpose. Given that the Craft Industrial area was seen as a transitional area, large buildings towering over private backyards would be awkward; however, as a true mixed-use area with residences added above businesses, building height provided flexibility to add more units and provide more housing.
  - Currently, the PDI had no height limitations. During concept planning, discussion centered around two- to three-story buildings in the Craft Industrial area. Building economics and development also needed considered as mixed-use buildings were often pushed to four stories for building economics.
  - Input from the Commission on building height was welcome since building height would be considered as Staff moved into drafting the Code.
- Defining “limited residential” was suggested.

  - Residential in the CI Zone would be limited to business-integrated or live/work dwelling units; some type of industrial use with a residential component. A lot of residential already existed, and perhaps those property owners would like to add some type of a craft industry to their home that would eventually transition into a business integrated unit. The intent was to acknowledge the existing and nearby residential and continue to allow it in some way within the Craft Industrial area.
  - Further consideration was needed about what would happen to existing residences that otherwise would not be allowed in the CI Zone when someone wanted to add a small business on their property. While live/work units and integrating living spaces into a business were anticipated in the future, in the interim, if someone wanted to develop half and keep a home on half of their site, would a detached home be a grandfathered use, legal conforming, or an outright allowed use still had to be determined.
  - Grandfathering uses on an existing property made sense, but new property owners might assume they could do the same thing as the existing landowners. Subdividing an eight-acre property into four detached homes should not be permitted, and Staff would look at making that language crisper.
- Key Development Code definitions written for Frog Pond were written with the CI Zone and potentially other zones in mind. Business-integrated, home business, home occupation, live/work dwelling unit would be specifically listed as permitted uses in the CI Zone; uses associated with any industrial/commercial uses allowed in the zone.
- The Basalt Creek Concept Plan seemed to emphasize small-scale commercial that may include live/work units, while the Purpose Statement emphasized industrial and creative enterprise that may include residential or commercial. Had the original emphasis on small-scale commercial in the Basalt Creek Concept Plan morphed into something a bit different with the Master Plan wanting more commercial development?
  - When analyzing development types, Concept Plan assumed six residential units in the Craft Industrial area, so very limited residential use.
  - The Purpose Statement would need reviewed further to address questions and be more specific about residential use because the City did not want additional residential coming into the area, which could happen due to its proximity to other residential development in Tualatin.
- **Planning Director Bateschell** noted that when the land use term Craft Industrial was first coined during the Concept Plan, no other examples of this type of adopted Code existed. She believed the Purpose Statement was consistent, adding it was a good question for the project team to ruminate on.
  - During the concept planning, a consultant looked at development typologies to run performance metrics to help determine the outcomes and performance in the area in terms of jobs, trips, etc. Performance metrics for different building types outside Wilsonville were used since Craft Industrial was not a land use Wilsonville had at the time.
    - These really small sites would require smaller-scale development and the building types that fit often had more commercial; examples included coffee-roasters, beer brewers, photographers, etc. that had a retail space to sell their products. In

recognizing that, primarily commercial was preferred, as opposed to primarily retail, like a retail strip. There had to be an enterprise component, which is why 'enterprise' was in the Purpose Statement, and it would be more commercial than more traditional large industrial type uses.

- The Craft Industrial area could be a destination, like the Hood River waterfront, and if the City wants those small craft businesses to be successful, some type of language had to be incorporated into the Purpose Statement to help build that visual.
  - While the area was not seen as a destination during concept planning, it was worth exploring. Property owners were already running businesses on their home sites, and the City recognized that and acknowledged the area would likely morph over time. It would not be the first area to develop in Basalt Creek and would not develop with large industrial uses like the flat vacant parcels on Green Hill Lane would.
- While food carts or trucks may not be appropriate within the Craft Industrial area, food being prepared onsite for food trucks to load and drive out to sell elsewhere in the city could fall under the Artisan Food and Beverage Production category.

4. CFEC Parking (Pauly)

Planning Manager Pauly noted the work done at prior work sessions on the CFEC Parking Compliance and Standards Reform project and presented on the Parking Lot Design Review Standards via PowerPoint, comparing the City's current and enhanced design standards to the CFEC compliance standards and providing the updated recommended Code amendments based on further analysis and feedback from both City Council and the Planning Commission. Questions for the Commission's consideration regarded design standards for the solar option and several questions to help finalize the draft Development Code amendments for the public hearing. (Slides 7-8)

Commissioner comments and feedback were as follows along with Staff's responses to questions as noted:

- The proposed language regarding the tree canopy and allowance of solar made sense, although the solar language was a bit wordy and confusing in terms of the calculations.
- In Section 4.A Internal Pedestrian Walkways, the existing language about walkways being designed to channel pedestrians to the building's front entrance would be changed to "main entrance", which would also be consistent with language in the ADA Parking Code.
- In Section 2.E.i, the purpose of parking areas with 40 or more spaces having at least 25% of the required trees planted in the interior of the parking area was either CFEC rules or the current Code. Staff would confirm and email the Commission.
- Section 4.B appeared to specify acreage not parking spaces. Because the CFEC rules and current Code did not align, Staff decided to go with spaces, which could vary as a 200-space Costco parking lot was bigger than a 200-space Wilsonville high school parking lot.
  - Most of the existing City Code language used spaces which would likely be used fairly often going forward, but this was the one existing Code standard that used acreage, which was intentional in the event a certain land area was dedicated to parking

PLANNING COMMISSION

WEDNESDAY, MARCH 12, 2025

WORK SESSION

2. Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)(90 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: March 12, 2025	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Staff recommends Planning Commission provide the requested feedback.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION

Staff is seeking input from the Planning Commission on industrial land use types in Basalt Creek based on the information provided, as well as prior work session discussions.

EXECUTIVE SUMMARY:
A number of the key reports and studies have been completed for Phase 1 of the WILR project, which focused on the Basalt Creek Planning Area (BCPA). At past work sessions, Planning Commission has provided input on the Economic Inventory and Land Use Analysis, Buildable Lands Inventory, Site Suitability Analysis, Analysis of Future Development of Contractor Establishments, Transportation System Plan Evaluation and Local Street Concept Map, Natural Resource Inventory, and Infrastructure Summary. All these documents will inform the remaining components of the Basalt Creek focused portion of the Wilsonville Industrial Land Readiness (WILR) project, including drafting of a Basalt Creek Master Plan and subsequent implementing Development Code.

At the work session on February 12, the Planning Commission indicated a desire for additional information to help inform the mix of planned uses in Basalt Creek. As follow-up, staff is providing background about the regulatory context that brought the BCPA into the Urban Growth Boundary (UGB) and how it relates to industrial land (Attachment 1), as well as a refocus on information about industrial land demand, current market conditions, and vacancy rates previously presented to the Commission (Attachment 2). Following the review and discussion of this information, staff requests continued input on two of the land use types envisioned in the BCCP, High-Tech Employment and Light Industrial, and how best to achieve the intended vision for these areas. Discussion of the third land use type, craft industrial, will be the focus of a future work session.

Discussion Questions

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

- What input does Planning Commission have in response to the information attached pertaining to the regulatory context, industrial demand, and current market conditions?
    - In particular, considering the scale between market driven and aspirational land use choices, does Planning Commission lean to one end or the other and how far, or land in the middle?
- Regarding the High-Tech Employment and Light Industrial land use types:
    - Are there uses that should be avoided or discouraged in the areas designated for these land use types because they are counter to the intended industrial use?
    - Do the boundaries of these land use types continue to be appropriate, or should they potentially be adjusted?
    - Specifically related to the property shown on Attachment 3, which is all under one ownership, should it continue to be split between these two land use types, or wholly designated as one and, if so, which one?

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

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

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

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

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Preparing a Basalt Creek Master Plan, adopting appropriate zoning standards, creating an infrastructure funding plan, and identifying and pursuing economic development strategies will remove barriers to development and enable implementation of the Basalt Creek Concept Plan and Master Plan. When developed, Basalt Creek will host hundreds of jobs, thus contributing to the income and property tax base, and support economic mobility for residents through family-wage employment in a highly livable, full-service City. The critical analysis and planning work completed as part of the WILR project will enable this industrial area to reach its full economic potential, resulting in positive impacts on the greater Wilsonville community and the region.

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

ATTACHMENTS:

1. Metro Ordinance No. 04-1040B
2. ECOnorthwest Recommendations Report
3. Location of Grahams Ferry Assemblage Property in the BCPA

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METRO URBAN GROWTH BOUNDARY, THE REGIONAL FRAMEWORK PLAN AND THE METRO CODE TO INCREASE THE CAPACITY OF THE BOUNDARY TO ACCOMMODATE GROWTH IN INDUSTRIAL EMPLOYMENT	))))))))	ORDINANCE NO. 04-1040B Introduced by the Metro Council

WHEREAS, by Ordinance No. 02-969B (For The Purpose Of Amending The Urban Growth Boundary, The Regional Framework Plan And The Metro Code In Order To Increase The Capacity Of The Boundary To Accommodate Population Growth To The Year 2022), the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan to increase the capacity of industrial land to accommodate industrial jobs; and

WHEREAS, the Metro Council adopted an Employment and Industrial Areas Map as part of Title 4 (Retail in Employment and Industrial Areas) in Ordinance No. 96-647C (For the Purpose of Adopting a Functional Plan for Early Implementation of the 2040 Growth Concept) on November 21, 1996; and

WHEREAS, the Council amended the Regional Framework Plan ("RFP") by Exhibit D to Ordinance No. 02-969B (For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code in Order to Increase the Capacity of the Boundary to Accommodate Population Growth to the Year 2022), adopted on December 5, 2002, to establish a new 2040 Growth Concept design type entitled "Regionally Significant Industrial Area" ("RSIA") and to add Policies 1.4.1 and 1.4.2 to protect such areas by limiting conflicting uses; and

WHEREAS, by Exhibit F to Ordinance No. 02-969B the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan ("UGMFP") to implement Policies 1.4.1 and 1.4.2 of the RFP; and

WHEREAS, by Exhibit E of Ordinance No. 02-969B the Council adopted a "Generalized Map of Regionally Significant Industrial Areas" depicting certain Industrial Areas that lay within the UGB prior to its expansion as part of Task 2 of periodic review as RSIAs; and

m:\attorney\confidential\7.2.13\04-1040B.red.006
OMA/RPB/kvw (06/18/04)

WHEREAS, Title 4 calls upon the Council to delineate specific boundaries for RSIAs derived from the "Generalized Map of Regionally Significant Industrial Areas" after consultation with cities and counties; and

WHEREAS, by Ordinance No. 02-969B, the Council added capacity to the UGB but did not add sufficient capacity to accommodate the full need for land for industrial use; and

WHEREAS, the Metro Council submitted Ordinance No. 969B, in combination with other ordinances that increased the capacity of the UGB, to the Land Conservation and Development Commission (LCDC) as part of Metro's periodic review of the capacity of its UGB; and

WHEREAS, on July 7, 2003, LCDC issued its "Partial Approval and Remand Order 03-WKTASK-001524" that approved most of the Council's decisions, but returned the matter to the Council for completion or revision of three tasks: (1) provide complete data on the number, density and mix of housing types and determine the need for housing types over the next 20 years; (2) add capacity to the UGB for the unmet portion of the need for land for industrial use; and (3) either remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB or justify their inclusion; and

WHEREAS, the Council completed its analysis of the number, density and mix of housing types and the need for housing over the planning period 2002-2022 and incorporated its conclusions in a revision to its Housing Needs Analysis; and

WHEREAS, the Council increased the capacity of the UGB both by adding land to the UGB and by revising the Regional Framework Plan and Title 4 of the UGMFP to meet the previously unmet portion of the need for land for industrial use; and

WHEREAS, a change in design type designation of a portion of Study Area 12 added to the UGB on December 5, 2002, by Ordinance No. 02-969B from residential to industrial will help the region accommodate the need for industrial use without reducing the region's residential capacity below the region's residential need; and

WHEREAS, the Council decided to remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB; and

m:\attorney\confidential\7.2.13\04-1040B.red.006
OMA/RPB/kvw (06/18/04)

WHEREAS, the Council consulted its Metropolitan Policy Advisory Committee and the 24 cities and three counties of the metropolitan region and considered comments and suggestions prior to making this decision; and

WHEREAS, prior to making this decision, the Council sent individual mailed notification to more than 100,000 households in the region and held public hearings on Title 4 and the efficient use of industrial land on December 4 and 11, 2003, public workshops at six locations around the region in March, 2004, on possible amendments to the UGB, and public hearings on the entire matter on April 22 and 29, May 6, May 27, and June 10 and 24, 2004; now, therefore

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. Policy 1.12 of the Regional Framework Plan is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance, to guide the choice of farmland for addition to the UGB when no higher priority land is available or suitable.

2. Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to improve implementation of Title 4 by cities and counties in the region.

3. The Employment and Industrial Areas Map is hereby amended, as shown in Exhibit C, attached and incorporated into this ordinance, to depict the boundaries of Regionally Significant Industrial Areas pursuant to Policy 1.4.1 of the Regional Framework Plan in order to ensure more efficient use of the areas for industries reliant upon the movement of freight and to protect the function and capacity of freight routes and connectors in the region.

4. The Revised Housing Needs Analysis, January 24, 2003, is hereby further revised, as indicated in Exhibit D, Addendum to Housing Needs Analysis, April 5, 2004, attached and incorporated into this ordinance, to comply with the first item in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."

5. The Metro UGB is hereby amended to include all or portions of the Study Areas shown on Exhibit E with the designated 2040 Growth Concept design type, ~~and more precisely identified in the Industrial Land Alternative Analysis Study, February, 2004, Item (c) in Appendix A,~~ subject to the conditions set forth in Exhibit F, and to exclude tax lots 1300, 1400 and 1500 in Study Area 62 ~~and the southeast portion of Study Area 9 from the UGB~~, also shown on Exhibit E and more precisely identified in the Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", Item (a) in Appendix A. Exhibits E and F are attached and incorporated into this ordinance to comply with the second and third items in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."

6. Ordinance No. 02-969B is hereby amended to change the 2040 Growth Concept design type designation for that 90-acre portion of Study Area 12 that projects from the rest of the study area to the southeast along Highway 26 from "Inner Neighborhood" to "Regionally Significant Industrial Area."

~~6~~7. The Appendix, attached and incorporated into this ordinance, is hereby adopted in support of the amendments to the UGB, the Regional Framework Plan and the Metro Code in sections 1 through 3 of this ordinance. The following documents comprise the Appendix:

a. Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", April 5, 2004.

b. 2002-2022 Urban Growth Report: An Employment Land Need Analysis, June 24, 2004 Supplement.

c. Industrial Land Alternative Analysis Study, February, 2004.

d. Measure 26-29 Technical Report: Assessment of the Impacts of the June, 2004, UGB Expansion on Property Owners.

e. Industrial Land Expansion Public Comment Report, March, 2004.

f. "An Assessment of Potential Regionally Significant Industrial Areas", memorandum from Mary Weber to Dick Benner, October 21, 2003.

g. "Recommended Factors for Identifying RSIAs", memorandum from Mary Weber to MTAC, June 30, 2003.

h. "Slopes Constraints on Industrial Development", memorandum from Lydia Neill to David Bragdon, November 25, 2003.

i. "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", prepared by the Metro Agricultural Lands Technical Workgroup, April, 2004.

j. "Technical Assessment of Reducing Lands within Alternatives Analysis Study Areas", memorandum from Lydia Neill to David Bragdon, October 30, 2003.

k. Agriculture at the Edge: A Symposium, October 31, 2003, Summary by Kimi Iboshi Sloop, December, 2003.

m. "Industrial Land Aggregation Methodology, Test and Results", memorandum from Lydia Neill to David Bragdon, September 24, 2003.

n. "Industrial Areas Requested by Local Jurisdictions", memorandum from Tim O'Brien to Lydia Neill, July 29, 2003.

o. 'Industrial Land Locational and Siting Factors', memorandum from Lydia Neill to David Bragdon, June 9, 2003.

p. 'A Review of Information Pertaining to Regional Industrial Lands', memorandum from Dick Benner to David Bragdon, January 26, 2004.

q. Map of Freight Network and Freight Facilities, Metro, November, 2003.

r. 'Evaluating the Industrial Land Supply with Projected Demand', memorandum from Lydia Neill to David Bragdon, May 14, 2003.

s. 'Identifying 2003 Industrial Land Alternatives Analysis Study Areas', memorandum from Tim O'Brien to Lydia Neill, July 9, 2003.

t. 'For the Purpose of Reducing the Land Under Consideration in the 2002 and 2003 Alternatives Analysis for Meet the Remaining Need for Industrial Land through Urban Growth Boundary Expansion', Staff Report, November 18, 2003.

u. 'Formation of Industrial Neighborhoods', memorandum from Lydia Neill to David Bragdon, October 24, 2003.

v. 'Developed Lots 5 Acres and Smaller Outside the UGB', memorandum from Amy Rose to Lydia Neill, November 18, 2003.

w. 'Employment Land Included in the 2002 Urban Growth Boundary Expansion', memorandum from Andy Cotugno to David Bragdon, March 10, 2003.

x. 'Identifying Additional Land for Industrial Purposes," memorandum from Tim O'Brien to Lydia Neill, March 7, 2003.

y. Staff Report, 'In Consideration of Ordinance No. 04-1040B, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment', June 21, 2004.

~~7~~8. The Findings of Fact and Conclusions of Law in Exhibit G, attached and incorporated into this ordinance, explain how this ordinance complies with state law, the Regional Framework Plan and the Metro Code.

ADOPTED by the Metro Council this 24th day of June, 2004.

David Bragdon, Council President

ATTEST:

Christina Billington, Recording Secretary

Approved as to Form:

Daniel B. Cooper, Metro Attorney

m:\attorney\confidential\7.2.13\04-1040B.red.006
OMA/RPB/kvw (06/18/04)

Exhibit A to Ordinance No. 04-1040B

REGIONAL FRAMEWORK PLAN POLICY 1.12
Protection of Agriculture and Forest Resource Land

~~1.12~~1.12.1 Agricultural and forest land outside the UGB shall be protected from urbanization, and accounted for in regional economic and development plans, consistent with this Plan. However, Metro recognizes that all the statewide goals, including Statewide Goal 10, and Goal 14, Urbanization, are of equal importance to Goals 3 and 4, which protect agriculture and forest resource lands. These goals represent competing and, some times, conflicting policy interests which need to be balanced.

~~**1.12.1 Rural Resource Lands**~~

~~Rural resource lands outside the UGB that have significant resource value should actively be protected from urbanization. However, not all land zoned for exclusive farm use is of equal agricultural value.~~

1.12.2 When the Council must choose among agricultural lands of the same soil classification for addition to the UGB, the Council shall choose agricultural land deemed less important to the continuation of commercial agriculture in the region.

~~**1.12.2 Urban Expansion**~~

~~Expansion of the UGB shall occur in urban reserves, established consistent with the urban rural transition objective. All urban reserves should be planned for future urbanization even if they contain resource lands.~~

1.12.3 Metro shall enter into agreements with neighboring cities and counties to carry out Council policy on protection of agricultural and forest resource policy through the designation of Rural Reserves and other measures.

~~**1.12.3 Farm and Forest Practices**~~

~~Protect and support the ability for farm and forest practices to continue. The designation and management of rural reserves by the Metro Council may help establish this support, consistent with the Growth Concept. Agriculture and forestry require long term certainty of protection from adverse impacts of urbanization in order to promote needed investments.~~

1.12.4 Metro shall work with neighboring counties to provide a high degree of certainty for investment in agriculture in agriculture and forestry and to reduce conflicts between urbanization and agricultural and forest practices.

Exhibit B to Ordinance No. 04-1040B

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

A. The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, **[the plan] Title 4** seeks to **provide and** protect **[the] a** supply of sites for employment by limiting **[incompatible uses within] the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs),** Industrial Areas and Employment Areas. **Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks [T]t**o protect the capacity and efficiency of the region's transportation system for **the** movement of goods and services, and to **[promote the creation of jobs within designated Centers and discourages certain kinds of commercial retail development outside Centers] encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities**. **[It is the purpose of Title 4 to achieve these policies.] The** Metro **Council** will **[consider amendments to this title in order to make the title consistent with new policies on economic development adopted] evaluate the effectiveness of Title 4 in achieving these purposes** as part of **its** periodic **[review] analysis of the capacity of the urban growth boundary**.

3.07.420 Protection of Regionally Significant Industrial Areas

A. Regionally Significant Industrial Areas (RSIA) are those areas **[that offer the best opportunities for family-wage industrial jobs] near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods**. Each city and county with land use planning authority over **[areas] RSIAs** shown on the **[Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969] Employment and Industrial Areas Map** shall derive specific plan designation and zoning district boundaries of **[the areas] RSIAs within its jurisdiction** from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in **[subsection C, D and E]** this section, and **[its] the** need **[of individual cities and counties]** to achieve a mix of **[types of]** employment uses.

B. **[Each city and county with land use planning authority over an area designated by Metro on the 2040 Growth Concept Map, as amended by Ordinance No. 02-969, as a Regionally Significant Industrial Area shall, as part of compliance with section 3.07.1120 of the Urban Growth Management Functional Plan, derive plan designation and zoning district boundaries of the areas from the Growth Concept Map] Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices - to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:**

1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and

2. Training facilities whose primary purpose is to provide training to meet industrial needs.

C. **[After determining boundaries of Regionally Significant Industrial Areas pursuant to subsections A and B, the city or county]** **Cities and counties** shall **[adopt implementing ordinances that limit development in the areas to industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters in compliance with subsection E of this section, utilities, and those non-industrial uses necessary to serve the needs of businesses and employees of the areas]** **review their land use regulations and revise them, if necessary, to include measures to limit the siting and location of new buildings for the uses described in subsection B and for non-industrial uses that do not cater to daily customers - such as bank or insurance processing centers - to ensure that such uses do not reduce off-peak performance on Main Roadway Routes and Roadway Connectors shown on Metro's Freight Network Map, November, 2003, below standards set in the 2004 Regional Transportation Plan or require added road capacity to prevent falling below the standards**.

D. **[Notwithstanding subsection C, a city or county shall not approve:**

1. A commercial retail use with more that 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project;
or

2. Commercial retail uses that would occupy more than five percent of the net developable portion of all contiguous Regionally Significant Industrial Areas] **No city or county shall amend its land use regulations that apply to lands shown as RSIA on the Employment and Industrial Areas Map to authorize uses described in subsection B that were not authorized prior to July 1, 2004.**

E. **[As provided in subsection C of this section, a city or county may approve an office for industrial research and development or a large corporate headquarters if:**

1. The office is served by public or private transit; and

2. If the office is for a corporate headquarters, it will accommodate for the initial occupant at least 1,000 employees]

[F. A city or county] **Cities and counties** may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels **[less]** **smaller** than 50 acres may be divided into any number of smaller lots or parcels**[;].**

2. Lots or parcels **[50 acres or]** larger **than 50 acres** may be divided into smaller lots and parcels **pursuant to a master plan approved by the city or county** so long as the resulting division yields **[the maximum number of lots or parcels of]** at least **[50 acres]** **one lot or parcel of at least 50 acres in size[;].**

3. **Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has**

been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection B of this section.

4. Notwithstanding paragraphs 2**[,] and** 3 **[and]** of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:

a. To provide public facilities and services;

b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; **or**

d. **[To reconfigure the pattern of lots and parcels pursuant to subsection G or this section]**

[e.] To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.

[G. A city or county may allow reconfiguration of lots or parcels less than 50 acres in area if the reconfiguration would be more conducive to a permitted use and would result in no net increase in the total number of lots and parcels. Lots or parcels 50 acres or greater in area may also be reconfigured so long as the resulting area of any such lot or parcel would not be less than 50 acres.]

[H] F. Notwithstanding subsections **[C and D] B** of this section, a city or county may allow the lawful use of any building, structure or land existing at the time of adoption of its ordinance to implement this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection E of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to **[December 31, 2003] July 1, 2004**.

3.07.430 Protection of Industrial Areas

A. **[In Industrial Areas mapped pursuant to Metro Code section 3.07.130 that are not Regionally Significant Industrial Areas, c] C**ities and counties shall **[limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Industrial Areas] review their land use regulations and revise them, if necessary, to include measures to limit new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices - in order to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:**

1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and

2. Training facilities whose primary purpose is to provide training to meet industrial needs.

B. **[In an Industrial Area, a city or county shall not approve:**

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or

2. Commercial retail uses that would occupy more than ten percent of the net developable portion of the area or any adjacent Industrial Area] Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for the uses described in subsection A to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors shown on Metro's Freight Network Map, November, 2003. Such measures may include, but are not limited to restrictions on access to freight routes and connectors, siting limitations and traffic thresholds. This subsection does not require cities and counties to include such measures to limit new other buildings or uses.

C. **No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection A of this section that were not authorized prior to July 1, 2004.**

D. Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels.

2. Lots or parcels larger that 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size.

3. Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed with uses described in subsection A of this section.

4. Notwithstanding paragraphs 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:

a. To provide public facilities and services;

b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or

d. To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.

E. Notwithstanding **[subsection B]** **subsection A** of this section, a city or county may allow the lawful use of any building, structure or land **existing** at the time of **[enactment of an]** **adoption of its** ordinance **[adopted pursuant to this section]** **to implement this section** to continue and to expand to add up to 20 percent more **[floorspace]** **floor area** and 10 percent more land area. **Notwithstanding subsection D of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to July 1, 2004.**

3.07.440 Employment Areas

A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.

B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Areas with more than 60,000 square feet of gross leasable area in a single building, or retail commercial uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.

C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize retail commercial uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.

D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize retail commercial uses with more than 60,000 square feet of gross leasable area in that zone if:

1. The ordinance authorized those uses on January 1, 2003;

2. Transportation facilities adequate to serve the retail commercial uses will be in place at the time the uses begin operation; and

3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.

E. A city or county may authorize new retail commercial uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:

1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and

2. Meet the Maximum Permitted Parking – Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.

R L I S
REGIONAL LAND INFORMATION SYSTEM

Title 4 Industrial and Employment Areas

Ordinance No. 04-1040B

Exhibit C

June 24, 2004

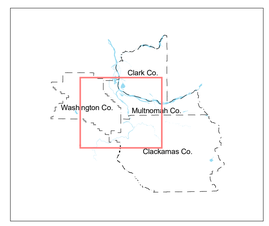
Employment Land

Industrial Land

Regionally Significant Industrial Areas

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Oct 3, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04106\rsia_04_1040a.mxd

Please recycle with mixed paper

Exhibit D to Ordinance No. 04-1040B
Addendum to Housing Needs Analysis
April 5, 2004

I. INTRODUCTION

The attached three Tables satisfy the requirements of ORS 197.298(5)(a)(E) to provide at least 3 years of data on the number, density and average mix of housing for vacant, partially vacant, redevelopment and infill (refill) and mixed use designated land. Table 5(a)(E) – 1 provides number, density and mix data on refill land for the period 1997 through 2001. Table 5(a)(E) – 2 provides the same data for development on vacant and partially vacant land for the period 1998 through 2001. Table 5(a)(E) – 3 displays the number, density and mix data for development on mixed use land for the period 1998 – 2001.

As noted in the original Housing Needs Analysis submission, the data in the attached Tables are subsets of more aggregated data contained in the original Housing Needs Analysis Report. While interesting and informative, the data in the attached Tables do not contradict the conclusions and actions taken in conjunction with the Urban Growth Report and periodic review. Nor do the data affect the determinations of the overall average density and overall mix of housing types at which residential development must occur in order to meet housing needs through 2022, as depicted in the original Housing Needs Analysis, pages 2 through 7 and Figures 3.1, 3.2, 3.3, 5.1 and 5.3.

The remainder of the report consists of an explanation of methodology and data sources and a synopsis of the data content of each of the tables.

II. METHODOLOGY AND DATA SOURCES

A. Data Sources

In order to retrospectively meet the requirements of State Statute we made maximum use of Metro's RLIS archived data that extend back in some degree to 1995. These data consist of the following elements:

1. Land use data at the tax lot level designating land by vacant, developed and zoning category.

2. County assessor tax lot data showing use, value, sales data, etc.

3. Geo-coded building permit data by building type.

4. Air photos for each year taken approximately in July of each year with a trend of improving resolution level over time.

B. Sampling Approach

We elected to measure the data using a 20% sampling approach so that we could manually audit each of the selected data points to insure accuracy. Machine processing of the data is not possible due to the following sources of measurement error.

1. Building permit geo-coding variability as approximately 70% of building permits actually geo-code exactly to the correct tax lot.

2. Building permit data error due to incomplete reporting, undetected duplicates and inaccurate descriptions of building type, work done and location.

3. Slight registration discrepancies between tax lot maps, air photos and archived land use coverages.

4. Variability between the time a building permit is issued, building takes place and the tax lot is created and enumerated in the County Assessor's tax lot coverage. The practical consequence of this is often that a row house constructed on a 2,500 sq. ft. lot appears to be on a 100,000 sq. ft. plus lot because the subdivision plat is not yet available in the data base.

For multi-family units we modified the 20% sample to include 100% of all building permits for 20 or more units and applied the 20% rate to permits of under 20 units. This avoided the potential sampling errors associated with having a few permits for multi-family of over 100 or more units.

C. Expansion Back to the Population Totals

Because we elected a 100% count of multi-family the sample was not self-weighting. As a consequence after the analysis was complete we used a two phase approach to estimate the building permit population. First, we expanded our sample by building type back to the totals reported in our building permit data base. Secondly, since our building permit data base is incomplete relative to the totals reported to the State and Federal Government, we expanded our building permit data base to match the County totals by building type.

D. Definition of Entities Being Measure

State Statute requires we report on the number and densities by building type of development on "refill", "vacant", "partly vacant" and "mixed use" land. These entities we define and discuss in the context of our RLIS data base and measurement protocols as follows:

1. Refill: Housing units developed on land that Metro already considers developed in its data base. Refill is further divided into redevelopment and infill. Redevelopment occurs after an existing building has been removed. Infill is additional building without removal of existing buildings.

   a. ***Method of Measurement***: We measure refill by counting the number of permits that locate on land Metro considers developed in the next fiscal year. For instance for the year "1998" we would compare the RLIS developed and vacant lands inventory for the year ending June 30, 1998 with all building permits issued beginning July 1, 1998 and ending June 30, 1999. Building permits located on land Metro classed vacant as of June 30, 1998 would be classed as development on vacant land and permits landing on land Metro classed as developed as of June 30, 1998 would be classed as refill.

   b. ***Measurement Protocols***: As noted earlier we select a 20% sample of all permits for new residential construction from the RLIS data base for the relevant years (with the exception of the 100% of multi-family permits equal to or exceeding 20 units). Each permit is scrutinized manually by a

trained intern using the RLIS data base and air photos to insure it is properly located and that the permit is for valid construction that did occur as the permit indicated. The analyst then determines whether the permit constitutes refill or vacant land development. Beginning with this study the analyst further classifies the permit to "legal – Urban Growth Report" refill and "economic – MetroScope" refill. This distinction results from the fact that RLIS analysts classify some individual lots in developing green field areas as developed prior to actual development occurring and also classify land cleared for urban renewal areas as vacant. In the former case the economic interpretation is development on new and in the latter case the economic interpretation is refill development. However, to be consistent with the RLIS land accounting system on which the Urban Growth Report is based we classify development the way RLIS accounts for it. On the other hand, the MetroScope land use model used for forecasting and policy evaluation counts green field development as vacant land consumption and urban renewal as refill (redevelopment). Consequently, we report refill data for both classifications.

2. Vacant and partially vacant: In RLIS tax lots that are "completely vacant" (90% vacant) are classed as totally vacant. If the unoccupied portion of a tax lot with development exceeds ½ acre, the unoccupied portion is classed a partially vacant. Green field sites under development may transition from vacant to partially vacant, back to totally vacant to developed and back again to totally vacant depending on the patterns of tax lot subdivision activity and zone changes. This also is true for urban renewal redevelopment sites. There are also a limited number of partially vacant sites in established residential areas where present zoning would allow further subdivision and development.

   a. ***Method of Measurement***: Using the audited building permit sample we machine processed the permits classed as legally vacant to fully vacant and partially vacant. Due to map registration discrepancies the RLIS developed lands coverage for 1997 could not be used so we dropped 600 observations for that year. In addition, another 1400 observations failed the machine screening in that they could not be conclusively classed as either vacant or partially vacant without manual auditing. The 2000 observations excluded from the vacant and partially vacant analysis resulting in the number of units developed on some type of vacant land dropping from 39,000 to 25,000. Though not relevant to the refill study or overall results, discussions with RLIS analysts indicated that the machine filtering process was more likely to exclude partially vacant than vacant tax lots. The bias, resulting from this procedure was minimized, by restating our inventory totals of vacant and partially vacant land using the same screening procedures.

   b. ***Measurement Protocols***: Once the refill data base was reclassed between vacant and partially vacant, we tabulated all the development on vacant land by the type of vacant land it fell on by building type (multi-family and single family) and by lot size.

3. Mixed use development: In our RLIS data base mixed use development is classed as MUC1, MUC2 and MUC3. From the original audited refill data base we selected all the records of building permits that fell on land classed as MUC1, MUC2 or MUC3 regardless of whether it was refill, vacant or partially vacant. Again matching the RLIS land use inventory for 1997 proved problematic for machine selection procedures and this year was excluded. The resulting selection process produced 402 observations representing over 4,600 units constructed from 1998 through 2001.

E. Years of Data Included in the Retrospective Analysis

We included building permit data from 12/97 through 6/2002 that could be reliably recovered and geo-coded from our existing RLIS data base. This time period allows us to evaluate 5 years of recent history in regard to "refill" and 4 years of history for "vacant", "partly vacant" and "mixed use" land.

III. SYNOPSIS OF RESULTS

A. Data Table 5E1: Refill Numbers by Type and Density 1997 – 2001

The data displayed on Table 5E1 show the amount of residential development of vacant and refill land that occurred during the period 1997 through 2001. During that period nearly 54,000 dwelling units located within the Metro region.[1] Of the 54,000 dwelling units, 26.5% occurred as refill according to the legal – Urban Growth Report definition. Using the economic-MetroScope definition 30.4% were refill reflecting the increasing importance of redevelopment in urban renewal areas and centers. Nearly 20,000 of the units constructed were multi-family with a legal refill rate of 31.5% and an economic rate of 40.2%. 34,000 units constructed were single family with a legal refill rate of 23.6% and an economic rate of 24.7%. Average lot sizes are also reported for every category.[2] For multi-family average lot sizes range from 1,800 to 2,000 sq. ft. depending on category. For single family average lot sizes range from 6,600 to 8,400 sq. ft. with refill development generally in the 6,500 – 7,000 sq. ft. range.

B. Table 5E1(a): Median Lot Size Data

This table provides additional and somewhat more meaningful weighted median lot size data. When we compare the average lot sizes in Table 5E1, we observe substantive differences in most cases. In general the median lot sizes are 30% less for vacant single family, 25% more for vacant multi-family, 25% less for refill single family and 30% less for refill multi-family. For all types combined the weighted median is 27% less for vacant and 26% less for refill. Assuming that the present median is a superior measure of long run average lot size, the combined weighted median of 4,417 sq. ft. should be used to determine vacant land consumption. This figure combined with the 39,619 units located on legally vacant land over the 5 year period implies a land consumption of slightly over 4,000 net buildable acres. Using a plausible range of gross to net conversion factors of .55 - .7 yields a gross buildable acre consumption of 1,150 to 1,450 acres per year, within the range estimated in the original Housing Needs Analysis.[3]

---

[1] **Real Estate Report for Metropolitan Portland, Oregon**, Spring 2003. Numbers are based on building permits summarized at the County level and only approximate the UGB. This procedure slightly overstates UGB land consumption.

[2] Average as contrasted to median inflates land consumption as the measure is substantially influenced by a few large lot single family permits on urban land still zoned RRFU that will subsequently be subdivided. RLIS procedure of assuming ½ acre of land consumption for permits on non-subdivided land also inflates average lot size.

[3] While appearing precise, attempting to estimate long run densities and land consumption from individual lot sizes involves substantial uncertainties. The most serious of these is the gross to net conversion factor as we only observe

C. Table 5E2: Housing on Fully Vacant and Partially Vacant Land

The accompanying table presents the required data on development on a subcategory of vacant land – fully vacant land and land partially vacant. As noted in the methods section, fully or partially vacant is classified relative to the tax lot existing at the time of the RLIS vacant and developed lands inventory. As also noted in the methods section, due to procedures and quirks of the land development and reporting process land may be fully vacant, partially vacant or developed refill land several times during the development process. In addition as a result of attempting to categorize and measure "partially vacant" we discover that the acreage totals are extremely volatile and sensitive to whatever criteria we use in the machine query process to differ partial from full. Very minor discrepancies between vacant land coverages and assessor's tax lot coverages can dramatically change the inventories of fully and partially vacant. In the methods section we note that we use the same selection criteria for both the inventory totals and the classification of the refill sample into fully and partially vacant.

Of the over 39,000 legal vacant units located in the Metro Region for the period 1997 – 2001 we were able to reliably classify 25,000 units covering the period 1998 – 2001. Of these 15,500 (62.6%) were on fully vacant land and 9,300 (37.4%) were on partially vacant land. Looking at *Table 5E2(a) Fully Vacant and Partially Vacant Land Inventory 1998 – 2001* (replacing Table 4.1AB in the original Housing Needs Analysis) that on average partially vacant comprised 34.3% of the vacant land inventory. In sum development on partially vacant land overall has been occurring at roughly the same rate as development on fully vacant land and appears to not be materially different.

At the same time we recognize that there are a number of instances where partially vacant land shares a tax lot with a high valued single family home. In order to better understand the likelihood of further development under these circumstances, we used our single family sales price study to estimate the "optimum lot size" by neighborhood and house size. We define optimum lot size as the lot size at which at the loss of value to a homeowner by selling off part of his lot just equals the amount he gains by selling the land. If the homeowner sells more land, the value of his house declines more than he gains by the sale. Conversely, if he sells less land, the land unsold contributes less to the value of his home than the amount he would receive were he to sell it. Making that calculation for Dunthorpe we found that a $1,000,000 home on 5 acres would have a positive incentive to sell off land down to about 1 – 1.5 acres. By comparison, a $600,000 home on 1 acre would have an incentive to sell off no more than ½ acre. Significantly, in 2000 the average Dunthorpe selling price was $590,000 for a 3,100 sq. ft. house on a 22,000 sq. ft. lot, almost exactly the optimum lot size determined from our estimates. On average then we would expect Dunthorpe to have no additional capacity other than that resulting from subdivision of lots at least 1 acre to sizes no smaller than ½ acre. Optimum lot size calculations vary dramatically by neighborhood. For instance, the average house in the Powellhurst-Gilbert neighborhood has a positive incentive to sell off land down to and sometimes below a 5,000 sq. ft. lot minimum. This is more often the case within the Metro region notwithstanding the exceptionally high value areas such as Dunthorpe.

D. Table 5E3: Housing on Mixed Use Designated Land

As required by statute the accompanying table shows development for the period 1998 – 2001 that occurred on land Metro considered at the time of development to be MUC1, MUC2 and MUC3. As pointed out in the methods section, the mixed use inventory includes refill, vacant and partially vacant

---

net buildable land consumption and cannot measure land lost to streets, parks, schools, freeways, etc. The second drawback is that average lot size measures are always exaggerated by a few large lot placements (often of manufactured homes) done by private individuals that will undoubtedly be further subdivided sometime in the future.

lands. Over the 4 year period we noted 4,600 housing units developed of which 3,000 were multi-family and 1,600 were single family. Average lot size for multi-family was 1,400 sq. ft. and single family lot size was 2,300 sq. ft. Table 5E3(a) depicts the 2040 Plan mixed use capacity as of 8/98. Total mixed use capacity at that time was roughly 23,000 units. Mixed use development constituted about 11% of residential development for the 4 year period 98 – 2001. As of 1998, mixed use capacity of 23,000 units constituted 12% of the capacity 193,000 dwelling unit capacity estimated at the time. As was the case with vacant and partially vacant, this sub-classification of land type seems to produce housing at a rate commensurate with its proportion of the land inventory.

Exhibit 5E1_: Housing on Vacant and Refill Land - Number, Type and Density 1997 Through 2001

Vacant/Refill Status	Year 1997	1998	1999	2000	2001	Grand Total
Legal - Urban Growth Report Basis						
Vacant Legal						
Multi Family	4,412	3,761	2,407	1,824	1,274	13,678
Average Lot Size	2,208	2,021	813	1,244	2,502	1,810
Single Family	4,594	5,670	4,814	5,425	5,439	25,941
Average Lot Size	8,516	8,611	10,104	6,292	8,161	8,292
Total All Types	9,005	9,431	7,221	7,249	6,713	39,619
Average Lot Size	5,425	5,983	7,007	5,022	7,087	6,054
Refill Legal						
Multi Family	2,228	1,567	918	503	1,059	6,275
Average Lot Size	2,729	2,042	1,178	1,353	1,499	2,013
Single Family	2,446	1,451	1,994	958	1,170	8,020
Average Lot Size	6,017	7,505	5,787	7,521	9,260	6,882
Total All Types	4,675	3,018	2,912	1,461	2,229	14,295
Average Lot Size	4,450	4,669	4,334	5,397	5,573	4,744
Percent of Development Refill	34.2%	24.2%	28.7%	16.8%	24.9%	26.5%
Economic - MetroScope Basis						
Vacant Economic						
Multi Family	4,300	3,103	1,983	1,484	1,068	11,938
Average Lot Size	2,260	2,124	955	1,245	2,304	1,885
Single Family	5,196	4,962	5,466	4,503	5,455	25,582
Average Lot Size	8,352	9,035	9,614	6,463	8,178	8,384
Total All Types	9,496	8,065	7,449	5,986	6,523	37,520
Average Lot Size	5,593	6,376	7,309	5,169	7,216	6,317
Refill Economic						
Multi Family	2,340	2,225	1,342	843	1,265	8,015
Average Lot Size	2,608	1,894	852	1,309	1,830	1,856
Single Family	1,844	2,159	1,342	1,880	1,154	8,379
Average Lot Size	5,664	6,891	5,686	6,510	9,196	6,660
Total All Types	4,184	4,384	2,684	2,724	2,419	16,394
Average Lot Size	3,955	4,355	3,269	4,899	5,344	4,311
Percent of Development Refill	30.6%	35.2%	26.5%	31.3%	27.0%	30.4%

Exhibit 5E1(a)_: Housing on Vacant and Refill Land - Median Lot Size 1997 - 2001

Year	1997	1998	1999	2000	2001 Totals	
Legal - Urban Growth Report Basis						
Single Family						
Median Lot Size Vacant	5,936	5,887	6,021	5,268	5,001	5,605
Median Lot Size Refill	5,406	5,628	4,001	5,301	5,047	5,032
Multi Family						
Median Lot Size Vacant	3,550	2,348	352	825	2,377	2,242
Median Lot Size Refill	1,630	2,318	953	408	534	1,384
Total All Types						
Median Lot Size Vacant	4,684	4,480	4,159	4,105	4,562	4,417
Median Lot Size Refill	3,930	3,902	3,003	3,851	2,724	3,506
Economic - MetroScope Basis						
Single Family						
Median Lot Size Vacant	5,955	5,897	6,000	5,277	5,026	5,636
Median Lot Size Refill	5,196	5,569	3,177	5,267	5,001	4,958
Multi Family						
Median Lot Size Vacant	3,562	2,367	385	933	2,377	2,420
Median Lot Size Refill	1,100	2,007	485	404	1,172	1,131
Total All Types						
Median Lot Size Vacant	4,835	4,555	4,628	4,515	4,688	4,660
Median Lot Size Refill	3,031	3,739	1,731	3,218	2,816	2,997

Exhibit 5E3_: Housing on Mixed Use Designated Land by Number, Type and Density 1998 Through 2001

	Year				
Land Use Class	**1998**	**1999**	**2000**	**2001**	**Grand Total**
Mixed Use One					
Multi Family	1,116	367	262	321	2,066
Average Lot Size	1,834	1,427	1,437	2,313	1,786
Single Family	226	100	304	737	1,367
Average Lot Size	3,127	4,386	2,482	1,946	2,439
Mixed Use Two					
Multi Family	41	153	132	-	326
Average Lot Size	2,277	252	1,090	-	846
Single Family	40	87	55	25	207
Average Lot Size	1,919	2,159	1,265	1,574	1,803
Mixed Use Three					
Multi Family	133	203	146	107	590
Average Lot Size	1,605	345	250	100	561
Single Family	37	23	21	-	80
Average Lot Size	2,108	1,841	2,144	-	2,043
Total Mixed Use					
Multi Family	1,290	723	541	428	2,982
Average Lot Size	1,824	874	1,032	1,758	1,441
Single Family	303	210	380	763	1,655
Average Lot Size	2,845	3,187	2,287	1,934	2,340
Total All Types	1,593	933	920	1,190	4,637
Average Lot Size	2,018	1,394	1,549	1,870	1,762

Exhibit 5E3(a)_: Mixed Use 2040 Plan Designated Land Capacity 8/98
(Includes Capacity of Vacant, Infill and Redevelopment Land & Areas)

Plan Category	DU Capacity
MUC 1	10,320
MUC 2	7,250
MUC 3	4,650
Total Capacity	22,220

Source: Compiled from Urban Growth Report Addendum, August 1998, page 40.
MUC 1 includes MUEA capacity.

Exhibit 5E2_: Housing on Fully Vacant and Partially Vacant Land - Number, Type and Density 1998 Through 2001

Land Vacancy Class	Year 1998	1999	2000	2001	Grand Total
Fully Vacant					
Multi Family	1,012	1,910	714	801	4,438
Average Lot Size	2,383	871	1,720	2,784	1,698
Single Family	2,554	2,894	2,808	2,951	11,206
Average Lot Size	6,517	6,743	5,684	5,327	6,054
Total	3,566	4,804	3,522	3,752	15,644
Average Lot Size	5,344	4,408	4,880	4,784	4,818
Partly Vacant					
Multi Family	2,496	319	271	126	3,213
Average Lot Size	1,847	638	778	1,339	1,617
Single Family	2,219	1,159	1,501	1,244	6,122
Average Lot Size	5,984	7,764	5,624	4,622	5,956
Total	4,715	1,478	1,772	1,370	9,335
Average Lot Size	3,794	6,227	4,882	4,320	4,463
Combined					
Multi Family	3,508	2,229	986	927	7,651
Average Lot Size	2,002	837	1,460	2,588	1,664
Single Family	4,773	4,053	4,309	4,194	17,329
Average Lot Size	6,269	7,035	5,663	5,118	6,019
Total	8,281	6,282	5,295	5,122	24,979
Average Lot Size	4,461	4,836	4,881	4,660	4,685
Percent Units on Fully Vacant:					62.6%
Percent Units on Partly Vacant:					37.4%

Exhibit 5E2(a)_: Housing on Fully Vacant and Partially Vacant Land - Inventory of Fully Vacant and Partially Vacant All Land Classes

Land Vacancy Class	Year 1998	1999	2000	2001	4 Year Average	Percent
Fully Vacant	33,422	30,820	28,789	26,631	29,916	65.7%
Partly Vacant	16,678	15,776	15,401	14,738	15,648	34.3%
Total	50,100	46,596	44,190	41,369	45,564	100.0%

Filter Criteria: Full - 90% of year 1 tax lot is vacant
Maybe - Vacant area is <90% of year 1 taxlot and >=5,000 sq. ft. and <1/2 acre
Part - Vacant area is <90% of year 1 taxlot and >= 1/2 acre
Sliver - vacant area is <90% of year 1 taxlot and < 5,000 sq. ft.

BEAVERCREEK RD

HENRICI RD

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

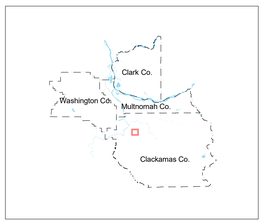
Beavercreek Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles

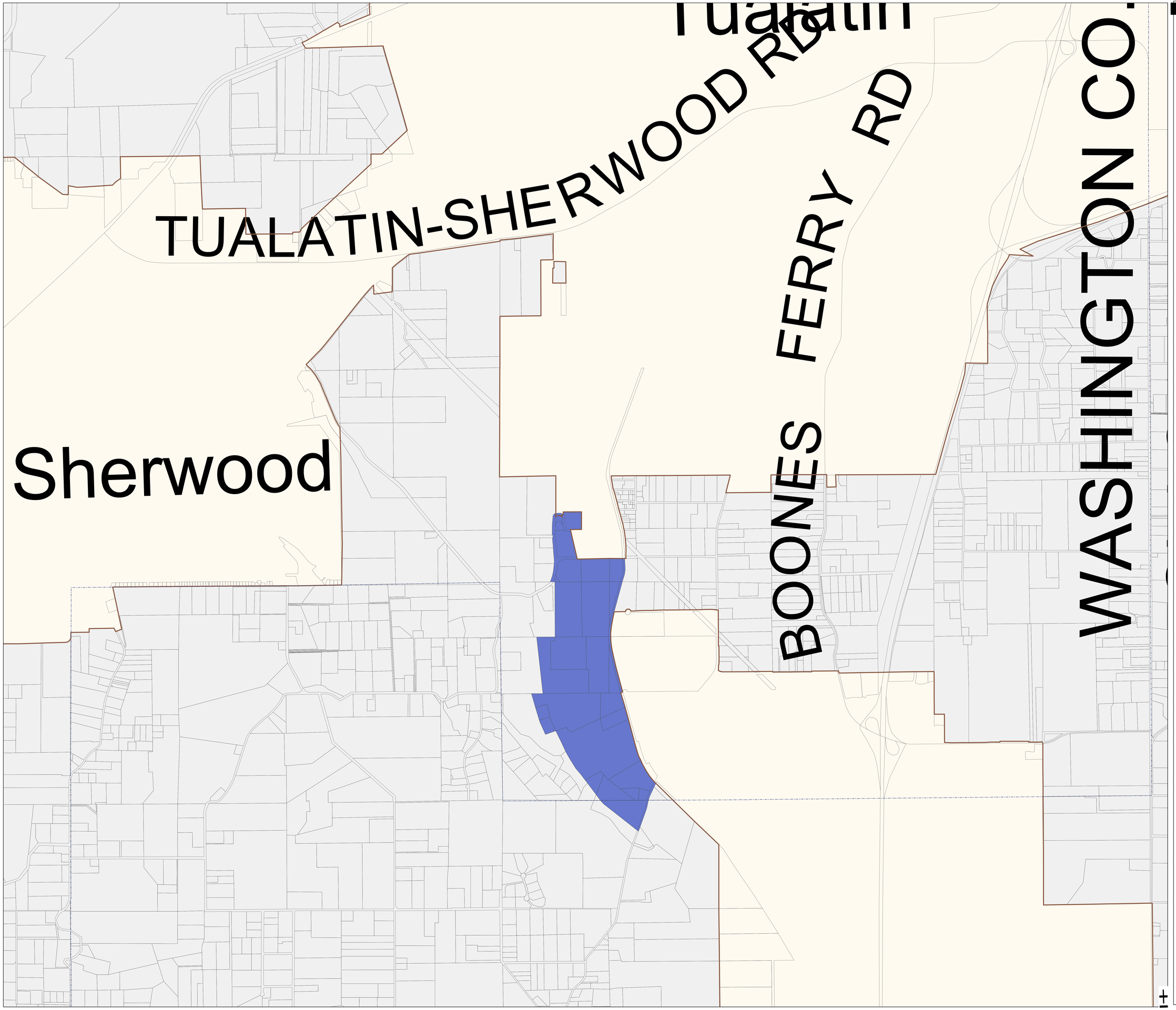


Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper



R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

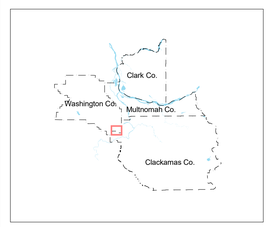
Coffee Creek Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Verboort

Forest Grove

HWY 8

Cornelius

Tualatin River

HWY

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA

Urban Growth Boundary

Cornelius Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 18, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

HWY 212

Damascus

Carver

HWY 224

Clackamas

Rive/

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

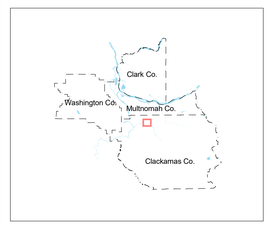
Damascus West Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.04 0.08 0.16 Miles



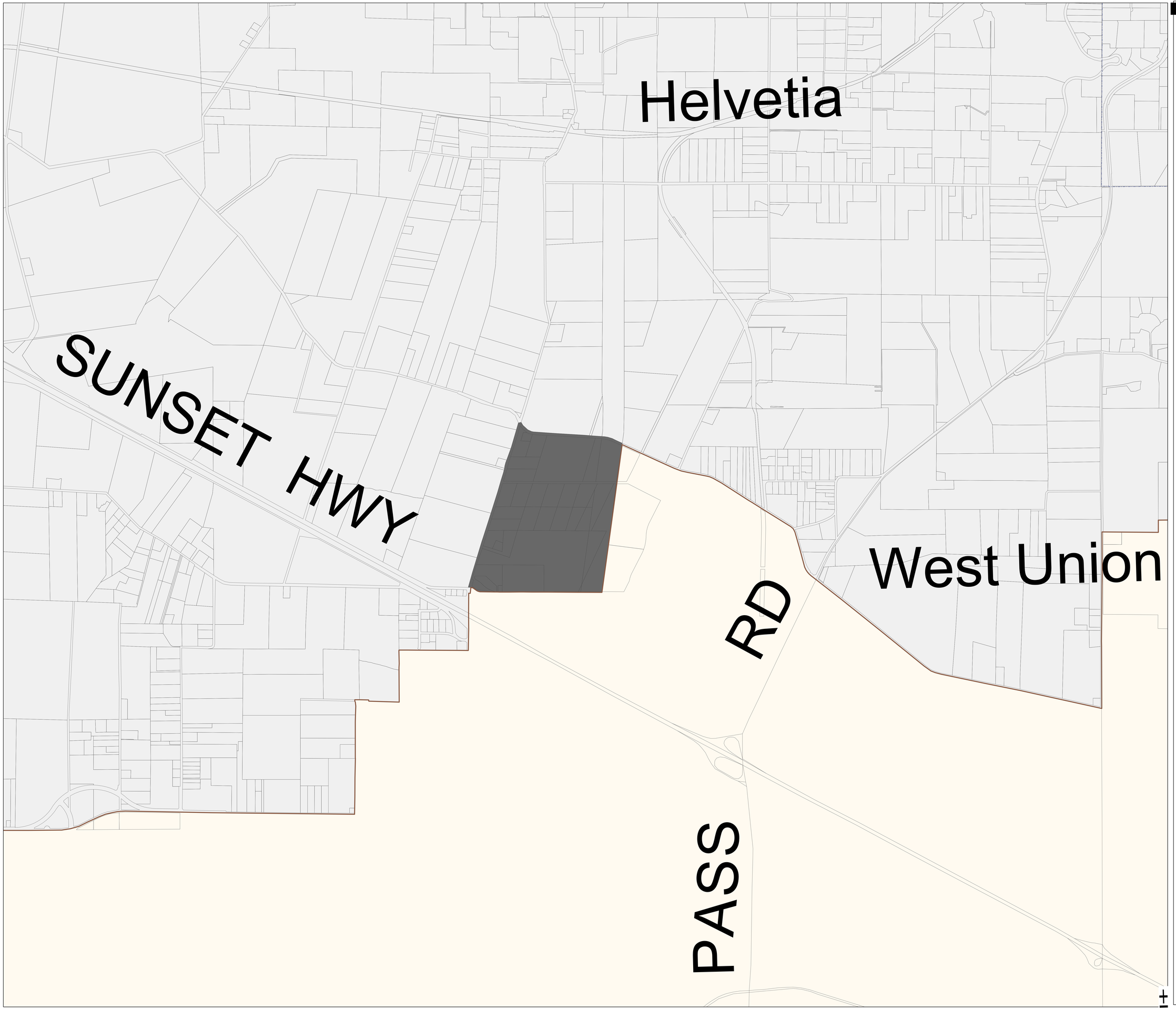
Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper



R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA Land

Urban Growth Boundary

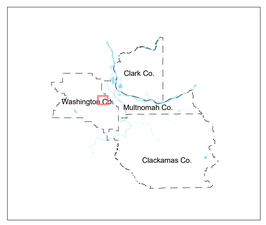
Helvetia
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.05 0.1 0.2 Miles



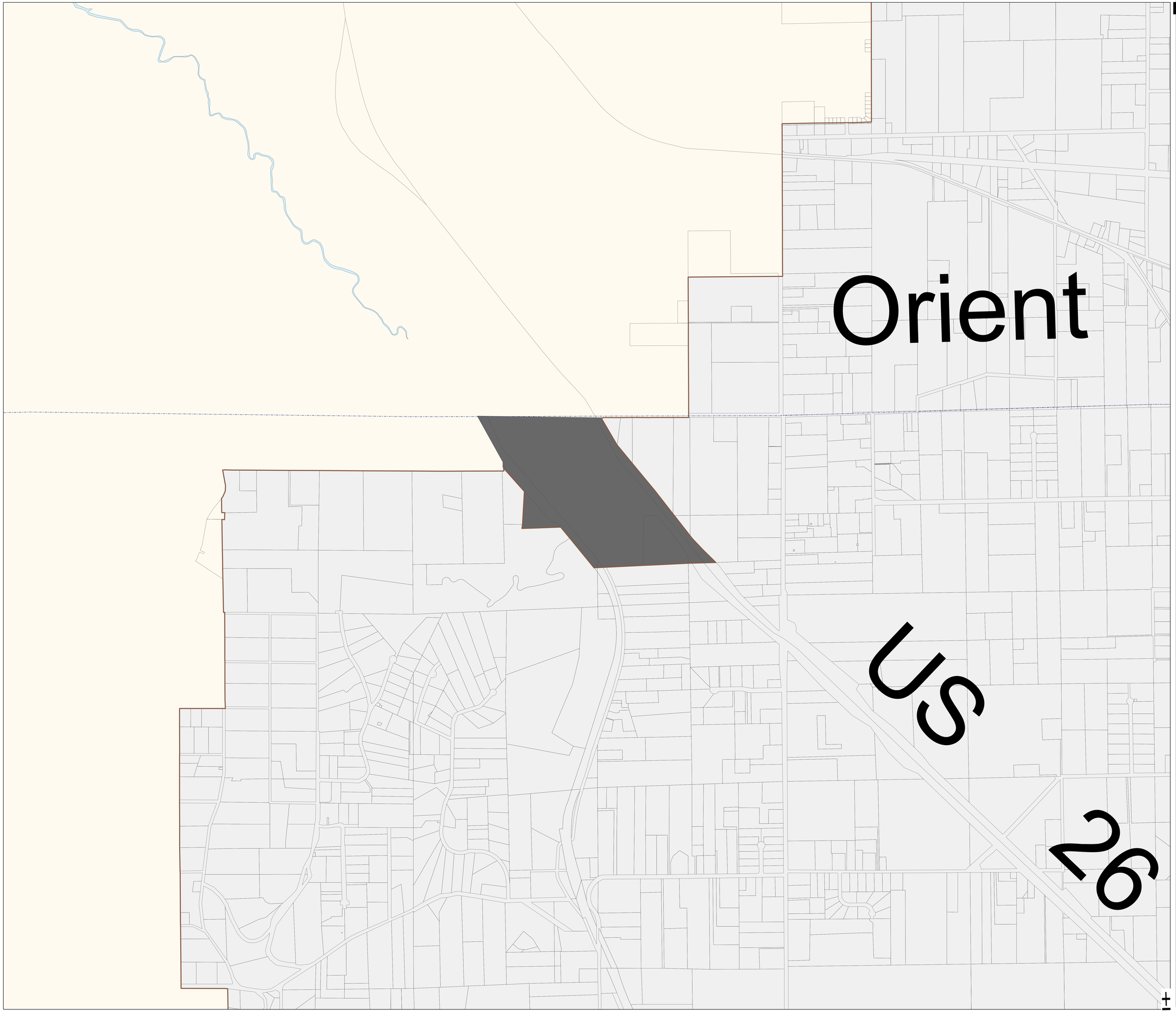
Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper



R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

RSIA

Urban Growth Boundary

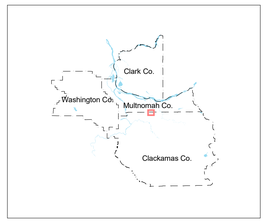
Orient
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.03 0.06 0.12 Miles

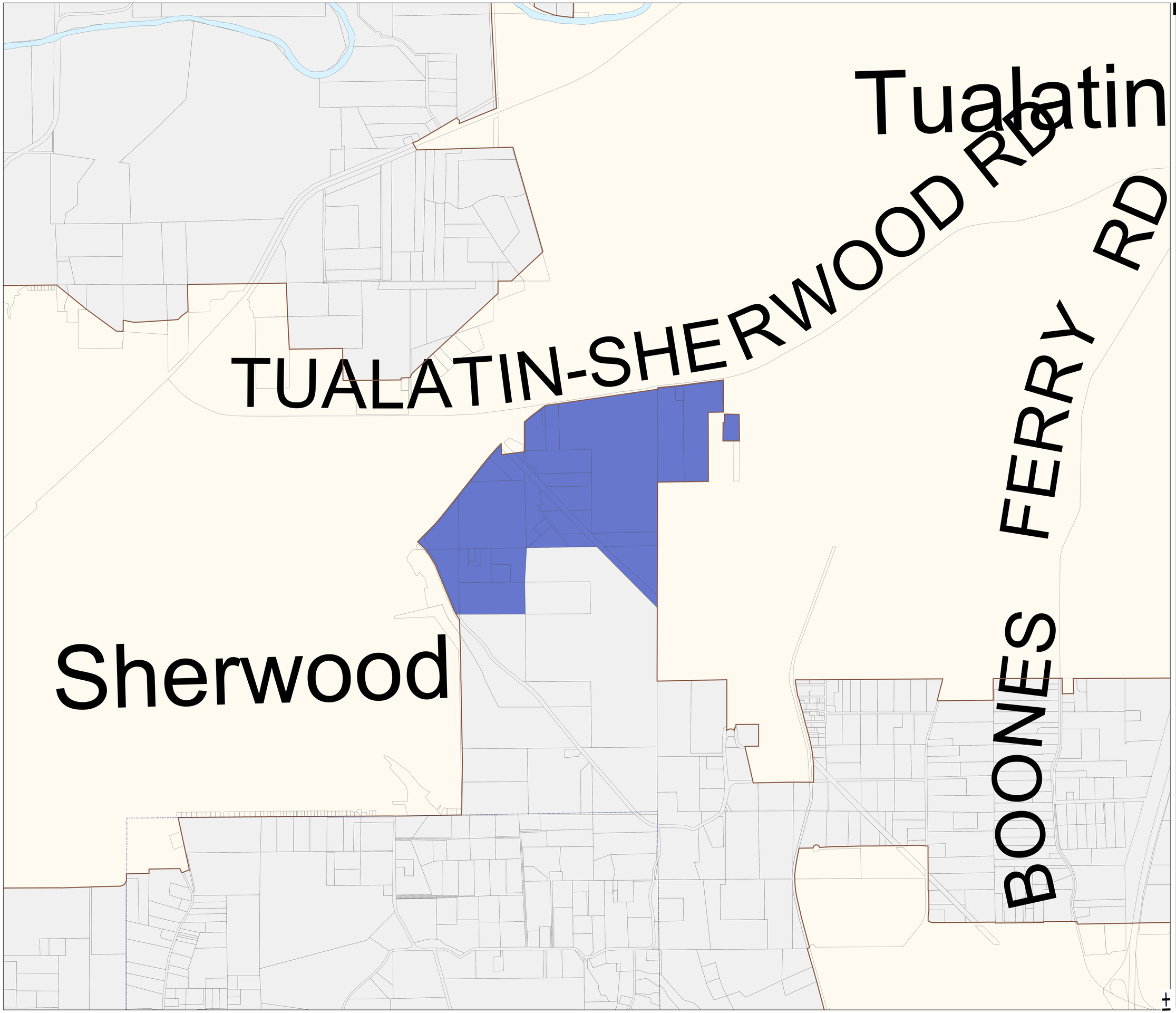


Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 18, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper



R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

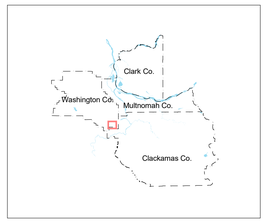
Quarry Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.1 miles

0 0.045 0.09 0.18 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Tualatin

Rivergrove

Tualatin River

TUALATIN-SHERWOOD RD

FERRY RD

BOONES

WASHINGTON CO.

CLACKAMAS CO.

STAFFORD

RD

BORLA

Petes Mtn

Sherwood

Wilsonville

Willamette River

I-5

R L I S
REGIONAL LAND INFORMATION SYSTEM

2004 UGB Expansion

Ordinance 04-1040B

Exhibit E

June 24, 2004

2040 Design Type

Industrial Land

Urban Growth Boundary

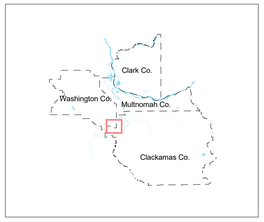
Tualatin
Area

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 0.2 miles

0 0.1 0.2 0.4 Miles



Location Map

METRO
METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Sep 16, 2003 Plot time: Jun 16, 2004 J:\hall\proj\04141\bw_expansion.mxd

Please recycle with mixed paper

Exhibit F to Ordinance No. 04-1040B
Conditions on Addition of Land to the UGB

I. GENERAL CONDITIONS APPLICABLE TO ALL LANDS ADDED TO THE UGB

A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan ("UGMFP"), section 3.07.1120 ("Title 11 planning") for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years after the effective date of this ordinance. Specific conditions below identify the city or county responsible for each study area.

B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit E of this ordinance to the planning required by Title 11 for the study area.

C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area until the effective date of the comprehensive plan provisions and land use regulations adopted to implement Title 11.

D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansions of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.

E. Each city or county with land use planning responsibility for an area included in the UGB by this ordinance shall adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – in its land use regulations to enhance compatibility between urban uses in the UGB and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area ("RSIA"), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit C). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.

G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission ("LCDC") to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider, in the city or county's application of Goal 5 to its Title 11 planning, any inventory of regionally significant Goal 5 resources and any preliminary decisions to allow, limit or prohibit conflicting uses of those resources that is adopted by resolution of the Metro Council.

H. Each city and county shall apply the Transportation Planning Rule (OAR 660 Div 012) in the planning required by subsections F (transportation plan) and J (urban growth diagram) of Title 11.

II. SPECIFIC CONDITIONS FOR PARTICULAR AREAS

A. Damascus Area

1. Clackamas County and Metro shall complete Title 11 planning requirements through the incorporation of this area into the greater Damascus/Boring Concept Plan planning effort currently underway. This planning shall be completed within the same time frame as specified in Ordinance No. 02-969B.

2. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

3. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

B. Beavercreek Area

1. Clackamas County or, upon annexation to Oregon City, the city and county, with Metro, shall complete Title 11 planning for the area.

2. This area shall be planned in conjunction with the adjoining tax lot added to the UGB in 2002, under Ordinance No. 02-969B.

~~C. Borland Area – North of I-205~~

~~1. Clackamas County or, upon annexation to the City of Tualatin, the city and county, in coordination with the Cities of Lake Oswego, Tualatin, and West Linn and Metro, shall complete Title 11 planning within four years following the effective date of Ordinance No. 04-1040. The county and city, in conjunction with Lake Oswego and West Linn and Metro shall recommend long-range boundaries in the Stafford Basin and general use designations for consideration by the Council in future expansions of the UGB.~~

~~2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~D~~C. Tualatin Area

1. Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11 planning within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier.

2. Title 11 planning shall incorporate the general location of the projected right of way ~~location~~ alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the "South Alignment," as shown on the Region 2040 Growth Concept Map, as amended by Ordinance No. 03-1014, October 15, 2003, the portion of the Tualatin Area that lies north of the right-of-way shall be designated "~~Inner~~Outer Neighborhood" on the Growth Concept Map; the portion that lies south shall be designated "Industrial."

3. The governments responsible for Title 11 planning shall consider using the I-5/99W connector as a boundary between the city limits of the City of Tualatin and the City of Wilsonville in this area.

~~E~~D. Quarry Area

1. Washington County or, upon annexation to the cities of Tualatin or Sherwood, the cities**,** and Metro shall complete Title 11 planning for the area.

2. Title 11 planning shall, if possible, be coordinated with the adjoining area that was included in the UGB in 2002 under Ordinance No. 02-969B.

3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

4. Title 11 planning shall incorporate the general location of the projected right-of-way for the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~F~~E. Coffee Creek Area

1. Washington and Clackamas Counties or, upon annexation of the area to the ~~City~~ cities of Tualatin or Wilsonville**,** the city, ~~and~~ in conjunction with Metro, shall complete the Title 11 planning for the area within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040B, whichever occurs earlier.

2. ~~The concept~~ Title 11 planning shall incorporate the general location of the projected right of way location for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~G. Wilsonville East Area~~

~~1. Clackamas County or, upon annexation of the area to the City of Wilsonville, the city, and Metro shall complete the Title 11 planning for the area within two years of the effective date of Ordinance No. 04-1040.~~

~~2. In the planning required by Title 11 a buffer shall be incorporated to mitigate any adverse effects of locating industrial uses adjacent to residential uses located southwest of the area.~~

~~3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~H~~F. Cornelius Area

1. Washington County, or, upon annexation of the area to the City of Cornelius, the city and Metro shall complete the Title 11 planning for the area.

~~I~~G. Helvetia Area

1. Washington County, or upon annexation of the area to the City of Hillsboro, the city, and Metro shall complete the Title 11 planning for the area.

2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

Exhibit G to Ordinance No. 04-1040B
Findings of Facts, Conclusions of Law

Introduction

The Metro Council adopted Ordinance 04-1040B in response to LCDC Partial Approval and Remand Order 03-WKTASK-001524, entered July 7, 2003. LCDC's order followed its review of seven ordinances (Nos. 02-969B, 02-983B, 02-984A, 02-985A, 02-986A, 02-987A and 02-990A) adopted by the Metro Council as part of Periodic Review Work Task 2. The findings of fact and conclusions of law that explained how those ordinances complied with state planning laws, together with the supplemental findings and conclusions set forth in this exhibit, are part of the explanation how Ordinance No. 04-1040B complies with those laws. These findings also explain how Ordinance No. 04-1040B complies with the three requirements of the remand order.

REQUIREMENT NO. 1:

REMAND ORDER ON SUBTASK 17: COMPLETE THE ACCOMMODATION OF THE NEED FOR THE INDUSTRIAL LAND NEED COMPONENT OF EMPLOYMENT LAND THAT REMAINS APPROVAL OF WORK TASK 2.

I. GENERAL FINDINGS FOR TASK 2 REMAND DECISION ON UGB

A. Coordination with Local Governments

Metro worked closely with the local governments and special districts that comprise the metropolitan region. The Metro Charter provides for a Metropolitan Policy Advisory Committee ("MPAC") composed generally of representatives of local governments, special districts and school districts in the region. MPAC reviewed all elements of this periodic review decision. MPAC made recommendations to the Metro Council on most portions of the decision. All recommendations were forwarded formally to the Council and the Council responded. Metro Councilors and staff held many meetings with local elected officials in the year since LCDC's remand (July 7, 2003).

The record of this decision includes correspondence between local governments and Metro, including Metro's responses to concerns and requests from local governments and local districts related to industrial land.

Metro accommodated the requests and concerns of local governments as much as it could, consistent with state planning laws and its own Regional Framework Plan (Policy 1.11) and Regional Transportation Plan (Policy 2.0).

B. Citizen Involvement

These findings address Goal 1 and Regional Framework Plan Policy 1.13.

To gather public input on this Task 2 remand decision, Metro conducted an extensive citizen involvement effort. The findings for Ordinance No. 02-969B set forth Metro's effort leading to adoption of that ordinance on December 5, 2002. Those findings are incorporated here. Since that time, the Metro notified by mail nearly 75,000 people of the pending decision to expand the UGB for industrial land. Metro also provided individual mailed notice to nearly 5,000 landowners of possible revisions to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan ("UGMFP"). In March, 2004, Metro held six workshops on industrial land throughout the region, attended by some 1,200 people. Finally, the Council held public hearings on the UGB expansion and Title 4 on December 4 and December 11 of 2003 and April 22 and 29, May 6 and 27, and June 10 and 24 of 2004.

m:\attorney\confidential\7.2.1.3\04-1040B.Ex G.002
OMA/RPB/kvw (06/22/04)

These efforts bring Metro into compliance with Goal 1 and Metro's Regional Framework Plan. More important, this work to involve Metro area citizens has contributed greatly to their understanding of the importance of this set of decisions for the region and have brought Metro invaluable comment on options available to it.

C. Need for Land

These findings address ORS 197.296; ORS 197.732(1)(c)(A); Goal 2, Exceptions, Criterion (c)(1); Oregon Administrative Rules 660-004-0010(1)(c)(B)(i) and 660-004-0020(2)(a); Goal 9 (local plan policies); Goal 10; Goal 14, Factors 1 and 2; Metro Regional Framework Plan ("RFP") Policies 1.2, 1.4, 1.4.1 and 1.4.2; and Metro Code 3.01.020(b)(1) and (2).

The findings for Ordinance No. 02-969B set forth Metro's analysis of the need for land for new jobs through the year 2022. The Urban Growth Report-Employment ("UGR-E") provides the details of that analysis. The analysis indicates that the region will need approximately 14,240 acres to accommodate an additional 355,000 jobs (all employment, commercial and industrial). Based upon new information that came to the Council during hearings on Title 4 revisions and UGB expansion, Metro completed a supplement (Ordinance No. 04-1040B, Appendix A, Item b) to the UGR-E that describes emerging trends in industrial use.

Leading to adoption of the ordinances that expanded the UGB in December, 2002, Metro analyzed the capacity of the existing UGB to accommodate this employment growth. The analysis determined that the UGB contained a surplus of land (759.6 acres) for commercial employment and a deficit of land (5,684.9 acres) for industrial development. The UGR-E provides the details of this analysis.

Following adoption of the December, 2002, ordinances, Metro analyzed the capacity of the expanded UGB. Those ordinances left Metro with a deficit of 1,968 acres of industrial land and a surplus of 393 acres of commercial land. From this analysis, the Council concluded that the UGB, as expanded by ordinances in December, 2002, did not have sufficient capacity to accommodate the remaining unmet need for industrial land. This deficit was one reason for LCDC's July 7, 2003, remand order directing Metro to complete the accommodation of this need for industrial land.

Based upon interviews with industrial developers, brokers and consultants, the Regional Industrial Land Survey ("RILS") and Metro's UGR-E, Metro refined the need for industrial land. Not just any land will satisfy the need for industrial use. Metro defined the need as 1,968 acres of land composed generally of less than 10 percent slope that lies either within two miles of a freeway interchange or within one mile of an existing industrial area. RILS and the UGR-E also calculate the need for parcels of varying sizes by sectors of the industrial economy. Table 13 of the UGR-E shows a need for 14 parcels 50 acres or larger for the warehouse and distribution and tech/flex sectors (page 25).

D. Alternatives: Increase Capacity of the UGB

These findings address ORS 197.732(c)(B); Goal 14, Factors 3 and 4; Goal 2, Exceptions, Criterion 2; OAR 660-004-0010(1)(B)(ii) and 660-004-0020(2)(b); Metro Code 3.01.020(b)(1)(E); and RFP Policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.8 and 1.9.

To address the shortfall in employment capacity, Metro considered measures to increase the efficiency of land use within the UGB designated for employment. Metro's UGMFP Title 4, first adopted in 1996, limited non-employment uses in areas designated Industrial and Employment. Analysis of results of local implementation of Title 4 indicates that commercial uses and other non-industrial uses are converting land designated for industrial use to non-industrial use.

In response to this information, the Metro Council amended the RFP in Ordinance No. 02-969B in December, 2002, to improve the protection of the existing industrial land base. The Council created a new 2040 Growth Concept design type – "Regionally Significant Industrial Land" ("RSIA") – and revised Title 4 to establish new limitations on commercial office and commercial retail uses in RSIAs. Metro estimated that these new measures would reduce the shortfall in industrial land by 1,400 acres by reducing encroachment by commercial uses. The Council counted this "savings" of industrial land in its determination that the deficit of industrial land following the December, 2002, expansion of the UGB was 1,968 net acres.

Following adoption of the December ordinances, the Council began implementation of the new policy and code, including the mapping of RSIAs. The process of developing the map with cities and counties in the region uncovered implementation difficulties with the provisions of the new Title 4 that limited commercial retail and office uses. With Ordinance No. 04-1040B, the Council once again revised Title 4 with two objectives: greater flexibility for traded-sector companies and retention of the 1,400-acre "savings" estimated from the December, 2002, revisions. Based upon the analysis of Title 4 revisions in the supplement to the UGR-E (Ordinance No. 04-1040B, Appendix A, Item b), the Council estimates that the revisions, in combination with conditions placed upon areas added to the UGB for industrial use, will continue to "save" 1,400 acres of industrial land from intrusion by commercial uses.

During hearings on the remand from LCDC, the Council received testimony that an increasing number of industrial jobs is finding space in office buildings rather than in traditional industrial buildings. The Council relied upon this testimony to revise Title 4 limitations on offices in industrial areas. The Council also relied upon the testimony to apply the 393-acre surplus of commercial land taken into the UGB by the December, 2002, ordinances to the need for 1,968 acres of industrial land. The Council assumed that offices in the region's designated Employment Areas, Centers, Corridors, Station Communities and Mains Streets would absorb industrial jobs. This assumption reduced the need for industrial land from 1,968 to 1,575 net acres.

Also during the hearings, the cities of Wilsonville, Oregon City and Fairview brought news of recent plan amendments (adopted after completion of Metro's inventory of industrial land) adding land to the industrial land supply. The Council concluded that the land added by Wilsonville (127 acres) and Oregon City (74 acres) are actually available for industrial use, subject to timing and infrastructure requirements. The Council concluded that the Fairview land, though designation industrial in the city's comprehensive plan, is not yet appropriately zoned to make it available for industrial use. These actions reduced the need for industrial land from 1,575 to 1,374 net acres.

The City of Gresham requested a change to the 2040 Growth Concept Map and the Title 4 Employment and Industrial Areas map for a 90-acre tract that is part of Study Area 12 and adjacent to land added to the UGB in December, 2002, for industrial use. The city says further planning work on its part has revealed that some 20 acres of the tract are suitable for industrial use. The Council makes this change in Ordinance No. 04-1040B, reducing the need from 1,374 to 1,354.

In a further effort to accommodate industrial development more efficiently within the UGB, the Council discovered that it had assumed a commercial development refill rate of 50 percent, lower than the most recently observed rate of 52 percent. For the reasons stated above, the Council concludes that this infill and re-development of lands in designated Employment Areas, Centers, Corridors, Station Communities and Mains Streets will accommodate some of the increasing number of industrial jobs that is locating in offices rather than factories or other traditional industrial buildings. Correction of the commercial refill rate assumption reduces the need for industrial land from 1,354 to 1,180 acres.

E. Alternatives: Expand the UGB

These findings address ORS 197.732(c)(B), (C) and (D) and Goal 2, Exceptions; ORS 197.298(1); Goal 11; Goal 14, Factors 3-7; OAR 660-004-0010(1) and 660-004-0020(2); RFP Policies 1.2, 1.3.1, 1.4, 1.4.1, 1.7, 1.7.2, 1.9, 1.12.1, 1.12.2 and 5.1.1; Regional Transportation Plan Policy 3.0 and Metro Code 3.01.020(b)(3) through (7) and 3.01.020(d)

The measures taken by the Council to increase the capacity of the existing UGB for industrial use, described above leave an unmet need for industrial land of 1,180 acres.

Metro began the search for the most appropriate land for inclusion in the UGB by applying the priorities in ORS 197.298(1). Because Metro has not re-designated "urban reserve" land since its 1997 designation was invalidated on appeal, the highest priority for addition of land is exception land.

Metro first included for consideration all exception land that was studied for inclusion in the December, 2002, ordinances, but not included at that time (59,263 acres). Metro then expanded the search to consider all other land, resource land included, that met the siting characteristics that help define the need for industrial land (less than 10 percent slope and within two miles of a freeway interchange or one mile of an existing industrial area (9,071 acres). In all, Metro looked at approximately 68,000 acres to find the most appropriate land.

Once Metro mapped land by its statutory priority, Metro analyzed the suitability of the land for industrial use, considering the locational factors of Goal 14, the consequences and compatibility criteria of the Goal 2 and statutory exceptions process, the policies of the Regional Framework Plan (RFP) and the criteria in the Metro Code that are based upon Goal 14. This analysis is set forth in the Alternatives Analysis Study, Item (c) in Appendix A of Ordinance No. 04-1040B and subsequent staff reports [Appendix A, Items (a) and (y)].

The Alternatives Analysis and testimony from the hearings gave the Council few easy or obvious choices among the lands it considered. The land most suitable for the types of industrial use forecast in the region for the next 20 years is flat land near freeway interchanges or near existing industrial areas. In addition, the region needs parcels 50 acres or larger for the warehouse and distribution and tech/flex sectors. The land most likely to meet these needs at the perimeter of the UGB is agricultural land, the last priority for inclusion under ORS 197.298(1).

The highest priority for inclusion, under the priority statute, where no urban reserves have been designated, is exception land. But the character of most exception areas makes them unable to fill the region's needs for industrial use. The great majority of exception land outside the UGB is designated for residential use, and most of that is settled with residences. Parcels are generally small (five acres and smaller), the topography is usually rolling and often steep, and streams, small floodplains and wildlife habitat are common. And residents, as evidenced by testimony at Council hearings, are often vigorously opposed to industrial intrusions into what they consider their neighborhoods.

The Council excluded from further consideration those exception lands that lie further than two miles from a freeway interchange and more than one mile from existing industries for the reason that these areas cannot meet the identified need for industrial land. The Staff Report [Appendix A, Item (a)] describes these specific areas in detail at pages 13 to 18.

The Council excluded other study areas (or portions of them) from further consideration even though they could meet the identified need (less than 10 percent slope and either within two miles from a freeway interchange or within one mile from existing industries) because they are unsuitable for industrial use. Further analysis showed that some combination of parcelization, existing development, limitations on use

imposed by Title 3 of the UGMFP (Water Quality, Flood Management and Fish and Wildlife Conservation), poor road access, difficulty in providing public services and negative effects of urbanization on nearby agricultural practices renders the areas unsuitable for industrial use. Portions of the areas contain designated farm or forest land. The Staff Report [Appendix A, Item (a)] describes these specific areas in detail at pages 18 to 25 (and portions of other areas at pages 13 to 18).

The Council also excluded those exception areas that are not contiguous to the UGB, or to areas added to the UGB for industrial use, and do not contain enough suitable land to comprise a minimum of 300 gross acres. Based upon an analysis of industrial areas within the pre-expansion UGB and reasoning set forth in "Formation of Industrial Neighborhoods", memorandum from Lydia Neill to David Bragdon, October 24, 2003, the Council concludes that these small areas cannot satisfy the need for industrial land.

The Council looked next to resource land, beginning with land of lowest capability. The Council included 354 acres (236 net acres) designated for agriculture in the Quarry Study Area, composed predominantly of the poorest soils (Class VII) in the region. Other land with poor soils in the vicinity were rejected due to steep slopes. The Council included 63 acres (30 net acres) designated for forestry in the Beavercreek Study Area composed of Class IV and VI soils and 102 acres (69 net acres) of Class III and IV soils in the Damascus West Study Area. No other land with soil capability lower than Class II can meet the need for industrial use identified by the Council.

Finally, the Council turned to the many lands under consideration with predominantly Class II soils. To choose among thousands of acres of this flat farmland near urban industrial areas or near freeway interchanges, the Council considered the locational factors of Goal 14 and policies in its Regional Framework Plan ("RFP") and Regional Transportation Plan ("RTP"). Further, the Council sought advice from a group of farmers and agriculturalists in the three counties, assembled by the Oregon Department of Agriculture ("ODA"). This group submitted a report to the Council entitled "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use." [Appendix A, Item (i).)] Preliminary guidance from ODA led the Council to consider an amendment to Policy 1.12 of the RFP on agricultural land, adopted and applied in Ordinance No. 04-1040B: "When the Council must choose among agricultural lands of the same soil classification for addition to the UGB, the Council shall choose agricultural land deemed less important to the continuation of commercial agriculture in the region." (Exhibit A.)

The Council finds that the region will be able to urbanize the lands it has added to the UGB in an efficient and orderly fashion. The Council concludes that the overall consequences of urbanization of these lands are acceptable, especially given the protections in place in the RFP and Metro Code for sensitive resources. Through mitigation measures required by the conditions in Exhibit F, the Council believes it can achieve compatibility between urbanization of the land added to the UGB and adjacent land outside the UGB.

The Council also believes that it is able to maintain separations between communities at the urban fringe sufficient to allow each community to retain a sense of place. The Council chose ridgelines, streams, power lines, roads and property lines to define the boundaries of the UGB in an effort to provide a distinct boundary and a clear transition between urban and rural uses.

The Council also finds that the lands it added to the UGB for industrial use contribute to a compact urban form. The lands are adjacent to the existing UGB. Many involve exception lands that are already partially urbanized and contain some components of public facilities needed to serve urban industrial uses. The Council rejected some areas of exception land that extend far from the UGB and would require long extensions of linear services such as sewer, water and stormwater lines. The Council chose land that adheres closely to siting characteristics needed by the industries likely to grow during the planning period: proximity

to existing industrial areas and accessibility to freeway interchanges. These choices contribute to the region's urban form which, among other things, calls for siting uses with higher densities (commercial and residential) in Centers and other design types served by high-capacity public transit.

Combined with areas added to the UGB for employment in the December, 2002, periodic review ordinances, areas added by Ordinance No. 04-1040B for industrial use are distributed round the region. Most of the jobs land was added to the east side of the region in December, 2002. This ordinance adds industrial land mostly to the south and west sides of the region. In particular, addition of 262 acres north of Cornelius will add jobs, income, investment and tax capacity to a part of the region with disproportionately little of those resources.

F. Water Quality

Each local government responsible for an area added to the UGB must complete the planning requirements of Title 11, Urban Growth Management Functional Plan ("UGMFP"), including compliance with the water quality provisions of Title 3 of the UGMFP.

G. Areas Subject to Natural Disasters and Hazards

The Council has excluded environmentally constrained areas from the inventory of buildable land (see UGRs) and from its calculation of the housing and jobs capacity of each study area (see Alternatives Analysis). Each local government responsible for an area added to the UGB must complete the planning requirements of Title 11, Urban Growth Management Functional Plan ("UGMFP"), including compliance with Title 3 of the UGMFP on floodplains and erosion control.

The Council considered the best information available on known hazards, including earthquake hazard. The study areas with the highest earthquake hazard have been rejected. The are small portions of several study areas with known earthquake hazards added to the UGB. Local governments responsible for Title 11 planning are required by that title (and Goal 7) to take these portions into account in their comprehensive plan amendments.

H. Economic Development

As part of Task 2 of periodic review, Metro reviewed the economic development elements of the comprehensive plans of each of the 24 cities and three counties that comprise the metro area. Metro used the review in its determination of the region's need for employment land and for coordination with local governments of its choices to add land to the UGB for employment purposes.

Revisions to Title 4 (Industrial and Other Employment Areas) of the UGMFP and the conditions placed upon lands added to the UGB (Exhibit F of Ordinance No. 04-1040B and exhibits to December, 2002, ordinances) add significant protection to sites designated for industrial use, both those added to the UGB and those within the UGB prior to expansion, to help ensure their availability for that purpose.

Inclusion of these areas adds 1,920 acres (1,047 net acres) to the UGB for industrial use. Combined with the efficiency measures described in Section D of these Findings (Alternatives: Increase Capacity of the UGB), above, and actions taken in December, 2002, these additions to the UGB accommodate approximately 99 percent of the need for industrial land [identified in the 2002-2022 Urban Growth Report: An Employment Land Need Analysis (9,366 net acres)]. Given the unavoidable imprecision of the many assumptions that underlie the determination of need for industrial land – the population forecast; the employment capture rate; the industrial refill rate; employment density (particularly given changes in building types used by industry over time); the rate of encroachment by non-industrial uses; and the vintage

industrial relocation rate – the Council concludes that its actions in the December, 2002, ordinances and in this Ordinance No. 04-1040B provide a 20-year supply of industrial land for the region and comply with part 2 (periodic review Subtask 17) of LCDC's Partial Approval and Remand Order 03-WKTASK-001524, July 7, 2003.

II. SPECIFIC FINDINGS FOR PARTICULAR AREAS ADDED TO UGB IN TASK 2 REMAND DECISION

These findings address ORS 197.298; ORS 197.732(1)(c)(B), (C) and (D); Goal 2, Exceptions, Criteria (c)(2), (3) and (4); Oregon Administrative Rules (OAR) 660-004-0010(1)(B)(ii), (iii) and (iv); OAR 660-004-0020(2)(b), (c) and (d); Goal 5; Goal 11; Goal 12; Goal 14, Factors 3 through 7; Metro Code 3.01.020(b)(3) through (7) and 3.01.020(d); Metro RFP Policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.11 and 1.12; and Regional Transportation Plan Policies 2.0, 3.0, 4.0 and 14.0.

A. Damascus West

The Council relies upon the facts and analysis in the Industrial Land Alternative Analysis Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 21-23; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), p. 27] to support its conclusion that addition of a portion of Damascus West will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area of resource land because it contains a concentration of larger parcels (five parcels between 10 and 20 acres). Parcels of this range are needed for the types of industries Metro expects will grow during the planning period (UGR-E, p. 25) and are generally unavailable in exception areas. Also, soils in the area are Class III and IV, of lower capability than other resource land under consideration. In addition, the area lies within a ground-water restricted area designated by the Oregon Department of Water Resources. Finally, it occupies a small notch that extends into land within the UGB and is relatively isolated by topography and forested land from other agricultural lands to the south, as noted in the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)].

1. Orderly Services

The Council relies upon the Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that these services can be provided to the Damascus West area in an orderly and economic manner by extending services from existing serviced areas. Condition IIA(1) of Exhibit F calls for transportation and public facility and service plans within the same four years allowed for Title 11 planning of the entire Damascus area by Condition IIA(1) of Exhibit M of Ordinance No. 02-969B.

The Alternative Analysis Study (p. 20) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Damascus Study Area. Serviceability generally ranges from "easy" to "difficult" to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Transportation services will be only moderately difficult to provide for reasons set forth in the Alternative Analysis Study, p. 21.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that Damascus West will be planned in conjunction with the greater Damascus area added to the UGB in December, 2002. The Council

also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Damascus West area set forth in the Alternative Analysis Study, pp. 21-22 and Table A-3. The analysis indicates that the consequences will be low, especially considering the requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Damascus West area would have low adverse consequences for nearby agriculture (Alternative Analysis Study, p. 21; Table A-4). This is, in part, due to the facts that the area occupies a small notch that extends into land within the UGB and is relatively isolated by topography and forested land from other agricultural lands to the south, as noted in the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)]. Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of Damascus West to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the south.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Damascus West area protected by Clackamas County in its acknowledged comprehensive plan (p. 22). The county will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Damascus area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires Clackamas County to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county planning for the area.

6. Public Utilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public

facilities such as sanitary sewers, storm sewers and water lines for the area. Metro and the county began this work with the evaluation of the serviceability of the Damascus area in the Alternative Analysis Study (pages 20-21 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Damascus West area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county revises its comprehensive plans and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro and Clackamas County began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (p. 21 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

Metro's 2000 Regional Transportation Plan (RTP) anticipated inclusion of the area within the UGB. The plan's "Priority System" of planned transportation facilities shows improvements planned for the area to serve anticipated growth. Among the improvements is the Sunrise Highway, a likely alignment for which (shown on the 2040 Growth Concept Map) borders the portion of the Damascus West Study Area included by this ordinance. The "Financially Constrained System" includes improvements that will add capacity to East Sunnyside Road near the included area (see discussion of RTP below).

8. Regional Framework Plan

The area lies within ½-mile of Damascus Town Center and will provide additional employment to support the center. The area will not only provide employment opportunities for new residents of the Damascus area, but also improve the ratio between jobs and housing in the east side of the region.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are the "East Multnomah County Transportation Projects" and the "Pleasant Valley and Damascus Transportation Projects" that will provide the basic transportation services to the area (pages 5-49 to 5-57). Figures 1.4, 1.12, 1.16, 1.17, 1.18 and 1.19 of the RTP show how the region's street design, motor vehicle, public transportation, freight, bicycle and pedestrian systems will extend into the Damascus area.

B. Beavercreek

The Council relies upon the facts and analysis in the Alternative Analyses Study [2003 in Appendix A, Item(d) in Ordinance No. 04-1040B, pp. 32-34; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), p. 25] to support its conclusion that addition of a portion of the Beavercreek area will provide for an orderly and efficient transition from rural to urban land use. The Council added this single tract, zoned for forest use but occupied by a portion of a larger golf course, in part because the Council included the other half of the golf course in the UGB by Ordinance No. 02-969B in December, 2002 (as part of Task 2), and

designated it for industrial use. The predominant soils on the tract are Class IV and VI. This parcel (63 acres; 30 net acres) helps satisfy the identified need for large parcels (see UGR-E, page 25), particularly in combination with the other part of the golf course included in December, 2002.

1. Orderly Services

The Council relies upon the Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that these services can be provided to this portion of the Beavercreek area in an orderly and economic manner by extending services from existing serviced areas. Condition IA of Exhibit F calls for transportation and public facility and service plans within two years. Condition IIB(2) specifies that Title 11 planning of the area be done in conjunction with Title 11 planning for the adjoining area added to the UGB by Ordinance No. 02-969B.

The Alternative Analysis Study (p. 32-33) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Beavercreek area. The developable portion of the area included in the UGB adjoins and will be served by the same providers that will serve the area added to the UGB in December, 2002. Serviceability generally ranges from "easy" to "difficult" to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Table A-2 shows transportation services for the larger Beavercreek area to be difficult. However, for the portion of Beavercreek added, transportation services will be the same as those provided to the adjoining property added to the UGB in December, 2002.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that this portion of the Beavercreek area will be planned in conjunction with the portion added to the UGB and designated for industrial use in December, 2002. Both portions can be urbanized more efficiently if the portions are planned and urbanized together.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Beavercreek area set forth in the Industrial Land Alternative Analysis Study, p. 34 and Table A-3). The analysis indicates that the consequences will be high if the Council were to include the entire Beavercreek study area (2,540 acres). But Ordinance No. 04-1040B includes only a single, 63-acre tract, half of a golf course the other half of which was included in the UGB by Ordinance No. 02-969B. Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the tract subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Beavercreek area would have moderate adverse consequences for nearby agriculture (p. 111). There will be little effect on agriculture from urbanization of this small portion of the area, however, because the tract itself is part of a golf course, and there are no nearby agricultural activities.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the larger Beavercreek area protected by Clackamas County in its acknowledged comprehensive plan (page 34). The single portion of the larger area added to the UGB by this ordinance contains no inventoried Goal 5 sites protected by Clackamas County. Condition IG of Exhibit F requires the county to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the small portion of the Beavercreek area included in the UGB. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires Clackamas County to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the counties to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County or Oregon City from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area. Metro, the county and the city began this work with the evaluation of the serviceability of the Beavercreek area in the Alternative Analysis Study done as part of Ordinance No.02-969B (pages 108-09; A-9, A-13;) and the Industrial Land Alternative Analysis Study done as part of Ordinance No. 04-1040A (pages 25, 32-33 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Beavercreek area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Clackamas County or Oregon City from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop a conceptual transportation plan and urban growth diagram with the general locations of arterial, collector and essential local streets for the area. Metro, the county and the city began this work with the evaluation of the serviceability of the Beavercreek area in the Alternative Analysis done as part of Ordinance No.02-969B (pages 108-09; A-9, A-15-19) and the Analysis done as part of Ordinance No. 04-1040B (pages 25 and 33 and A-2).

The City of Oregon City indicates that the Beavercreek area can be provided with transportation services. The small included portion adjoins an area that is more serviceable than other portions of the larger Beavercreek area considered by the Council. It is contiguous to the city and can be served in an orderly manner.

m:\attorney\confidential\7.2.1.3\04-1040B.Ex G.002
OMA/RPB/kvw (06/22/04)

8. Regional Framework Plan

This small addition of industrial land (63 acres) will be planned in combination with adjoining industrial land added by Ordinance No. 02-969B to comprise a more efficient industrial area. The area will provide employment to support the Oregon City Regional Center.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements is the "Highway 213 Corridor Study" to complete a long-term traffic management plan and identify projects to implement the plan (pages 5-59 to 5-61).

C. Quarry (Partial)

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 64-66; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), pp. 26-27] to support its conclusion that addition of a portion of the Quarry Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area of resource land because it contains a concentration of larger parcels, relatively few of which are developed with residences. Parcels of this range are needed for the types of industries Metro expects will grow during the planning period (UGR-E, p. 25) and are generally unavailable in exception areas. Also, soils in the area are predominantly Class VII, of lower capability than other resource land under consideration. Significant portions are devoted to quarry operations, which have removed soils altogether. There are major quarry operations adjoining this area to the east and elsewhere nearby. There is also significant industrial development and zoning north and east of the Quarry area. See "Perfect for Industry", prepared by Davis, Wright, Tremaine, LLP, April 29, 2004. The Council included one of the quarry areas in the UGB in Ordinance No. 02-990A for industrial use. Some agricultural activity takes place in the northern section of this area, but it is isolated from other areas devoted to agriculture by quarry operations and other nonfarm activities [Tualatin Valley Sportsmens Club (gun club), for example].

1. Orderly Services

The Council relies upon the Quarry Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the Quarry area in an orderly and economic manner by extending services from existing serviced areas. Condition IIE(2) of Exhibit F calls for coordination of transportation and public facility and service planning for this area with the adjoining area added to the UGB for industrial use on December 12, 2002.

The Alternatives Analysis (p. 64-65) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Quarry Study Area. Serviceability ranges from "easy" to "moderately difficult" to serve (Table 1, p. 111) and compares favorably with areas not included (such as Borland Road South, Norwood/Stafford and Wilsonville West). Transportation services would be easy to provide for reasons set forth in the Alternative Analysis Study, p. 65.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, particularly knowing that this portion of the Quarry Study Area will be planned in conjunction with the quarry area to the east, added to the UGB and designated for industrial use in December, 2002. This portion lies close to existing services and Tualatin-Sherwood and Oregon Roads. Both portions can be urbanized more efficiently if the portions are planned and urbanized together.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Quarry Study Area set forth in the Alternative Analysis Study, p. 65-66 and Table A-3). The analysis indicates that the environmental consequences will be low. In addition, Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition I G, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Quarry Study Area would have few adverse consequences for nearby agriculture. The area has the UGB on three sides and quarry operations to the east and southeast. The portion devoted to agriculture is in the northwest portion, isolated from agricultural operations south of the quarries.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Quarry Study Area protected by Washington County in its acknowledged comprehensive plan (page 65-66). Significant portions of the area are identified as aggregate sites in the county's Goal 5 inventory and are protected by aggregate overlays. Under Metro's Title 11, current county land use regulations will remain in place until the county, or one of the cities (Tualatin or Sherwood), adopts new plan provisions and land use regulations to allow industrial uses in the area, at which time the county or city will apply Goal 5 to the area and re-consider the decision to protect the quarries under Goal 5.

Condition IG of Exhibit F requires the county or cities to consider Metro's inventory of Goal 5 resources in its application of Goal 5 to the Quarry area included in the UGB. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county to protect water quality and wetlands in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Sherwood or Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area. Metro, the county and the cities began this work with the evaluation of the serviceability of the Quarry Study Area in the Alternative Analysis done as part of Ordinance No.02-969B (pages 161-63; A-9) and the Analysis done as part of Ordinance No. 04-1040B (pages 64-65 and 111).

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Quarry Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Sherwood or Tualatin from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and land use regulations to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop a conceptual transportation plan and urban growth diagram with the general locations of arterial, collector and essential local streets for the area. Metro and the county and cities began this work with the evaluation of the serviceability of the area in the Alternatives Analysis done as part of Ordinances No.02-969B (pages 108-09; A-9, A-15-19) and 990A and the Analysis done as part of Ordinance No. 04-1040B (pages 64-65 and A-2). The cities indicate a willingness to serve the Quarry area with transportation services pending the determination of service boundaries.

8. Regional Framework Plan

This addition of industrial land will be planned in coordination with adjoining industrial land to the east added by Ordinance No. 02-990A to comprise a more efficient industrial area. The area will provide employment to support the Sherwood and Tualatin Town Centers. The Quarry area runs along the Tualatin-Sherwood Road within two miles of the two centers. Given that the added portion of the Quarry area is suitable for the types of industry likely to grow in the future, the Council includes the area notwithstanding that this part of the region is relatively well-endowed with employment.

By adding the Quarry area to the UGB, following addition of the quarry area to the east, Metro will be bringing a “notch” into the UGB that lies between the two cities of Sherwood and Tualatin. This keeps the form of the region compact and efficient.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a “Priority System” of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are the “The Tualatin-Sherwood Major Investment Study”, to complete environmental design for the I-5 to 99W principal arterial connector, and the “Tualatin-Sherwood

Connector", to construct the four-lane tollway connection (pages 5-65 to 5-67). Although a final corridor for this facility has not yet been chosen, it is almost certain that it will pass less than a mile from the south border of the Quarry area.

D. Coffee Creek (partial)

The Council relies upon the facts and analysis in the Alternatives Analyses [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 58-60; 111; A-1 – A-4] and the Staff Report [Appendix A, Item (a), pp. 26] to support its conclusion that addition of a portion of the Coffee Creek Study Area [264 acres (97 net acres) of 442 in the study area] will provide for an orderly and efficient transition from rural to urban land use. The Council chooses this portion because it is almost entirely exception land (there is a 4.6-acre tract of resource at the northern edge), it can be planned in conjunction with land added to the UGB in December, 2002, for industrial use, urban services are available in the vicinity, and urbanization will have no effect on agricultural practices on adjacent land due to its isolation from agricultural activities.

1. Orderly Services

The Council relies upon the Coffee Creek Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item 6, pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the Quarry area in an orderly and economic manner by extending services from existing serviced areas. Condition IIF(1) of Exhibit F allows four years for Title 11 planning for this area so that planning for urban services can be done in conjunction with such planning for the adjoining area added to the UGB for industrial use on December 5, 2002.

The Alternative Analysis Study sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Coffee Creek area (p. 58-60; Table 1, p. 111). Serviceability ranges from "moderate" to "difficult" to serve and compares favorably with areas not included (such as Borland Road South and Wilsonville West).

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above for its conclusion that the area can urbanize efficiently, knowing that this portion of the Coffee Creek Study Area will be planned in conjunction with the area to the east, added to the UGB and designated for industrial use in December, 2002. The area lies adjacent to a principal north-south rail line that will make industrial use and movement of freight more efficient.

The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on this portion of the Coffee Creek area set forth in the Alternative Analysis Study, p. 58-60 and Table A-3). Because the Council included only the easternmost portion of the study area – the portion that borders the UGB on the west – the adverse consequences will be reduced. Title 11 of the UGMFP requires that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of this ordinance.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F, Ordinance No. 04-1040B). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the included portion of the Coffee Creek area would have no adverse consequences for nearby agriculture (p. 111). The area has quarry operations nearby and is isolated from commercial agricultural activity by stream drainages.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Coffee Creek Study Area protected by Washington County in its acknowledged comprehensive plan (p. 60). The quarries in the area are protected by aggregate overlays by Washington County. Under Metro's Title 11, current county land use regulations will remain in place until the county, or the City of Wilsonville or Tualatin, adopts new plan provisions and land use regulations to allow industrial uses in the area, at which time the county or city will apply Goal 5 to the area and re-consider the decision to protect the quarries under Goal 5.

Condition IG of Exhibit F requires the county or city to consider Metro's inventory of Goal 5 resources in its application of Goal 5 to the portion of Coffee Creek area included in the UGB. The area contains streams, wetlands and floodplains. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and wetlands in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Wilsonville or Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of the area; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Coffee Creek Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits the county or city from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinance to authorize urbanization of the area; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area.

8. Regional Framework Plan

This addition of industrial land will be planned in combination with adjoining industrial land to the east added by Ordinance No. 02-969B to comprise a more efficient industrial area. The Coffee Creek Study Area will provide employment to support the Tualatin and Wilsonville Town Centers, to the north and south respectively. Given that the developable portion of the area is exception land and is suitable for the types of industry likely to grow in the future, the Council includes the Coffee Creek area notwithstanding that this part of the region is relatively well-endowed with employment.

Adding the Coffee Creek area to the UGB, lying between and adjacent to the Cities of Tualatin and Wilsonville, following addition of the area to the east, keeps the form of the region compact and efficient.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements are improvements to Boones Ferry Road from Durham Road in the north to Elligsen Road in the south, east of the Coffee Creek Study Area.

The RTP also includes "The Tualatin-Sherwood Major Investment Study", to complete environmental design for the I-5 to 99W principal arterial connector, and the "Tualatin-Sherwood Connector", to construct the four-lane tollway connection (pages 5-65 to 5-67). Although a final corridor for this facility has not yet been chosen, it is almost certain that it will pass through or just to the north of the Coffee Creek area, likely enhancing its access to I-5. Finally, the principal north-south rail line that lies along the eastern boundary of the area will offer an additional mode of transport for movement of freight in the area.

E. Tualatin

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 61-63; 111; A-1 – A-4] and the Staff Reports [Appendix A, Item (a), pp. 27-28] to support its conclusion that addition of a portion of the Tualatin Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area because it is exception land (rural residential and rural industrial) with characteristics that make it suitable for industrial use. It lies within two miles of the I-5 corridor and within one mile of an existing industrial area, and portions of the area are relatively flat. These characteristics render it the most suitable exception area under consideration for warehousing and distribution, a significant industrial need facing the region.

The City of Tualatin and many residents of the area expressed concern about compatibility between industrial use and residential neighborhoods at the south end of the city. They have also worried about preserving an opportunity to choose an alignment between Tualatin and Wilsonville for the I-5/99W Connector; the south alignment for this facility passes through the northern portion of the Tualatin Study Area.

In response to these concerns, the Council placed several conditions upon addition of this area to the UGB. First, the Council extended the normal time for Title 11 planning for the area: two years following the identification of a final alignment for the Connector, or seven years after the effective date of Ordinance No. 04-1040B, whichever comes sooner. This allows Title 11 planning by Washington County, the cities of Tualatin and Wilsonville and Metro to accommodate planning for the Connector alignment. Second, the

Council states that, so long as the alignment for the Connector falls close to the South Alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north (the portion least suitable for industrial uses) and industrial development to the south (the portion of the area most suitable for industrial use)

1. Orderly Services

The Council relies upon the Tualatin Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from existing serviced areas.

The Alternatives Analysis (pp. 61-62) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the Tualatin Study Area. Serviceability ranges from "easy" to "difficult" to serve (Table 1, p. 111). Throughout Task 2 of periodic review the Council has found, however, that provision of services to almost every exception area is difficult and expensive. The City of Wilsonville anticipates further industrial development in the portion of the study area north and northwest of the existing city, in part due to the siting of the Coffee Creek Correctional Facility, and expects to be the service provider over time. Given the critical need for sites proximate to interchanges on I-5 and the rarity of such sites, the Council has decided to include the Tualatin Study Area notwithstanding.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area lies between two cities and among areas added to the UGB for industrial use in December, 2002, making urbanization of the area more efficient than projecting urbanization from the UGB into a rural area. Given the likelihood that the region will build the I-5/99W Connector through this area, industrial development in the area will ensure efficient use of that facility.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Tualatin Study Area set forth in the Alternative Analysis Study, pp. 62-63 and Table A-3). The analysis indicates that the consequences will be low to moderate, especially considering the requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning considered Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local governments will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Tualatin Study Area would have low adverse consequences for agriculture (Alternative Analysis Study, p. 62; Table A-4). Although there are a few agricultural uses in the study area itself, the area is designated entirely for rural residential and rural industrial uses, pursuant to exceptions from statewide planning Goals 3 and 4. The area is isolated from land designated for agriculture by the UGB, I-5 and mining operations to the west. Hence, it is unlikely that industrial use will conflict with agricultural activities on land designated for agricultural or forest use.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Tualatin Study Area protected by Washington County in its acknowledged comprehensive plan (pp. 62-63). There are aggregate mines in the vicinity; portions of Washington County's Mineral and Aggregate Overlay District B cover small portions of the study are in the northwest and southwest corners and the top central portion.

The county, or the City of Wilsonville or Tualatin upon annexation to one of the cities, will be responsible for protecting these resources when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county or city to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Tualatin Study Area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Service

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County and the cities of Wilsonville and Tualatin from upzoning and from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of the area; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Tualatin Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County and the cities of Tualatin and Wilsonville from upzoning and from land divisions into lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land added to the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 61-62 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

Table A-2 recognizes that provision of transportation to new industrial uses in the area will be difficult. The Oregon Department of Transportation, Region 1 ("ODOT"), expects the volume-to-capacity ratio on I-5 in the vicinity of the North Wilsonville interchange to be "extremely poor" by 2025, and states

that the interchange "may need to be reviewed for impact" if the Council adds land to the UGB dependent upon the interchange. The "Priority System" in Metro's RTP calls for improvement to Boones Ferry Road from Durham Road in Tualatin to Elligsen Road in Wilsonville and for construction of a four-lane tollway between I-5 and Highway 99W, the sourthern and most likely alignment of which passes through the study area. There is no planned improvement to the capacity of the freeway or the interchange in the RTP or either city's TSP. In 2002, however, a joint ODOT/Wilsonville study concluded that in 2030, widening of I-5 to eight lands would be required to meet interstate freeway capacity standards set by Metro and ODOT. This study will help Metro, ODOT, Wilsonville and Tualatin understand the improvements needed to accommodate industrial use in the study area. The 2004 Federal RTP also identifies a corridor refinement study for I-5 in the vicinity. These studies will inform Title 11 planning for the study area.

8. Regional Framework Plan

The Tualatin Study Area lies midway between the Tualatin and Wilsonville Town Centers, and is nearly as close to the Sherwood Town Center as to Tualatin and Wilsonville. Industrial development in the study area will provide additional employment to support businesses in those centers. The Council includes this area, notwithstanding that this part of the region is relatively well-endowed with employment, because it has more of the characteristics needed for warehousing and distribution than other areas considered. The Wilsonville South Area has many of the same characteristics. But it lies on the opposite side of the Willamette River and requires a trip on I-5 across the river to gain access to the Wilsonville Town Center. The Council concludes that addition of the north portion of the Tualatin Study Area provides better urban form to the city and the region than adding land on the south side of the Willamette River.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the Tualatin Study Area are improvement to Boones Ferry Road from Durham Road in Tualatin to Elligsen Road in Wilsonville and construction of a four-lane tollway between I-5 and Highway 99W, the southern and most likely alignment of which passes through the study area.

F. Helvetia (Partial)

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 104-06; 111; A-1 to A-4] and the Staff Reports [Appendix A, Item (a), p. 28] to support its conclusion that addition of a 249-acre portion of the Helvetia Study Area will provide for an orderly and efficient transition from rural to urban land use. The Council chose this area because it has several characteristics that render it among the most suitable sites under consideration for industrial use: a large parcels; relatively flat land; and proximity to a freeway interchange. The Urban Growth Report-Employment (UGR-E) identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). This portion of the Helvetia Study Area contains one parcel between 50 and 100 acres.

Two-thirds of this area (162 acres) is designated for agriculture in Washington County's comprehensive plan (predominantly Class II soil). The farmland portion lies between the existing UGB (to the south and east) and the exception land portion to the west. West Union Road separates the included farmland from excluded farmland to the north. The Council includes this farmland because the exception land portion (87 acres) contains some land suitable for industrial use. Also, among farmlands considered,

this farmland is already affected by nearby urban and rural residential use. Further, the Council found only two areas designated for agriculture of higher priority (Class IV or III soils) suitable for industrial use (Damascus West and Quarry Study Areas) (see discussion of West Union Study Area, below).

The Council considered including a portion of the Evergreen Study Area, which also contains a combination of exception land and Class II farmland, because it, too, contains several large parcels. The Council favored the Helvetia area because the farmland portion of the Evergreen area that lies between the UGB to the east, the exception land to the west and NW Meek Road to the north includes considerably more farmland than the included portion of the Helvetia Area (478 acres versus 162 acres in Helvetia). Further, unlike the exception land portion of Helvetia, the exception land portion of the Evergreen Study Area does not contain land suitable for industrial use.

The Council also considered inclusion of the West Union Study Area, which contains farmland of Class II and III soils. The Council chose the Helvetia area rather that the West Union area because the portion of the West Union area with higher-priority Class III soils is not suitable for industrial use (slopes greater than 10 percent), and this portion lies to the north of the portion with predominantly Class II soils (adjacent to the UGB). Also, the Council found no good barrier in the West Union area to separate farmland included from farmland excluded until Cornelius Pass Road to the north, which would enclose many more acres of farmland (862 acres) than the 162 acres in the Helvetia area.

The Council also considered Class II farmland in the Wilsonville East Study Area in order to find large parcels suitable for industrial use. The Council chose the Helvetia Study Area over the Wilsonville area because the former will be considerably easier to provide with public facilities and services (p. 111). As a result, inclusion of the Helvetia area has the support of the City of Hillsboro, while the City of Wilsonville opposes inclusion of the Wilsonville East area.

The Council considered two other study areas composed predominantly of Class II soils: the Noyer Creek and South Hillsboro areas. According to the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)], both areas have higher value for commercial agriculture than the Helvetia area.

Finally, the Council considered Class II farmland south of Wilsonville, near the I-5 corridor on the south side of the Willamette River. The Council rejected this farmland because inclusion would constitute a projection away from the urbanization portion of the metropolitan region, toward Marion County to the south. Industrial development south of the river would also be separated from the services of the City of Wilsonville and the rest of the metropolitan region, connected only by a limited access (interstate highway) bridge across the river. Inclusion of the Helvetia area would better achieve the compact urban form sought by Policies 1 and 1.6 of the RFP and Policy 3 of the Regional Transportation Plan. The Oregon Department of Agriculture urged the Council not to add farmland south of the Willamette River because it would further introduce urban uses into that core area of the Willamette Valley's commercial agriculture. Although the department also expressed concern about inclusion of the Helvetia area, it placed a higher priority on protection of farmland south of the Willamette River. The Council concludes that inclusion of the Helvetia area rather than the Wilsonville South Study area farmland better achieves Policy 1.12.2 of the RFP.

In short, of the Class II farmlands considered by the Council, this portion of the Helvetia Study Area best meets the identified need for industrial land and is most separated from nearby agricultural lands. Other than the exception lands that are part of this study area, there are no other exception lands that can help the region meet its need for larger parcels for industrial use.

1. Orderly Services

The Council relies upon the Helvetia Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from existing serviced areas.

The Alternatives Analysis (pp. 104-05) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the larger Helvetia Study Area. Serviceability ranges from "easy" to "moderate" to serve the entire area (Table 1, p. 111). It will be easier to serve the smaller portion of the study area included by the Council because it is the portion closest to the existing UGB (borders on east and south) and services just to the east.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area borders the UGB on two sides, with employment and industrial uses on the urban sides of the UGB, making urbanization of the area for industrial use more efficient than projecting urbanization from the UGB into a rural area.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Helvetia Study Area set forth in the Alternative Analysis Study, pp. 105-06 and Table A-3). The analysis indicates that the consequences will be moderate. The requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B will reduce adverse consequences from urbanization of the area.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning consider Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Helvetia Study Area would have high adverse consequences for nearby agriculture (Alternative Analysis Study, pp. 105-06; Table A-4). The analysis, however, is based urbanization of the entire Helvetia Study Area (1,339 acres) rather than just the portion included within the UGB (249 acres). Adverse consequences and incompatibility from urbanization of the included portion will be much reduced, given that the UGB borders this portion on the east and south sides, West Union Road borders the portion on the north side, and much of this portion (87 acres) is exception area lying between the included farmland portion and the excluded farmland portion to the west.

According to the report of the Metro Agricultural Lands Technical Workgroup led by the Oregon Department of Agriculture ["Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", Appendix A, Item (i)], the included portion of the Helvetia area is less important to commercial agriculture in the region than other agricultural areas under consideration because it lies amid urban and rural residential uses: "However, the workgroup could not ignore the land use pattern both within the area, the location of the area within a small notch of the current urban growth boundary and the two hard edges provided by Helvetia and West Union Roads" (p. 11).

Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of the area to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the north and west.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Helvetia Study Area protected by Washington County in its acknowledged comprehensive plan (p. 106). The county, or the City of Hillsboro upon annexation to the city, will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinance to implement expansion of the UGB. Condition IG of Exhibit F requires the county or the City of Hillsboro to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Helvetia area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Hillsboro from upzoning or from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Helvetia Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Hillsboro from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 104-05 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

The Oregon Department of Transportation ("ODOT"), Region 1, notes that the Shute Road interchange on Hwy. 26, to which most of the trips generated by development in the Helvetia area will go, "is already inadequate to accommodate the 2003 Urban Growth Boundary ("UGB") expansion in this area." Metro's 2004 RTP includes an interchange improvement to serve the industrial land added to the UGB for industrial use in December, 2002, with partial funding. The RTP also identifies the need to widen several stretches of Hwy. 26 from four to six lanes. The county or city, together with Metro, will fully assess the effects of development on these facilities during Title 11 planning. Title 11 calls for a conceptual transportation plan as part of amendment of city or county comprehensive plans and land use regulations, to which statewide planning Goal 12 and the Transportation Planning Rule apply.

8. Regional Framework Plan

The Helvetia Study Area lies adjacent to, and will likely become part of the North Hillsboro Industrial Area. This industrial area is the anchor of the high tech cluster that runs from this tract to Wilsonville. It contains the largest concentration of high technology firms in the state. The area supports businesses in the Hillsboro Regional Center, other Centers on the west side of the region, and the Central City. Industrial development in the Helvetia Study Area will provide additional employment to support those centers. The Council includes this area, notwithstanding that this part of the region is relatively well-endowed with employment, because, as noted above, it the characteristics needed for the industrial sectors likely to grow during the planning period.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the Helvetia Study Area in Metro's 2004 RTP is an interchange improvement to serve the industrial land added to the UGB for industrial use in December, 2002, with partial funding.

G. Cornelius

The Council relies upon the facts and analysis in the Industrial Land Alternative Analyses Study [Appendix A, Item(c) in Ordinance No. 04-1040B, pp. 84-87; 111; A-1 to A-4] and the Staff Reports [Appendix A, Item (a), p. 27] to support its conclusion that addition of this 262-acre portion of the Cornelius Study Area will provide for an orderly and efficient transition from rural to urban land use. Slightly more than half (56 percent) of the included portion is designated for agriculture in Washington County's comprehensive plan (predominantly Class II soil). The farmland portion lies in two tracts separated by an exception area. A second tract of exception land borders the farmland on the east side. Together, these four adjacent tracts comprise the portion of the study area included in the UGB.

The Council chose this portion of the study area because it has characteristics that render it suitable for industrial use: large and mid-sized parcels and relatively flat land. The Urban Growth Report-Employment (UGR-E) identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). The included portion of the study area contains one parcel between 50 and 100 acres [Appendix A, Item (a), p.30].

The Council also chose this area to help achieve Policies 1.2, 1.3.1 and 1.4 of the Regional Framework Plan (RFP), which call, among other things, for an equitable and balanced distribution of employment opportunities, income, investment and tax capacity throughout the region. The Council considered the fiscal and equity effects of including this area on the City of Cornelius. Given that the city

has the highest poverty rate, the lowest property tax revenue per capita, the lowest land improvement market value and the longest average commute in the region, the Council concluded that industrial development in this area would help achieve these policies better than inclusion of any other Class II agricultural land.

The Council considered including a portion of the Evergreen Study Area, which also contains a combination of exception land and Class II farmland, because it, too, contains several large parcels. The Council favored the Cornelius area for the reasons stated above, and because the farmland portion of the Evergreen area that lies between the UGB to the east, the exception land to the west and NW Meek Road to the north includes considerably more farmland than the included portion of the Cornelius Study Area (478 acres versus 147 acres in the Cornelius area).

The Council also considered inclusion of the West Union Study Area, which contains farmland of Class II and III soils. The Council chose the Cornelius area rather that the West Union area because the portion of the West Union area with higher-priority Class III soils is not suitable for industrial use (slopes greater than 10 percent), and this portion lies to the north of the portion with predominantly Class II soils (adjacent to the UGB).

The Council also considered Class II farmland in the Wilsonville East Study Area in order to find large parcels suitable for industrial use. The Council chose the Cornelius area over the Wilsonville area for the reasons stated above, and because the former will be considerably easier to provide with public facilities and services (p. 111). As a result, inclusion of the Cornelius area has the support of the City of Cornelius, while the City of Wilsonville opposes inclusion of the Wilsonville East area.

The Council considered two other study areas composed predominantly of Class II soils: the Noyer Creek and South Hillsboro areas. The Cornelius area is easier to provide with public services than either Noyer Creek or South Hillsboro. Inclusion of industrial land in the Cornelius area will better accomplish Policies 1.2, 1.3.1 and 1.4 of the RFP than inclusion of Noyer Creek or South Hillsboro.

Finally, the Council considered Class II farmland south of Wilsonville, near the I-5 corridor on the south side of the Willamette River. The Council rejected this farmland because inclusion would constitute a projection away from the urbanization portion of the metropolitan region, toward Marion County to the south. Industrial development south of the river would also be separated from the services of the City of Wilsonville and the rest of the metropolitan region, connected only by a limited access (interstate highway) bridge across the river. Inclusion of the Cornelius area would better achieve the compact urban form sought by Policies 1 and 1.6 of the RFP and Policy 3 of the Regional Transportation Plan. The Oregon Department of Agriculture urged the Council not to add farmland south of the Willamette River because it would further introduce urban uses into that core area of the Willamette Valley's commercial agriculture. Although the department also expressed concern for expansion of the UGB north of Council Creek in the Cornelius area (part of the included area lies north of Council Creek; part lies south), it placed a higher priority on protection of farmland south of the Willamette River. The Council concludes that inclusion of the Cornelius area rather than the Wilsonville South Study Area farmland better achieves Policy 1.12.2 of the RFP.

1. Orderly Services

The Council relies upon the Cornelius Study Area Goal 14 Analysis Summary and the Ratings for Transportation Services Feasibility contained in its Industrial Land Alternative Analysis Study (Appendix A, Item (c), pages 111 and Table A-2, respectively) for its determination that urban services can be provided to the area in an orderly and economic manner by extending services from the City of Cornelius.

The Alternatives Analysis (pp. 84-85) sets forth the likely service providers for sewer, water and storm-water services and assigns a serviceability rating for the entire Cornelius Study Area. Serviceability ranges from "easy" to "moderate" to serve the entire area (Table 1, p. 111). It will be easier to serve the portion of the study area included by the Council because it is the portion closest to the existing UGB (borders on south) and existing services.

2. Efficiency

The Council relies on the same information on provision of essential services mentioned above (Orderly Services) for its conclusion that the area can urbanize efficiently. The Council also relies upon its findings and conclusions above (part I, General Findings, section D, Alternatives: Increase Capacity of UGB) regarding actions it has taken to increase the efficiency of the use of employment land within the existing UGB.

This area borders the UGB to the south, with employment and industrial uses along a portion of the urban side of the UGB. The included portion also includes two exception area of predominantly rural residential use. Inclusion of the exceptions areas will, over time, lead to more efficient use of the areas.

3. Consequences

The Council relies upon the analysis of the consequences of urbanization on the Cornelius Study Area set forth in the Alternative Analysis Study, pp. 86-87 and Table A-3). The analysis indicates that the consequences will be moderate. The requirements of Title 11 of the UGMFP that comprehensive planning and land use regulations for the area protect the portions (streams, wetlands, floodplains and steep slopes) of the area subject to Title 3 of the UGMFP and the conditions in Exhibit F of Ordinance No. 04-1040B will reduce adverse consequences from urbanization of the area.

The Council has placed a condition on comprehensive planning for the area that the local government responsible for planning consider Metro's adopted Goal 5 inventory during its planning (see Condition IG, Exhibit F). The local government will eventually adopt provisions to implement Metro's Goal 5 program following the Council's adoption of that program, if the local government's ordinance do not already comply.

4. Compatibility

The Agricultural Analysis Consequences shows that urbanization of the Cornelius Study Area would have high adverse consequences for nearby agriculture (Alternative Analysis Study, pp. 84-85; Table A-4). The analysis, however, is based urbanization of the entire study area (1,154 acres) rather than just the portion included within the UGB (262 acres). Adverse consequences and incompatibility from urbanization of the included portion will be much reduced, given that the UGB borders this portion on the south side, and that the farmland portions of the included area border two exception areas, also included.

Ordinance No. 04-1040B, Exhibit F, imposes Condition IE upon urbanization of the area to reduce conflict and improve compatibility between urban use in the area and agricultural use on land to the north and west.

5. Natural and Cultural Resources

The Alternative Analysis Study addresses Goal 5 and 6 resources in the Cornelius Study Area protected by Washington County in its acknowledged comprehensive plan (p. 86). The county, or the City of Cornelius upon annexation to the city, will be responsible for protecting these resources in the area when it amends its comprehensive plan and zoning ordinances to implement expansion of the UGB. Condition IG of

Exhibit F requires the county or the city to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality. Title 11, section 3.07.1110, protects the status quo in the interim period of county or city planning for the area.

6. Public Facilities and Services

Under statewide Planning Goal 11, Metro is responsible for coordination of the preparation of public facility plans within the district. Metro will fulfill this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Cornelius from upzoning or from dividing land into resulting lots or parcels smaller than 20 acres until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop public facilities and services plans and urban growth diagrams with the general locations of necessary public facilities such as sanitary sewers, storm sewers and water lines for the area.

7. Transportation

Metro shares responsibility to ensure that its Task 2 decision for the Cornelius Study Area does not significantly affect a transportation facility or allow uses that are inconsistent with the identified function, capacity and performance standards of transportation facilities. Metro fulfills this responsibility through implementation of Title 11 of the UGMFP, which (1) prohibits Washington County or the City of Cornelius from upzoning and from land divisions into resulting lots or parcels smaller than 20 acres in the area until the county or city revises its comprehensive plan and zoning ordinances to authorize urbanization of land Metro brings into the UGB; and (2) requires the county or city to develop conceptual transportation plans and urban growth diagrams with the general locations of arterial, collector and essential local streets for the area. Metro began this work with the evaluation of the serviceability of the area in the Alternative Analysis Study (pp. 85 and Table A-2) and consideration of how to provide services as part of the analysis required to satisfy Goal 14, factors 3 and 4.

The Oregon Department of Transportation ("ODOT"), Region 1, notes that industrial development in the Cornelius area will worsen the level of service on the Tualatin Valley Highway between Cornelius and Hilslboro. The "Financially Constrained" and "Priority System" in Metro's Regional Transportation Plan ("RTP") include several projects that will address congestion in the corridor (Projects 3156, 3164, 3166, 3167, 3168 and 3171). The county or city, together with Metro, will fully assess the effects of development on these facilities during Title 11 planning. Title 11 calls for a conceptual transportation plan as part of amendment of city or county comprehensive plans and land use regulations, to which statewide planning Goal 12 and the Transportation Planning Rule apply.

8. Regional Framework Plan

The included portion of the Cornelius Study Area lies directly north of and adjacent to the City of Cornelius. The area is within one mile of the designated Main Street of Cornelius (there is no designated Town Center). Industrial development in the included area will provide additional employment to support the businesses on Main Street, and provide employment opportunities for the many residents of Cornelius who now travel to other parts of the region for work. As stated above, industrial development in this area will help achieve Policies 1.2, 1.3.1 and 1.4 of the RFP better than inclusion of any other land, including other farmland.

9. Regional Transportation Plan

Through its Joint Policy Advisory Committee on Transportation, Metro has coordinated transportation planning and funding of transportation improvements with local governments in the region. The Regional Transportation Plan ("RTP") adopted a "Priority System" of improvements through the year 2020. The Priority System includes the most critical improvements needed to implement the 2040 Growth Concept. Among the improvements in the vicinity of the included portion of the Cornelius Study Area in Metro's RTP are intersection safety improvements on the TV Highway couplet and improved transit service (see list of projects noted in section 8, above).

REQUIREMENT NO. 2:

REMAND ORDER ON SUBTASK 17: EITHER REMOVE TAX LOTS 1300, 1400 AND 1500 FROM THE BOUNDARY OF EXPANSION AREA 62, OR JUSTIFY THEIR INCLUSION UNDER GOAL 14.

Ordinance No. 04-1040A amends the UGB to remove Tax Lots 1300, 1400 and 1500, all in Study Area 62, from the UGB (Exhibit E). The Council concludes that there is no need to include these lots given the small surplus of land for residential use that resulted from expansion of the UGB by Ordinance No. 02-969B.

REQUIREMENT NO. 3:

REMAND ORDER ON SUBTASK 12B: PROVIDE DATA ON THE ACTUAL NUMBER DENSITY AND AVERAGE MIX OF HOUSING TYPES AS REQUIRED BY ORS 197.296(5) AND DETERMINE THE OVERALL AVERAGE DENSITY MUST OCCUR IN ORDER TO MEET HOUSING NEEDS OVER THE NEXT 20 YEARS AS REQUIRED BY ORS 197.296(7)

Ordinance No. 04-1040A further revises the Revised Housing Needs Analysis ("HNA") to display data required by ORS 197.296(5) (Exhibit D). The data show the number, density and average mix of housing types arranged by type of buildable land (vacant, partially vacant, redevelopment and infill and mixed-use land). These data were subsets of aggregated data in the HNA, but were not displayed in the Revised HNA submitted to LCDC with the Task 2 Submittal on January 24, 2003.

The purpose for collecting the data is to help determine "the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 30 years." ORS 197.296(7). Metro determined the overall density and mix of needed housing types in the Revised HNA submitted on January 24, 2003 (see pages 2-7, Figures 3.1, 3.2, 3.3, 5.1 and 5.3). [add text and explanation from earlier HNA] The data newly displayed in this revision do not affect Metro's earlier determination.

SUPPLEMENTAL STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 04-1040B, FOR THE PURPOSE OF AMENDING THE METRO URBAN GROWTH BOUNDARY, THE REGIONAL FRAMEWORK PLAN AND THE METRO CODE TO INCREASE THE CAPACITY OF THE BOUNDARY TO ACCOMMODATE GROWTH IN INDUSTRIAL EMPLOYMENT

ORDINANCE NO. 04-1040B

Date: June 21, 2004 **Prepared by: Lydia Neill**

INTRODUCTION

This staff report is intended to summarize the deliberations by the Metro Council and the Metropolitan Policy Advisory Committee (MPAC) that have taken place since April 2004. Discussions and recommendations by MPAC are highlighted in italics. This report will also introduce several technical memorandums that address issues raised during testimony at public hearings in May and June 2004. Discussions in this supplemental staff report will address the Metro Council's revision to the Chief Operating Officer's (COO) recommendation. The primary staff report dated April 5, 2004 contains information that formed the basis for the COO recommendation.

BACKGROUND

Metro is required to assess the capacity of the urban growth boundary (UGB) every five years under ORS 197.299(1). Metro is currently in Periodic Review with the Department of Land Conservation and Development (DLCD) under work program approval order #001243. As part of this review Metro is required to forecast and provide a 20-year land supply for residential, commercial and industrial uses inside the UGB. The Metro Council had forecasted a shortage of 38,700 dwelling units, 140 acres of commercial land and 4,285 acres of industrial land for the period 2002 to 2022. In December 2002 the Metro Council added 18,638 acres of land to the UGB that satisfied all of the demand for residential and commercial uses but only a portion of the overall need for industrial land.

A remand work order was issued by the Land Conservation and Development Commission (LCDC) due to the incomplete actions on industrial lands and several other issues. The remand order 03-WK Task 001524 requires Metro to fulfill the industrial land need, complete the Housing Needs Analysis by providing data on the number mix and housing types required by ORS 197.296(5), and either remove tax lots 1300, 1400 and 1500 adjacent to King City or provide a justification for their inclusion in the UGB by June 2004.

The 2002-2022 Urban Growth Report: An Employment Land Need Analysis Updated December 2002 (Employment UGR), identified a demand for 4,285 net acres of industrial land and a demand for 140 net acres of commercial land. The Metro Council's December expansion decision included roughly half of the industrial land need. The 2002 UGB decision added 2,850 net acres of job land to the UGB that is divided among three 2040 design types; 533 net acres of employment land, 818 net acres of industrial land and 1,499 net acres of Regionally Significant Industrial Area (RSIA) land.[1] Thus, within the 2002 UGB expansion there is a current industrial land need of 1,968 net acres and a commercial land surplus of 393 net acres.

[1] RSIAs are a 2040 design type that identifies industrial areas that have regional significance because of their location near the region's most important transportation facilities for the movement of traded sector freight.

The Employment UGR identified the demand for vacant industrial land by employment sector and distributed the demand by parcel size. These sectors represent the industries that are expected to grow over the next 20 years and include their associated demand for land. This demand allocation reflects past demand, development practices and existing land use policies. The general demand for vacant industrial land is distributed as follows:

- 70 percent warehouse and distribution
- 13 percent general industrial
- 17 percent tech/flex[2]

Fulfilling the Need for Industrial Land

Adopting Efficiency Measures- Title 4

As part of the tasks to complete Periodic Review, Metro examined ways to use land more efficiently and adopted policies to maximize the use of land within the UGB. In 2002, Metro adopted provisions in the Urban Growth Management Functional Plan, Title 4, that limits non-industrial uses in industrial areas. Subsequent to its adoption, local governments and industry representatives have come before the Metro Council to make the case that traditional land use categories are now less relevant to understanding industrial uses because many industrial activities including research and development, office and manufacturing often occur in the same facility. Amendments to Title 4 are intended to preserve land for industrial uses by restricting the amount and types of commercial uses that currently locate on industrial land.

Changes to Title 4 will preserve the transportation capacity for the movement of goods and services and direct other types of employment to centers, employment areas, corridors, main streets and station communities. Both RSIA's and industrial areas place limitations on the size of the retail commercial uses not serving the industrial area. Allowances are made for locating training facilities in industrial areas and commercial uses in airport locations. A discussion of the legislative changes to Title 4 are included on pages 7 and 8.

Impacts of Adopting Title 4 on the UGR

New Title 4 regulations specifically limit the amount and square footage of retail and office uses justify the savings of industrial land discussed in the Employment UGR. The Employment UGR estimates a savings of 1,400 acres of industrial land from implementing new measures and mapping of RSIA lands.[3] Table 1 discusses the supply of industrial land and the impact of the Title 4 policy changes to reduce the deficit of industrial land.

Reductions to the Industrial Land Need

Commercial Land Surplus

The Employment UGR identified a commercial land surplus of 393 acres. The surplus is based upon the available supply of land for commercial purposes and an assumption that a percentage of commercial activities would continue to take place on industrially zoned lands. Testimony received during the discussion of revisions to Title 4, argued the traditional building types accommodating office and industrial uses are merging based on the needs of a knowledge-based economy. Approximately 30 percent of the land need identified in the Employment UGR is for tech-flex and general industrial uses. These uses have higher job densities that are consistent with office type buildings. Based on this fact additional

[2] Tech-flex development is a building type that provides flexible space to accommodate a variety of users from light assembly, product storage and research.
[3] Employment UGR, page 46.

flexibility has been incorporated into Title 4 regulations to accommodate the need for industrial office uses. Concurrently, these same types of office, industrial uses, (i.e. software development etc.) could also locate on commercial land in traditional office building types. Therefore, the surplus of commercial land is being applied to help satisfy the overall need for industrial lands.

Adjustments to the Commercial Refill Rate

This adjustment to the refill rate is reflective of the changes taking place in the industrial marketplace. As discussed above the industrial economy is transitioning from traditional manufacturing to more knowledge and information based economy which contains more office type uses and results in higher floor area ratios. A two percent adjustment to the commercial refill rate applied in the Employment UGR reduces the overall need for industrial land by 174 acres and reflects this change in the marketplace. An increase in the refill rate from 50 to 52 percent represents the observed refill rate. The observed rate was obtained from metroScope modeling work completed in 2002.

Table 1. Industrial Land Need Adjustments

Supply of Industrial Land	**Net Vacant Acres**
Industrial Deficit	1,968
Application of the commercial land surplus	393
Less adjustment based on increasing the commercial refill rate	174
Less adjustments:	
- City of Oregon City (Comprehensive plan industrial)	74
- City of Wilsonville (Comprehensive plan industrial)	127
- Re-instatement of area south of Gresham	20
Remaining Industrial Land Need	**1,180**

Employment UGR Conversion Rate

It was brought to Metro's attention by the City of Wilsonville has asserted that Metro has misapplied the commercial conversion rate in the 2002-2022 Employment UGR calculations to determine the need for industrial land. A discussion of the how a rate of 15-20 percent was derived begins on page 16 of the Employment UGR. The rate was developed by performing an analysis of the covered geocodes of commercial uses located on industrially zoned land. The study found that 2 out of 10 jobs in industrial areas had a commercial standard industrial code (SIC). The confusion lies in calculating a conversion rate of 44 percent by including the marginal increases of land instead of all of the industrially zoned land supply to compute the correct rate of 22 percent.

Adjustments Based on Zoning

Both the City of Wilsonville and Oregon City have brought to Metro's attention that several areas located within the current UGB have comprehensive plan designations of industrial but local zoning that does not reflect the future intent. Both cities use a two map system that anticipate rezoning of property consistent with the comprehensive plan. It is Metro's practice to assess land based on zoning, not comprehensive plan designation. It was determined that it was appropriate to count these acres as industrially zoned because of the legislative intent. Since Metro has a surplus of housing units based on the 2002 decision, this change does not affect the housing need. The addition of 201 net acres of industrial land shown in Table 1. Industrial Land Need Adjustments.

The area south of the City of Gresham (20 acres) is described as a re-instatement after its recommended removal by the COO. This acreage is part of the Springwater industrial area (designated as an RSIA) that is currently under concept planning. When this area was added to the UGB in 2002 it received a 2040 designation of inner neighborhood. The concept planning for the broader area indicated that this area

should be planned for industrial development and receive a 2040 designation of RSIA. The 20 year housing supply is not affected because Metro had a surplus of 666 net acres of residential land.

Completing Periodic Review

After adjustments the remaining industrial land need is 1,1180 net acres. The Metro Council expanded the UGB by adding 1,047 acres of land to substantially satisfy the need for Industrial land over the next 20 years. These lands area located in the following areas: Damascus West, Tulatin, Beavercreek, Quarry, Coffee Creek, Cornelius and Helvetia. The areas are shown in Table 3. Metro Council UGB Expansion Areas, were chosen because they meet the requirements in Goal 14 in the following order:

- Exception lands that meet the suitability factors identified for warehouse and distribution; general industrial and tech flex uses;
- Successively lowest capability farmlands which meet the suitability factors or;
- Located on lower priority farmland but are necessary to meet specific industry needs.

Specifics of the suitability factors are outlined in the April 5, 2004 staff report. Departure from either the COO recommendation or the MPAC recommendation is discussed below. Careful consideration was paid to the potential impacts on farmland and farm industry operations.

Table 2. Chief Operating Officer's Recommendation

				SUITABILITY FACTORS		
EXPANSION AREAS	**Total Acres**	**Net Acres**	**Dominant Earthquake Zone[4]**	**Access**	**Proximity**	**Slope less 10%**
Damascus West	102	69	D	✓	✓	✓
Tualatin ***(MPAC-partial)***	646	339	D	✓	✓	✓
Quarry ***(partial)***	354	236	D	✓	✓	✓
Borland Rd N. ***(partial)***	575	164	A	✓	✓	✓
Beavercreek. ***(partial)***	63	30	D	- -	✓	✓
Coffee Creek ***(partial)***	264	97	D	✓	✓	✓
Wilsonville East ***(partial)***	641	460	B	✓	✓	✓
Cornelius ***(partial)***	206	91	B	✓	✓	✓
Helvetia ***(partial)***	249	149	A	✓	✓	✓
Additional Areas						
Evergreen	985	730	A	✓	✓	✓
West Union	368	133	A & B	✓	- -	✓
TOTAL	3,100	1,635				

**Areas shown in bold/ italics were included in MPAC's June 9th recommendation*

Soil Classifications of Areas Under Consideration

Soil classifications of all areas under study. The soils were mapped to facilitate studying and choosing appropriate lands for UGB expansion that conform to Oregon Revised Statute 197.298. ORS 197.298 establishes a hierarchy of lands based on soil quality which is divided into tiers. These tiers establish a priority for urbanizing land with exception land being the first priority followed successively by better quality soils. The tier system used for analysis examined the class of soils in each area and determined which soil class was most prominent. As study area boundaries have changed over the course of the analysis the predominant soil type changed in some cases. Table 3. Metro Council UGB Expansion Areas, shown on page 10 contains the predominant soil type unique to each area. Attachment 1 contains a complete discussion of the soil classes in all areas.

[4] Based on 1997 Department of Geology and Mineral Study. Rating of A-D with D being the lowest hazard area.

Industrial Land Supply Available to Meet Demand
The need for industrial land is classified by parcel size. The majority of the need for industrial land is contained in the smaller lot size categories that range from under 1 acre up to 25 acres. A need has been identified for large parcels to accommodate warehouse and distribution, general industrial and tech flex uses (25 acres up to 100 acres). Some of the areas under consideration due to their existing lotting patterns fulfill the large lot need better than other areas. Assembly of large lots can be reasonably accomplished if there are adjacent parcels of sufficient size or are under the same ownership. An aggregation study of these areas which is contained in the April 5, 2004 staff report, demonstrated that the need for large parcels can be met in the areas slated for UGB expansion. The best potential for addressing large lot needs can be found in Damascus West, Quarry, Coffee Creek, Helvetia and Cornelius areas.

Assessment of Earthquake Hazards
All of the areas included in the UGB were evaluated for their relative earthquake hazard potential. This evaluation was based on the 1997 Oregon Department of Geology and Minerals Study. The areas were ranked from A through with D being the lowest hazard potential. The western portion of the region that contains the Cornelius, Helvetia areas have the highest hazard potential. The higher hazard potential in these areas will be addressed during Title 11 concept planning by the responsible city or county pursuant to Metro Code 3.07.1120(G) and Statewide planning Goal 7. The hazard potential is shown in Table 2 and a full discussion of this study is included in Attachment 2.

COO Recommendation - Areas Excluded

Assessment of Areas Excluded from Consideration
A full discussion of this analysis of all lands under study that were excluded from consideration is included in the staff report dated April 15, 2004 and in the 2003 Alternatives Analysis and Addendum.

Borland Road Area- North of I-205
The Borland Road area has not been included in the UGB based on additional information contained in the record and further examination by staff. Although this area is composed entirely of exception land, a number of factors make it suitable for industrial use. The area previously under consideration contains 575 gross acres of land with a number of conflicting uses (schools, churches, rural residential uses) and slopes/natural resources and yields only 164 net developable acres of land. The developable land is insufficient to allow formation of a cohesive industrial neighborhood and too small and too far from the existing UGB to justify the extension of urban services (see “Formation of Industrial Neighborhoods”, Appendix A, Item (u) of Ordinance No. 04-1040B).

Previous work by staff to reduce the total number of acres under consideration from 68,334 acres of land to a more manageable 29,000 acre study area applied the following decision rules. The decision rules included: 1) non-contiguous to the UGB, 2) predominance of lots under 5 acres in size, 3) large areas of steep slopes and floodplains, 4) less that 300 acres and failure to meet both the proximity to other industry (1 mile) or access requirements (2 miles within an interchange). The Borland Road area has access to I-205 but is not located adjacent to a developed industrial area. Based on possible access to I-205 this area was thought to be suitable for warehouse and distribution uses. A baseline size was established for industrial neighborhoods of 300 acres. This 300 acre threshold was obtained by analyzing metroScope results and comparing the sizes of different industrial areas located within the UGB. The Borland Road area has little chance of forming a 300 acre industrial neighborhood due to the fragmented buildable lands available in this area.

On June 9, 2004 MPAC recommended that this area be removed from consideration for UGB expansion.

Wilsonville East
The Wilsonville East area which contains over 400 net acres was removed from consideration due to servicing concerns raised by the City of Wilsonville and impacts on an existing single family neighborhood located south of the site. This site contains class II agricultural land. The Metro Council chose the Helvetia study area which also contains class II soils and exception lands over the Wilsonville East area due to the serviceability and because the area contained exception lands. The Helvetia area is particularly well suited to satisfy the demand for tech flex or general industrial land.

On June 9, 2004 MPAC recommended that this area be removed from consideration for UGB expansion.

Additional Areas Added to the COO Recommendation
No additional areas were added to the COO recommendation.

On June 9, 2004 MPAC recommended that the Evergreen area be considered by the Metro Council to satisfy the need for industrial land.

The Metro Council considered the inclusion of the Evergreen site to meet the need for industrial land. Deliberations weighed the potential impacts on the farm economy and the issue of establishing logical boundaries between urban and farm uses in this area.

Expansion of the Cornelius Area
The Metro Council expanded the Cornelius area (206 to 262 gross acres) to provide an additional 36 net acres of industrial land. Inclusion of this area will provide for an orderly and efficient transition from rural to urban use. Approximately 56 percent of the area is designated for agricultural use in the Washington County Comprehensive Plan and it contains class II soils. A total of 56 gross acres are isolated from the agricultural lands located north of Council creek. The Council chose this land because a portion of this land is located adjacent to an existing industrial area located south of Council Creek and contains large flat parcels suitable for industry.

The Employment UGR identifies a specific need for large parcels (50 acres or larger) (Ordinance No. 02-969B, Appendix A, Item 4, page 25). The included portion of the study area contains one parcel between 50 and 100 acres (Appendix A, Item (a), p.30).

The Council also chose this area to help achieve Policies 1.2, 1.3.1 and 1.4 of the Regional Framework Plan (RFP), which call, among other things, for an equitable and balanced distribution of employment opportunities, income, investment and tax capacity throughout the region. The Council compared the fiscal and equity effects of including this area on the City of Cornelius. Given that the City of Cornelius has the highest poverty rate, the lowest property tax revenue per capita, the lowest land improvement market value and the longest average commute in the region, the Council concluded that industrial development in this area would help achieve these policies better than inclusion of any other Class II agricultural land.

On June 9, 2004 MPAC recommended that the expanded Cornelius area be considered by the Metro Council to satisfy the need for industrial land.

Other Changes to the COO Recommendation
The COO recommendation called for removal of a small area south of Gresham based upon impacts to the Green Corridor Agreement with the City of Sandy. This area includes 90 gross acres of land that was proposed in the 2002 UGB expansion for residential use. The area will remain in the UGB and be assigned a 2040 designation as RSIA consistent with the area north of the site (Springwater Industrial

Area) which was also added to the UGB in 2002. The area provides approximately 20 net acres of land for industrial purposes.

On June 9, 2004 MPAC did not recommend that this area remain in the UGB.

Assigning 2040 Design Types and Conditions

All areas included in the UGB must be assigned a 2040 design type of either Industrial or RSIA. Concept planning as required in Title 11 of the Functional Plan will determine the location and extent of the boundaries of all of the industrial areas. The 2040 design types are included on maps of all expansion areas in Ordinance No. 04-1040B in Exhibit E and the specific conditions are contained in Exhibit F.

Generalized and specific conditions pertaining to all areas included in the UGB are found in Exhibit F.

The Council added or revised conditions recommended by the COO to address concerns raised in testimony following the April 15, 2004, COO recommendation. New conditions address compatibility between industrial use and nearby residential use, coordination of the timing of comprehensive planning and transportation planning, and improved protection of the future right-of-way for the I-5/99W Connector.

The Oregon Department of Transportation (ODOT) submitted general information about the likely effects of new industrial development on lands added to the UGB on a number of state transportation facilities in the region. Of particular concern to ODOT are areas added in the vicinity of the North Wilsonville interchange on I-5 in Wilsonville and of the Shute Road interchange on U.S. Highway 26 at Hillsboro. ODOT believes that adoption of an "interchange area management plan"(IAMP), as described in the Oregon Highway Plan and outlined in ODOT rules (OAR 734-051-0125), would protect the capacity and function of the interchanges and improve their management. ODOT prefers adoption of an IAMP at the time of Title 11 planning, prior to urban development.

Local governments believe IAMPs are more likely to add value to what statewide planning Goal 12 (Transportation) and the Transportation Planning Rule (TPR) already require if the IAMPs are adopted at the time that plans and commitments are made for improvements to the interchanges. They worry that limitations on industrial development that might be written into an IAMP prior to commitment of funding for improvements to the interchanges might, in light of budgetary constraints, become permanent or long-range limitations, denying the region of the full benefits of industrial development near the interchanges.

The Council shares ODOT's concern that new industrial development in the region not cause the region's transportation system to fail or fall below standards. The Council understands that new development, without timely investment in the region's transportation system, will likely degrade the system. The Council expects, however, that, given the high priority state government places on making industrial sites ready for development, the region (Metro and other local governments), with the aid of state government, will find the resources to make the necessary improvements. In pursuit of those improvements, Metro will encourage and facilitate the adoption of IAMPs in cooperation with local governments at the earliest appropriate time in the process of approval of improvements to the Shute Road and North Wilsonville interchanges.

Policy Changes

Part of Metro's review of the UGB includes examining ways to obtain more efficient utilization of land currently inside of the UGB. The proposed Title 4 amendments are one way of demonstrating to LCDC that Metro is achieving efficiencies inside of the UGB to meet the need for land in addition to expanding the UGB. The Metro Council adopted new measures to protect and maintain the supply of industrial land for future industrial uses in Ordinance 02-969B, adopted December 5, 2002. Title 4 Industrial and Other

Employment Areas regulations were amended in order to increase the capacity of industrial areas for industrial uses and to encourage non-industrial uses to locate in Centers and other more appropriate 2040 design type areas.

Metro staff, after consulting with cities, counties and other interests, developed a set of factors to consider in the identification of RSIAs. Metro staff worked with cities and counties in the region to apply the proposed factors to designated Industrial Areas within their jurisdictions. Several local governments, Portland, Gresham, Wilsonville and Clackamas County, submitted recommended Industrial Areas for consideration as RSIAs. Striving for region-wide consistency, Metro staff also applied the factors to areas in cities and counties that chose not to submit candidate areas. The factors are:

- *Distribution* - Area serves as support industrial land for major regional transportation facilities such as marine terminals, airports and rail yards;
- *Services* - Availability and access to specialized utilities such as specialty gases, triple redundant power, abundant water, dedicated fire and emergency response services;
- *Access* - Within 3 miles of I-5, I-205, I-84 (within the UGB), State Route 224 (within the UGB);
- *Proximity* - Located within close proximity of existing like uses; and
- *Primary Use* - Predominantly industrial uses.

Considering these factors and much input from local governments, the Metro Council by Ordinance No. 04-1040B (Exhibit C) adopted a generalized map of RSIA areas. Title 4 is amended to include a limitation on retail uses for single users of 5,000 square feet in Industrial areas and 3,000 square feet in RSIA areas, and added a performance based transportation requirement for non-industrial offices. The 3,000 and 5,000 square foot limitations as it relates to commercial eating establishments refers to the size of the seating area and not to kitchen or storage areas. The Title 4 language changes are included in Exhibit B of Ordinance No. 04-1040B. The map depicting RSIA's is included in Attachment 3.

On April 14, 2004 MPAC recommended that Title 4 be amended to limit non-industrial retail uses to a maximum of 5,000 square foot for individual uses and 20,000 square foot for single buildings in both RSIA's and industrial areas. This recommendation was incorporated into ordinance No. 03-1021B for Metro Council consideration. Other provisions were consistent with the language in ordinance No. 04-1040B.

Regional Framework Plan Amendments

The Regional Framework Plan is amended to add policy language to guide UGB decisions and minimize impacts on the agricultural industry. Comments from participants at the symposium called "Agriculture at the Edge" spurred the proposed policy changes. Expansion of the UGB has different impacts on nursery operations, farm related businesses and individual operations. Changes to Chapter 1, Land Use Policy 1.12 provide greater certainty for farmers regarding urbanization and reduce potential conflicts between farm operations and urban uses. The changes the Regional Framework Plan provide the following policy guidance:

- When choosing land among lands with the same soil class, chose land less important for commercial agriculture, and
- Develop agreements with neighboring cities and counties to protect agriculture.

On April 24, 2004 MPAC recommended that the original proposal introduced by Councilor Hostica in Ordinance No. 04-1041 included defining the region's urbanizable area by restricting future urban growth boundary expansions to an area north of the Willamette River and east of Pudding River as well as containing the additional language to address the impacts on the agricultural industry and additional criteria to choose land for urbanization.

The Metro Council considered this recommendation to establish a hard boundary at the Willamette River and chose to defer this issue until a comprehensive region-wide discussion can take place to consider other areas that may be effected by similar circumstances. There are number of areas in the region where a policy of establishing a hard edge could be used effectively. The Metro Council expressed a desire to explore the use of this concept more fully in upcoming work that may take a longer view of planning for the region's growth.

Fulfilling The Remaining Periodic Review Requirements

Housing Needs Analysis
A revised Housing Needs Analysis report was prepared pursuant to the remand work order. The report addresses densities by housing type. The supplemental information provided in this report does not materially change the conclusions found in the UGR. The supplemental study does not change the overall density or mix of housing types needed for the next 20 years. Revised refill rates are in the range of 25-30 percent.

KNOWN OPPOSITION
The selection of lands for inclusion into the UGB has been hotly debated in a number of areas for both inclusion and exclusion from the UGB. Details of the comments received throughout the workshops and public hearing processes are detailed in the Public Comment reports, Volume I and II dated May 2004 and the addendums to the original reports dated June 2004 contain comments up through the final hearing on June 24, 2004.

LEGAL ANTECEDENTS
Title 4 is part of the adopted and acknowledged Urban Growth Management Functional Plan. Authority to amend the 2040 Growth Concept map comes from ORS 268.380 and ORS 268.390(5). UGB evaluation and amendment requirements are found in ORS 197.298 and 197.299.

ANTICIPATED EFFECTS
Adoption of Ordinance No. 04-1040B will result in fulfilling the requirements in Metro code section 3.07.420I, which requires Metro to adopt a map of Regionally Significant Industrial Areas with specific boundaries that is derived from the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969B. Amendments to Title 4 address implementation issues and provides local governments with clear instructions as to the Metro Council's policy intent on preserving industrial lands. This ordinance also satisfies the three requirements of LCDC's Partial Approval and Remand Order #03-WK Task 001524. The effective date of the new Title 4 regulations is September 24, 2004. Local governments will have two years following LCDC's acknowledgement to adopt a local map and make changes to their codes.

Adoption of amendments to the UGB provide the industrial land necessary for the continued economic growth over the next 20 years.

BUDGET IMPACTS
The UGB and Metro Code amendments become effective September 2004. Any additions to the UGB require FTE for monitoring and minor participation in Title 11 concept planning. Metro has a commitment of 1.43 FTE dedicated to ongoing concept planning in Hillsboro, Damascus, Gresham and the City of Tualatin. Additional FTE and potential grants to local governments may be needed to assist in the concept planning process. Implementation of Metro Code changes requires a corresponding amendment of local planning ordinances to implement the intent of these policies. Compliance monitoring is already included in the 2004/ 2005 budget. Community Development staff currently

monitors all ongoing zone, comprehensive plan and code changes at the jurisdictional level as well as other project responsibilities.

DECISION

The Metro Council expanded the UGB by adding 1,047 acres of land to substantially satisfy the need for Industrial land over the next 20 years. The removal of tax lots 1300, 1400 and 1500 adjacent to King City and the completion of the addendum to the Housing Needs Analysis addresses all of the outstanding issues in LCDC's Partial Approval and Remand Order #03-WK Task 001524.

Table 3. Metro Council UGB Expansion Areas

EXPANSION AREAS	Total Acres	Net Acres	2040 Design Type	Soil Class
Damascus West	102	69	Industrial	class II & III
Tualatin	646	339	Industrial	class IV & III
Quarry (partial)	354	236	Industrial	class VII
Beavercreek	63	30	Industrial	class IV & V
Coffee Creek (partial)	264	97	Industrial	exception land
Cornelius (partial)	262	127	RSIA	class II
Helvetia (partial)	249	149	RSIA	exception land & class II
TOTAL	1,940	1,047		

Attachments:

Attachment 1- Dominant Soil Classification for Proposed UGB Expansion Areas, dated June 15, 2004
Attachment 2- Earthquake Hazard Memorandum, dated June 15, 2004
Attachment 3- Title 4 Map

I:\gm\community_development\staff\neill\STAFF REPORTfinal.doc

Attachment 1
Ordinance No. 04-1040B

M E M O R A N D U M

600 Northeast Grand Avenue | Portland, Oregon 97232-2736
(tel) 503-797-1700 | (fax) 503-797-1797

METRO

Date: June 16, 2004

To: Lydia Neill, Principal Regional Planner

From: Amy Rose, Assistant Regional Planner

Re: Dominant soil classifications for proposed UGB expansion areas

Background
The Metro Council is currently in the process of selecting land for inclusion in the urban growth boundary (UGB) for industrial use. The selection of appropriate land is dictated largely by Oregon Revised Statute (ORS) 197.298 that sets forth a hierarchical, tier-based system of land categorization, which indicates the order land should be considered for inclusion in the UGB based on comprehensive plan designations. Resource land is further prioritized on soil classification, which indicates the capability level of the farmland and ultimately its place in the hierarchy of land. The hierarchical tiers of land identified in ORS 197.298 are defined as follows:

- Tier 1 – exception land contiguous to the UGB and non-high value resource land completely surrounded by exception land.
- Tier 1a – exception land not contiguous to the UGB (within the one mile extent of study area boundaries).
- Tier 2 – marginal land, a unique classification of non-resource land in Washington County that allows dwelling units on EFU land.
- Tier 3 – resource land that may be needed to serve exception land.
- Tier 4 – resource land, majority of class III & IV soils, some class I & II soils.
- Tier 5 – resource land, majority class I & II soils, some class III & IV soils.

Purpose
The purpose of this memorandum is to identify the dominant soil classification and resulting tier category under ORS 197.298 for each of the resource land areas proposed for inclusion in the UGB for industrial use. The dominant soil classification has been determined using GIS soil data, displayed on a map dated October 30, 2002 in the record and was only undertaken for study areas identified as resource land. This information is presented in tabular form.

Soil Classifications by study area

Recommended Expansion Areas	Total Acres	Net Acres	Tier	Dominant Soil Classification
Damascus West	102	69	Tier 4	Class 3 & 4
Quarry (p)	354	236	Tier 4	Class 7
Beavercreek (p)	63	30	Tier 4	Class 4 & 6
Wilsonville East (p)	641	460	Tier 5	Class 2
Revised Wilsonville East	412	295	Tier 5	Class 2
Cornelius (p)	206	91	Tier 5	Class 2
Revised Cornelius	56	36	Tier 5	Class 2
Helvetia (p)	249	149	Tier 5	Class 2
West Union (p)	368	133	Tier 5	Class 2
Evergreen	985	730	Tier 5	Class 2
Noyer Creek	381	266	Tier 5	Class 2
Hillsboro South	791	695	Tier 5	Class 2

*Analysis was only undertaken for study areas identified as resource land.

I:\gm\community_development\share\Amy Rose\UGB\Memos\Soils.doc

M E M O R A N D U M

600 Northeast Grand Avenue | Portland, Oregon 97232-2736
(tel) 503-797-1700 | (fax) 503-797-1797

METRO

DATE: June 16, 2004

TO: Dick Benner, Senior Metro Attorney

FR: Tim O'Brien, Senior Regional Planner

RE: ***RELATIVE EARTHQUAKE HAZARD FOR PROPOSED INDUSTRIAL LAND EXPANSION AREAS***

Background

In 1997 the Oregon Department of Geology and Mineral Industries (DOGAMI) produced data on the relative earthquake hazard for land in the Portland metropolitan region including a significant portion of land outside the Urban Growth Boundary (UGB). The information included individual hazard factors of liquefaction, slope instability, and amplification, as well as a composite relative earthquake hazard map based on the individual factors. Metro's Data Resource Center (DRC) mapped the relative earthquake hazard data utilized in this analysis. The map information does not cover all of the potential expansion areas nor has the information been updated since 1997.

Analysis

The relative earthquake hazard composite map is separated into four zones, A, B, C, and D, with A being the highest hazard, and D the lowest hazard. The dominant zone for each of the proposed expansion areas is reported in the table below, along with additional comments.

Relative Earthquake Hazard

Expansion Area	Dominant Zone	Comments
Damascus	D	Small areas of C & B
Beavercreek	D	Significant portion of C and two pockets of B
Borland Road	A	One large area of B southeast of Borland Rd./Stafford Rd. intersection
Wilsonville East	B	Significant portions of C & D
Coffee Creek	D	Areas of A, B & C. No information for southwest corner of expansion area
Tualatin	D	Significant areas of B & C
Quarry	D	Pockets of C and minor area of B
Cornelius	B	A few pockets of A scattered throughout area
Helvetia	A	Two pockets of B, one in the center and one at the very top of the area
Evergreen	A	Some B, no information for northern portion of area
West Union	B & A	Some areas of C, area of A along stream corridor

RELATIVE EARTHQUAKE HAZARD…
June 16, 2004
Page 2

Summary
Information for two of the areas, Evergreen and Coffee Creek, is incomplete. In general the areas are either at the high or low hazard end of the range. The Borland Road North, Helvetia, Evergreen and West Union expansion areas contain the most Zone A classified land and thus have the highest earthquake hazard status. The Damascus, Beavercreek, Coffee Creek, Tualatin, and Quarry expansion areas contain mostly Zone D classified land and thus have the lowest earthquake hazard status.

The Council has decided not to include the North Borland, Evergreen or West Union Areas (areas with the highest hazard). The small hazard areas mapped in the Helvetia Area (also high) and other areas included in the UGB will be addressed in Title 11 planning by the responsible city or county, pursuant to Metro Code Section 3.07.1120G and statewide planning Goal 7.

I:\gm\community_development\share\Task 3\2002 2003 Areas\final decision\earthquake memo.doc

R L I S
REGIONAL LAND INFORMATION SYSTEM

Title 4 Industrial and Employment Areas

Ordinance No. 04-1040B

Exhibit C

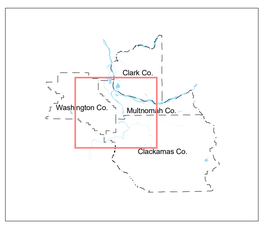
Attachment 3

June 24, 2004

- Employment Land
- Industrial Land
- Regionally Significant Industrial Areas

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plains can be laid on tax lots. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Location Map

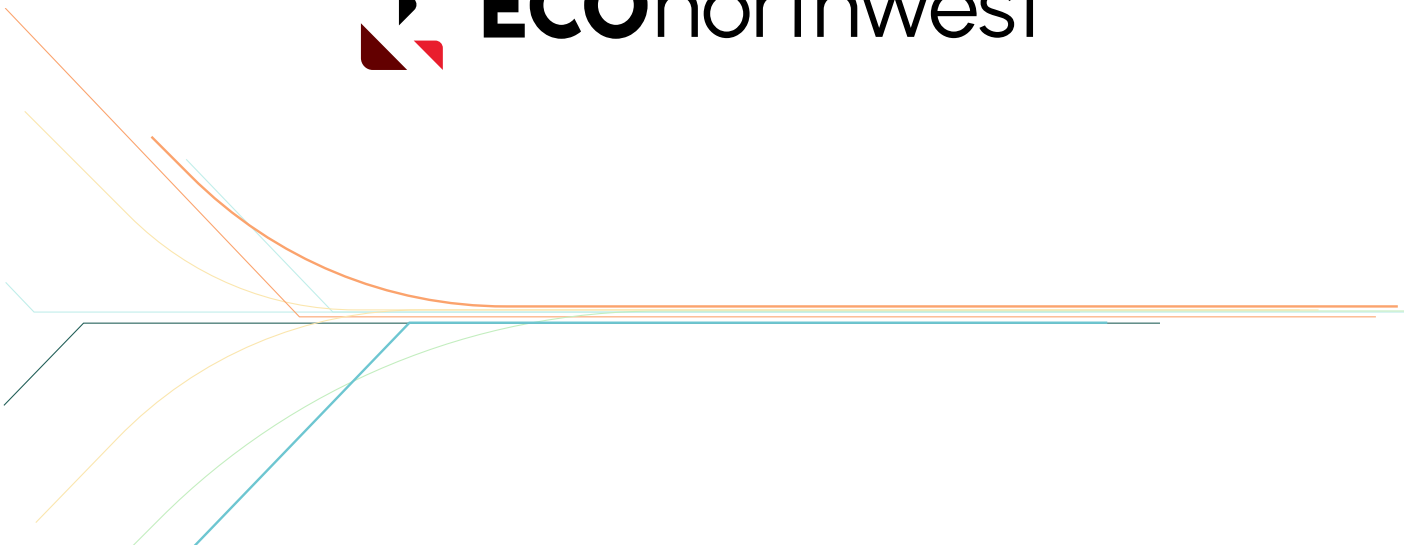
METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Oct 3, 2003 Plot time: Jun 23, 2004 J:\hal\proj\04106\rsia_04_1040b.mxd

Please recycle with mixed paper

ECOnorthwest



December 2024

Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Michelle Anderson.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

Purpose and Background 1
Basalt Creek Planning Area Overview..... 2
Key Components of This Study 5
Conclusion and Recommendations..... 11
Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis 17
Appendix B: Buildable Lands Inventory and Site Suitability Analysis 60
Appendix C: Redevelopment Feasibility of Contractor Establishments 102

Purpose and Background

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study is comprised of several interconnected tasks:

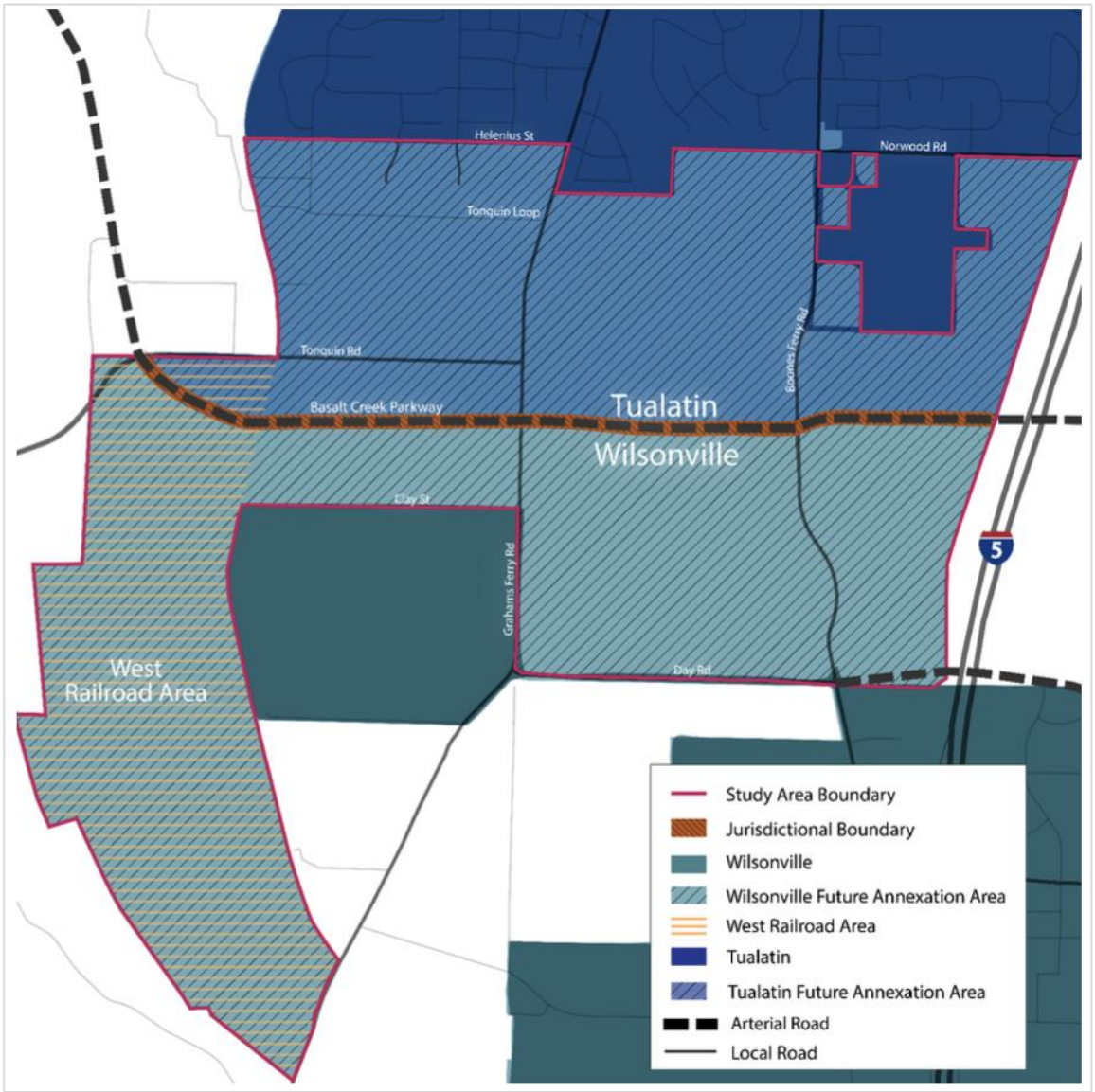
- An **Economic Inventory** that evaluates current market trends and identifies industries suitable for the area (Appendix A).
- A **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (Appendix B).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints (Appendix B).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (Appendix C).

This report summarizes the key findings from each task and outlines recommended policy interventions and strategic actions for the City. By addressing challenges and leveraging opportunities, these efforts aim to establish Basalt Creek as a vital hub for regional job growth and long-term economic vitality.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located between southern Tualatin and northern Wilsonville. This report focuses on the Wilsonville section, which includes 453 acres in the main portion of the BCPA south of the Basalt Creek Parkway and land west of the railroad known as West Railroad (as depicted in Figure 1*). For the remainder of this report, references to the BCPA specifically refer to the Wilsonville portion.* The BCPA is centrally located in the southern portion of the Portland Metro, adjacent to Interstate-5, and easily accessible and connected to other growing industrial areas (including Sherwood and Tualatin). It has access to the Portland Metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

What is Wilsonville's portion of Basalt Creek Like today?

The Wilsonville portion of the BCPA is currently zoned under Washington County's FD-20 designation (Future Development, 20-acre minimum lot size), which permits low-intensity uses. Since the adoption of the BCCP, Washington County has continued to approve developments consistent with its zoning, resulting in much of the land now being used for contractor establishments. These establishments—used for storing tools, equipment, and vehicles—provide jobs and economic activity. But they fall short of the employment densities and development envisioned in the Concept Plan, and which are typical of land within the Metro urban growth boundary (UGB) and incorporated City limits.





Contractor establishment (above) and railroad crossing near West Railroad.

KEY STATISTICS

The Wilsonville portion of the BCPA spans 453 acres and includes 85 tax lots, with only 10 tax lots hosting covered employment. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership.

From 2012 to 2022, covered employment grew from 194 to 275 employees in the BCPA, with an average wage of $85,863—higher than the tri-county average ($73,995) and City average ($74,252)—indicating well-paying jobs. However, employment density remains low at 4.4 employees per acre (on parcels with covered employment), far below the BCCP vision of 18.5 employees per acre. It is important to note that these figures only account for covered employees.[1]

Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors.

[1] Covered employment refers to employees covered by unemployment insurance. It *excludes* sole proprietors, certain contractors ("1099 employees"), and some railroad workers.

Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

- 453 acres
- 85 tax lots
- 275 covered employees
- $86,000 average wage
- 4.4 employees per acre in areas with employment
- Little change in improvement-to-land value since 2012
- Areas of high and low parcelization

Key Components of This Study

Economic Inventory: Basalt Creek's Market Context

The Economic Inventory provides a detailed analysis of market trends and industry opportunities for the BCPA, emphasizing its potential as a regional hub for industrial development (see Appendix A for the full inventory). Since adoption of the BCCP in 2018, economic conditions have been shifting considerably. Nationally, the industrial sector continues to experience robust demand fueled by e-commerce growth, reshoring efforts, and federal investments like the CHIPS Act, which supports semiconductor manufacturing. In the Portland Metro area, industrial trends mirror national patterns, with low vacancy rates and rising rents. While demand for industrial space has slowed from the highs of 2021–2023, it is expected to remain strong in the near term.

Locally, Wilsonville's industrial sector plays a crucial role in the City's economy, with manufacturing, wholesale trade, and construction accounting for 43 percent of employment compared to 22 percent regionally. Despite this strength, industrial growth in neighboring Sherwood and Tualatin has outpaced Wilsonville, primarily due to their supply of large, development-ready parcels. In the Portland Metro area, industrial demand is primarily driven by businesses expanding or upgrading facilities rather than businesses locating from out of state. To remain competitive, Basalt Creek must be prepared to accommodate these businesses' evolving needs.

Originally, the BCCP envisioned a mix of industrial and office uses, with the High-Tech Employment District assuming 45 percent of development in the area would be office. However, the demand for office space has declined regionally and nationally, driven by the rise of remote and hybrid work. While office space will likely remain part of the BCPA, its footprint may be smaller than originally planned.

Wilsonville is well positioned to capture industrial growth, particularly in key sectors such as semiconductor supply chain, cleantech, advanced manufacturing, and logistics. Basalt Creek's proximity to major transportation networks, its skilled labor force, and its location near established industrial clusters enhance its attractiveness. However, several challenges must be addressed to realize this potential. Fragmented land ownership, existing contractor establishments, and rural infrastructure that does not meet urban standards remain key barriers to high-intensity industrial uses.[2] Addressing these obstacles will be vital to unlocking Basalt Creek's capacity to compete for its commensurate share of regional economic growth.

[2] The City is refining its infrastructure plans for the BCPA. While plans exist, the infrastructure has not yet been built and will require funding for improvements.

Buildable Lands Inventory: Measuring Land Capacity and Development Potential

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of Wilsonville's portion of the BCPA for employment-related growth (see Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the 453 acres in Wilsonville's portion of the BCPA:[3]

- **173 acres** are currently in active use and considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

This buildable land supply is distributed across a range of parcel sizes, from small lots under 5 acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs. The BCCP estimated employment capacity at about 2,500 jobs in Wilsonville's portion of Basalt Creek in 2018.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

CHANGES FROM THE 2014 BLI

Buildable Acres

The BCCP identified 130 buildable acres whereas the updated BLI shows 150 buildable acres. This 20-acre increase is primarily due to a revised assessment of constraints in West Railroad. The 2014 BLI classified much of West Railroad as constrained, but updated constraints data show more development capacity. However, this gain was partially offset by land now occupied by contractor establishments, which has been reclassified as developed, reducing buildable acres elsewhere.

Employment Density

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density employment growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-employment density growth scenarios. This approach provides a range of potential employment densities that more accurately reflect evolving market conditions.

[3] Note that the acres do not total to 453 due to rounding.

Site Suitability: Aligning Market Potential

The Site Suitability Analysis assesses the competitiveness of three opportunity sites (Figure 2) within the BCPA to host key industries identified in the Economic Inventory (Appendix B includes the full site suitability analysis). This high-level evaluation focused on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of development feasibility, building configurations or sizes.

Figure 2. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads, and planned urban improvements with development; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining the market competitiveness and potential development timeline for a site.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with high electricity demands, such as those requiring five megawatts or more, may necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the BCCP's vision for small scale or micro-industrial uses, such as live-work spaces or makerspaces.

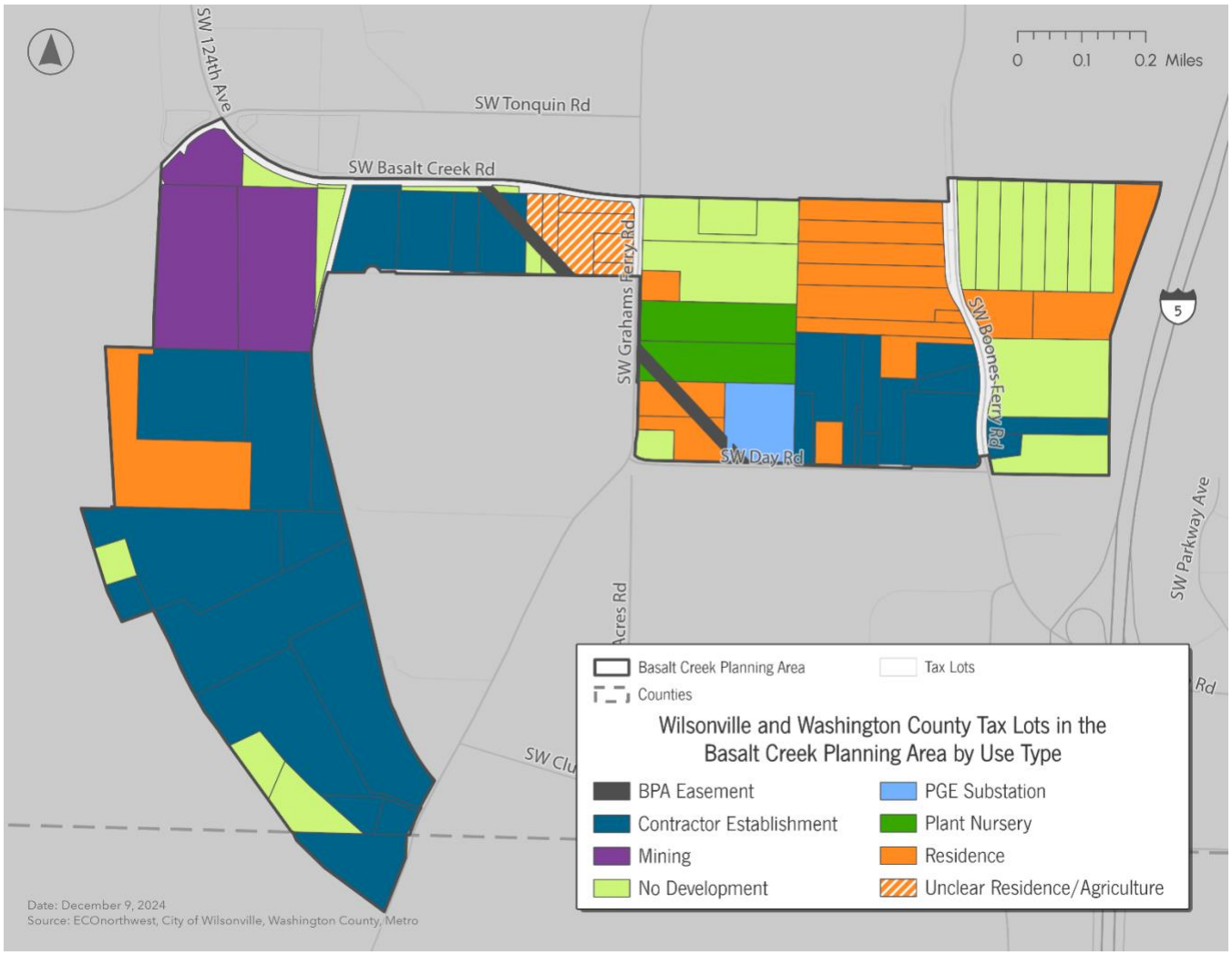
  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center in Wilsonville, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **The West Railroad** site spans 165 acres, with 55 percent (90 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by only one established point of vehicular ingress and egress, as well as the low railroad undercrossing on SW Grahams Ferry Road, which does not currently allow passage by standard-height semi-trucks. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site's suitability for targeted industries.

Contractor Establishments: Redevelopment Opportunities and Challenges

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix C includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 3 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Key Findings

Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop. For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

Relocation options for businesses currently occupying these sites are limited, creating additional challenges. Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

Contractor establishments are unlikely to transition to higher intensity uses without City intervention. The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. If the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

Conclusion and Recommendations

The BCPA offers a unique opportunity for Wilsonville to support regional economic growth and industrial development. Its strategic location near transportation networks, access to a skilled labor force, and proximity to established industrial clusters position the area as a strong candidate for attracting businesses supporting semiconductor supply chain, cleantech, advanced manufacturing, and logistics. However, realizing this potential will require addressing critical challenges and capitalizing on existing opportunities.

Fragmented land ownership and contractor establishments, which continue to be approved under Washington County's jurisdiction, remain barriers to the higher-intensity urban industrial uses envisioned in the BCCP. These establishments generate substantial revenue for property owners, reducing the incentive to sell or redevelop. For redevelopment to occur, urban industrial rents would need to rise substantially to bridge the gap between property owners' expectations and what developers are willing to pay. However, this gap is unlikely to close in the near term because as urban industrial rents rise, contractor establishment rents are also likely to increase. Additionally, relocation options for contractor establishment businesses, especially for owner-occupied properties, are limited, creating further challenges.

Rural infrastructure that does not meet urban standards also remains a key barrier to industrial development. This issue affects the feasibility of both immediate development and long-term growth, particularly in West Railroad where access is limited and the railroad undercrossing on SW Grahams Ferry Road precludes truck passage. Addressing these constraints is essential to unlocking the area's potential for higher-density employment uses.

Despite these challenges, there are clear opportunities. Development-ready sites and engaged property owners provide a strong starting point. Stakeholders have expressed a willingness to invest in infrastructure improvements if given access to large unconstrained sites, creating potential for catalytic projects that could spur additional development.

Wilsonville must balance its development goals with market realities. The Portland Metro area's industrial demand is driven by businesses expanding or upgrading facilities. Imposing restrictive requirements, such as mandating a high share of manufacturing, could deter development and drive users to more accommodating locations. Additionally, declining demand for office space nationally and regionally, driven by remote and hybrid work trends, suggests a reduced role for office uses compared to the original BCCP. While there are some exceptions to weak demand for suburban office space, our assessment is that the Portland Metro market dynamics are more consistent with national trends.

In conclusion, Basalt Creek presents a strong opportunity for Wilsonville to foster economic growth and industrial expansion. However, achieving this vision requires overcoming substantial challenges related to land use, infrastructure, and market dynamics. These findings provide the foundation for identifying actionable steps to unlock the area's full potential and align development with the City's long-term goals.

Recommendations

The recommendations for the BCPA are structured into four categories: **Further Exploration, Planning, Funding, and Investment.** These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the area's potential.

FURTHER EXPLORATION

This category focuses on gathering data, engaging stakeholders, and building a foundation of knowledge to support strategic decisions.

- **Outreach to Property Owners**: Engage with property owners to understand their development plans, challenges, and willingness to participate in redevelopment efforts. Explore opportunities for land assembly and redevelopment partnerships.
    - *Craft Industrial Opportunity:* Engage with landowners in the Craft Industrial area to explore dividing the site into east and west portions (by partitioning lots), focusing on creating developable parcels that align with the area's potential and constraints.
- **Coordinate with Portland General Electric (PGE) on Power Needs**: Collaborate with PGE to evaluate existing and future power requirements for industries such as advanced manufacturing and semiconductor supply chains, as identified in the Economic Inventory.
- **Explore Partnerships**: Identify opportunities to work with public entities (e.g., Port of Portland, Business Oregon, Greater Portland Inc.) and private partners to align resources and attract desired industries.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate or consolidate or conform with City standards. This could involve creating incentives for relocation or, if necessary, working with them to bring existing operations into compliance with City service and land use standards.

PLANNING

Strategic planning ensures the alignment of zoning, policies, and infrastructure with long-term economic goals.

- **Apply the Planned Development Industrial (PDI) Zone across Basalt Creek with Modifications.** This approach would support a wide range of industrial and office uses consistent with the BCCP and the Economic Inventory. It allows the market to determine the most appropriate locations for various business types while still prioritizing industries aligned with the City's employment and wage goals.
  - *Prohibit Low-Intensity Uses and Address Existing Contractor Establishments.* Establish zoning prohibitions or limitations on low-intensity uses, such as contractor establishments, that do not meet long-term employment density goals. For existing contractor establishments, determine the appropriate regulatory approach, such as designating them as conditional, nonconforming, or prohibited uses.
  - *Evaluate Additional Standards or Allowances for the Craft Industrial Area.* Given the site's constraints and proximity to residential development, the Craft Industrial Area has limited development potential. To maximize its utility, consider allowing additional uses—such as live-workspaces, small-scale offices, and small-scale production facilities—that may not fully align with the current PDI zone. This could involve creating a separate zoning designation or an overlay to expand the range of permitted uses within the PDI zone.
- **Update Urban Planning Area Agreement (UPAA)**: Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB).
  - *Example*: Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.
- **Preliminary Urban Renewal Area (URA) Analysis**: Evaluate the feasibility of establishing a URA or expanding the Coffee Creek URA to help fund infrastructure improvements and catalyze development. NOTE: The City already has funding for this task as part of the Wilsonville Industrial Land Readiness project.
- **Consider a Development Plan for West Railroad**: Develop a plan for West Railroad that balances industrial development with community priorities. While the BCCP deemed much of the site unbuildable and omitted detailed future use recommendations, the City has continued to address the area in broader land use and infrastructure planning. Building on these efforts, the plan should involve input from landowners, potential users, and ideally a master developer to ensure alignment with stakeholder needs and market trends. Importantly, creating this plan would not preclude zoning the area to guide immediate development efforts.

FUNDING

Identifying and securing funding sources will be critical to addressing infrastructure needs and supporting redevelopment.

- **Explore and Establish Funding Mechanisms such as:**
  - Use Urban Renewal to finance infrastructure improvements and reduce barriers for developers pending the results of the URA feasibility study.
  - Explore the potential for Local Improvement Districts (LIDs) and/or public-private partnerships to share costs and responsibilities. NOTE: Cost sharing mechanisms of owners of contractor establishments may be less attractive if they do not need the infrastructure improvements or connections to continue business operations.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to:[4]
  - Statewide Transportation Improvement Program (STIP)
  - Immediate Opportunity Fund (IOF)
  - Oregon Transportation Infrastructure Bank (OTIB).
  - Safe Drinking Water Revolving Fund (SDWRLF).
  - Water Wastewater Fund (W/W).
  - Special Public Works Fund (SPWF).
  - U.S. Economic Development Association (EDA) Public Works Program

INVESTMENTS

Targeted investments will help unlock development opportunities and create momentum for future growth.

- **Develop Infrastructure**: Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development.
  - The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site. Combining this strategy with site acquisition efforts and development planning for West Railroad would further enhance its effectiveness and overall development potential.
- **Provide Development Incentives such as**:

[4] As a first step, the City should draft a list of potential projects and evaluate eligibility for funding programs; ECOnorthwest did not evaluate eligibility for these funding programs.

- Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the city's vision for BCCP and where it would not place undue burdens on funds available for capital improvements.
- Market the City's "WIN" (Wilsonville Investment Now) program in conjunction with Basalt Creek development opportunities. NOTE: This urban renewal program would no longer be available if an area-wide urban renewal area is established.
- Provide relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.

- **Site Acquisition and Aggregation**: Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. Consider using Urban Renewal funds and public partner contributions to facilitate these efforts.
  - The City could explore securing **purchase options** on key parcels to facilitate land assembly. A purchase option allows the City the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing

The implementation of the BCPA recommendations is structured into three phases: Immediate (0–3 years), Midterm (3–7 years), and Long-Term (7–15 years). Each phase focuses on actionable steps to address development challenges, align infrastructure, and catalyze economic growth while adapting to market trends.

IMMEDIATE ACTIONS (0–3 YEARS)

The initial phase establishes the foundational elements for Basalt Creek's development by addressing zoning, engaging stakeholders, and identifying funding strategies. Key priorities include:

- Establish zoning
- Amend UPAA with Washington County
- Engage property owners to discuss future plans, development potential, and incentives
- Explore ways to support contractor establishment relocation and/or accommodate and bring them to City standards (urban industrial development)

- Analyze funding needs and sources and develop funding strategy to support infrastructure investments and other priorities such as land acquisition and developer incentives
- Explore partnerships
- Coordinate with PGE on anticipated power needs
- Prioritize infrastructure to properties that are both high opportunity and "low-cost-to-serve," to showcase early wins

MIDTERM ACTIONS (3–7 YEARS)

This phase builds on early successes by advancing funding mechanisms, solidifying plans for key areas, and fostering development agreements. Major actions include:

- Adopt funding mechanisms to support infrastructure investments and other priorities (this is a likely prerequisite to land acquisition)
- Acquire key parcels (or purchase options) as opportunity and funding allows
- Develop West Railroad's development plan with input from landowners, potential users, and preferably a master developer
- Secure initial development agreements and fund major infrastructure upgrades through URA or other funding mechanism
- Continue to coordinate with PGE

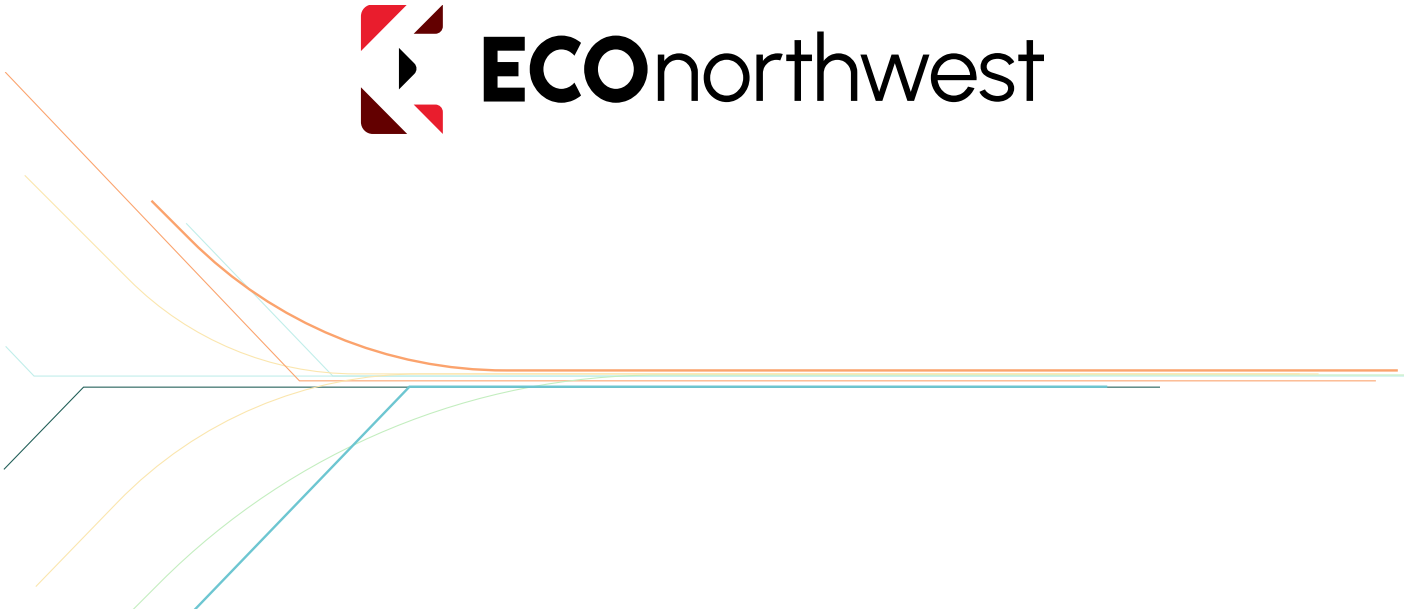
LONG-TERM ACTIONS (7–15 YEARS)

The final phase focuses on sustaining Basalt Creek's momentum by adapting to market trends and completing infrastructure build-out to support full site utilization. Long-term priorities include:

- Monitor market trends and adjust zoning or policies to accommodate emerging industries
- Complete phased infrastructure build-out to support full site utilization

This phased approach ensures that Basalt Creek's development progresses systematically, balancing immediate actions with long-term investments to achieve the City's vision for economic growth and industrial expansion.

Appendix A: Economic Inventory and Basalt Creek Concept Plan Land Use Analysis



September 2024

Industrial Land Readiness:

Economic Inventory and Basalt Creek Concept Plan Land Use Analysis -

City of Wilsonville

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the ***City of Wilsonville***. Most notably, we are appreciative of the involvement and input of ***Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen***. This work was financially supported by grants from ***Business Oregon and Metro.***

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of recreation, amenities, and regional economies. ECOnorthwest staff contributing to this study included ***Bob Parker, Nicole Underwood, Barrett Lewis, and Mackenzie Visser.*** ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report, please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

1. Introduction 21

Purpose and Background 21

Basalt Creek Planning Area Overview 22

2. Changes in Market Conditions 32

National and State Employment Trends 32

National Office Trends 34

National Industrial Trends 36

3. Wilsonville Basalt Creek Updated Market Assessment 38

Employment Trends and Forecast 38

Real Estate Market Trends 43

Target Industry Assessment 54

4. Conclusion 58

1. Introduction

Purpose and Background

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next twenty years. Wilsonville is planning for the development of its portion of the Basalt Creek Planning Area (BCPA), located in unincorporated Washington County.

The City adopted the BCCP in anticipation of future industrial development. However, at the time of adoption, a number of implementation steps remained. In the years following the adoption of the BCCP, Washington County has approved development consistent with County zoning. The BCPA now hosts several contractor establishments that, while providing jobs and economic activity, are not the type of development or commerce envisioned in the Concept Plan.

The City is currently working on the final implementation steps to make the BCPA development ready. These steps include designating the zoning to be used in the area as well as refining infrastructure funding plans. Since adoption of the BCCP in 2018, significant economic shifts have occurred at national, state, regional, and local levels to be considered during the current implementation steps. Given these economic shifts, reassessing Basalt Creek's market conditions is crucial for Wilsonville's implementation process. This reassessment will help ensure that development plans align with current economic realities and future projections.

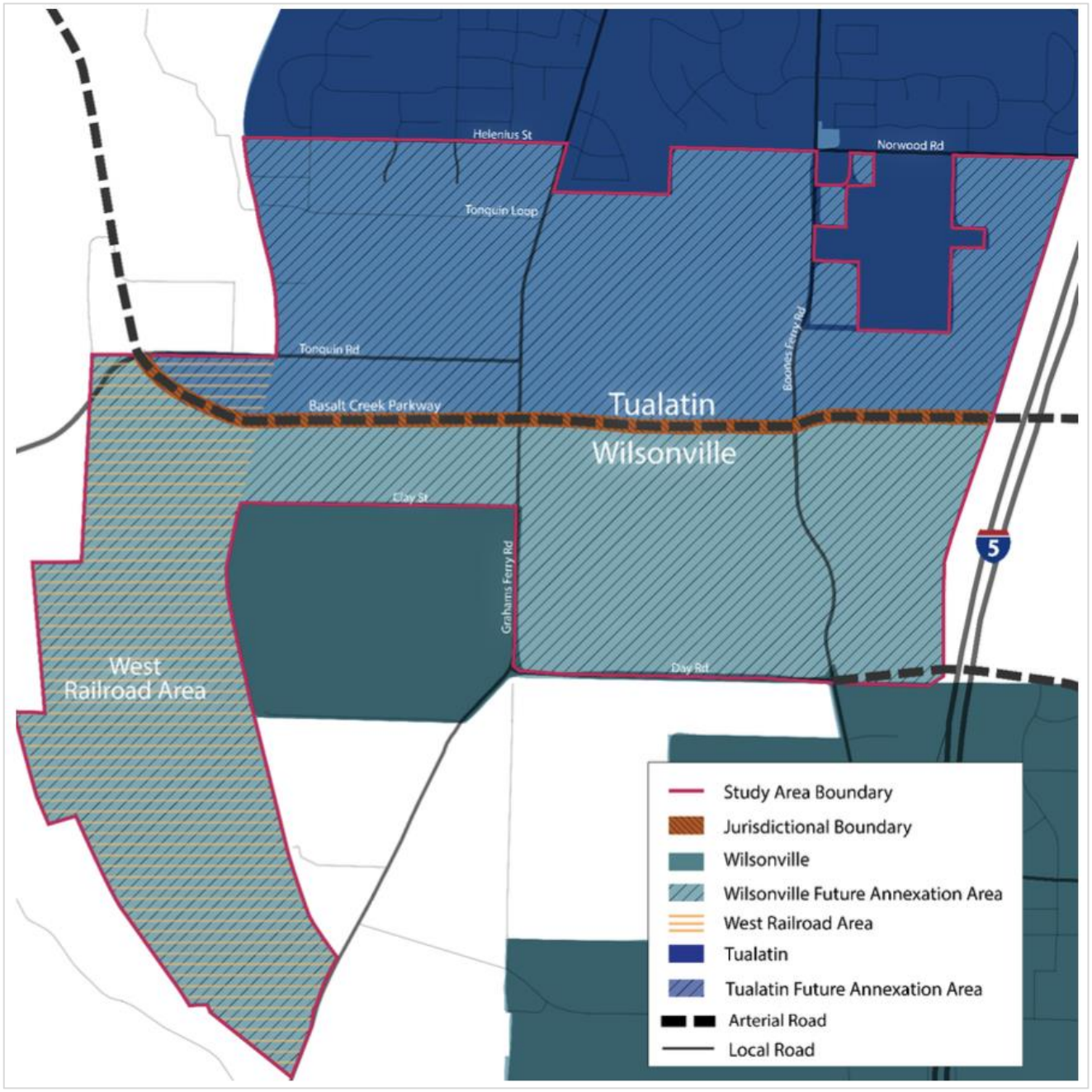
To understand the changing market conditions, Wilsonville engaged ECOnorthwest to conduct an updated market assessment and industrial lands study for Wilsonville’s portion of Basalt Creek. This Economic Inventory report is a key component of that study, providing an overview of the current economic conditions and trends affecting the BCPA. The findings from this analysis will inform recommendations on how to translate the BCCP’s land use concepts into zoning designations and inform infrastructure planning to support economic development opportunities in the area.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located in unincorporated Washington County between the southern border of incorporated Tualatin and the northern border of incorporated Wilsonville. This report focuses on the Wilsonville section, which includes 480 acres within the designated Wilsonville Future Annexation Area and West Railroad Area (as depicted in Figure 1). The BCPA is centrally located in the southern portion of the Portland metro, easily accessible and connected to other growing industrial areas, including Sherwood and Tualatin. It has access to the Portland metro and Mid-Valley labor sheds, making it well positioned to attract various types of industry.

Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, including storage of equipment and vehicles. A contractor establishment is a facility where contractors and/or subcontractors store and organize their tools, equipment, supplies, and materials. These facilities can include buildings, grounds, or structures, and often have outdoor storage and assembly areas. While important uses, these lands host limited employment and assessed property value, much less than the employment densities and development typologies envisioned in the BCCP and typical of land within the metro urban growth boundary (UGB) and incorporated City limits.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018. Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

How does the Basalt Creek Concept Plan guide development?

After a multiyear planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next 20 years. The BCCP identifies preferred land uses across the area and strives to coordinate future land use, transportation, and infrastructure investments between Tualatin, Wilsonville, and Washington County. In particular, the BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area
- Established a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the Planning Area may be annexed into and served by each City)
- Identified conceptual land uses across the area
- Recommended high-level designs for transportation and infrastructure systems to support future development
- Set specific action items and implementation measures

GUIDING PRINCIPLES

Guiding Principles represent the collective interests and goals for the Basalt Creek Planning Area, as agreed to and established by the Joint Councils of Tualatin and Wilsonville.

- **Maintain and complement the Cities' unique identities.**
- **Capitalize on the area's unique assets and natural location.**
- **Explore creative approaches to integrate jobs and housing.**
- **Create a uniquely attractive business community unmatched in the metropolitan region.**
- **Ensure appropriate transitions between land uses.**
- **Meet region responsibility for jobs and housing.**
- **Design cohesive and efficient transportation and utility systems.**
- **Maximize assessed property value.**
- **Incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.**

Land Use Designations

The BCCP identified a mix of land use designations for the area based on its land suitability analysis and adjacent land uses. For Wilsonville, the BCCP proposed four main land use designations. However, West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration. These designations, as defined in the BCCP, are:

HIGH-TECH EMPLOYMENT DISTRICT

Most of the buildable acres in the Planning Area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High-Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing, and office buildings. This land use is in the southern and eastern sections of the Planning Area, covering all Wilsonville land east of SW Boones Ferry Road and most of the land south of SW Clay Street, which extends to SW Day Road and is bordered to the west by Coffee Creek Correctional Facility.

The BCCP assumed the following breakdown of uses for the High-Tech Employment District, which helped estimate the amount of traffic the development would generate.

Table 1. BCCP Assumed Breakdown of Uses for the High-Tech Employment District

USE	SHARE
Retail	1%
Office	45%
Industrial	38%
Warehousing	15%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

CRAFT INDUSTRIAL

The southwest corner of the intersection of SW Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses and may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher-intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

The BCCP assumed the following breakdown of uses for the Craft Industrial District, which helped estimate the amount of traffic the development would generate.

Table 2. BCCP Assumed Breakdown of Uses for the Craft Industrial District

USE	SHARE
Retail	24%
Office	31%
Industrial	44%
Warehousing	1%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

LIGHT INDUSTRIAL DISTRICT

This land is located across the southern edge of Basalt Creek Parkway and its future extension just north of Coffee Creek Correctional Facility, and it will be able to accommodate 581 new jobs, primarily in warehousing and light manufacturing.

The BCCP assumed the following breakdown of uses for the Light Industrial District, which helped estimate the amount of traffic the development would generate.

Table 3. BCCP Assumed Breakdown of Uses for the Light Industrial District

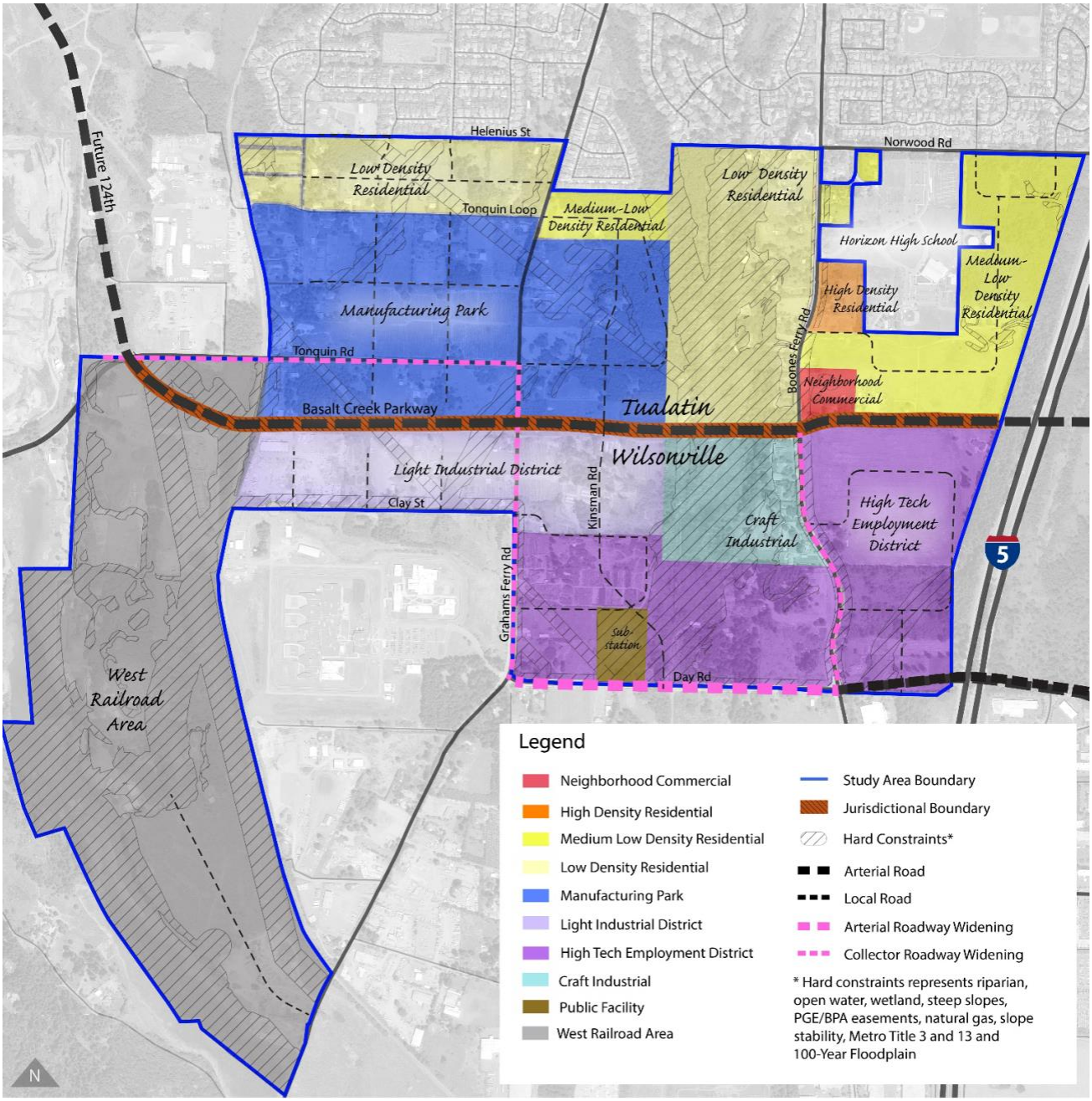
USE	SHARE
Retail	1%
Office	19%
Industrial	69%
Warehousing	11%
TOTAL	100%

Source: Basalt Creek Concept Plan, 2018. Note: Share may not equal 100% due to rounding.

WEST RAILROAD AREA

The West Railroad Area is divided from the rest of the Planning Area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, the area was heavily constrained by wetlands habitat, steep slopes, and fragmented property ownership. Initial estimates indicated that it would be costly to serve this area with adequate infrastructure due to its location. However, it was identified as having potential for resource conservation, future public access to nature, and possibly additional land uses. Because it was considered to have much lower development potential than the rest of the Planning Area, a future land use scenario was not created. Additional analysis on infrastructure funding and appropriate land uses was recommended once development and extension of infrastructure occurred in the rest of Basalt Creek.

Figure 2. Basalt Creek Land Use Concept Map



Source: Basalt Creek Concept Plan, 2018.

Note: West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration.

Implementation Measures

The BCCP also outlined the following implementation measures for the Cities:

1. **Update Urban Planning Area Agreements (UPAAs)** to acknowledge the future jurisdictional boundary and outline what areas may be annexed by each City, as well as transfer planning authority to the Cities.
2. **Amend Comprehensive Plans** to include the adoption of the Concept Plan.
3. **Assess zoning** and make sure it is compatible with anticipated land uses in the area and special design elements in the Concept Plan. The Concept Plan suggested Wilsonville consider applying the Coffee Creek Industrial Design Overlay District (form-based code) in the area.
4. **Annex as demand occurs** based on the pace of development and begin to make utility improvements adjacent to existing City services.
5. **Consider capital improvements** to spur development via financing the infrastructure themselves for reimbursement, creating a cooperative financing district, or developing the infrastructure to induce desired development.
6. **Consider master planning** in the area.

Wilsonville updated its UPAA in 2019 and amended its Comprehensive Plan after the Concept Plan was adopted. The City is now working on developing zoning and evaluating infrastructure needs as a part of this project.

Basalt Creek Concept Plan Proposed Employment Densities

The BCCP assigned employment densities to each land use designation to align with the regional employment capacity and traffic counts. According to the Concept Plan, the Wilsonville portion of the BCPA could support 2,524 jobs across 136.6 buildable acres, for an average employment density of 18.5 employees per gross buildable acre. The specific land use designations and respective employment densities are shown below. Note: West Railroad did not include a specific concept because it was viewed as having lower development potential in the near term and was slated for future study and consideration.

Table 4: Basalt Creek Concept Plan Land Use Designations

LAND USE DESIGNATION	BUILDABLE ACRES	TOTAL JOBS	JOBS PER GROSS BUILDABLE ACRE
Craft Industrial	1.3	27	21.7
Light Industrial District	35.3	581	16.5
High Tech Employment District	94.5	1,916	20.3
Functionally Unbuildable	5.6	0	0
TOTAL	**136.6**	**2,524**	**18.5**

Source: Basalt Creek Concept Plan.

Other Guiding Plans and Documents

WILSONVILLE COMPREHENSIVE PLAN

Wilsonville's Comprehensive Plan, updated in 2024, designates Basalt Creek and West Railroad as areas of special concern (M and N), and it describes special considerations that must be addressed in development of these areas. Design objectives established for Area of Special Concern M, Basalt Creek, include:

- Consider adopting a form-based code similar to that adopted in the Coffee Creek Industrial Area for new industrial development in Basalt Creek.
- Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas, and trails in Basalt Creek into existing regional networks. Development should protect, enhance, and provide access to these natural resources.
- Locate north-to-south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
- Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along SW Grahams Ferry Road, SW Boones Ferry Road, SW Day Road, SMART Central, and the Coffee Creek Correctional Facility.

No design objectives were included for Area of Special Concern N, West Railroad; however, it is noted that the area will require additional planning before any development occurs.

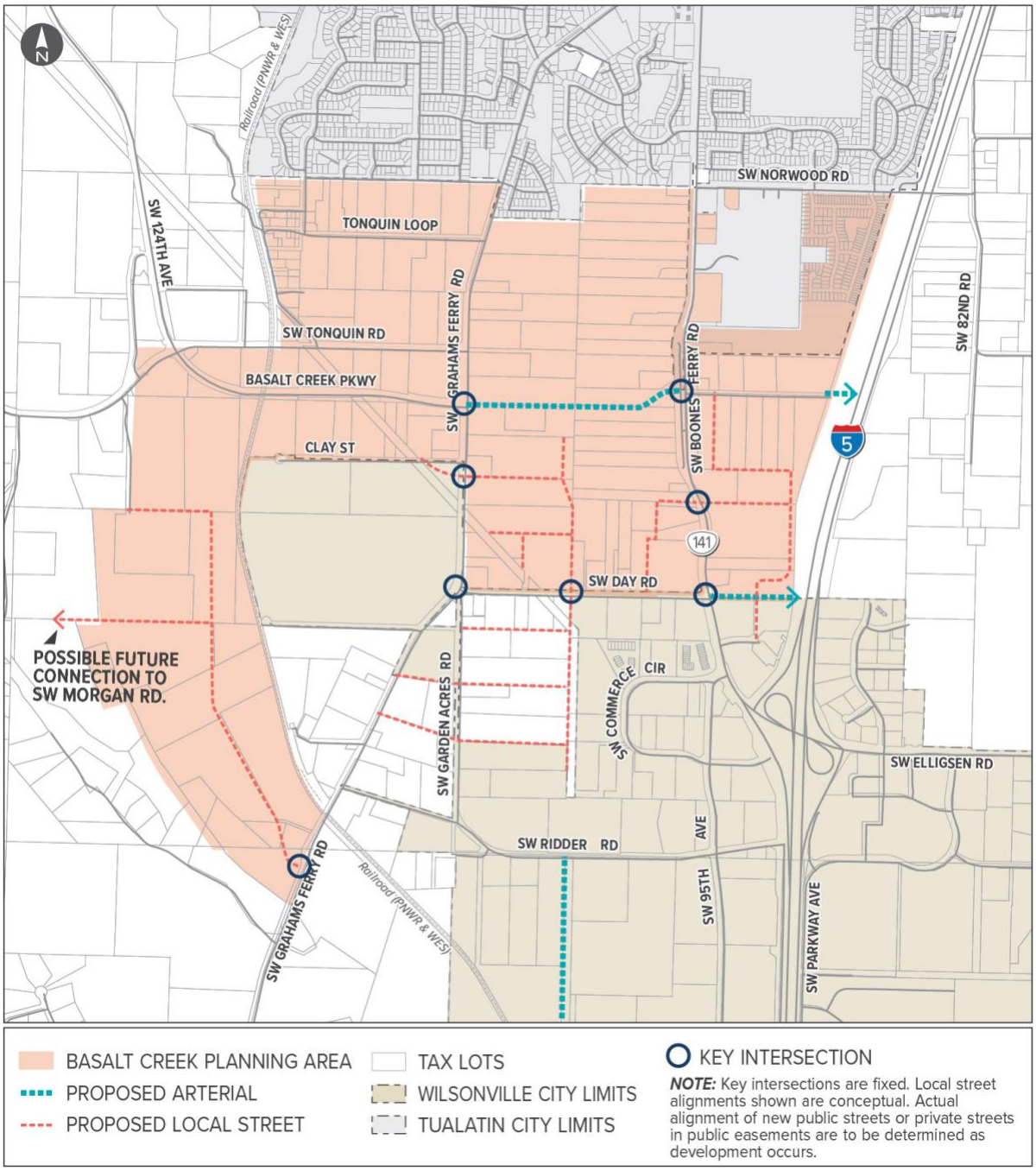
BASALT CREEK TRANSPORTATION REFINEMENT PLAN

The 2013 Basalt Creek Transportation Refinement Plan (TRP) set the layout of major new roads and improvements for the area, including enhanced bike and pedestrian facilities and connections to the future SMART transit system. The TRP included an Action Plan that consisted of 18 transportation investments, which were prioritized according to short-term, medium-term, and long-term projects.

ONGOING INFRASTRUCTURE AND NATURAL RESOURCE PLANNING

The City is currently collaborating with several consultants to update its understanding of infrastructure needs, natural resources, and hazards in the BCPA. The City is working with DKS Associates to refine the street alignment in the BCPA. A preliminary street alignment, provided below, may undergo further changes in future iterations.

Figure 3. Proposed BCPA Street Plan



Source: DKS Associates

Simultaneously, Pacific Habitat Services is assisting the City in updating and refining natural hazard and resource maps of the area. For utility infrastructure, the City has engaged Consor to help with assessing water, wastewater, and stormwater needs, as well as with determining the costs of necessary upgrades. These collaborative efforts aim to provide a comprehensive and up-to-date overview of the area's development requirements and environmental considerations. These simultaneous projects will be incorporated and inform this planning process as information becomes available.

What has happened since the Basalt Creek Concept Plan was adopted?

Since adoption of the BCCP, significant shifts have occurred in the office and industrial real estate markets. The pandemic accelerated the trend toward remote work, leading to higher office vacancy rates and a redefinition of office space needs. Conversely, the industrial sector experienced strong growth characterized by high demand, rising rents, and robust development, which was driven in part by the federal Creating Helpful Incentives to Produce Semiconductors (CHIPS) and Science Act. National trends in these industries are detailed in Section 2, while regional and Wilsonville-specific trends are covered in Section 3.

The City of Wilsonville has not annexed any of Basalt Creek since the BCCP was adopted in 2018. As a result, the BCPA has remained under Washington County's jurisdiction and zoning. Some development has occurred at much lower densities than envisioned in the BCCP, which is allowed under the more permissive County zoning code. Many existing businesses, including contractor establishments, have few employees and are using large areas of land for equipment storage, which conflicts with the City's vision for higher employment density. These uses are permitted under Washington County zoning but do not align with Wilsonville's goals for the area, or with the goals, priorities, and industrial land needs within the greater Portland metro area. Wilsonville's portion of the BCPA consisted of 90 tax lots in 2022. Some areas have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. While there has been growth in contractor establishments, many of them existed before the BCCP was in place. These trends are discussed in more detail in Section 3.

The City is interested in future development in Basalt Creek that better aligns with its vision for higher industrial employment density. To make meaningful progress, the City must first establish appropriate zoning designations and plan for necessary infrastructure—key objectives of this project.

2. Changes in Market Conditions

Following the COVID-19 pandemic, office and industrial real estate markets faced challenging development conditions, particularly due to high interest rates, significantly slowing commercial real estate development activity. The increased cost of capital has made many projects economically unfeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[1] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[2] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.

This section examines national trends that have shaped office and industrial real estate markets in recent years. It compares these trends to projections from the 2014 Market Analysis by Leland Consulting Group, which informed the BCCP. Understanding the broader national context is crucial for several reasons: It provides a benchmark for comparing local performance. National trends often influence regional and local markets, albeit sometimes with a delay. This understanding helps identify potential opportunities or challenges that may affect Wilsonville and Basalt Creek in the future. It also allows for more informed decision-making and strategic planning at the local level.

Regional and Wilsonville-specific trends are addressed separately in Section 3, building upon this national overview.

National and State Employment Trends

National Employment

The United States has seen robust employment growth since the COVID-19 pandemic. National employment increased by 21 percent between April 2020 and April 2024, surpassing prepandemic levels. The most recent year (April 2023 to April 2024) saw total nonfarm employment grow by 1.8 percent.[3]

Oregon Employment

Oregon's employment recovery, while positive overall since 2020, has fallen behind the national trend. From April 2020 to April 2024, the state's employment grew by 17 percent.

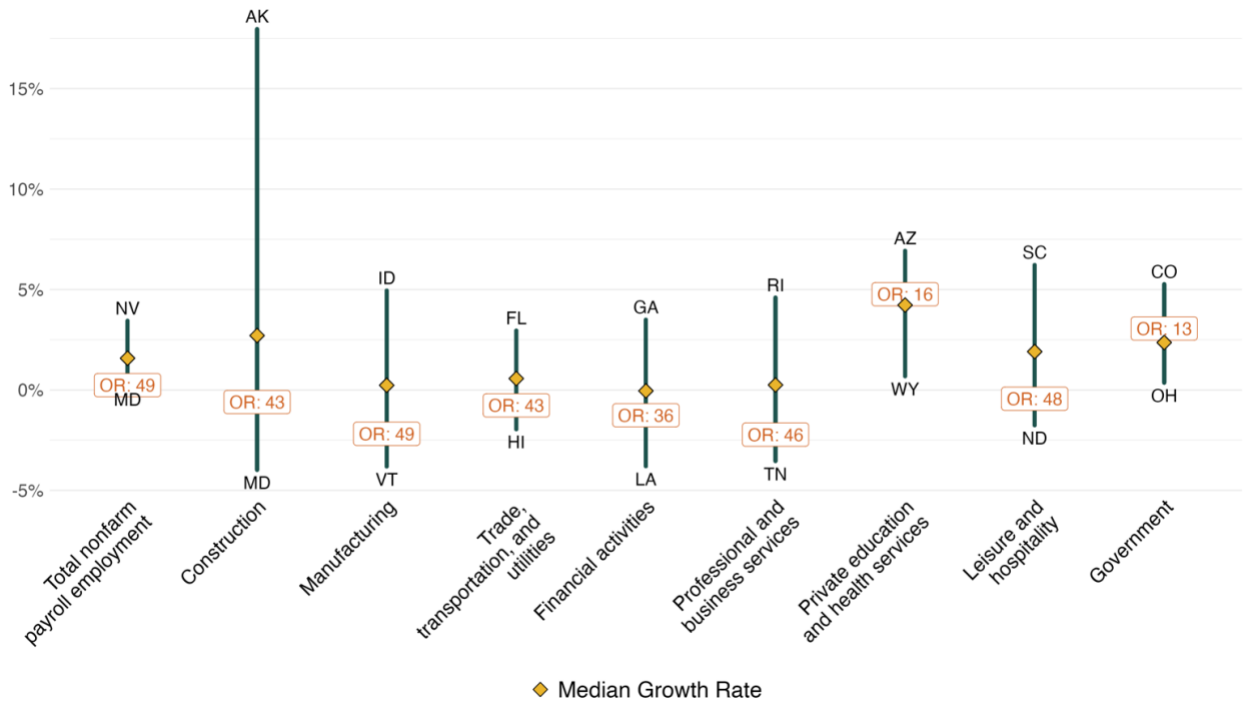
---

[1] If developers take on debt to finance a project, the longer they take to repay the loan, the more interest will accrue.
[2] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[3] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024.

However, in contrast to national growth, Oregon experienced a slight decline of 0.1 percent in employment between April 2023 and April 2024.[4]

The state's recent economic performance is concerning across multiple sectors. Oregon ranked 49th out of all states in nonfarm employment growth rate between April 2023 and April 2024. During this period, the state was among the bottom ten for employment growth (losing jobs while other states saw gains) in manufacturing, construction, trade, transportation and utilities, professional and business services, and leisure and hospitality.

Figure 4. Employment Growth Rates for All States by Sector (April 2023 to April 2024)



Source: U.S. Bureau of Labor Statistics Current Employment Survey, April 2024. Note: This figure compares Oregon's employment growth rate to all other states. For example, "OR: 49" for total nonfarm payroll employment means Oregon ranked 49th out of all states in employment growth rate between April 2023 and April 2024.

[4] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

National Office Trends

This section describes national trends for office space excluding industrial, manufacturing, or flex space, which is discussed in the following subsection. The 2014 Market Analysis, which informed the Basalt Creek concept planning process, highlighted a reduced demand for office space and a less robust market, predicting a slower pace for office development. This outlook was based on the fact that regional employment levels in Portland had only recently returned to their prerecession levels of 2008.

These trends have been further exacerbated by the COVID-19 pandemic and resulting market shifts toward remote work. According to the Bureau of Labor Statistics' American Time Use Survey, the share of employees working from home rose from 24 percent in 2019 to 34 percent in 2022.[5] Nationally, the office market as a whole is declining, although high-quality office space remains in relatively strong demand. Key findings include:

- **Negative net absorption:** National net absorption for office space came in negative (at negative 18.2 million square feet) for the tenth quarter in a row.[6] However, this trend is not uniform across U.S. markets, with a third of U.S. office markets having positive net absorption. JLL, a global commercial real estate and investment management company that tracks and reports on commercial real estate dynamics, noted that many properties and markets with high negative net absorption are earmarked for conversion to other uses.[7]
- **Shrinking inventory:** The construction pipeline has decreased by 67 percent since early 2020. As of Q2, 2024 office deliveries (referring to new construction added to the market) were 27 percent below the average since 2020, and the current pipeline is at its lowest point in a decade.[8] As office inventory removals outpace market deliveries, overall office market inventory has declined.[9]
- **Favored product types:** Certain types of office space are outperforming others, with tenants favoring high-quality buildings, such as those in attractive locations or featuring additional amenities. With new construction slowing down, existing high-quality assets will likely continue to see demand as competition decreases. In contrast, older and obsolete spaces may require investment or conversion, and the performance of middle-market spaces will vary depending on factors like location, space type, and submarket.[10]

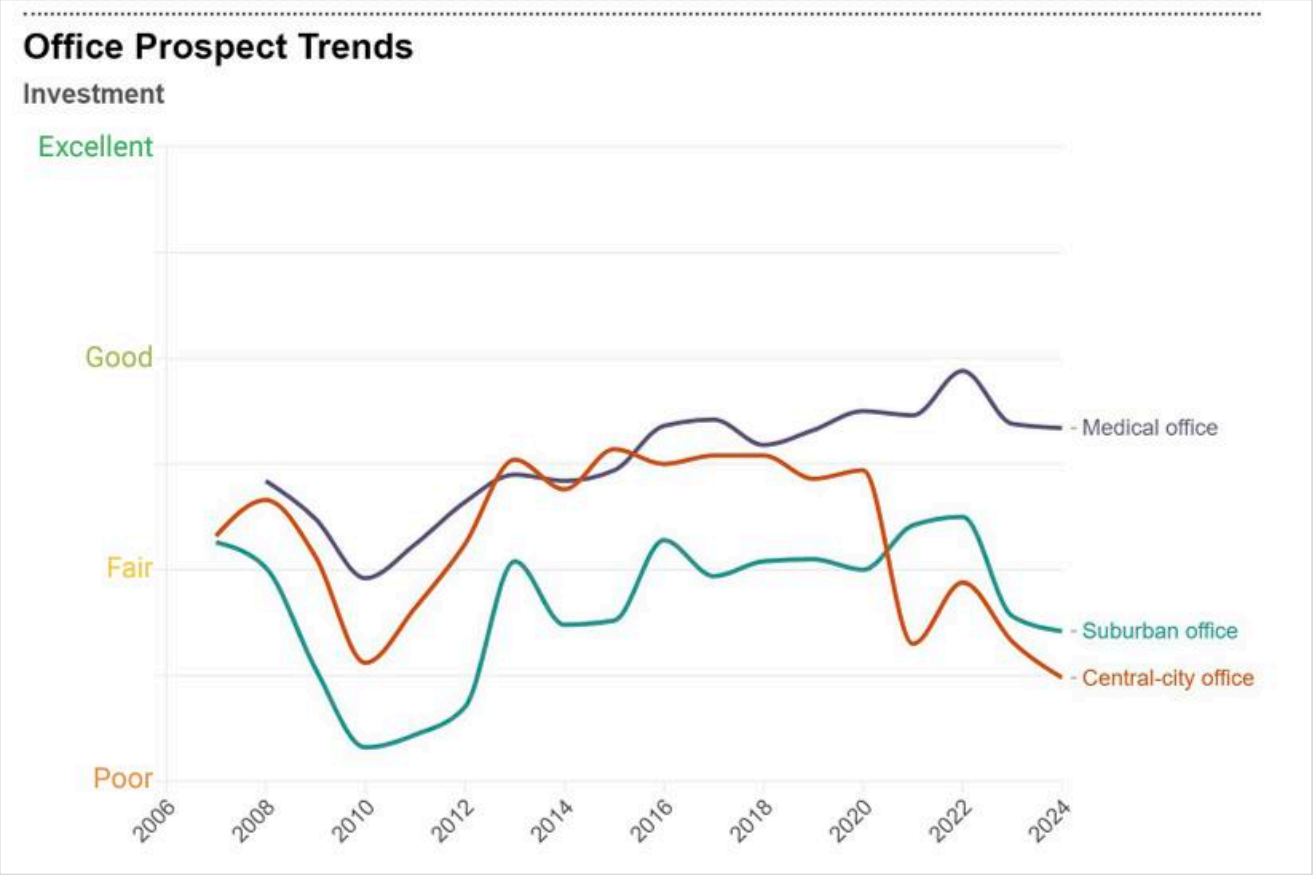
Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60 to 70 percent. This shift will set a new baseline for office space requirements. Cushman & Wakefield predicts that office occupancy will start to stabilize in the latter half of 2025 as the pace of adjustments to hybrid spaces

[5] BLS, American Time Use Survey, 2023; does not differentiate between part- and full-time workers
[6] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[7] JLL, JLL U.S. Office Outlook Q1 2024
[8] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[9] JLL, JLL U.S. Office Outlook Q1 2024
[10] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

slows down and growth in both employees and new businesses generate demand for office space.[11]

Figure 5 shows the Urban Land Institute's national office market investment prospect trends by secondary market type. While the investment prospect for suburban and central city office space has fallen between "poor" and "fair" in recent years, the investment prospect for medical office space has risen relatively steadily and is rated just below "good."

Figure 5: Urban Land Institute National Office Investment Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

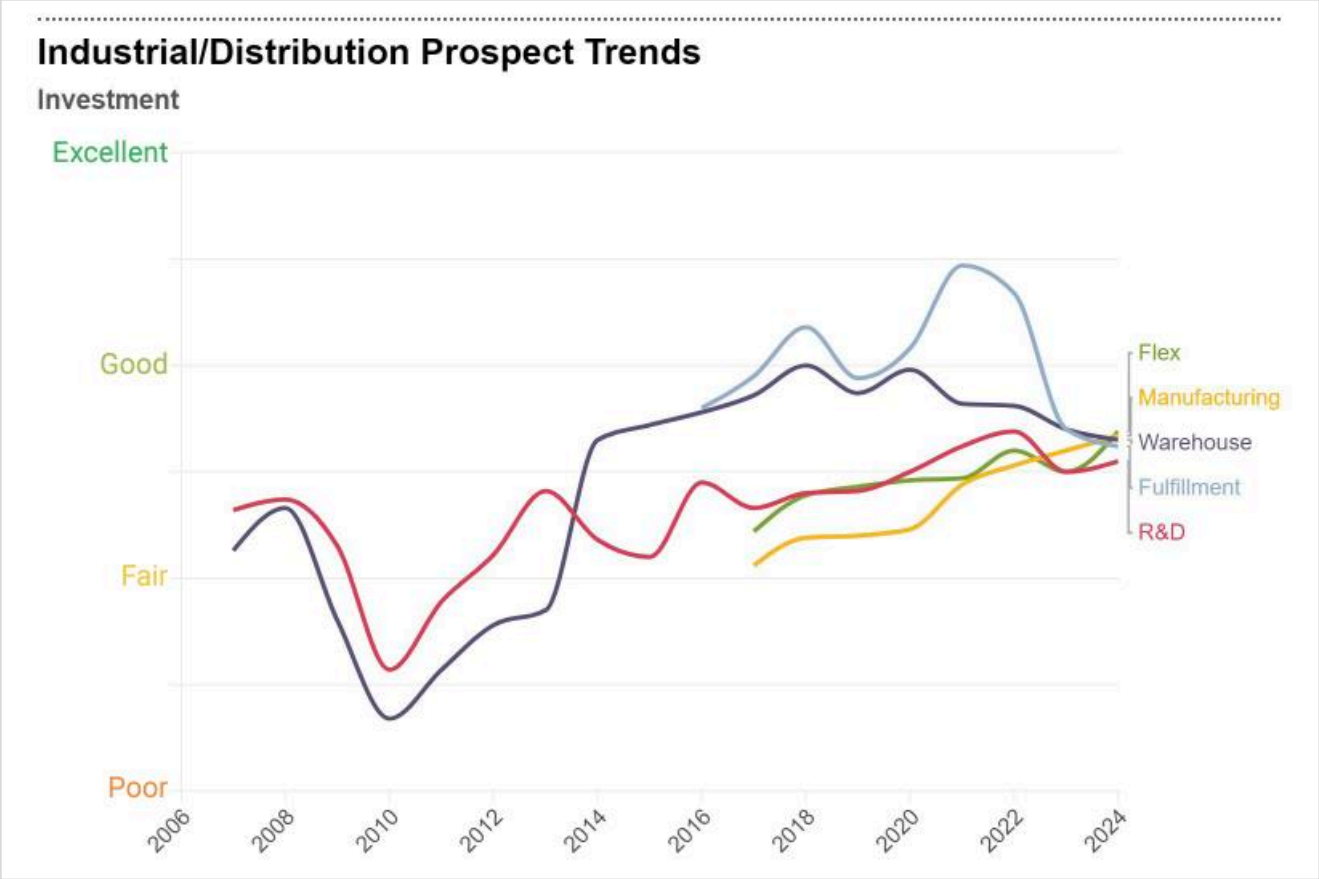
[11] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

National Industrial Trends

The 2014 Market Analysis, which informed the Basalt Creek concept planning process, reported that industrial space demand was likely to surge as the economy continued to recover from the 2008 recession, citing significant industrial space in the Portland region's development pipeline. It also highlighted that the I-5 South submarket would see some of the greatest demand, predicting that industrial development would continue to outpace office development—an accurate forecast.

The 2014 Market Analysis also correctly predicted stronger markets for research and development, advanced manufacturing, general manufacturing, and warehousing space. Figure 6 shows the Urban Land Institute's trends in investment prospects for industrial and distribution space nationally, showing increased development prospects for these space types from 2014 to around 2021. Historically, fulfillment and warehouse space were rated as better investment prospects than research and development, manufacturing, and flex space. However, in recent years the investment prospects for the various secondary market types have coalesced toward a similar prospect rating, just below "good."

Figure 6: Urban Land Institute National Industrial and Distribution Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

In recent years, the industrial real estate market has shown strong performance, particularly in 2022 and 2023, though growth has started to slow in 2024. Despite this slowdown, the national industrial market remains relatively robust overall. Key trends include:[12]

- **Stabilizing vacancy rates:** Since mid-2022, vacancy rates have been rising, but the pace of increase has slowed. As of Q2 2024, the national vacancy rate stands at 6.1 precent and is expected to continue increasing. However, it remains below the 10-year prepandemic average (2010-2019) of 7 percent.
- **Positive net absorption:** Industrial market demand remains strong, with positive net absorption and rising rents. However, the rate of change has slowed compared to previous years. For instance, rents rose by 3.7 percent year over year since 2023 Q2, marking the slowest growth rate since 2020.
- **Slowing construction:** One reason for rising vacancy rates is the influx of new supply, with over 1.2 billion square feet delivered nationally in 2022 and 2023. However, the construction of new industrial projects has slowed significantly, decreasing by 46 percent from Q2 2023, reaching its lowest point in four years.

Nationally, the market is expected to stabilize over the next year as the shrinking construction pipeline and positive net absorption limit the available supply of industrial space. However, Cushman & Wakefield report that "the tailwinds of e-commerce growth, onshoring and nearshoring, and a resilient consumer all set the stage for fundamentals to trend positively going forward, albeit at a pace below 2021 and 2022 highs."[13,14] Key forecasted trends include:

- **Decreasing vacancy rates:** While vacancy rates are expected to continue to rise until early 2025, they are expected to peak at around 6.7 percent and then begin to decrease in the second half of 2025. In conjunction with this trend, annual net absorption is expected to increase through 2025.[15]
- **Increasing rents:** Although the rate of rent increase is expected to slow, asking rents for industrial space are anticipated to continue growing through 2025.[16]
- **Manufacturing growth:** According to JLL, the sustained growth in manufacturing due to reshoring trends (returning production to the United States) will likely continue to drive industrial demand nationally. Supply chains will seek strategically located facilities that can accommodate localized manufacturing, efficient distribution, and resilient inventory management systems.[17]

---

[12] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[13] Onshoring and nearshoring refers to the trend of businesses sourcing production within the United States as opposed to outside the United States.
[14] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[15] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[16] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[17] JLL, Q1 2024 Industrial Outlook

3. Wilsonville Basalt Creek Updated Market Assessment

The Basalt Creek Concept Plan (BCCP) was based on a market assessment conducted in 2014. In the decade since, significant changes have occurred in employment patterns and market conditions. This section provides an updated analysis of regional and Wilsonville-specific employment trends, current forecasts, and present market dynamics, building on the national overview in Section 2.

This updated information establishes a new baseline for understanding Basalt Creek's current market context. Additionally, this section evaluates Basalt Creek's competitive strengths and weaknesses and identifies industries most likely to establish a presence in the area.

Employment Trends and Forecast

In 2022, Wilsonville's employment landscape was characterized by a strong concentration in industrial sectors, with manufacturing, wholesale trade, and construction making up 43 percent of the City's total employment—a much higher share compared to the broader tri-county region. This focus on industrial jobs sets Wilsonville apart, highlighting its distinct role in the regional economy.

Employment Trends

In 2022, Wilsonville had 21,383 covered employees, representing 2.2 percent of the region's covered employment.[18] The City's top three sectors are manufacturing (17.8 percent, 3,796 jobs), wholesale trade (14.4 percent, 3,083 jobs), and construction (10.5 percent, 2,248 jobs). These three industries combined represent 43 percent of Wilsonville's total employment, nearly double the 22 percent share these sectors hold in the broader tri-county region (Clackamas, Multnomah, and Washington Counties).

This concentration in industrial jobs sets Wilsonville apart from the surrounding area. While Wilsonville's top sectors are manufacturing, wholesale trade, and construction, the tri-county region's largest employers are in health care and social assistance, government, and manufacturing.

Table 5: Industry Distribution, Wilsonville and Tri-County Region, 2022

SECTOR	WILSONVILLE		TRI-COUNTY	
	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT
Agriculture, Forestry, Fishing and Hunting	41	0.2%	9,532	1.0%
Utilities, Mining, Quarrying, Oil and Gas Extraction	101	0.5%	2,552	0.3%
Construction	2,248	10.5%	58,672	6.1%
Manufacturing	3,796	17.8%	102,378	10.6%
Wholesale Trade	3,083	14.4%	46,341	4.8%
Retail Trade	2,078	9.7%	90,895	9.4%
Transportation and Warehousing	748	3.5%	43,835	4.5%
Information	121	0.6%	21,957	2.3%
Finance and Insurance	231	1.1%	31,171	3.2%
Real Estate and Rental and Leasing	219	1.0%	16,947	1.8%
Professional, Scientific, and Technical Services	1,974	9.2%	69,299	7.2%
Management of Companies and Enterprises	555	2.6%	36,951	3.8%
Admin., Waste Mgmt, and Remediation	1,655	7.7%	58,605	6.1%
Private Education	90	0.4%	18,213	1.9%
Health Care and Social Assistance	1,007	4.7%	122,197	12.7%
Arts, Entertainment, and Recreation	193	0.9%	13,631	1.4%
Accommodation and Food Services	1,356	6.3%	77,278	8.0%
Other Services (except Public Administration)	454	2.1%	34,720	3.6%
Other (nonclassifiable)	28	0.1%	1,927	0.2%
Government	1,405	6.6%	107,431	11.1%
Total:	**21,383**	**100%**	**964,532**	**100%**

Source: QCEW

[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Over the past decade, Wilsonville's employment grew slightly faster than that of the tri-county region. This growth was largely driven by an increase in construction jobs, which more than tripled during this period. Although the tri-county region also experienced growth in construction jobs, Wilsonville's rate of growth was considerably higher. Wilsonville also had strong employment growth in wholesale trade. Notably, while wholesale employment rose in Wilsonville, it declined across the broader tri-county region.

In contrast, Wilsonville experienced a decline in manufacturing employment, even as the region saw growth in this sector. Wilsonville maintained stable employment in the transportation and warehousing sector, while the tri-county region grew substantially.

Table 6: Change in Employment, Wilsonville and Tri-County Region (2012 to 2022)

SECTOR	CHANGE 2012-2022			
	NUMBER		PERCENT	
	WILSONVILLE	TRI-COUNTY	WILSONVILLE	TRI-COUNTY
Agriculture, Forestry, Fishing and Hunting	(2)	810	-5%	9%
Utilities, Mining, Quarrying, Oil and Gas Extraction	(5)	263	-5%	11%
Construction	1,505	20,584	203%	54%
Manufacturing	(549)	8,332	-13%	9%
Wholesale Trade	703	(2,409)	30%	-5%
Retail Trade	81	6,254	4%	7%
Transportation and Warehousing	1	17,473	0%	66%
Information	(34)	1,946	-22%	10%
Finance and Insurance	(16)	(3,904)	-6%	-11%
Real Estate and Rental and Leasing	(31)	3,678	-12%	28%
Professional, Scientific, and Technical Services	452	19,014	30%	38%
Management of Companies and Enterprises	293	15,121	112%	69%
Admin., Waste Mgmt, and Remediation	780	9,821	89%	20%
Private Education	(87)	(617)	-49%	-3%
Health Care and Social Assistance	(435)	26,457	-30%	28%
Arts, Entertainment, and Recreation	33	2,277	21%	20%
Accommodation and Food Services	291	5,588	27%	8%
Other Services (except Public Administration)	51	1,062	13%	3%
Other (nonclassifiable)	15	1,627	115%	542%
Government	289	4,210	26%	4%
Total:	**3,335**	**137,587**	**18%**	**17%**

Source: QCEW

BASALT CREEK PLANNING AREA EMPLOYMENT

The BCPA (Wilsonville portion only) grew in employment from 2012 to 2022, with 275 covered employees reported as of 2022. The average wage in the BCPA was $85,863, which is higher than both the tri-county ($73,995) and City average wages ($74,252), suggesting these are relatively well-paying jobs.

Table 7. Change in Employment and Wage, BCPA 2012-2022

YEAR	TAX LOTS	ESTABLISHMENTS	EMPLOYMENT	TOTAL PAY*	AVERAGE WAGE*
2012	80	11.0	194	$9,593,330	$49,450
2022	90	10.0	275	$23,612,269	$85,863
CHANGE	**10**	**-1**	**81**	**$14,018,939**	**$36,413**

Source: QCEW
*not inflation adjusted

Wilsonville's portion of the BCPA consisted of 80 tax lots in 2012 and 90 tax lots in 2022. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous landholdings by single ownership. In 2012, 8 tax lots had businesses with covered employment, increasing slightly to 10 tax lots in 2022. Employment density on lots with covered employment remains low at 4.4 employees per acre as of 2022, with most tax lots having no covered employment at all.

Table 8. Lots with and without Covered Employment in the BCPA, 2012-2022

	2012			2022		
	TAX LOTS	ACRES	EMPLOYMENT DENSITY	TAX LOTS	ACRES	EMPLOYMENT DENSITY
With Employment	8	62	3.1	10	63	4.4
Without Employment	72	410	n/a	80	406	n/a
Total	**80**	**472**	**0.4**	**90**	**469**	**0.6**

Source: QCEW Note: The minor change in acreage from 2012 to 2022 resulted from constructing of the Basalt Creek Parkway and small adjustments in the recording of tax lots over that period.

It is important to note that these figures only account for covered employees.[19] Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors. Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land-value ratio is low and has changed little over the past decade.

Table 9. Improvement to Land Value, BCPA, 2012-2022

	LAND VALUE	BUILDING VALUE	IMPROVEMENT TO LAND VALUE
2012	$16,577,800	$6,738,020	0.41
2022	$32,892,790	$16,996,440	0.52

Source: Regional Land Information System (RLIS)

[19] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Employment Forecast

Between 2020 and 2045, the City is projected to grow by 3,471 employees at an average annual growth rate of 0.7 percent. This rate is faster than Tualatin but slightly slower than Sherwood and the region overall. Washington County is projected to grow the fastest of the three counties in the region.

Table 10: Metro Employment Forecast, 2020 to 2045

			CHANGE 2020-2045		
	2020	2045	NUMBER	PERCENT	AAGR
Tualatin	34,115	36,792	2,677	8%	0.3%
Wilsonville	**20,539**	**24,010**	**3,471**	**17%**	**0.7%**
Sherwood	6,646	8,013	1,367	21%	0.8%
Clackamas County	173,891	212,341	38,450	22%	0.9%
Multnomah County	538,628	651,090	112,462	21%	0.8%
Washington County	313,513	391,712	78,199	25%	1.0%
THREE COUNTY TOTAL	**1,026,032**	**1,255,143**	**229,111**	**22.3%**	**0.9%**

Source: Oregon Metro, 2045 Distributed Forecast
AAGR = Annual Average Growth Rate

For 2022 to 2032, the Oregon Employment Department (OED) forecasts the strongest growth for the Portland tri-county region in commercial sectors, led by information, leisure and hospitality, and private education and health services. However, OED also predicts growth in industrial sectors, with the strongest relative growth in the construction industry followed by transportation, warehousing, and utilities.

Table 11: Portland Tri-County Industry Projections, 2022 to 2032

INDUSTRY	EMPLOYMENT		CHANGE	
	2022	2032	NUMBER	PERCENT
Natural resources and mining	10,100	10,600	500	5.0%
Construction	59,100	67,800	8,700	14.7%
Manufacturing	101,300	109,800	8,500	8.4%
Wholesale trade	47,300	51,900	4,600	9.7%
Retail trade	90,000	93,500	3,500	3.9%
Transportation, warehousing, and utilities	46,500	52,500	6,000	12.9%
Information	23,400	28,700	5,300	22.6%
Financial activities	60,600	62,500	1,900	3.1%
Professional and business services	167,600	191,000	23,400	14.0%
Private educational and health services	143,400	168,700	25,300	17.6%
Leisure and hospitality	90,700	109,400	18,700	20.6%
Other services	38,200	43,100	4,900	12.8%
Government	114,200	123,500	9,300	8.1%
Self-employment	62,700	69,600	6,900	11.0%
Total	**1,055,100**	**1,182,600**	**127,500**	**12.1%**

Source: Oregon Employment Department Employment Projections

Real Estate Market Trends

The real estate market trends in Wilsonville and the Portland region generally align with the national trends outlined in Section 2. While Wilsonville's office market typically has a lower vacancy rate compared to the broader region, it has had consistently negative net absorption and recent spikes in the vacancy rate, reaching over 12 percent in 2024.

More positively, Wilsonville's industrial market has a relatively low vacancy rate, large average building sizes, and a variety of industrial space types that could appeal to a mix of tenants. Wilsonville is also well positioned to benefit from promising industrial trends in the broader region, including investments in semiconductor manufacturing and market growth that could attract tenants to the area. However, industrial development in Wilsonville has been limited over the past decade. Only 1.7 percent of its total industrial space has been built in the last 10 years, compared to 11 percent in the broader Portland metro area. According to CoStar, in the past five years, three buildings have been under construction in Wilsonville: one completed in 2022 and two slated to be completed in 2025.

NOTE ON COSTAR DATA

While CoStar data provides valuable, up-to-date data across a wide range of metrics, data quality is more limited in smaller markets and at the property level. The data here should be read as an indication of overall market statistics and trends, rather than an exact reflection of all properties in a given market.

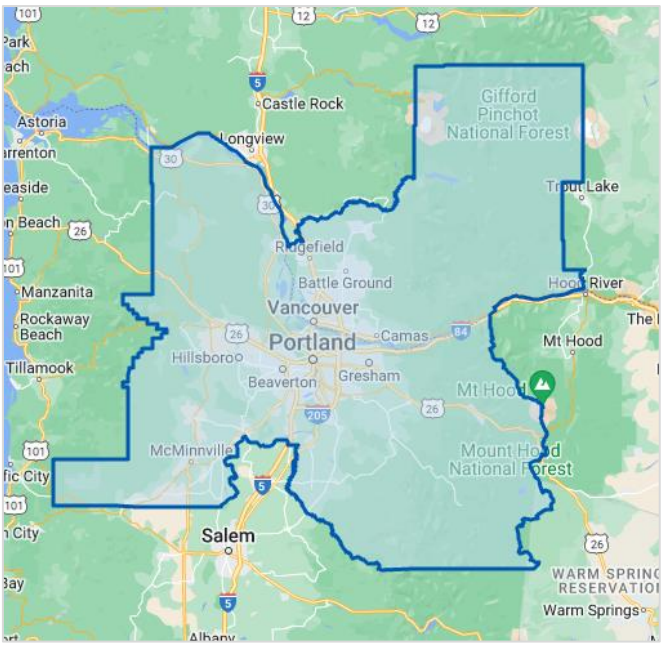
This section analyzes real estate market trends for various submarkets encompassing the BCPA, including the I-5 South submarket (Figure 7) and the Portland metro area (Figure 8).

Figure 7: I-5 South Submarket Boundary



Source: CoStar

Figure 8: Portland Metro CoStar Boundary



Source: CoStar

Office Market Trends

Portland Metro Regional Trends

Like the national office space market, office spaces in the Portland metro are experiencing high vacancy rates and lower leasing activity. Work-from-home policies have decreased the demand for office space. Consequently, tenants have increased bargaining leverage; they are pressuring landlords to reduce rates, increase lease concessions, and raise tenant improvement budgets. Despite these adjustments, an increase in vacancies is expected, with interest rates and economic uncertainty adding volatility to the office market.[20] Other key findings include:

- **Record high vacancy rates:** High vacancy rates have continued to climb, reaching a record high of 13.3 percent vacant office space in 2024 Q2.[21]
- **Continued negative net absorption:** Net absorption in the Portland market was just over negative 500,000 square feet in 2024 Q2, the fourth quarter in a row of negative net absorption. Since the beginning of 2020, the Portland office market has only had positive net absorption for five quarters.[22]
- **Leasing activity:** Leasing and sales activity are on par with 2023, indicating that the vacancy and absorption trends are due to companies exiting the marketplace or downsizing at a higher rate, likely due to continued work-from-home policies.[23]

However, the Portland office market is not uniform, with the suburban office market performing better than the downtown and regional office markets. The Portland suburbs' office vacancy rates are 8.6 percent, compared to 23.9 percent downtown.[24]

Wilsonville Office Market

Wilsonville currently has approximately 1.4 million square feet of office space, representing roughly 18 percent of office space in the I-5 South submarket and 1 percent in the broader Portland metro region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet, or roughly 2 percent of Wilsonville's total office space. Over the same period, the Portland metro added a greater share (9 percent) of

[20] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[21] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[22] Kidder Matthews, Portland Office Market Report Q2 2024
[23] Kidder Matthews, Portland Office Market Report Q2 2024
[24] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report

space to its office market. These projects, on average, have been significantly larger than usual office buildings, with a few very large projects surpassing 100,000 square feet.

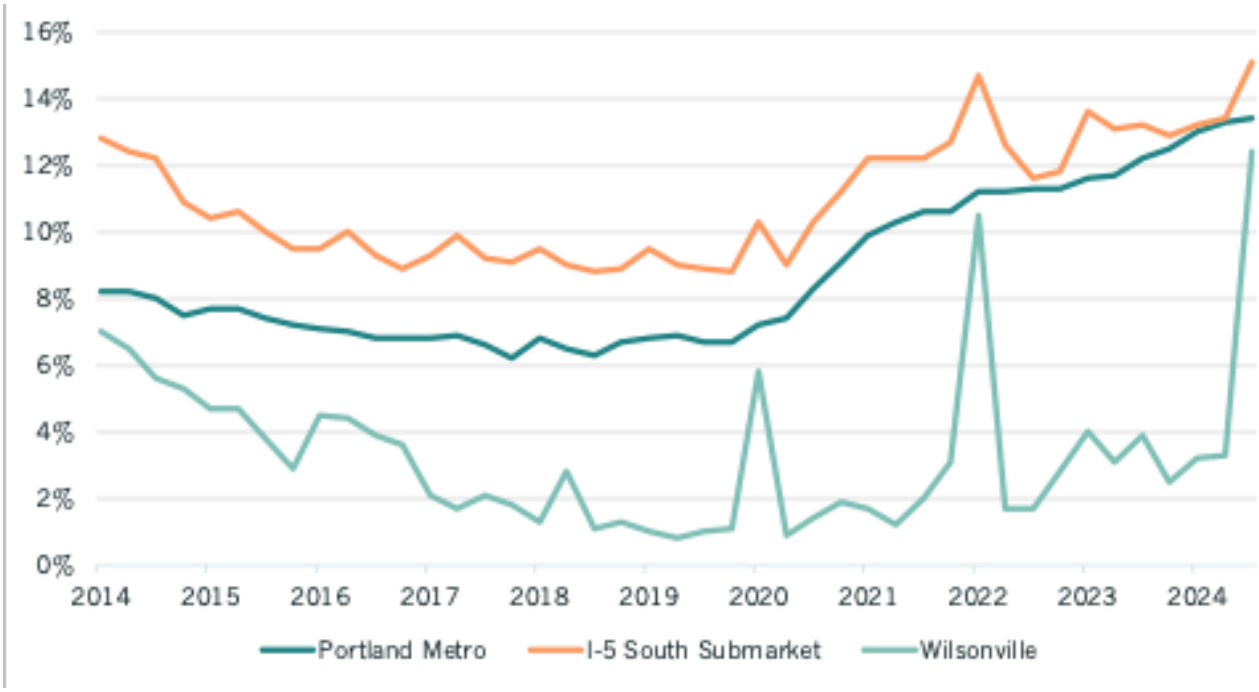
Table 12: Office Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Portland Metro	6,217	118,809,170	19,110
I-5 South Submarket	431	7,533,437	17,479
Wilsonville	62	1,358,335	21,909
BUILT IN THE LAST 10 YEARS			
Portland Metro	66	10,354,342	156,884
I-5 South Submarket	4	80,976	20,244
Wilsonville	1	30,000	30,000

Source: CoStar, pulled August 2024

Per Costar, the I-5 South submarket office vacancy rates have been higher than the Portland metro's vacancy rates since 2014, although vacancy rates have been much more similar since 2022. Both have vacancy rates above 13 percent as of July 2024. While Wilsonville office vacancy rates have remained much lower, the end of a few leases are reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the Portland metro average.

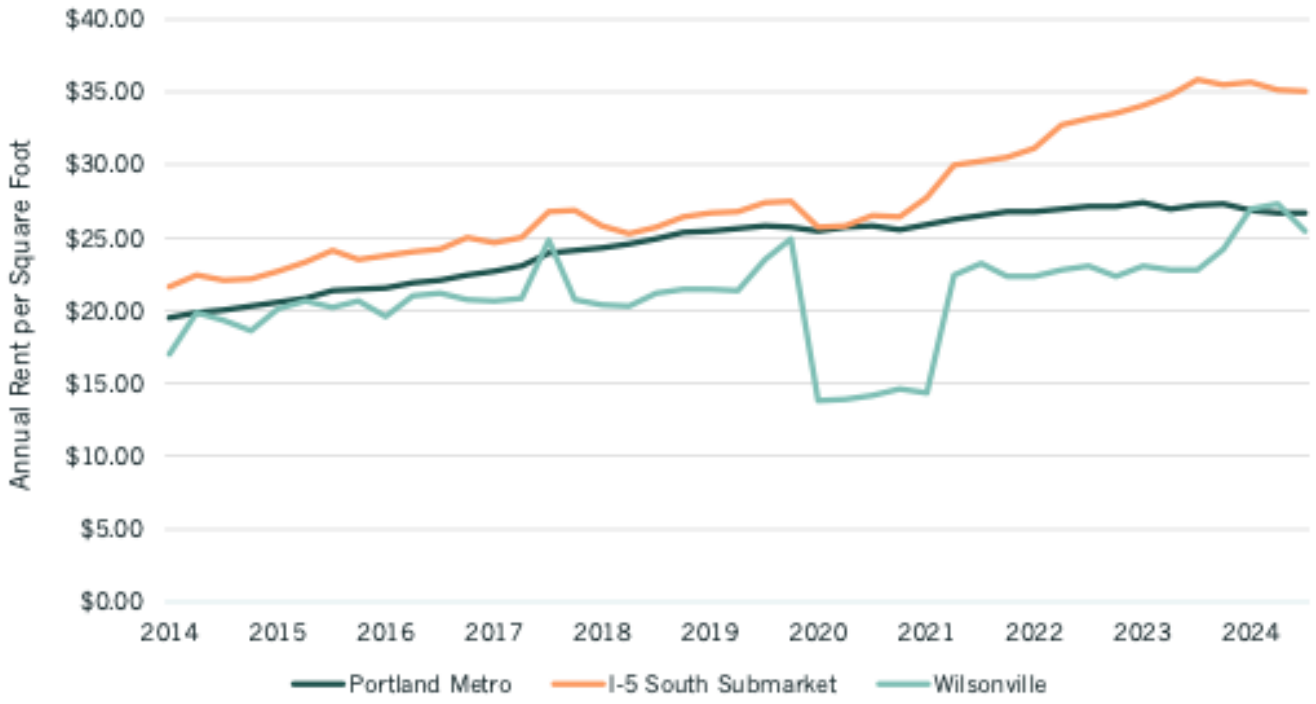
Figure 9: Office Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Office rents have increased in the I-5 South submarket despite high vacancies, and they remain substantially above the Portland metro region's average, according to Costar. Historically, office rents in Wilsonville have been lower than in the Portland metro area. However, since an initial decline in 2020, rents in Wilsonville have risen steadily, reaching over $26 per square foot, now equal to the Portland metro average for the first time in a decade.

Figure 10: Office Lease Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Net absorption and delivery trends also indicate a relatively slow office market. From 2019 to 2024 Q3, net absorption was negative in all three areas. Over the same period, net absorption in the Portland metro area was negative 4.6 million square feet, negative 387,000 square feet in the I-5 South submarket, and negative 122,000 square feet in Wilsonville.

Industrial Market

Portland Metro Regional Trends

Like the national industrial market overall, the Portland metro area industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:[25]

- **Increasing vacancy rates:** Vacancy for industrial space in the Portland metro region has risen steadily since early 2023, and net absorption was negative in both Q1 and Q2 of 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, a few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.
- **Slow lease-up for new construction:** The delivery of 1.2 million square feet to the market in early 2024 also contributed to the region's supply of vacant industrial space. However, newly constructed industrial space has been slow to lease up, with 93 percent of recent leasing activity in buildings built before 2010.
- **Rising unemployment rates:** In early 2024, Portland's unemployment rate (4.1 percent) surpassed the national average (3.8 percent) amid layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs.

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[26] Market strengths include:

- **CHIPS Act:** In 2022, the federal government allocated $50 billion as part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[27] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[28] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[29]

---

[25] CBRE, Q2 2024 Portland Industrial Market Update
[26] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[27] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[29] CBRE, Q2 2024 Portland Industrial Market Update

- **Market growth:** Current forecasts estimate that 2.4 million square feet will be delivered to the market in 2024, roughly 1 percent of the current Portland industrial space inventory. As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 24 percent of the I-5 South submarket and 3 percent of the Portland metro region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland metro (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7 percent of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 11 percent of the I-5 South submarket and Portland metro industrial space. This slow pace of development makes sense given the limited supply of developable industrial land in the City and, more precisely, the development constraints that exist on those lands.

Table 13: Industrial & Flex Space Development Trends, 2014 to 2024

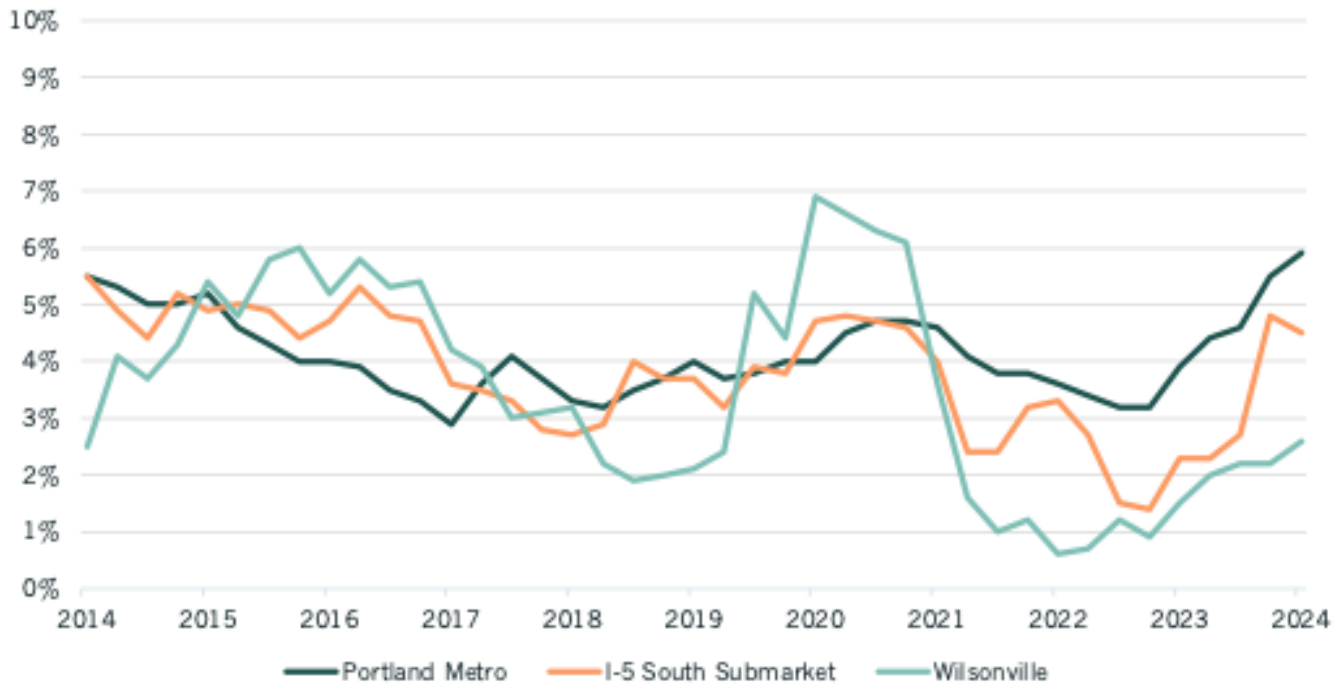
GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Portland Metro	7,535	257,487,989	34,172
I-5 South Submarket	900	35,089,559	38,988
Wilsonville	137	8,605,081	62,811
BUILT IN THE LAST 10 YEARS			
Portland Metro	278	30,328,230	109,094
I-5 South Submarket	50	3,848,383	76,968
Wilsonville	2[30]	145,611	72,806

Source: CoStar, pulled August 2024

[30] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2022). However, city staff noted three others: the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate has remained below 6 percent for most of the past decade. In 2020 and 2021, Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1 percent in 2022. As of July 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.6 percent (Figure 12). Wilsonville's industrial vacancy rate has been below the Portland metro since 2021. As of July 2024, the Portland metro had a vacancy rate of 5.9 percent and I-5 South submarket had a vacancy rate of 4.5 percent.

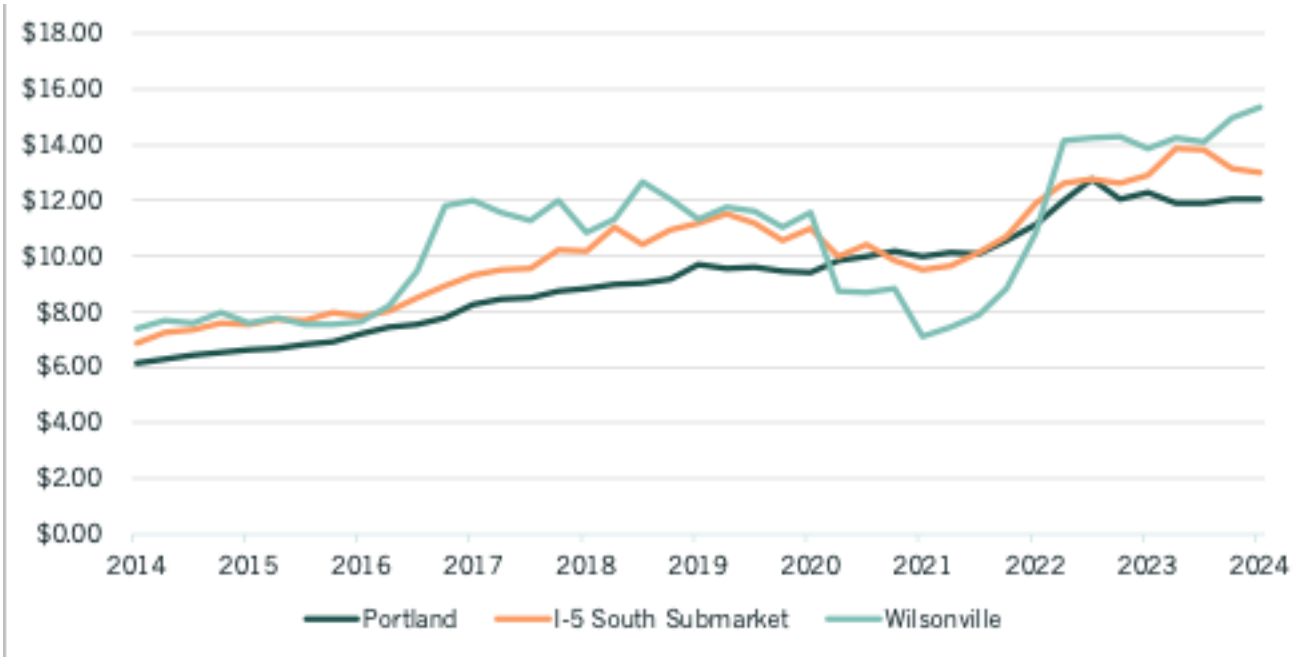
Figure 11: Industrial & Flex Vacancy Rate Trends, 2014-2024



Source: CoStar, pulled August 2024

Triple net industrial rents in Wilsonville increased from 2014 to 2020 and were generally higher than the Portland metro region over the period.[31] Wilsonville shows a large drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2022, reaching $15.35 per square foot in July 2024, higher than the Portland metro ($12.03) and I-5 South submarket ($12.99). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

Figure 12: Industrial & Flex Rents Trends, 2014-2024

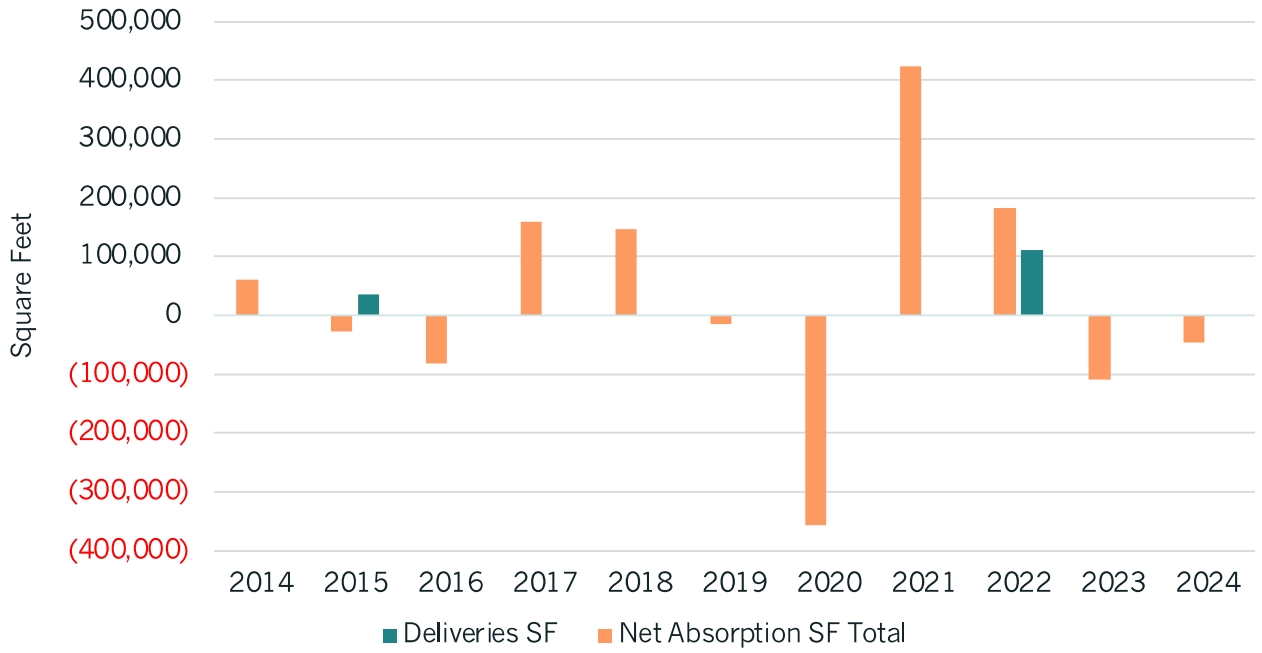


Source: CoStar, pulled August 2024

[31] Triple-net (NNN) rents are annual rents on a per-square-foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs, which are passed on to the tenant and paid separately.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through August 2024 (when data was pulled) but at a smaller magnitude than in 2020.

Figure 13: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled August 2024

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory that are typically 200,000 square feet or more, have clear heights of 28 feet, are less than 5 percent office space, and have site coverage that can be up to 40 percent.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20 percent office area, have clear heights of 22 feet or greater, and have site coverage up to 50 percent.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50 percent.
- **R&D:** Flex space specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Table 14 shows industrial development by submarket, or secondary market, types. Over the past 10 years, the I-5 South submarket has captured a slightly smaller share of the total market at 8.7 percent compared to its total share of 10.2 percent. The secondary market type distribution has also changed. While the I-5 South submarket contains roughly 27 percent of the total market space for R&D and warehouse space, it has captured about 35 percent of the space built in the last 10 years. Meanwhile, it captured a smaller share of manufacturing and distribution development (19 percent in the past 10 years compared to 27 percent of the total market share).

Table 14: Industrial Development Trends by Secondary Market Type, Portland Metro and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	METRO	I-5	METRO	I-5	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

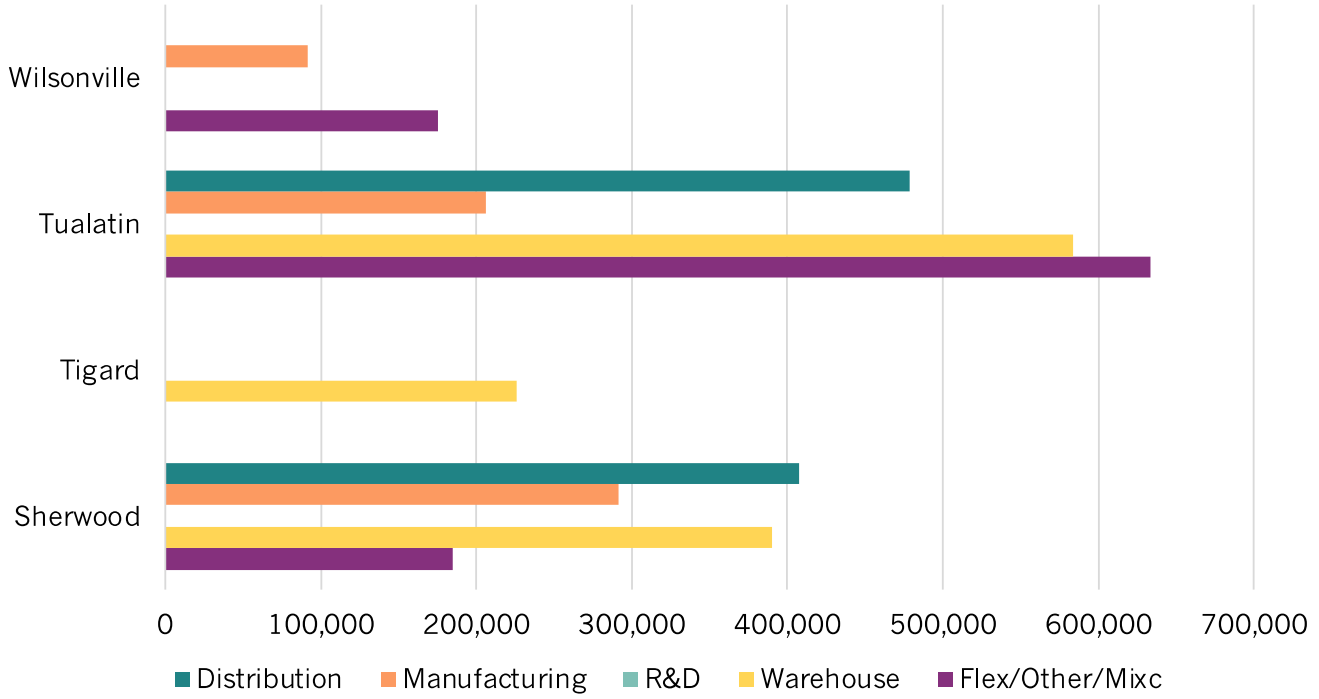
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood, with Wilsonville falling behind. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2022 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Figure 14. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Target Industry Assessment

Wilsonville is well positioned within the region to capture industrial growth. It has access to a strong base of employment, proximity to I-5, and connections to other growing industrial areas in Sherwood and Tualatin. This section examines industries likely to be drawn to Wilsonville, considering its strengths and competitive edge. The analysis begins by identifying common barriers to industrial development, based on local stakeholder interviews. It then reassesses strengths and weaknesses outlined in the Basalt Creek Concept Plan (BCCP), updating these factors to reflect market and employment trends over the past decade. The section concludes by summarizing how these market trends will shape Basalt Creek's development.

Barriers to Industrial Development

Stakeholders identified a number of key barriers for industrial users that prevent development. While some of these challenges are more directly applicable to Basalt Creek than others, they all represent important considerations for the City as it prepares the area for development:

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or city's vision for an area does not align with the diverse needs of potential users. Discussions with local developers and brokers highlight the importance of allowing a mix of uses for better financing opportunities. This is particularly relevant for speculative development, where end users are not known at the time of entitlement and construction. Overly prescriptive zoning that designates specific uses, such as manufacturing, can be more challenging to finance because banks see risk and concern if they perceive the list of potential tenants is too small or narrow. Additionally, various types of uses tend to cluster together due to supply chain benefits. For example, manufacturers often have suppliers located nearby. Overly prescriptive zoning can disrupt this natural ecosystem by preventing clustering.
- **Fragmented Land Ownership:** Areas with multiple small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

- **Incompatible Neighboring Uses:** The presence of nonindustrial uses in close proximity can preclude development out of concern for possible or future conflicts that have the potential to limit or complicate the operations of industrial businesses.
- **Requirements for Connectivity:** In some cases, required access roads can deter large industrial developers because the roads may decrease the area of developable land while adding significant cost to a speculative project. Additionally, some industrial users who prioritize confidentiality and security may be less attracted to areas with public access requirements.

Comparative & Competitive Advantage

The BCCP outlined the Basalt Creek area's advantages and challenges, many of which are still relevant. The following includes Basalt Creeks' advantages and challenges drawing from the BCCP and updating based on new information gathered as a part of this report.

STRENGTHS AND COMPETITIVE ADVANTAGES

- Centrally located in the south metro, within the urban growth boundary, and designated in the City's comprehensive plan for industrial uses.
- Large contiguous cluster of existing and planned industrial employment areas, including Wilsonville's Coffee Creek Industrial Area, and adjacent employment lands in Tualatin and Sherwood.
- Large areas of contiguous land ownership with property owners who are interested in developing or selling for redevelopment.
- Long-term growth projections for employment and population in the southwest Portland metro area.
- Excellent access to I-5, I-205, and Highway 217. Additional transportation strengths include existing and planned arterial roads as well as local and regional transit service provided by TriMet, WES Commuter Rail, and SMART.[32]
- Access to an educated workforce as part of the Metro labor shed and Mid-Valley labor shed.
- Easily accessible to other growing industrial areas, particularly in Tualatin and Sherwood.
- Planned substation development.

CHALLENGES

- Zoning needs to be in place prior to development.
- Planning, financing, and construction of new infrastructure.

[32] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; the City is also planning the extension of Basalt Creek Parkway.

- Existing low employment density uses (contractor establishments and storage uses) that generate income for property owners may reduce appetite to sell for redevelopment.
- Lot sizes and property aggregation. There is a mix of large and small lots throughout Basalt Creek. The time and cost required to secure properties from multiple parties to aggregate developable industrial properties of adequate size can be a significant deterrent to developers.
- Natural features, including wetlands and slopes. Basalt Creek and its surrounding slopes and wetland areas run north-south through the study area and divide the area into east and west sections.
- Growing power demands from industrial users and uncertainty on timing and capacity of additional service.[33]

Which industries may be attracted to Basalt Creek?

Basalt Creek's long-standing vision as an industrial area aligns well with current market trends, which show strong demand for industrial space both nationally and in the Portland metro region. Stakeholders point to Wilsonville's potential to attract a diverse range of industrial businesses, including those in the semiconductor supply chain, cleantech, advanced manufacturing, and data centers.

Wilsonville's appeal to these sectors stems from its strategic location in the south metro area, access to a skilled labor force, and proximity to related industries. The semiconductor sector in particular is poised for expansion due to recent CHIPS Act investments. Similarly, cleantech industries are anticipated to see growth within the Portland metro region. The availability of large areas of contiguous land ownership in the Basalt Creek Planning Area further enhances its attractiveness to major industrial users who seek large lots for development.

It is worth noting that while the Basalt Creek Concept Plan (BCCP) originally envisioned a mix of uses—including office space associated with industrial operations, primarily in the High-Tech Employment district—current market conditions suggest that office use will likely play a smaller role than initially planned. Instead, the focus is expected to shift more toward industrial and tech-oriented developments to capitalize on emerging economic opportunities. Below are details about the potential sectors and industries that may be particularly attracted to Wilsonville:

- **Semiconductor Sector Supply Chain:** This sector includes companies involved in the design, manufacturing, and testing of semiconductor chips, as well as those providing materials, equipment, and services to chip manufacturers. Wilsonville is attractive for this industry due to its proximity to existing semiconductor clusters in

[33] ECOnorthwest has reached out to PG&E to understand how much of a challenge access to adequate power may be and is waiting to hear back. This statement may be updated after that conversation.

the Portland metro area, access to a skilled workforce, and potential for large industrial sites. Basalt Creek would likely host businesses that support the supply chain rather than producing the chips themselves.

- **Cleantech, including Battery Technology:** Cleantech encompasses renewable energy technologies, energy efficiency solutions, and sustainable manufacturing processes. Businesses in this sector include energy storage and related sustainable material technologies and a variety of alternative energy technologies and production. Battery technology, crucial for electric vehicles and energy storage, is a growing subsector that is already present in Wilsonville. Wilsonville's strategic location and potential for large industrial sites make it suitable for cleantech manufacturing and R&D facilities.
- **Advanced Manufacturing:** This sector involves the use of innovative technologies to create products. It includes robotics, 3D printing, and smart manufacturing systems. Wilsonville's access to a skilled workforce and its location near tech hubs make it attractive for advanced manufacturing operations.
- **Distribution and Logistics:** This sector involves the storage, transportation, and delivery of goods. Wilsonville's location near major transportation routes (I-5 and I-205) and its proximity to Portland make it an ideal location for distribution centers and logistics hubs.
- **Data Centers:** Data centers are facilities used to house computer systems and associated components. Wilsonville's access to available land and the potential access to reliable power sources could make it attractive for data center development.[34] The proximity to tech companies in the Portland metro area is an additional advantage.

This diverse range of potential industries positions Wilsonville to capitalize on various economic opportunities, creating a resilient industrial base in Basalt Creek.

[34] Interviews with stakeholders have suggested that Wilsonville may be attractive to data centers. ECOnorthwest has reached out to PG&E to understand if Basalt Creek has/will have access to the power necessary for this type of use and is waiting to hear back.

4. Conclusion

The Basalt Creek area in Wilsonville is strategically positioned for industrial development with the potential to attract a variety of users, from manufacturing and logistics to data centers. The area's suitability for supporting the semiconductor supply chain is underscored by recent expansions of semiconductor suppliers in nearby Sherwood. Additionally, the area could be attractive to cleantech businesses, including those involved in battery storage and alternative energy technologies.

However, realizing this potential presents several challenges. Existing contractor establishments generate sufficient income for some property owners, reducing their incentive to sell or redevelop the land for higher-intensity industrial uses. Furthermore, relocation options for these businesses may be limited, complicating redevelopment efforts. (The feasibility of redevelopment will be further explored in a subsequent separate study.)

Conversely, some developers have already assembled land, and they are ready for immediate development, eager to capitalize on the strong industrial demand seen in nearby Coffee Creek, Tualatin, and Sherwood. Stakeholders emphasized the importance of large parcels in facilitating area redevelopment, with many developers willing to fund necessary infrastructure improvements if given access to such lots. For example, Schnitzer Properties owns property east of Grahams Ferry Road, south of Basalt Creek Parkway, and north of Day Road and eagerly awaits the adoption of zoning and policy to enable industrial development in this area. They intend to submit development and annexation applications as soon as zoning and policy is in place. Their recent development in Sherwood, known as the Sherwood Commerce Center, is an example of the type of development they are envisioning for their Basalt Creek property, offering flexible spaces for various industrial users.

It is crucial for Wilsonville to carefully balance its development goals for Basalt Creek with market realities. While the City may have preferences for certain types of businesses, being overly selective could deter development altogether. This is especially significant given the current economic climate. The BCCP originally envisioned office space within each district with the highest share in its High-Tech Employment District and anticipated that this office space would be in connection with industrial users. However, nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. While office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

Nationally, there's strong demand for industrial space. But Oregon's employment growth, which has been lagging national trends since 2020, may moderate this trend locally. Developers have stated that current industrial demand in the metro area is largely driven by regional businesses seeking to expand or upgrade their facilities. If Wilsonville imposes overly burdensome or restrictive requirements on the types of industrial users it allows (such as requiring a high share of manufacturing space), it risks limiting development feasibility and driving developers and industrial users to more accommodating locations.

The City must navigate these challenges while working toward its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity.

Next Steps

These findings are preliminary and will be refined through further analysis, stakeholder engagement, and discussions with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.

Appendix B: Buildable Lands Inventory and Site Suitability Analysis

ECOnorthwest

DATE:	December 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Bob Parker, and Barrett Lewis
SUBJECT:	WILR Phase 1: BLI and Site Suitability Analysis

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. The study began with an Economic Inventory, which reviewed current market trends and industries suitable for the area.

This memorandum addresses Task 3 in the Scope of Work: updating the **Buildable Lands Inventory (BLI)** for the BCPA and conducting a **Site Suitability Analysis** for key opportunity sites. The updated BLI reflects recent land developments, adjusted constraints, and revised capacity estimates.

The Site Suitability Analysis examines three selected "opportunity sites" within the BCPA, assessing their potential to support the target industries identified in the Economic Inventory. This analysis considers site attributes, including size, location, access, topography, constraints, and surrounding land uses. It also considers infrastructure (transportation, water, sewer, stormwater) based on available data, with the understanding that infrastructure planning may evolve as work progresses.

Land Supply

This industrial Buildable Lands Inventory (BLI) updates the 2014 BLI from the original concept plan, providing a revised assessment of the buildable land *supply* available within Wilsonville's portion of the BCPA for employment-related growth and development. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This BLI update serves two purposes: 1) to provide a revised assessment for developable acres in the BCPA and 2) to identify lands that have existing economic uses but low improvement values and/or low-density employment. These uses are inconsistent with the development vision expressed in the BCCP and are sites that may have redevelopment potential.

The BCPA encompasses a total of 453 acres across 85 tax lots. Of this:

- **173 acres** are currently in active use and are considered developed.
- **129 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

The BLI also provides a basis for updating employment capacity. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs and 2.3 million and 2.9 million square feet of development. The BCCP estimated total employment capacity at about 2,500 jobs.

This section outlines the methodology used to develop the BLI and employment and built space capacities, and it presents the results for Wilsonville's portion of the BCPA. ECOnorthwest analyzed GIS data from the City of Wilsonville, Metro, and Washington County, with City staff reviewing the findings for accuracy and completeness.

Methodology

The buildable lands inventory followed a structured process to assess land status:

1. **Generate UGB "land base":** ECOnorthwest established a baseline of tax lots within Wilsonville's portion of the BCPA designated for industrial and employment uses.
2. **Classify lands by development status:** The project team categorized parcels as vacant, partially vacant, or developed.
3. **Identify constraints:** ECOnorthwest applied physical and regulatory constraints, such as wetlands and natural resource protections, to identify unbuildable portions.

4. **Verify inventory results:** City staff reviewed classifications and aerial imagery to confirm accuracy.
5. **Tabulate and map results:** The team compiled findings into tables and maps to provide a clear overview of buildable lands.

The following section summarizes the results of the industrial BLI for the BCPA, presented in tabular and map formats.

Land Base

The land base for the Buildable Lands Inventory (BLI) includes all tax lots within Wilsonville's portion of the BCPA. Table 1 provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within the BCPA.

Table 1. Employment Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Industrial	63	74%	237	52%
Undesignated	22	26%	215	48%
Total	**85**	**100%**	**453**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Clackamas County, Washington County, Metro

Development Status Classification

Table 2 displays the total acres of tax lots, categorized based on whether land is buildable. ECOnorthwest applied a rule-based classification of vacant, partially vacant, or developed land to determine the initial development status and verified the results through reviews by City staff. These reviews incorporated local knowledge and analyses of aerial maps.

Table 2. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, BCPA, 2024

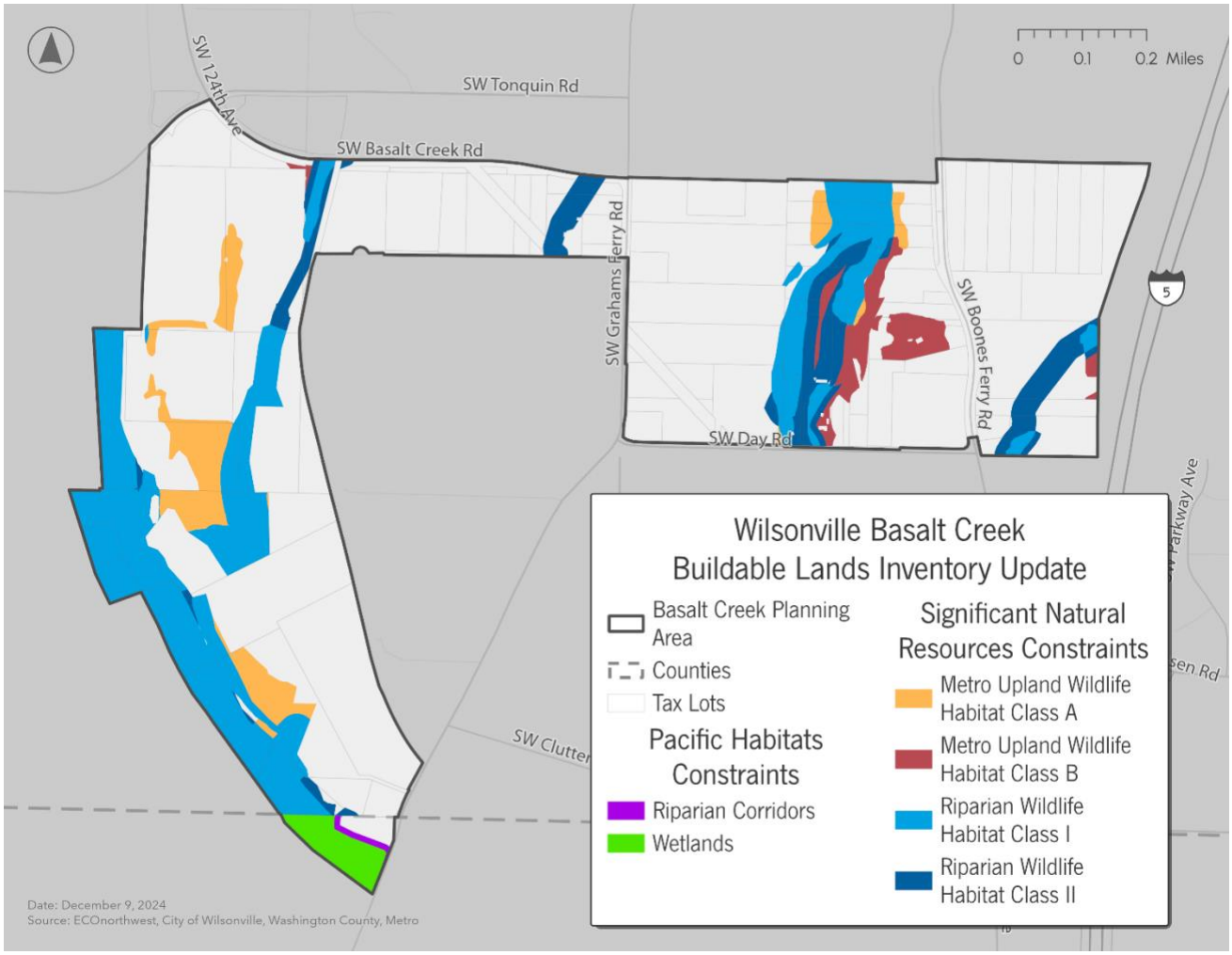
Plan Designation	Total Acres	Committed Acres	Constrained Acres	Buildable Acres
Industrial	237	63	48	127
Undesignated	215	110	81	24
Total	**453**	**173**	**129**	**150**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Development Constraints

In coordination with City staff, ECOnorthwest identified physical constraints based on Washington County's Significant Natural Resources (SNR), as amended by Washington County Ordinances No. 901 and No. 902.[1] The SNR includes Metro Upland Wildlife Habitat Classes A and B, as well as Riparian Wildlife Habitat Classes I and II. For the single southern parcel located in the West Railroad area and within Clackamas County, GIS data provided by Pacific Habitat Services were used to identify physical constraints. These constraints are shown in Figure 1.

Figure 1. Development Constraints, BCPA, 2024

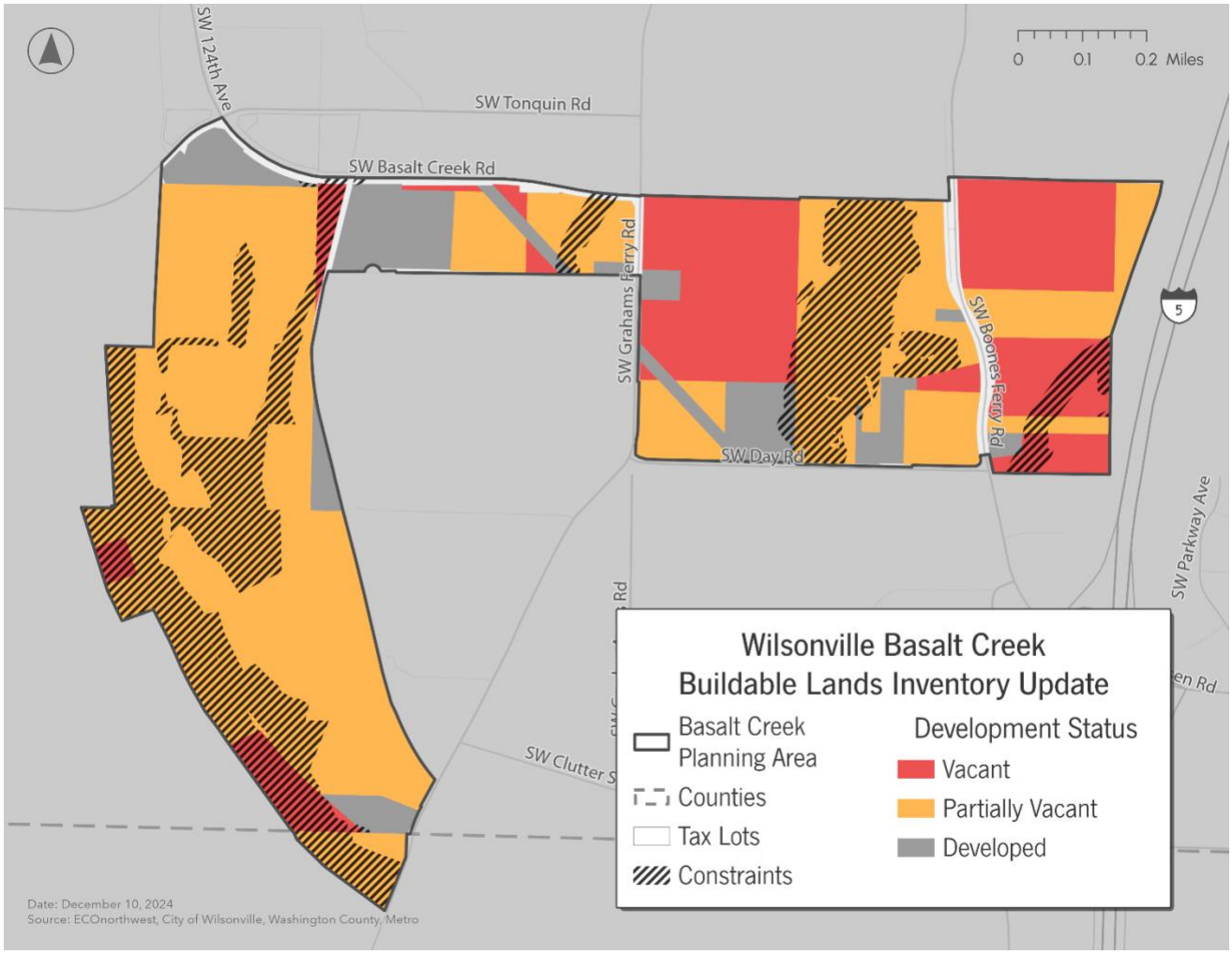


Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

[1] https://www.washingtoncountyor.gov/lut/planning/documents/ordinance-no-901a/download?inline

Figure 2 shows development status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant and affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

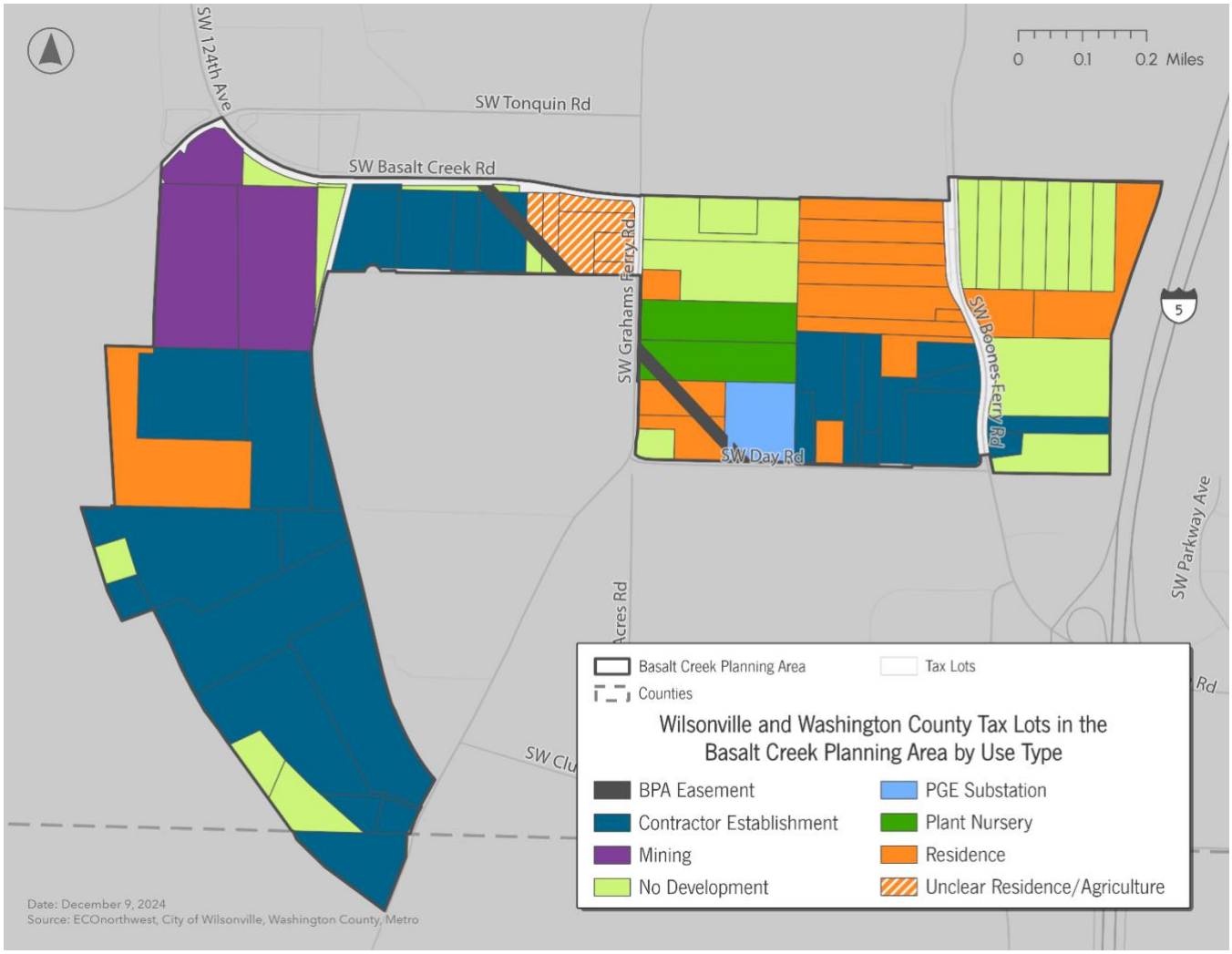
Figure 2. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Figure 3 identifies land use categories for each site. ECOnorthwest collaborated with City staff to identify these categories through a detailed review process that combined local knowledge with aerial map analysis. Unlike basic classifications of vacant or partially vacant land, this map provides deeper insights into current land uses, offering valuable context for evaluating redevelopment potential and guiding the feasibility analysis (the results of which are shared in a separate memorandum).

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Vacant Buildable Land

The next step in the buildable lands inventory involved removing portions of vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e., areas within Metro Upland Wildlife Habitat Classes A and B and Riparian Wildlife Habitat Classes I and II).

Table 3 presents the buildable acres—tax lot areas remaining after deducting these constraints—for both vacant and partially vacant land, categorized by Wilsonville's Comprehensive Plan designation. The BCPA has 150 total buildable acres available for development.

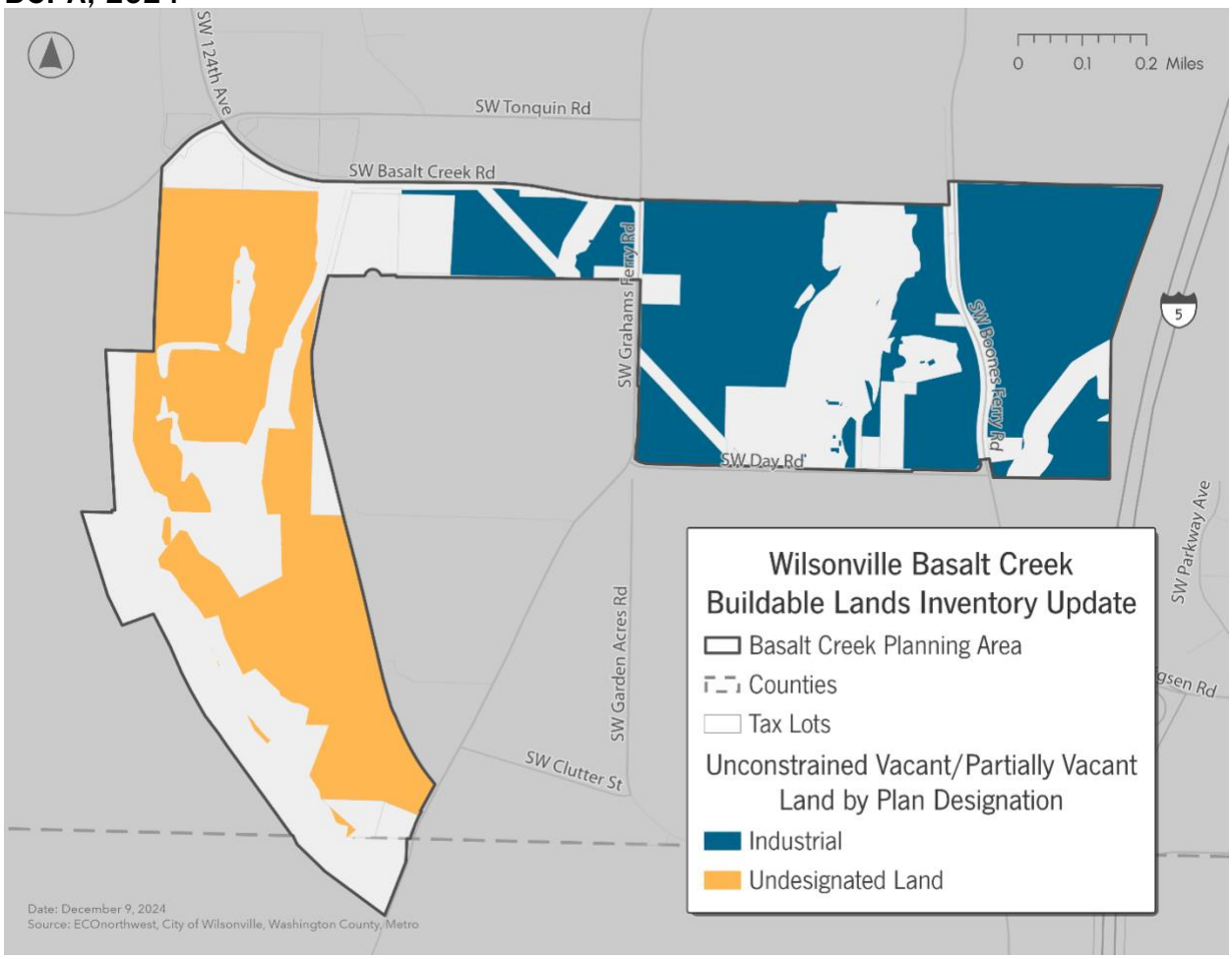
Table 3. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Comprehensive Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 4 shows the buildable vacant and partially vacant land within the BCPA, categorized by Wilsonville Comprehensive Plan designation. It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development (or has redevelopment potential). However, the buildable lands inventory database accounts for these distinctions: the developed portions (unavailable for future development) are excluded, while the vacant portions are detailed in Table 4.

Figure 4. Buildable Employment Land by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Table 4 presents the size of buildable lots categorized by Wilsonville Comprehensive Plan designation across the BCPA. The planning area includes:

- Eight lots smaller than 0.5 acres, totaling 2 acres.
- Twenty-two lots between 0.5 and 2 acres, totaling 22 acres.
- Eighteen lots between 2 and 5 acres, totaling 57 acres.
- Six lots between 5 and 10 acres, totaling 46 acres.
- Two lots between 10 and 25 acres, totaling 23 acres.

Table 4. Buildable Acres and Tax Lots by Buildable Site Size by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Buildable Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Industrial	1	7	10	51	35	23
Undesignated	1	1	4	6	12	-
Acreage Total	**2**	**8**	**14**	**57**	**46**	**23**
Industrial	5	10	7	16	4	2
Undesignated	3	2	3	2	2	-
Tax Lot Total	**8**	**12**	**10**	**18**	**6**	**2**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Employment Capacity

ECOnorthwest analyzed the buildable land in Basalt Creek to update projections for potential job growth in the area. This assessment involved reviewing the capacity estimates from the BCCP and refining them using the updated land inventory of 150 buildable acres.

The analysis began with a review of research conducted by ECOnorthwest and other organizations on employment density. A common finding in such studies is the significant variability in employment density across industries, plan designations, and zoning districts. For example, an industrial zone may have employment densities ranging from 1-3 employees per acre for a warehousing facility and 10-15 employees per acre for flex spaces to densities over 25 employees per acre for office buildings.

The capacity estimates that follow are intended to provide a high-level estimate of job capacity based on the 2024 BLI update. Some factors, such as land needed for streets, would reduce capacity while others, such as higher lot coverages or multistory buildings, would increase capacity. The main utility of employment capacity estimates is in estimating

infrastructure needs. The figures that follow can be used to inform infrastructure demand estimates which can then be compared with infrastructure capacity to determine if existing and planned capacity are sufficient to accommodate expected employment densities.

Land Demand Methodology

When evaluating land and building capacity, two measures are commonly used to define the relationships between building size, floor area, and land area. These measures include:

- **Floor Area Ratio (FAR):** The ratio of a building's total square footage to the site's total square footage.
- **Employees Per Acre (EPA):** The total number of employees divided by the site size.

Basalt Creek Growth Capacity: Land Use Model Assumptions

This model builds on assumptions from the BCCP. Initially, the BCCP estimated an average of **18.5 jobs per gross acre** in Wilsonville's portion of Basalt Creek (excluding West Railroad). Key employment density estimates included:

- High-Tech Employment District: 20 jobs per gross acre.
- Craft Industrial: 22 jobs per gross acre.
- Light Industrial District: 16 jobs per gross acre.

ECOnorthwest applied the BCCP's assumption of 18.5 jobs per gross acre to model a high-density growth scenario. However, shifting market conditions—such as reduced demand for office space and increased demand for industrial and flex space (which typically have lower employment densities)—led ECOnorthwest to also model medium- and low-density growth scenarios to better reflect the potential range of employment densities in the study area. ECO also modeled different lot coverage ratios/FARs. The scenarios use lot coverages of 35 percent and 45 percent which is consistent with the assumptions used in the Task 4 redevelopment feasibility analysis of contractor establishments. The FARs of 0.35 and 0.45 reflect lot coverage ratios and the assumption that uses will be single story.

- **Low-Density Scenario:**
  - 10 employees per gross acre.
  - Lot coverage/FAR: 35 percent/0.35.
  - Reflects more traditional industrial densities and provides a more conservative estimate.
- **Medium-Density Scenario:**
  - 15 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.

- Assumes a greater share of office development compared to the low-density scenario, offering a more ambitious estimate.

- **High-Density Scenario (BCCP Adopted Assumption)**
  - 18.5 employees per gross acre.
  - Lot coverage/FAR: 45 percent/0.45.
  - Maintains the BCCP assumptions and envisions a greater share of office development than the other scenarios. It assumes the same lot coverage ratio which yields the same built space capacity as the medium-density scenario but with a higher number of employees occupying that space.

Results: Land Use Modeling for Basalt Creek

Table 5 outlines the results of this analysis, indicating that Wilsonville's portion of Basalt Creek has capacity for:

- **Employment:** Between 1,500 and 2,780 jobs.
- **Built Space:** Between 2.3 million and 2.9 million square feet.

These findings reflect the range of potential outcomes based on varying employment density assumptions.[2]

Table 5. Job Capacity and Built Space Capacity, Wilsonville BCPA

	Low	Medium	High
Job Capacity	1,500	2,250	2,780
Built Space Capacity (SF)	2,289,000	2,943,000	2,943,000

Source: Analysis by ECOnorthwest

[2] ECOnorthwest also analyzed the potential number of employees and built space under current density levels, estimated at approximately 5 employees per gross acre. If these existing conditions persist, the area is projected to accommodate around **750 employees** and **1.3 million square feet** of built space.

Site Suitability Analysis

The BCPA is well positioned to capture industrial growth in the South Metro region. It benefits from its strategic location with access to I-5, a robust employment base, and connections to other expanding industrial hubs in Sherwood and Tualatin. Over the summer, ECOnorthwest conducted an Economic Inventory to assess market conditions and identify industries most likely to establish a presence in Basalt Creek focusing on industrial and office uses in alignment with the BCCP vision.[3] The analysis highlighted strong national and regional demand for industrial space and identified key sectors with potential interest in the area, including the semiconductor supply chain, cleantech, advanced manufacturing, distribution and logistics, and data centers.

Although the BCCP originally envisioned a blend of industrial and office development, current market trends suggest a shift toward a greater emphasis on industrial uses. Office developments, while still anticipated, are expected to occupy a smaller footprint than initially planned.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation, and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

To determine site specific competitiveness for these industries, ECOnorthwest evaluated three opportunity sites using the Mackenzie Infrastructure Finance Authority (IFA) Industrial Development Competitiveness Matrix as a foundation. Recognizing that industry requirements have evolved since the matrix's creation in 2015, the analysis incorporated updated reports and stakeholder feedback to align with current market demands. This Site Suitability Analysis assesses site characteristics such as size, location, and constraints to evaluate their ability to host target industries. While the analysis considered buildable land availability, its primary focus was on site potential, assuming redevelopment occurs. Feasibility and redevelopment likelihood of contractor establishments is addressed in a separate task.

[3] When evaluating the office market, medical office showed stronger growth than traditional office. However, ECOnorthwest did not further evaluate its potential, as it was not a use envisioned in the BCCP.

Opportunity Sites for Analysis

ECOnorthwest evaluated the following sites for their development potential (Figure 5):

- **SW Greenhill Site:** Selected for its consolidated land ownership and strong potential for near-term development, given the absence of active use.
- **Craft Industrial Area:** As a transitional area, the City seeks to assess this site's characteristics in detail to determine the most appropriate land uses. This will inform zoning designations.
- **West Railroad Site:** West Railroad lacked a defined concept in the original BCCP. To explore its potential, ECOnorthwest analyzed a portion of West Railroad, focusing on its development suitability. This will inform whether a zoning designation similar to the rest of the Basalt Creek area would be appropriate. The area also faces physical and service constraints, and the analysis evaluates whether these challenges might limit future development opportunities.

Figure 5. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Table 6 summarizes the size of unconstrained lots for the opportunity sites. Note that "unconstrained acres" here includes developed areas. In general, larger sites are more appealing to industrial users, who often seek parcels of 5 or more acres. Smaller sites, however, may require site aggregation to meet these needs. Notably, sites in SW Greenhill and West Railroad, which exceed 5 acres, could be especially attractive to developers. While all opportunity sites may require some degree of site aggregation, the Craft Industrial area faces the greatest challenge due to its relatively small lot sizes and fragmented land ownership.

Table 6. Unconstrained Acres and Tax Lots by Site Size for Opportunity Sites, BCPA, 2024

Site Suitability Area	Unconstrained Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Craft Industrial	-	1	5	8	-	-
SW Greenhill	-	-	-	31	-	21
West Railroad	0.3	-	3	10	19	60
Acreage Total	**0.3**	**1**	**9**	**49**	**19**	**81**
Craft Industrial	-	1	3	3	-	-
SW Greenhill	-	-	-	8	-	2
West Railroad	3	-	2	3	3	4
Tax Lot Total	**3**	**1**	**5**	**14**	**3**	**6**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Site Competitiveness Factors

The IFA Industrial Development Competitiveness Matrix includes the following factors for evaluating the competitiveness of different industries:

- Site Size
- Competitive Slope (physical slope of a parcel, which can impact its suitability for development)
- Access to Transportation and Trip Generation (Highway, Rail, and Airport Proximity)
- Access to Utility Infrastructure (Water, Sewer, Electricity, Telecommunications)
- Special Considerations

The industries evaluated in the IFA Industrial Development Competitiveness Matrix include the following, which align with the BCCP and the Economic Inventory findings, and are the focus of this analysis (the full matrix can be found in Appendix B.1):

- **Production Manufacturing:**
  - High-Tech/Cleantech Manufacturing
- **Value-Added Manufacturing and Assembly:**
  - Food Processing
  - Advanced Manufacturing and Assembly
- **Light/Flex Industrial:**
  - General Manufacturing
  - Industrial Business Parks and R&D Campuses
  - Business Services
- **Warehousing and Distribution**
  - Regional Warehouse/Distribution
  - Local Warehouse/Distribution
- **Specialized Uses:**
  - Data Centers

Industry-Specific Considerations

Recent growth in the semiconductor and cleantech sectors has prompted additional research to understand the evolving needs of these industries. To support this, the Oregon Legislature established the Oregon Semiconductor Task Force to identify industry needs and opportunities. Similarly, Business Oregon supported the creation of the Oregon Cleantech Competitiveness Assessment Report to evaluate the needs and prospects for cleantech industries. Key findings related to site-specific requirements from these initiatives are outlined below.

SEMICONDUCTOR SECTOR

The semiconductor industry offers Oregon a prime opportunity to expand advanced manufacturing, grow its traded sector, and create high-quality jobs. The $52 billion CHIPS Act, passed in July 2022, accelerates efforts to boost domestic semiconductor production by allocating $40 billion for manufacturing and $10 billion for research over five years.

The Metro region hosts a robust semiconductor cluster centered in Hillsboro. There has also been some semiconductor activity south of Hillsboro, including LAM Research in Sherwood and Tualatin, bolstering the supply chain presence in the South Metro. This established network positions the region to attract additional semiconductor-related investments.

The Semiconductor Task Force's Industrial Lands Subcommittee identified key site characteristics most important for the semiconductor industry:

- **Workforce Availability and Talent Proximity.** Access to skilled workers—engineers, technicians, and operators—is essential. Semiconductor clusters thrive where workers can easily transition between companies, creating a dynamic employment ecosystem. Workforce access is critical for both fabrication plants and supply chain operations.
- **Parcel Size and Usage.** Parcel size varies by operational needs. Fabrication plants require ***50–100 acres*** to accommodate clean rooms and infrastructure, with large-scale R&D and production facilities needing ***500+ acres***. Supply chain operations, such as equipment and material suppliers, generally need smaller parcels of ***15–35 acres***.
- **Infrastructure Readiness.** Reliable access to ***transportation, water, electricity, and wastewater systems*** is crucial. Semiconductor companies prioritize sites with infrastructure ready to support development within ***6 months to 3 years***.
- **Clustering with R&D Partners and Suppliers.** Collaboration with suppliers and R&D partners is vital. Fabrication plants benefit from proximity to suppliers for quick equipment maintenance and research. Supply chain operations also thrive in clusters, connecting with customers and transport hubs.
- **Environmental and Regulatory Considerations:** Predictable permitting processes are essential to avoid delays. While environmental regulations remain important, fast-tracked approvals are necessary to match the industry's pace.

SITE COMPETITIVENESS FOR THE CLEANTECH SECTOR

Oregon is well positioned to capitalize on the growth of cleantech industries, driven by federal initiatives like the Inflation Reduction Act and an increasing focus on sustainability. Cleantech encompasses a range of technologies, including renewable energy, energy-efficient materials, water technologies, and recycling systems. While the IFA Industrial Development Competitiveness Matrix provides general site characteristics for cleantech, the Oregon Cleantech Competitiveness Assessment Report—developed for Business Oregon—offers more detailed site selection criteria specific to established and emerging cleantech industries within the state. Key site characteristics for these subsectors are summarized below (a complete matrix is available in Appendix B.2). Scalability is essential for many users, as industries often begin on smaller sites but require the flexibility to expand as they grow.

- **Battery Storage:** These systems store renewable energy for later use, enhancing grid stability and reliability. Technologies range from lithium-ion to flow batteries, used in applications from small urban microgrids (0-5 acres) to large grid-scale facilities (25+ acres). Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations. Zoning flexibility for

energy uses is critical, while water needs and transportation access are generally less significant.

- **Mass Timber:** Engineered wood products like cross-laminated timber (CLT) and glued laminated timber (GLT) serve as sustainable alternatives to steel and concrete. Production facilities need medium to large sites (5-25+ acres), reliable transportation (particularly to arterial roads and railways) for raw materials, and substantial power supply.
- **Ag-Tech:** This sector integrates advanced technologies like AI, Internet of Things (IoT), agrivoltaics, and drones to optimize agriculture. Ag-tech operations, in this sense, are generally assumed to focus on software and small-scale equipment products, generally collaborating with large existing farms for R&D. These businesses typically require small sites (0-5 acres) with low transportation, water, and power demands.
- **Circular Economy:** This sector focuses on recycling and resource reuse, supporting waste-reduction and material-recovery technologies. Businesses range from R&D to recycling and upcycling facilities. Typically, these operations require small to medium-sized sites (0-25 acres), though the specific site needs depend on the types of raw materials and finished products, as well as the scalability of the industry. Good transportation access—especially to arterial roads and potentially railways—is important, along with moderate water and power requirements and flexible zoning options.
- **Solar and Wind Energy Production:** This sector encompasses both energy production and manufacturing. Manufacturing facilities share site requirements with advanced manufacturing industries, while energy production facilities vary significantly in scale. These range from small rooftop installations to large-scale farms, which require proximity to transmission lines and substations. The electrical system needs depend on the scale and purpose of the facility—microgrid systems may only require a connection to the local grid, while large-scale grid storage typically necessitates access to regional transmission lines or substations. Transportation access requirements also vary, but wind turbine manufacturing often requires rail access due to the size of components.
- **Water Technologies:** This sector focuses on addressing water scarcity and quality through innovations such as AI-driven leak detection, wastewater recycling, and desalination. It often involves both R&D and production facilities. These businesses typically require small to medium-sized sites (0-25 acres) with access to high-pressure water systems and significant power capacity, while having relatively low transportation needs.
- **Building Energy Technologies:** This sector focuses on innovations that improve energy efficiency, including smart HVAC systems and energy-efficient lighting to reduce building energy use. R&D and software development facilities in this space

typically require small sites (0-5 acres) with moderate to high electrical needs, while having low transportation and water requirements.

- **Electric Vehicle (EV) Infrastructure Technologies:** Supporting the adoption of EVs through charging networks and technology development, this sector generally requires medium to large sites (5-25+ acres) with high electrical power demands and good access to transportation networks.

Opportunity Site Characteristics

The market analysis revealed that Basalt Creek is well suited for various industrial uses, including light industrial, flex space, warehousing, distribution, advanced manufacturing, and support for cleantech and semiconductor sectors. These industries have specific site requirements. To assess how the three opportunity sites could accommodate different sectors, ECOnorthwest analyzed each site's characteristics and evaluated them against the competitiveness matrix and additional criteria specific to cleantech and semiconductor industries.

Table 7 outlines the physical characteristics of the three sites under analysis.

Table 7. Physical Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Site Size and Ownership	♦ 57 acres ♦ 10 tax lots ♦ 2 owners (1 owns 42 acres, 1 owns 14 acres)	♦ 32 acres ♦ 7 tax lots ♦ 7 owners (fairly even site size distribution)	♦ 165 acres ♦ 15 tax lots ♦ 8 owners (1 owns 65 acres, 4 own ~20 acres each, 3 own smaller parcels)
Slope	Slopes of 10% or greater cover about 6 acres, or 11% of the total site area.	♦ Slopes of 10% or greater cover about 15 acres, or 46% of the total site area. These slopes are generally in the middle of the site, bordering Basalt Creek.	♦ Slopes of 10% or greater cover about 34 acres, or 20% of the total site area. However, some of these slopes are from activities on the sites and not physical attributes.
Surrounding Uses	♦ North: Planned for medium-low density residential and neighborhood commercial (Tualatin portion of BCPA) ♦ East: BCPA border and I-5 ♦ South: Undeveloped land, contractor establishment (planned High-Tech Employment District) ♦ West: Craft Industrial Opportunity Site	♦ North: Planned for (and under development) low-density residential (Tualatin portion of BCPA) ♦ East: SW Greenhill Opportunity Site (planned High-Tech Employment District) ♦ South: Contractor establishments, single residential property (planned High-Tech Employment District) ♦ West: Contractor establishments, plant nurseries, and undeveloped land (planned Light Industrial District)	♦ North: Adjacent to mining site ♦ East: Coffee Creek Correctional Facility and Coffee Creek Industrial area ♦ West: Coffee Creek provides a natural buffer ♦ South: Undeveloped land in Clackamas County
Constraints	♦ 52 unconstrained acres (91% of total area) ♦ Minimal constraints running along the eastern boundary	♦ 14 unconstrained acres (42% of total area); 9 of these acres are east of the constraints that dominate the central area; the remaining 5 acres occupy the northwest corner ♦ Constraints dominate the central north-south area	♦ 92 unconstrained acres (56% of total area) ♦ Constraints run along the entire western boundary and central northern half

Table 8 outlines the existing and planned utilities on the opportunity sites. Details on water, sewer, and roads were provided by City staff based on the most current local access maps from DKS. Final infrastructure alignment and capacity are still in the planning stages.

Table 8. Infrastructure and Utility Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Water: Potable water delivery to BCPA requires Basalt Creek Parkway extension, Zone C booster station, and may require SW Grahams Ferry Rd extension. These systems will connect SW Tooze Rd to SW Day Rd – 10,200 LF 18" diameter pipe and 4,670 LF 12" diameter pipe. *Modeling needs to confirm these requirements.*	**Current:** No existing water lines in area. **Planned:** Requires water main along SW Boones Ferry Rd alignment (2,490 LF). Water lines assumed to generally follow local road layout (5,460 LF). Will connect proposed water lines to existing lines on SW Pioneer Ct and SW Day Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Assumed to utilize proposed water main along SW Boones Ferry Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Water lines assumed to follow road layout from SW Grahams Ferry to SW Tonquin Rd (6,900 LF). *Sizes to be confirmed during modeling.*
Roads	**Current:** Existing SW Boones Ferry Rd, SW Greenhill Rd **Planned:** New arterial to I-5 from SW Greenhill Rd (300 LF). New arterial from SW Day Rd to I-5 (1,060 LF). New local roads looping SW Greenhill Rd to SW Boones Ferry Rd (3,350 LF) and connecting to SW Pioneer Ct (2,110 LF).	**Current:** Existing SW Boones Ferry Rd. **Planned:** New local road looping SW Day Rd to SW Boones Ferry Rd (1,900 LF). Assumed to utilize SW Boones Ferry Rd.	**Current:** Existing SW Grahams Ferry Rd to south and SW Tonquin Rd to north. **Planned:** New local road connecting SW Grahams Ferry Rd to SW Tonquin Rd (6,900 LF) with a possible connection to SW Morgan Rd (2,570 LF).
Sewer: Wastewater collection for BCPA requires completion of Coffee Creek Interceptor Phase 2 – 2,000 LF of gravity system upsizing to 21" diameter pipe from SW Boeckman Rd along railroad to SW Ridder Rd. This also requires Coffee Creek Interceptor Railroad Crossing – 160 LF of 21" diameter pipe.	**Current:** No existing sewer lines in area. **Planned:** Gravity collection lines flow generally south and west along proposed road layout (5,460 LF). Requires new collection line along SW Day Rd (1,600 LF) and new line to travel south between SW Day Rd to connect to SW Garden Acres Rd just north of SW Ridder Rd (3,700 LF). *10-12" diameter collection lines are anticipated.*	**Current:** No existing sewer lines in area. **Planned:** Assumed to utilize proposed line along SW Boones Ferry Rd.	**Current**: No existing sewer lines in area. **Planned:** Gravity line flows from SW Clay St west, crosses railroad, and meets proposed local street alignment in West Railroad to SW Grahams Ferry Rd (6,900 LF). Lift station is required with pressure main along SW Grahams Ferry to SW Clutter St (380 LF) before returning to gravity along SW Clutter St to SW Garden Acres Rd (1,430 LF). *A 10" diameter pipe is anticipated for gravity lines.*
Natural Gas	The IFA matrix does not identify natural gas as a requirement for industries most likely to locate in the BCCP. Natural gas did not come up as a barrier for industrial development in interviews.		
Electricity	Discussions with PGE indicate that the area can accommodate industrial users with moderate power needs. However, large power users such as a data center may require infrastructure upgrades. These types of upgrades can take 3+ years.		
Telecommunication	Since the BCPA is located within the Metro, telecommunication service is expected to be adequate to meet the needs of likely users. Telecommunication capacity did not come up as a barrier for industrial development in interviews.		

Location in the overall region and access to highways, rail, other like businesses, and labor force also play a role in site selection for industries. Given the proximity of these sites within a very small area, we detail these overall characteristics for the BCPA rather than for each site (Table 9).

Table 9. Basalt Creek Transportation and Proximity Characteristics

SITE CHARACTERISTIC	BASALT CREEK EVALUATION
Available Trips	♦ The BCCP allocated 951 trips to Wilsonville's portion of Basalt Creek. The TRP identifies the necessary improvements to accommodate those trips. Additional development and trips would require an update to the TRP and additional capacity improvements to the planned system.
Transportation Access to Interstate or Principal Arterial	♦ The entirety of Basalt Creek is within 5 miles of access to I-5 and I-205 and is less than 10 miles from Highway 217.
Proximity to Regional Infrastructure Rail/Port/Airport	♦ Basalt Creek is ~27 miles from Portland International Airport and ~26 miles from the Port of Portland. ♦ A rail line runs through Basalt Creek. The type of rail line and potential for spurs are not known at this point.
Proximity to Labor Force	♦ Access to the broader Portland Metro and Mid-Valley labor forces.
Proximity to Goods	♦ Close proximity to wine region and agricultural land. ♦ Close proximity to distributors, other manufacturers, and tech hubs, including semiconductor businesses.

Evaluation of Compatible Uses

The suitability of potential users for each site is outlined below, based on site characteristics and industry-specific needs. This high-level evaluation focuses on physical site characteristics—such as size, location, and constraints—without factoring in the likelihood of redevelopment. It provides a broad understanding of site benefits, barriers, and potential industry suitability, serving as a foundation for planning and zoning rather than a definitive assessment of building configurations or sizes.

Infrastructure will be pivotal in shaping the types of industries and scale of development suitable for the area. This analysis incorporated available information on infrastructure elements such as water, wastewater, and roads; however, detailed system capacities, final road alignments, and the timing of improvements—particularly in areas like West Railroad—remain uncertain. These factors will play a significant role in determining site suitability.

Water and wastewater systems are expected to meet most demands, though high-water users may require additional capacity. Similarly, industries with significant electricity demands might necessitate infrastructure upgrades. Road alignments will impact parcel configurations, building sizes, and overall development potential. While these elements are critical to understanding site suitability, they are not yet classified as definitive constraints or advantages.

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, consolidated land ownership (two property owners), and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be physically suitable for a high-tech supply chain, cleantech industries, advanced manufacturing, food processing, small warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** area is split into eastern and western portions by site constraints and consists of seven tax lots with fragmented ownership, most under five acres. Only 14 acres are unconstrained, and its proximity to residential areas limits its suitability for high-intensity industrial uses. Instead, the area aligns with the Basalt Creek Concept Plan's vision for small-scale or micro-industrial uses, such as live-work spaces or makerspaces.

  With site aggregation, the southeastern portion could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences,

including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites. However, the feasibility of redeveloping these residential properties was not assessed as a part of this study.

- **The West Railroad** site spans 165 acres, with 56 percent (92 acres) of the land unconstrained. Its large parcels and access to regional transportation networks could make it physically suitable for uses such as general manufacturing, food processing, and small to midsized warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries. However, significant infrastructure upgrades are required, and access is limited by the railroad undercrossing on SW Grahams Ferry Road. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. Ongoing infrastructure alignment and capacity studies will provide further clarity on the site's suitability for targeted industries.

In Table 10, the compatibility of each site with various industrial uses is color coded as follows:

- Red: Not competitive for the industry
- Yellow: Moderate potential
- Green: High compatibility and strong suitability

Table 10. Evaluation of Compatible Uses Based on Site Characteristics

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Production Manufacturing	High-Tech / Cleantech Manufacturing	Midsized, flat site; high power or utility demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; some users may prefer larger sites with expansion potential	Vibration *may* be a concern from nearby rail and/or mining; high power or utility demands could exclude some users depending on system capacity
Value-Added Manufacturing and Assembly	Food Processing	Water and sewer needs are high; high demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion	Water and sewer needs are high; high demands could exclude some users depending on system capacity
	Advanced Manufacturing & Assembly	Midsized, flat site; lower water and sewer demand than high-tech industries	Site small and constrained; increased setbacks (if required) could be a problem; often requires on-site utility service areas	Vibration *may* be a concern from nearby rail and/or mining

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Light / Flex Industrial	General Manufacturing	Residential proximity may reduce appeal	Site small and constrained; residential proximity may reduce appeal	Desirable site size available; distance from sensitive uses (residential, park)
	Industrial Business Park and R&D Campus	Midsized, flat site; slightly small for some users	Site small and constrained	Constraints may limit large park potential
	Business / Admin Services	Midsized, flat site; high trip generation	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; tolerates higher slopes; compatible near residential; high trip generation	Proximity to Coffee Creek Industrial area that hosts similar services is attractive; tolerates higher slopes; high trip generation
Warehouse & Distribution	Regional	Close to I-5; existing road infrastructure; site may be a little small for some users	Site too small and constrained; limited space for trucks	Constraints could limit large distribution centers; the City is evaluating needed improvement to better accommodate truck traffic
	Local	Close to I-5; existing road infrastructure; suitable for smaller users	Site too small and constrained; limited space for trucks	Close to I-5; suitable for smaller users; the City is evaluating needed improvement to better accommodate truck traffic
Specialized	Data Center	May be suitable, but power needs could exceed available capacity, requiring upgrades	Site too small and constrained	May be suitable, but power needs could exceed available capacity, requiring upgrades

Site Competitiveness for Semiconductor Industry

Basalt Creek lacks the large parcels required for fabrication plants but is positioned to accommodate supply chain businesses that support semiconductor manufacturing.

- **SW Greenhill:** High Potential – Could be competitive for the semiconductor supply chain businesses. This site is closest to development ready, which is highly competitive because semiconductor companies prioritize sites with infrastructure ready to support development within *6 months to 3 years.*
- **Craft Industrial:** Not Competitive – Given the small parcels on the Craft Industrial site, this site is not competitive for the semiconductor supply chain businesses.

- **West Railroad:** Moderate Potential – The longer timeline required to provide adequate infrastructure, combined with existing constraints, makes this site less attractive for the semiconductor industry.

Site Competitiveness for Cleantech

- **Craft Industrial:** Moderate Potential – Given the small parcels and extent of constraints, this site is not competitive for many cleantech businesses but may be attractive to small-scale users in ag-tech and building energy tech that require sites under 5 acres.

Table 11. Cleantech Evaluation of Compatible Uses for Craft Industrial

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply; site size may be too small for many users
Mass Timber	Limited by small site size, lack of direct rail access, and high energy requirements
Ag-Tech	Site may be suitable for a small user
Circular Economy	Some users may prefer direct rail access; site may be too small for some users
Solar & Wind Energy	Small site; unsuitable for power generation and manufacturing
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; site may be too small for some users
Building Energy Tech	Site may be suitable for a smaller user; energy demands could exceed supply
EV infrastructure Tech	Limited site size, lack of rail access, and high energy requirements

- **SW Greenhill and West Railroad:** High Potential – Site size and infrastructure could appeal to a variety of cleantech subsectors, including battery storage, ag-tech, circular economy, water tech, and building energy tech.

Table 12. Cleantech Evaluation of Compatible Uses

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply
Mass Timber	Limited by lack of direct rail access and high energy requirements
Ag-Tech	Sites meet needs well
Circular Economy	High transportation needs: some facilities may prefer direct rail access
Solar & Wind Energy	Unsuitable for power generation; possible for manufacturing but limited by rail and power needs
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; low transportation needs
Building Energy Tech	Sites meet needs well; energy demands could exceed supply
EV infrastructure Tech	Limited by lack of rail access and high power requirements

Conclusion

Land Supply

The BCPA offers a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. Since the previous Buildable Lands Inventory (BLI) update, the area has experienced growth in contractor establishments. The updated BLI identifies **150 acres of buildable land,** comprising **87 acres of vacant land** and **63 acres of partially vacant land,** after accounting for constraints and existing development. The supply is distributed across parcels of varying sizes, ranging from small lots under 5 acres to larger parcels exceeding 25 acres, providing a mix of options suitable for different industry needs. Given the 150 acres of buildable land and the expectation of employment densities between 10 and 18.5 employees per acre, the BCPA is expected to accommodate between **1,500 and 2,780 jobs**.

Site Suitability Analysis

The Site Suitability Analysis evaluates the competitiveness of three opportunity sites within the BCPA based on their ability to host key industries identified in the Economic Inventory. This evaluation focuses on physical site characteristics, such as size, location, and constraints, rather than the likelihood of redevelopment. Redevelopment feasibility is addressed in a separate deliverable.

- **SW Greenhill:** With its minimal constraints, lack of development, consolidated land ownership, and existing infrastructure, this site could be physically suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels. This validates the uses originally envisioned in the BCCP for the area.
- **Craft Industrial:** Due to significant constraints, the site is currently more suitable for micro-industrial uses, such as live-work spaces, as originally identified in the BCCP. However, with site aggregation, the southeastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **West Railroad:** This site has potential for development in general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

Next Steps

The findings presented in this memorandum are preliminary and will be further refined through ongoing discussions with the Planning Commission and City Council. This analysis is being conducted in parallel with an evaluation of redevelopment feasibility for contractor establishments. Ultimately, these components, along with insights from the Economic Inventory, will be synthesized into a summary report that outlines key findings and recommendations.

Appendix B.1 IFA Industrial Development Competitiveness Matrix

ECOnorthwest

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

Infrastructure Finance Authority

	CRITERIA / PROFILE		Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
			A	B	C	D	E	F	G	I	H	J	K	L
			Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Dmtr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) †	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Dmtr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)

13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	**SPECIAL CONSIDERATIONS:**		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located witihn or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.
* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.	
**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space	
† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).	
‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.	

Appendix B.2 Cleantech Industrial Sector Land Use Competitiveness Matrix

The Oregon Cleantech Competitiveness Assessment Report (Appendix D in the report) identified the following land use requirements for key cleantech subsectors in Oregon as described below.

Cleantech Land Use Criteria

Land use requirements for attracting and growing industrial users vary across sectors. We have reviewed typical land use and infrastructure needs based on existing facility development, anticipated growth needs, and similarities to existing established industrial users within the State. We have reviewed land use competitiveness for the following development criteria, which are commonly used when evaluating sites for attracting potential industrial users:

1. Total site size: Gross property area, including building footprint, setbacks, parking, laydown space, buffers and/or mitigation areas, and expansion areas.
   A. Small: 0-5 acres
   B. Medium: 5-25 acres
   C. Large: > 25 acres
2. Use allowance: Specific manufacturing use allowed under current zoning. Development standards also may limit feasibility of necessary elements such as utility yards.
   A. Low: Allowed outright
   B. Medium: Allowed conditionally or with limitations
   C. High: Not allowed
3. Site slope tolerance: Elevation differences across the site; generally, industries with large-footprint buildings or laydown yards require flatter sites.
   A. Low: 0-5%
   B. Moderate: 0-7%
   C. High: 0-12%
4. Access to interstate or principal arterial transportation routes: Access to shipping routes and available capacity for trips generated.
   A. Low: Relatively low need for access to transportation routes.
   B. Moderate: Access to principal transportation routes is preferred.
   C. High: Access to principal transportation routes is required.
5. Railroad access: Proximity and capacity for rail freight systems, for either raw materials or finished goods.
   A. Low: Relatively low need for rail access.
   B. Moderate: Access to rail access is preferred.
   C. High: Access to rail access is required.
6. Marine port access: Proximity and capacity for marine cargo shipping, for either raw materials or finished goods.
   A. Low: Relatively low need for marine access.
   B. Moderate: Access to marine access is preferred.

C. High: Access to marine access is required.

7. Airport access: Proximity and flight availability for employees, customers, or air cargo.
   A. Low: Relatively low need for airport access.
   B. Moderate: Access to airport access is preferred.
   C. High: Access to airport access is required.
8. High-pressure water supply: Proximity and capacity for high-pressure water supply, typically as municipal water.
   A. Low: Significant water usage is not expected to be a critical component of this industry.
   B. Moderate: Water usage may be high for this industry; high-pressure water supply is preferred.
   C. High: High-pressure water supply is required.
9. Electricity supply: Proximity and capacity for electrical power.
   A. Low: Significant electricity usage is not expected to be a critical component of this industry.
   B. Moderate: Electrical usage may be high for this industry; high-demand service and/or redundancy is preferred.
   C. High: High-demand service and/or redundant electrical supply is required.

The following table summarizes our recommendations of land use competitiveness for the selected Cleantech sectors across the criteria listed above.

Table 13. Competitiveness Matrix for Select Cleantech Industries

	Battery Storage	Mass Timber	Ag-Tech	Circular Economy	Solar & Wind Energy Prod	Water Tech	Building Energy Tech	EV Infrastructure Tech
Site Size	Small to Large[4]	Med to Large	Small[5]	Small to Med[6]	Med to Large[7]	Small to Med	Small	Med to Large
Use Allowance	Varies by jurisdiction							
Slope Tolerance	Mod.	Low	High	Mod.	Mod.	Low	High	Mod.
Transportation Access	Low	High	Low	High	Mod.	Low	Low	High
Rail Access	Low	Mod.	Low	Mod.	Wind: High Solar: Low	Low	Low	Mod.
Marine Access	Low	Low	Low	Low to Mod.	Low to High[8]	Low	Low	Low to Mod.
Airport Access	Low	Low	Mod.	Low	Low	Low	Mod.	High
High-Pressure Water Needs	Low	Low to Mod.	Low	Mod.	Mod.	High	Low	Low
Electrical Supply Needs	High[9]	Mod. to High	Low	Mod.	High[6]	High	Mod. to High	High

Source: Oregon Cleantech Competitiveness Assessment Report, 2024

[4] Battery storage site sizes may vary widely, from urban microgrid installations to large-scale power grid storage.
[5] The Ag-Tech industries identified in this study are assumed to generally focus on software and small-scale equipment products. These companies may use large-scale farms for product development or research; however, since those are likely to be existing operating farm facilities, we do not identify them as a land use criterion here.
[6] Site facility size for circular economy is dependent on the raw materials and finished products involved and the industry scaling.
[7] Site size for solar/wind manufacturing facilities is similar to advanced manufacturing industries, while sites for solar/wind power generation vary greatly depending on scale, ranging from rooftop systems to grid-scale farms.
[8] Offshore wind power requires marine facilities to transport turbines and equipment to the generating site. Land-based wind power marine access varies.
[9] Electrical system proximity and access for power generation facilities may vary depending on the scale and intended use. Microgrid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations.

Appendix B.3 Buildable Lands Inventory Methodology

The BLI is intended to identify industrial lands that are available for development for employment uses within the City of Wilsonville's BCPA. The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This appendix presents methods and definitions used to develop the industrial buildable lands inventory for the BCPA. The results (shown in the Land Supply section of the memorandum) are based on analyses by ECOnorthwest of data from the City of Wilsonville, Washington and Clackamas Counties, Metro, and Pacific Habitat Services. The analysis was reviewed by City staff. The remainder of this appendix summarizes key findings of the BLI.

Methods and Definitions

The BLI in Wilsonville's BCPA includes all land that allows industrial uses within the jurisdiction of Wilsonville's comprehensive plan use designations or unincorporated areas of Washington and Clackamas Counties. From a practical perspective, land was included in the BLI if it met all the following criteria:

1. It is inside the BCPA
2. It is within a Wilsonville Comprehensive Plan designation or unincorporated areas of Washington and Clackamas Counties.
3. It is inside a tax lot (as defined by Metro), and
4. Its plan designation allows employment uses. *Note that tax lots do not generally include road or railroad rights-of-way or water.*

The inventory then builds from the tax lot–level database to estimate buildable land by Comprehensive Plan designation.

Inventory Steps

The five steps in the BLI are:

1. Generate UGB "land base"
2. Classify lands by initial development status
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

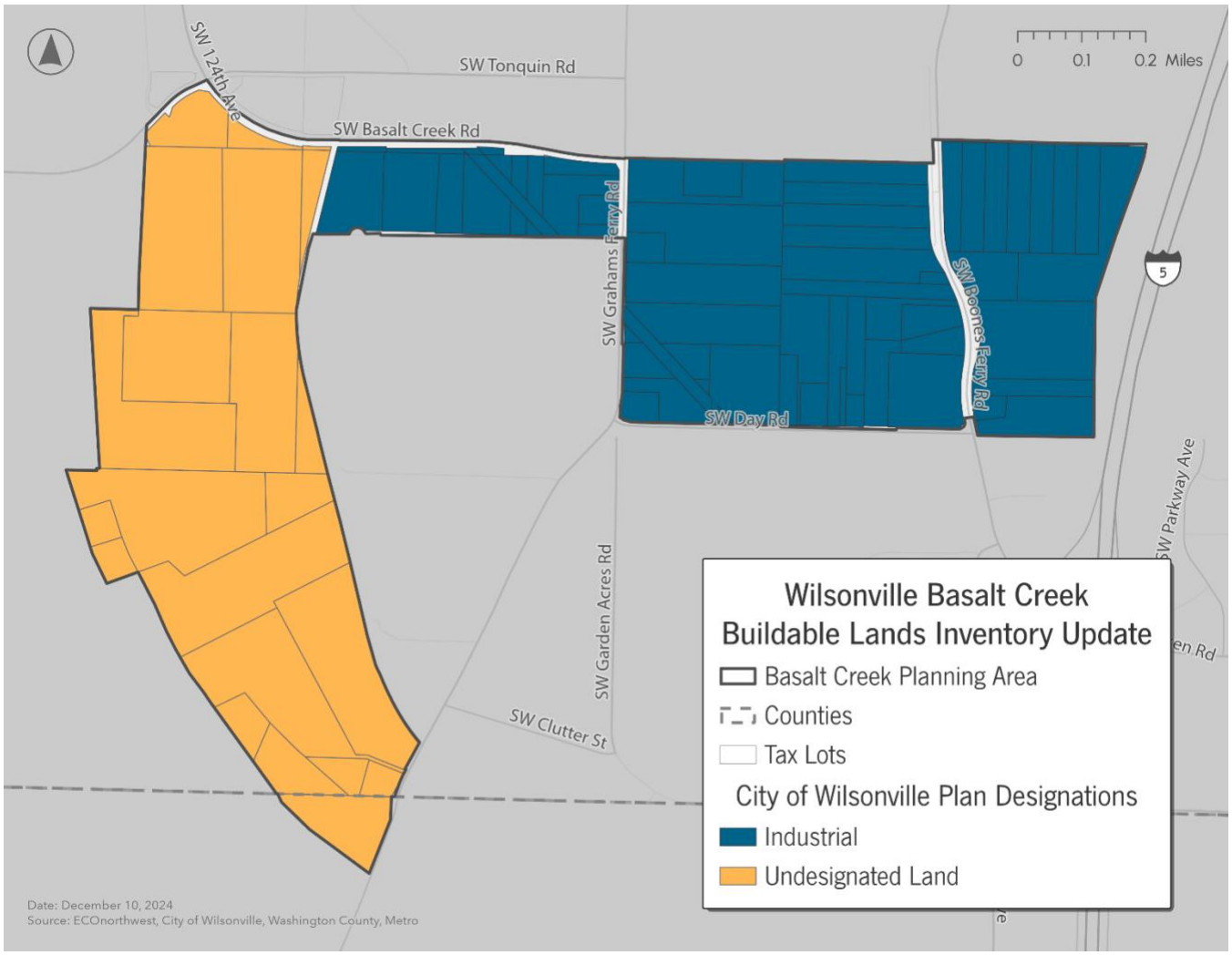
Step 1: Generate UGB "Land Base"

The industrial inventory used all tax lots within the BCPA with the appropriate types of comprehensive plan designations that fall under those land use categories:

- Industrial (I)
- Undesignated land (i.e., unincorporated land)

Figure 6 below shows a map of these designations used in the BLI.

Figure 6. Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Metro

Step 2: Classify Lands by Development Status

In this step, ECOnorthwest initially classified each tax lot with an employment plan designation (based on the definitions above) into one of three mutually exclusive categories based on development status:

- Vacant land
- Partially vacant land
- Developed land

ECOnorthwest identified buildable land and classified development status using a rule-based methodology adapted from Metro's Buildable Land Inventory documentation[10] and utilizing Metro's vacant and developed land GIS inventories. These classifications serve as a starting point for identifying development statuses and are further refined in step 4 through visual review by ECOnorthwest and the City of Wilsonville.

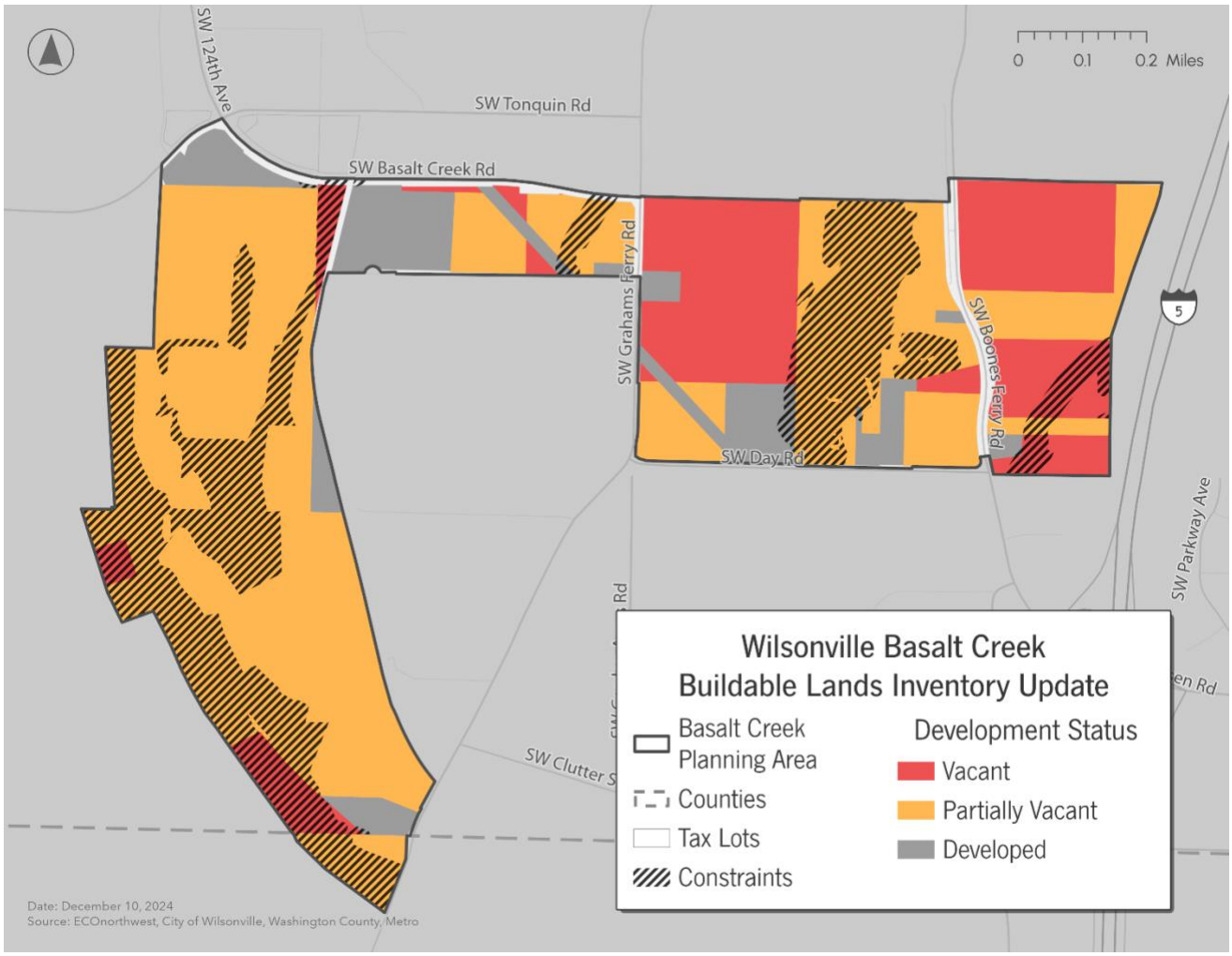
The rules are described in Table 14, and the development status classifications of the BLI land base are visualized in map format in Figure 7.

Table 14. Rules for Development Status Classification

DEVELOPMENT STATUS	DEFINITION	METHODOLOGICAL BASIS
Vacant Land	A tax lot where the area is: (a) Less than 2,000 sq ft and less than 10% developed, or (b) More than 95% vacant.	*Metro Appendix 2 - 2024 Buildable Land Inventory (BLI) and Capacity Estimates*[11]
Partially Vacant Land	A tax lot where the area does not meet the vacant land definition and is more than one-half acre vacant	No statutory definition
Developed Land	A tax lot that is not vacant or partially vacant.	*Metro Appendix 2*

[10] https://www.oregonmetro.gov/sites/default/files/2024/07/09/2024-UGR-Appendix-2-UGB-capacity-analysis-with-attachments.pdf
[11] Ibid.

Figure 7. Development Status with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 3: Identify Constraints

As shown in

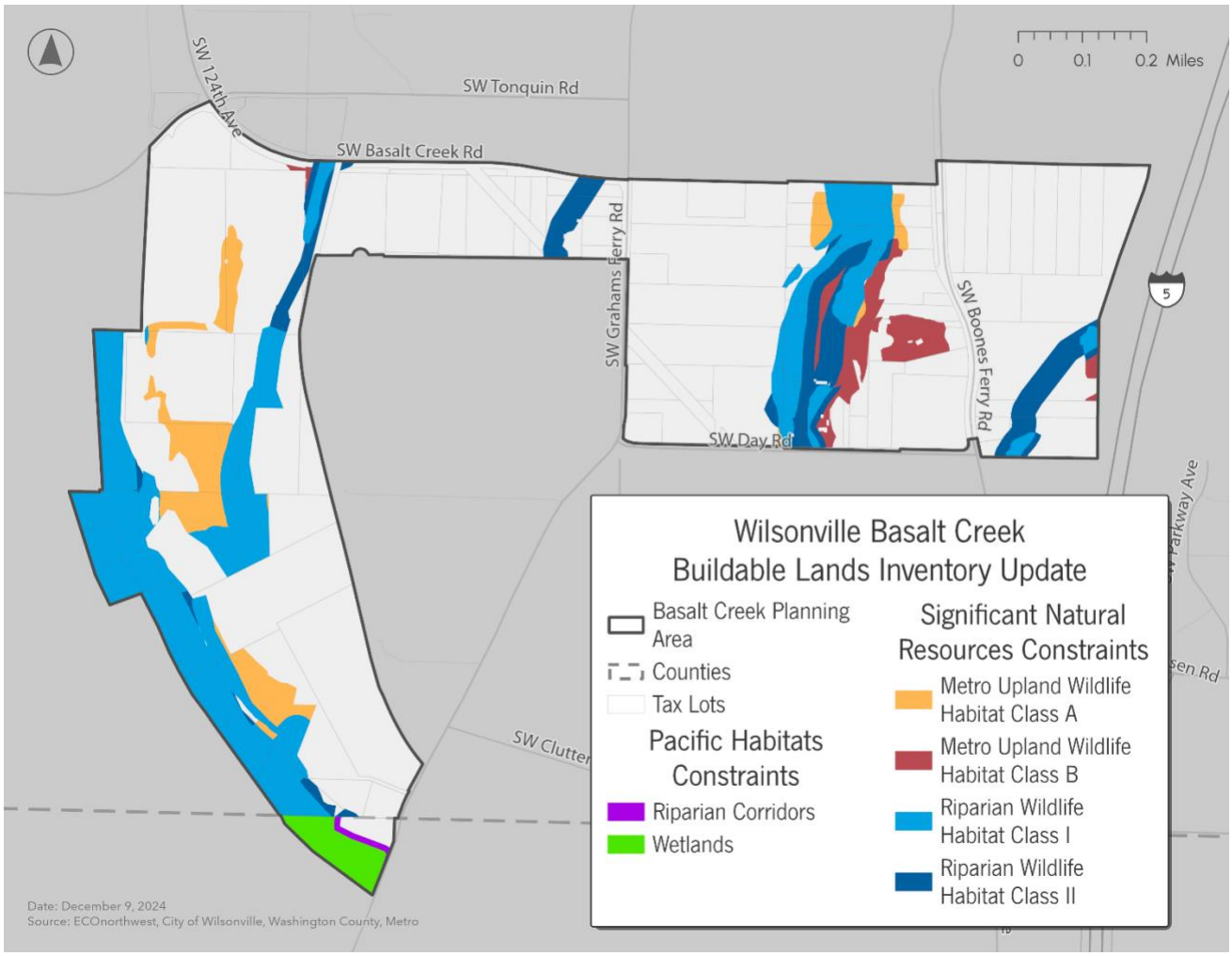
Table 15, the BLI included development constraints consistent with guidance in OAR 660-009-0005(2) and discussion with Wilsonville City staff.

Table 15. Constraints Included in BLI

DEVELOPMENT STATUS	STATUTORY AUTHORITY	THRESHOLD	SOURCE
Goal 5 Natural Resource Constraints			
Significant Natural Resources (SNR)	*OAR 660-009-0005(2)*	Lands within SNR classifications: ♦ Metro Upland Wildlife Habitat Classes A and B ♦ Riparian Wildlife Habitat Classes I and II	Washington County
Riparian Corridors	*OAR 660-009-0005(2)*	Lands within riparian corridors (Clackamas County only)	Pacific Habitat Services
Wetlands	*OAR 660-009-0005(2)*	Lands within wetlands (Clackamas County only)	Pacific Habitat Services

These areas were evaluated as prohibitive constraints (unbuildable). All constraints were merged into a single constraint file, which was then used to identify the area of each tax lot that is constrained. These areas were deducted from lands identified as vacant or partially vacant. Figure 8 shows a map of the individual constraints.

Figure 8. Development Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Step 4: Verify Inventory Results

ECOnorthwest used a multistep verification process. The first verification step involved a "visual assessment" of land classifications using GIS and recent aerial photos. The visual assessment involved reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECOnorthwest reviewed all tax lots included in the inventory using the visual assessment methodology. The second round of verification involved City staff verifying the visual assessment output. ECOnorthwest amended the BLI based on City staff review and a discussion of staff's comments.

Step 5: Tabulate and Map Results

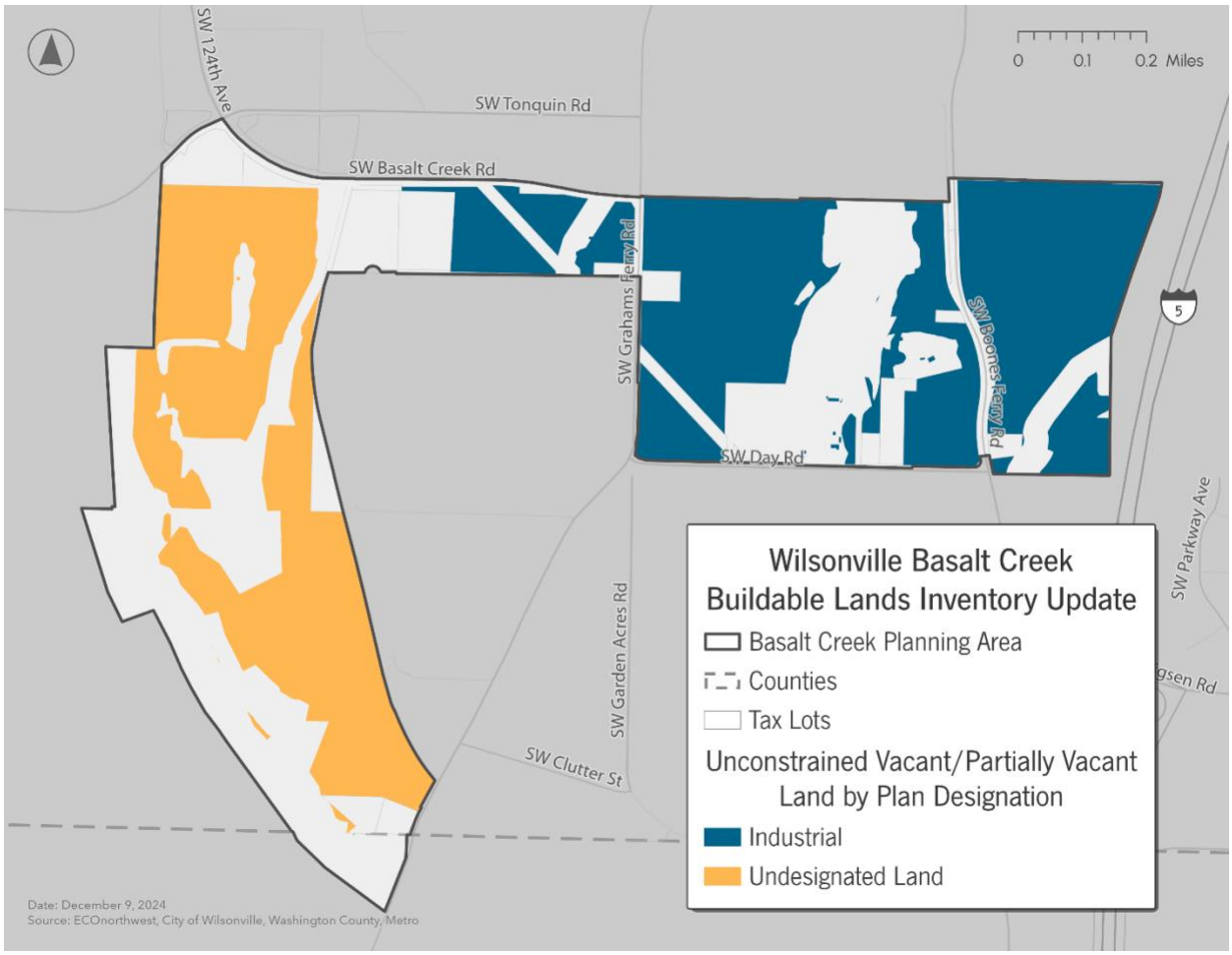
The results of the industrial BLI are presented in tabular form in Table 16 and in a map in Figure 9.

Table 16. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Plan Designations, BCPA, 2024

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Figure 9. Buildable Employment Land by Wilsonville Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro, Pacific Habitat Services

Appendix C: Redevelopment Feasibility of Contractor Establishments

ECOnorthwest

DATE:	December 12, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Michelle Anderson, and Bob Parker
SUBJECT:	WILR Phase 1: Redevelopment Feasibility of Contractor Establishments

The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study comprises several interconnected tasks:

- An **Economic Inventory** that evaluated current market trends and identified industries suitable for the area (completed).
- An updated **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (ongoing).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and access (ongoing).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (this memorandum).

This memorandum addresses the fourth task by evaluating the redevelopment potential of contractor establishments within the BCPA. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, which typically include small offices (often converted residences), storage buildings, and laydown yards. While these uses contribute to jobs and economic activity, they yield limited employment opportunities and lower property values compared to those envisioned in the BCCP or those typically expected for land within the metro urban growth boundary (UGB) and city limits.

The primary question we address in this task is: What is the redevelopment potential of existing contractor establishments in the BCPA, given prevailing lease rates and market conditions? This analysis will help the City understand what types of development the market will support, which desired development types identified in the BCCP are viable under current economic conditions, and what conditions might be necessary in the future to support desired development.

The findings from this analysis will guide recommendations on policy interventions and strategic actions the City can take to support desired development and promote redevelopment feasibility. These efforts are part of a broader initiative to position Basalt Creek as a key area for regional job growth and long-term economic success.

Redevelopment Feasibility of Existing Contractor Establishments

The Economic Inventory identified a range of industrial users who may find Basalt Creek particularly attractive due to its prime location in the Southwest Metro area, access to a skilled workforce, availability of industrial land, strong transportation networks, and proximity to existing industrial clusters. Discussions with stakeholders also highlighted strong regional demand for industrial space.

However, several challenges complicate redevelopment efforts. Many existing contractor establishments generate significant income for property owners, reducing their motivation to sell or redevelop the land for higher-intensity industrial uses. Additionally, relocation options for businesses currently occupying these sites may be limited, creating further barriers to redevelopment.

These challenges raise critical questions about whether current market rents and sales prices are sufficient to make redevelopment feasible in the BCPA. This analysis evaluates the conditions needed to support redevelopment in Basalt Creek.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek, as identified in the Economic Inventory report.

Semiconductor Sector Supply Chain: Companies providing materials, equipment, and services to chip manufacturers.

Cleantech, including Battery Technology: Businesses involved in renewable energy technology, energy efficiency solutions, and sustainable manufacturing processes.

Advanced Manufacturing: Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.

Distribution and Logistics: Storage, transportation, and delivery of goods.

Data Centers: Facilities used to house computer systems and associated components.

Methods and Approach

What are the key questions?

While there is clear demand for industrial space in the BCPA, the question remains: **What conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the BCCP?** To answer this core question, ECOnorthwest identified several subquestions to guide the analysis.

- What types of property owners are in the study area, and who is respectively occupying the site (e.g., the owner or tenant)?
  - Understanding ownership and occupancy dynamics helps assess the financial motivations of property owners and helps determine whether redevelopment offers an incentive.
- What are the potential future uses for these sites?
  - Identifying potential future uses informs construction costs, market rents, and site utilization. Evaluating the likely range of site utilization (based on constraints and zoning) helps determine whether redevelopment would offer higher returns compared to current uses.

By addressing these supporting questions, ECOnorthwest evaluated scenarios where ownership, occupancy, and future uses align to incentivize redevelopment. This structured approach provides insights into the conditions necessary to drive redevelopment in the BCPA.

How did we answer the key questions?

ECOnorthwest used a detailed pro forma model to evaluate multiple potential development scenarios. These scenarios incorporated variations in current ownership and occupancy, potential future uses, and site utilization (for additional details, see Appendix). For this quantitative analysis, we focused on conditions that could support new development, either on recently acquired properties (e.g., speculative purchases) or on land likely to transact for redevelopment in the future.

WHAT IS A PRO FORMA?

The pro forma method, a standard tool in real estate feasibility studies, replicates the decision-making process of investors and lenders. It assesses the balance between development costs, expected revenue, and financing structures to identify potential viability gaps.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft



costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. For each scenario, the pro forma calculated the rent levels required to cover these costs and achieve financial feasibility.

DATA LIMITATIONS AND METHODOLOGY

While the quantitative analysis provided valuable insights, data limitations in the study area and the I-5 South Submarket (such as limited observations of contractor establishment rents) posed some challenges. These limitations are typical for studies in smaller submarkets. To address this, we supplemented the analysis with qualitative methods, including interviews with developers and brokers, to validate assumptions and refine recommendations. We also conducted a range of sensitivity testing to account for potential variance (e.g., higher and lower potential contractor establishment rents) instead of basing the results of our analysis on one assumption. As a result, we believe the findings accurately reflect current market conditions in Wilsonville and provide a reliable basis for evaluating redevelopment feasibility in the BCPA.

WHY IS DEVELOPMENT FEASIBILITY AND PRO FORMA ANALYSIS IMPORTANT?

Development can be costly and risky. Getting funding to construct new development requires lenders and investors to be reasonably confident they will earn enough financial return to justify the risks.

Economic or market feasibility is generally assessed by comparing the expected revenues (rents, sales prices) against the costs of development. If a development project is not profitable, it is not feasible; it will not be built. While some of the factors that determine market feasibility are outside a jurisdiction's direct control (e.g., labor and materials costs, interest rates, market rents), local jurisdictions can provide incentives (such as tax exemptions or land donations) or adjust building, utility, and zoning fees; zoning; programs; and other regulations that can have a substantial impact on whether development could be feasible or not.

ASSUMPTIONS AND INDUSTRY STANDARDS

We based several assumptions on industry standards to ensure consistency and accuracy:

- **Construction Costs:** Used national averages adjusted with a Portland metro–specific multiplier to account for regional building conditions.
- **Other Development Costs and Operating Costs:** Applied standard rates for soft costs (architectural design, site engineering, permitting and entitlement fees, capital carrying costs, etc.), contingency, and developer fees.

For a more detailed overview of the data, assumptions, and methodology, please refer to the Appendix.

UNDERSTANDING THE PRICE OF LAND IN THE BCPA: HOW THIS IS FACTORED INTO FEASIBILITY RESULTS

Predicting the price that a landowner would require when selling property for development is an imperfect science—each landowner has reasons to sell or hold their land. Some property owners are willing to develop their land without selling, but based on interviews, we determined this would be rare in the study area. For the purposes of this analysis, we assumed the value of the property (i.e., the price of the land at which an owner would be willing to sell) could be derived from current comparable property sales prices in the area using a **"comps approach"** as well as using an **"income-based approach"** that considers the revenue stream from current tenants on the property. Therefore, this memo analyzes the rent needed based on the range of land values given these two approaches.

We identified vacant land sales (including contractor establishment sales) in the I-5 South Submarket using CoStar data. Most of the vacant land properties recently transacted (over the last 4 years) for approximately $7 to $17 per square foot of land. One improved land transaction (with a contractor establishment) had a sale price that indicated it transacted for $26 per square foot of land. These observations served as our range of land prices using a comps approach. Many of these comps, both vacant land and contractor establishments, might have been leased to tenants and generated income; however, the prices they sold for could have been decided via an unknown variety of methods (including an income-based approach and then a subsequent negotiation). Therefore, for the purposes of this analysis, we refer to all these observed transactions as being within the "comps approach" method.

The income-based approach relied on data collected during interviews, which indicated the rent for contractor yards in the area could range from $0.18 to $0.23 per square foot of land per month. We considered this gross annual revenue, net of approximately 5 percent for various operating costs, and divided by a range of capitalization (cap) rates (5 percent to 7 percent) to estimate the value. Using a cap rate is a common valuation approach in the commercial real estate industry. This analysis resulted in a range of $19 to $52 per square foot of land—considerably higher than most of the results from the comps approach. This approach more accurately reflects the value current owners place on the potential future revenue from their existing tenants, as well as the level of incentive required to encourage them to sell and repurpose the property. Although this income-based value could eventually be negotiated during a potential sale, we still use this range in our analysis to reflect values that a landowner might require to sell their land.

Key Findings

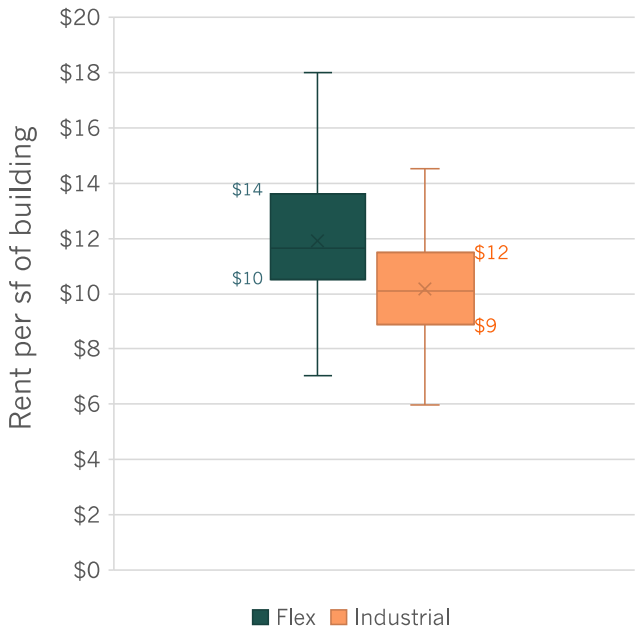
Current uses are generating substantial revenue with minimal management effort or risk.

Our market research and interviews highlighted that the rent for current uses varied based on whether the site was mostly open land or a building was present. Sites without buildings typically structured their rent per square foot of land, and this typically ranged from $0.18 to $0.23 per month. For example, a 1-acre site could generate annual gross rent of approximately $95,000 to $120,000 with minimal management effort or operating costs. (This is intended for illustrative purposes only and can scale to larger site sizes.)

Over the past four years, vacant land in the area has sold for around $7 to $17 per square foot. For the same illustrative 1-acre site, this translates to sale prices ranging from $305,000 to $750,000. The resulting ratio of annual gross lease revenue to property value ranges from 13 percent (a monthly rent of $0.18 per square foot relative to a land value of $17 per square foot) to 39 percent (a monthly rent of $0.23 per square foot relative to a land value of $7 per square foot). This means that property owners who recently purchased land and rent it to contractor establishments could recover their investment within 2.5 to 8 years. For long-term landowners who have already paid off their investment, rents represent additional income with minimal effort. Either way, given the substantial revenue from these uses, a landowner has very little incentive to redevelop.

For sites with buildings and yards, rents are typically based on the building area and range from $0.85 to $1.30 per square foot of building per month, or $10.20 to $15.60 per square foot per year. In comparison, flex and industrial spaces in the I-5 South Submarket rent for $9 to $14 per square foot per year, meaning that rent for an existing contractor establishment building with a yard is already achieving similar market rents to potential future uses. Not only are some of these contractor establishments already achieving comparable rents to flex and industrial uses, but they are also doing so without the risks of redevelopment (which include new capital investment, entitlements, the time to convert the land to the new use and generate revenue, and opportunity cost, among others).

Figure 1. Market Rent of Potential Future Uses



Source: ECOnorthwest analysis, CoStar

Rents would likely need to increase by at least three-fifths (60 percent), if not double (100 percent), to fund construction and create incentive to flip existing contractor establishments.

For our pro forma analysis, we evaluated a range of scenarios based on the variation in ownership and occupancy, future uses, future site utilization, and land acquisition costs (see Appendix for more detail). As previously discussed, ECOnorthwest solved for the rent needed to cover these various costs and then compared to the potential market rent of the flex and industrial uses observed in the I-5 South Submarket. We show these results for a range of potential land acquisition prices and construction costs.

We analyzed results for three different physical scenarios based on observed comparable developments (using the relationship between building square footage and site square footage):

- **Very high site utilization** based on 45 percent site coverage, similar to Graham's Ferry Industrial Center. Note: future development in some portions of BCPA may face constraints due to natural site features or zoning standards that may make achieving this site utilization challenging.
- **High site utilization** based on 35 percent site utilization, similar to the Sherwood Commerce Center
- **Low site utilization** based on 20 percent site utilization, similar to observed flex and industrial uses built over the last 20 years in the I-5 South Submarket

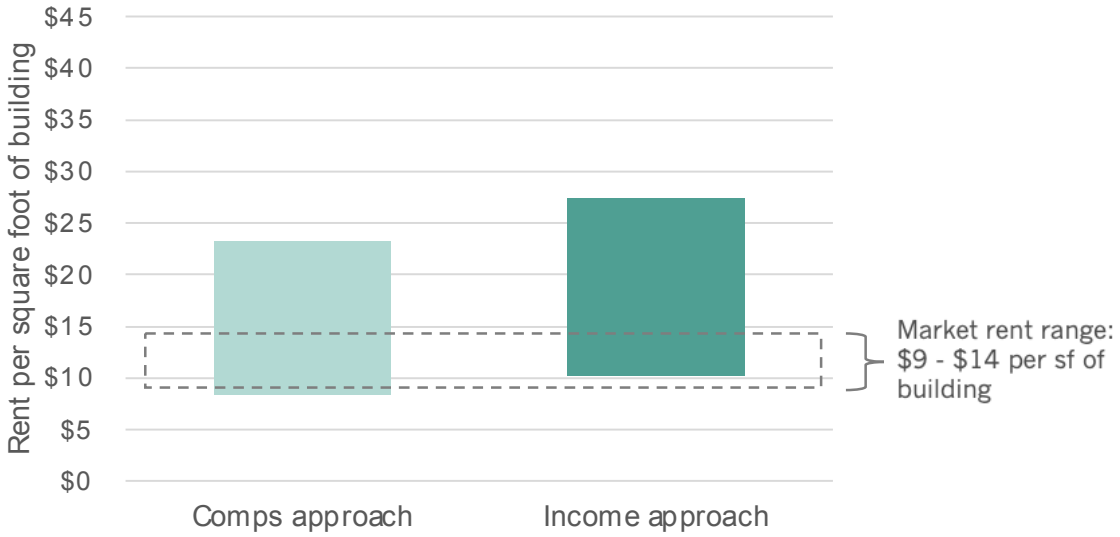
INTERPRETING THE RESULTS CHARTS

Development feasibility hinges on a range of different assumptions. Rather than picking one specific set of assumptions, the results charts shown in this memo encompass a range of potential assumptions, namely land acquisition costs and development costs.

ECOnorthwest compared the feasibility results to both the comps approach and income approach—**one column** in the following charts shows the resulting range of rents needed if assuming a comps approach, and **one column** shows the range needed based on an income approach. **Both columns** also include sensitivity testing given a range of construction costs and land prices, which is reflected in the size of the bars (the same range is assumed for each of the land price method scenarios). **A dashed box** is also shown to represent the range of observed rents for potential future uses. The rent results would ideally be within, if not lower than, this range for the development to be feasible.

In the **very high site utilization** scenario, future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 2). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses would likely need to increase by at least three-fifths, if not double, while construction costs remain constant.

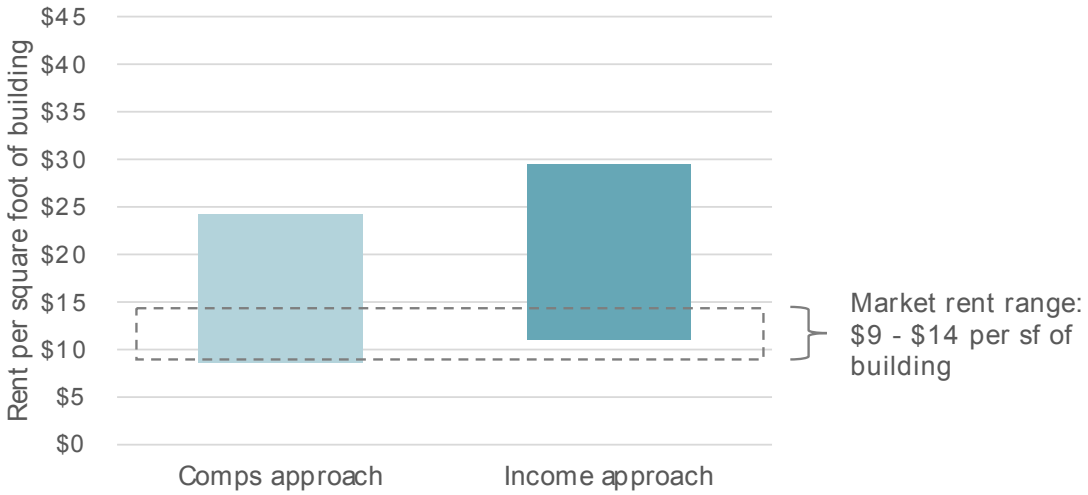
Figure 2. Rent Needed for Very High Site Utilization (45%)



Source: ECOnorthwest analysis

The results in the **high site utilization scenario** are similar to the very high site utilization scenario. However, relative to the latter, rents would need to increase to cover the same range of land and development costs. Future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 3). To make redevelopment feasible for properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses must increase by at least three-quarters, if not double, while construction costs remain constant.

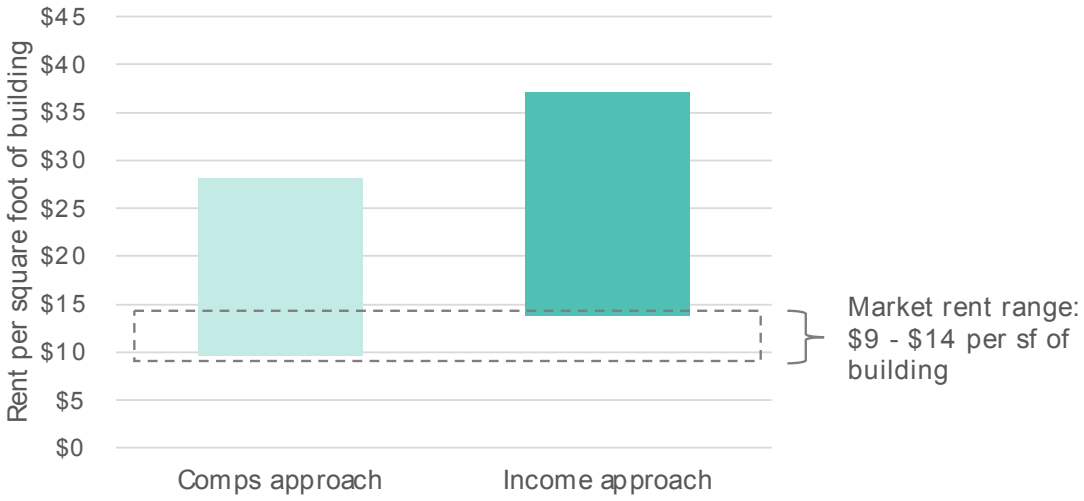
Figure 3. Rent Needed for High Site Utilization (35%)



Source: ECOnorthwest analysis

In the **low site utilization scenario**, future flex and industrial uses are only feasible when land acquisition costs are assumed to be low—less than $10 per square foot, based on the low end of recent comparable sales of vacant land—and other development costs are low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 4). For properties with existing uses (where land is likely to transact between $19 and $52 per square foot), the market rent for flex and industrial uses must double while construction costs remain constant to make redevelopment feasible.

Figure 4. Rent Needed for Low Site Utilization (20%)



Source: ECOnorthwest analysis

Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations.

Owner-occupied sites present more complex financial considerations compared to vacant or tenant-occupied properties. Landowners using their property for their own business must account for additional costs if they relocate, including relocation expenses, higher rents (or purchase prices) for new properties, and potentially higher ongoing business costs. For example, moving farther from suppliers or services could result in increased fuel or labor expenses.

To justify relocating their business, landowners would likely need to sell their property at an even higher price than what the quantitative analysis assumes. This requirement would, in turn, translate to higher rents than those shown in the results charts (Figure 3 and Figure 4). However, if the landowner does not intend to maintain their business, financial considerations would be less complex. Without the need to account for future business costs or the loss of tenant income, necessary rents could align more closely with those projected in the comps approach.

Conclusion and Next Steps

Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment. Rents for existing contractor establishments, particularly those with buildings, are already comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would likely need to rise by at least three-fifths, if not double, depending on site utilization, land acquisition costs, and construction costs. Higher site utilization scenarios present some redevelopment feasibility when land acquisition costs are low (below $20 per square foot). Conversely, properties with higher land costs or existing uses would either have substantially higher rents or reduced development costs (e.g., construction, financing) to achieve feasibility.

Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations. Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets, increasing costs for labor, transportation, and operations. Without substantial increases in land values or rents, redevelopment for these properties remains unlikely.

Achieving the City's development vision for Basalt Creek will require strategic interventions. Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or implementing other strategies yet to be identified.

The findings in this memorandum are preliminary and will be refined through further analysis and discussions. This study is being conducted alongside updates to the buildable lands inventory and site suitability analysis. Ultimately, these components will be synthesized with insights from the Economic Inventory into a comprehensive final report that outlines key findings and actionable recommendations.

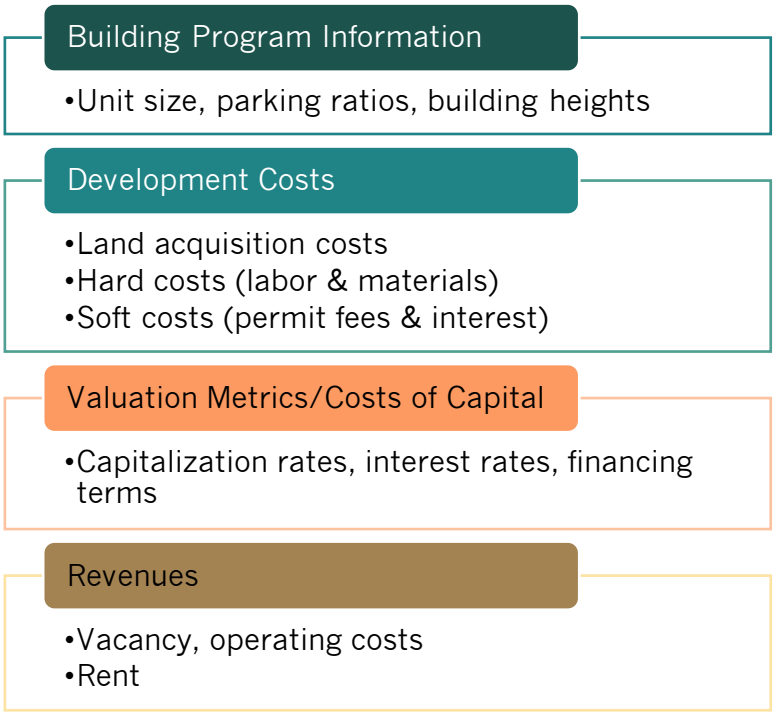
Appendix C.1

Financial Feasibility Methods

To model development feasibility, ECOnorthwest employed a pro forma model, which is a common method used in real estate feasibility studies because it simulates the decision-making process of investors and lenders. The pro forma assesses the balance between development costs, expected revenue, and financing structure, which helps to identify viability gaps.

Figure 5. Factors Used in the Pro Forma Analysis

Source: ECOnorthwest



This method provides a general analysis of prototypical development scenarios, or prototypes, without accounting for unique conditions that might influence development feasibility (e.g., higher predevelopment costs). Therefore, this analysis serves as a strong indicator of the relative likelihood of development rather than an absolute measure of feasibility.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. It then calculates the rent required to cover these costs for each scenario.

Scenarios Evaluated

To establish relevant assumptions for the pro forma model, we first identified the scenarios needed to address the research questions. These scenarios were based on variations in current ownership and occupancy, potential future uses, and site utilization.

CURRENT SITE OWNERSHIP AND OCCUPANCY

We started with an understanding of the current site ownership and occupancy. Based on our understanding, there were three main categories:

- **Owners of vacant or unused land.** This category includes people who recently purchased land with the intent to develop and existing owners potentially interested in selling their land for new development.
- **Owners renting to contractor establishment tenants.** These owners might sell their property but would need compensation for the foregone future revenue from their tenants.
- **Owners using the land for their own contractor establishments.** Financial considerations for this group vary substantially. Landowners would need to account for up-front and ongoing costs associated with relocating their businesses, making this scenario more complex to quantify compared to vacant or tenant-occupied sites.

APPROACH TO ESTIMATING LAND PRICE

- **Vacant and underutilized land:** We used a comparable sales ("comps") approach to estimate land price, which accounts for the sales price of recently purchased land, especially by those intending to develop (see the callout box on page 5 for details on the comps approach).
- **Tenant-occupied land:** For owners renting to contractor establishment tenants, we used an income-based approach to estimate the financial hurdle of land price. This better reflects the potential foregone revenue from tenants (see the callout box on page 5 for details on the income-based approach).
- **Owner-occupied land:** Due to varied business conditions of landowners who are using the land for their own contractor establishment, we evaluated this scenario qualitatively, considering insights from the other scenarios.

FUTURE BUILDING PROGRAMS

We then considered the potential future building programs that could occur on these former contractor establishment sites. We based the building square footage of our two prototypes on observed comparable flex and industrial spaces, based on CoStar data from the I-5 South Submarket. Key considerations included:

- **Site Utilization:** Over the past 20 years, average site utilization (building area relative to site area) in the I-5 South Submarket was about 20 percent. Recent developments such as the Sherwood Commerce Center and Graham's Ferry Industrial Center achieved 35 percent and 45 percent site utilization, respectively. But this was enabled by maximizing impervious coverage for parking and truck logistics. Future development in some portions of the study area may face constraints due to natural site features or zoning

standards. We therefore modeled three prototypes to capture a range of potential future development conditions:

- **Low utilization:** 20 percent
- **High utilization:** 35 percent
- **Very high utilization:** 45 percent

CONSTRUCTION COSTS

Lastly, for the scenarios we modeled, we evaluated a range of potential construction costs for flex and industrial uses. We referenced the **2024 National Building Cost Manual** by Craftsman to arrive at a range of potential construction costs for various building types that could house future flex and industrial uses. We conducted sensitivity testing of the potential rents needed to cover low to high construction costs, and the results that informed our key findings are inclusive of the range used.

The land cost, site utilization, and building costs were all assumptions that varied in our analyses as we conducted sensitivity testing of different scenarios (e.g., high site coverage, high land costs, high construction costs). All other pro forma assumptions we held constant. We describe the specifics of these assumptions in the section below.

Detailed Methods and Assumptions

To evaluate future flex or industrial rental uses, we began by calculating development costs. This involved applying the cost-per-square-foot values (see Table 1. Scenarios and Assumptions Used) to the building square footage derived from the site utilization. From that construction cost, we calculated the soft cost, contingency, and developer fees to arrive at the total development cost.

Given the potential range of sources to fund these projects, we used a high-level approach and assumed all sources of money that funded the project would require a 6 percent annual return based on a 30-year term. We calculated a payment inclusive of this return, based on the total development cost, to arrive at the rent needed to cover these annual costs. We also assumed these rents would be triple net and that, therefore, the operating costs would be passed on to the tenant, which is common for flex and industrial lease terms. We highlight the specific assumptions of this analysis, and any relevant ranges, in Table 1.

Table 1. Scenarios and Assumptions Used

Source: ECOnorthwest, CoStar, Redfin, Craftsman, Stakeholder Interviews

Assumption	Values
Land price	Ranged from $7 to $26 based on observed sales comps of vacant land as well as one sale observation of a contractor establishment. Ranged from $19 to $52 per square foot based on income-based approach.
Building program	(3) square footage estimates based on a calculation of 20% site utilization, 35% site utilization, 45% site utilization
Construction costs	$75 to $200 per square foot of building; $20 per square foot of paving
Soft costs	20% of hard costs
Contingency	5% of hard and soft costs
Developer fee	5% of hard and soft costs plus contingency
Costs of capital	6% annual interest range, 30-year term for all funding sources
Operating costs	Assumed triple net rents

Grahams Ferry Assemblage

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

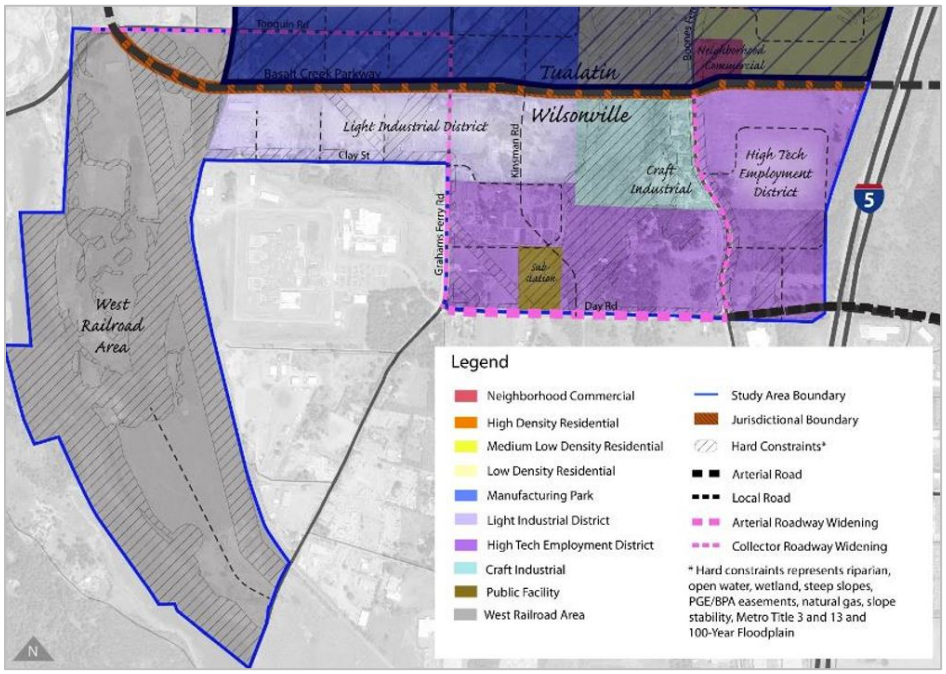
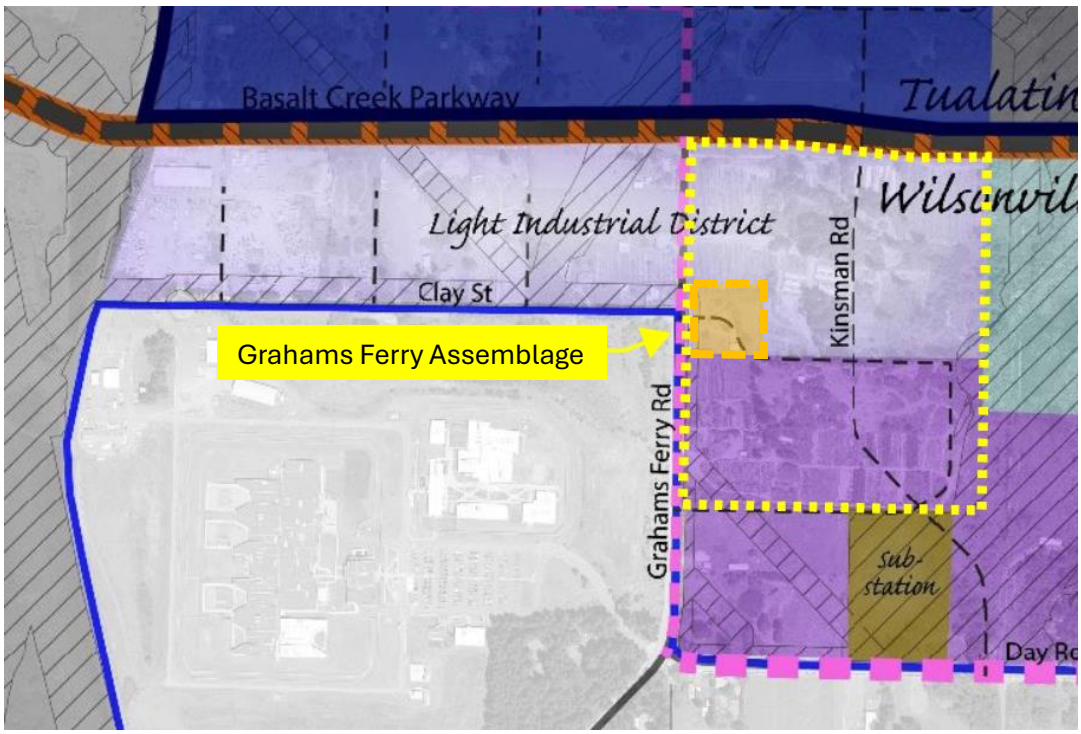


Figure 2. Location of Grahams Ferry Assemblage.



Wilsonville Industrial Land Readiness – Phase 1 Basalt Creek
Location of Grahams Ferry Assemblage

Wilsonville Industrial Land Readiness – Basalt Creek

Planning Commission Work Session
March 12, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager
Matt Lorenzen, Economic Development Manager

Regulatory Context

Metro Ordinance No. 04-1040B

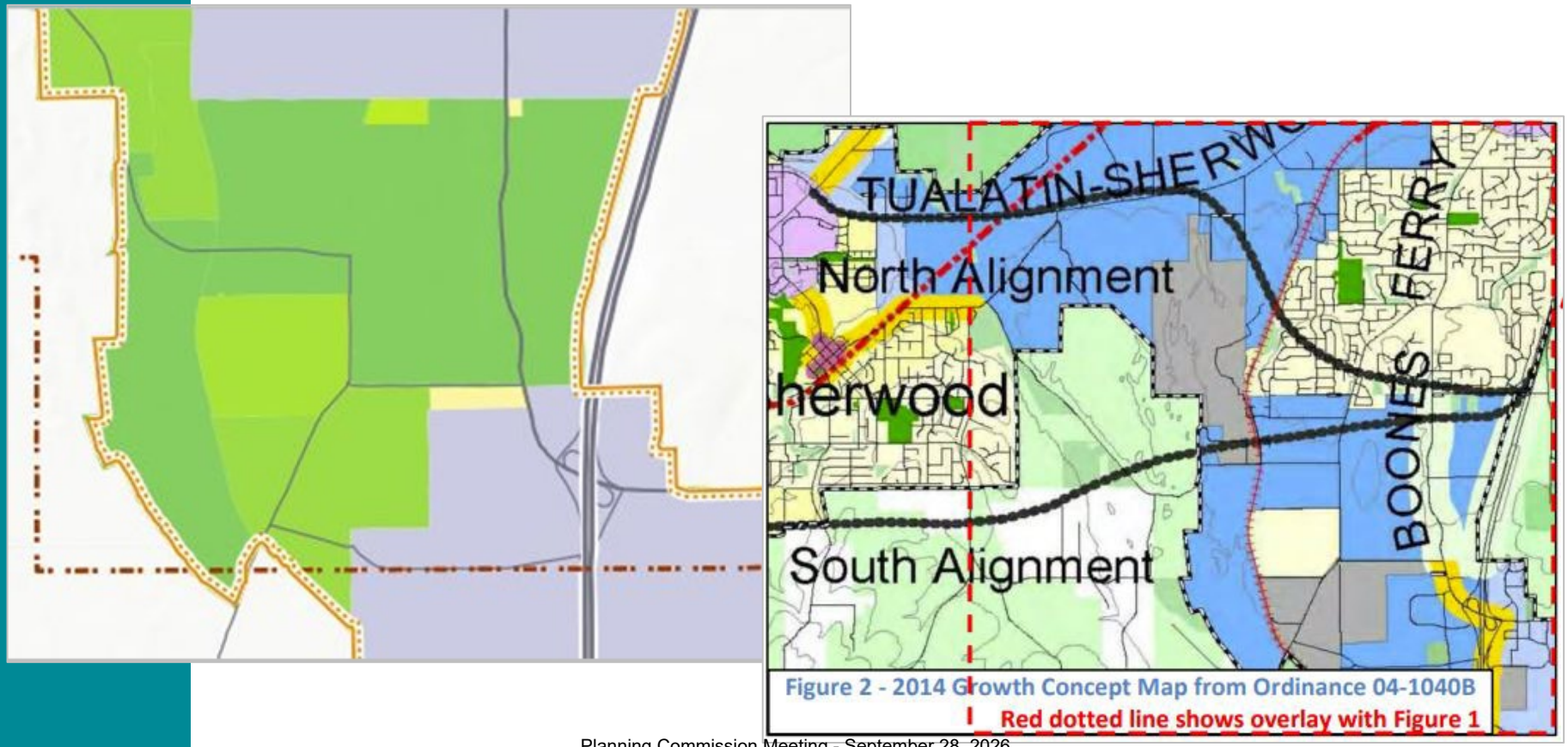
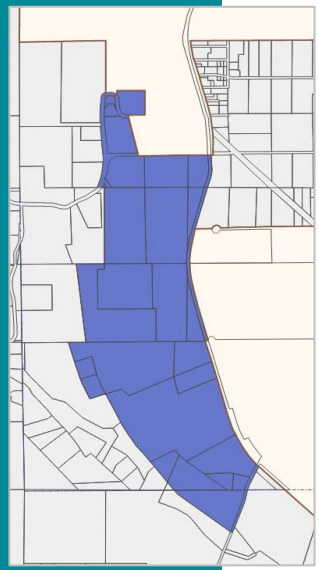
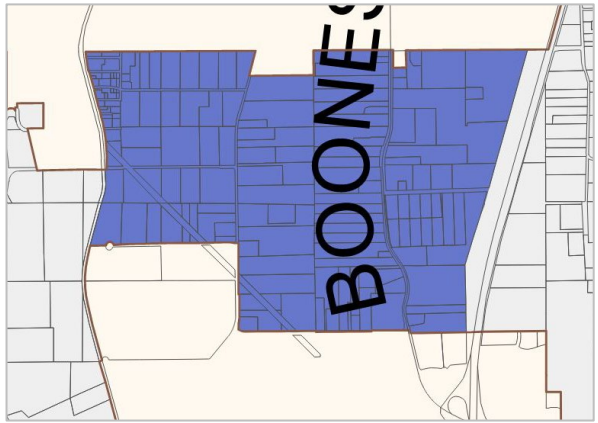


Figure 2 - 2014 Growth Concept Map from Ordinance 04-1040B
Red dotted line shows overlay with Figure 1

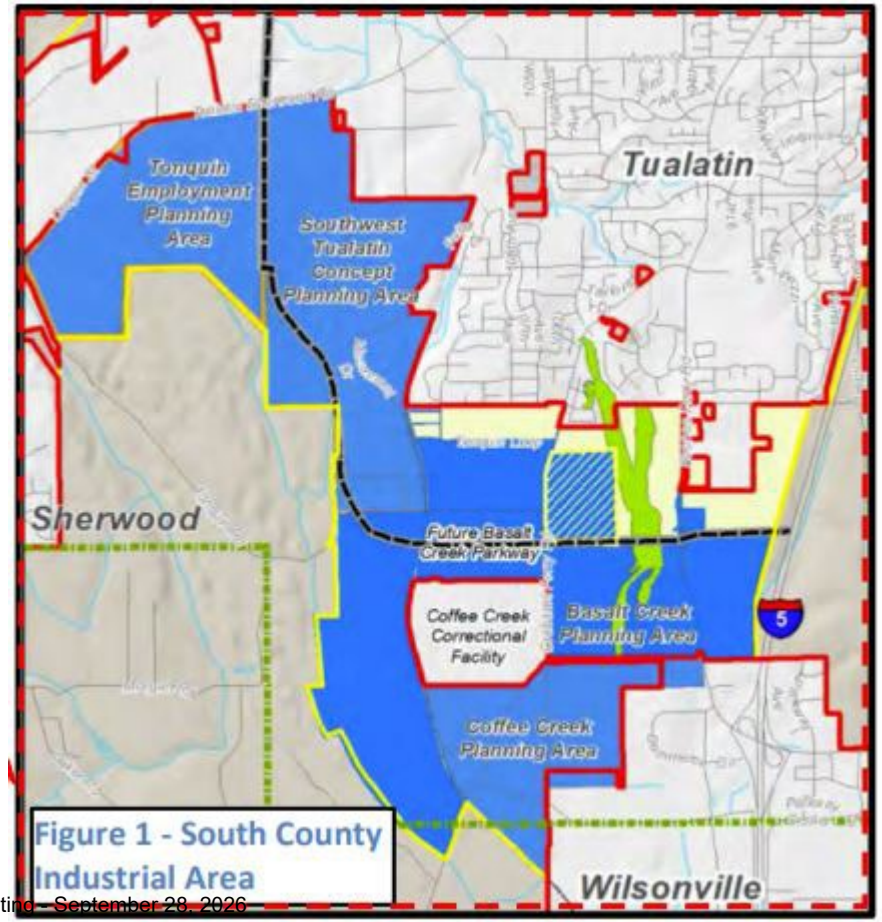
Metro Ordinance No. 04-1040B





Tualatin Area (Basalt Creek)

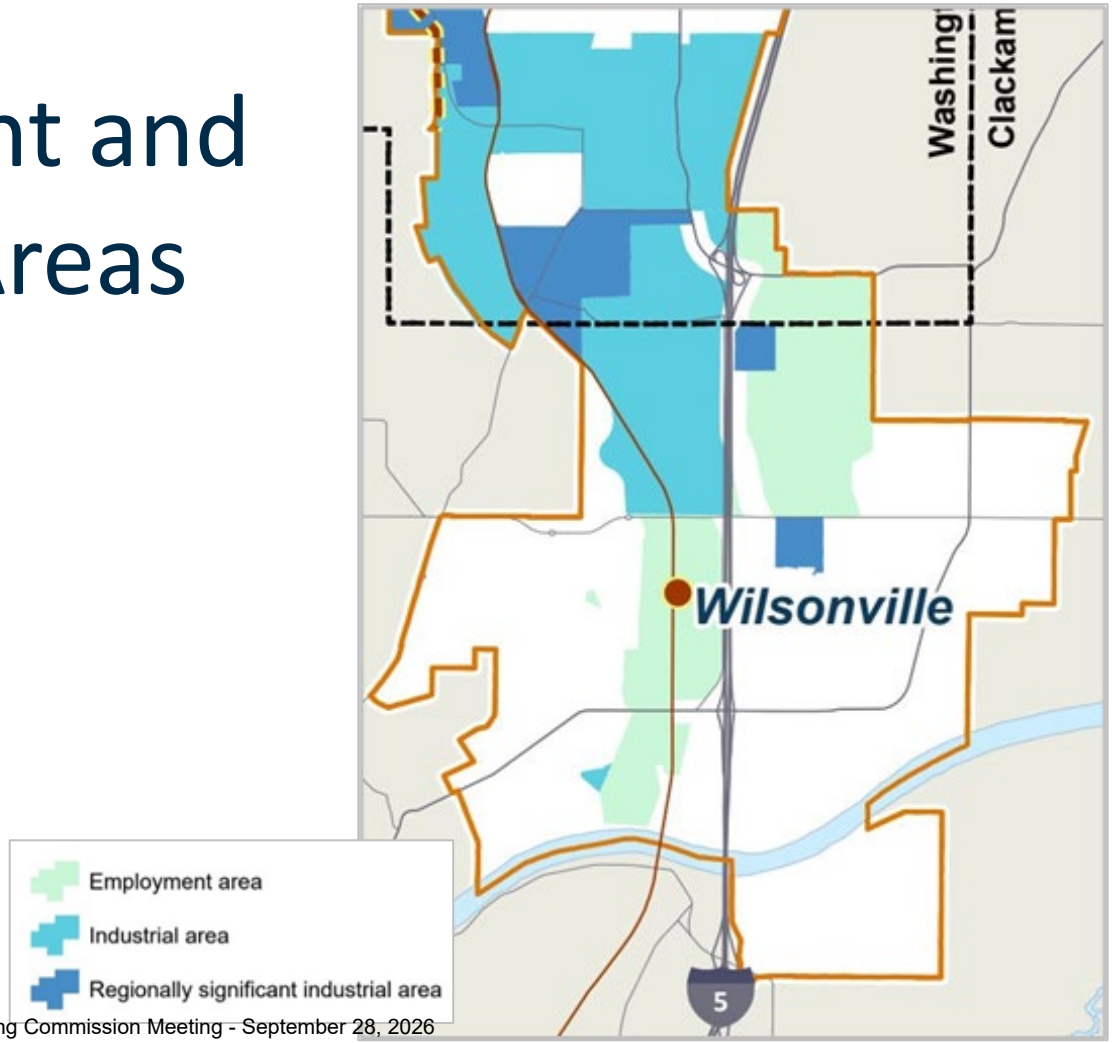
Coffee Creek Area (West Railroad)



Metro Ordinance No. 04-1040B

- Tualatin:
  - Limited area for residential expansion
  - Basalt Creek area adjacent to existing residential to north
  - Substantial industrial land concentrated in central and west part of City
- Wilsonville:
  - Limited area for industrial expansion
  - Basalt Creek area adjacent to existing industrial and commercial areas to south
  - Residential land concentrated in south part of City

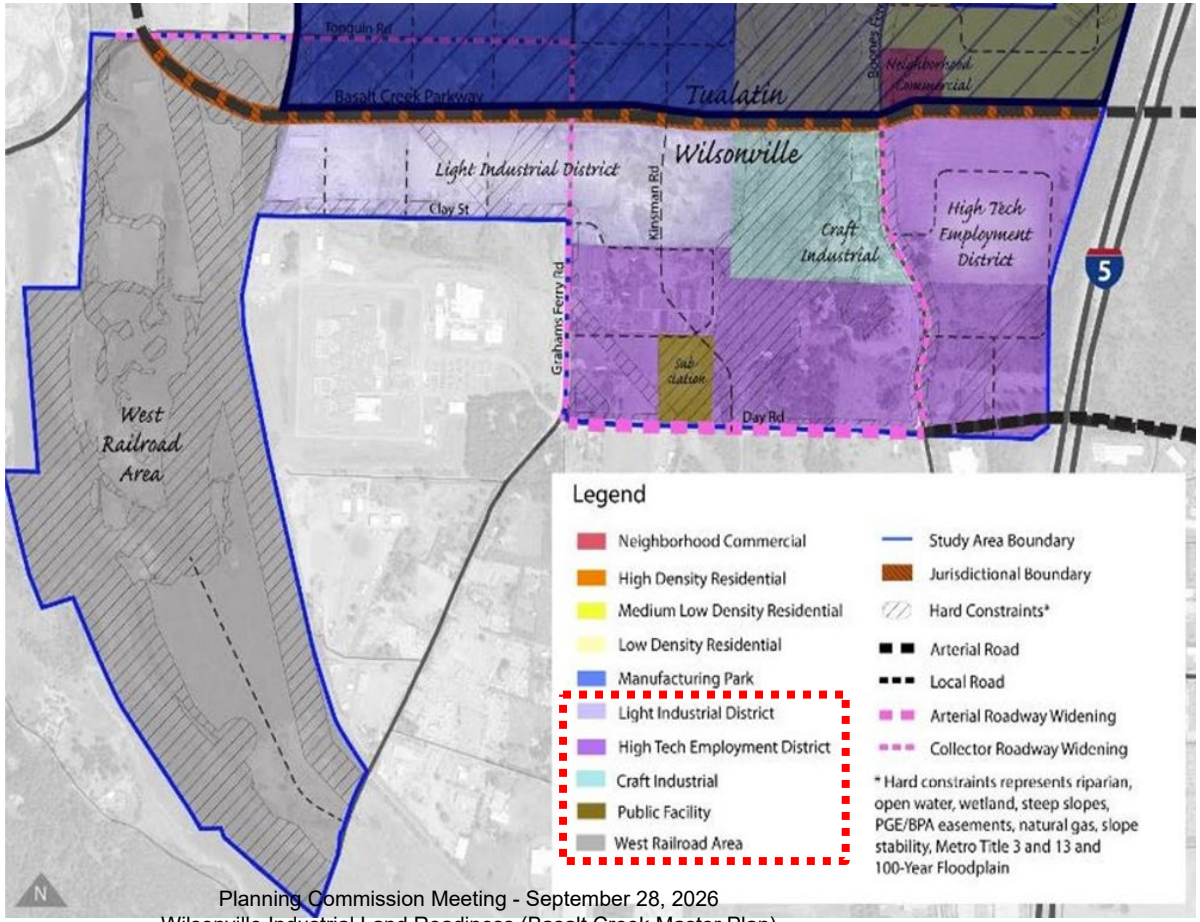
Title 4 Employment and Industrial Areas Map



Urban Growth Management Functional Plan

- Title 4: Industrial and Other Employment Areas
  - 3.07.420 Protection of Regionally Significant Industrial Areas
  - 3.07.430 Protection of Industrial Areas
  - 3.07.440 Protection of Employment Areas
  - 3.07.450 Employment and Industrial Areas Map

Basalt Creek Concept Plan



Urban Reserve Areas

4D Norwood

4E I-5 East Washington County

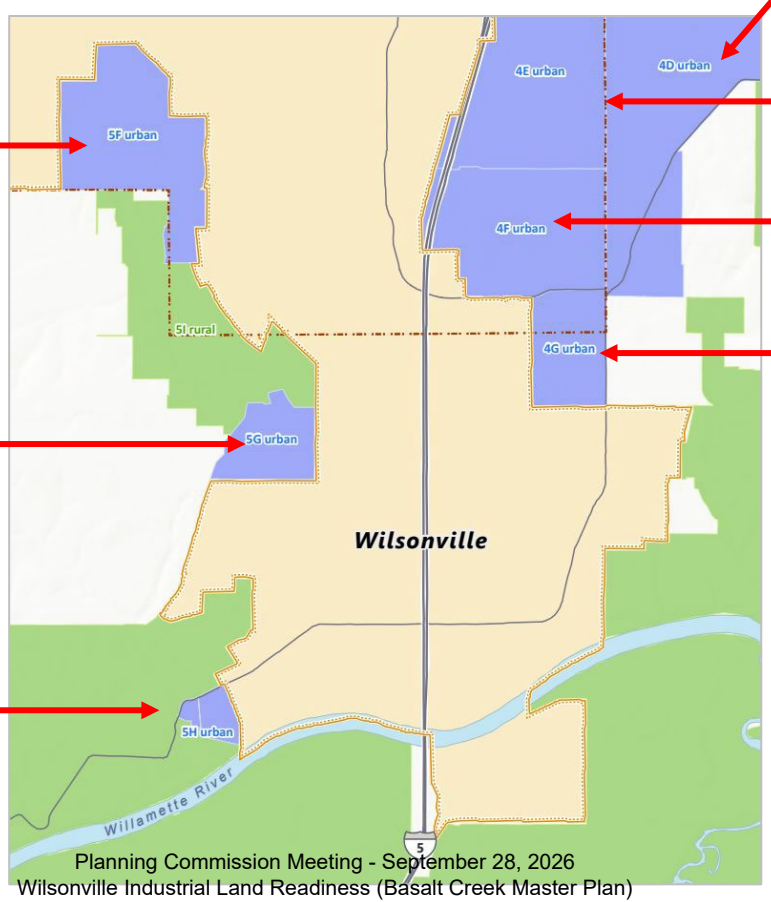
4F Elligsen Road North

4G Elligsen Road South

5F Tonquin

5G Grahams Ferry

5h Wilsonville Southwest



Discussion

- What input does Planning Commission have in response to this information pertaining to the regulatory context?

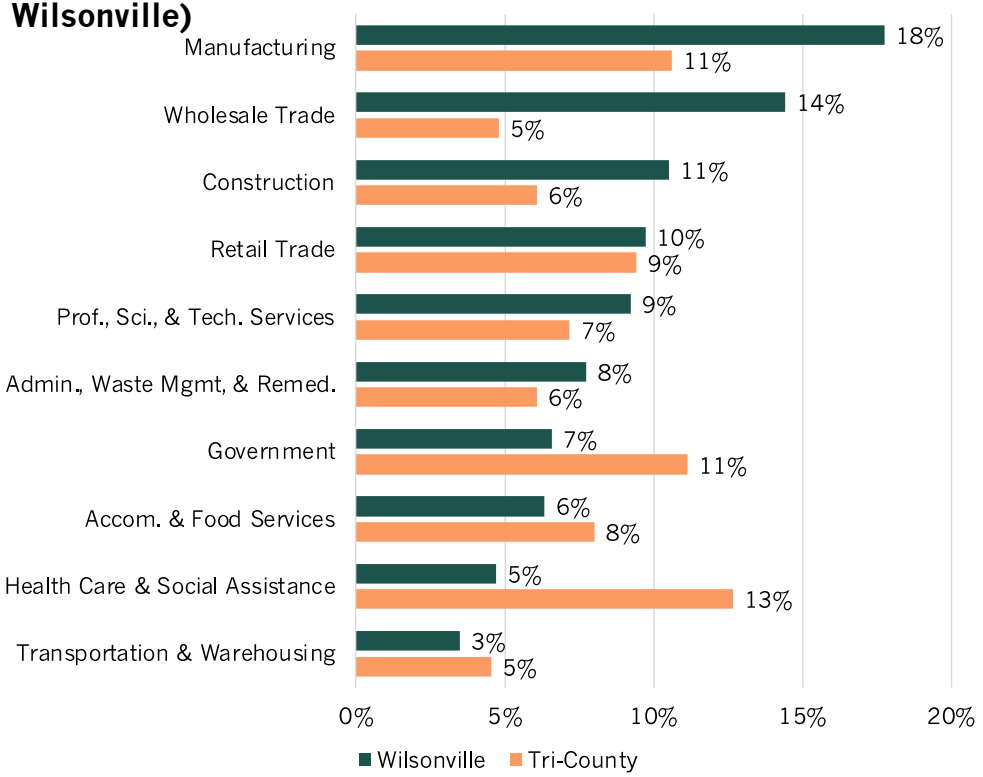
Industrial Market Refocus

Industrial Employment Base: Portland Region & Wilsonville

In 2022

- Wilsonville had 21,383 covered employees
- Wilsonville's three largest industries were manufacturing, wholesale trade, and construction
  - These sectors make up 43% of jobs in Wilsonville and 22% of jobs in the Tri-County region

2022 Industry Distribution for Wilsonville and Tri-County Region (10 Industries with greatest employment in Wilsonville)



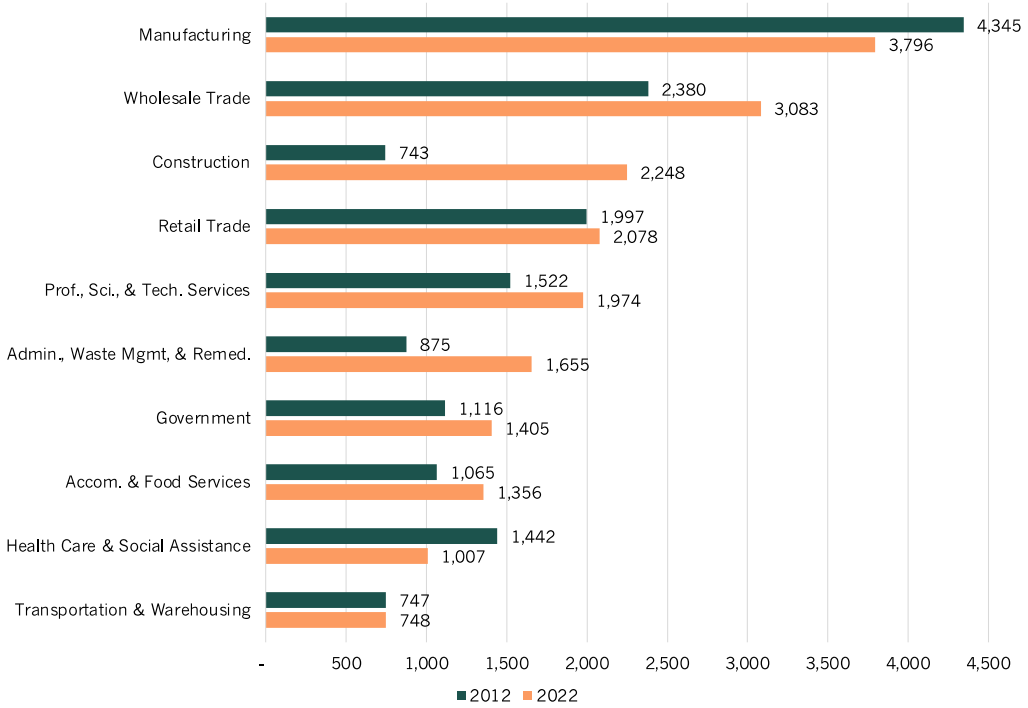
Source: QCEW

Employment Growth: Portland Region & Wilsonville

Between 2012 and 2022…

- Wilsonville's employment grew 18%
- Wilsonville's job growth was largely driven by construction, admin & waste management, wholesale trade, & professional services

2022 Industry Distribution for Wilsonville and Tri-County Region, (10 Industries with greatest employment in Wilsonville)



Source: QCEW

Office Market

Office Market Trends: Portland Region & Wilsonville

Summary

Portland Metro

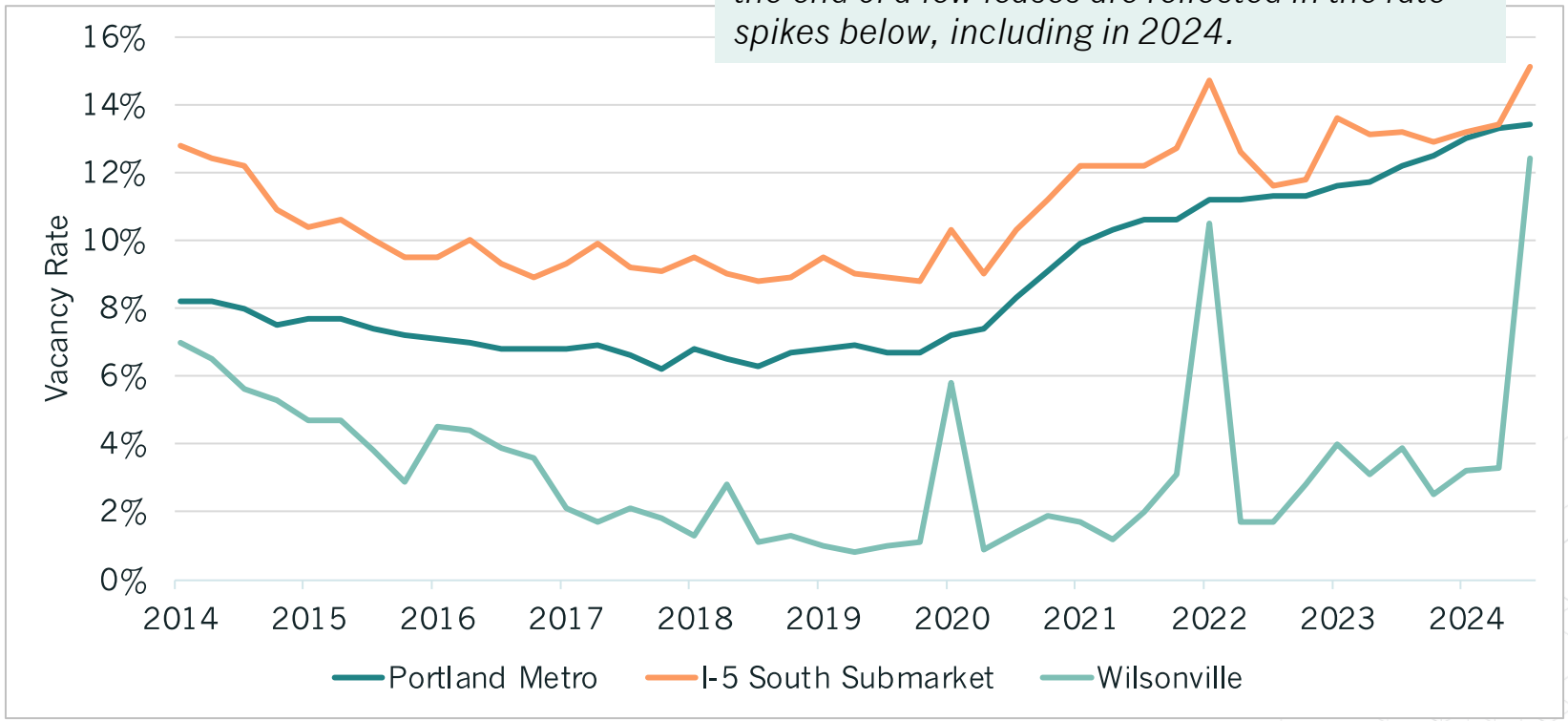
- Record high vacancy rates
- Continued negative net absorption as companies reevaluate their need for space
- Low leasing activity
- Suburban office markets performing better than downtown

Wilsonville

- Lower vacancy rates than the broader region with recent spikes as leases end
- Rents on par with Portland Metro for first time in a decade but below I-5 South Submarket
- Negative net absorption 2020-2024

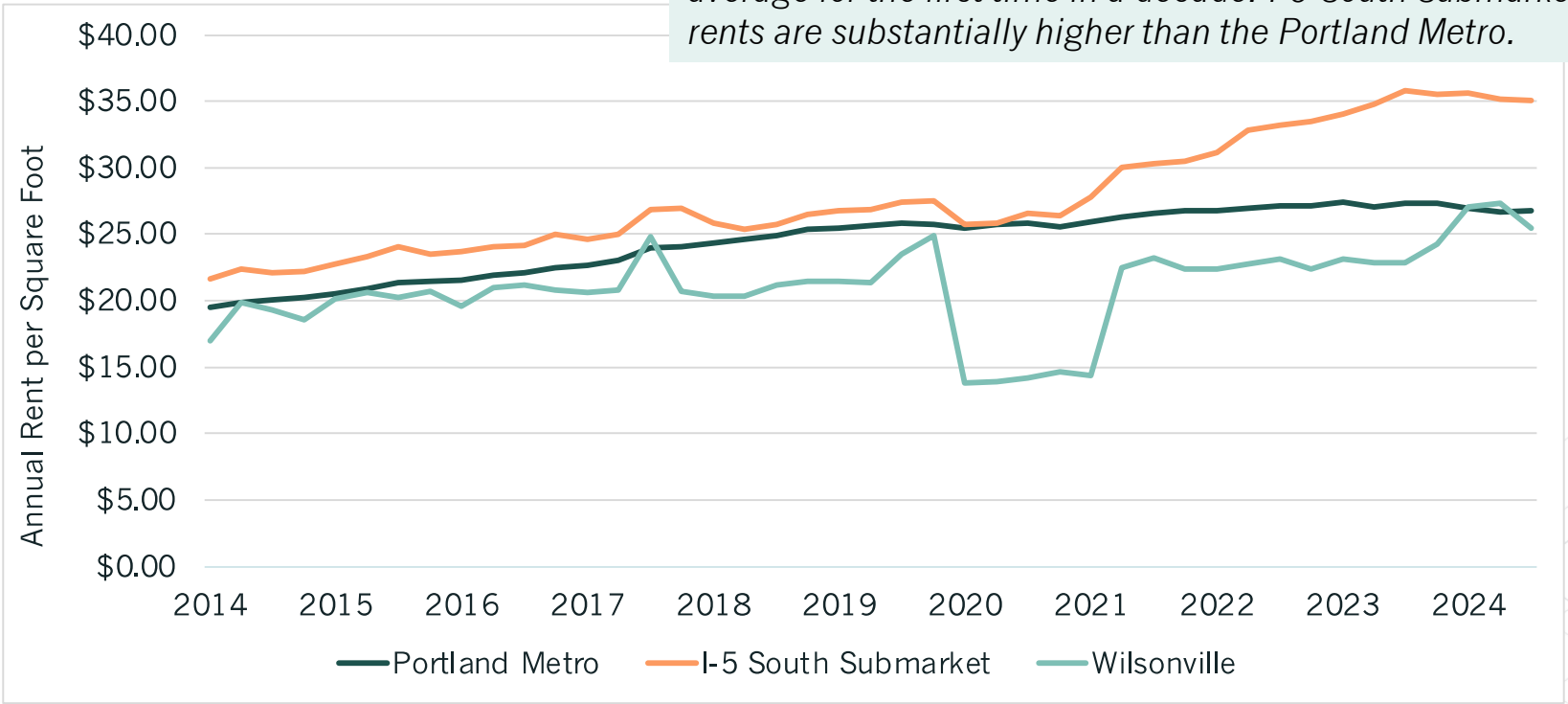
Office Market: Wilsonville

While Wilsonville's office vacancy rate has generally been lower than the broader region's, the end of a few leases are reflected in the rate spikes below, including in 2024.



Office Market: Wilsonville

Since the decline in 2020, office rents have risen in Wilsonville and are now equal to the Portland Metro average for the first time in a decade. I-5 South Submarket rents are substantially higher than the Portland Metro.



Industrial Market

Industrial & Flex Trends: Portland Region & Wilsonville

Summary

Portland Metro

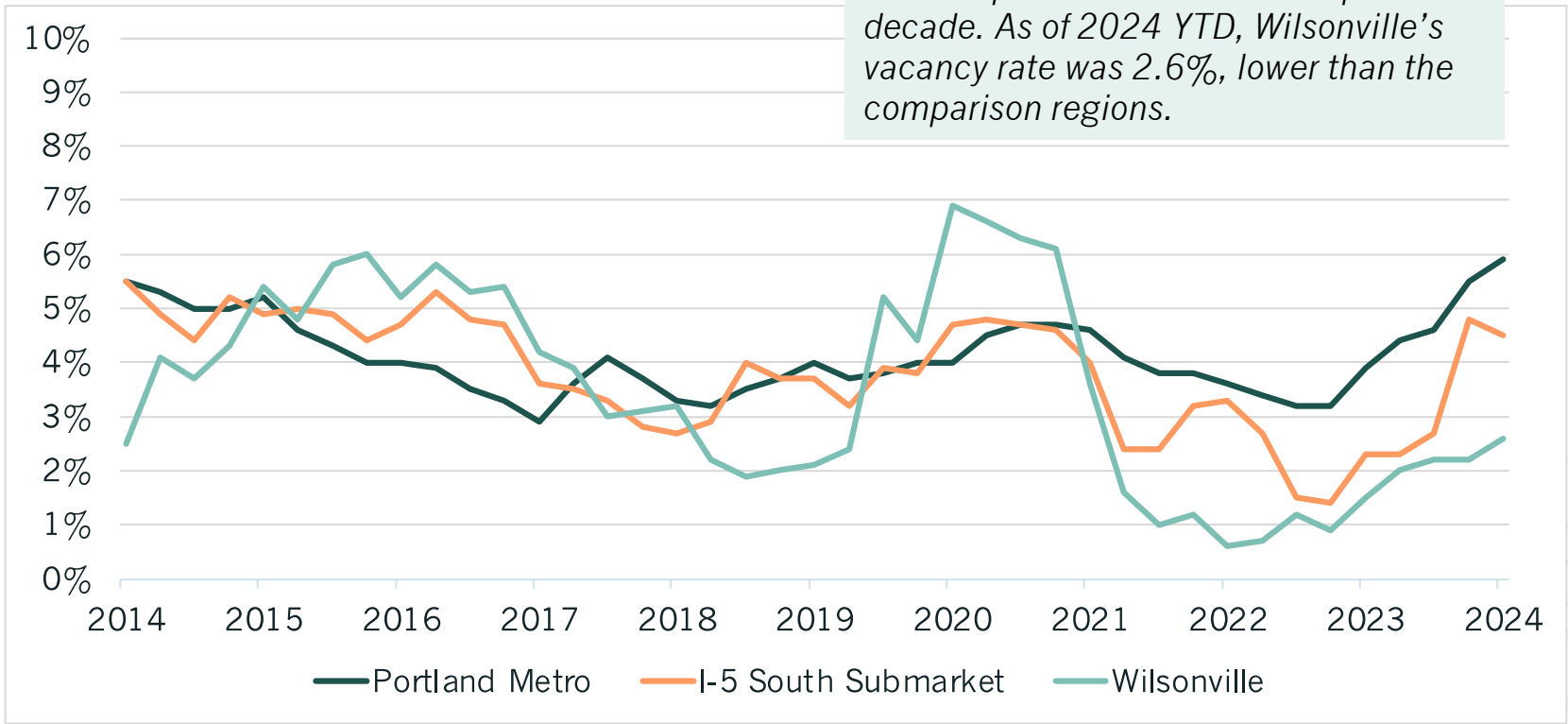
- Strong growth between 2021-2023 but growth is decelerating
- Investor confidence in the market
  - CHIPS Act
  - Strong submarkets
  - Continued growth in industrial space

Wilsonville

- Very low vacancy, below broader market
- Increasing rents, above broader market
- Limited industrial development over the past decade

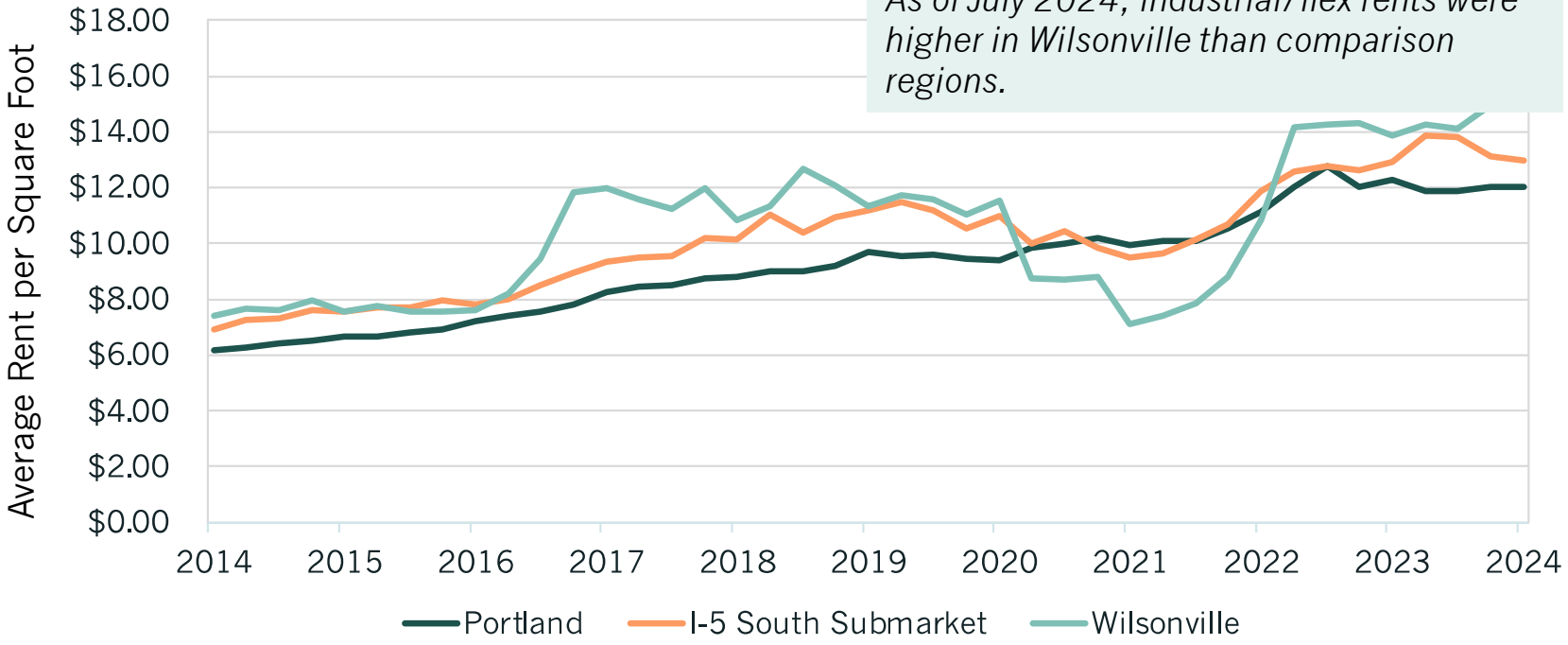
Industrial & Flex: Wilsonville

Wilsonville's vacancy rate has remained below 6 percent for most of the past decade. As of 2024 YTD, Wilsonville's vacancy rate was 2.6%, lower than the comparison regions.



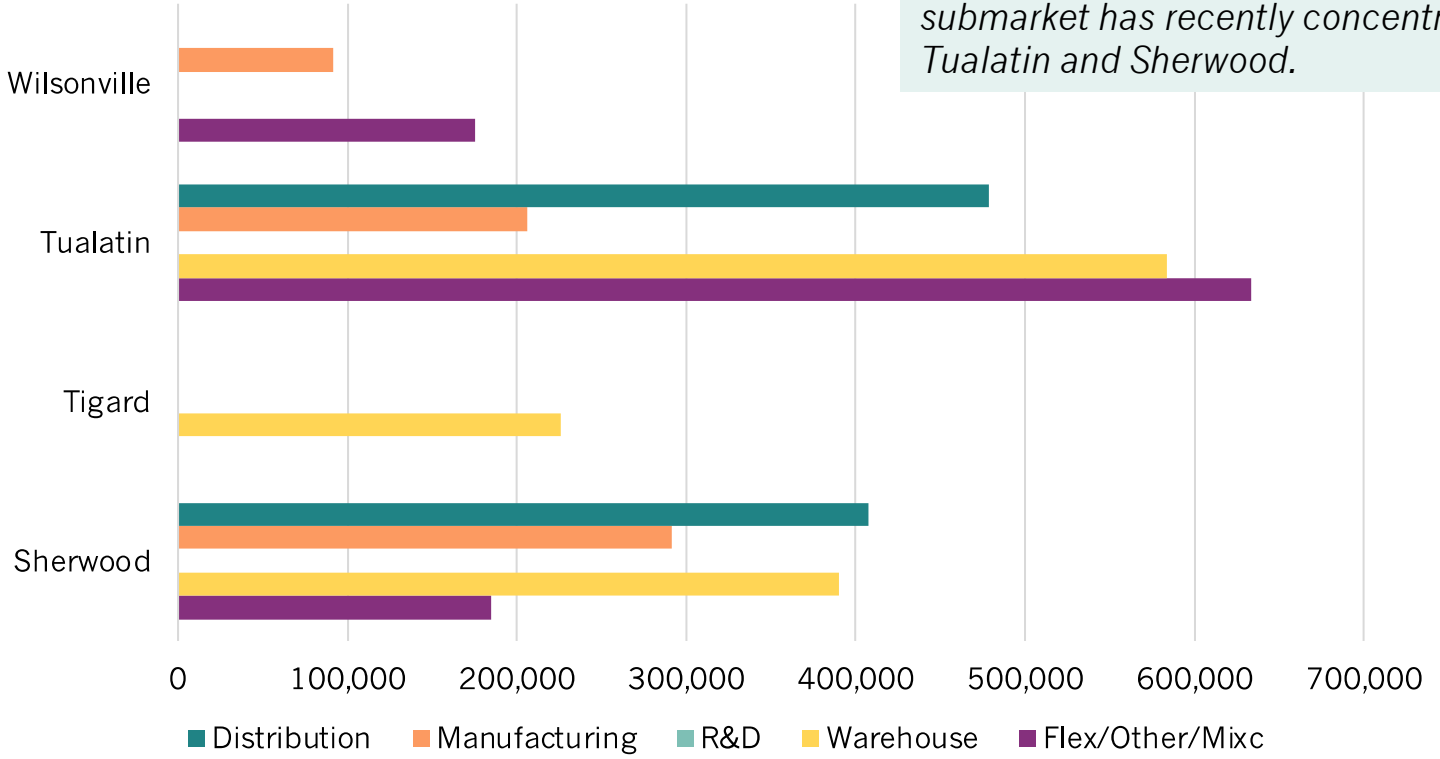
Industrial & Flex: Wilsonville

Industrial rents in Wilsonville have generally increased over the past decade. As of July 2024, industrial/flex rents were higher in Wilsonville than comparison regions.



Industrial & Flex Trends I-5 South Submarket, 2019-2026

Industrial development in the I-5 South submarket has recently concentrated in Tualatin and Sherwood.



Market-driven? Aspirational?



- Determined by market forces, profit potential
- Influenced by supply and demand
- Based on market dynamics
- Positive and negative issues
- Shorter-sighted approach

Market-driven? Aspirational?



- Determined by market forces
- Influenced by supply and demand
- Based on market dynamics
- Shorter-sighted approach

- Determined by community vision
- Considers social, environmental, economic benefits
- Might require significant changes to achieve
- Future-oriented and longer-sighted approach

Concept Plan Guiding Principles

- Maintain and complement Wilsonville's unique identity
- Capitalize on the area's unique assets and natural location
- Explore creative approaches to integrate jobs and housing in the Craft Industrial District
- Create a uniquely attractive business community unmatched in the metropolitan region
- Ensure appropriate transitions between land uses
- Meet regional responsibility for jobs
- Design cohesive and efficient transportation and utility systems
- Maximize assessed property value
- Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

Discussion

- What input does Planning Commission have in response to the information presented pertaining to industrial demand, and current market conditions?
  - In particular, considering the scale between market driven and aspirational land use choices, does Planning Commission lean to one end or the other and how far, or land in the middle?

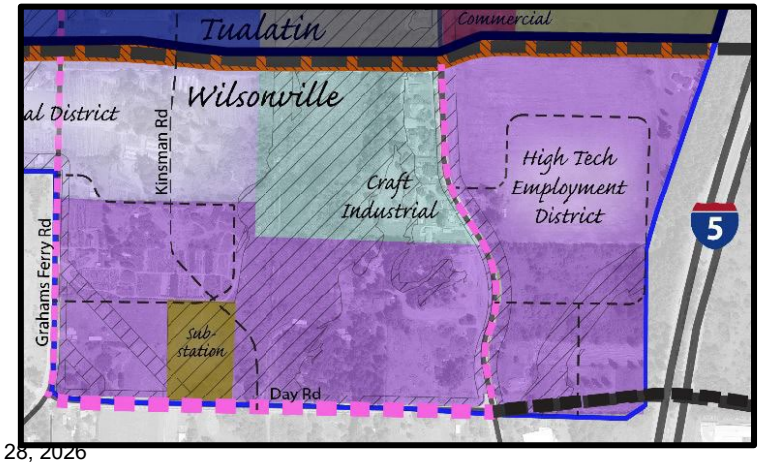
BCCP Land Use Types

High-Tech Employment

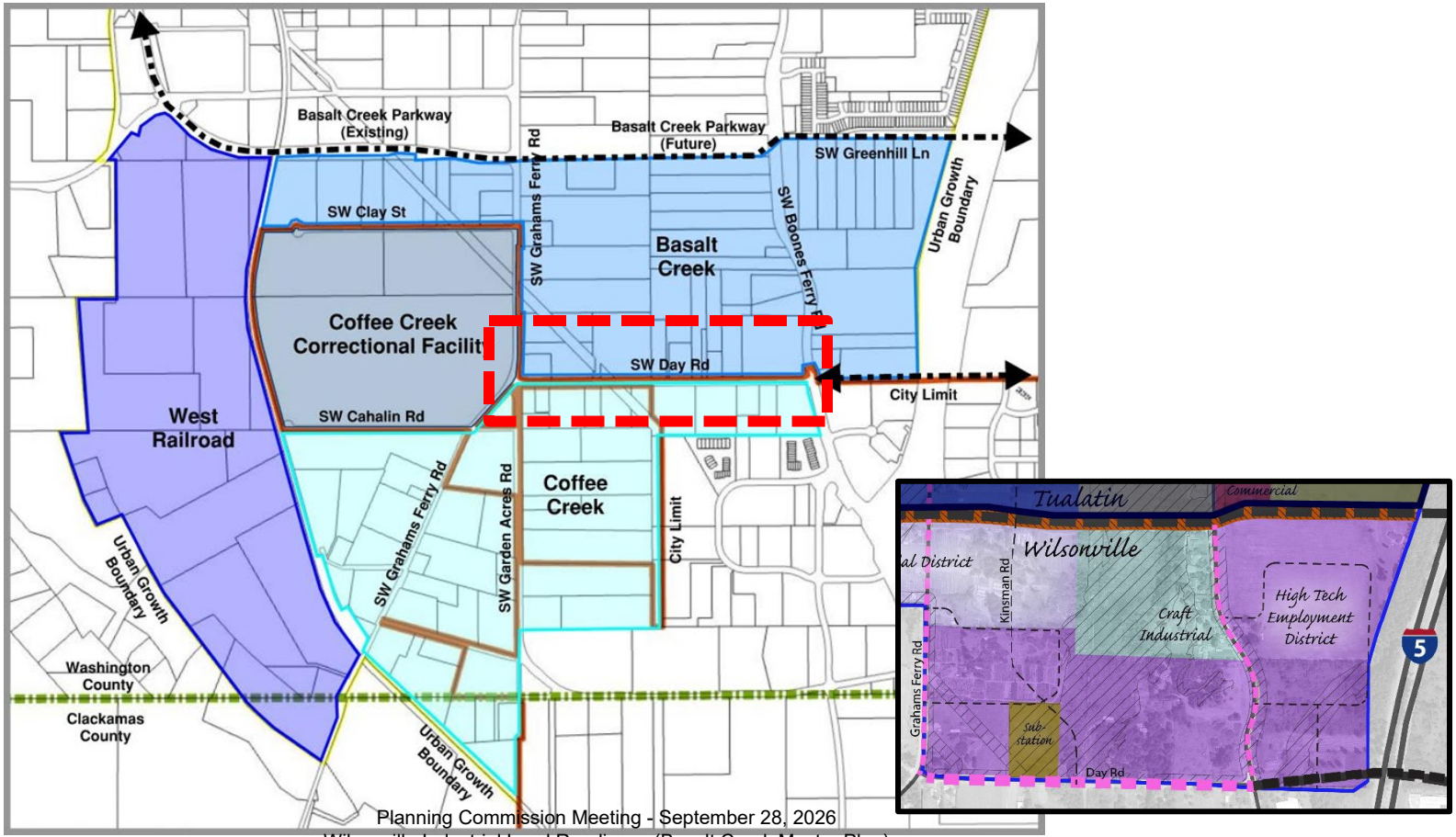








High-Tech Employment



High-Tech Employment









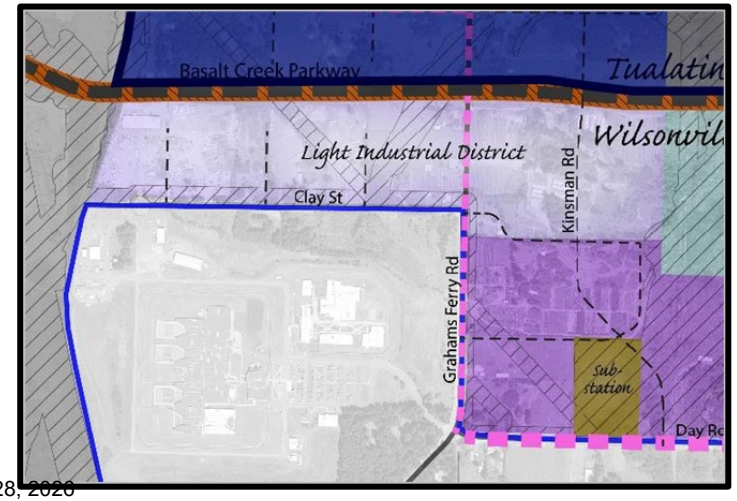


Light Industrial

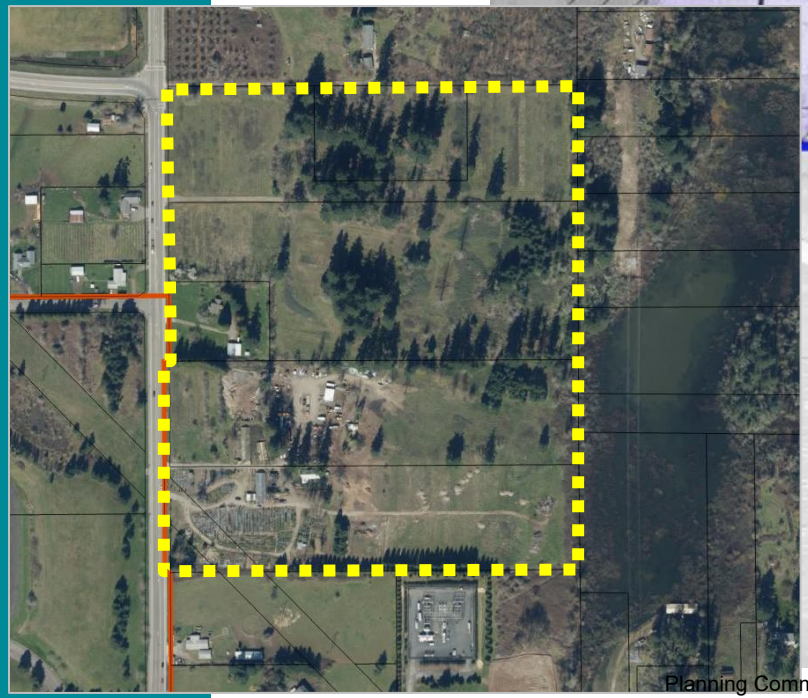


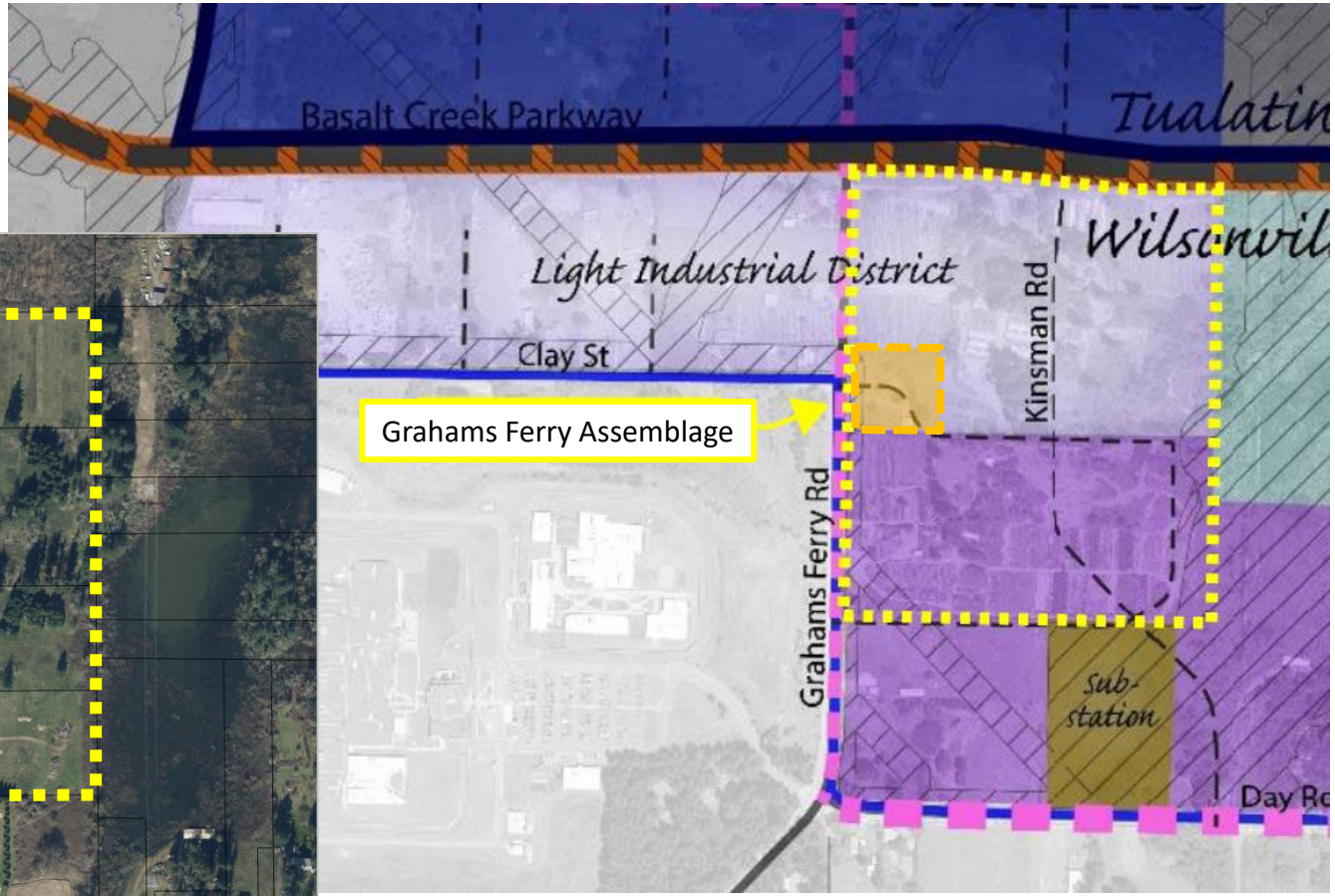






Grahams Ferry Assemblage Site





Discussion

- Regarding the High-Tech Employment and Light Industrial land use types:
  - Are there uses that should be avoided or discouraged in the areas designated for these land use types because they are counter to the intended industrial use?
  - Do the boundaries of these land use types continue to be appropriate, or should they potentially be adjusted?
  - Related to the Grahams Ferry Assemblage, which is all under one ownership, should it continue to be split between these two land use types or wholly designated as one and, if so, which one?

Draft PC Minutes were reviewed and approved at the April 9, 2025 PC Meeting.

Wilsonville Planning Commission
Regular Meeting Minutes
March 12, 2025
Wilsonville City Hall & Remote Video Conferencing
https://www.ci.wilsonville.or.us/meetings/pc

CALL TO ORDER - ROLL CALL
Chair Hendrix called the meeting to order at 6:00 pm.

Present:	Nicole Hendrix, Jennifer Willard, Andrew Karr, Yana Semenova, and Matt Constantine
Excused:	Ron Heberlein and Sam Scull
Staff Present:	Daniel Pauly, Amanda Guile-Hinman, Miranda Bateschell, Cindy Luxhoj, Matt Lorenzen, and Mandi Simmons

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

CITIZEN INPUT
There was none.

ADMINISTRATIVE MATTERS
1. Consideration of the February 12, 2025 Planning Commission Minutes

The February 12, 2025 Planning Commission minutes were accepted as presented.

WORK SESSION
2. Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)

Cindy Luxhoj, Associate Planner, explained the Planning Commission's input was again being sought on industrial land use types in Basalt Creek. The three discussion topics tonight regarded the regulatory context that brought the Basalt Creek Planning Area into the urban growth boundary (UGB), a refocus on the Industrial market, and further discussion of the High-Tech Employment and Light Industrial land use types. She began by presenting the Regulatory context via PowerPoint.

Commissioner comments regarding the regulatory context and responses to Commissioner questions were as follows:

- The definition of Industrial does limit anything retail or consumer based. The type of medical offices allowed would depend on foot traffic; for example, inpatient or research facilities with less foot traffic and a high employment count could meet the intent.

- Understanding the context and limitations of UGB and why Tualatin was different was very helpful.
- The verbiage noting only 1.7% of total industrial space being built on Page 2 of the Staff report regarded Wilsonville only accounting for a very small percentage of total industrial development in the greater Metro market.
  - Most of Wilsonville's industrial stocks were built in the 1980s and 1990s.
- The State mandated the need for planning horizons for jobs and housing within cities' urban growth boundaries due to the growing demand for employment and housing over the next 20 years, which was only possible if enough land is available to accommodate those needs, so cities are required to look for additional land or capacity within their current UGBs.
  - Due to a shortage of Industrial acreage in the Metro region, Basalt Creek Concept Plan (BCCP) Area was intentionally brought in and designated as Title 4 land to ensure it was protected for Industrial use and not Commercial. Title 4 was developed to maintain large lots and reduce the impact of commercial development in those areas.
  - The City is required to use the BCCP area as Industrial because Metro's Urban Growth Reports promise this land will be developed with Industrial or employment and at a certain job density so decisions to bring in additional Industrial land are based on prior land uses already assigned.
- Metro prefers not to do enforcement but does assess if the City is in compliance with its Urban Growth Management Functional Plan and can also withhold tax revenues.
- While contractor establishments could be seen as an industrial-type activity, they would not fall within what Metro expected in terms of future urbanized employment growth. Since the existing contractor establishments were not within the City of Wilsonville, the City was not out of compliance. The land was still within Washington County, so no enforcement mechanism existed, and Metro knew about the existing FD-20 zoning when the area was brought into the UGB.

Economic Development Manager Lorenzen noted his responsibility is to strengthen and grow the City's tax base, and industrial employment uses have big revenue implications for Wilsonville. He continued the PowerPoint presentation, describing Wilsonville's strong industrial employment base and its benefits, as well as Office and Industrial market trends, vacancy rates, and Industrial rent rates compared to the Portland Metro area. Wilsonville's combination of rising rents and a very low vacancy rate suggest a robust industrial market.

Commissioner comments and responses by Staff to Commissioner questions regarding the Industrial Market Refocus were discussed as follows:

- Citizens have a perception that office and industrial vacancies are much higher, perhaps due to seeing vacant retail space and because these uses do not create many traffic issues, which would make them more aware.
  - Some vacancies that occurred most recently were large and visible, such as the Rite Aid distribution center, leading people to conclude it was happening everywhere. That site is now leased and occupied again. For a submarket so geographically well-positioned like

Wilsonville, and from a transportation access point industrial vacancies do not last very long unless there are extenuating circumstances,

- For speculative developers, the 10-acre minimum threshold is pretty solid, but owner/occupied users, like Precision Countertops, might only need a few acres. Some Basalt Creek land parcels have been aggregated by people waiting for the City to begin accepting development applications, so some sites well above the 10-acre threshold are ready. The Greenhill site, which is privately owned, is also well above 10-acres.
  - The balance of the planning area is similar to Coffee Creek with land divided up in wonky ways and mostly under the 10-acre threshold, which is an obstacle and something to think about when considering policy decisions and recommendations to the City Council for how parcelized property could be overcome to facilitate development.
- While the specific development land inventories in Tualatin and Sherwood were unknown, infrastructure continues to be an obstacle in all communities, even where opportunities exist. However, where aggregation is possible, the infrastructure hurdle can sometimes be overcome because the economics make sense. The economics do not work with the cost of extending infrastructure to smaller development sites.
- One of the biggest impediments in Wilsonville is that the land has not been zoned yet. Once zoned, the land can be annexed.
- Like Coffee Creek, development in Basalt Creek will occur along the path of least resistance and where opportunity is ripe. Other more challenging areas will be slower to develop.

Associate Planner Luxhoj continued the presentation, describing market-driven versus aspirational choices around land use and land use planning and reviewing the BCCP's guiding principles. She requested feedback on the scale between market driven and aspirational land use choices in Basalt Creek for guidance as planning continues for Basalt Creek. (Slides 24-26)

Overall, Commissioners were inclined toward aspirational choices to guide planning in Basalt Creek, adding the following additional comments:

- Being mindful of the initial financial impact to residents of developing the needed infrastructure was important and must be balanced with aspirational choices.
- Aspirational goals could not be achieved outside what the market demands.
- Knowing Tualatin's area would have more residential land, Wilsonville's area would blend from that residential to varying industrial types.
- Concerns were expressed about what businesses would fit and the types of businesses the City wanted to attract. Industrial users, especially on the western side, had to be aware of the natural resources and the impacts to that area, which would exclude some business types.
- Allowing land owners choices was important, as discussed previously regarding the Craft Industrial area.
- Given the West Railroad's severe constraints, a less aspirational approach should be taken because the market would dictate those land uses.

- Though numbers regarding demand were sobering, not having planning be completely market driven was good.
- The Planning Commission's fundamental role is focused on designing Wilsonville and what the city should look like, rather than letting developers and businesses decide. The Commission has one chance with this undeveloped land, so the aspirational aspects are key. Figuring out what the Commission wants for the city is exciting.
- Having the additional context of what has already been done with regard to Metro and what the region needs addressed the market-driven aspects enabling the Commission to push more aspirational choices providing the balance needed.
- Additional Commissioner comments noted even the BCCP recognized the larger constraints on the West Railroad area, especially given the railroad overpass.
  - Staff assured further analysis on the West Railroad area would be coming soon.
- In light of being flexible, the City would need to monitor the manufacturing park on Tualatin's side because that development would likely draw other businesses to be adjacent. Understanding the pace of that development and the health of those planning processes would help the City take advantage of it.

Economic Development Manager Lorenzen agreed the Commission could be more aspirational in certain places in Basalt Creek, while needing to concede to the market in other places to strike a balance. Given all the different nuances and considerations in Basalt Creek, where could the Commission be strategic and targeted in where to be aspirational and where would that approach lead to properties that languish in perpetuity?

Planning Manager Pauly added that in his experience at the City, he has learned its development culture and the Commission's discussion reflected the City's development approach over the decades. Comments about the balance needed were appreciated as the sometimes the City focused on aspirational aspects, which was appreciated by residents and the business community, while sometimes, the market influenced development. Thinking long-term, it was important to remember that the built environment in Basalt Creek will remain a long time.

Economic Development Manager Lorenzen noted that as discussed regarding the market dynamics data, a lot of the existing demand was for speculative development or projects where facilities are built to accommodate multiple tenants. No owner users like Intel doing self-development were knocking at the City's door.

- Flexibility would be important when considering land use categories in the coming months to ensure properties that are built would also be occupied. If the number of users and uses was too small, a speculative project would be inhibited from coming to fruition and penciling out in the short or long term.

Associate Planner Luxhoj continued the PowerPoint presentation, reviewing the High-Tech Employment and Light Industrial land use types, as well as the Grahams Ferry Assemblage Site. (Slides 27-32)

- The questions for discussion sought input on appropriate land use types, the boundaries of the land use types, and keeping separate or combining the land use types of the Grahams Ferry Assemblage Site. (Slide 33)
  - She noted the City only has two industrial zones, Planned Development Industrial (PDI) and PDI-RSIA (Regionally Significant Industrial Area). The bulk of the Basalt Creek Planning Area would be PDI, but perhaps some specific subdistricts might be desired within the zone. For example, the City might want to avoid or discourage some uses in the High-Tech Employment area, such as call centers or warehousing that provide fewer jobs and take up more land.
- She understood the way the different land areas were assigned to High-Tech Employment and Light Industrial land use types had to do with trips and trip generation. The High-Tech Employment district would have the highest density of employment and in an attempt to balance the number of trips in Wilsonville and Tualatin, which would have a lot with its residential development, resulted in the High-Tech being extended and covering more area in Basalt Creek. Additionally, there was a desire to have consistent design on both sides of Day Rd.

Planning Director Bateschell added at the time, the City also desired having higher density employment opportunities in the Basalt Creek area. Outside of this urban reserve, the City had only one other future urban reserve for Wilsonville that would likely involve employment as most areas would likely be primarily residential with some commercial element. Areas near Elligsen Rd, especially north of Argyle Square, might have some employment.

- Wilsonville's strong industrial base has always been important to the City's financial well-being, as well as a lot of great job opportunities for employees.
- Staff had pulled together land use prototypes for Basalt Creek based on existing employment within the city and Council feedback, which ultimately evolved to having added employment density in the area.
  - When planning Basalt Creek, the feeling was that Wilsonville already had High-Tech, so the dialog regarded attracting other industries, especially supporting businesses to the larger tech industries. The City wanted to attract those types of companies, that type of design and development, and to make sure space was provided for it within Basalt Creek.
- Bringing the Basalt Creek area in for two cities to concept plan was unique. Knowing the land area would be primarily industrial with some residential in the north, the transportation system was planned first based on the trip generation for employment/industrial, and knowing the entire Washington County and South County Industrial area had multiple industrial areas that would connect to the road network coming through Basalt Creek.
- The Basalt Creek Transportation Refinement Plan was adopted before the BCCP given the assumptions around regional and local planning area trip rates, as well as what the planned transportation system could accommodate. If the regional or local planning area growth resulted in higher trips, then the current system as planned would be insufficient and additional transportation projects would be needed.

- The entire transportation system was built on a freight network for industrial growth, rather than local residential or town center type of development.

Commissioner comments and Staff's responses to questions regarding High-Tech Employment and Light Industrial land use types as follows (Slide 33):

- The Basalt Creek Parkway would only have two intersections, one at Grahams Ferry and one at Boones Ferry, as much of the Parkway would be elevated. People would access the different businesses in the High-Tech and employment areas from Day Rd. Grahams Ferry Rd, Day Rd, and Boones Ferry Parkway would be the main arterials and all had limited intersections. While businesses would front the arterials, no driveway access would be available from those streets.
  - Intersections would be at Clay/Grahams Ferry Rd, roundabout at Day /Grahams Ferry/Garden Acres Rd, and on intersection on Day Rd midway between Grahams Ferry and Boones Ferry Rds. The supporting streets in Coffee Creek would provide the internal connectivity and feed up to the Day Rd intersection.
  - No supporting street existed on the south side of Coffee Creek for the properties to front, so driveway access would be needed, such as the Delta Logistics driveway onto Day Rd.
  - Ideally, the internal connectivity would be provided by internal local street connections.
- The only one way to get into West Railroad is from Grahams Ferry at the south end of West Railroad. The revised local street concept map by DKS showed some access from the north but only by currently undeveloped local streets.
- Any buildings on the northern border of the Grahams Ferry Assemblage Site would not front onto the Basalt Creek Parkway.
- Given the large parcel of land, the Grahams Ferry Assemblage Site should have flexibility to develop Light Industrial and/or High-Tech, which would not interfere with whatever is developed across the street in Tualatin.
  - Owners of the Grahams Ferry Assemblage Site have also been assembling land north of the Parkway.
- The amount of truck traffic would depend how restrictive the City decides to be on High-Tech and Light Industrial since the majority of the City's industrial development was done through PDI zoning. The PDI-RSIA provided the additional requirements for Metro's Title 4 and had a few more commercial restrictions and land division requirements.
  - Because of assumptions regarding the mix of building types and types of jobs, some jobs would interface less with freight trucks with more truck traffic for Light Industrial.
  - The BCCP did not indicate whether the amount of traffic trips would be regulated or incentivized, which lead to questions of the Commission about aspirational choices. No decisions had been made through the concept planning process about the levels or differences in zoning and what the transportation system could support.
- To maintain the land use types established in the BCCP, some level of consistency was needed; however, how specific the Commission chose to be was open ended. The Commission could use land use standards or be more prescriptive or limited in one of the

land areas or choose to be more incentive based through the Code, economic development programs, or even through a design overlay.

- Light Industrial is a blend of manufacturing and High-Tech, which was why it was partitioned in the north section, and being farther from the freeway, it would be less truck intensive.
  - Clay Rd would be redesigned with development to accommodate heavy truck traffic. One reason Light Industrial was adjacent to Clay Rd was the interface with the Coffee Creek Correctional Facility. Being a lower visibility, dead end street, Clay Rd may have different design standards, and the Commission might be less specific about the businesses, building types, employee numbers, etc. allowed there.
  - The canyon and wetland are important attributes to the Light Industrial area which is marked as High-Tech and Craft Industrial, which was also discussed during the concept planning process.
- The Transportation Refinement Plan would be sent to the Commissioners to help address questions about traffic, trips, etc. As development occurs, all the roads would be upgraded to handle more capacity; for instance, Day Rd and the Basalt Creek Parkway would be developed into 5-lane roadways.
- How are land use designations applied to preexisting parcels with preexisting uses or that are already developed?
  - The actual zoning is not applicable until the land is annexed. No City zoning is applied to an existing use in the County that remains in the County. Zoning can be applied through an inclusive list of identified uses or by excluding uses the City might be concerned about taking land from the intended use.
- Making the Grahams Ferry Assemblage Site one land use type made sense, and while either land use type was acceptable.
- Being aspirational, High-Tech was the appropriate land use for the large Assemblage Site area as it checked all the boxes on economic development.
- Distribution/warehouse land use types should be avoided as the I-5 situation may not be able to handle a distribution center. Unless the City had line of sight for concurrency for resolving the I-5 issues, the City should be very limiting on uses that would drive a significant amount of trips.

Chair Hendrix called for public comment.

Ryan Schera, Schnitzer Properties, noted the Schnitzer had owned the split-zoned Grahams Ferry Assemblage for two years and provides manufacturing, wholesale trade, and distribution that supports a lot of high-tech and industrial business on Portland's west side. His key comments were as follows:

- Most industrial land developers in the Portland Metro area want 25+ acres, rather than 10+ acres. Aggregation of a larger property is rare, and the Assemblage Site was about 50 acres. Schnitzer held its properties long term, building Class A mixed and industrial development for a mix of uses that serve the community.
- The Coffee Creek Industrial examples provided in Staff's presentation were High-Tech uses in Light Industrial buildings. Light Industrial and High-Tech could coexist on one piece of

property in one zone. The City's PDI zone already accommodates a mix of the uses and attracts developers. Mentor Graphics and many distributors in the city were in PDI zones.

- Schnitzer could not get a $150 million construction loan on a split-zoned property, which would result in the property sitting vacant and fallow and no infrastructure being built. Without that infrastructure, no other Basalt Creek district areas would be built, unless the City paid for it.
- He would advocate for one zone across the entire district, unless the City wanted higher standards along Day Rd. Otherwise, all the stars had to align as far as having land owners ready to sell and developers ready to spend time buying small properties to aggregate a site large enough to develop and fit within the color/zone on the map, so these properties would sit vacant for a long time.
- Aspirational uses should be worked in to be allowed in addition to the PDI, which would allow Schnitzer to locate a tech company in its Light Industrial buildings. High-Tech and Light Industrial could service one another as well as the entire industrial supply chain and ecosystem throughout the entire west side: Wilsonville, Sherwood, Beaverton, even Salem.
- Tens of millions of dollars in infrastructure is required for Basalt Creek development. With an aspirational-only approach, the land will sit vacant with no tax revenue for schools, parks, roads, etc. Nothing was wrong with adding in aspirational uses but mandating one or another would make it hard to develop the entire district.
- Only five or six developers in Portland could build in Basalt Creek, and they should be at the table as well, though they would be saying the same thing.
- Schnitzer's concern was that financing for development would never occur, especially with restrictive uses or a split-zoned site.

INFORMATIONAL

3. City Council Action Minutes (February 3 & 20, 2025) (No staff presentation)
4. 2025 PC Work Program (No staff presentation)

There were no questions or comments.

ADJOURNMENT

The meeting was adjourned at 7:51 p.m.

PLANNING COMMISSION

WEDNESDAY, FEBRUARY 12, 2025

WORK SESSION

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

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: February 12, 2025	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Staff recommends Planning Commission provide feedback about technical analyses and land use types related to refinement of the Basalt Creek Concept Plan for Phase 1 of the Wilsonville Industrial Land Readiness project.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION

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

EXECUTIVE SUMMARY:

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

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

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

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

Discussion Questions

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

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

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

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

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

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

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

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

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

ATTACHMENTS:

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

DKS
117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

WILSONVILLE BASALT CREEK PLAN – WILSONVILLE TSP UPDATE EVALUATION

DATE: December 27, 2024

TO: Dan Pauly | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates

SUBJECT: Wilsonville Basalt Creek Plan TSP Evaluation P#21123-034

BACKGROUND AND PURPOSE

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

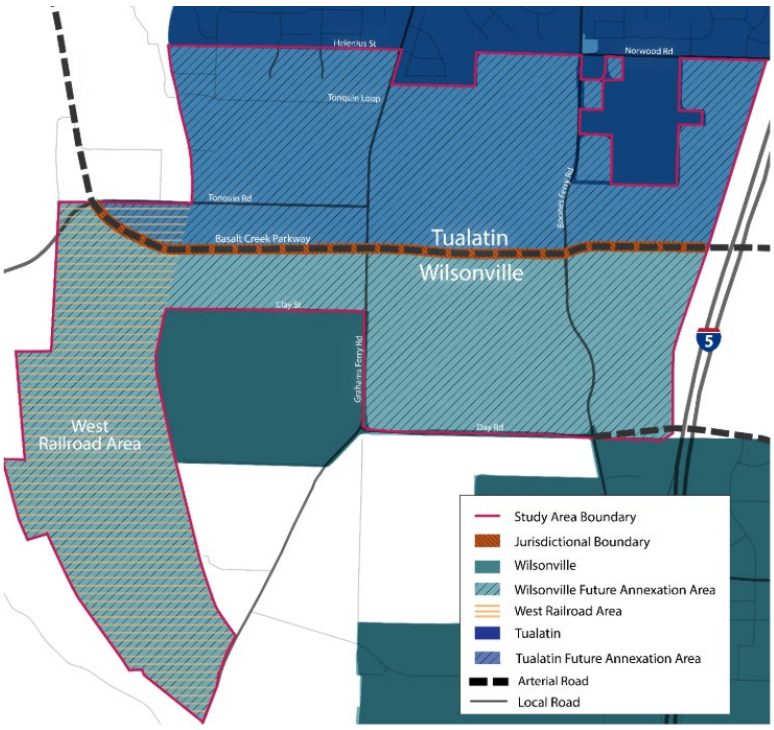


FIGURE 1: BASALT CREEK PLANNING AREA
Source: Basalt Creek Concept Plan (2018)

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

LIST OF WILSONVILLE TSP PROJECTS RELATED TO BASALT CREEK

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

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

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

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

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

[1] Link to map of METRO RTP Projects.

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

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

BASALT CREEK PLANNING AREA GROWTH SINCE 2019 TSP AMENDMENT

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

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

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

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

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

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

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

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

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

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

NON-VEHICLE TSP RECOMMENDATIONS

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

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

BASALT CREEK AREA (WILSONVILLE) LOCAL STREET CONCEPT MAP

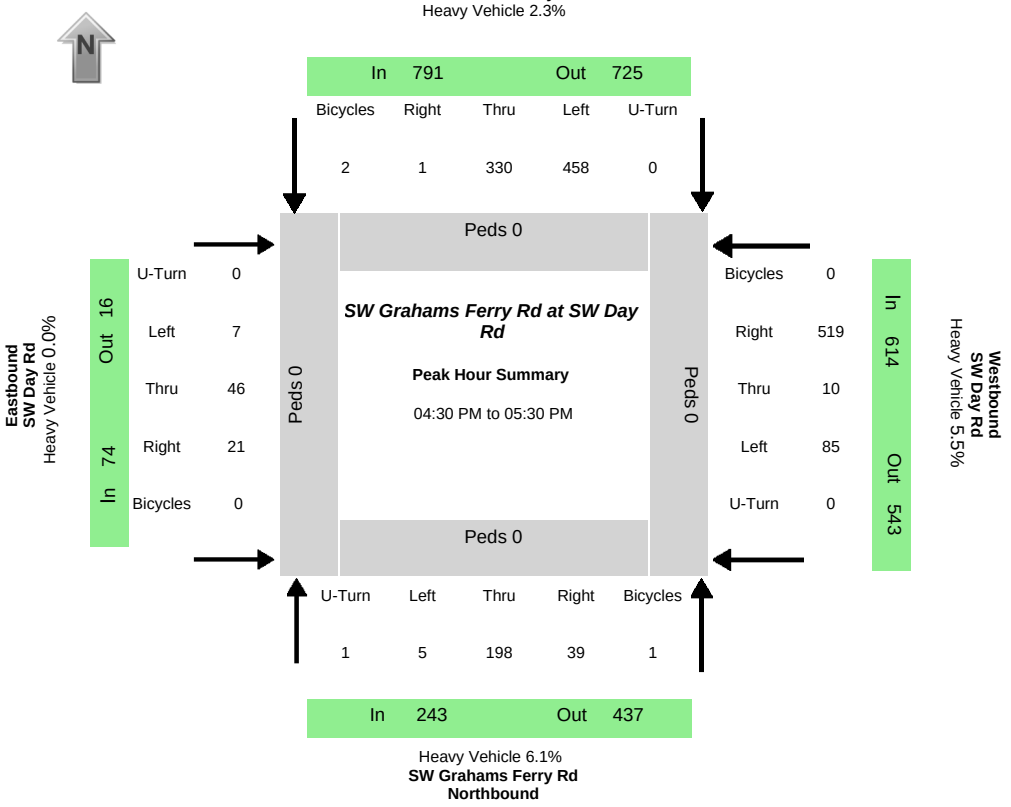
DKS identified likely connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. This area is generally bound by Day Road to the south, Tonquin Road to the north, Grahams Ferry Road to the west, and I-5 to the east. A local access plan for the West Railroad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

ATTACHMENTS:

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

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*SW Grahams Ferry Rd*
E/W street	*SW Day Rd*
City, State	Wilsonville OR
Site Notes	
Location	45.340401 - -122.78521
Start Date	Wednesday, May 22, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



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

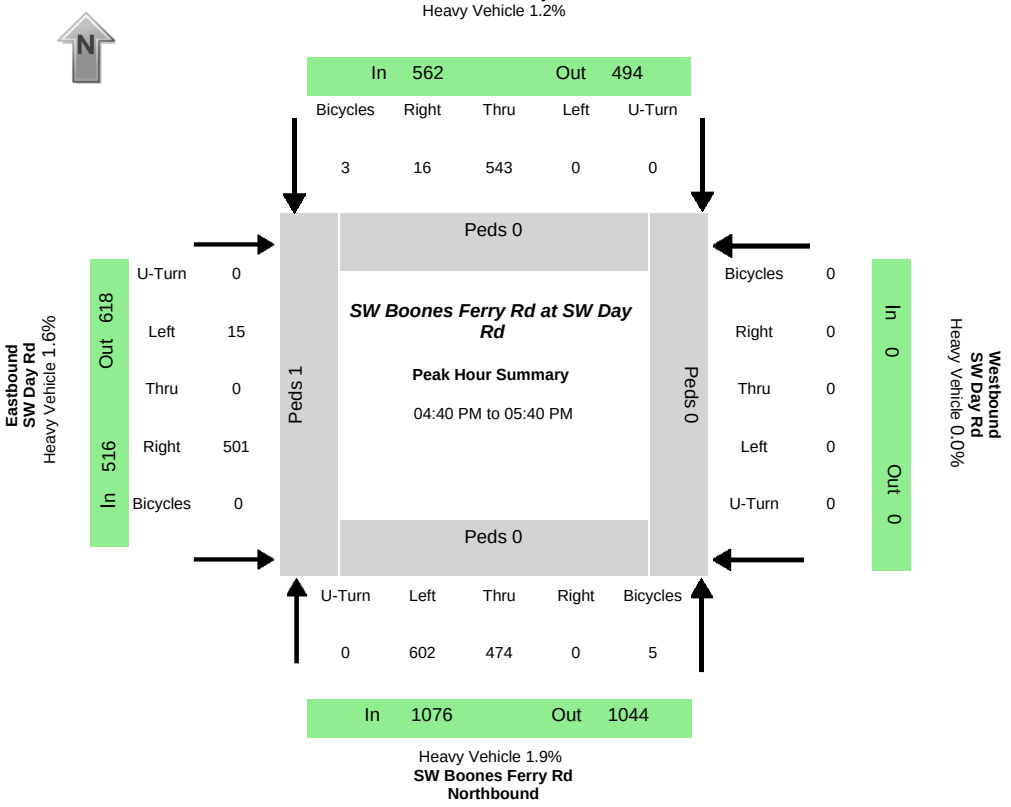
PHV- Bicycles																	PHV - Pedestrians					
Northbound				**Southbound**				**Eastbound**				**Westbound**					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0

All Vehicle Volumes

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

K-D-N
KEY DATA NETWORK

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



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

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

All Vehicle Volumes

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 GRAHAMS FERRY RD & DAY RD PM

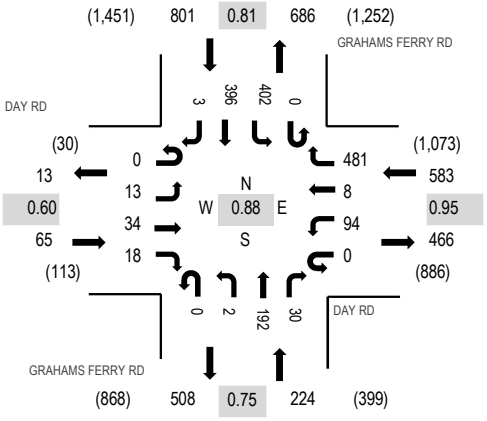
Date: Tuesday, March 7, 2023

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

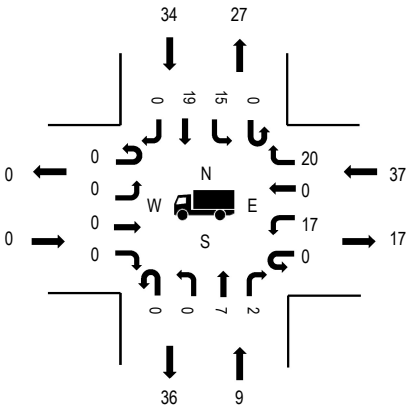
Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour

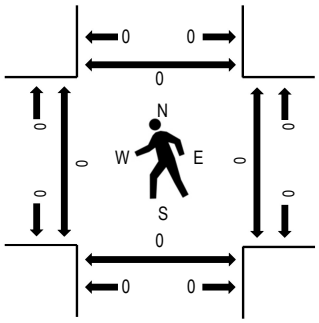
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

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

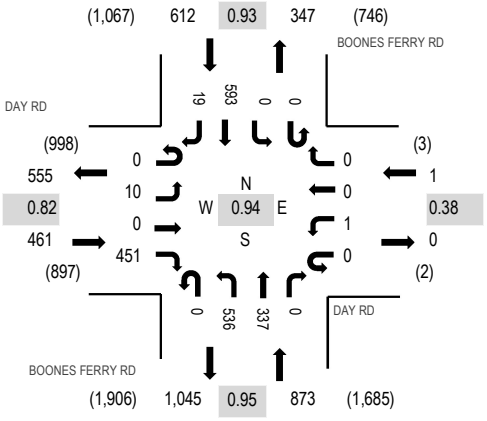
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	5	5	13	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	4	3	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

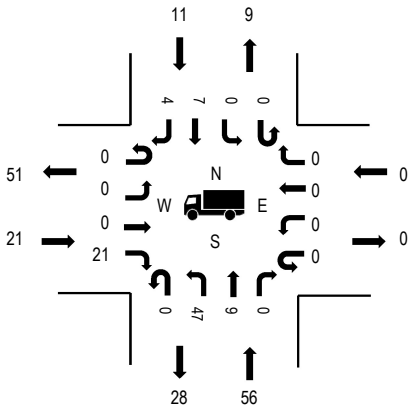
Location: 2 BOONES FERRY RD & DAY RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour

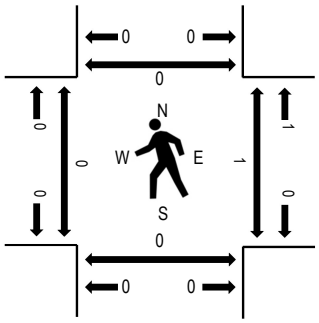
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.6%	0.82
WB	0.0%	0.38
NB	6.4%	0.95
SB	1.8%	0.93
All	4.5%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD Eastbound				DAY RD Westbound				BOONES FERRY RD Northbound				BOONES FERRY RD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	29	0	0	0	0	0	34	25	0	0	0	42	1	131	1,890
4:05 PM	0	0	2	46	0	0	0	0	0	30	30	0	0	0	42	1	151	1,925
4:10 PM	0	2	0	39	0	0	0	0	0	38	41	0	0	0	38	2	160	1,931
4:15 PM	0	1	0	40	0	0	0	2	0	38	30	0	0	0	26	3	140	1,937
4:20 PM	0	1	0	38	0	0	0	0	0	53	31	0	0	0	33	2	158	1,941
4:25 PM	0	1	0	43	0	0	0	0	0	41	29	0	0	0	50	2	166	1,947
4:30 PM	0	0	0	33	0	0	0	0	0	53	25	0	0	0	57	1	169	1,930
4:35 PM	0	0	0	30	0	0	0	0	0	36	24	0	0	0	51	3	144	1,904
4:40 PM	0	0	0	25	0	1	0	0	0	53	31	0	0	0	41	2	153	1,891
4:45 PM	0	1	0	40	0	0	0	0	0	47	23	0	0	0	59	2	172	1,877
4:50 PM	0	1	0	42	0	0	0	0	0	50	33	0	0	0	56	0	182	1,856
4:55 PM	0	2	0	36	0	0	0	0	0	53	32	0	0	0	41	0	164	1,795
5:00 PM	0	2	0	45	0	0	0	0	0	45	27	0	0	0	45	2	166	1,762
5:05 PM	0	0	0	36	0	0	0	0	0	41	34	0	0	0	44	2	157	
5:10 PM	0	1	0	38	0	0	0	0	0	42	37	0	0	0	46	2	166	
5:15 PM	0	2	0	31	0	0	0	0	0	37	23	0	0	0	49	2	144	
5:20 PM	0	0	0	52	0	0	0	0	0	38	19	0	0	0	54	1	164	
5:25 PM	0	0	0	43	0	0	0	0	0	42	31	0	0	0	32	1	149	
5:30 PM	0	2	0	48	0	0	0	0	0	28	29	0	0	0	36	0	143	
5:35 PM	0	1	0	23	0	0	0	0	0	38	29	0	0	0	39	1	131	
5:40 PM	0	1	0	30	0	0	0	0	0	24	38	0	0	0	45	1	139	
5:45 PM	0	2	0	38	0	0	0	0	0	32	40	0	0	0	36	3	151	
5:50 PM	0	1	0	26	0	0	0	0	0	33	25	0	0	0	35	1	121	
5:55 PM	0	1	0	22	0	0	0	0	0	37	36	0	0	0	35	0	131	
Count Total	0	22	2	873	0	1	0	2	0	963	722	0	0	0	1,032	35	3,652	
Peak Hour	0	10	0	451	0	1	0	0	0	536	337	0	0	0	593	19	1,947	

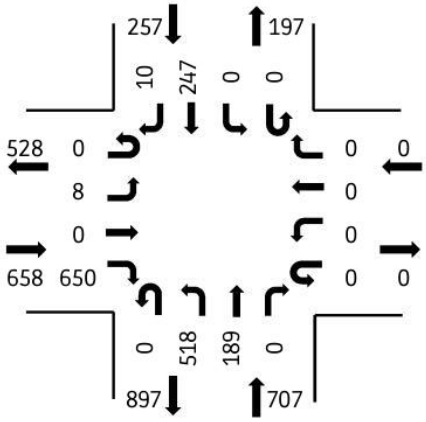
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

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

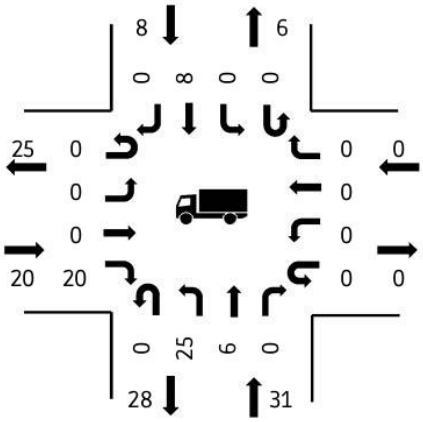
RallyTraffic

Location: Grahams Ferry Rd & Basalt Creek Parkway
Date: 2024-05-01
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 04:35 PM
Peak Hour Factor: 0.9

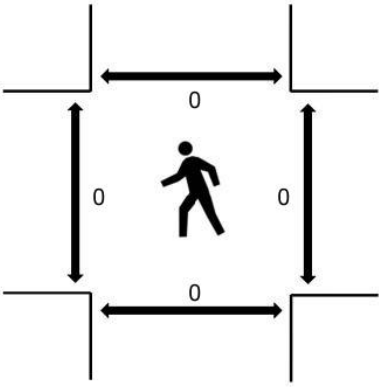
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

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

Car Volumes

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

Truck Volumes

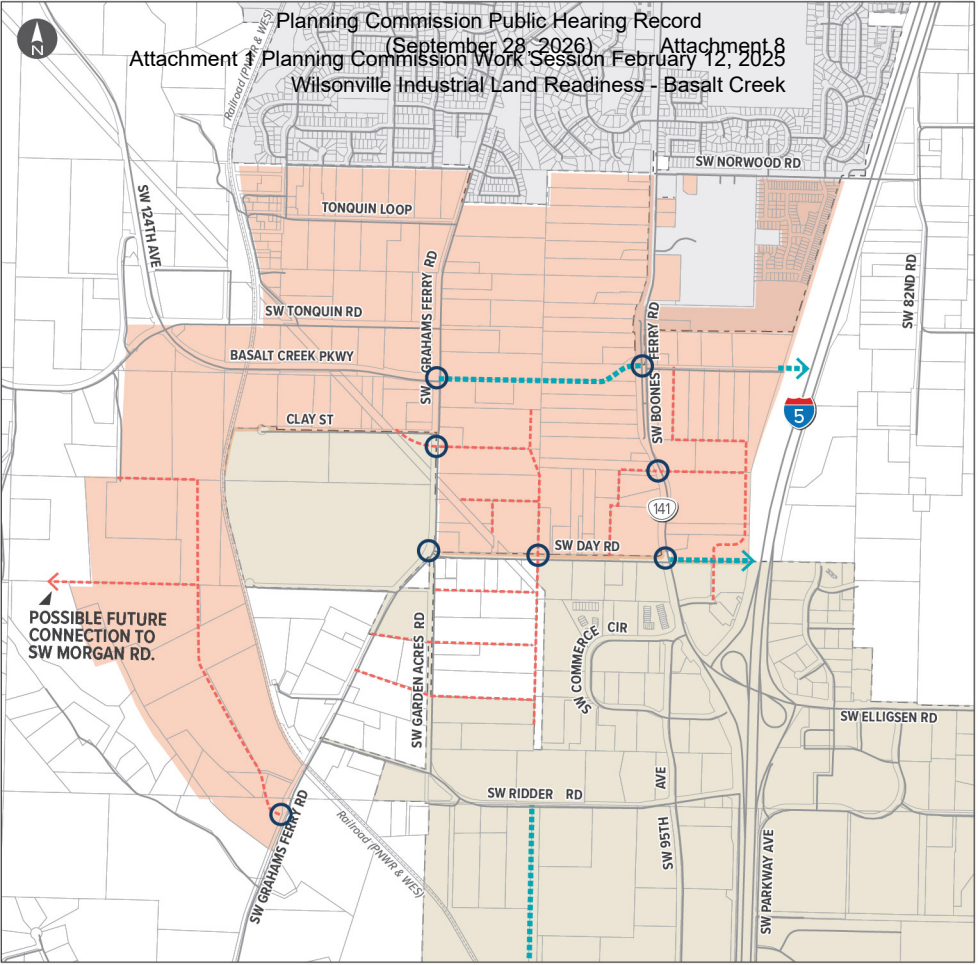
Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	12	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	
04:20:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	
04:25:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	
04:30:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	
04:35:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:40:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:45:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	18	
04:50:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	19	
04:55:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	58
05:00:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	58
05:05:00 PM	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	13	60
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	13	59
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	56
05:20:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	55
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	54
05:30:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	49
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	46
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	45
05:45:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	41
05:50:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	39
05:55:00 PM	3	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	17	43

Bike Volumes

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

Pedestrian Volumes

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



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

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, Oregon 97070

Telephone number: (503) 570-0800 Fax number: (503) 570-0855

Date: **November 26, 2024**

To: **Kerry Rappold**
City of Wilsonville

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

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

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

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

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

Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville
Pacific Habitat Services, Inc.
November 26, 2024

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

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

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

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

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

Results

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

Table 1. Wetland Overview

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

Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville
Pacific Habitat Services, Inc.
November 26, 2024

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

BC = Basalt Creek

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

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

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

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

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

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

Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville
Pacific Habitat Services, Inc.
November 26, 2024

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

Table 2: Riparian Area Overview

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

BC= Basalt Creek
RIP= Riparian Area

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

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

Conclusions

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

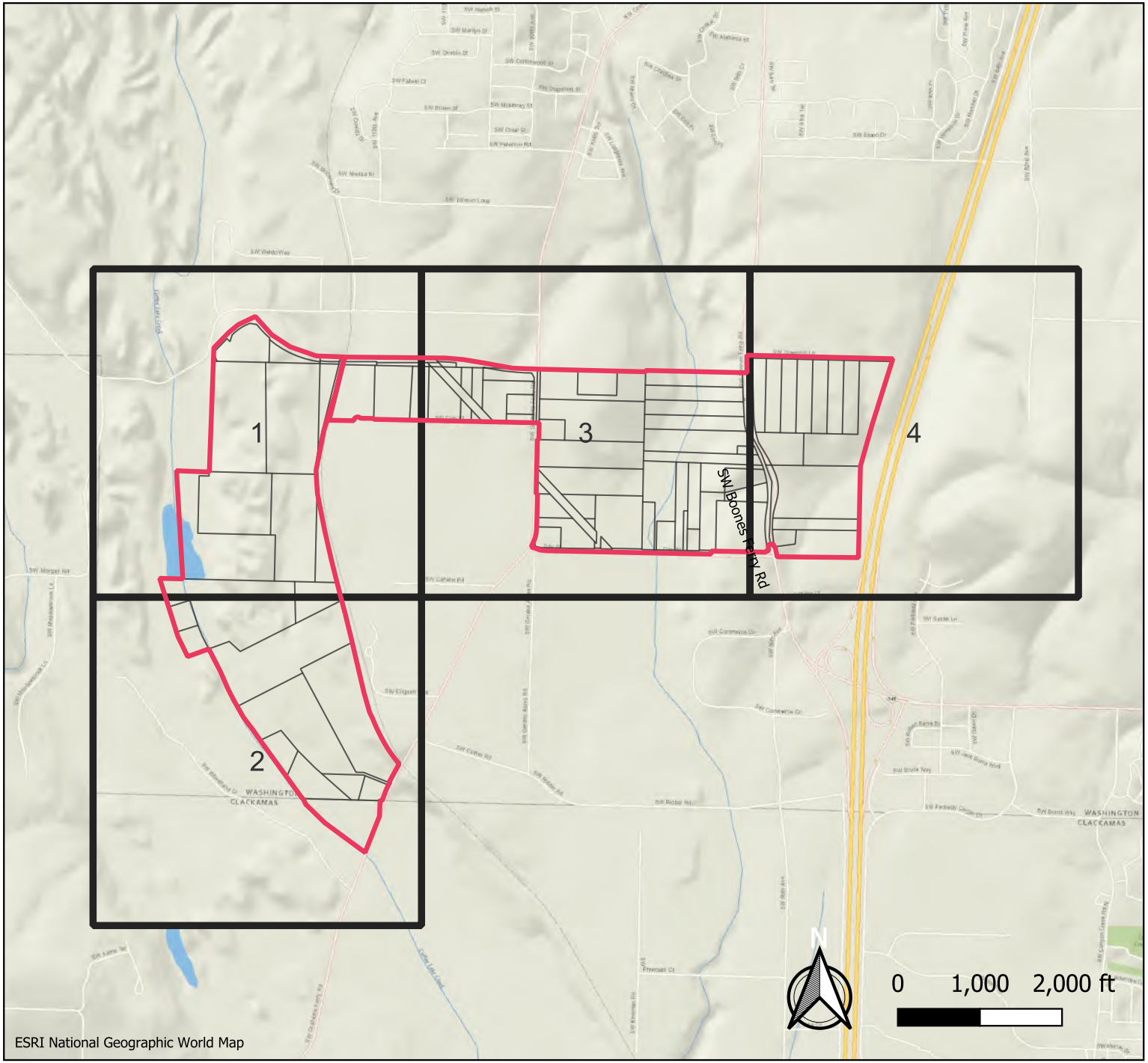
Significant Resources to include in SROZ	
Streams	BC-TC (Tapman Creek), BC-CLC (Coffee Lake Creek), BC-CLCa (Tributary to Coffee Lake Creek)
Wetlands	BC-1, BC-2
Riparian Areas	BC-RIP1, BC-RIP2
Wildlife Habitat	BC-G7 (Upland Tree Grove)

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

Appendix A

Inventory Maps

Basalt Creek DRAFT Natural Resource Inventory: Map Index Overview

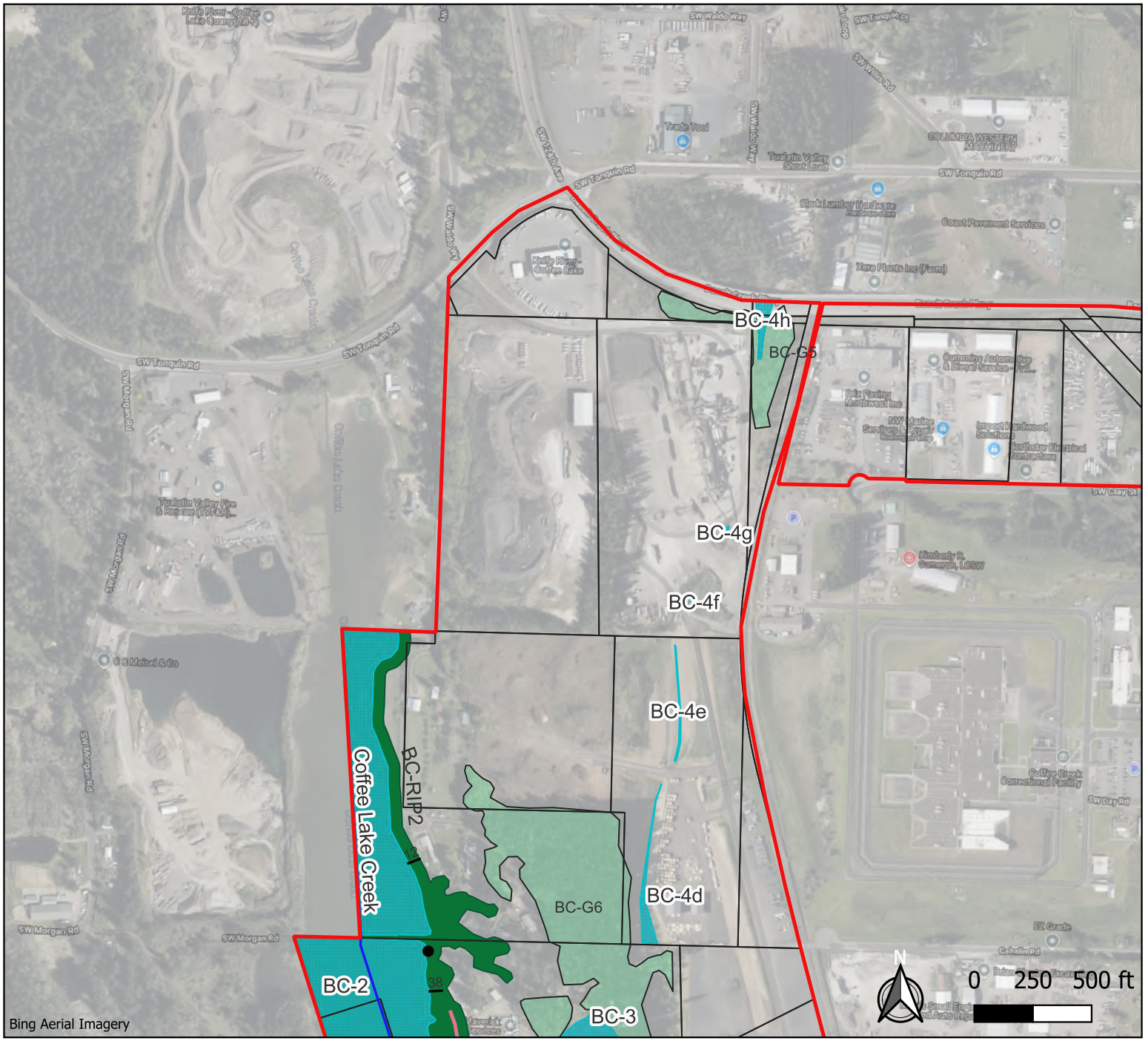


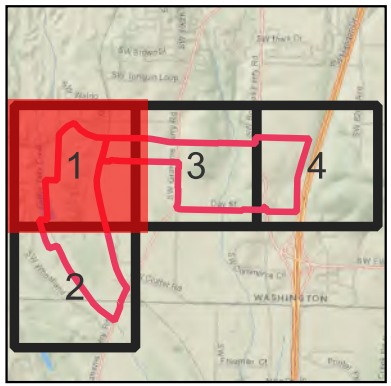
LEGEND

- Basalt Creek Study Area
- Tax Lot

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 1

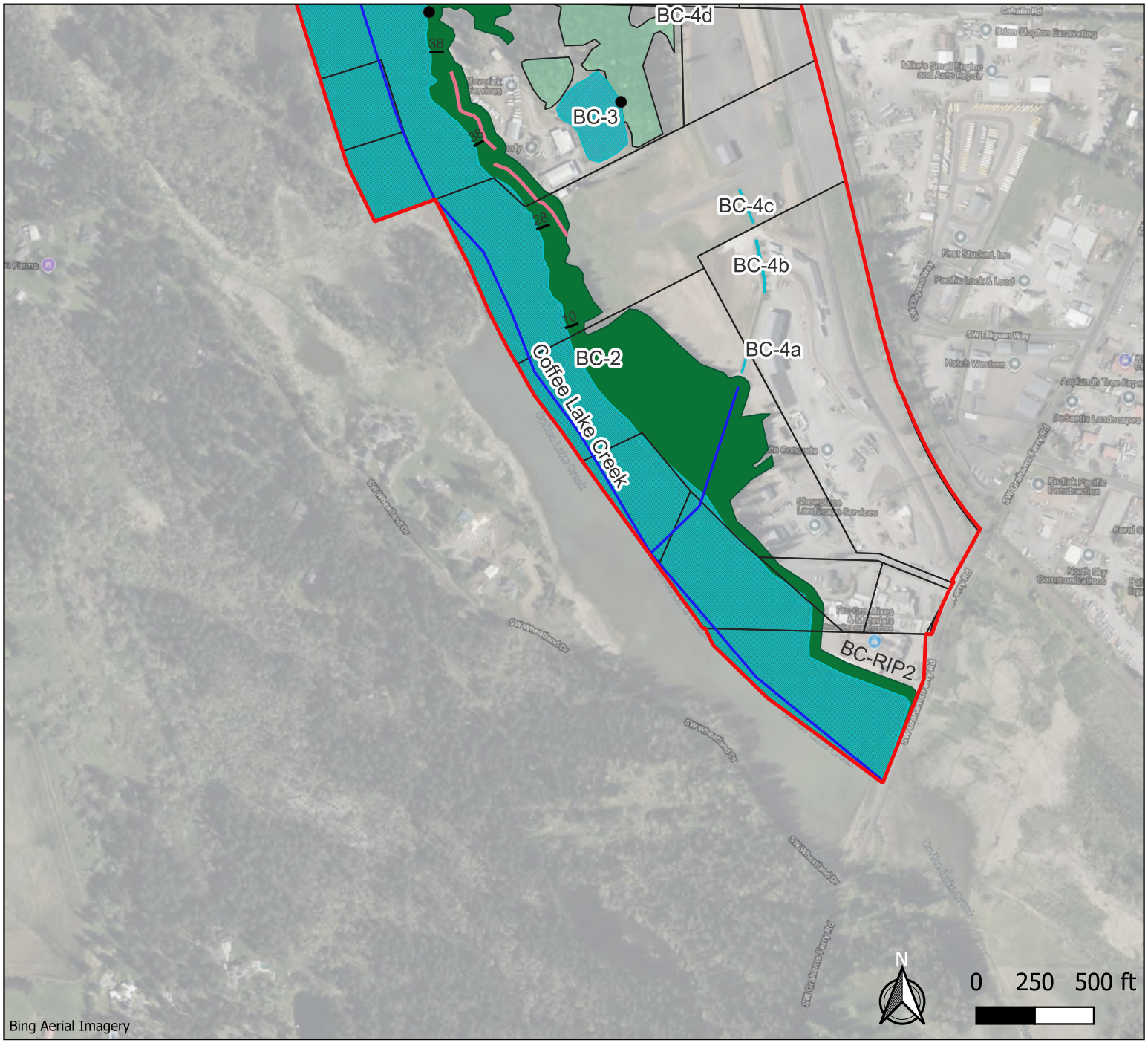




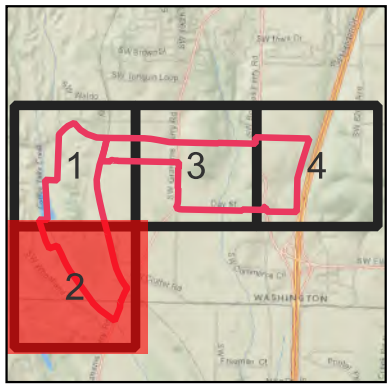
LEGEND

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

PHS
Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070



Basalt Creek DRAFT Natural Resource Inventory: Inset: 2

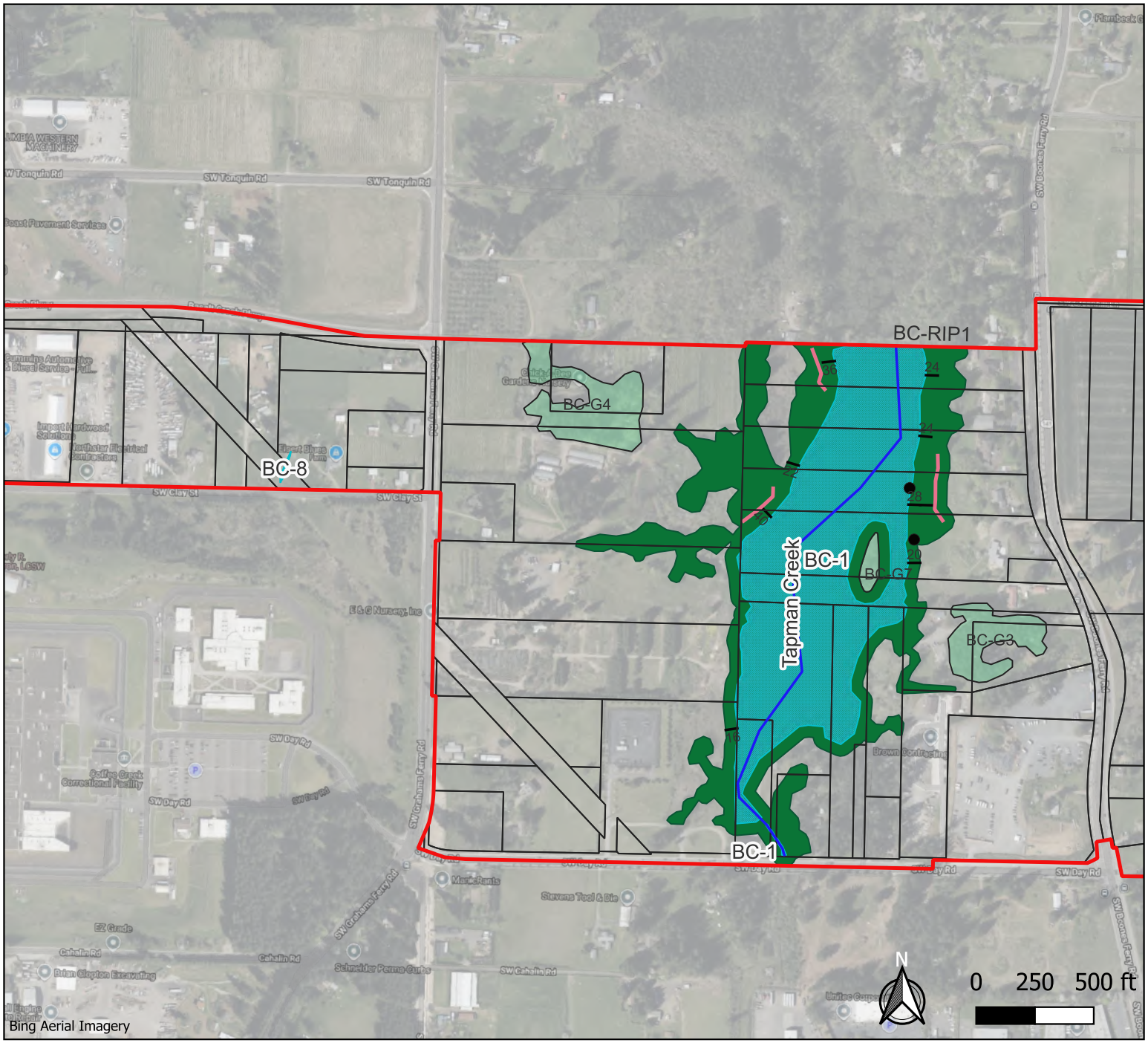


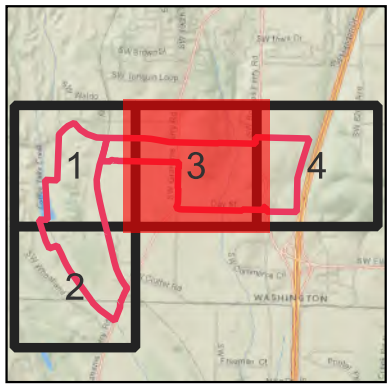
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 3



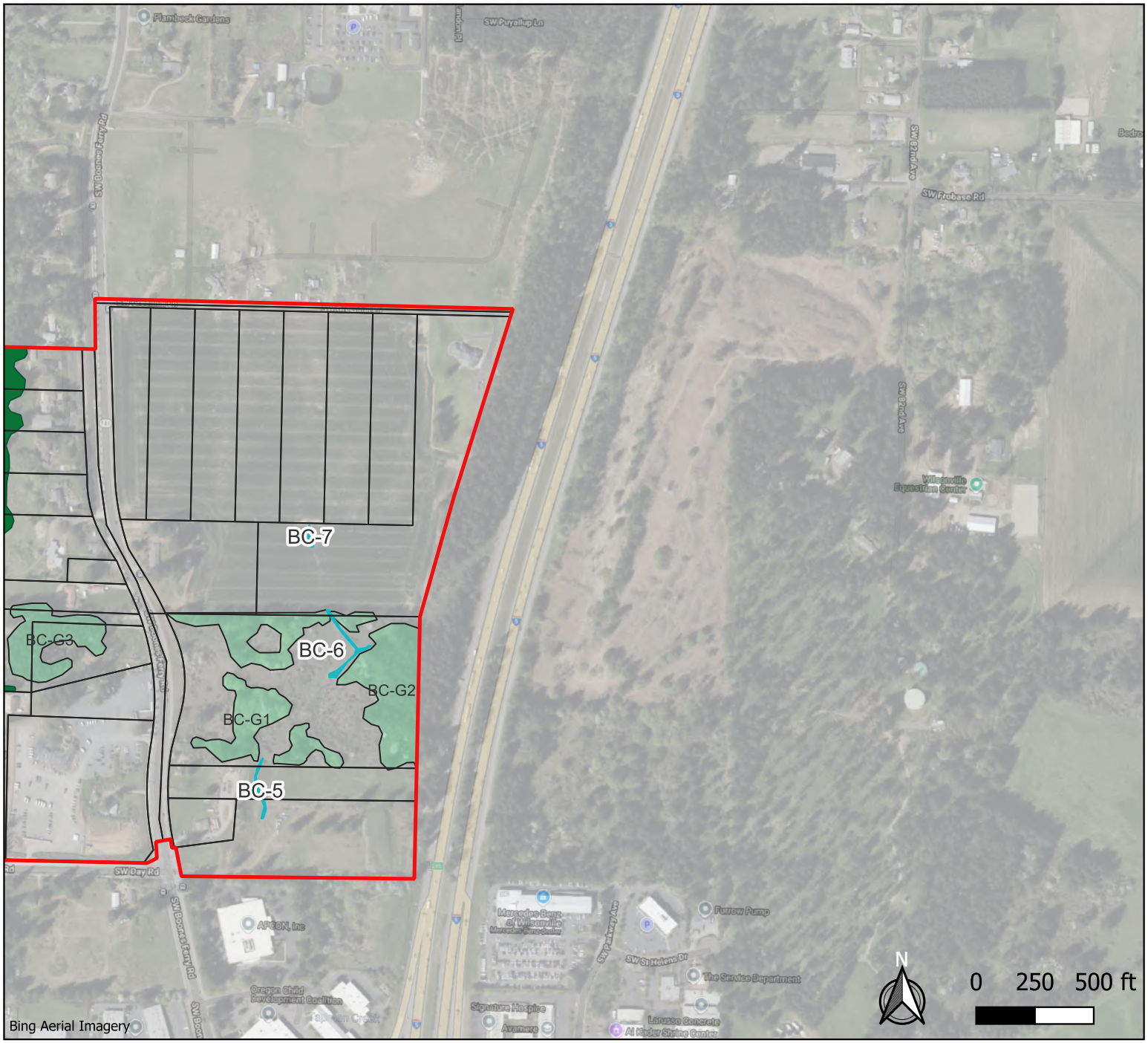


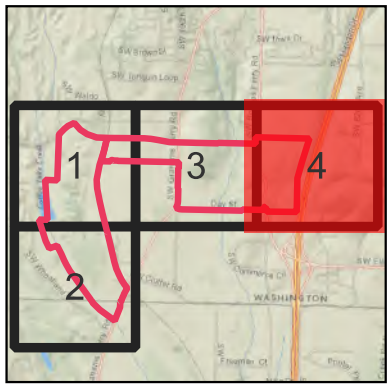
LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Basalt Creek DRAFT Natural Resource Inventory: Inset: 4





LEGEND

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

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Appendix B

Wetland Determination Data Sheets

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **1**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

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

Subregion (LRR): **LRR A** Lat: **45.344775** Long: **-122.777108** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: **30**)			
1 ***Fraxinus latifolia***	**30**	**X**	**FACW**
2			
3			
4			
	30	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Prunus sp***	**40**	**X**	**(FAC)**
2 ***Rosa gymnocarpa***	**15**	**X**	**FACU**
3 ***Spiraea douglasii***	**10**		**FACW**
4			
5			
	65	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**70**	**X**	**FACW**
2			
3			
4			
5			
6			
7			
8			
	70	= Total Cover	
Woody Vine Stratum (plot size: **15**)			
1 ***Toxicodendron diversilobum***	**10**	**X**	**FAC**
2			
	10	= Total Cover	

% Bare Ground in Herb Stratum **30**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **3** (A)

Total Number of Dominant Species Across All Strata: **5** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **60%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

____ 3-Prevalence Index is ≤ 3.0[1]

____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ 5- Wetland Non-Vascular Plants[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes **X** No ____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **1**

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

Depth	Matrix		Redox Features					
(Inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	**10YR 2/1**	**100**					**Silt Loam**	**Mucky**

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

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

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

Indicators for Problematic Hydric Soils[3]:

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes X No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

Field Observations:

Surface Water Present?	Yes		No	X	Depth (inches):	
Water Table Present?	Yes	X	No		Depth (inches):	4
Saturation Present? (includes capillary fringe)	Yes	X	No		Depth (inches):	2

Wetland Hydrology Present? Yes X No

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

Remarks:

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **2**

Investigator(s): **CM/AS** Section, Township, Range: **2B, 3S, 1W**

Landform (hillslope, terrace, etc.:) **Slope** Local relief (concave, convex, none): **Flat** Slope (%): **~15**

Subregion (LRR): **LRR A** Lat: **45.344183** Long: **-122.777004** Datum: **WGS84**

Soil Map Unit Name: **Saum silt loam** NWI Classification: **None**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		**Is Sampled Area within a Wetland?**	Yes _____ No **X**
Hydric Soil Present?	Yes		No	**X**		
Wetland Hydrology Present?	Yes		No	**X**		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: **30**)			
1 ***Quercus garryana***	**40**	**X**	**FACU**
2			
3			
4			
	40	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Schedonorus arundinaceus***	**50**	**X**	**FAC**
2 ***Phalaris arundinacea***	**30**	**X**	**FACW**
3 ***Cirsium arvense***	**10**		**FAC**
4 ***Bromus tectorum***	**5**		**(UPL)**
5 ***Conium maculatum***	**5**		**FAC**
6			
7			
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **3** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **67%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

- _____ 1- Rapid Test for Hydrophytic Vegetation
- **X** 2- Dominance Test is >50%
- _____ 3-Prevalence Index is ≤ 3.0[1]
- _____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)
- _____ 5- Wetland Non-Vascular Plants[1]
- _____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes **X** No _____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **2**

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

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

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

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

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ **No** **X**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Plowed Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present?

Yes ___ **No** **X**

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

Remarks:

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

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

Applicant/Owner: **City of Wilsonville** State: **OR** Sampling Point: **3**

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

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

Subregion (LRR): **LRR A** Lat: **45.337905** Long: **-122.797160** Datum: **WGS84**

Soil Map Unit Name: **Briedwell stony silt loam** NWI Classification: **PSS**

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

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

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

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

Hydrophytic Vegetation Present?	Yes **X**	No _____	**Is Sampled Area within a Wetland?**	Yes **X**	No _____
Hydric Soil Present?	Yes **X**	No _____			
Wetland Hydrology Present?	Yes **X**	No _____			

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**5**	**X**	**FAC**
2			
3			
4			
5			
	5	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2			
3			
4			
5			
6			
7			
8			
	95	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **5**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

_____ 1- Rapid Test for Hydrophytic Vegetation

X 2- Dominance Test is >50%

_____ 3-Prevalence Index is ≤ 3.0[1]

_____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

_____ 5- Wetland Non-Vascular Plants[1]

_____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes **X** No _____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **3**

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

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

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

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

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water stained Leaves (B9) **(Except MLRA 1, 2, 4A, and 4B)**
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Plowed Soils (C6)
- ___ Stunted or Stressed Plants (D1) **(LRR A)**
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water stained Leaves (B9) **(MLRA1, 2, 4A, and 4B)**
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- **X** Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** Fac-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) **(LRR A)**
- ___ Frost-Heave Hummocks (D7)

Field Observations:

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

Wetland Hydrology Present? Yes X No ___

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

Remarks:

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

PHS #: 2958

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

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

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

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

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

Soil Map Unit Name: **Humaquepts** NWI Classification: **PEM**

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

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

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

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

Hydrophytic Vegetation Present?	Yes	**X**	No		
Hydric Soil Present?	Yes	**X**	No	**Is Sampled Area within a Wetland?**	Yes **X** No
Wetland Hydrology Present?	Yes	**X**	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: **15**)			
1 ***Rubus armeniacus***	**40**	**X**	**FAC**
2			
3			
4			
5			
	40	= Total Cover	
Herb Stratum (plot size: **5**)			
1 ***Phalaris arundinacea***	**95**	**X**	**FACW**
2 ***Spiraea douglasii***	**10**		**FACW**
3			
4			
5			
6			
7			
8			
	105	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum **0**

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	**0**
FACW species		x 2 =	**0**
FAC Species		x 3 =	**0**
FACU Species		x 4 =	**0**
UPL Species		x 5 =	**0**
Column Totals	**0** (A)		**0** (B)

Prevalence Index =B/A = **#DIV/0!**

Hydrophytic Vegetation Indicators:

- ____ 1- Rapid Test for Hydrophytic Vegetation
- **X** 2- Dominance Test is >50%
- ____ 3-Prevalence Index is ≤ 3.0[1]
- ____ 4-Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)
- ____ 5- Wetland Non-Vascular Plants[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes **X** No _____

Remarks:

SOIL **PHS #** **7958** Sampling Point: **4**

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

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-12	**10YR 2/1**	**95**	**10YR 4/6**	**5**	**C**	**M**	**Silty Clay Loam**	**mucky; fine**

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

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

	Histosol (A1)		Sandy Redox (S5)
	Histic Epipedon (A2)		Stripped Matrix (S6)
	Black Histic (A3)		Loamy Mucky Mineral (F1) **(except MLRA 1)**
	Hydrogen Sulfide (A4)		Loamy Gleyed Matrix (F2)
	Depleted Below Dark Surface (A11)		Depleted Matrix (F3)
	Thick Dark Surface (A12)	X	Redox Dark Surface (F6)
	Sandy Mucky Mineral (S1)		Depleted Dark Surface (F7)
	Sandy Gleyed Matrix (S4)		Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

	2 cm Muck (A10)
	Red Parent Material (TF2)
	Very Shallow Dark Surface (TF12)
	Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes X **No**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

Field Observations:

Surface Water Present?	Yes		No X	Depth (inches):	
Water Table Present?	Yes	X	No	Depth (inches):	8
Saturation Present? (includes capillary fringe)	Yes	X	No	Depth (inches):	4

Wetland Hydrology Present? Yes X **No**

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

Remarks:

Appendix C

OFWAM Summary Sheets



Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
Fraxinus latifolia	***Rosa gymnocarpa***	***Toxicodendron diversilobum***	***Phalaris arundinacea***
	Spiraea douglasii		

Comments: **Locally Significant Wetland**

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

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

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
	Rubus armeniacus		***Phalaris arundinacea***
	Spiraea douglasii		***Lemna sp.***

Comments: **Locally Significant Wetland**

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

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

Wetland Characterization Sheet

Project Name: Basalt Creek LWI

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

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

Dominant Wetland Vegetation

TREES / SHRUBS		VINES / HERBS	
			Phalaris arundinacea

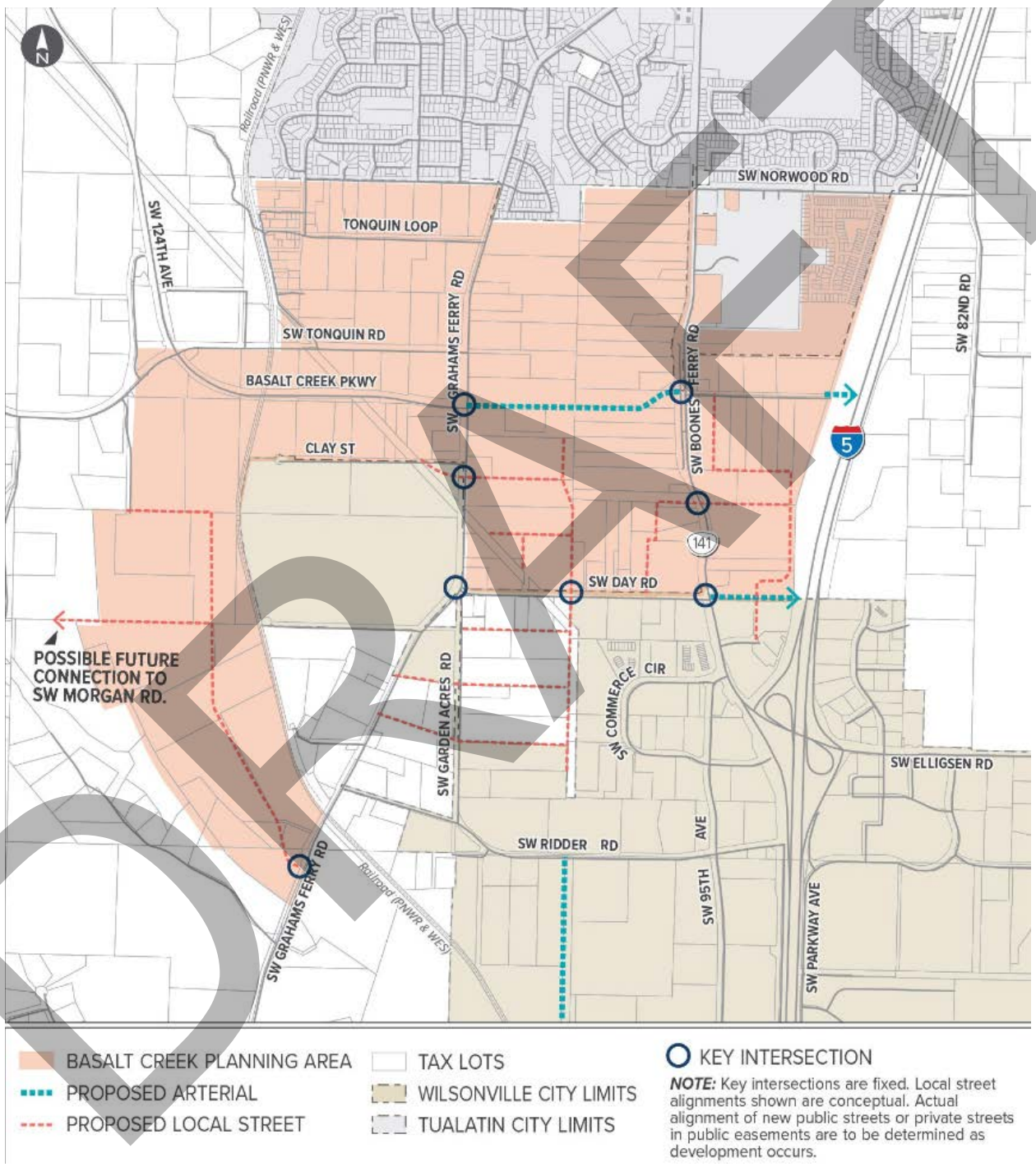
Comments:

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

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

Basalt Creek Infrastructure Summary

Roads



DRAFT

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

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

Water

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

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

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

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

Wastewater

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

DRAFT

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

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

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

Stormwater

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

DRAFT

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

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

DRAFT

Synopsis of Basalt Creek Concept Plan Land Use Districts

Introduction

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

Analysis of Contractor Establishments

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

Concept Plan Scenario Planning

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

Final Concept Plan Development

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

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

Basalt Creek Concept Plan Map and Land Use Types

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

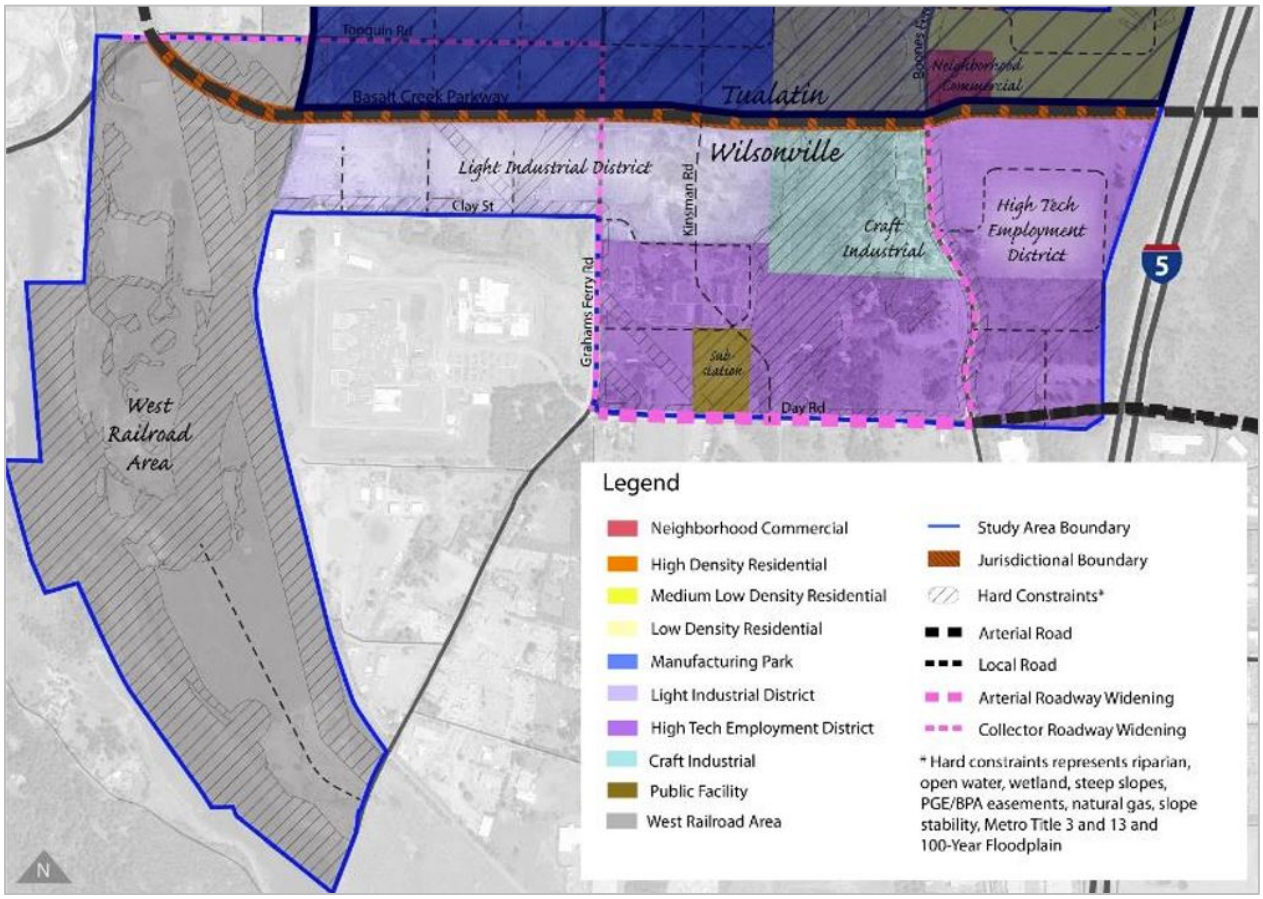
Table 1. Assumed Use Mix for Basalt Creek Concept Plan Land Use Districts.

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

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

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

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



Land Use Districts

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

High-Tech Employment District

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



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

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

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

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









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

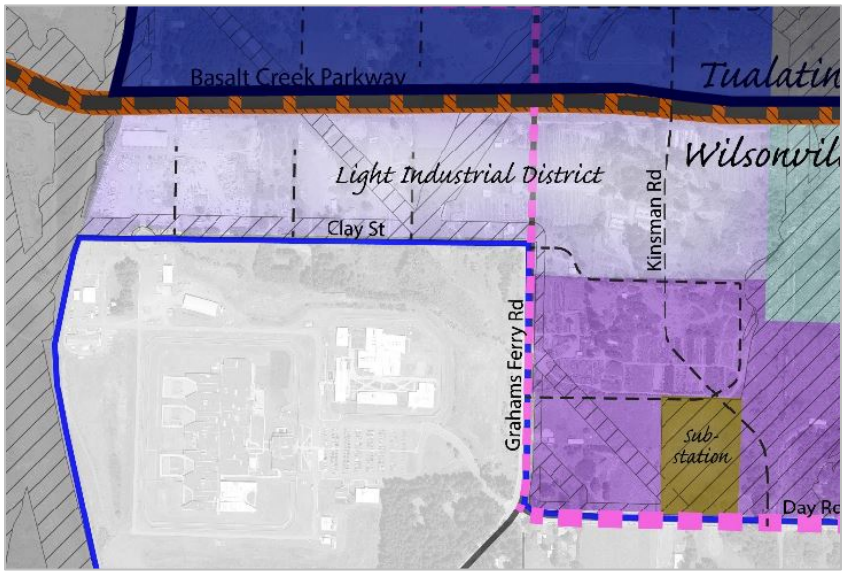
The Site Suitability Analysis prepared as part of Phase 1 of the WILR project includes the SW Greenhill site, which spans 57 acres in the High-Tech Employment land use type east of SW Boones Ferry Road.

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

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

Light Industrial District

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



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

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







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

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

Craft Industrial District

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



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

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







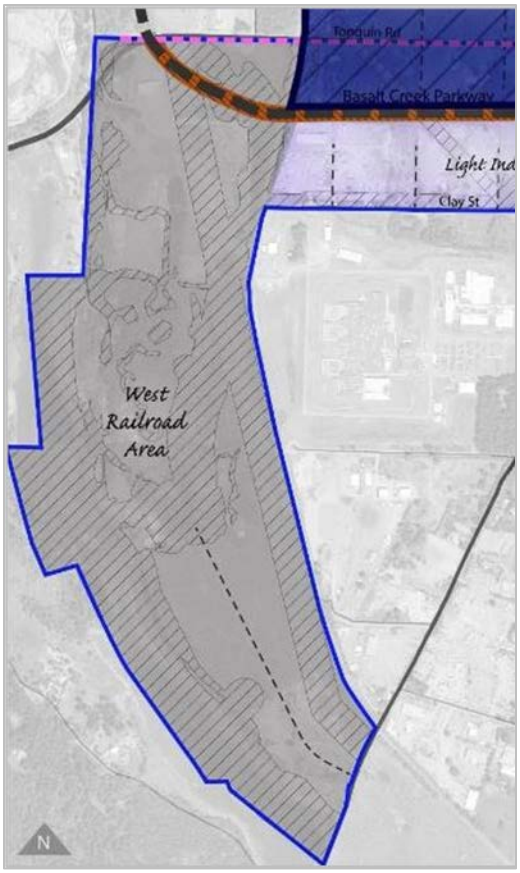
The BCCP envisioned a mix of uses in the Craft Industrial District that blend well with adjacent neighborhoods. These could include small tenant spaces for creative industries, such as incubator spaces, craft beer, wine, and food spaces, a tasting room, brewery, seamstress, photographer or photography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

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

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

West Railroad

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



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

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

Wilsonville Industrial Land Readiness – Basalt Creek

Planning Commission Work Session
February 12, 2025
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager

Introduction

Basalt Creek Tasks

- ECOnorthwest
  - Economic Inventory / Land Use Analysis
  - Buildable Lands Inventory Update
  - Site Suitability Analysis
  - Redevelopment Feasibility of Contractor Establishments
- DKS Associates
  - TSP Re-evaluation
  - Local Street Concept Map
- Pacific Habitat Services
  - Natural Resource Inventory
- Consor
  - SW Grahams Ferry Road Access Evaluation
- City Staff
  - Draft Infrastructure Summary
  - Synopsis of BCCP Land Use Types
  - Zoning Analysis
  - Code Amendments

Basalt Creek Concept Plan Vision

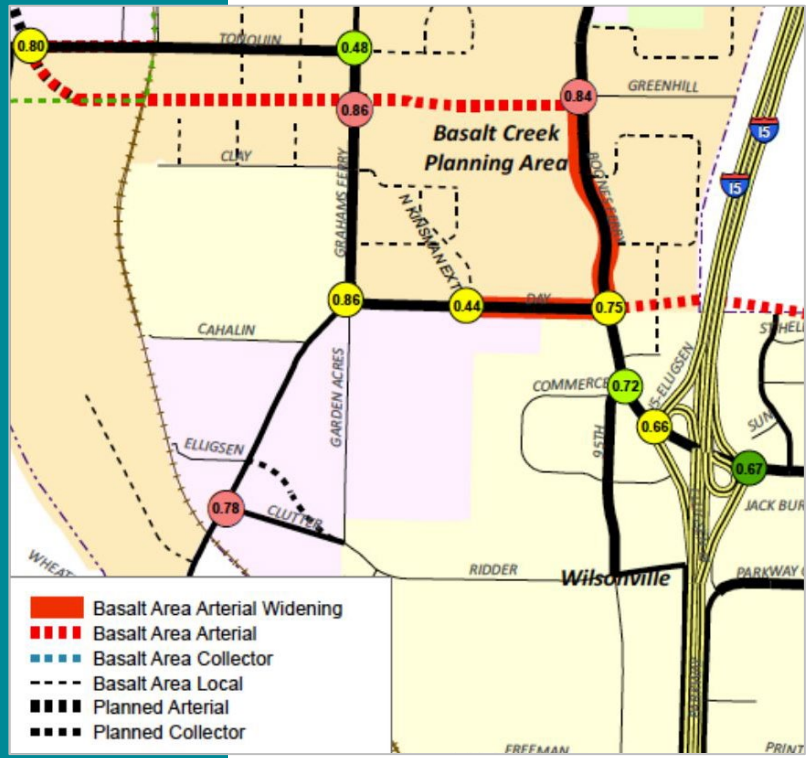
- Meet regional responsibility for jobs
- Capitalize on assets of Planning Area
- Maintain Wilsonville's unique identities
- Explore creative approaches to land use

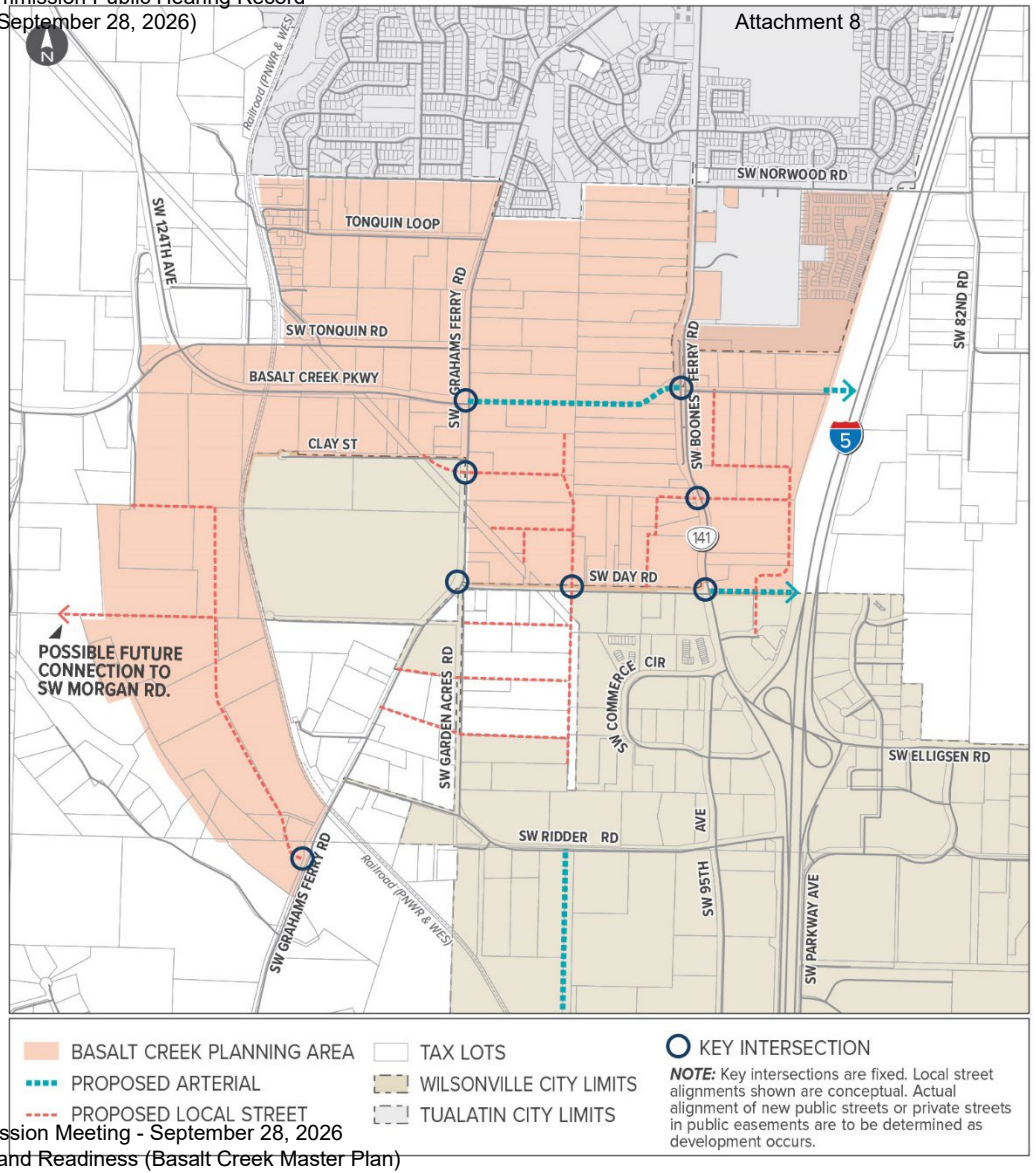
Basalt Creek Concept Plan Vision

- Integrate employment in Wilsonville with adjacent housing
- Ensure appropriate transitions between land uses
- Incorporate high-quality design and amenities for employment

Transportation

Local Street Concept Map





TSP Re-evaluation

- List of projects still applicable
- No new projects added with 2020 or 2023 TSP amendments
- 48% (10 years) of 21-year planning period elapsed
- 20% of anticipated development and transportation infrastructure approved and/or constructed
- Re-evaluation of future 2035 traffic volumes not warranted
- COVID-related dip in traffic indicates potential for more vehicle capacity in Planning Area

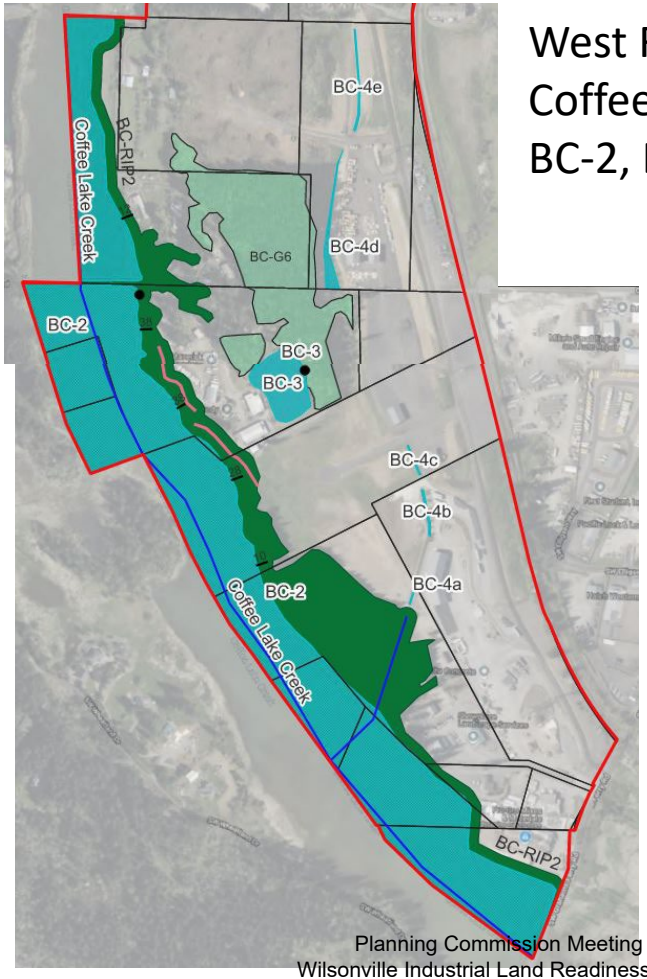
Infrastructure

Draft Infrastructure Summary

- Utility master plan updates include Basalt Creek
- Utilities updated based on revised Local Street Concept Map
- Main lines anticipated to follow arterial street layout
- Cost estimating will be refined in infrastructure funding plan

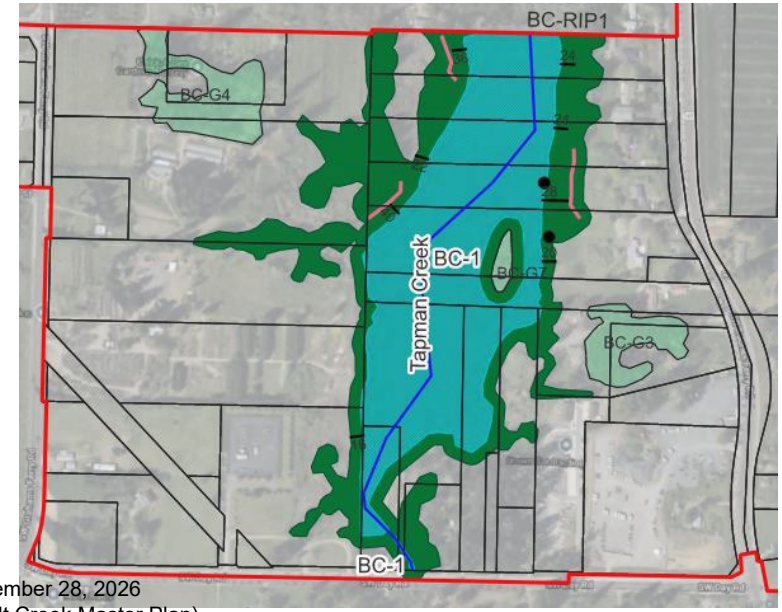
Natural Resources

Natural Resources Inventory



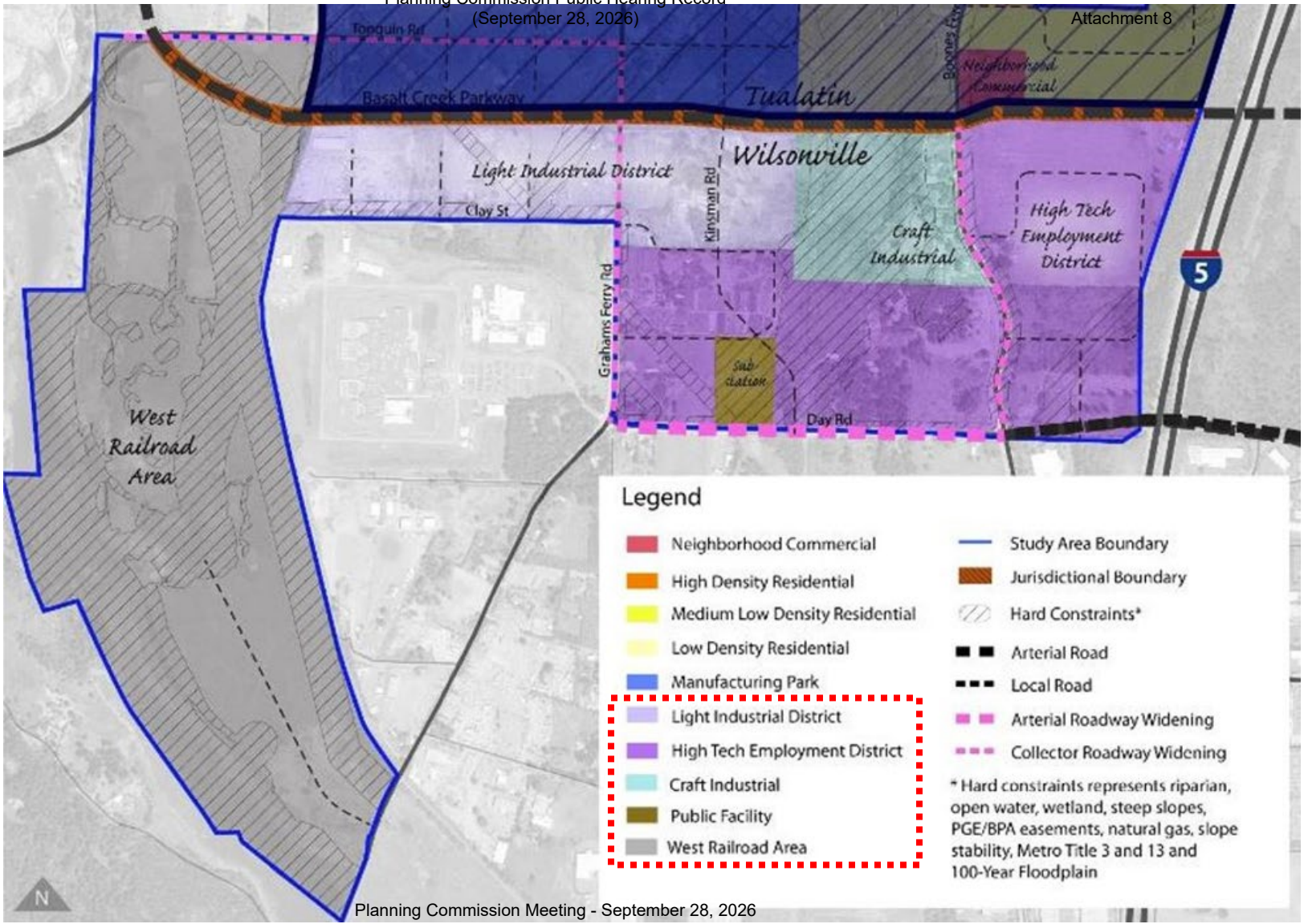
West Railroad
Coffee Lake Creek and Tributary
BC-2, BC-RIP2

Basalt Creek Canyon (Tapman Creek)
BC-1, BC-RIP1, BC-G7



Land Use Types

WILSONVILLE
OREGON



Synopsis of Land Use Districts

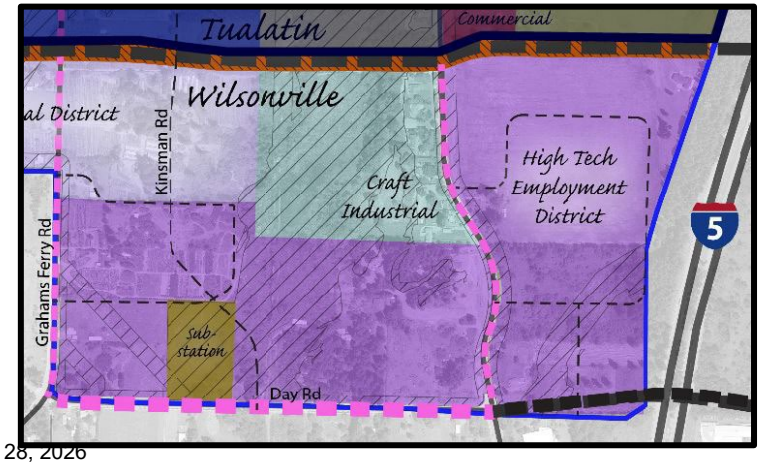
Land Use District	Use/Share %				Jobs	
	Office	Industrial	Warehousing	Retail	Total	Per Gross Acre
High-Tech Employment	45%	38%	15%	1%	1916	20.28
Light Industrial	19%	69%	11%	1%	581	16.46
Craft Industrial	31%	44%	1%	24%	27	21.70

High-Tech Employment

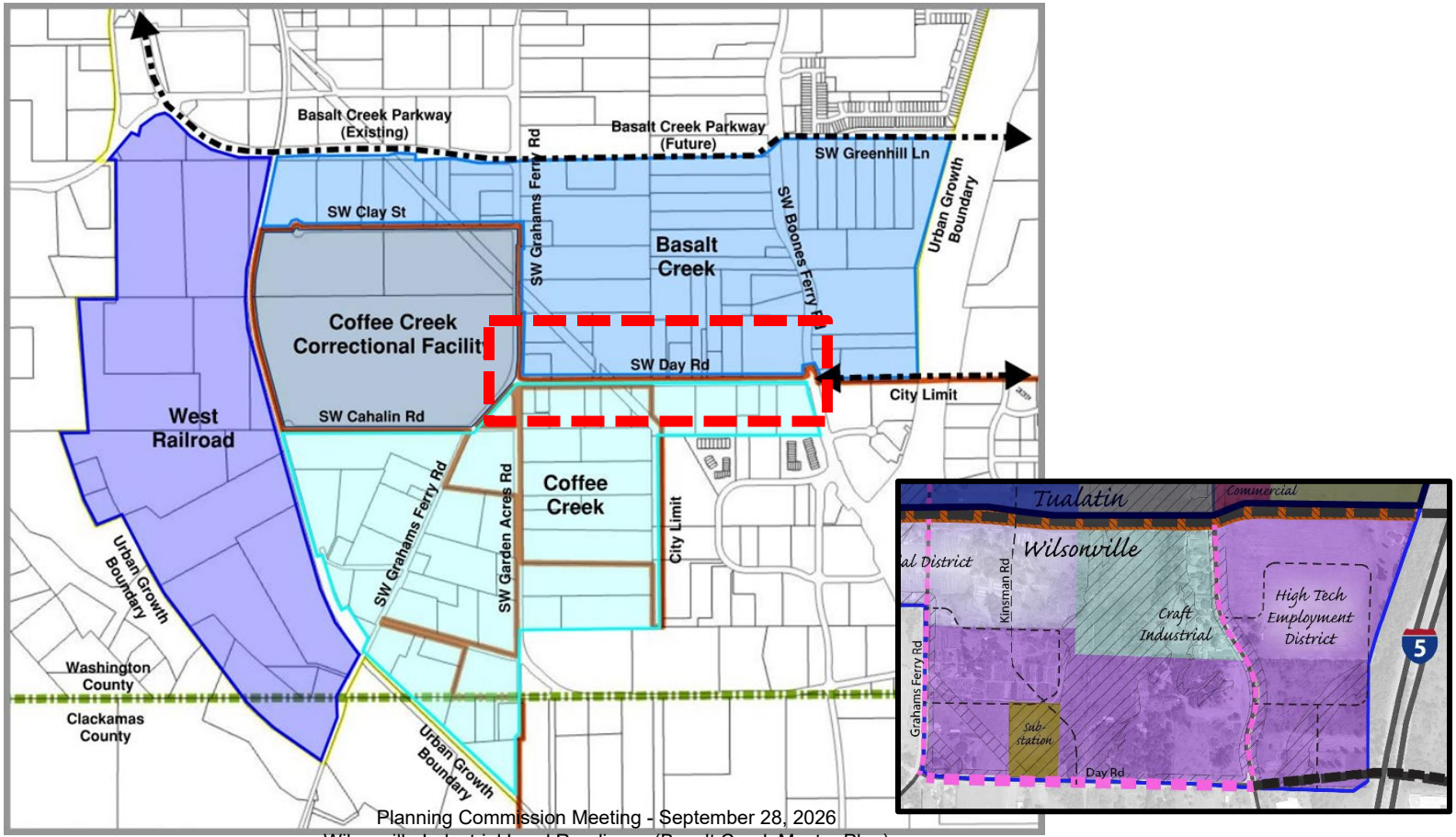




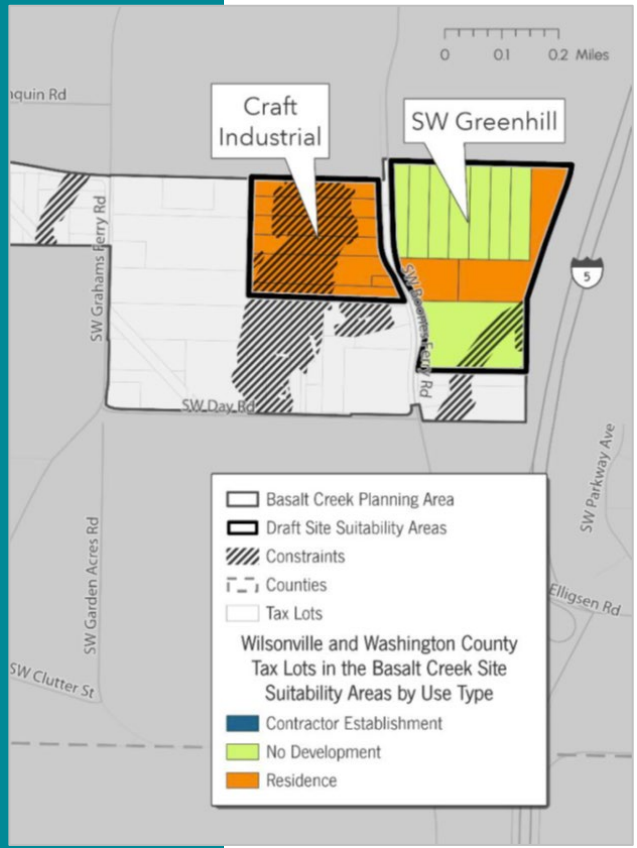


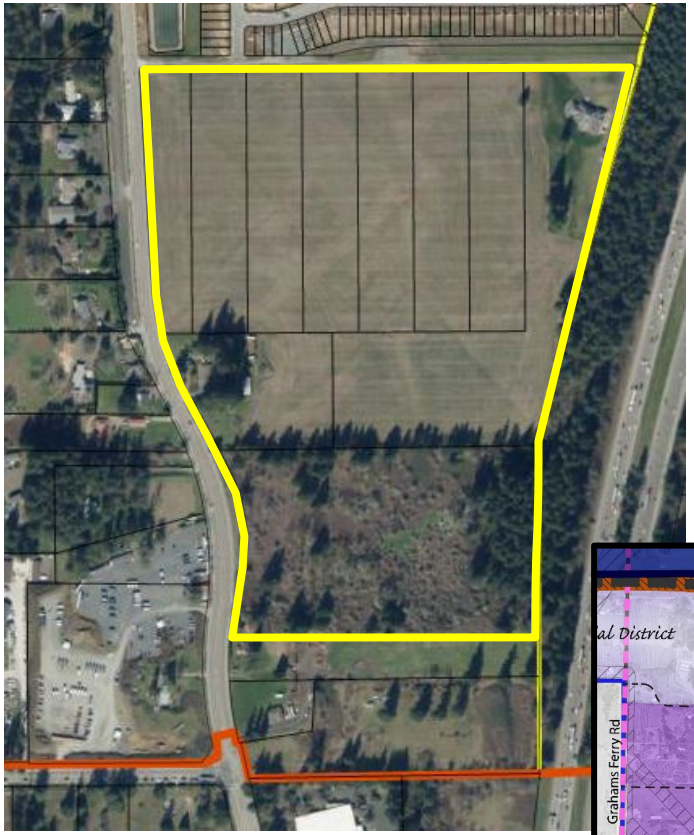


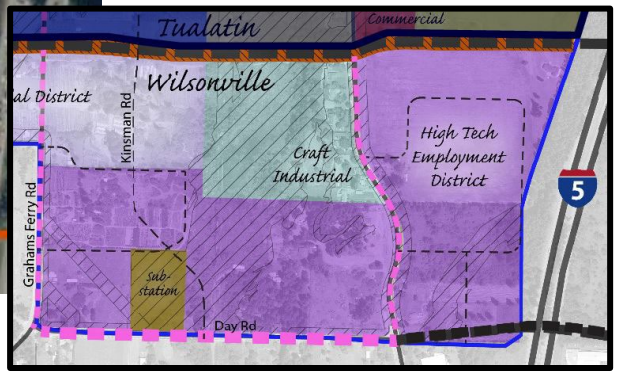
High-Tech Employment



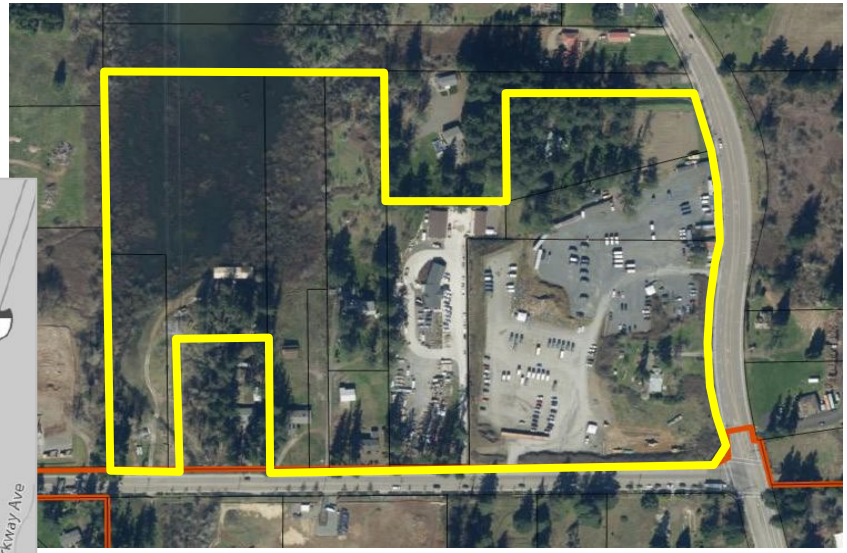
High-Tech Employment

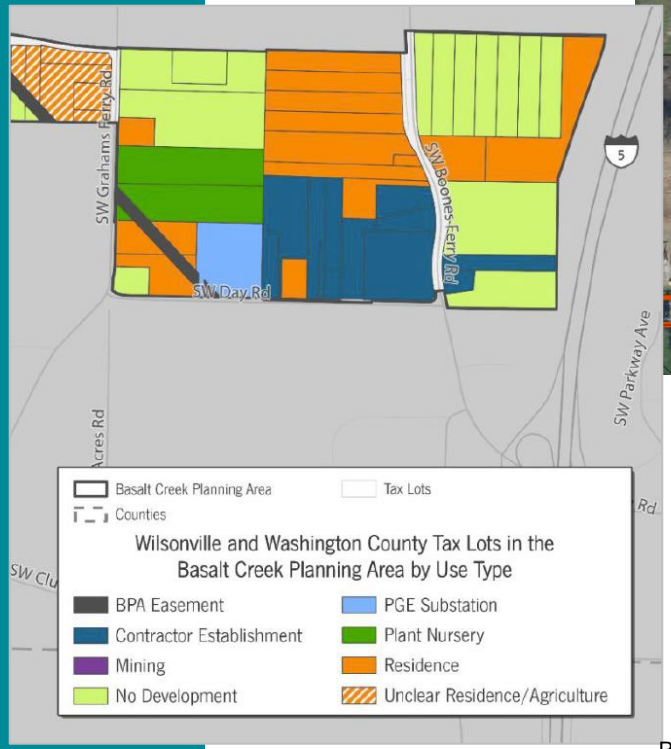


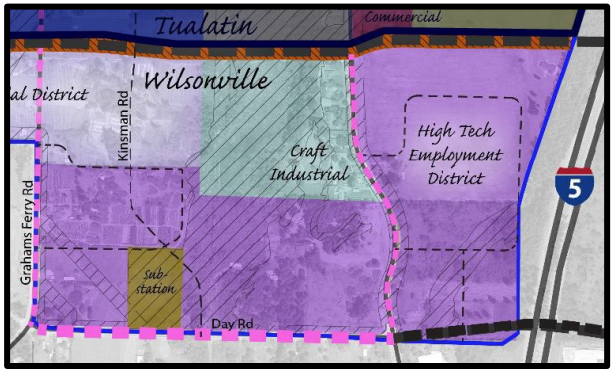




High-Tech Employment





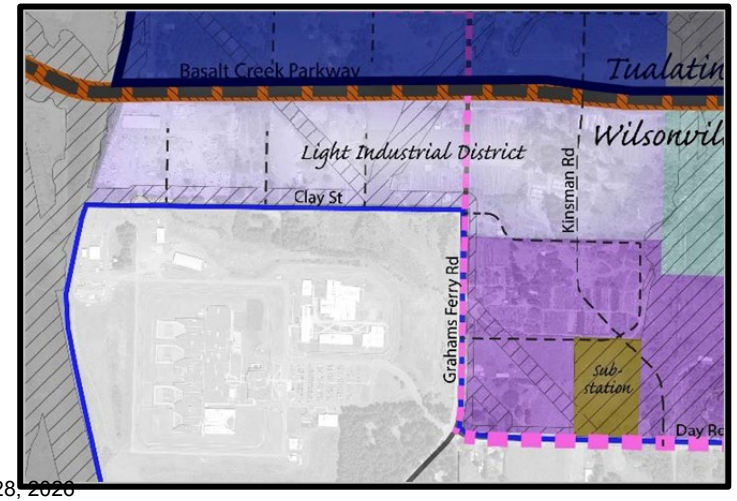


Light Industrial

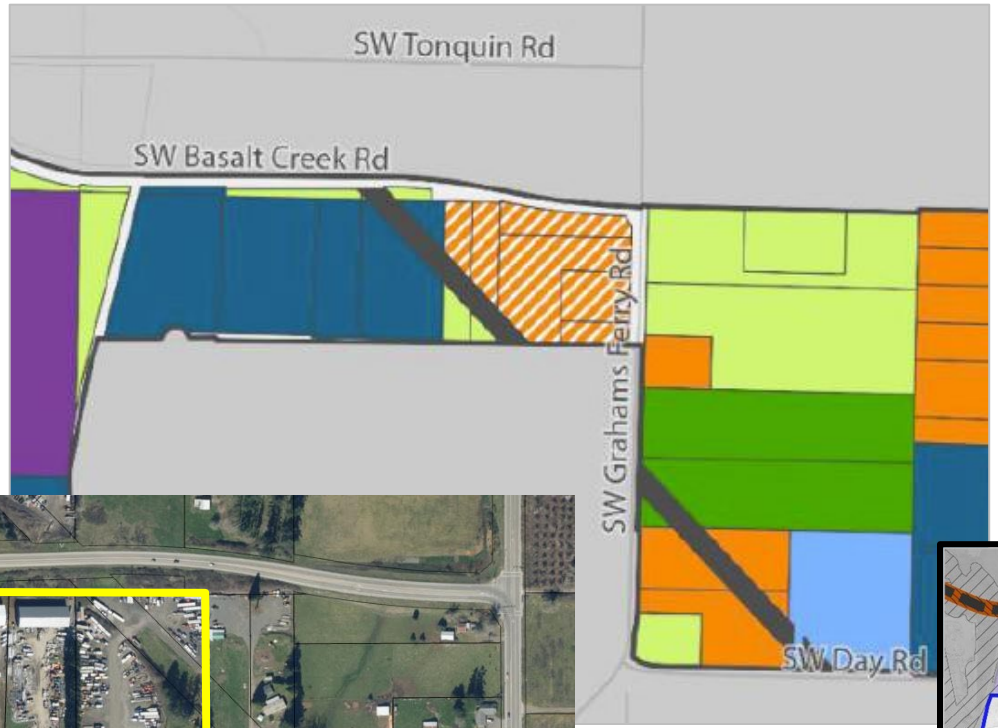


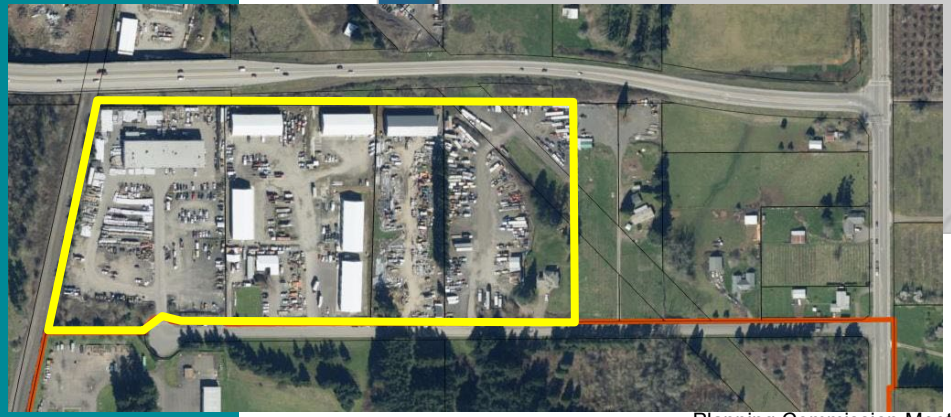


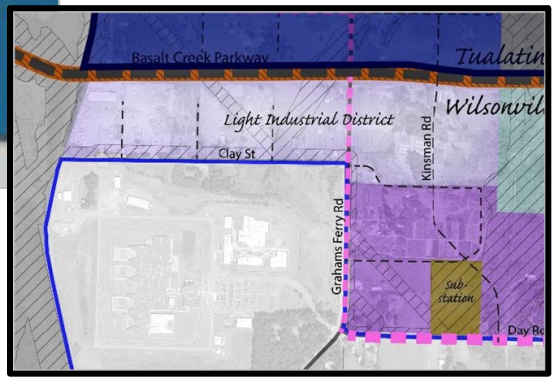




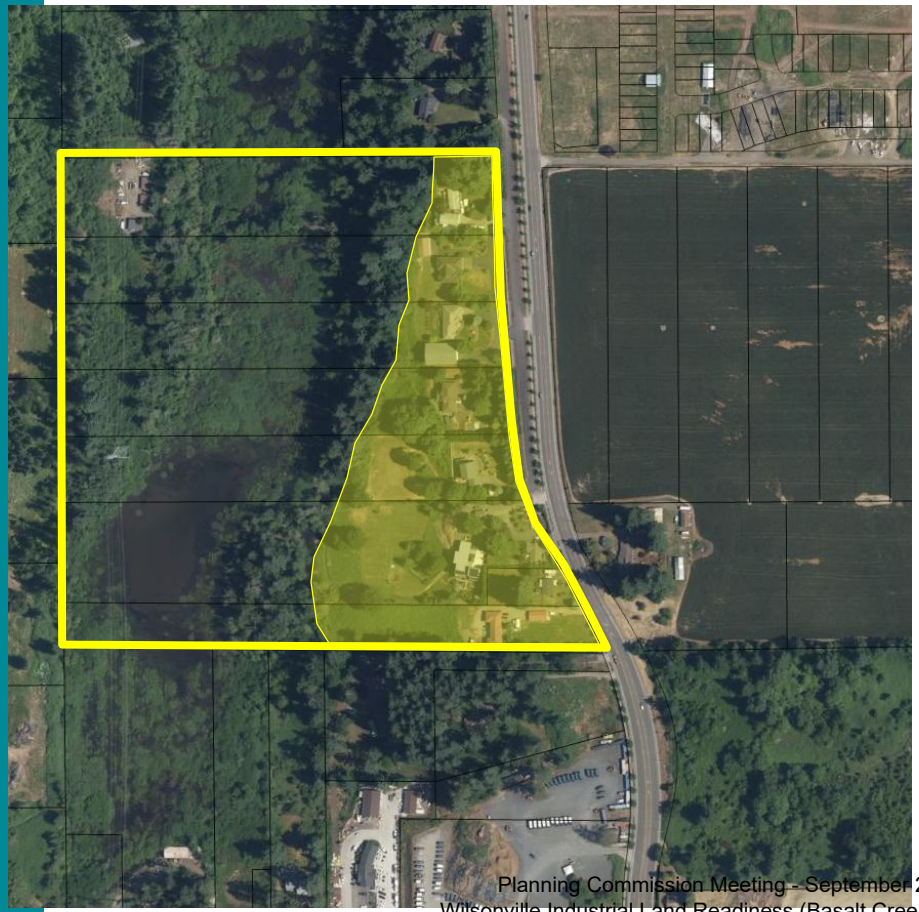
Light Industrial

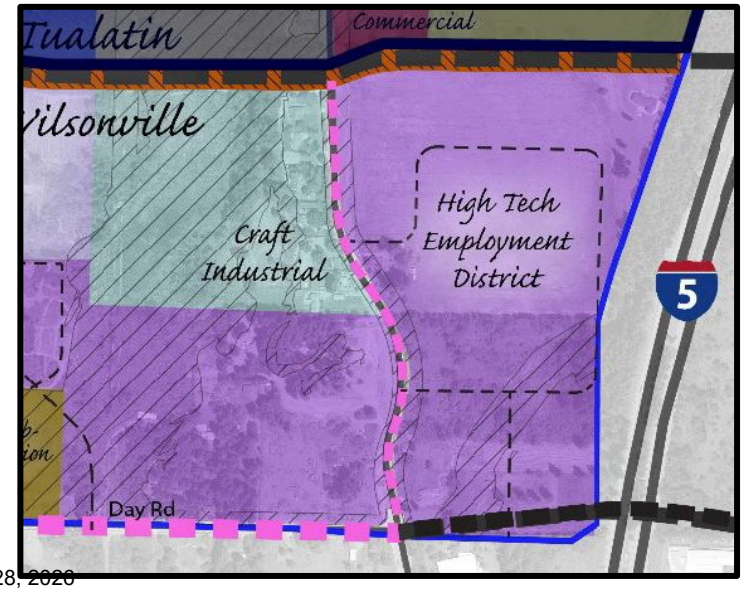






Craft Industrial



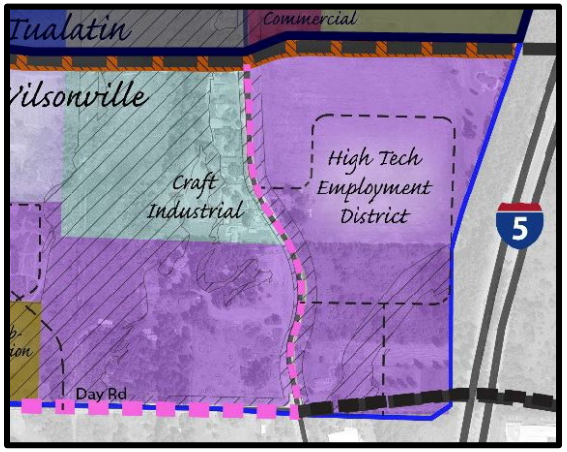


Craft Industrial

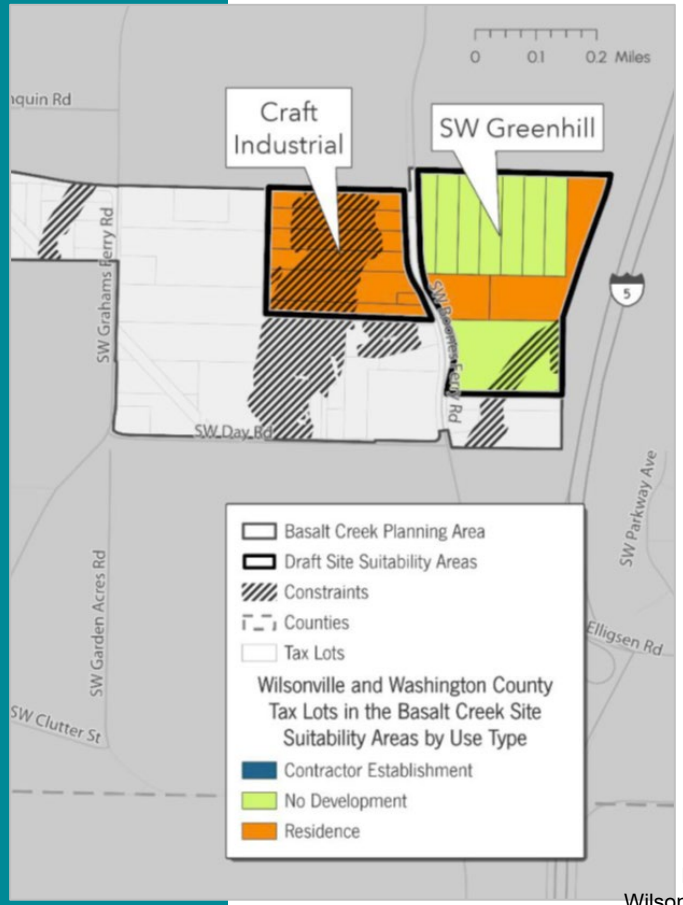


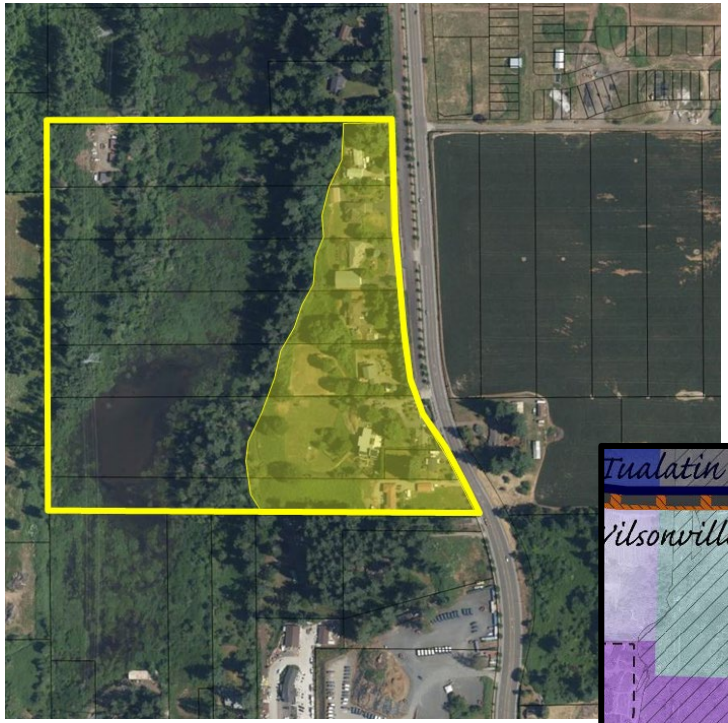


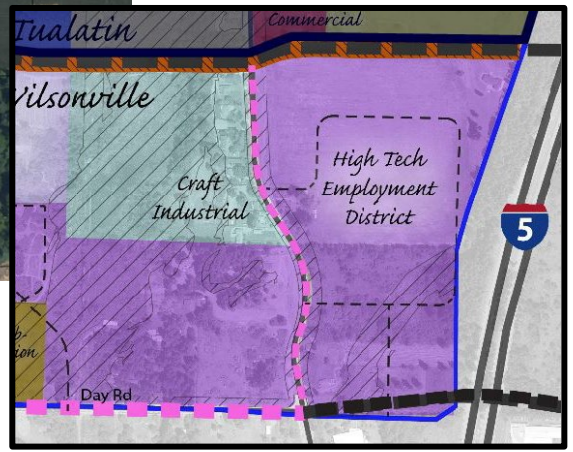




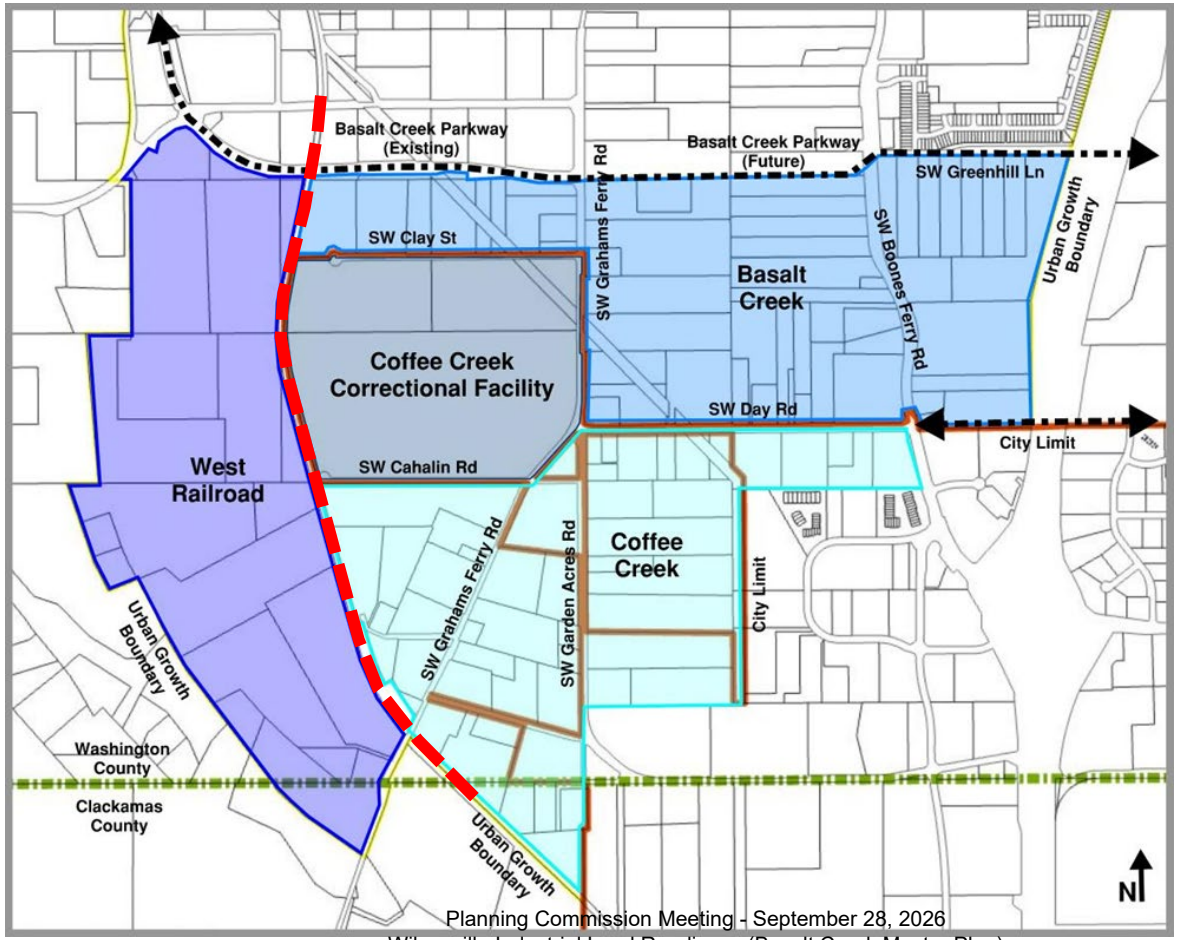
Craft Industrial

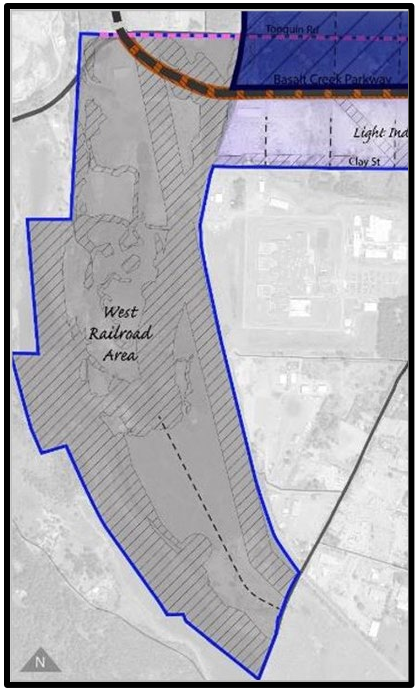




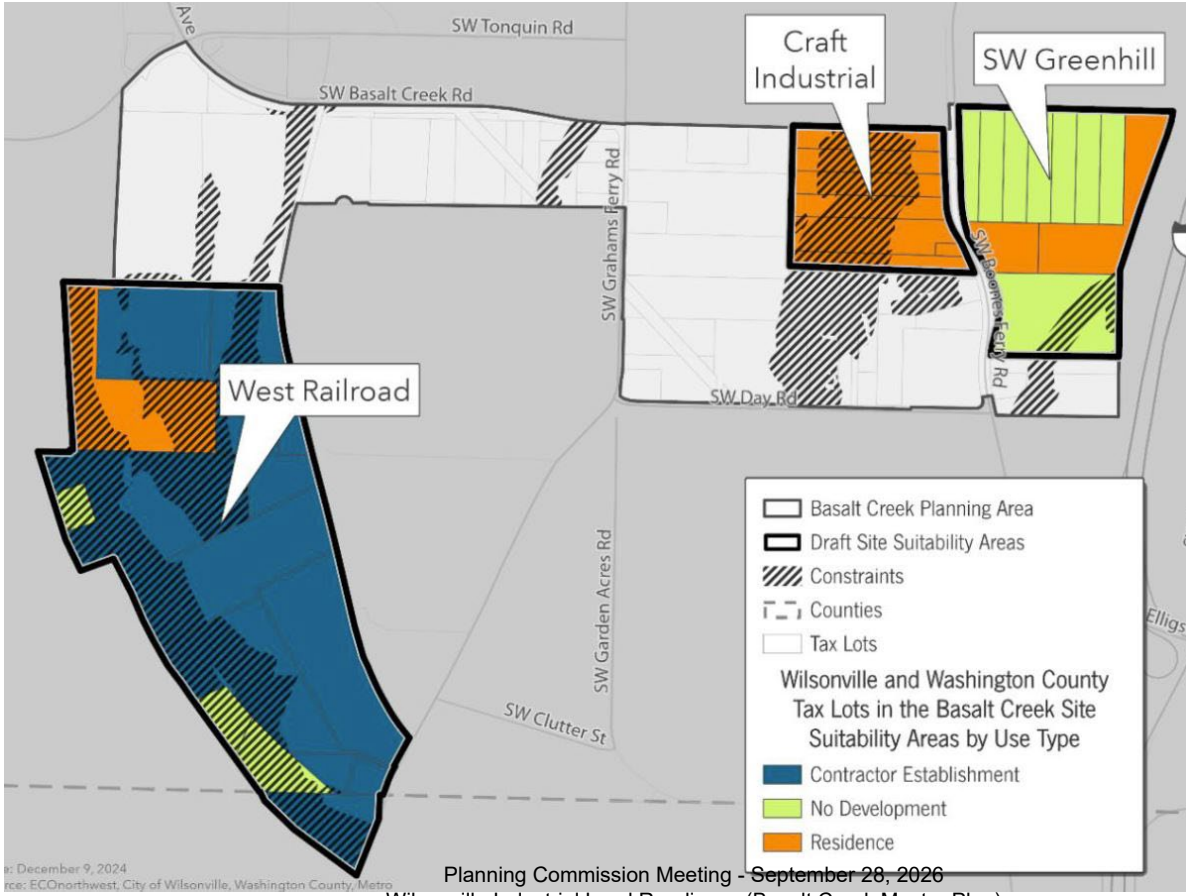


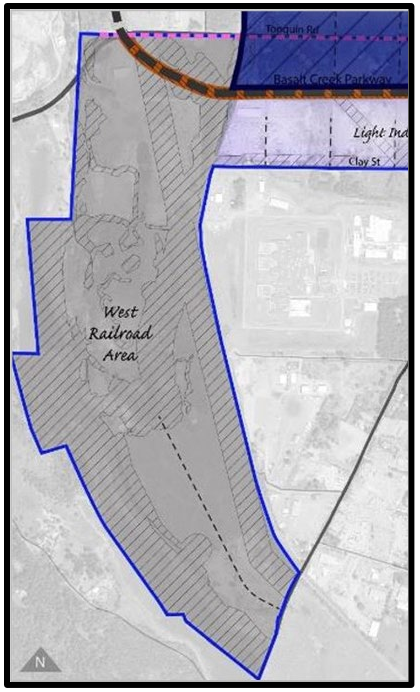
West Railroad



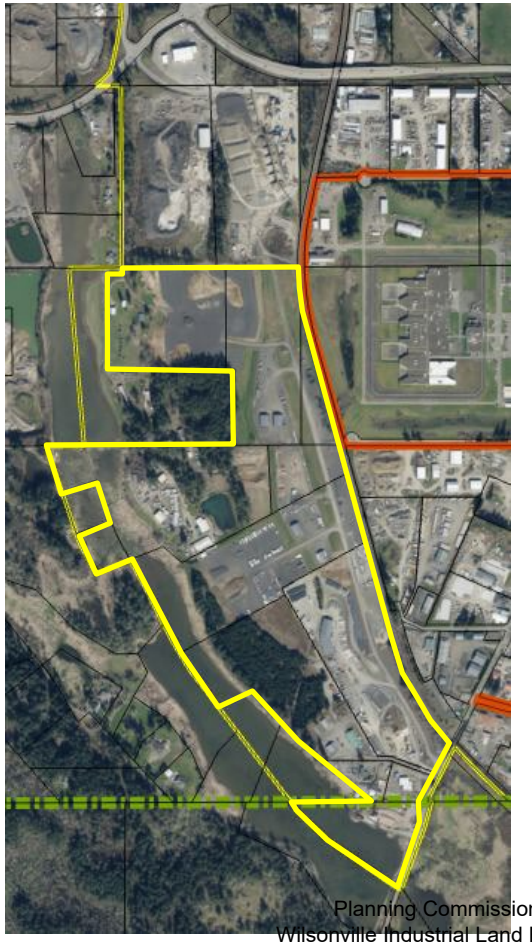


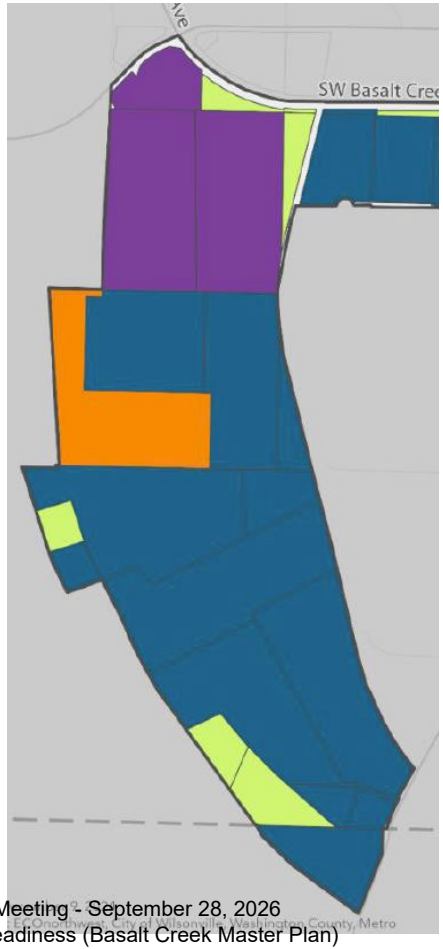
West Railroad

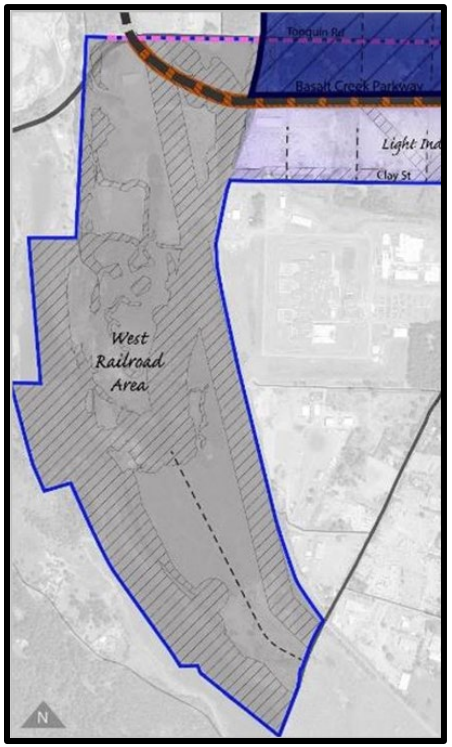




West Railroad







Discussion

Discussion

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

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

WORK SESSION

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

Cindy Luxhoj, Associate Planner, explained the Planning Commission's input was again being sought on technical analyses and land use types related to refinement of the Basalt Creek Concept Plan (BCCP) for the Wilsonville Industrial Land Readiness (WILR) Project. She presented via PowerPoint an overview of the BCCP Vision as well as the documents for the Commission's consideration, which included analyses from DKS Associates, Pacific Habitat Services, and City Staff, noting the documents would inform the Basalt Creek Tasks, which included drafting a Basalt Creek Master Plan and subsequent implementing Development Code. (Slide 3) Planning Manager Pauly also provided additional comments.

Questions were addressed by Staff as follows:

- The area north of SW Greenhill Ln is the City of Tualatin is zoned residential. (Slide 25)
- Concern was expressed about traffic considering the 500 to 600 new houses being built in Tualatin as well as all the traffic flowing south from industrial areas in Sherwood, Tualatin, and Tigard with the only access to the freeway being at the south boundary of the planning area. Was there enough capacity to handle that amount of traffic and what was the timing for the road improvements throughout the process? (Slide 7)
  - Planning Staff did not have details regarding the timing of the improvements, but the City's Engineering Staff had been involved with the County in planning the Basalt Creek Parkway Extension and the details could be provided outside the meeting.
  - In terms of the impact of Tualatin's traffic, a traffic analysis was done with the BCCP and Staff is actively tracking development in Tualatin to ensure the balance of traffic between the two cities is maintained. The concurrency requirements in the Development Code would still apply, in that if development exceeded traffic capacity, occupancy would not be allowed until street improvements are funded and would be completed within 24 months.
- At this time, Staff was not aware of any consideration for an additional light rail station in the area. The area was in TriMet's territory, but the City hoped to correct that so SMART could serve the area. SMART's focus would be to coordinate with the businesses to get employees to and from the WES station as efficiently as possible.
- The dotted lines extending east at Basalt Creek Pkwy and Day Rd and stopping at I-5 indicated long-term plans for flyovers, not new interchanges; however, those plans were farther out than the planning horizon than the BCCP.
- The Natural Resources Inventory revealed no huge surprises regarding Tapman Creek in the Basalt Creek Canyon, but West Railroad has more developable land than originally believed.
- Information on the current mix of land use types in the city compared to what is being proposed in Basalt Creek, as well as on the vacancy rates for those product types in the city had been provided but was not organized in that manner. Staff would work with the ECOnorthwest to do so.

- Conversations with PGE had been ongoing about whether the existing infrastructure would support the energy demands of any potential development, and PGE is confident in its ability to build out to serve heavy power users in the area.
  - Staff did not have any cost details as PGE manages that, but PGE had no red flags. PGE was building out the new substation, so a lot of power infrastructure was nearby to build upon.
  - Typically, the utility, ratepayers, and developer work out the cost burden for any required upgrades or additional infrastructure. Some cost analysis was done with ECOnorthwest's work given the different types of uses that might occur, and availability of power was not noted as a limiting factor, but Staff would get more information for the Commission.
- An off-street trail was proposed along the west side of the canyon that would cross under the landing off the southside of the extended Basalt Creek Pkwy and connect to the trail in Tualatin as well as extend farther south to another city trail that would connect to Day Rd and other bicycle and pedestrian infrastructure.
  - The Tonquin Trail was also proposed to go along the west side of West Railroad and east side of the Coffee Creek Wetland.
- The gray area north of the Basalt Creek Parkway extension and south of Norwood Rd would likely be a combination of residential and recreation uses as Tualatin had recently acquired a couple of parcels for a park in that area. (Slide 7) The dark blue area north of the Basalt Creek Parkway is for manufacturing in Tualatin's new Basalt Creek Employment Zone. (Slide 14)
- The Infrastructure Summary did not include costs, such as for the Day Road improvements because costs had escalated but Staff would be doing a cash flow analysis in the coming months. Future infrastructure costs were hard to pin down.
- Staff has market study information for the West Railroad Area from ECOnorthwest and would have a better understanding of the costs to provide industrial traffic access and other infrastructure, which would play into the feasibility. Through this project, a Comprehensive Plan designation would be identified for potential future development.
- Understanding the current land use inventory citywide would help prevent overburdening an area with one land use that has no demand. For example, if the West Railroad Area is found to be best for Craft Industrial due to the nature of the current infrastructure, was there enough demand for Craft Industrial to cover the 162 acres?
  - Determining demand involved a combination of flexibility for certain corridors, like Day Rd and I-5, and design considerations, which have been discussed, as well as ensuring there is employment and inventorying the emerging uses and the market demand for current uses, such as data centers. Assumptions were made about potential water and sewer demands, as well as employee counts.

Commissioner Willard:

- Noted that with all the riparian areas and BC-2 Overlay, the West Railroad Area was not industrial-ready for any industry, adding that using it for industrial would be a waste of a beautiful area that could have a park along the wetlands. It seemed the concept plan was

flawed in flagging West Railroad as industrial. The market shows its value is light contractor laydowns that are somewhat disorganized and don't require heavy equipment access. Perhaps the industrial concept should be abandoned and other uses considered that could enrich the community.

- **Associate Planner Luxhoj** responded the area was added to the urban growth boundary (UGB) for industrial. Metro owned a lot of property immediately adjacent to West Railroad, and for conservation purposes, has protection as natural areas. The biggest change was that a lot more natural resources existed when the BCCP was done, and now much of the area has been developed for storage and lay down yards, which has influenced the City's perspective. West Railroad is severely constrained by infrastructure, and the analysis of the Grahams Ferry access could have a huge impact on what is viable for the area.
  - Without semi-truck access, warehousing and distribution uses were not possible, and with no access for cement trucks, data centers could not be built. Staff did not believe another at-grade railroad crossing was possible. If changing Grahams Ferry Rd to get trucks through was not possible, the City would have to rethink the land uses for the West Railroad Area.
- **Planning Manager Pauly** noted West Railroad is shown as employment land in Metro's 2040 Growth Concept and depending on the Commission's direction on preferred uses, Staff could follow up on the uses allowed under the regional designation to ensure all options are on the table. There is demand for industrial. West Railroad is surrounded by industrial areas and has access to rail, but road and utility access were the biggest challenges.

- Expressed similar sentiment about the BC-1 resource area in the Craft Industrial area which is also heavily constrained. Disrupting zoning where housing currently exists while in a housing crisis seemed counterintuitive and zoning it for something like Craft Industrial was concerning given the uncertain future about the demand for live-work models, which did not often materialize as desired.
  - **Planning Manager Pauly** noted the live-work models presented were one potential long-term vision, and that Craft Industrial provided opportunities for someone to build a sign shop, for example, at the back of the lot and live in the existing home.
- Replied that those types of employers could not afford the property, so it would never happen.
  - **Planning Manager Pauly** explained Craft Industrial was about providing flexibility in an area with unique qualities. The idea was to give options to residential property owners in a buffer area transitioning long-term from residential to industrial where industrial developers may outbid a residential buyer.
    - He confirmed that Staff was in contact with Tualatin about its planning journey, including their transportation and environmental impacts to ensure a concurrency between the two communities. Discussions had been ongoing around park coordination, for example.
- Suggested adding to the report that both City Staffs were in communication and confident in the plans moving forward.

Planning Manager Pauly stated Staff sought direction about what to explore for West Railroad, knowing some constraints may exist, noting that Staff would return to the Commission for a more detailed discussion on how the information from the Infrastructure Study would impact West Railroad. He asked about the Commission's general thoughts on the land designations in the BCCP and whether any changes should be contemplated.

Commissioner Hendrix responded the road access analysis for West Railroad and understanding the requirements around bringing the area into the UGB would be helpful.

- She appreciated Commissioner Willard's comment on Craft Industrial, noting she was also curious about turning the area into something useful for nearby residents. Having the context of the adjacent uses in Tualatin was helpful. She was open to more discussion.
- Her first reaction was that Wilsonville already had a lot of Light Industrial. She was curious about the demand but understood Staff's perspective of planning for what might be coming. She believed more information was needed to make a more formal recommendation.

Commissioner Heberlein:

- Regarding West Railroad, knowing whether the benefit is worth the cost of overcoming the challenges would help identify a potential land use type, whether industrial, residential, or a public benefit. While Metro had things in mind, a lot has changed since from a housing perspective, so perhaps another land use option could be considered.
    - Craft Industrial had similar challenges as far as knowing what made sense there. With such a small area, is there a benefit of trying to do something different?
    - Having more information on the current mix and what the demand might be would provide a better perspective on whether the right mix was in the right places.
    - **Planning Manager Pauly** stated talking about the market was always interesting, because Wilsonville would be very different if historically, the City did what the market said. It was always a tough balance. Frog Pond was about pushing a realistic change towards a policy goal, while still being realistic with the market. Some push may be needed to get the market to do some of the key design elements along Day Rd, for example.
        - Historically, Wilsonville has been very sensitive about how the city looks from I-5, and what policies and uses should be considered to ensure the kind of gateway the community envisioned.
- Understanding the current state and the market demands is just a piece of the puzzle, not to match the market to have the right demand. However, if a significant imbalance is found, perhaps considering a change should be discussed in order to have some flexibility, rather a hard requirement for one area versus another.
    - The industrial side of things did not seem to be as strong a focus as some of the residential expectations.

INFORMATIONAL

PLANNING COMMISSION

WEDNESDAY, DECEMBER 11, 2024

WORK SESSION

3. Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)(45 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: December 11, 2024	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Staff recommends Planning Commission provide requested input about the Wilsonville Industrial Land Readiness project.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	☒Adopted Master Plan(s): Basalt Creek Concept Plan	☐Not Applicable

ISSUE BEFORE COMMISSION

Staff is seeking input from the Planning Commission on two draft work products for the Basalt Creek industrial area – the Buildable Lands Inventory and Site Suitability Analysis Memo and the Redevelopment Feasibility of Contractor Establishments Memo – as the City works on making the area development ready.

EXECUTIVE SUMMARY:

At the Planning Commission's October 9, 2024, work session, staff presented the draft Economic Inventory and Land Use Analysis for the first phase of the Wilsonville Industrial Land Readiness (WILR) project. The first phase is focused on the Basalt Creek and West Railroad planning areas (henceforth referred to collectively as "Basalt Creek") that are the subject of the Basalt Creek Concept Plan, jointly prepared with the City of Tualatin, and adopted by the City of Wilsonville in 2018. This first phase of the WILR project lays the foundation for moving the Concept Plan area to a development ready status, thus enabling the City to accept development applications for industrial projects and realizing the area's economic development potential.

The project team has completed two additional draft work products: the Buildable Lands Inventory and Site Suitability Analysis Memo (Attachment 1), and the Redevelopment Feasibility of Contractor Establishments Memo (Attachment 2). At the work session, the project team will briefly discuss the preliminary findings of these two documents and seek feedback and guidance from Planning Commission.

Buildable Lands Inventory and Site Suitability Analysis

With regard to the draft Buildable Lands Inventory, Basalt Creek encompasses 453 aces in 85 tax lots of which 175 acres are currently in active use and considered developed, 127 acres are constrained by physical and environmental factors, and 150 acres are considered buildable and available for development. The supply is distributed across parcels of varying sizes, ranging from five to larger than 25 acres, providing a mix of options suitable for different industry needs. Thus, there is a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. However, much of the overall land supply is being used as contractor establishments, as illustrated in Figure 3 of the Buildable Lands Inventory and Site Suitability Analysis Memo (page 6 of Attachment 1), which poses challenges for redevelopment to other industrial uses (as further described below).

The draft Site Suitability Analysis looks at the market competitiveness of three specific sites in Basalt Creek. The analysis focuses on the physical site characteristics, such as size, location, and constraints, rather than on the likelihood of redevelopment. It specifically examines the characteristics of the opportunity sites to assess their ability to support target industries should landowners choose to develop or redevelop their property. Preliminary findings of the draft Site Suitability Analysis include the following:

- **SW Greenhill:** This opportunity site includes 57 acres in 10 tax lots with two landowners, one owning 42 acres and the other 14 acres. With its minimal constraints, lack of development, and availability of existing infrastructure, this site is suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels.
- **Craft Industrial:** This opportunity site includes 32 acres in 7 tax lots, each individually owned and of generally even size. Due to significant constraints, the site is currently more

suitable for micro-industrial uses, such as live-work spaces, as originally identified in the Concept Plan. However, with site aggregation, the eastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, is likely to delay redevelopment timelines compared to other opportunity sites.

- **West Railroad:** This opportunity site includes 165 acres in 15 tax lots with 8 landowners, one owning 65 acres, four with about 20 acres each, and three owning smaller parcels. The site offers development potential for general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

Redevelopment Feasibility of Contractor Establishments

Contactor establishments are properties characterized by small offices (often former residences), storage buildings, and laydown yards, that provide limited employment and lower property values compared with typical urbanized industrial land. Figure 3 in Attachment 1 (page 6) shows the current extent of contractor establishments in Basalt Creek. The draft analysis of contractor establishments highlights several ways this type of development impacts redevelopment efforts in the planning area. It raises critical questions about what conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the Concept Plan. Preliminary findings include:

- **Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment.** Rents for existing contractor establishments, particularly those with buildings, are comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would need to rise by 60% to 100%, depending on site utilization and construction costs.
- **Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations.** Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets. Without substantial increases in land values or rents, redevelopment of these properties remains unlikely.
- **Achieving the City's development vision for Basalt Creek will require strategic interventions.** Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or other strategies yet to be identified.

Conclusion

The analyses and related findings are preliminary and will be refined through further analysis and additional discussion with the Planning Commission and City Council. Once the analyses are complete, they will all be synthesized into a comprehensive final report outlining key findings and recommendations.

The City Council was briefed and provided input at their December 2, 2024, meeting on similar materials to those presented to Planning Commission at this work session.

Following staff's presentation, input is requested from the Planning Commission in response to the questions below:

- What comments or direction does Planning Commission have in response to the Buildable Lands Inventory and Site Suitability Analysis Memo? Does this align with the vision for Basalt Creek? If surprising, what questions would help guide future decisions?
- What input does Planning Commission have on the Redevelopment Feasibility of Contractor Establishments Memo? Does the Commission want planning efforts to focus on accommodating and managing contractor establishments as industrial businesses or encouraging their relocation and redevelopment of the land?

EXPECTED RESULTS:
Feedback from Planning Commission on these draft documents will guide their completion, as well as guide other implementation items for the Basalt Creek and West Railroad planning areas, including drafting a package of proposed Code amendments, developing economic development strategies, and preparing an infrastructure funding plan.

TIMELINE:
Additional work sessions with the Planning Commission and City Council are anticipated in January through April 2025. Public hearings on related Development Code amendments are expected in mid-2025 with work on the infrastructure funding plan occurring throughout next year.

CURRENT YEAR BUDGET IMPACTS:
Funding for the first phase of the WILR project is allocated in the FY2024-25 Planning Division budget and, for the second phase, will be allocated in the FY2025-26 budget. The first phase is primarily funded by a $100,000 grant from Business Oregon, with additional funding available, if needed, from a $290,000 Metro grant, which also will fund the second project phase.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Concept Plan review process included comprehensive community involvement to gather input. For the first phase of the WILR project, ECONorthwest focused on gathering input from Business Oregon, Greater Portland Inc., property owners, and developers, to understand demand for industrial land in Wilsonville as well as property owners' current and future plans for

their property. This informed the market, site suitability, and contractor establishment analyses and will be considered in determining appropriate zoning standards to apply and preparing needed Code amendments.

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

ALTERNATIVES:
As zoning standards, economic strategies, and an infrastructure funding plan are developed, a number of alternatives will be explored and developed with the Planning Commission and City Council.

ATTACHMENTS:
1. Draft Buildable Lands Inventory and Site Suitability Analysis Memo (November 20, 2024)
2. Draft Redevelopment Feasibility of Contractor Establishments Memo (November 20, 2024)

DATE:	November 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Bob Parker, and Barrett Lewis
SUBJECT:	WILR Phase 1: BLI and Site Suitability Analysis - DRAFT

The cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly, and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. The study began with an Economic Inventory, which reviewed current market trends and industries suitable for the area.

This memorandum addresses Task 3 in the Scope of Work: updating the **Buildable Lands Inventory (BLI)** for the BCPA and conducting a **Site Suitability Analysis** for key opportunity sites. The updated BLI reflects recent land developments, adjusted constraints, and revised capacity estimates.

The Site Suitability Analysis examines three selected "opportunity sites" within the BCPA, assessing their potential to support the target industries identified in the Economic Inventory. This analysis considers site attributes including size, location, access, topography, constraints, and surrounding land uses. It also considers infrastructure (transportation, water, sewer, stormwater) based on available data, with the understanding that infrastructure planning may evolve as work progresses.

DRAFT

Land Supply

This industrial Buildable Lands Inventory (BLI) updates the 2014 BLI from the original concept plan, providing a revised assessment of the buildable land *supply* available within Wilsonville's portion of the BCPA for employment-related growth and development. The amount of land needed to accommodate anticipated growth, often referred to as *demand* for land, depends on the type of employment-related development and other factors.

This BLI update serves two purposes: 1) to provide a revised assessment for developable acres in the BCPA, and 2) to identify lands that have existing economic uses but low improvement values and/or low-density employment. These uses are inconsistent with the development vision expressed in the BCCP and are sites that may have redevelopment potential.

The BCPA encompasses a total of 453 acres across 85 tax lots. Of this:

- **175 acres** are currently in active use and are considered developed.
- **127 acres** are constrained by physical or environmental factors.
- **150 acres** are considered buildable and available for development.

This section outlines the methodology used to develop the BLI and presents the results for Wilsonville's portion of the BCPA. ECOnorthwest analyzed GIS data from the City of Wilsonville, Metro, and Washington County, with City staff reviewing the findings for accuracy and completeness.

Methodology

The buildable lands inventory followed a structured process to assess land status:

1. **Generate UGB "land base":** ECOnorthwest established a baseline of tax lots within Wilsonville's portion of the BCPA designated for industrial and employment uses.
2. **Classify lands by development status:** The project team categorized parcels as vacant, partially vacant, or developed.
3. **Identify constraints:** ECOnorthwest applied physical and regulatory constraints, such as wetlands and natural resource protections, to identify unbuildable portions.
4. **Verify inventory results:** City staff reviewed classifications and aerial imagery to confirm accuracy.
5. **Tabulate and map results:** The team compiled findings into tables and maps to provide a clear overview of buildable lands.

The following section summarizes the results of the industrial BLI for the BCPA, presented in tabular and map formats.

DRAFT

Land Base

The land base for the Buildable Lands Inventory (BLI) includes all tax lots within Wilsonville's portion of the BCPA. Table 1 provides a breakdown of the land base by Wilsonville Comprehensive Plan designation within the BCPA.

Table 1. Employment Land Base by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Number of Tax Lots	Percent	Total Tax Lot Acreage	Percent (Total Acreage)
Industrial	63	74%	237	52%
Undesignated	22	26%	215	48%
Total	**85**	**100%**	**453**	**100%**

Source: ECOnorthwest analysis, City of Wilsonville, Clackamas County, Washington County, Metro

Development Status Classification

Table 2 displays the total acres of tax lots, categorized based on whether land is buildable. ECOnorthwest applied a rule-based classification of vacant, partially vacant, or developed to determine the initial development status and verified the results through reviews by City staff. These reviews incorporated local knowledge and analyses of aerial maps.

Table 2. Employment Acres by Classification and Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Total Acres	Developed Acres	Constrained Acres	Buildable Acres
Industrial	237	63	48	127
Undesignated	215	113	79	24
Total	**453**	**175**	**127**	**150**

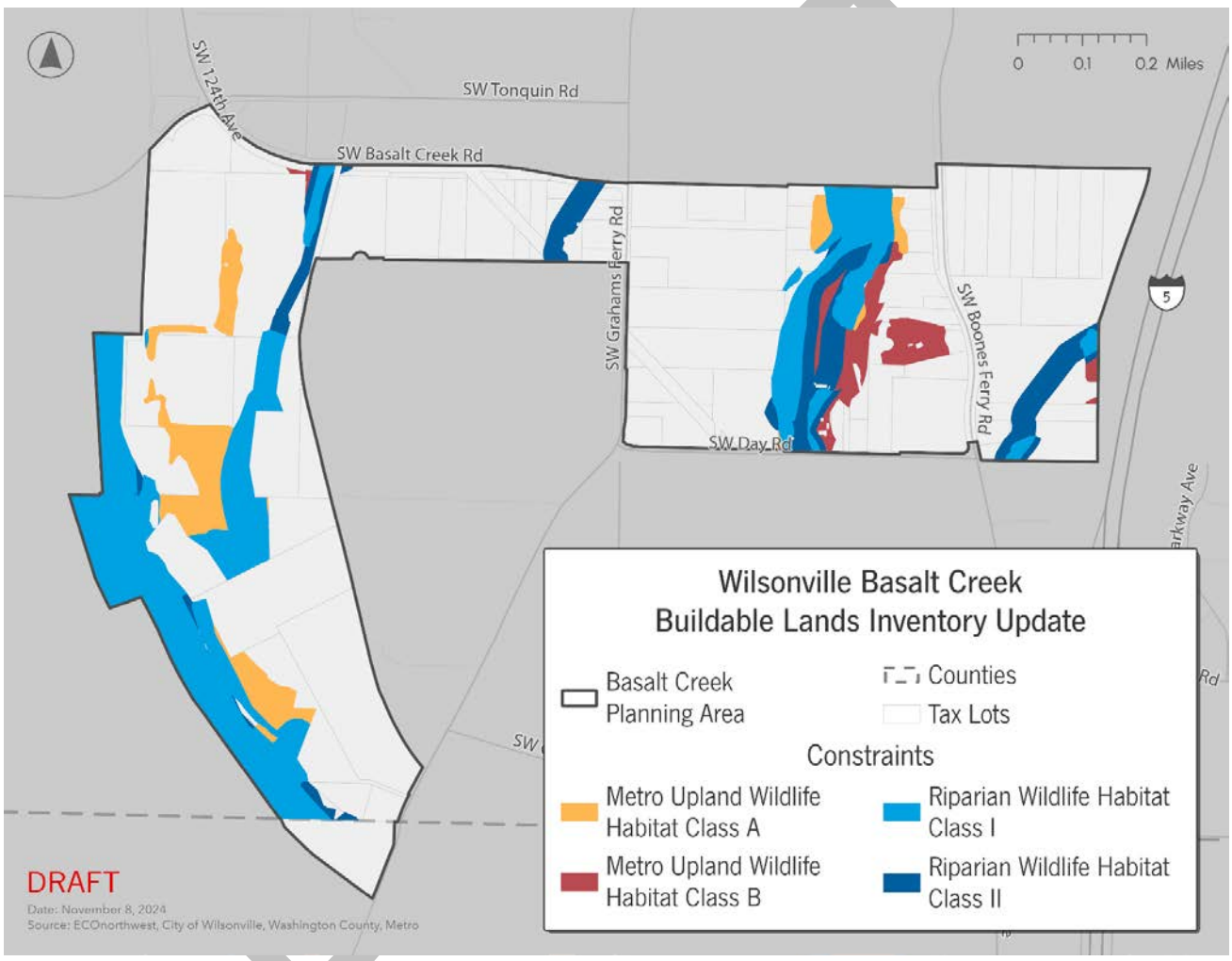
Source: ECOnorthwest analysis, City of Wilsonville, Washington County, Metro

DRAFT

Development Constraints

In coordination with City staff, ECOnorthwest identified physical constraints based on Washington County's Significant Natural Resources (SNR), as amended by Washington County Ordinances No. 901 and No. 902.[1] The SNR includes Metro Upland Wildlife Habitat Classes A and B, as well as Riparian Wildlife Habitat Classes I and II. These constraints are shown in Figure 1.

Figure 1. Development Constraints, BCPA, 2024



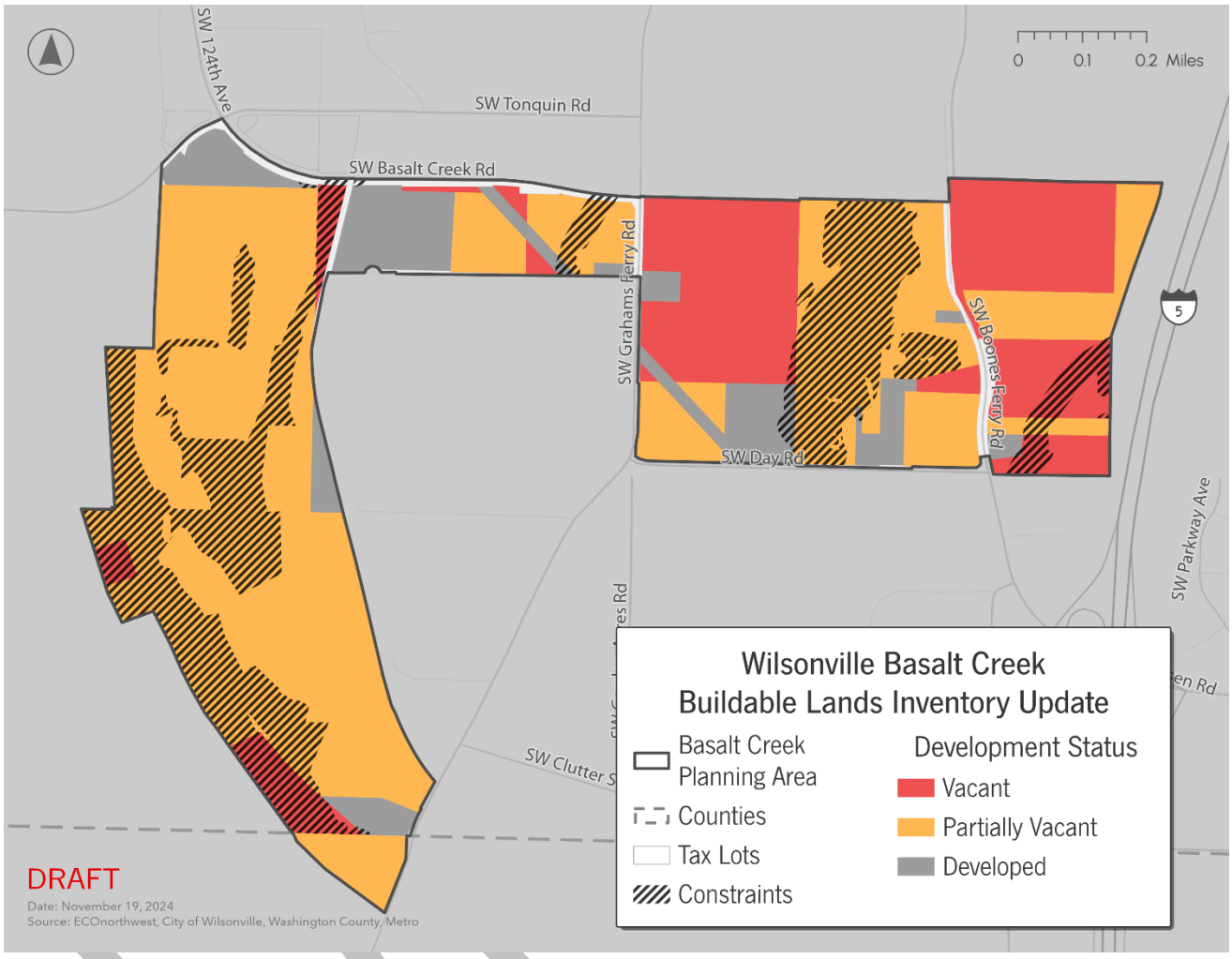
Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Note: ECOnorthwest is awaiting the required data to update the constraints of the Clackamas County parcel. This update will be included in a future draft.

[1] https://www.washingtoncountyor.gov/lut/planning/documents/ordinance-no-901a/download?inline

Figure 2 shows development status with constraints applied, resulting in buildable acres. Land classified as vacant or partially vacant but affected by these constraints is deemed unavailable for development and has been excluded from the inventory of buildable land.

Figure 2. Development Status with Constraints, BCPA, 2024

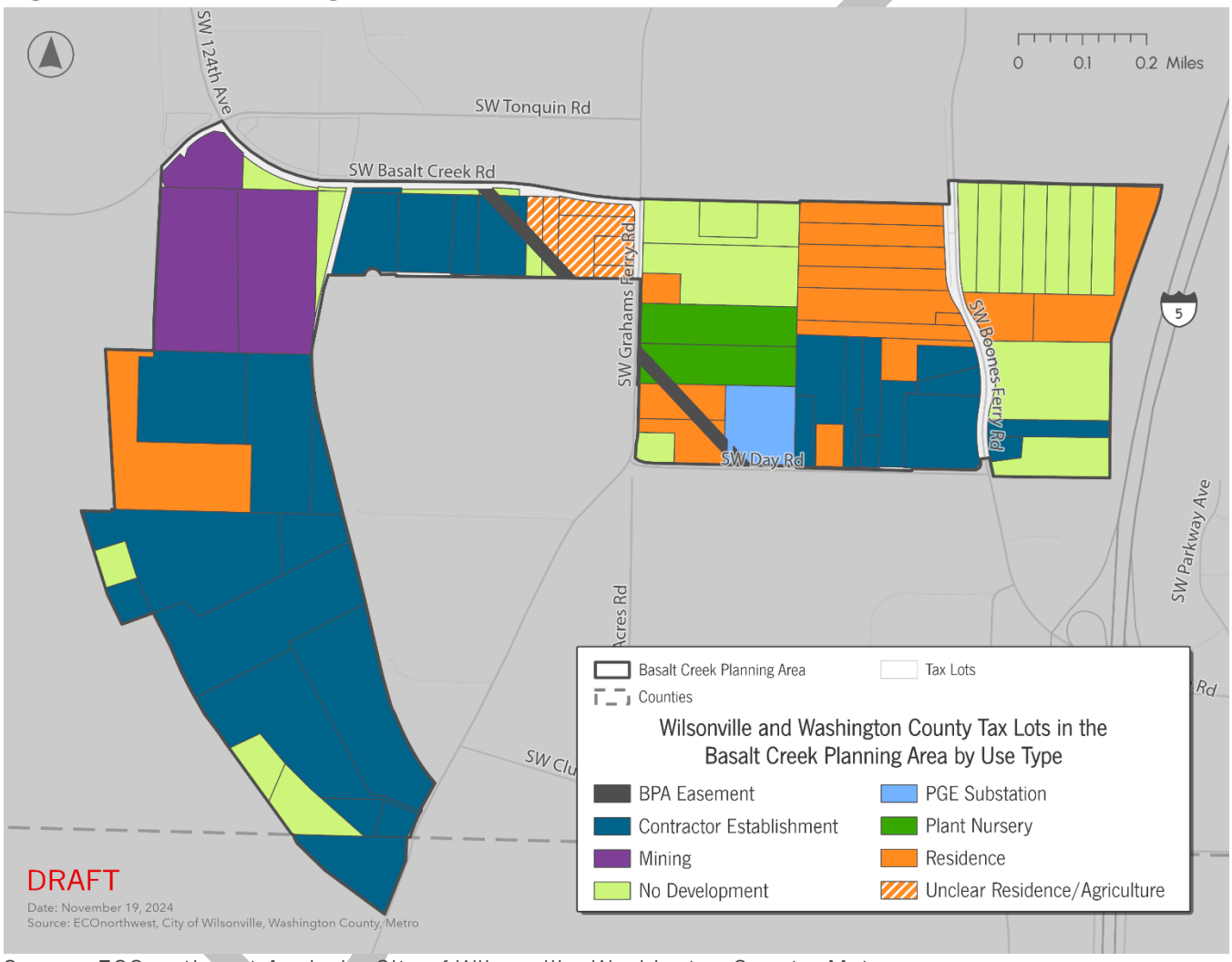


Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Note: ECOnorthwest is awaiting the required data to update the constraints of the Clackamas County parcel. This update will be included in a future draft.

Figure 3 identifies land use categories for each site. ECOnorthwest collaborated with City staff to identify these categories through a detailed review process that combined local knowledge with aerial map analysis. Unlike basic classifications of vacant or partially vacant land, this map provides deeper insights into current land uses, offering valuable context for evaluating redevelopment potential and guiding the feasibility analysis (the results of which will be shared in a separate memorandum).

Figure 3. Land Use Categories with Constraints, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Vacant Buildable Land

The next step in the buildable lands inventory involved removing portions of vacant tax lots deemed unsuitable for development. Unsuitable areas fall into two categories:

1. Developed portions of partially vacant tax lots.
2. Areas affected by physical constraints (i.e. areas within Metro Upland Wildlife Habitat Classes A and B and Riparian Wildlife Habitat Classes I and II)

Table 7 presents the buildable acres—tax lot areas remaining after deducting these constraints—for both vacant and partially vacant land, categorized by Wilsonville's Comprehensive Plan designation. The BCPA has 150 total buildable acres available for development.

Table 3. Buildable Acres in Vacant and Partially Vacant Tax Lots by Wilsonville Plan Designations, BCPA, 2024

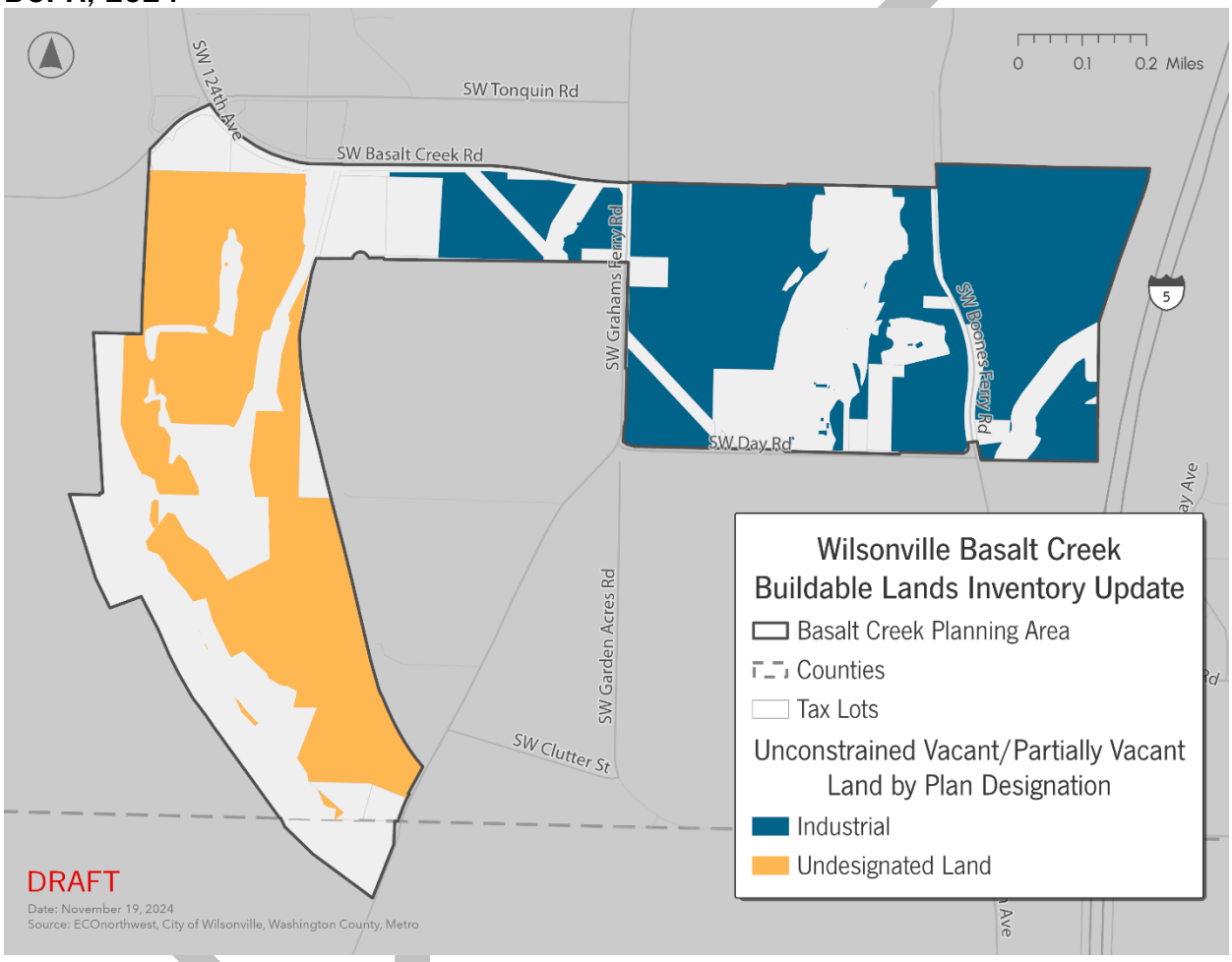
Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

DRAFT

Figure 4 shows the buildable vacant and partially vacant land within the BCPA, categorized by Wilsonville Comprehensive Plan designation. It is important to note that tax lots shown as partially vacant in the map do not distinguish the part of the tax lot that is unavailable for development (or has redevelopment potential). However, the buildable lands inventory database accounts for these distinctions: the developed portions (unavailable for future development) are excluded, while the vacant portions are detailed in Table 4.

Figure 4. Buildable Employment Land by Wilsonville Comprehensive Plan Designation, BCPA, 2024



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Table 4 presents the size of buildable lots categorized by Wilsonville Comprehensive Plan designation across the BCPA. The planning area includes:

- Eight lots smaller than 0.5 acres, totaling 2 acres.
- Twenty-two lots between 0.5 and 2 acres, totaling 22 acres.
- Eighteen lots between 2 and 5 acres, totaling 57 acres.
- Six lots between 5 and 10 acres, totaling 46 acres.
- Two lots between 10 and 25 acres, totaling 23 acres.

Table 4. Buildable Acres and Tax Lots by Buildable Site Size by Wilsonville Comprehensive Plan Designation, BCPA, 2024

Plan Designation	Buildable Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Industrial	1	7	10	51	35	23
Undesignated	1	1	4	6	12	-
Acreage Total	**2**	**8**	**14**	**57**	**46**	**23**
Industrial	5	10	7	16	4	2
Undesignated	3	2	3	2	2	-
Tax Lot Total	**8**	**12**	**10**	**18**	**6**	**2**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

DRAFT

Site Suitability Analysis

The BCPA is well positioned to capture industrial growth in the South Metro region. It benefits from its strategic location with access to I-5, a robust employment base, and connections to other expanding industrial hubs in Sherwood and Tualatin. Over the summer, ECOnorthwest conducted an Economic Inventory to assess market conditions and identify industries most likely to establish a presence in Basalt Creek focusing on industrial and office uses in alignment with the BCCP vision.[2] The analysis highlighted strong national and regional demand for industrial space and identified key sectors with potential interest in the area, including the semiconductor supply chain, cleantech, advanced manufacturing, distribution and logistics, and data centers.

Although the BCCP originally envisioned a blend of industrial and office development, current market trends suggest a shift towards a greater emphasis on industrial and tech-oriented uses. Office developments, while still anticipated, are expected to occupy a smaller footprint than initially planned.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

- **Semiconductor Sector Supply Chain:** Companies providing materials, equipment, and services to chip manufacturers.
- **Cleantech, including Battery Technology:** Businesses involved in renewable energy technology, energy efficiency solutions and sustainable manufacturing processes.
- **Advanced Manufacturing:** Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.
- **Distribution and Logistics:** Storage, transportation and delivery of goods.
- **Data Centers:** Facilities used to house computer systems and associated components.

To determine site specific competitiveness for these industries, ECOnorthwest evaluated three opportunity sites using the Mackenzie Infrastructure Finance Authority (IFA) Industrial Development Competitiveness Matrix as a foundation. Recognizing that industry requirements have evolved since the matrix's creation in 2015, the analysis incorporated updated reports and stakeholder feedback to align with current market demands. This Site Suitability Analysis assesses site characteristics such as size, location, and constraints to evaluate their ability to host target industries. While the analysis considered buildable land availability, its primary focus was on site potential, assuming redevelopment occurs.

[2] When evaluating the office market, medical office showed stronger growth than traditional office. However, ECOnorthwest did not further evaluate its potential as it was not a use envisioned in the BCCP.

DRAFT

Feasibility and redevelopment likelihood of contractor establishments is addressed in a separate task.

Opportunity Sites for Analysis

ECOnorthwest evaluated the following sites for their development potential (Figure 5):

- **SW Greenhill Site:** Selected for its consolidated land ownership and strong potential for near-term development, given the absence of active use.
- **Craft Industrial Area:** As a transitional area, the City seeks to assess this site's characteristics in detail to determine the most appropriate land uses. This will inform zoning designations.
- **West Railroad Site:** West Railroad lacked a defined concept in the original BCCP. To explore its potential, ECOnorthwest analyzed a portion of West Railroad, focusing on its development suitability. This will inform whether a zoning designation similar to the rest of the Basalt Creek area would be appropriate. The area also faces physical and service constraints, and the analysis evaluates whether these challenges might limit future development opportunities.

DRAFT

Figure 5. Opportunity Sites



Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Note: ECOnorthwest is awaiting the required data to update the constraints of the Clackamas County parcel. This update will be included in a future draft.

Table 5 summarizes the size of unconstrained lots for the opportunity sites. Note that "unconstrained acres" here includes developed areas. In general, larger sites are more appealing to industrial users, who often seek parcels of 5 or more acres. Smaller sites, however, may require site aggregation to meet these needs. Notably, sites in SW Greenhill and West Railroad, which exceed 5 acres, could be especially attractive to developers. While all opportunity sites may require some degree of site aggregation, the Craft Industrial area faces the greatest challenge due to its relatively small lot sizes and fragmented land ownership.

Table 5. Unconstrained Acres and Tax Lots by Site Size for Opportunity Sites, BCPA, 2024

Site Suitability Area	Unconstrained Sites Size					
	0 - 0.5 Acres	0.5 - 1 Acres	1 - 2 Acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres
Craft Industrial	-	1	5	8	-	-
SW Greenhill	-	-	-	31	-	21
West Railroad	0.3	-	2	10	19	60
Acreage Total	**0.3**	**1**	**7**	**49**	**19**	**81**
Craft Industrial	-	1	3	3	-	-
SW Greenhill	-	-	-	8	-	2
West Railroad	3	-	1	4	3	4
Tax Lot Total	**3**	**1**	**4**	**15**	**3**	**6**

Source: ECOnorthwest Analysis, City of Wilsonville, Washington County, Metro

Site Competitiveness Factors

The IFA Industrial Development Competitiveness Matrix includes the following factors for evaluating the competitiveness of different industries:

- Site Size
- Competitive Slope (physical slope of a parcel, which can impact its suitability for development)
- Access to Transportation and Trip Generation (Highway, Rail, and Airport Proximity)
- Access to Utility Infrastructure (Water, Sewer, Electricity, Telecommunications)
- Special Considerations

The industries evaluated in the IFA Industrial Development Competitiveness Matrix include the following, which align with the BCCP and the Economic Inventory findings, and are the focus of this analysis (the full matrix can be found in Appendix A):

- **Production Manufacturing:**
  - High-Tech/Cleantech Manufacturing
- **Value-Added Manufacturing and Assembly:**
  - Food Processing
  - Advanced Manufacturing and Assembly
- **Light/Flex Industrial:**

- General Manufacturing
- Industrial Business Parks and R&D Campuses
- Business Services

- **Warehousing and Distribution**
  - Regional Warehouse/Distribution
  - Local Warehouse/Distribution
- **Specialized Uses:**
  - Data Centers

Industry-Specific Considerations

Recent growth in the semiconductor and cleantech sectors has prompted additional research to understand the evolving needs of these industries. To support this, the Oregon Legislature established the Oregon Semiconductor Task Force to identify industry needs and opportunities. Similarly, Business Oregon supported the creation of the Oregon Cleantech Competitiveness Assessment Report to evaluate the needs and prospects for cleantech industries. Key findings related to site-specific requirements from these initiatives are outlined below.

SEMICONDUCTOR SECTOR

The semiconductor industry offers Oregon a prime opportunity to expand advanced manufacturing, grow its traded sector, and create high-quality jobs. The $52 billion CHIPS Act, passed in July 2022, accelerates efforts to boost domestic semiconductor production by allocating $40 billion for manufacturing and $10 billion for research over five years.

The Metro Region hosts a robust semiconductor cluster centered in Hillsboro. There has also been some semiconductor activity south of Hillsboro, including LAM Research in Sherwood and Tualatin, bolstering the supply chain presence in the South Metro. This established network positions the region to attract additional semiconductor-related investments.

The Semiconductor Task Force's Industrial Lands Subcommittee identified key site characteristics most important for the semiconductor industry:

- **Workforce Availability and Talent Proximity.** Access to skilled workers—engineers, technicians, and operators—is essential. Semiconductor clusters thrive where workers can easily transition between companies, creating a dynamic employment ecosystem. Workforce access is critical for both fabrication plants and supply chain operations.
- **Parcel Size and Usage.** Parcel size varies by operational needs. Fabrication plants require *50–100 acres* to accommodate cleanrooms and infrastructure, with large-

DRAFT

scale R&D and production facilities needing ***500+ acres***. Supply chain operations, such as equipment and material suppliers, generally need smaller parcels of ***15–35 acres***.

- **Infrastructure Readiness.** Reliable access to ***transportation, water, electricity, and wastewater systems*** is crucial. Semiconductor companies prioritize sites with infrastructure ready to support development within ***6 months to 3 years***.
- **Clustering with R&D Partners and Suppliers.** Collaboration with suppliers and R&D partners is vital. Fabrication plants benefit from proximity to suppliers for quick equipment maintenance and research. Supply chain operations also thrive in clusters, connecting with customers and transport hubs.
- **Environmental and Regulatory Considerations:** Predictable permitting processes are essential to avoid delays. While environmental regulations remain important, fast-tracked approvals are necessary to match the industry's pace.

SITE COMPETITIVENESS FOR THE CLEANTECH SECTOR

Oregon is well-positioned to capitalize on the growth of cleantech industries, driven by federal initiatives like the Inflation Reduction Act and an increasing focus on sustainability. Cleantech encompasses a range of technologies, including renewable energy, energy-efficient materials, water technologies, and recycling systems. While the IFA Industrial Development Competitiveness Matrix provides general site characteristics for cleantech, the Oregon Cleantech Competitiveness Assessment Report—developed for Business Oregon—offers more detailed site selection criteria specific to established and emerging cleantech industries within the state. Key site characteristics for these subsectors are summarized below (a complete matrix is available in Appendix B). Scalability is essential for many users, as industries often begin on smaller sites but require the flexibility to expand as they grow.

- **Battery Storage:** These systems store renewable energy for later use, enhancing grid stability and reliability. Technologies range from lithium-ion to flow batteries, used in applications from small urban micro-grids (0-5 acres) to large grid-scale facilities (25+ acres). Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Micro-grid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations. Zoning flexibility for energy uses is critical, while water needs and transportation access are generally less significant.
- **Mass Timber:** Engineered wood products like cross-laminated timber (CLT) and glued laminated timber (GLT) serve as sustainable alternatives to steel and concrete. Production facilities need medium to large sites (5-25+ acres), reliable transportation (particularly to arterial roads and railways) for raw materials, and substantial power supply.

DRAFT

- **Ag-Tech:** This sector integrates advanced technologies like AI, Internet of Things (IoT), agrivoltaics, and drones to optimize agriculture. Ag-tech operations, in this sense are generally assumed to focus on software and small-scale equipment products, generally collaborating with large existing farms for R&D. These businesses typically require small sites (0-5 acres) with low transportation, water, and power demands.
- **Circular Economy:** This sector focuses on recycling and resource reuse, supporting waste-reduction and material recovery technologies. Businesses range from R&D to recycling and upcycling facilities. Typically, these operations require small to medium-sized sites (0-25 acres), though the specific site needs depend on the types of raw materials and finished products, as well as the scalability of the industry. Good transportation access—especially to arterial roads and potentially railways—is important, along with moderate water and power requirements and flexible zoning options.
- **Solar and Wind Energy Production:** This sector encompasses both energy production and manufacturing. Manufacturing facilities share site requirements with advanced manufacturing industries, while energy production facilities vary significantly in scale. These range from small rooftop installations to large-scale farms, which require proximity to transmission lines and substations. The electrical system needs depend on the scale and purpose of the facility—micro-grid systems may only require a connection to the local grid, while large-scale grid storage typically necessitates access to regional transmission lines or substations. Transportation access requirements also vary, but wind turbine manufacturing often requires rail access due to the size of components.
- **Water Technologies:** This sector focuses on addressing water scarcity and quality through innovations such as AI-driven leak detection, wastewater recycling, and desalination. It often involves both R&D and production facilities. These businesses typically require small to medium-sized sites (0-25 acres) with access to high-pressure water systems and significant power capacity, while having relatively low transportation needs.
- **Building Energy Technologies:** This sector focuses on innovations that improve energy efficiency, including smart HVAC systems and energy-efficient lighting to reduce building energy use. R&D and software development facilities in this space typically require small sites (0-5 acres) with moderate to high electrical needs, while having low transportation and water requirements.
- **Electric Vehicle (EV) Infrastructure Technologies:** Supporting the adoption of EVs through charging networks and technology development, this sector generally requires medium to large sites (5-25+ acres) with high electrical power demands and good access to transportation networks.

DRAFT

Opportunity Site Characteristics

The market analysis revealed that Basalt Creek is well-suited for various industrial uses, including light industrial, flex space, warehousing, distribution, advanced manufacturing, and support for cleantech and semiconductor sectors. These industries have specific site requirements. To assess how the three opportunity sites could accommodate different sectors, ECOnorthwest analyzed each site's characteristics and evaluated them against the competitiveness matrix and additional criteria specific to cleantech and semiconductor industries. Table 7 outlines the physical characteristics of the three sites under analysis.

DRAFT

Table 6. Physical Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Site Size and Ownership	♦ 57 acres ♦ 10 tax lots ♦ 2 owners (1 owns 42 acres, 1 owns 14 acres)	♦ 32 acres ♦ 7 tax lots ♦ 7 owners (fairly even site size distribution)	♦ 165 acres ♦ 15 tax lots ♦ 8 owners (1 owns 65 acres, 4 own ~20 acres each, 3 own smaller parcels)
Slope	Slopes of 10% or greater cover about 6 acres, or 11% of the total site area.	♦ Slopes of 10% or greater cover about 15 acres, or 46% of the total site area. These slopes are generally in the middle of the site, bordering Basalt Creek.	♦ Slopes of 10% or greater cover about 34 acres, or 20% of the total site area. However, some of these slopes are from activities on the sites and not physical attributes
Surrounding Uses	♦ North: Planned for medium-low density residential and neighborhood commercial (Tualatin portion of BCPA) ♦ East: BCPA border and I-5 ♦ South: Undeveloped land, contractor establishment (planned High-Tech Employment District) ♦ West: Craft Industrial Opportunity Site	♦ North: Planned for (and under development) low-density residential (Tualatin portion of BCPA) ♦ East: SW Greenhill Opportunity Site (planned High-Tech Employment District) ♦ South: Contractor establishments, single residential property (planned High-Tech Employment District) ♦ West: Contractor establishments, plant nurseries, and undeveloped land (planned Light Industrial District)	♦ North: Adjacent to mining site ♦ East: Coffee Creek Correctional Facility and Coffee Creek Industrial area ♦ West: Coffee Creek provides a natural buffer ♦ South: Undeveloped land in Clackamas County
Constraints	♦ 52 unconstrained acres (91% of total area) ♦ Minimal constraints running along the eastern boundary	♦ 14 unconstrained acres (42% of total area); 9 of these acres are east of the constraints that dominate the central area; the remaining 5 acres occupy the northwest corner ♦ Constraints dominate the central north-south area	♦ 90 unconstrained acres (55% of total area) ♦ Constraints run along the entire western boundary and central northern half

DRAFT

Table 8 outlines the existing and planned utilities on the opportunity sites. Details on water, sewer, and roads were provided by City staff based on the most current local access maps from DKS. Final infrastructure alignment and capacity are still in the planning stages. d

Table 7. Infrastructure and Utility Characteristics of Opportunity Sites

SITE CHARACTERISTIC	SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Water: Potable water delivery to BCPA requires Basalt Creek Parkway Extension, Zone C booster station, and may require SW Grahams Ferry Rd Extension. These systems will connect SW Tooze Rd to SW Day Rd – 10,200 LF 18" diameter pipe and 4,670 LF 12" diameter pipe. *Modeling needs to confirm these requirements.*	**Current:** No existing water lines in area. **Planned:** Requires water main along SW Boones Ferry Rd alignment (2,490 LF). Water lines assumed to generally follow local road layout (5,460 LF). Will connect proposed water lines to existing lines on SW Pioneer Ct and SW Day Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Assumed to utilize proposed water main along SW Boones Ferry Rd. *Sizes to be confirmed during modeling.*	**Current:** No existing water lines in area. **Planned:** Water lines assumed to follow road layout from SW Grahams Ferry to SW Tonquin Rd (6,900 LF). *Sizes to be confirmed during modeling.*
Roads	**Current:** Existing SW Boones Ferry Rd, SW Greenhill Rd **Planned:** New arterial to I-5 from SW Greenhill Rd (300 LF). New arterial from SW Day Rd to I-5 (1,060 LF). New local roads looping SW Greenhill Rd to SW Boones Ferry Rd (3,350 LF) and connecting to SW Pioneer Ct (2,110 LF).	**Current:** Existing SW Boones Ferry Rd. **Planned:** New local road looping SW Day Rd to SW Boones Ferry Rd (1,900 LF). Assumed to utilize SW Boones Ferry Rd.	**Current:** Existing SW Grahams Ferry Rd to south and SW Tonquin Rd to north. **Planned:** New local road connecting SW Grahams Ferry Rd to SW Tonquin Rd (6,900 LF) with a possible connection to SW Morgan Rd (2,570 LF).
Sewer: Wastewater collection for BCPA requires completion of Coffee Creek Interceptor Phase 2 – 2,000 LF of gravity system upsizing to 21" diameter pipe from SW Boeckman Rd along railroad to SW Ridder Rd. This also requires Coffee Creek Interceptor Railroad Crossing – 160 LF of 21" diameter pipe.	**Current:** No existing sewer lines in area. **Planned:** Gravity collection lines flow generally south and west along proposed road layout (5,460 LF). Requires new collection line along SW Day Rd (1,600 LF), and new line to travel south between SW Day Rd to connect to SW Garden Acres Rd just north of SW Ridder Rd (3,700 LF). *10-12" diameter collection lines are anticipated.*	**Current:** No existing sewer lines in area. **Planned:** Assumed to utilize proposed line along SW Boones Ferry Rd.	**Current**: No existing sewer lines in area. **Planned:** Gravity line flows from SW Clay St west, crosses railroad, and meets proposed local street alignment in West Railroad to SW Grahams Ferry Rd (6,900 LF). Lift station is required with pressure main along SW Grahams Ferry to SW Clutter St (380 LF) before returning to gravity along SW Clutter St to SW Garden Acres Rd (1,430 LF) *A 10" diameter pipe is anticipated for gravity lines.*
Natural Gas	The IFA matrix does not identify natural gas as a requirement for industries most likely to locate in the BCCP. Natural gas did not come up as a barrier for industrial development in interviews.		
Electricity	Discussions with PGE indicate that the area can accommodate industrial users with moderate power needs. However large power users such as a data center may require infrastructure upgrades. These types of upgrades can take 3+ years.		
Telecommunication	Since the BCPA is located within the Metro, telecommunication service is expected to be adequate to meet the needs of likely users. Telecommunication capacity did not come up as a barrier for industrial development in interviews.		

DRAFT

Location in the overall region and access to highways, rail, other like businesses, and labor force also play a role in site selection for industries. Given the proximity of these sites within a very small area we detail these overall characteristics for the BCPA rather than for each site (Table 9).

Table 8. Basalt Creek Transportation and Proximity Characteristics

SITE CHARACTERISTIC	BASALT CREEK EVALUATION
Available Trips	♦ The BCCP allocated 951 trips to Wilsonville's portion of Basalt Creek. The TRP identifies the necessary improvements to accommodate those trips. Additional development and trips would require an update to the TRP and additional capacity improvements to the planned system.
Transportation Access to Interstate or Principal Arterial	♦ The entirety of Basalt Creek is within 5 miles of access to I-5 as well as I-205 and is less than 10 miles from Highway 217.
Proximity to Regional Infrastructure Rail/Port/Airport	♦ Basalt Creek is ~27 miles from Portland International Airport and ~26 miles from the Port of Portland. ♦ A rail line runs through Basalt Creek, but without any spurs, the area lacks direct rail access for industries. Note: The project team is still confirming the type of rail line and potential for spurs.
Proximity to Labor Force	♦ Access to the broader Portland Metro and Mid-Valley labor forces.
Proximity to Goods	♦ Close proximity to wine region and agricultural land ♦ Close proximity to distributors, other manufacturers, and tech hubs, including semiconductor businesses

DRAFT

Evaluation of Compatible Uses

The suitability of potential users for each site is outlined below, based on site characteristics and industry-specific needs. *Note: While water and wastewater capacity, as well as final road alignments, are still in the planning stages, they could influence the types of industries and scale of development that locate on these sites. Generally, water and wastewater capacity is expected to be sufficient, though high-water-use industries are highlighted as needing additional consideration in the matrix. Final road alignments could also affect parcel configurations as well as building size and scale depending on their placement. These factors are acknowledged but are not currently identified as definitive constraints or benefits.*

- **The SW Greenhill** site spans 57 acres, with 91 percent (52 acres) of the land unconstrained. Minimal slopes (affecting 11 percent of the site), a high proportion of undeveloped land, and proximity to existing infrastructure make it one of the most development-ready locations in Basalt Creek. The site could be suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, small warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.
- **The Craft Industrial** site comprises seven tax lots under separate ownership, most of which are smaller than 5 acres. Substantial constraints limit the developable area to 14 acres. Its proximity to residential areas and existing housing developments makes it less attractive for high-intensity industrial activities. In its current configuration, the site is better suited for micro-industrial uses, such as live-work spaces as originally identified in the BCCP.

  With site aggregation, the southeastern portion could support a small-scale industrial and/or office user requiring up to 5 acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. While the northeastern portion may also appeal to small industrial users, its irregular shape and the presence of high-value residences make redevelopment less likely there compared to the southeastern portion.

  The site's existing residences, some of which are high-value homes, are likely to extend redevelopment timelines relative to other opportunity sites. However, the feasibility of redeveloping these residential properties was not assessed as a part of this study.
- **The West Railroad** site spans 165 acres, with 55 percent (90 acres) of the land unconstrained. Its large parcel sizes and proximity to regional transportation networks make it a strong candidate for general manufacturing, food processing, and small to mid-sized warehousing or distribution uses. Moderate constraints are concentrated along the western and northern boundaries. Additionally, the lack of

DRAFT

confirmed direct rail access and the need for infrastructure upgrades may present challenges for industries reliant on heavy logistics or rail connections. Additionally, the site's proximity to a rail line and a mining operation could make the site less attractive to advanced manufacturing or other industries sensitive to vibration. On the other hand, the site's proximity to Coffee Creek's existing industrial development may make it attractive to business services supporting nearby industries. Note: The project team is continuing to assess rail access and the potential impact of the railroad and nearby mining operations on the site's attractiveness for certain industries. At this stage, these factors are identified as potential considerations. Additionally, the City is still evaluating necessary road improvements to West Railroad to better accommodate truck traffic. Further analysis of how infrastructure constraints or enhancements might influence industry suitability will be included in the next draft if additional information becomes available.

In Table 10, the compatibility of each site with various industrial uses is color-coded as follows:

- Red: Not competitive for the industry
- Yellow: Moderate potential
- Green: High compatibility and strong suitability

Table 9. Evaluation of Compatible Uses Based on Site Characteristics

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Production Manufacturing	High Tech / Cleantech Manufacturing	Mid-sized, flat site; high power or utility demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; some users may prefer larger sites with expansion potential	Vibration may be a concern from nearby rail and mining (This may or may not be a barrier – project team is still confirming); high power or utility demands could exclude some users depending on system capacity
Value-Added Manufacturing and Assembly	Food Processing	Water and sewer needs are high; high demands could exclude some users depending on system capacity	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion	Water and sewer needs are high; high demands could exclude some users depending on system capacity
	Advanced Manufacturing & Assembly	Mid-sized, flat site; lower water and sewer demand than high-tech industries	Site small and constrained; increased setbacks (if required) could be a problem; often requires onsite utility service areas	Vibration may be a concern from nearby rail and mining (This may or may not be a barrier – project team is still confirming)

DRAFT

INDUSTRIES		SW GREENHILL	CRAFT INDUSTRIAL	WEST RAILROAD
Light / Flex Industrial	General Manufacturing	Residential proximity may reduce appeal	Site small and constrained; residential proximity may reduce appeal	Desirable site size available; distance from sensitive uses (residential, park)
	Industrial Business Park and R&D Campus	Mid-sized, flat site; slightly small for some users	Site small and constrained	Constraints may limit large park potential
	Business / Admin Services	Mid-sized, flat site; high trip generation	May be able to accommodate a small user (under 5 acres) most likely on the southeastern portion; tolerates higher slopes; compatible near residential; high trip generation	Proximity to Coffee Creek Industrial area which hosts similar services is attractive; tolerates higher slopes; high trip generation
Warehouse & Distribution	Regional	Close to I-5; existing road infrastructure; site may be a little small for some users	Site too small and constrained; limited space for trucks	Constraints could limit large distribution centers; The City is evaluating needed improvement to better accommodate truck traffic
	Local	Close to I-5; existing road infrastructure; suitable for smaller users	Site too small and constrained; limited space for trucks	Close to I-5; suitable for smaller users; The City is evaluating needed improvement to better accommodate truck traffic
Specialized	Data Center	May be suitable but power needs could exceed available capacity requiring upgrades	Site too small and constrained	May be suitable but power needs could exceed available capacity requiring upgrades

Site Competitiveness for Semiconductor Industry

Basalt Creek lacks the large parcels required for fabrication plants but is positioned to accommodate supply chain businesses that support semiconductor manufacturing.

- **SW Greenhill:** High Potential – Could be competitive for the semiconductor supply chain businesses. This site is closest to development ready, which is highly competitive as semiconductor companies prioritize sites with infrastructure ready to support development within *6 months to 3 years.*
- **Craft Industrial:** Not Competitive – Given the small parcels on the Craft Industrial site, this site is not competitive for the semiconductor supply chain businesses.

- **West Railroad:** Moderate Potential – The longer timeline required to provide adequate infrastructure, combined with existing constraints, makes this site less attractive for the semiconductor industry.

Site Competitiveness for Cleantech

- **Craft Industrial:** Moderate Potential – Given the small parcels and extent of constraints, this site is not competitive for many cleantech businesses but may be attractive to small scale users in ag-tech and building energy tech that require sites under 5 acres.

Table 10. Cleantech Evaluation of Compatible Uses for Craft Industrial

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply; site size may be too small for many users
Mass Timber	Limited by small site size, lack of direct rail access and high energy requirements
Ag-Tech	Site may be suitable for a small user
Circular Economy	Some users may prefer direct rail access; site may be too small for some users
Solar & Wind Energy	Small site; unsuitable for power generation and manufacturing
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; site may be too small for some users
Building Energy Tech	Site may be suitable for a smaller user; energy demands could exceed supply.
EV infrastructure Tech	Limited site size, lack of rail access and high energy requirements

- **SW Greenhill and West Railroad:** High Potential – Site size and infrastructure could appeal to a variety of cleantech subsectors including battery storage, ag-tech, circular economy, water tech, and building energy tech.

Table 11. Cleantech Evaluation of Compatible Uses

Battery Storage	Existing businesses add appeal, but energy demands may exceed supply
Mass Timber	Limited by lack of direct rail access and high energy requirements
Ag-Tech	Sites meet needs well
Circular Economy	High transportation needs: some facilities may prefer direct rail access
Solar & Wind Energy	Unsuitable for power generation; possible for manufacturing but limited by rail and power needs
Water Tech	High demand user; water pressure adequacy and energy needs may pose challenges; low transportation needs
Building Energy Tech	Sites meet needs well; energy demands could exceed supply.
EV infrastructure Tech	Limited by lack of rail access and high power requirements

Conclusion

Land Supply

The BCPA offers a promising opportunity to support a diverse range of industrial and employment uses that align with Wilsonville's economic development goals. Since the previous Buildable Lands Inventory (BLI) update, the area has experienced growth in contractor establishments. The updated BLI identifies **150 acres of buildable land,** comprising **87 acres of vacant land** and **63 acres of partially vacant land,** after accounting for constraints and existing development. The supply is distributed across parcels of varying sizes, ranging from small lots under 5 acres to larger parcels exceeding 25 acres, providing a mix of options suitable for different industry needs.

Note: ECOnorthwest will include employment capacity estimates in the next version of this draft.

Site Suitability Analysis

The Site Suitability Analysis evaluates the competitiveness of three opportunity sites within the BCPA based on their ability to host key industries identified in the Economic Inventory. This evaluation focuses on physical site characteristics, such as size, location, and constraints, rather than the likelihood of redevelopment. Redevelopment feasibility is addressed in a separate deliverable.

- **SW Greenhill:** With its minimal constraints, lack of development and existing infrastructure, this site could be suited for cleantech, high-tech supply chains, advanced manufacturing industries, food processing, small warehousing and distribution, and industrial business parks or R&D campuses requiring medium-sized parcels. This validates the uses originally envisioned in the BCCP for the area.
- **Craft Industrial:** Due to significant constraints, the site is currently more suitable for micro-industrial uses, such as live-work spaces, as originally identified in the BCCP. However, with site aggregation, the eastern portion could accommodate small-scale business or administrative services and production uses, similar to industrial condo developments like Commerce Circle Business Park or Riverwood Business Center. The presence of existing residences, including some high-value homes, are likely to delay redevelopment timelines compared to other opportunity sites.
- **West Railroad:** This site has potential for development in general manufacturing, food processing, warehousing and distribution, and business services. However, significant infrastructure upgrades are required, and existing constraints may limit the scale of some types of development.

DRAFT

Next Steps

The findings presented in this memorandum are preliminary and will be further refined through ongoing discussions with the Planning Commission and City Council. This analysis is being conducted in parallel with an evaluation of redevelopment feasibility for contractor establishments. Ultimately, these components, along with insights from the Economic Inventory, will be synthesized into a comprehensive final report that outlines key findings and recommendations.

DRAFT

Appendix A. IFA Industrial Development Competitiveness Matrix

DRAFT

STATE OF OREGON - Infrastructure Finance Authority
Industrial Development Competitiveness Matrix

DRAFT

			Production Manufacturing		Value-Added Manufacturing and Assembly		Light / Flex Industrial			Warehousing & Distribuiton		Specialized		
	PROFILE		A	B	C	D	E	F	G	I	H	J	K	L
	CRITERIA		Heavy Industrial / Manufacturing	High-Tech / Clean-Tech Manufacturing	Food Processing	Advanced Manufacturing & Assembly	General Manufacturing	Industrial Business Park and R&D Campus	Business / Admin Services	Regional Warehouse / Distribution	Local Warehouse / Distribution	UVA Manufacturing / Research	Data Center	Rural Industrial
1	**GENERAL REQUIREMENTS**		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.											
	PHYSICAL SITE													
2	TOTAL SITE SIZE**	Competitive Acreage*	10 - 100+	5 - 100+	5 - 25+	5 - 25+	5 - 15+	20 - 100+	5 - 15+	20 - 100+	10 - 25+	10 - 25+	10 - 25+	5 - 25+
3	COMPETITIVE SLOPE:	Maximum Slope	0 to 5%	0 to 5%	0 to 5%	0 to 7%	0 to 5%	0 to 7%	0 to 12%	0 to 5%	0 to 5%	0 to 7%	0 to 7%	0 to 5%
	TRANSPORTATION													
5	TRIP GENERATION:	Average Daily Trips per Acre	40 to 60 (ADT / acre)	40 to 60 (ADT / acre)	50 to 60 (ADT / acre)	40 to 60 (ADT / acre)	40 to 50 (ADT / acre)	60 to 150 (ADT / acre)	170 to 180 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	40 to 80 (ADT / acre)	20 to 30 (ADT / acre)	40 to 50 (ADT / acre)
6	MILES TO INTERSTATE OR OTHER PRINCIPAL ARTERIAL:	Miles	w/ in 10	w/ in 10	w/ in 30	w/ in 15	w/ in 20	N/A	N/A	w/ in 5 (only interstate or equivalent)	w/ in 5 (only interstate or equivalent)	N/A	w/ in 30	N/A
7	RAILROAD ACCESS:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Avoid	N/A
8	PROXIMITY TO MARINE PORT:	Dependency	Preferred	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Preferred	Preferred	Not Required	Not Required	N/A
9	PROXIMITY TO REGIONAL COMMERCIAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Required	Preferred	Preferred	Preferred	Preferred	Competitive	N/A
		Distance (Miles)	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	w/ in 30	w/ in 60	w/ in 60	w/ in 60	w/ in 30	w/ in 60	N/A
10	PROXIMITY TO INTERNATIONAL AIRPORT:	Dependency	Preferred	Competitive	Preferred	Competitive	Preferred	Competitive	Preferred	Preferred	Preferred	Competitive	Preferred	N/A
		Distance (Miles)	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	w/ in 100	w/ in 300	w/ in 300	w/ in 300	w/ in 100	w/ in 300	N/A
	UTILITIES													
11	WATER:	Min. Line Size (Inches/Distr)	8" - 12"	12" - 16"	12" - 16"	8" - 12"	6" - 10"	8" - 12"	4" - 6"	4" - 8"	4" - 6"	4" - 8"	16"	4" - 8"
		Min. Fire Line Size (Inches/Distr)	10" - 12"	12" - 18"	10" - 12"	10" - 12"	8" - 10"	8" - 12"	6" - 10"	10" - 12"	6" - 8"	6" - 10"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Preferred	Required	Required	Preferred	Not Required	Preferred	Not Required	Not Required	Not Required	Not Required	Required	Not Required
		Flow Gallons per Day per Acre)	1600 (GPD / Acre)	5200 (GPD / Acre)	3150 (GPD / Acre)	2700 (GPD / Acre)	1850 (GPD / Acre)	2450 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1600 (GPD / Acre)	50-200 (Gallons per MWh) ‡	1200 (GPD / Acre)
12	SEWER:	Min. Service Line Size (Inches/Distr)	6" - 8"	12" - 18"	10" - 12"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	4"	4"	6"	8"-10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	1500 (GPD / Acre)	4700 (GPD / Acre)	2600 (GPD / Acre)	2500 (GPD / Acre)	1700 (GPD / Acre)	2000 (GPD / Acre)	1600 (GPD / Acre)	500 (GPD / Acre)	500 (GPD / Acre)	1300 (GPD / Acre)	1000 (GPD / Acre) ‡	1000 (GPD / Acre)

13	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Distr)	4" - 6"	6"	4"	6"	4"	6"	2"	2"	2"	2"	4"	N/A
		On Site	Competitive	Competitive	Preferred	Competitive	Competitive	Competitive	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
14	ELECTRICITY:	Minimum Service Demand	2 MW	4-6 MW	2-6 MW	1 MW	0.5 MW	0.5 MW	0.5 MW	1 MW	1 MW	0.5 MW	5-25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Not Required	Competitive	Preferred	Competitive	Preferred	Not Required	Not Required	Not Required	Required, could be on site	Not Required
		Redundancy Dependency	Required	Preferred	Not Required	Required	Not Required	Competitive	Required	Not Required	Not Required	Not Required	Required	Not Required
15	TELECOMMUNICATIONS:	Major Communications Dependency	Preferred	Required	Preferred	Required	Required	Required	Required	Preferred	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Not Required	Required	Not Required	Required	Not Required	Preferred	Required	Not Required	Not Required	Not Required	Required	Not Required
		Fiber Optic Dependency	Preferred	Required	Preferred	Required	Preferred	Required	Required	Preferred	Preferred	Required	Required	Not Required
16	SPECIAL CONSIDERATIONS:		Adequate distance from sensitive land uses (residential, parks, large retail centers) necessary. High throughput of materials. Large yard spaces and/or buffering required. Often transportation related requiring marine/rail links.	Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.	May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.	Surrounding environment of great concern (vibration, noise, air quality, etc.). Increased setbacks may be required. Onsite utility service areas. Avoid sites close to wastewater treatment plants, landfills, sewage lagoons, and similar land uses. Lower demands for water and sewer treatment than Production High-Tech Manufacturing.	Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.	High diversity of facilities within business parks. R&D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.	Relatively higher parking ratios may be necessary. Will be very sensitive to labor force and the location of other similar centers in the region. High reliance on telecom infrastructure.	Transportation routing and proximity to/from major highways is crucial. Expansion options required. Truck staging requirements mandatory. Minimal route obstructions between the site and interstate highway such as rail crossings, drawbridges, school zones, or similar obstacles.	Transportation infrastructure such as roads and bridges to/from major highways is most competitive factor.	Must be located within or near FAA-regulated UAV testing sites. Moderate utility demands. Low reliance on transportation infrastructure.	Larger sites may be needed. The 25 acre site requirement represents the more typical site. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.	Located in more remote locations in the state. Usually without direct access (within 50 miles) of Interstate or City of more than 50,000 people.

Mackenzie; Business Oregon

Terms:

More Critical ↑ Less Critical	**'Required'** factors are seen as mandatory in a vast majority of cases and have become industry standards
	'Competitive' significantly increases marketability and is *highly recommended by Business Oregon* . May also be linked to financing in order to enhance the potential reuse of the asset in case of default.
	'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.
* Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.	
**Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space	
† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).	
‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.	

DRAFT

Appendix B. Cleantech Industrial Sector Land Use Competitiveness Matrix

The Oregon Cleantech Competitiveness Assessment Report (Appendix D in the report) identified the following land use requirements for key cleantech subsectors in Oregon as described below.

Cleantech Land Use Criteria

Land use requirements for attracting and growing industrial users vary across sectors. We have reviewed typical land use and infrastructure needs based on existing facility development, anticipated growth needs, and similarities to existing established industrial users within the State. We have reviewed land use competitiveness for the following development criteria, which are commonly used when evaluating sites for attracting potential industrial users:

1. Total site size: Gross property area, including building footprint, setbacks, parking, laydown space, buffers and/or mitigation areas, and expansion areas.
   A. Small: 0-5 acres
   B. Medium: 5-25 acres
   C. Large: > 25 acres
2. Use allowance: Specific manufacturing use allowed under current zoning. Development standards also may limit feasibility of necessary elements such as utility yards.
   A. Low: Allowed outright
   B. Medium: Allowed conditionally or with limitations
   C. High: Not allowed
3. Site slope tolerance: Elevation differences across the site; generally, industries with large-footprint buildings or laydown yards require flatter sites.
   A. Low: 0-5%
   B. Moderate: 0-7%
   C. High: 0-12%
4. Access to Interstate or Principal Arterial transportation routes: Access to shipping routes and available capacity for trips generated.
   A. Low: Relatively low need for access to transportation routes.
   B. Moderate: Access to principal transportation routes is preferred.
   C. High: Access to principal transportation routes is required.
5. Railroad access: Proximity and capacity for rail freight systems, for either raw materials or finished goods.
   A. Low: Relatively low need for rail access.
   B. Moderate: Access to rail access is preferred.
   C. High: Access to rail access is required.
6. Marine port access: Proximity and capacity for marine cargo shipping, for either raw materials or finished goods.
   A. Low: Relatively low need for marine access.
   B. Moderate: Access to marine access is preferred.

DRAFT

C. High: Access to marine access is required.

7. Airport access: Proximity and flight availability for employees, customers, or air cargo.
   A. Low: Relatively low need for airport access.
   B. Moderate: Access to airport access is preferred.
   C. High: Access to airport access is required.
8. High pressure water supply: Proximity and capacity for high pressure water supply, typically as municipal water.
   A. Low: Significant water usage is not expected to be a critical component of this industry.
   B. Moderate: Water usage may be high for this industry; high-pressure water supply is preferred.
   C. High: High-pressure water supply is required.
9. Electricity supply: Proximity and capacity for electrical power.
   A. Low: Significant electricity usage is not expected to be a critical component of this industry.
   B. Moderate: Electrical usage may be high for this industry; high-demand service and/or redundancy is preferred.
   C. High: High-demand service and/or redundant electrical supply is required.

The following table summarizes our recommendations of land use competitiveness for the selected Cleantech sectors across the criteria listed above.

DRAFT

Table 12. Competitiveness Matrix for Select Cleantech Industries

	Battery Storage	Mass Timber	Ag-Tech	Circular Economy	Solar & Wind Energy Prod	Water Tech	Building Energy Tech	EV Infrastructure Tech
Site Size	Small to Large[3]	Med to Large	Small[4]	Small to Med[5]	Med to Large[6]	Small to Med	Small	Med to Large
Use Allowance	Varies by jurisdiction							
Slope Tolerance	Mod.	Low	High	Mod.	Mod.	Low	High	Mod.
Transportation Access	Low	High	Low	High	Mod.	Low	Low	High
Rail Access	Low	Mod.	Low	Mod.	Wind: High Solar: Low	Low	Low	Mod.
Marine Access	Low	Low	Low	Low to Mod.	Low to High[7]	Low	Low	Low to Mod.
Airport Access	Low	Low	Mod.	Low	Low	Low	Mod.	High
High Pressure Water Needs	Low	Low to Mod.	Low	Mod.	Mod.	High	Low	Low
Electrical Supply Needs	High[8]	Mod. to High	Low	Mod.	High[6]	High	Mod. to High	High

Source: Oregon Cleantech Competitiveness Assessment Report, 2024

DRAFT

[3] Battery storage site sizes may vary widely, from urban micro-grid installations to large-scale power grid storage.
[4] The Ag-Tech industries identified in this study are assumed to generally focus on software and small-scale equipment products. These companies may use large-scale farms for product development or research; however, since those are likely to be existing operating farm facilities we do not identify them as a land use criteria here.
[5] Site facility size for circular economy is dependent on the raw materials and finished products involved, and the industry scaling.
[6] Site size for solar/wind manufacturing facilities is similar to advanced manufacturing industries, while sites for solar/wind power generation vary greatly depending on scale ranging from rooftop systems to grid-scale farms.
[7] Off-shore wind power requires marine facilities to transport turbines and equipment to the generating site. Land-based wind power marine access varies.
[8] Electrical system proximity and access for power generation facilities may vary, depending on the scale and intended use. Micro-grid systems may only need connection to the local electrical grid, while large-scale grid storage may require connection to regional transmission lines or substations.

DATE:	November 20, 2024
TO:	City of Wilsonville
FROM:	ECOnorthwest: Nicole Underwood, Michelle Anderson, and Bob Parker
SUBJECT:	WILR Phase 1: Redevelopment Feasibility of Contractor Establishments - DRAFT

The cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP) in 2018 after a lengthy joint planning process. Now, in 2024-25, the City of Wilsonville is working to advance the Basalt Creek Planning Area (BCPA) beyond the concept plan to a development-ready status by designating zoning and refining infrastructure plans. However, since adoption of the BCCP, economic conditions at national, state, regional, and local levels have shifted significantly, and must now be considered.

To address these evolving conditions, the City hired ECOnorthwest to conduct a market assessment and industrial lands study focused on Wilsonville's portion of the BCPA. This study comprises several interconnected tasks:

- An **Economic Inventory** that evaluated current market trends and identified industries suitable for the area (completed).
- An updated **Buildable Lands Inventory (BLI)** that reflects recent land developments, adjusted constraints, and revised capacity estimates (ongoing).
- A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and access (ongoing).
- An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing lease rates and market conditions (this memorandum).

This memorandum addresses the fourth task by evaluating the redevelopment potential of contractor establishments within the BCPA. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development, 20-acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, which typically include small offices (often converted residences), storage buildings, and laydown yards. While these uses contribute to jobs and economic activity, they yield limited employment opportunities and lower property values compared to those envisioned in the BCCP or typically expected for land within the Metro Urban Growth Boundary (UGB) and city limits.

The primary question we address in this task is: What is the redevelopment potential of existing contractor establishments in the BCPA, given prevailing lease rates and market conditions? This analysis will help the City understand what types of development the market will support, which desired development types identified in the BCCP are viable

under current economic conditions, and what conditions might be necessary in the future to support desired development.

The findings from this analysis will guide recommendations on policy interventions and strategic actions the City can take to support desired development and promote redevelopment feasibility. These efforts are part of a broader initiative to position Basalt Creek as a key area for regional job growth and long-term economic success.

Redevelopment Feasibility of Existing Contractor Establishments

The Economic Inventory identified a range of industrial users who may find Basalt Creek particularly attractive due to its prime location in the Southwest Metro area, access to a skilled workforce, availability of industrial land, strong transportation networks, and proximity to existing industrial clusters. Discussions with stakeholders also highlighted strong regional demand for industrial space.

However, several challenges complicate redevelopment efforts. Many existing contractor establishments generate significant income for property owners, reducing their motivation to sell or redevelop the land for higher-intensity industrial uses. Additionally, relocation options for businesses currently occupying these sites may be limited, creating further barriers to redevelopment.

These challenges raise critical questions about whether current market rents and sales prices are sufficient to make redevelopment feasible in the BCPA. This analysis evaluates the conditions needed to support redevelopment in Basalt Creek.

WHICH SECTORS MAY BE ATTRACTED TO BASALT CREEK?

Below are the potential sectors that may be particularly attracted to Basalt Creek as identified in the Economic Inventory report.

Semiconductor Sector Supply Chain: Companies providing materials, equipment, and services to chip manufacturers.

Clean Tech, including Battery Technology: Businesses involved in renewable energy technology, energy efficiency solutions and sustainable manufacturing processes.

Advanced Manufacturing: Companies using technology such as robotics, 3D printing, and computerized systems to manufacture specialized products or components.

Distribution and Logistics: Storage, transportation and delivery of goods.

Data Centers: Facilities used to house computer systems and associated components.

DRAFT

Methods and Approach

What are the key questions?

While there is clear demand for industrial space in the BCPA, the question remains: **What conditions (e.g., market, ownership, site, zoning) are needed to promote and incentivize urban industrial development as envisioned in the BCCP?** To answer this core question, ECOnorthwest identified several sub-questions to guide the analysis.

- What types of property owners are in the study area and who is respectively occupying the site (e.g., does the owner occupy or a tenant)?
  - Understanding ownership and occupancy dynamics helps assess the financial motivations of property owners and determine whether redevelopment offers an incentive.
- What are the potential future uses for these sites?
  - Identifying potential future uses informs construction costs, market rents, and site utilization. Evaluating the likely range of site utilization (based on constraints and zoning) helps determine whether redevelopment would offer higher returns compared to current uses.

By addressing these supporting questions, ECOnorthwest evaluated scenarios where ownership, occupancy, and future uses align to incentivize redevelopment. This structured approach provides insights into the conditions necessary to drive redevelopment in the BCPA.

How did we answer the key questions?

ECOnorthwest used a detailed pro forma model to evaluate multiple potential development scenarios. These scenarios incorporated variations in current ownership and occupancy, potential future uses, and site utilization (for additional details, see Appendix). For this quantitative analysis, we focused on conditions that could support new development, either on recently acquired properties (e.g., speculative purchases) or on land likely to transact for redevelopment in the future.

WHAT IS A PRO FORMA?

The pro forma method, a standard tool in real estate feasibility studies, replicates the decision-making process of investors and lenders. It assesses the balance between development costs, expected revenue, and financing structures to identify potential viability gaps.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft

DRAFT

costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. For each scenario, the pro forma calculated the rent levels required to cover these costs and achieve financial feasibility.

DATA LIMITATIONS AND METHODOLOGY

While the quantitative analysis provided valuable insights, data limitations in the study area and the I-5 South Submarket, such as limited observations of contractor establishment rents, posed some challenges. These limitations are typical for studies in smaller submarkets. To address this, we supplemented the analysis with qualitative methods, including interviews with developers and brokers, to validate assumptions and refine recommendations. We also conducted a range of sensitivity testing to account for potential variance (e.g., higher and lower potential contractor establishment rents) instead of basing the results of our analysis on one assumption. As a result, we believe the findings accurately reflect current market conditions in Wilsonville and provide a reliable basis for evaluating redevelopment feasibility in the BCPA.

WHY IS DEVELOPMENT FEASIBILITY AND PRO FORMA ANALYSIS IMPORTANT?

Development can be costly and risky. Getting funding to construct new development requires lenders and investors to be reasonably confident they will earn enough financial return to justify the risks.

Economic or market feasibility is generally assessed by comparing the expected revenues (rents, sales prices) against the costs of development. If a development project is not profitable, it is not feasible; it will not be built. While some of the factors that determine market feasibility are outside a jurisdiction's direct control (e.g., labor and materials costs, interest rates, market rents), local jurisdictions can provide incentives (such as tax exemptions or land donations); or adjust building, utility, and zoning fees, zoning, programs, and other regulations that can have a substantial impact on whether development could be feasible or not.

ASSUMPTIONS AND INDUSTRY STANDARDS

We based several assumptions on industry standards to ensure consistency and accuracy:

- **Construction Costs:** Used national averages adjusted with a Portland-metro-specific multiplier to account for regional building conditions.
- **Other Development Costs and Operating Costs:** Applied standard rates for soft costs (architectural design, site engineering, permitting and entitlement fees, capital carrying costs, etc.), contingency, and developer fees.

For a more detailed overview of the data, assumptions, and methodology, please refer to the Appendix.

DRAFT

UNDERSTANDING THE PRICE OF LAND IN THE BCPA: HOW THIS IS FACTORED INTO FEASIBILITY RESULTS

Predicting the price that a landowner would require when selling property for development is an imperfect science – each landowner has reasons to sell or hold their land. Some property owners are willing to develop their land without selling, but based on interviews, we determined this would be rare in the study area. For the purposes of this analysis, we assumed the value of the property (i.e., the price of the land at which an owner would be willing to sell) could be derived from current comparable property sales prices in the area, a **"comps approach"** as well as using an **"income-based approach"** that considers the revenue stream from current tenants on the property. Therefore, this memo analyzes the rent needed based on the range of land values given these two approaches.

We identified vacant land sales (including contractor establishment sales) in the I-5 South Submarket using CoStar data. Most of the vacant land properties recently transacted (over the last 4 years) for approximately $7 to $17 per square foot of land. One improved land transaction (with a contractor establishment) had a sale price that indicated it transacted for $26 per square foot of land. These observations served as our range of land prices using a comps approach. Many of these comps, both vacant land and contractor establishments, might have been leased to tenants and generated income, however, the prices they sold for could have been decided via an unknown variety of methods (including an income-based approach and then a subsequent negotiation). Therefore, for the purposes of this analysis, we refer to all these observed transactions as being within the "comps approach" method.

The income-based approach relied on data collected during interviews that indicated the rent for contractor yards in the area could range from $0.18 to $0.23 per square foot of land per month. We considered this gross annual revenue, net of approximately 5 percent for various operating costs, and divided by a range of capitalization (cap) rates (5 percent to 7 percent) to estimate the value. Using a cap rate is a common valuation approach in the commercial real estate industry. This analysis resulted in a range of $19 to $52 per square foot of land – considerably higher than most of the results from the comps approach. This approach more appropriately accounts for the value that current owners might apply to their future revenue stream from existing tenants and therefore the hurdle needed to incentivize owners to sell and change the use on the property. Although this income-based value could eventually be negotiated during a potential sale, we still use this range in our analysis to reflect values that a landowner might

DRAFT

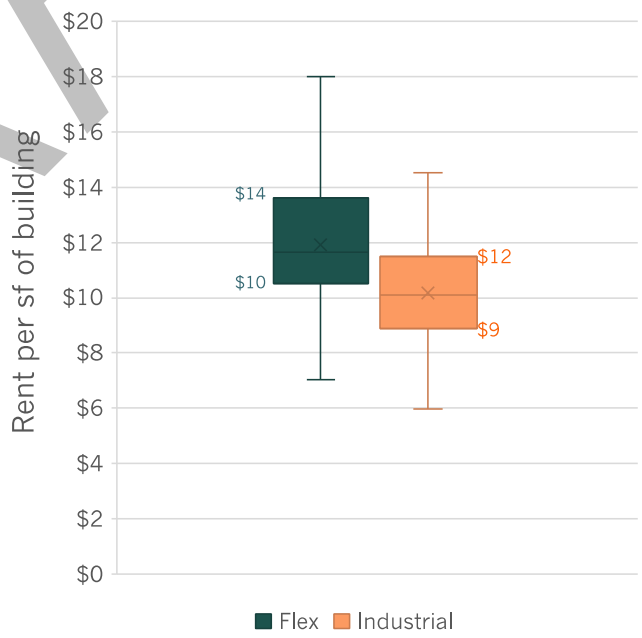
Key Findings

Current uses are generating substantial revenue with minimal management effort or risk.

Our market research and interviews highlighted that the rent for current uses ranged based on whether the site was mostly open land or if a building was present as well. Sites without buildings typically structured their rent per square foot of land, and this typically ranged from $0.18 to $0.23 per month. For example, a 1-acre site could generate annual gross rent of approximately $95,000 to $120,000 with minimal management effort or operating costs. (This is intended for illustrative purposes only and can scale to larger site sizes.)

Over the past four years, vacant land in the area has sold for around $7 to $17 per square foot. For the same, illustrative 1-acre site, this translates to sale prices ranging from $305,000 to $750,000. The resulting ratio of annual gross lease revenue to property value ranges from 13 percent (at $0.18 per square foot rent per month relative to $17 per square foot land value) to 39 percent (at $0.23 per square foot rent per month relative to $7 per square foot land value). This means that property owners who recently purchased land and rent it to contractor establishments could recover their investment within 2.5 to 8 years. For long-term landowners who have already paid off their investment, rents represent additional income with minimal effort. Either way, given the substantial revenue from these uses, a landowner has very little incentive to redevelop.

Figure 1. Market Rent of Potential Future Uses



Source: ECOnorthwest analysis, CoStar

For sites with buildings and yards, rents are typically based on the building area and range from $0.85 to $1.30 per square foot of building per month, or $10.20 to $15.60 per square foot per year. In comparison, flex and industrial spaces in the I-5 South Submarket rent for $9 to $14 per square foot per year, meaning that rent for an existing contractor establishment building, with yard, is already achieving similar market rents to potential future uses. Not only are some of these contractor establishments already achieving comparable rents to flex and industrial uses, but they are also doing so without the risks of redevelopment (which include new capital investment, entitlements, the time to convert the land to the new use and generate revenue, and opportunity cost, among others).

DRAFT

Rents would likely need to increase by at least one-third (33 percent), if not double (100 percent), to fund construction and create incentive to flip existing contractor establishments.

For our pro forma analysis, we evaluated a range of scenarios based on the variation in ownership and occupancy, future uses, future site utilization, and land acquisition costs (see Appendix for more detail). As previously discussed, ECOnorthwest solved for the rent needed to cover these various costs and then compared to the potential market rent of the flex and industrial uses observed in the I-5 South Submarket. We show these results, for a range of potential land acquisition prices and construction costs.

We analyzed results for three different physical scenarios based on observed comparable developments (using the relationship between building square footage and site square footage):

- **Very high site utilization** based on 45 percent site coverage similar to Graham's Ferry Industrial Center. Note: future development in some portions of BCPA may face constraints due to natural site features or zoning standards that may make achieving this site utilization challenging.
- **High site utilization** based on 35 percent site utilization, similar to the Sherwood Commerce Center
- **Low site utilization** based on 20 percent site utilization, similar to observed flex and industrial uses built over the last 20 years in the I-5 South Submarket

INTERPRETING THE RESULTS CHARTS

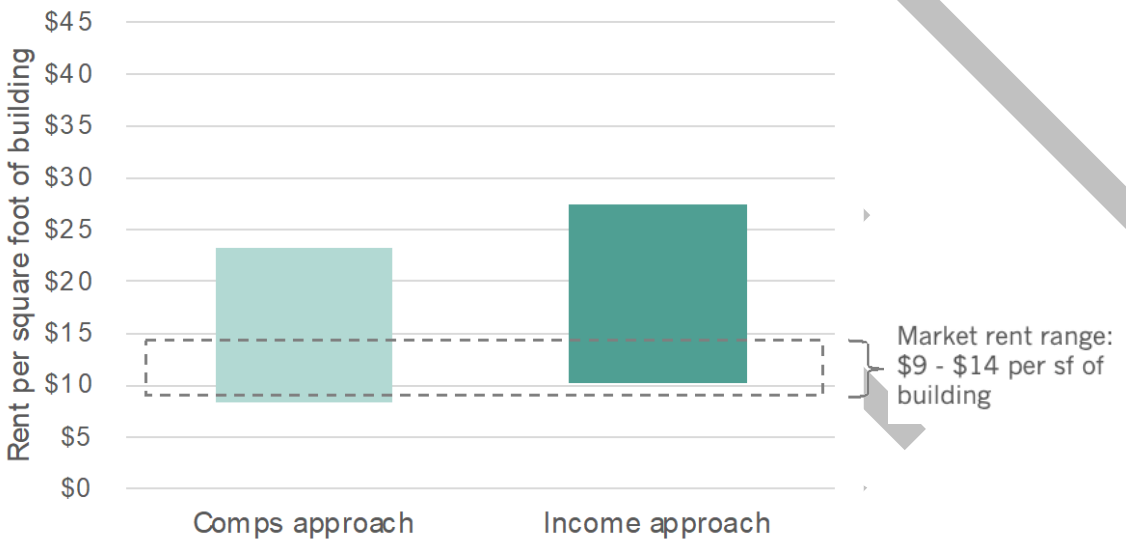
Development feasibility hinges on a range of different assumptions. Rather than picking one specific set of assumptions, the results charts shown in this memo encompass a range of potential assumptions, namely land acquisition costs and development costs.

ECOnorthwest compared the feasibility results to both the comps approach and income approach - **one column** in the following charts showing the resulting range of rents needed if assuming a comps approach and **one column** showing the range needed based on an income approach. **Both columns** also include sensitivity testing given a range of construction costs and land prices which is reflected in the size of the bars (the same range is assumed for each of the land price method scenarios). **A dashed box** is also shown to represent the range of observed rents for potential future uses. The rent results would ideally be within, if not lower, than this range for the development to be feasible.

DRAFT

In the **very high site utilization** scenario, future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 2). For properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses would likely need to increase by at least one-third, if not double, (while construction costs remain constant) to make redevelopment feasible.

Figure 2. Rent needed for very high site utilization (45%)

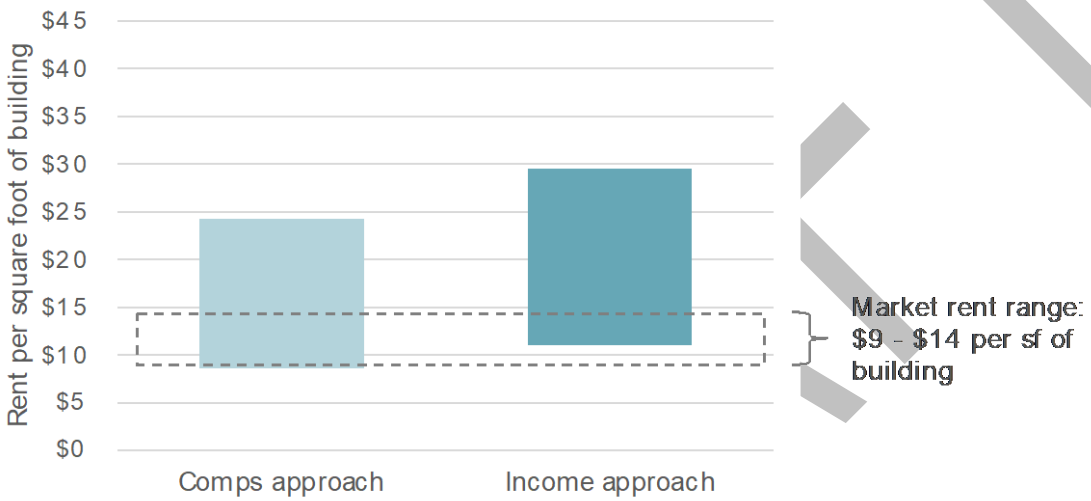


Source: ECOnorthwest analysis

DRAFT

In the **high site utilization scenario,** the results are similar to the very high site utilization, but rents would need to increase more, relative to the very high site utilization scenario, to cover the same ranges of land and development costs. Future flex and industrial uses are only feasible when land acquisition costs remain low—below $20 per square foot—and other development costs are average or low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 3). For properties with land costs higher than $20 per square foot (common for land with existing uses), the market rent for flex and industrial uses must increase by at least forty percent, if not double, (while construction costs remain constant) to make redevelopment feasible.

Figure 3. Rent needed for high site utilization (35%)

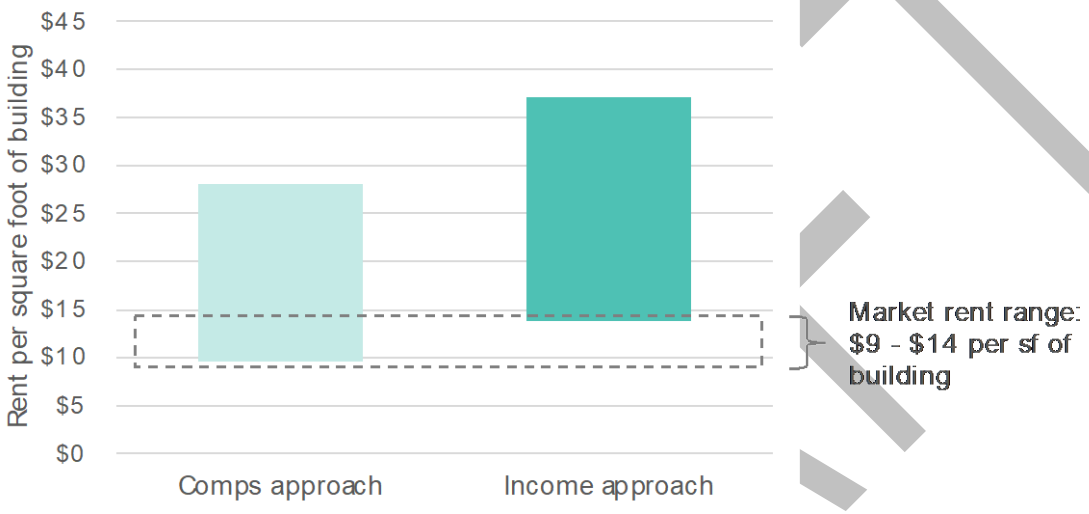


Source: ECOnorthwest analysis

DRAFT

In the **low site utilization scenario**, future flex and industrial uses are only feasible when acquisition costs are assumed to be low, less than $10 per square foot of land (based on the low end of recent comparable sales of vacant land) and other development costs are low. This combination of assumptions results in rents similar to the existing market rents of $9 to $14 per square foot of building (see comparison to gray bar shown in results chart in Figure 4). For properties with existing uses (where land is likely to transact between $19 and $52 per square foot), the market rent for flex and industrial uses must double while construction costs remain constant to make redevelopment feasible.

Figure 4. Rent needed for low site utilization (20%)



Source: ECOnorthwest analysis

Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations.

Owner-occupied sites present more complex financial considerations compared to vacant or tenant-occupied properties. Landowners using their property for their own business must account for additional costs if they relocate, including relocation expenses, higher rents (or purchase prices) for new properties, and potentially higher ongoing business costs. For example, moving farther from suppliers or services could result in increased fuel or labor expenses.

To justify relocating their business, landowners would likely need to sell their property at an even higher price than what the quantitative analysis assumes. This requirement would, in turn, translate to higher rents than those shown in the results charts (Figure 3 and Figure 4). However, if the landowner does not intend to maintain their business, financial considerations would be less complex. Without the need to account for future business costs or the loss of contractor tenant income, necessary rents could align more closely with those projected in the comps approach.

DRAFT

Conclusion and Next Steps

Current contractor establishments generate significant revenue with minimal effort or risk, reducing financial incentives for redevelopment. Rents for existing contractor establishments, particularly those with buildings, are already comparable to market rates for industrial and flex uses in the I-5 South Submarket. Therefore, for redevelopment to become financially feasible, market rents would likely need to rise by at least one-third, if not double, depending on site utilization, land acquisition costs, and construction costs. Higher site utilization scenarios present some redevelopment feasibility when land acquisition costs are low (below $20 per square foot). Conversely, properties with higher land costs or existing uses would require either substantially higher rents or have other development costs (e.g., construction, financing) reduce to achieve feasibility.

Owner-occupied properties are less likely to redevelop if the owner wants to maintain their business operations. Redevelopment is difficult for owner-occupants, as they must consider relocation costs and potential increases in operational expenses. Limited regional industrial land supply could push these businesses to relocate further from their markets, increasing costs for labor, transportation, and operations. Without substantial increases in land values or rents, redevelopment for these properties remains unlikely.

Achieving the City's development vision for Basalt Creek will require strategic interventions. Potential approaches could include purchasing and aggregating properties to create development-ready parcels, subsidizing infrastructure costs, adjusting system development charges (SDCs), offering other development incentives, or other strategies yet to be identified.

The findings in this memorandum are preliminary and will be refined through further analysis and discussions. This study is being conducted alongside updates to the buildable lands inventory and site suitability analysis. Ultimately, these components will be synthesized with insights from the Economic Inventory into a comprehensive final report that outlines key findings and actionable recommendations.

DRAFT

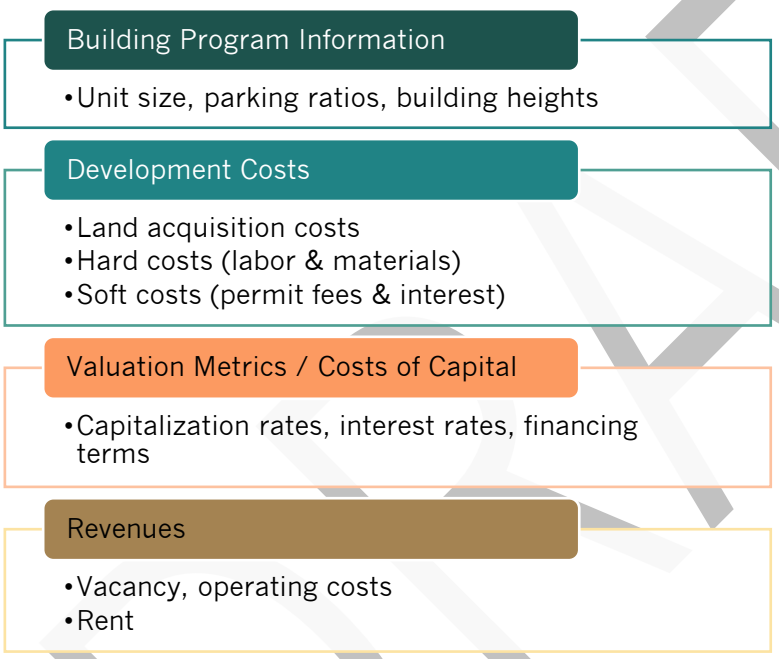
Appendix

Financial Feasibility Methods

To model development feasibility, ECOnorthwest employed a pro forma model which is a common method used in real estate feasibility studies as it simulates the decision-making process of investors and lenders. The pro forma assesses the balance between development costs, expected revenue, and financing structure, which helps to identify viability gaps.

Figure 5. Factors used in the pro forma analysis

Source: ECOnorthwest



This method provides a general analysis of prototypical development scenarios, or prototypes, without accounting for unique conditions that might influence development feasibility (e.g., higher predevelopment costs). Therefore, this analysis serves as a strong indicator of the relative likelihood of development rather than an absolute measure of feasibility.

The pro forma considers the site utilization and potential building program of each scenario, development hard costs (construction labor and materials), other development costs (soft costs, contingency, developer fee, etc.), costs of capital, relevant operating costs, and land acquisition costs. It then calculates the rent required to cover these costs for each scenario.

Scenarios Evaluated

To establish relevant assumptions for the pro forma model, we first identified the scenarios needed to address the research questions. These scenarios were based on variations in current ownership and occupancy, potential future uses, and site utilization.

DRAFT

CURRENT SITE OWNERSHIP AND OCCUPANCY

We started with an understanding of the current site ownership and occupancy. Based on our understanding, there were three main categories:

- **Owners of vacant or unused land.** This category includes people who recently purchased land with the intent to develop and existing owners potentially interested in selling their land for new development.
- **Owners renting to contractor establishment tenants.** These owners might sell their property but would need compensation for the foregone future revenue from their tenants.
- **Owners using the land for their own contractor establishments.** Financial considerations for this group vary substantially. Landowners would need to account for upfront and ongoing costs associated with relocating their businesses, making this scenario more complex to quantify compared to vacant or tenant-occupied sites.

APPROACH TO ESTIMATING LAND PRICE

- **Vacant and underutilized land:** We used a comparable sales ("comps") approach to estimate land price, which accounts for the sales price of recently purchased land, especially by those intending to develop (see the callout box on page 5 for details on the comps approach).
- **Tenant-occupied land:** For owners renting to contractor establishment tenants, we used an income-based approach to estimate the financial hurdle of land price. This better reflects the potential foregone revenue from tenants (see the callout box on page 5 for details on the income-based approach).
- **Owner-occupied land:** Due to varied business conditions of landowners who are using the land for their own contractor establishment, we evaluated this scenario qualitatively, considering insights from the other scenarios.

FUTURE BUILDING PROGRAMS

We then considered the potential future building programs that could occur on these former contractor establishment sites. We based the building square footage of our two prototypes on observed comparable flex and industrial spaces, based on CoStar data from the I-5 South Submarket. Key considerations included:

- **Site Utilization:** Over the past 20 years, average site utilization (building area relative to site area) in the I-5 South Submarket was about 20 percent. Recent developments like the Sherwood Commerce Center achieved 35 percent site utilization and Graham's Ferry Industrial Center achieved 45 percent site utilization but this was enabled by maximizing impervious coverage for parking and truck logistics. Future development in some portions of the study area may face constraints due to natural site features or

DRAFT

zoning standards. We therefore modeled three prototypes to capture a range of potential future development conditions:

- **Low utilization:** 20 percent
- **High utilization:** 35 percent
- **Very high utilization:** 45 percent

CONSTRUCTION COSTS

Lastly, for the scenarios we modeled we evaluated a range of potential construction costs for flex and industrial uses. We referenced the **2024 National Building Cost Manual** by Craftsman to arrive at a range of potential construction costs for various building types that could house future flex and industrial uses. We conducted sensitivity testing of the potential rents needed to cover low to high construction costs, and the results that informed our key findings are inclusive of the range used.

The land cost, site utilization, and building costs were all assumptions that varied in our analyses as we conducted sensitivity testing of different scenarios (e.g., high site coverage, high land costs, high construction costs). All other pro forma assumptions we held constant. We describe the specifics of these assumptions in the section below.

Detailed Methods and Assumptions

To evaluate future flex or industrial rental uses, we began by calculating development costs. This involved applying the cost per square foot values (see Table 1) to the building square footage derived from the site utilization. From that construction cost we calculated the soft cost, contingency, and developer fees to arrive at the total development cost.

Given the potential range of sources of money to fund these projects, we used a high-level approach and assumed all sources of money that funded the project would require a 6 percent annual return based on a 30-year term. We calculated a payment inclusive of this return, based on the total development cost, to arrive at the rent needed to cover these annual costs. We also assumed these rents would be triple net and therefore the operating costs would be passed on to the tenant, which is common for flex and industrial lease terms. We highlight the specific assumptions of this analysis, and any relevant ranges, in the table in Table 1.

DRAFT

Table 1. Scenarios and Assumptions Used

Source: ECOnorthwest, CoStar, Redfin, Craftsman, Stakeholder Interviews

Assumption	Values
Land price	Ranged from $7 to $26 based on observed sales comps of vacant land as well as one sale observation of a contractor establishment. Ranged from $19 to $52 per square foot based on income-based approach.
Building program	(3) square footage estimates based on a calculation of 20% site utilization, 35% site utilization, 45% site utilization
Construction cost	$75 to $200 per square foot of building; $20 per square foot of paving
Soft Costs	20% of hard costs
Contingency	5% of hard and soft costs
Developer fee	5% of hard and soft costs plus contingency
Costs of capital	5-7% annual interest range, 30-year term for all funding sources
Operating costs	Assumed triple net rents

DRAFT

Wilsonville Industrial Land Readiness – Phase One/Basalt Creek

Planning Commission Work Session
December 11, 2024
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager
Nicole Underwood, ECOnorthwest

Phase One Tasks

- ECOnorthwest
  - Economic Inventory / Land Use Analysis
  - Buildable Lands Inventory Update
  - Site Suitability Analysis
  - Redevelopment Feasibility of Contractor Establishments
- DKS Associates
  - Revised Conceptual Access Plan Map
- Pacific Habitat Services
  - Natural Resource Assessment
- Consor
  - Input to Infrastructure Funding Plan
- City Staff
  - Zoning Analysis
  - Code Amendments

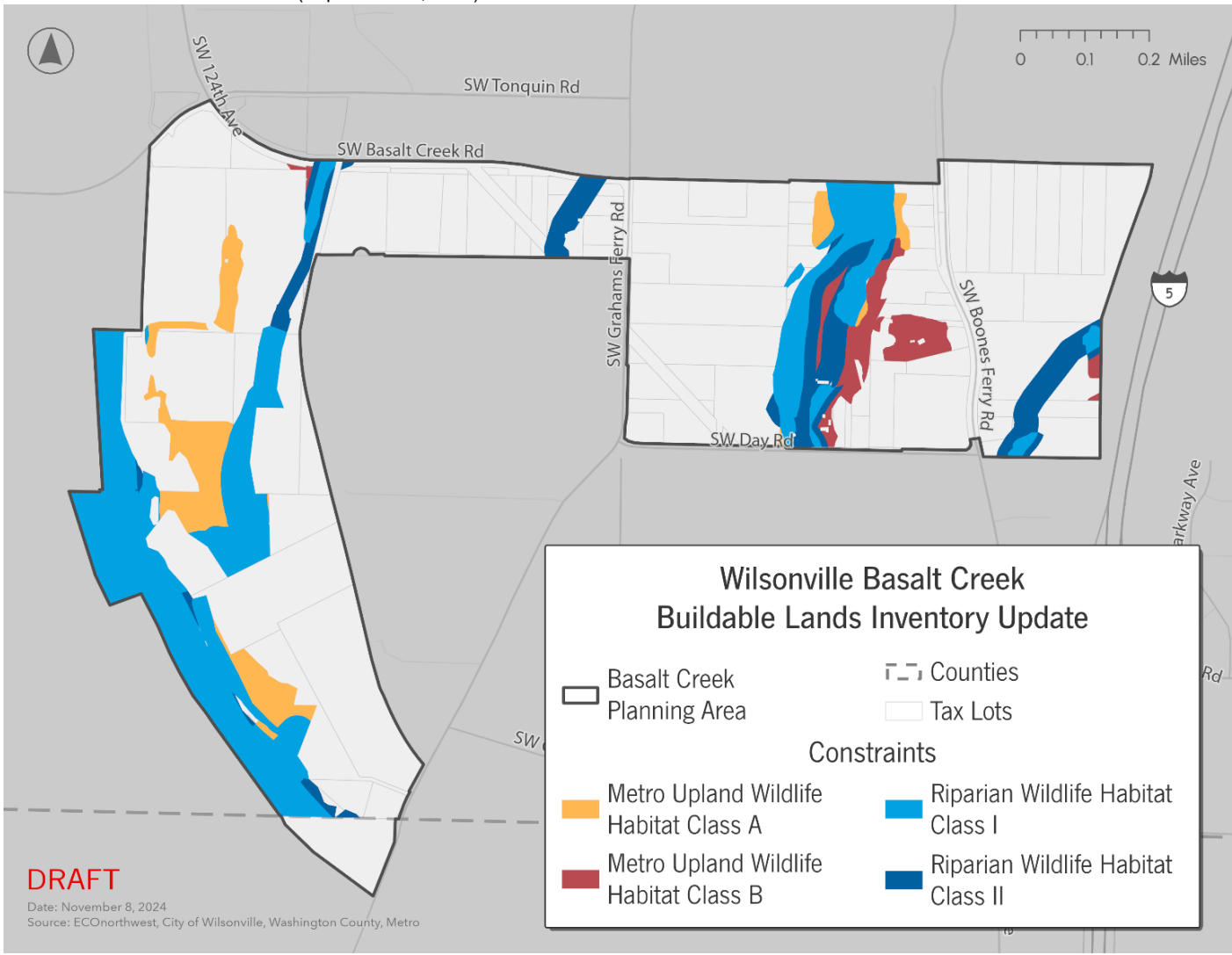
Buildable Lands Inventory (BLI)

Land Base

453 acres across 85 tax lots

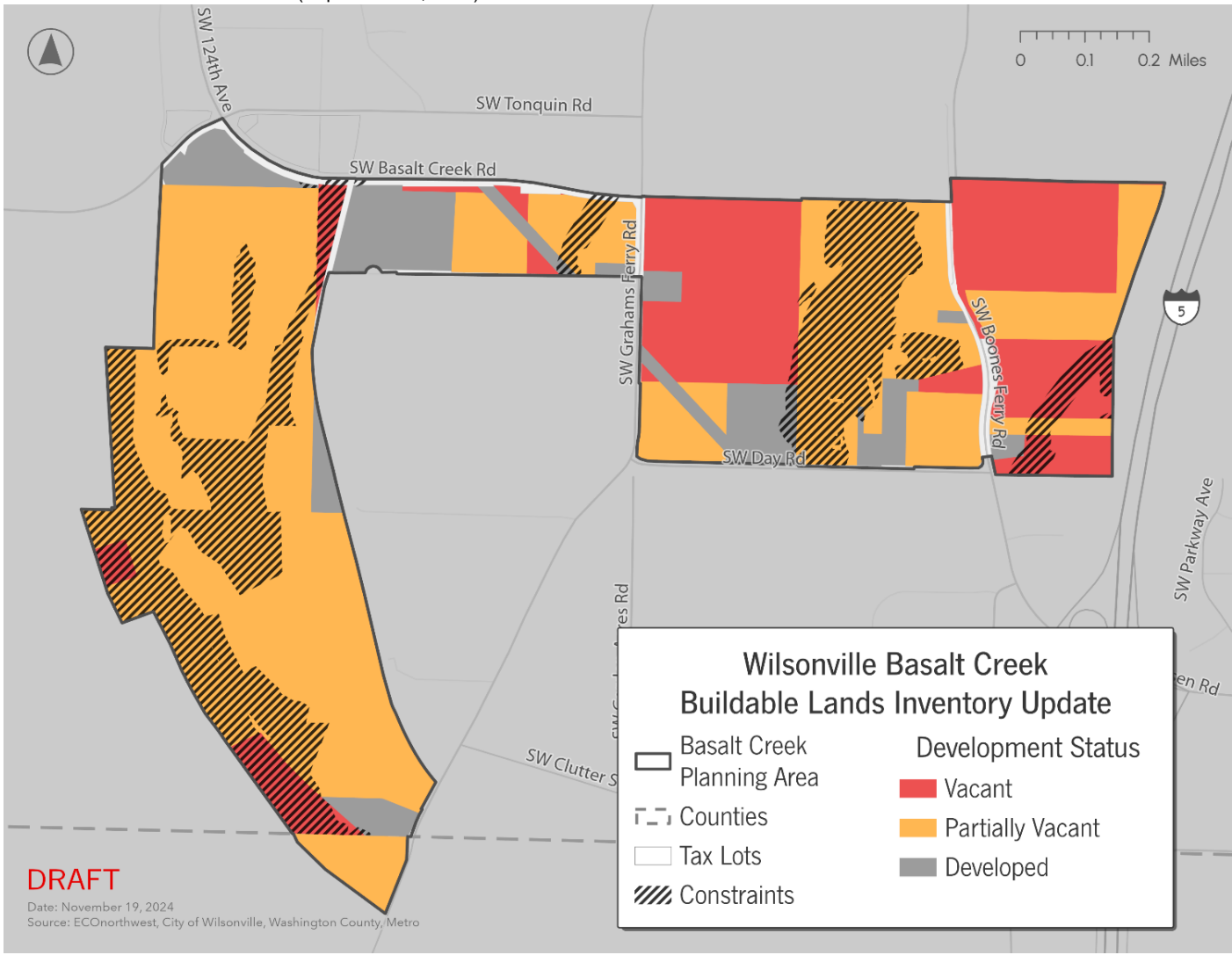
Development Constraints

127 acres considered undevelopable



Development Status

175 acres in active use and considered developed



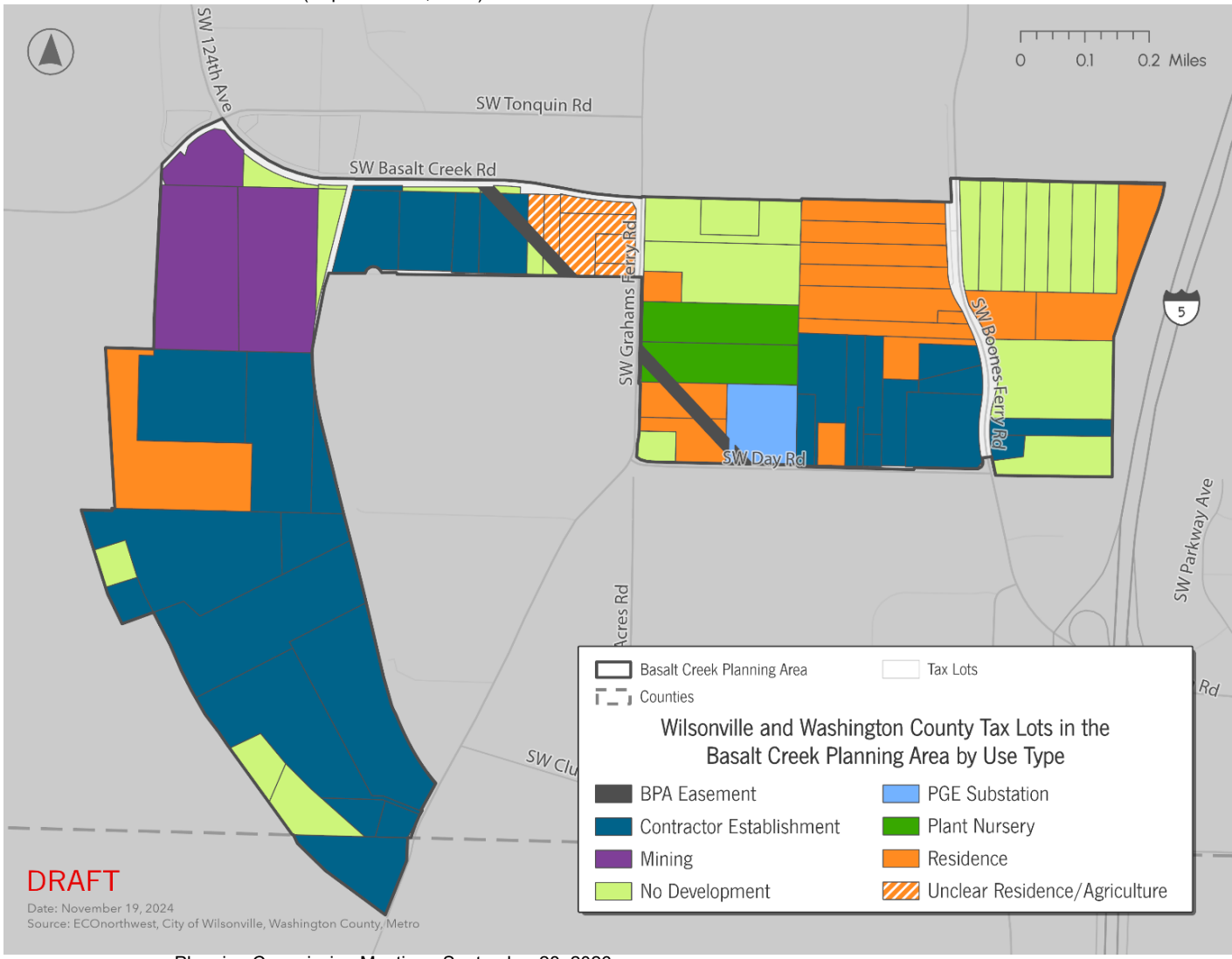
Buildable Acres

150 acres considered buildable and available for development

Plan Designation	Total Buildable Acres	Buildable Acres on Vacant Lots	Buildable Acres on Partially Vacant Lots
Industrial	127	87	40
Undesignated	24	0.4	23
Total	**150**	**87**	**63**

Current Land Uses

Much of the land is used by contractor establishments



Site Suitability Analysis

ECOnorthwest

Which industries may be attracted to Basalt Creek?

- Semiconductor sector supply chain
- Clean Tech, including battery technology
- Advanced Manufacturing
- Distribution and Logistics
- Data Centers



Opportunity Sites

- **SW Greenhill Site:** Largely undeveloped with potential for near-term development
- **Craft Industrial Area:** Consider constraints and existing/neighboring uses
- **West Railroad Site:** Lacked a defined land use district in Concept Plan



Site Competitiveness Factors

- Site size and configuration
- Constraints
- Surrounding land uses
- Access to transportation and utility infrastructure
- Site-specific considerations





Evaluation of Uses: SW Greenhill Site

SW Greenhill Site

- Relatively flat, unconstrained site
- 57 total acres with 52 unconstrained (91% of area)
- 10 tax lots, 2 owners
- Largely undeveloped
- Proximity to existing infrastructure

Potential users:

- High-tech supply chain
- Cleantech industries
- Advanced manufacturing
- Food processing
- Small warehousing and distribution
- Business and admin services; industrial business parks; R&D campuses.

Potential users align with the High Tech Employment district envisioned in the BCCP

Evaluation of Uses: Craft Industrial

Craft Industrial Area

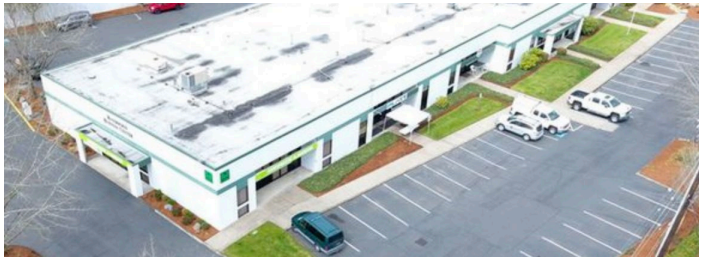
- Highly constrained site, with constraints running north to south through site
- 32 total acres, 14 unconstrained split to the east and west (91% of area)
- 7 tax lots, 7 owners
- Existing residences
- Proximity to existing infrastructure

Existing residences, some of which are high-value, likely to extend redevelopment timelines relative to other opportunity sites

Potential users:

- Micro-uses such as live-work or makerspaces *(aligns with BCCP)*
- With site aggregation southeastern portion may be able support small-scale industrial condos and/or office user requiring up to 5 acres

Example small-scale industrial user:
Riverwood Business Center in Wilsonville



Evaluation of Uses: West Railroad Site

West Railroad Site

- Moderate constraints concentrated along western boundary and northern half
- 165 total acres with 90 unconstrained (55% of area)
- 15 tax lots, 8 owners (mix of land sizes)
- More challenging to serve with infrastructure
- Proximity to rail and mining

Potential users:

- General manufacturing
- Food processing
- Small warehousing and distribution
- Business and admin services
- Cleantech industries

The City is still exploring how infrastructure might influence industry suitability.

The project team is still assessing rail access and the potential impact of the railroad and nearby mining operations.

Redevelopment Feasibility of Existing Contractor Establishments

ECOnorthwest

Key Question

What conditions are needed to promote and incentivize urban industrial development as envisioned in the BCCP?





Scenarios Evaluated

Site ownership and occupancy

- Owners of vacant or unused land
- Owners renting to contractor establishment tenants
- Owners using the land for their own contractor establishments

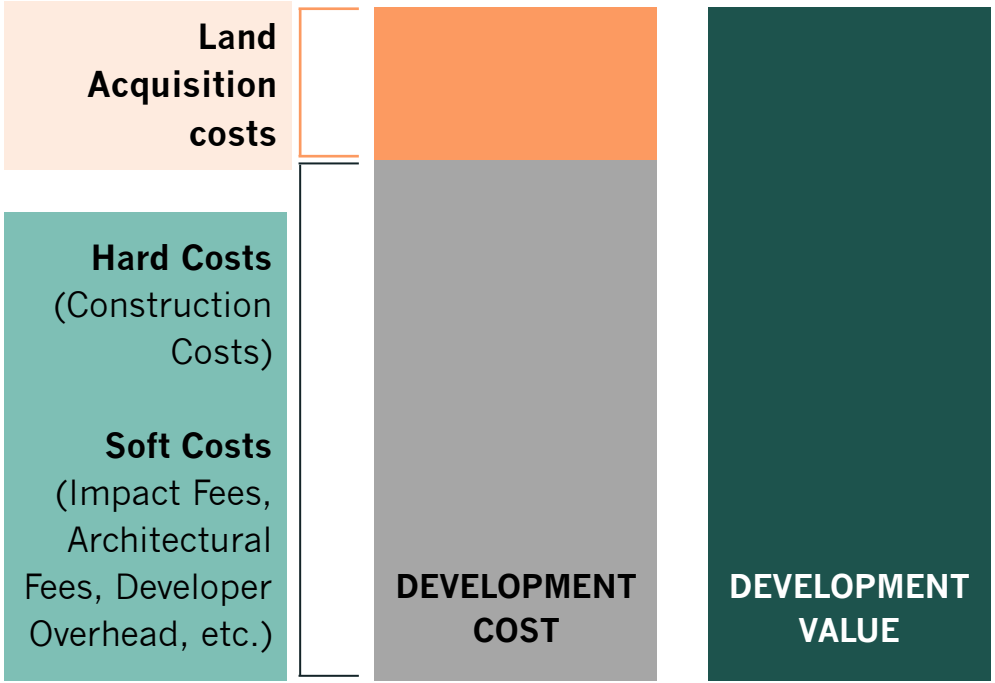
Site Utilization

- Low (20%)
- High (35%)
- Very high (45%)

Land and Construction Costs

- High
- Low

Pro Forma



If development cost is greater than development value than the project is not feasible

Key Findings / Considerations

- Current contractor establishments generate substantial revenue with minimal effort or risk, reducing financial incentives for redevelopment
- Rents would need to increase by 60%, if not double, to fund construction and create incentive to flip existing contractor establishments
- Owner-occupied sites face greater feasibility challenges when landowners want to maintain their business operations

Conclusion

- **Challenges:** Limited infrastructure, fragmented ownership, constraints, and preexisting low-density uses pose barriers to implementing the BCCP
- **Opportunities:** Strong industrial demand combined with development-ready sites and engaged property owners could present catalytic opportunities to spur further investment

The City's approach to addressing the challenges and opportunities depends on its desired outcomes and risk tolerance

Questions

- What comments or direction does Planning Commission have in response to the Buildable Lands Inventory and Site Suitability Analysis Memo? Does this align with the vision for Basalt Creek? If surprising, what questions would help guide future decisions?

- What input does Planning Commission have on the Redevelopment Feasibility of Contractor Establishments Memo? Does the Commission want planning efforts to focus on accommodating and managing contractor establishments as industrial businesses or encouraging their relocation and redevelopment of the land?

Chair Karr called for citizen input. There was none.

ADMINISTRATIVE MATTERS

2. Consideration of the November 13, 2024 Planning Commission Minutes

The November 13, 2024 Planning Commission minutes were accepted as presented.

WORK SESSION

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

Cindy Luxhoj, Associate Planner, stated the project team was requesting input on more draft work products for the first phase of the Wilsonville Industrial Land Readiness (WILR) project, noting City Council and Planning Commission work sessions on the associated Code amendments would occur January through April with adoption hearings expected in May or June. The documents presented tonight would further inform on what development types are viable under the current and future market conditions and what type of policy interventions would facilitate the development desired in the Basalt Creek area.

Nicole Underwood, ECO Northwest, presented the WILR work products via PowerPoint with key comments as follows:

- The Buildable Lands Inventory (BLI) update from the 2018 Basalt Creek Concept Plan provided a revised assessment of developable acres in Basalt Creek and identified lands with existing economic uses that may have redevelopment potential. She reviewed the existing land uses and stated that only 150 of the 453 acres in Basalt Creek were considered vacant, unconstrainted buildable acres and therefore, available for development. (Slides 3-7)
- The Site Suitability Analysis and draft Economic Inventory presented in October identified industries likely to be attracted to Basalt Creek. Site competitiveness factors, site specifics and potential uses for the SW Greenhill Site, Craft Industrial Area, and West Railroad opportunity sites were described. (Slides 8-14)
- Redevelopment Feasibility of Existing Contractor Establishments. Though permitted in Washington County, contractor establishments were not consistent with the vision in the Basalt Creek Concept Plan (BCCP) of increased job density ~~with~~ and especially, high wage jobs.
    - She described the modeling used to evaluate the feasibility of development projects, as well as the key findings and considerations, noting the 60% needed increase in rents was a revised estimate from the 33% provided in the memorandum. (Slide 19)
- In conclusion, given the challenges and opportunities, the City may need to use a “hands-on” approach to incentivize urban industrial redevelopment of contractor establishments in Basalt Creek; however, any recommended approach would depend on the City’s desired outcome and risk tolerance. (Slides 15-20)

The project team addressed questions from the Commission and the Commission provided feedback to the team’s questions (Slide 21) as follows:

- **Ms. Underwood** explained the list of potential industries came from the Cleantech Competitive Assessment report, which listed battery storage, and while battery manufacturing was not, it may still align with advanced manufacturing or other site characteristics. She stated she could return with more information.
    - Wind or solar equipment manufacturing was not suitable for the area due to the need for railroad access. The analyses' results were not definitive about which industries would not locate in Basalt Creek; it was just less competitive.
    - The 60% increase required in rent costs to encourage property owners to redevelop was an oversimplification of a very complex analysis with many factors; coming up with an exact number to communicate the analysis results had been challenging.
    - Additional slides "Results – Low Site Coverage" were displayed showing the current average market rent for urban flex industrial uses was $9 to $14 per sq ft and the total range of land and construction costs. With low land/construction costs, rents could be about $15.50 per sq ft. Using the average of the existing market rents and mid-range land/construction costs, the average rent cost would increase 60%. Key findings were focused around taken a more conservative and more likely, income-based approach to account for the rent revenue owners were already getting.
        - She confirmed property owners were getting an average $11.50 per sq ft for rent and would need closer to $25 per sq ft to make redevelopment feasible, making it unlikely that a developer because costs would exceed the project value.
- The City would not likely have any financial leverage or mechanisms to bridge that large of a gap or subsidize the difference in rental income to promote redevelopment.
    - **Ms. Underwood** explained "hands-on" approaches could include site aggregation and determining the City's role in infrastructure, especially in the West Railroad area.
        - The average rent cost of $9 to $14 per sq ft was for the I-5 South Corridor area, including Tualatin and Sherwood, based on the Economic Inventory. Given current market dynamics, she confirmed that even those rates were not financially feasible for developers.
        - She displayed an additional slide, "Very High Site Coverage Comps vs Income approach" noting that if the sites developed at 45% site coverage, rather than 20%, and land and infrastructure costs were kept low, required rent cost increases would be less than 60 percent. Low land costs could potentially be facilitated by the City.
        - She confirmed the findings of the Redevelopment Feasibility of Existing Contractor Establishments had only considered redevelopment of existing contractor establishments and did not include vacant land.
        - She agreed the Redevelopment Feasibility analysis presented significant challenges to the City with hurdles the City may not reasonably achieve.
- The construction workforce is aging with people leaving faster than they were entering, alongside increasing costs and supply chain issues. With the infill of the Metro area, contractor laydown yards were being pushed farther out, which also drove up costs. Keeping some contractor establishments in the area is good because it helps keep construction costs a little lower for the overall Metro area.

- While BCCP vision could still be realized someday, this was not the appropriate time given the current urban growth boundary and market conditions.
  - Many trucks could not fit under the 14-ft railroad overcrossing, which would be a huge infrastructure cost. The west side of Basalt Creek was not a viable option.
  - Completing the Craft Industrial and SW Greenhill buildouts may attract higher rents and fund redevelopment.
- **Associate Planner Luxhoj** sought input on whether planning efforts should focus on accommodating and managing contractor establishments versus encouraging and possibly incentivizing relocation in order to realize the vision in Basalt Creek, which had been a consideration while determining Code amendments and Zoning. The City could potentially accommodate contractor establishments by allowing them as a Conditional Use with limitations on expansion, rather than prohibiting contractor establishments and making them non-conforming. Staff recognized the value of contractor establishments to construction in the area and the increasing limitations on where these establishments could be located.
- **Daniel Pauly, Planning Manager,** added another consideration was potential site improvements over time. Often older existing homes are converted to offices or pole barns are constructed, which may not require building permits, and are converted to more intense uses later. How could the City facilitate and encourage improvements and more actively manage how contractor establishments mature over time, and how could these uses occur as quality development in the area? Some contractor establishments were nicely built.
  - He understood the zoning predating Washington County's FD-20 zoning allowed contractor establishments, and when FD-20 was adopted, the County did not want to make contractor establishments legal, non-conforming uses, which facilitated more contractor establishments moving into the area.
- **Miranda Bateschell, Planning Director,** added that since all County regulations applied, one issue is that sometimes the City was not engaged early enough to have any say regarding the potential impacts to Day Rd, potential dedication of right-of-way, etc. or ensuring the proportionality of impacts on the system. The Commission might consider how the County governs contractor establishments versus how the City might potentially facilitate, accommodate, and regulate contractor establishments moving forward, such as impacts to the system, screening standards, or other standards the City might want to regulate.
  - The Basalt Creek area is within the City's urban planning area for which the City had an agreement with the County. The County's FD-20 zoning designation would stay in effect until the City decides to annex the property. In Wilsonville, annexations were typically property-owner initiated. Typically, when developments in the urban planning area need access to services, the land is annexed, and the development would comply with City regulations. If contractor establishments were to be accommodated, ensuring those business types are an allowed use would be important if annexed into the city, which is more about how the property developed, not the use itself, versus having an industrial code in Basalt Creek where contractor establishments were not allowed.
  - Historically, Wilsonville has never annexed an entire area within the urban planning area. In Frog Pond West, each property submitted a development application and was annexed, and undeveloped parcels remained in the County until annexation. With these pre-

existing allowed uses, there is a lot more opportunity for the industrial area in the unincorporated County to develop prior to coming into the city.

- **Associate Planner Luxhoj** added the urban planning area agreement with Washington County could be amended or an intergovernmental agreement (IGA) could be created with Washington County to transfer the planning authority for these properties to the City without annexing the properties, so applications to build or expand a contractor establishments or other uses allowed in FD-20 would be submitted to the City for permitting, which would provide the opportunity to apply the City's standards to the developments. Troutdale had a similar agreement with Multnomah County.
  - **Planning Manager Pauly** noted no conversations had been held yet with Washington County regarding the possibility of creating an intergovernmental agreement.
- **Planning Manager Pauly** explained that typically, rural land is annexed and then developed in Wilsonville, but in other places, existing urban developments approved by Washington County were annexed to the adjacent city. The only specific examples of existing uses being annexed into Wilsonville were churches near the edge of the city limits that had been developed under County zoning and were later surrounded or needed utilities and were annexed into the city.
- Laydown yards did not generally need utility services and were less likely to ask for annexation.
  - **Planning Director Bateschell** agreed, noting contractor establishments often only had a few employees stopping by and the house turned office had septic service, which was sufficient since the property owners could show people were not on the site all the time, and the impact was mostly transportation. Day Rd and Garden Acres are City facilities, so the City wanted to have more input on allowing contractor establishments, which has been a struggle; however, oftentimes the properties were not connecting to water or sewer, so annexation was not triggered.
- Discussions were held previously on possibly annexing a portion of the West Railroad area to redo the railroad crossing and the road so trucks could use that road rather than looping through town
  - **Planning Director Bateschell** noted some property on the south side of Day Rd had been annexed as part of the Coffee Creek Industrial Area. Other properties along Day Rd could be annexed, but not until the zoning was set for the north side of Day Rd. While the City usually waited for property owners to initiate the annexation process, sometimes it was triggered by a request for a utility connection.
- Accommodating and managing contractor establishments made sense to the extent the City could without annexation, but encouraging relocation or redevelopment did not make sense at this time because in the City's big planning scheme, it was not a huge priority; unless the City had a vision for the land and wanted to actively invest in attracting a specific industry to the area.
  - **Planning Director Bateschell** noted with this new information and the passage of time since adopting the BCCP, the current conversations about Basalt Creek could potentially refine the vision to address some of the comments and ideas discussed. The BCCP is a foundation and its broad vision and goals, and guiding principles could still be used. Basalt

Creek was the only industrial area outside of Coffee Creek that was available for the city to grow into as part of its 20-year land supply and was an important consideration in planning and refining the vision for the future of Wilsonville's employment land.

- The City could potentially pursue specific industries with higher rent prices to justify development costs.
  - **Ms. Underwood** noted a high-intensity user like a data center in West Railroad could support infrastructure and lower development costs. Having a development plan for West Railroad that assembled multiple parcels for a much bigger area to impact the development potential would be useful.
  - With that suggestion, it made even more sense to manage the contractor establishments.
- **Ms. Underwood** explained from the analysis, many industries could be ideal for West Railroad, and the City could consider going after a specific industry like general manufacturing, food processing, and perhaps, warehousing and logistics, depending on the railway access, as well as other more advanced manufacturing industries. The mining north of the site could cause some complications or impacts.
  - She recalled Business Oregon and GPI both expressed excitement about Basalt Creek overall, adding City Staff could speak with them and other developers to see who may be interested in the site.
- Support was expressed for accommodating and managing contractor establishments, as the financial realities did not allow any other options and there were many challenges to manage upfront.
- Pursuing an IGA with the County for planning authority was a good idea to have more impact on design and ensure projects met the City's infrastructure requirements. The City should get more control over what the County was allowing contractor establishments to do.
- Wilsonville would be well-suited to keep its current precedent on annexation and continue on an owner-by-owner basis, rather than trying to force annexation.
- The conversation around the regional big picture and bringing in specific industry was appreciated. Perhaps resources were available at the state and federal levels to support bringing different kinds of industry to the Pacific Northwest.
  - **Ms. Underwood** noted the cleantech industries considered in the analysis had already been identified by the Oregon Task Force as having potential in Oregon.
- It was important to look beyond the next five years and not limit the approach to Basalt Creek based on what industry is "hot" right now.
- The infrastructure was a big concern. A lot of work is needed before the area is ready for industrial use. The rail bridge is a huge constraint as industrial uses would use 18-ft trailers and replacing a rail bridge is not inexpensive.

4. CFEC Parking (Pauly)

Planning Manager Pauly introduced the State Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standard Reform via PowerPoint, highlighting the legislative background leading to parking reform and parking rules, the City's project goals, and the purpose of the State rules. He described the two compliance phases, noting Parking A was already in

PLANNING COMMISSION

WEDNESDAY, OCTOBER 9, 2024

WORK SESSION

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

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: October 9, 2024	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Staff recommends Planning Commission provide requested input about the Wilsonville Industrial Land Readiness project.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities:	☒Adopted Master Plan(s):	☐Not Applicable
Attract high-quality industry and support economic opportunity for all in Wilsonville	Basalt Creek Concept Plan	

ISSUE BEFORE COMMISSION

Staff is seeking input from the Planning Commission on the draft Economic Inventory and Land Use Analysis for the first phase of the Wilsonville Industrial Land Readiness (WILR) project.

EXECUTIVE SUMMARY:

At the Planning Commission meeting on September 11, 2024, staff provided background about the first phase of the Wilsonville Industrial Land Readiness (WILR) project that is focused on the Basalt Creek Concept Plan (BCCP) area, including the Basalt Creek and West Railroad future industrial areas in northwest Wilsonville. This first phase of the WILR project lays the foundation for moving the Concept Plan area to a development ready status, thus enabling the City to accept development applications for industrial projects and realizing the area's economic development potential. The first phase includes, among other deliverables, conducting a focused Economic Inventory and Land Use Analysis to inform the drafting of zoning standards and creating an infrastructure funding plan.

The Economic Inventory and Land Use Analysis, prepared by ECOnorthwest, provides area-specific foundational information about economic activities in the Basalt Creek area in the context of local and regional markets and what industries may be expected to locate in the planning area in the future. Preliminary key findings of the analysis are listed below and the draft report is included as Attachment 1:

Key Findings of Economic Inventory/Land Use Analysis:

- Basalt Creek is strategically positioned for industrial development, with the potential to attract a variety of users. Industries that may be particularly attracted to Basalt Creek include:
    - Semiconductor supply chain businesses
    - Clean tech, including those involved in battery storage
    - Alternative energy technologies
- Realizing this potential, however, presents several challenges, particularly related to contractor establishments, which can hinder or complicate redevelopment efforts, availability of infrastructure, lot sizes and property aggregation, natural features including the Basalt Creek canyon, and growing power demands for industrial users.
- The City must navigate these challenges while working towards its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity.

The analysis and related findings are preliminary and will be refined through further analysis, stakeholder engagement, and additional discussion with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.

Following presentation of the project by staff, input is requested from the Planning Commission in response to the questions below:

- What questions or comments does the Planning Commission have about the Economic Inventory and Land Use Analysis report and related preliminary findings?
- Is there anything about the information presented that you find surprising or that changes your view of how the City should be thinking of the Basalt Creek planning area and implementation of the Concept Plan?

EXPECTED RESULTS:
Feedback from Planning Commission about this first phase of the WILR project will guide completion of the implementation items in the Concept Plan for the Basalt Creek and West Railroad planning areas, including drafting a package of proposed Code amendments, developing economic development strategies, and preparing an infrastructure funding plan.

TIMELINE:
Work sessions with the Planning Commission and City Council for the first phase of the WILR project are anticipated in October through December this year. Planning Commission and City Council public hearings on Code amendments are expected in early to mid-2025 with the infrastructure funding plan work occurring throughout 2025.

CURRENT YEAR BUDGET IMPACTS:
Funding for the current work on the first phase of the WILR project is allocated in the FY2024-25 Planning Division budget. The project is primarily funded by a $100,000 grant from Business Oregon. Additional funding, if needed, is available from a $290,000 Metro grant.

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

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

ALTERNATIVES:
As zoning standards and an infrastructure funding plan are developed, a number of alternatives will be explored and developed with the Planning Commission.

ATTACHMENTS:
1. Draft Economic Inventory and Land Use Analysis

ECOnorthwest

September 2024

Industrial Land Readiness:

Economic Inventory and Basalt Creek Concept Plan Land Use Analysis - DRAFT

Prepared for: City of Wilsonville

ECOnorthwest
222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

Acknowledgments

ECOnorthwest prepared this report with support from the guidance and input of several partners, including members, staff, and leadership of the *City of Wilsonville*. Most notably we are appreciative of the involvement and input of *Cindy Luxhoj, Daniel Pauly, Miranda Bateschell, and Matt Lorenzen*. This work was financially supported by grants from *Business Oregon and Metro.*

That assistance notwithstanding, ECOnorthwest is responsible for the content of this report. The staff at ECOnorthwest prepared this report based on their general knowledge of the economics of recreation, amenities, and regional economies. ECOnorthwest staff contributing to this study included *Bob Parker, Nicole Underwood, Barrett Lewis, and Mackenzie Visser.* ECOnorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECOnorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report please contact:

Bob Parker
parker@econw.com
ECOnorthwest
503-222-6060

Table of Contents

1. Introduction 1

Purpose and Background 1

Basalt Creek Planning Area Overview 2

2. Changes in Market Conditions 12

National and State Employment Trends 12

National Office Trends 14

National Industrial Trends 16

3. Wilsonville Basalt Creek Updated Market Assessment 18

Employment Trends and Forecast 18

Real Estate Market Trends 23

Target Industry Assessment 34

4. Conclusion 38

1. Introduction

Purpose and Background

After a multi-year planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next twenty years. Wilsonville is planning for the development of its portion of the Basalt Creek Planning Area (BCPA), located in unincorporated Washington County.

The City adopted the BCCP in anticipation of future industrial development. However, at the time of adoption a number of implementation steps remained. In the years following the adoption of the BCCP, Washington County has approved development consistent with County zoning. The BCPA now hosts several contractor establishments that, while providing jobs and economic activity, are not the type of development or commerce envisioned in the Concept Plan.

The City is currently working on the final implementation steps to make the BCPA development ready. These steps include designating the zoning to be used in the area as well as refining infrastructure funding plans. Since adoption of the BCCP in 2018, significant economic shifts have occurred at national, state, regional, and local levels to be considered during the current implementation steps. Given these economic shifts, reassessing Basalt Creek's market conditions is crucial for Wilsonville's implementation process. This reassessment will help ensure that development plans align with current economic realities and future projections.

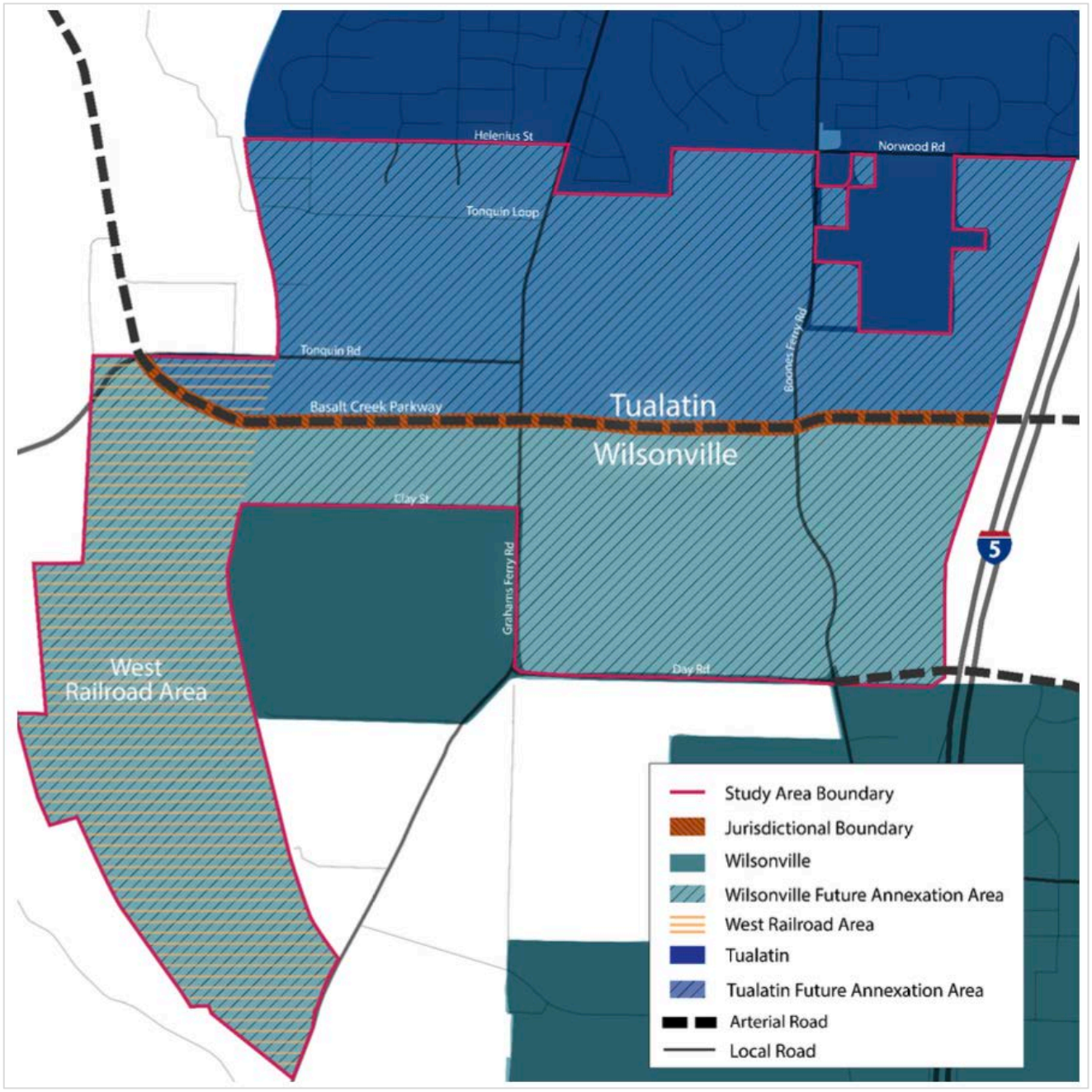
To understand the changing market conditions, Wilsonville engaged ECOnorthwest to conduct an updated market assessment and industrial lands study for Wilsonville’s portion of Basalt Creek. This Economic Inventory report is a key component of that study, providing an overview of the current economic conditions and trends affecting the BCPA. The findings from this analysis will inform recommendations on how to translate the BCCP’s land use concepts into zoning designations and inform infrastructure planning to support economic development opportunities in the area.

Basalt Creek Planning Area Overview

The Basalt Creek Planning Area (BCPA) is an 847-acre area located in unincorporated Washington County between the southern border of incorporated Tualatin and the northern border of incorporated Wilsonville. This report focuses on the Wilsonville section, which includes 480 acres within the designated Wilsonville Future Annexation Area and West Railroad Area (as depicted in Figure 1). The BCPA is centrally located in the southern portion of the Portland Metro, easily accessible and connected to other growing industrial areas, including Sherwood and Tualatin. It has access to the Portland Metro and Mid-Valley labor sheds, making it well-positioned to attract various types of industry.

Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development, 20-acre District (FD-20) zoning, which allows a variety of low-intensity uses. The area has limited development, with much of the developed land used for contractor establishments, including storage of equipment and vehicles. A contractor establishment is a facility where contractors and/or subcontractors store and organize their tools, equipment, supplies, and materials. These facilities can include buildings, grounds, or structures, and often have outdoor storage and assembly areas. While important uses, these lands host limited employment and assessed property value, much less than the employment densities and development typologies envisioned in the BCCP and typical of land within the Metro Urban Growth Boundary (UGB) and incorporated City limits.

Figure 1: Basalt Creek Planning Area



Source: Basalt Creek Concept Plan, 2018 Note: Wilsonville's portion of the Basalt Creek Planning Area (BCPA) is inclusive of the Wilsonville Future Annexation Area and West Railroad Area.

How does the Basalt Creek Concept Plan guide development?

After a multi-year planning process, Wilsonville, in partnership with Tualatin, developed and adopted the Basalt Creek Concept Plan (BCCP) in 2018. The BCCP established a framework for development in the area over the next 20 years. The BCCP identifies preferred land uses across the area and strives to coordinate future land use, transportation, and infrastructure investments between Tualatin, Wilsonville, and Washington County. In particular, the BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area
- Established a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the Planning Area may be annexed into and served by each City)
- Identified conceptual land uses across the area
- Recommended high-level designs for transportation and infrastructure systems to support future development
- Set specific action items and implementation measures

GUIDING PRINCIPLES

Guiding Principles represent the collective interests and goals for the Basalt Creek Planning Area as agreed to and established by the Joint Councils of Tualatin and Wilsonville.

- **Maintain and complement the Cities' unique identities.**
- **Capitalize on the area's unique assets and natural location.**
- **Explore creative approaches to integrate jobs and housing.**
- **Create a uniquely attractive business community unmatched in the metropolitan region.**
- **Ensure appropriate transitions between land uses.**
- **Meet region responsibility for jobs and housing.**
- **Design cohesive and efficient transportation and utility systems**
- **Maximize assessed property value**
- **Incorporate natural resource areas and provide recreational opportunities as community amenities and assets**

Land Use Designations

The BCCP identified a mix of land use designations for the area based on its land suitability analysis and adjacent land uses. For Wilsonville, the BCCP proposed four main land use designations. However, West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration. These designations, as defined in the BCCP, are:

HIGH-TECH EMPLOYMENT DISTRICT

Most of the buildable acres in the Planning Area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High-Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing, and office buildings. This land use is in the southern and eastern sections of the Planning Area, covering all Wilsonville land east of SW Boones Ferry Road and most of the land south of SW Clay Street extending to SW Day Road and bordered to the west by Coffee Creek Correctional Facility.

The BCCP assumed the following breakdown of uses for the High-Tech Employment District which helped estimate the amount of traffic the development would generate.

Table 1. BCCP Assumed Breakdown of Uses for the High-Tech Employment District

USE	SHARE
Retail	1%
Office	45%
Industrial	38%
Warehousing	15%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018 Note: Share may not equal 100% due to rounding.

CRAFT INDUSTRIAL

The southwest corner of the intersection of SW Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses, which may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

The BCCP assumed the following breakdown of uses for the Craft Industrial District which helped estimate the amount of traffic the development would generate.

Table 2. BCCP Assumed Breakdown of Uses for the Craft Industrial District

USE	SHARE
Retail	24%
Office	31%
Industrial	44%
Warehousing	1%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018 Note: Share may not equal 100% due to rounding.

LIGHT INDUSTRIAL DISTRICT

This land is located across the southern edge of the existing and future extension of Basalt Creek Parkway just north of Coffee Creek Correctional Facility and will be able to accommodate 581 new jobs primarily in warehousing and light manufacturing.

The BCCP assumed the following breakdown of uses for the Light Industrial District which helped estimate the amount of traffic the development would generate.

Table 3. BCCP Assumed Breakdown of Uses for the Light Industrial District

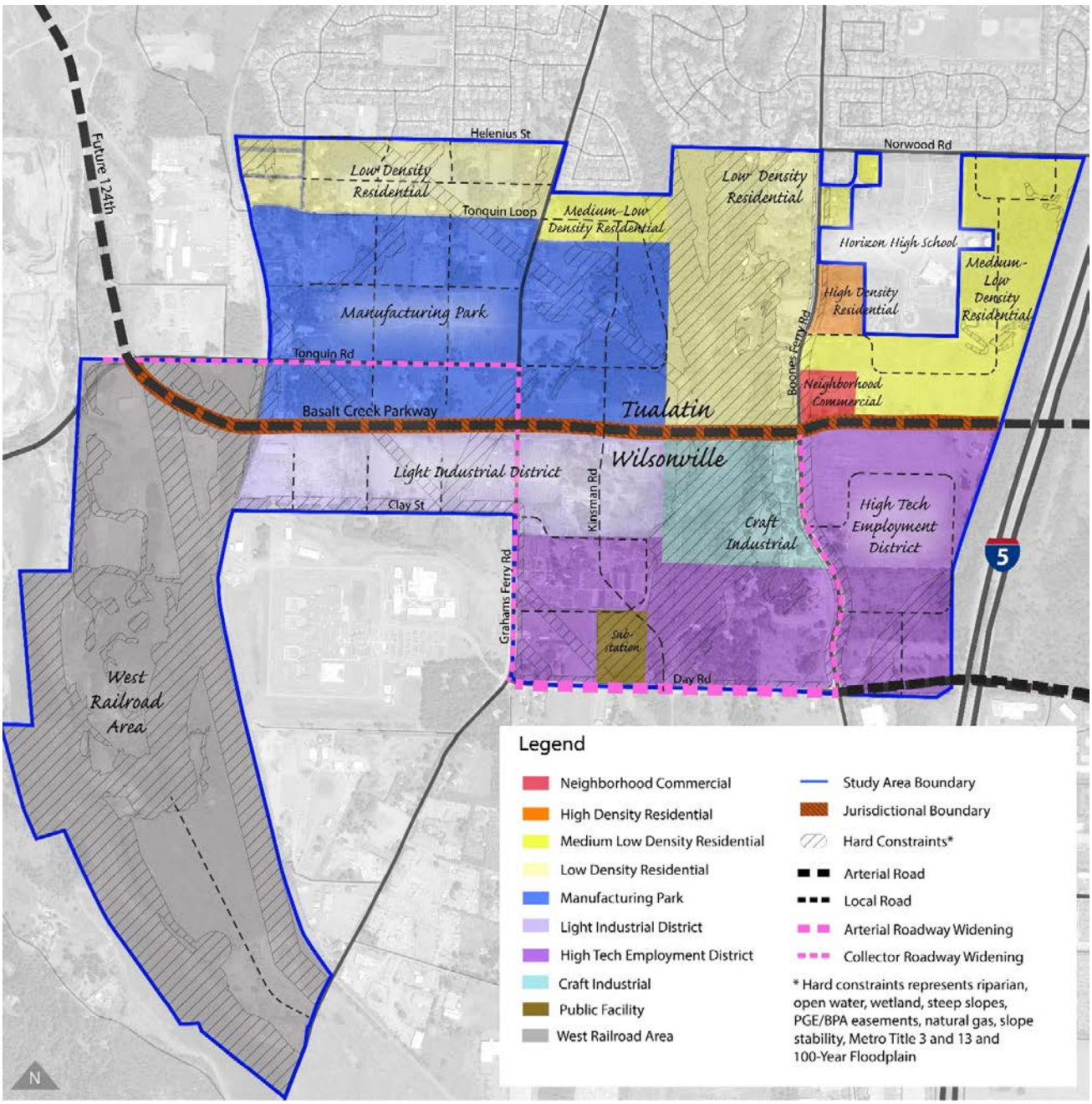
USE	SHARE
Retail	1%
Office	19%
Industrial	69%
Warehousing	11%
TOTAL	**100%**

Source: Basalt Creek Concept Plan, 2018 Note: Share may not equal 100% due to rounding.

WEST RAILROAD AREA

The West Railroad Area is divided from the rest of the Planning Area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, the area was heavily constrained by wetlands habitat, steep slopes, and fragmented property ownership. Initial estimates indicated that it would be costly to serve this area with adequate infrastructure due to its location. However, it was identified as having potential for resource conservation, future public access to nature, and possibly additional land uses. Because it was considered to have much lower development potential than the rest of the Planning Area, a future land use scenario was not created. Additional analysis on infrastructure funding and appropriate land uses was recommended once development and extension of infrastructure occurred in the rest of Basalt Creek.

Figure 2. Basalt Creek Land Use Concept Map



Source: Basalt Creek Concept Plan, 2018

Note: West Railroad did not include a specific concept because it was viewed as having lower development potential and was slated for future study and consideration.

Implementation Measures

The BCCP also outlined the following implementation measures for the Cities:

1. **Update Urban Planning Area Agreements (UPAAs)** to acknowledge the future jurisdictional boundary and outline what areas may be annexed by each City, as well as transfer planning authority to the Cities.
2. **Amend Comprehensive Plans** to include the adoption of the Concept Plan.
3. **Assess zoning** and make sure it is compatible with anticipated land uses in the area and special design elements in the Concept Plan. The Concept Plan suggested Wilsonville consider applying the Coffee Creek Industrial Design Overlay District (form-based code) in the area.
4. **Annex as demand occurs** based on the pace of development and begin to make utility improvements adjacent to existing City services.
5. **Consider capital improvements** to spur development, either via financing the infrastructure themselves for reimbursement, creating a cooperative financing district, or developing the infrastructure to induce desired development.
6. **Consider master planning** in the area.

Wilsonville updated its UPAA in 2019 and amended its Comprehensive Plan after the Concept Plan was adopted. The City is now working on developing zoning and evaluating infrastructure needs as a part of this project.

Basalt Creek Concept Plan Proposed Employment Densities

The BCCP assigned employment densities to each land use designation to align with the regional employment capacity and traffic counts. According to the Concept Plan, the Wilsonville portion of the BCPA could support 2,524 jobs across 136.6 buildable acres, for an average employment density of 18.5 employees per gross buildable acre. The specific land use designations and respective employment densities are shown below. Note: West Railroad did not include a specific concept because it was viewed as having lower development potential in the near term and was slated for future study and consideration.

Table 4: Basalt Creek Concept Plan Land Use Designations

LAND USE DESIGNATION	BUILDABLE ACRES	TOTAL JOBS	JOBS PER GROSS BUILDABLE ACRE
Craft Industrial	1.3	27	21.7
Light Industrial District	35.3	581	16.5
High Tech Employment District	94.5	1,916	20.3
Functionally Unbuildable	5.6	0	0
TOTAL	**136.6**	**2,524**	**18.5**

Source: Basalt Creek Concept Plan

Other Guiding Plans and Documents

WILSONVILLE COMPREHENSIVE PLAN

Wilsonville's Comprehensive Plan, updated in 2024, designates Basalt Creek and West Railroad as areas of special concern (M and N), and describes special considerations that must be addressed in development of these areas. Design objectives established for Area of Special Concern M, Basalt Creek, include:

- Consider adopting a form-based code similar to that adopted in the Coffee Creek Industrial Area for new industrial development in Basalt Creek.
- Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. Development should protect, enhance, and provide access to these natural resources.
- Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
- Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along SW Grahams Ferry Road, SW Boones Ferry Road, SW Day Road, SMART Central, and the Coffee Creek Correctional Facility.

No design objectives were included for Area of Special Concern N, West Railroad, however, it is noted that the area will require additional planning before any development occurs.

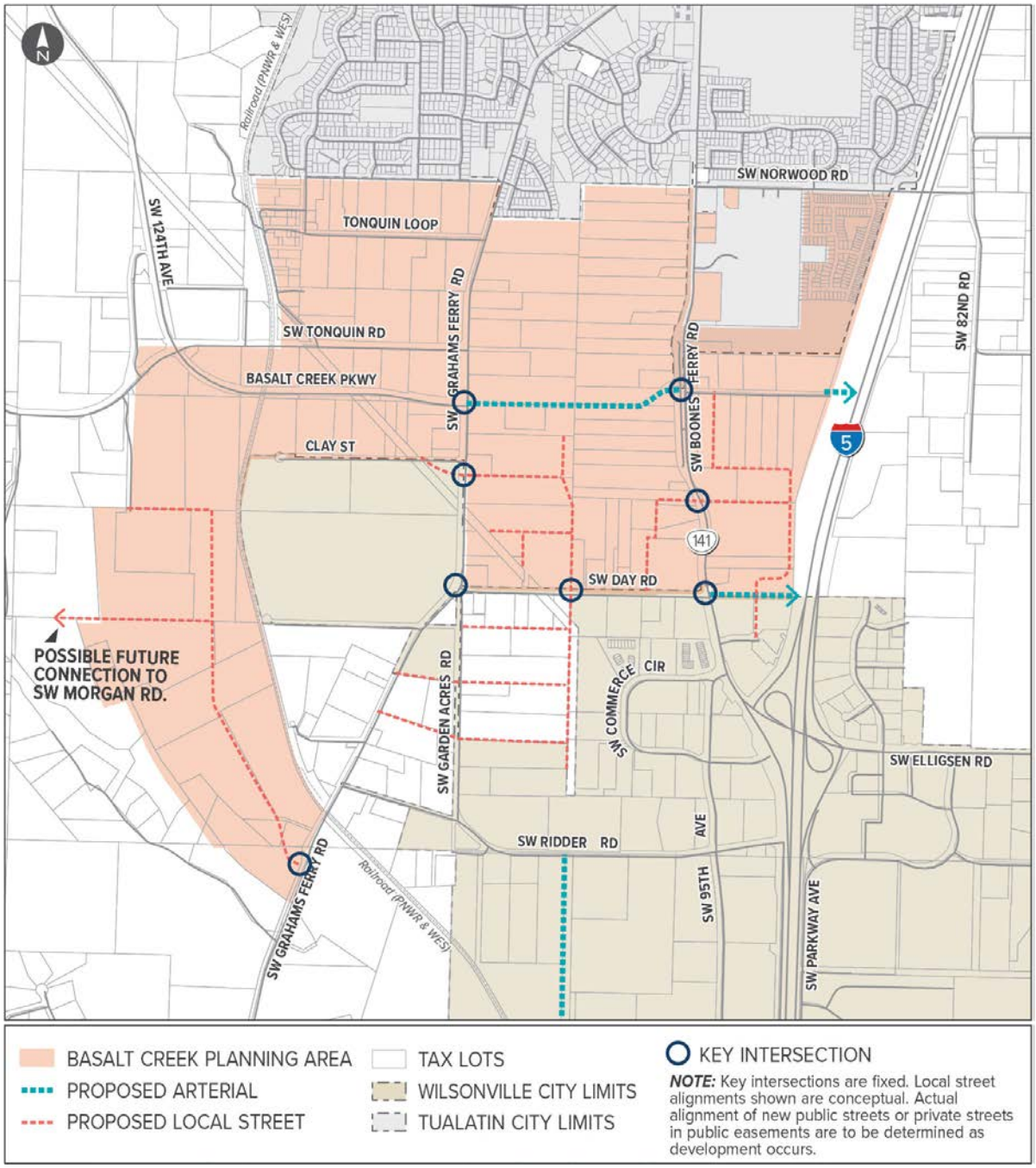
BASALT CREEK TRANSPORTATION REFINEMENT PLAN

The 2013 Basalt Creek Transportation Refinement Plan (TRP) set the layout of major new roads and improvements for the area, including enhanced bike and pedestrian facilities and connections to the future SMART transit system. The TRP included an Action Plan the consisted of 18 transportation investments that were prioritized according to short-term, medium-term and long-term projects.

ONGOING INFRASTRUCTURE AND NATURAL RESOURCE PLANNING

The City is currently collaborating with several consultants to update its understanding of infrastructure needs, natural resources, and hazards in the BCPA. The City is working with DKS Associates to refine the street alignment in the BCPA. A preliminary street alignment, provided below, may undergo further changes in future iterations.

Figure 3. Proposed BCPA Street Plan



Source: DKS Associates

Simultaneously, Pacific Habitat Services is assisting the City in updating and refining natural hazard and resource maps of the area. For utility infrastructure, the City has engaged Consor to assist in assessing water, wastewater, and stormwater needs, as well as determining the costs of necessary upgrades. These collaborative efforts aim to provide a comprehensive and up-to-date overview of the area's development requirements and environmental considerations. These simultaneous projects will be incorporated and inform this planning process as information becomes available.

What has happened since the Basalt Creek Concept Plan was adopted?

Since adoption of the BCCP, significant shifts have occurred in the office and industrial real estate markets. The pandemic accelerated the trend toward remote work, leading to higher office vacancy rates and a redefinition of office space needs. Conversely, the industrial sector experienced strong growth driven in part by the federal Creating Helpful Incentives to Produce Semiconductors (CHIPS) and Science Act and characterized by high demand, rising rents, and robust development. National trends in these industries are detailed in Section 2, while regional and Wilsonville-specific trends are covered in Section 3.

The City of Wilsonville has not annexed any of Basalt Creek since the BCCP was adopted in 2018. As a result, the BCPA has remained under Washington County's jurisdiction and zoning. Some development has occurred, but at much lower densities than envisioned in the BCCP, which is allowed under the more permissive County zoning code. Many existing businesses, including contractor establishments, have few employees and are using large areas of land for equipment storage, which conflicts with the City's vision for higher employment density. These uses are permitted under Washington County zoning, but do not align with Wilsonville's goals for the area, or with the goals, priorities, and industrial land needs within the greater Portland Metro area. Wilsonville's portion of the BCPA consisted of 90 tax lots in 2022. Some areas have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous land holdings by single ownership. While there has been growth in contractor establishments, many of them existed before the BCCP was in place. These trends are discussed in more detail in Section 3.

The City is interested in future development in Basalt Creek that better aligns with its vision for higher industrial employment density. To make meaningful progress, the City must first establish appropriate zoning designations and plan for necessary infrastructure—key objectives of this project.



2. Changes in Market Conditions

Following the COVID-19 pandemic, office and industrial real estate markets faced challenging development conditions, particularly due to high interest rates, significantly slowing commercial real estate development activity. The increased cost of capital has made many projects economically unfeasible, especially speculative projects that rely on debt financing and those with longer loan payback periods.[1] Higher interest rates have also reduced property valuations, complicating the ability of developers to secure construction financing and attract equity investments.[2] Additionally, rising construction costs—driven by inflation and supply chain disruptions—have further complicated development efforts across these sectors.

This section examines national trends that have shaped office and industrial real estate markets in recent years. It compares these trends to projections from the 2014 Market Analysis by Leland Consulting Group, which informed the BCCP. Understanding the broader national context is crucial for several reasons. It provides a benchmark for comparing local performance. National trends often influence regional and local markets, albeit sometimes with a delay. This understanding helps identify potential opportunities or challenges that may affect Wilsonville and Basalt Creek in the future. It also allows for more informed decision-making and strategic planning at the local level.

Regional and Wilsonville-specific trends are addressed separately in Section 3, building upon this national overview.

National and State Employment Trends

National Employment

The United States has seen robust employment growth since the COVID-19 pandemic. National employment increased by 21 percent between April 2020 and April 2024, surpassing pre-pandemic levels. The most recent year (April 2023 to April 2024) saw total non-farm employment grow by 1.8 percent.[3]

Oregon Employment

Oregon's employment recovery, while positive overall since 2020, has fallen behind the national trend. From April 2020 to April 2024, the state's employment grew by 17 percent.

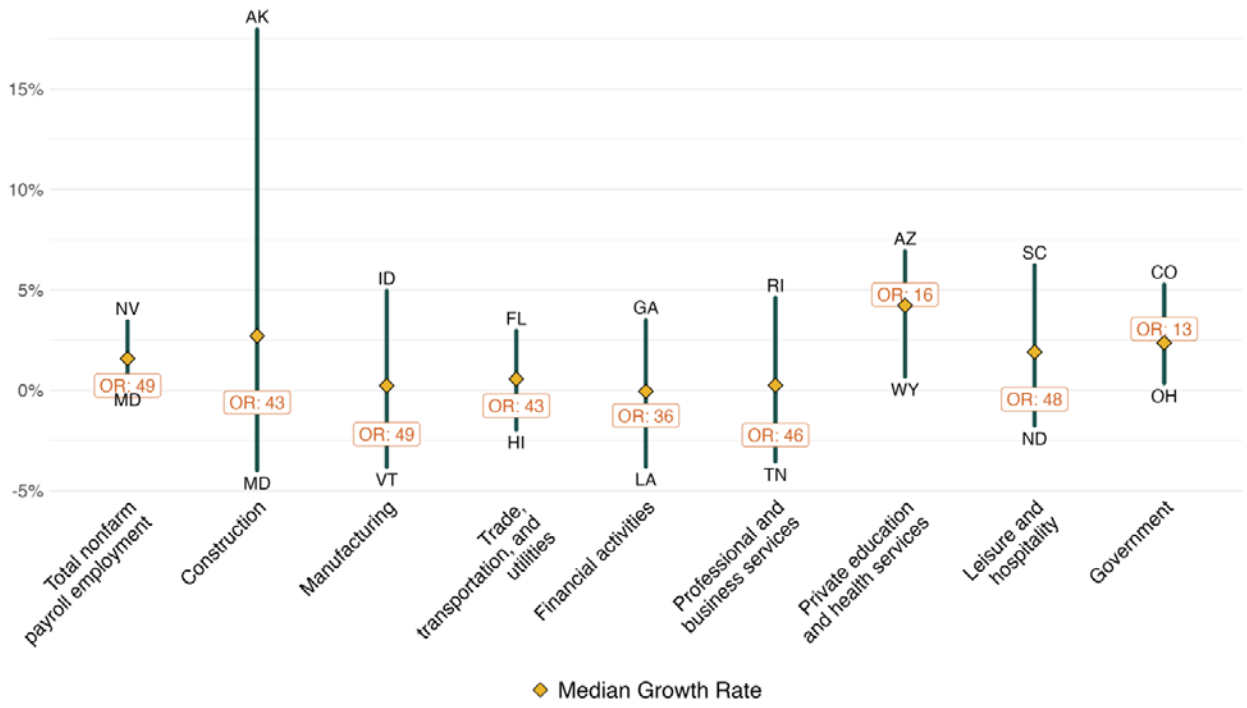
---

[1] If developers take on debt to finance a project, the longer they take to repay the loan the more interest will accrue.
[2] In addition to loans, developers will typically finance projects in part with equity investments, in which investors become shareholders in the project.
[3] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

However, in contrast to national growth, Oregon experienced a slight decline of 0.1 percent in employment between April 2023 and April 2024.[4]

The state's recent economic performance is concerning across multiple sectors. Oregon ranked 49th out of all states in nonfarm employment growth rate between April 2023 and April 2024. During this period, the state was among the bottom ten for employment growth (losing jobs while other states saw gains) in manufacturing, construction, trade, transportation and utilities, professional and business services, and leisure and hospitality.

Figure 4. Employment Growth Rates for All States by Sector (April 2023 to April 2024)



Source: U.S. Bureau of Labor Statistics Current Employment Survey, April 2024 Note: This figure compares Oregon's employment growth rate to all other states. For example, "OR: 49" for total nonfarm payroll employment means Oregon ranked 49th out of all states in employment growth rate between April 2023 and April 2024.

[4] U.S. Bureau of Labor Statistics, Total Nonfarm Employment (not seasonally adjusted), 2020-2024

National Office Trends

This section describes national trends for office space, not including industrial, manufacturing, or flex space, which is discussed in the following subsection. The 2014 Market Analysis, which informed the Basalt Creek concept planning process, highlighted a reduced demand for office space and a less robust market, predicting a slower pace for office development. This outlook was based on the fact that regional employment levels in Portland had only recently returned to their pre-recession levels of 2008.

These trends have been further exacerbated by the COVID-19 pandemic and resulting market shifts toward remote work. According to the Bureau of Labor Statistics' American Time Use Survey, the share of employees working from home rose from 24 percent in 2019 to 34 percent in 2022.[5] Nationally, the office market as a whole is declining, although high-quality office space remains in relatively strong demand. Key findings include:

- **Negative net absorption:** National net absorption for office space came in negative (at negative 18.2 million square feet) for the tenth quarter in a row.[6] However, this trend is not uniform across U.S. markets, with a third of U.S. office markets having positive net absorption. JLL, a global commercial real estate and investment management company that tracks and reports on commercial real estate dynamics, noted that many properties and markets with high negative net absorption are earmarked for conversion to other uses.[7]
- **Shrinking inventory:** The construction pipeline has decreased by 67 percent since early 2020. As of Q2, 2024 office deliveries (referring to new construction added to the market) were 27 percent below the average since 2020, and the current pipeline is at its lowest point in a decade.[8] As office inventory removals outpace market deliveries, overall office market inventory has declined.[9]
- **Favored product types:** Certain types of office space are outperforming others, with tenants favoring high-quality buildings, such as those in attractive locations or featuring additional amenities. With new construction slowing down, existing high-quality assets will likely continue to see demand as competition decreases. In contrast, older and obsolete spaces may require investment or conversion, and the performance of middle-market spaces will vary depending on factors like location, space type, and submarket.[10]

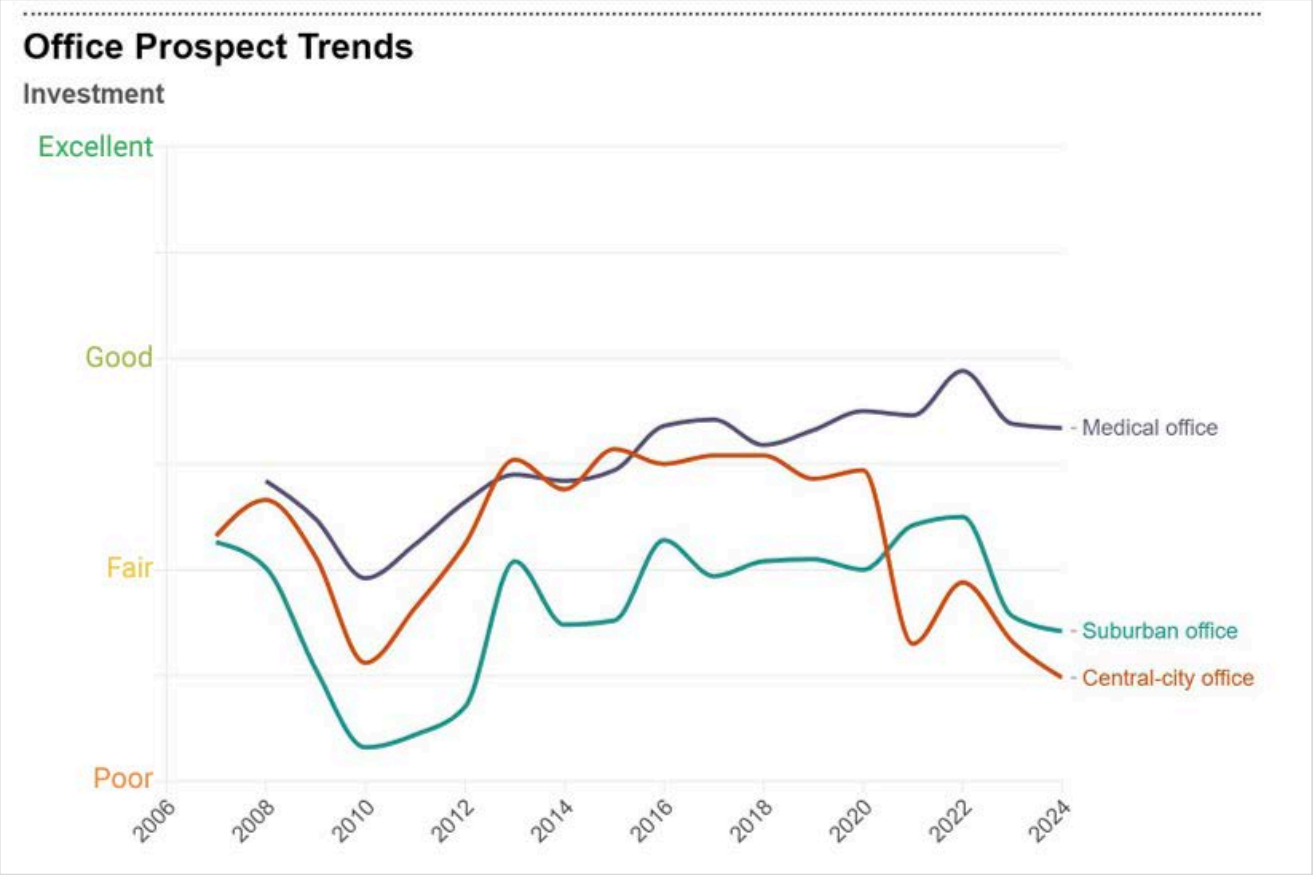
Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60 to 70 percent. This shift will set a new baseline for office space requirements. Cushman & Wakefield predicts that office occupancy will start to stabilize in the latter half of 2025, as the pace of adjustments to hybrid spaces

[5] BLS, American Time Use Survey, 2023; does not differentiate between part- and full-time workers
[6] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[7] JLL, JLL U.S. Office Outlook Q1 2024
[8] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024
[9] JLL, JLL U.S. Office Outlook Q1 2024
[10] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

slows down and growth in both employees and new businesses generate demand for office space. [11]

Figure 5 shows the Urban Land Institute's national office market investment prospect trends by secondary market type. While the investment prospect for suburban and central city office space has fallen between "poor" and "fair" in recent years, the investment prospect for medical office space has risen relatively steadily and is rated just below "good".

Figure 5: Urban Land Institute National Office Investment Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

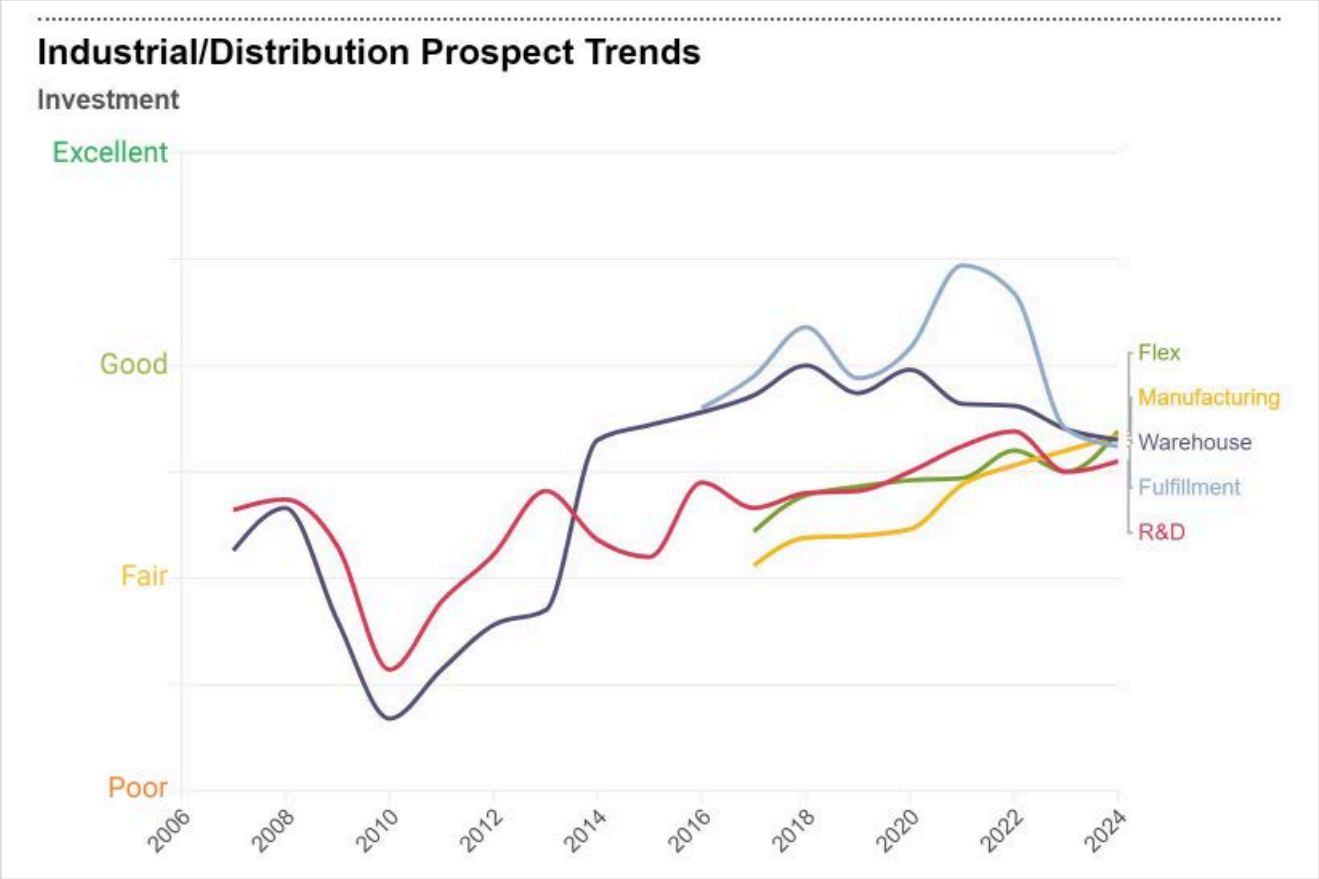
[11] Cushman & Wakefield, U.S. Office Marketbeat Q2 2024

National Industrial Trends

The 2014 Market Analysis, which informed the Basalt Creek concept planning process, reported that industrial space demand was likely to surge as the economy continued to recover from the 2008 recession, citing significant industrial space in the Portland region's development pipeline. It also highlighted that the I-5 South submarket would see some of the greatest demand, predicting that industrial development would continue to outpace office development—an accurate forecast.

The 2014 Market Analysis also correctly predicted stronger markets for research and development, advanced manufacturing, general manufacturing, and warehousing space. Figure 6 shows the Urban Land Institute's trends in investment prospects for industrial and distribution space nationally, showing increased development prospects for these space types from 2014 to around 2021. Historically, fulfillment and warehouse space were rated as better investment prospects than research and development, manufacturing, and flex space. However, in recent years the investment prospects for the various secondary market types have coalesced toward a similar prospect rating, just below "good".

Figure 6: Urban Land Institute National Industrial and Distribution Prospect Trends



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, United States and Canada

In recent years, the industrial real estate market has shown strong performance, particularly in 2022 and 2023, though growth has started to slow in 2024. Despite this slowdown, the national industrial market remains relatively robust overall. Key trends include:[12]

- **Stabilizing vacancy rates:** Since mid-2022, vacancy rates have been rising, but the pace of increase has slowed. As of Q2 2024, the national vacancy rate stands at 6.1 precent and is expected to continue increasing. However, it remains below the 10-year pre-pandemic average (2010-2019) of 7 percent.
- **Positive net absorption:** Industrial market demand remains strong, with positive net absorption and rising rents. However, the rate of change has slowed compared to previous years. For instance, rents rose by 3.7 percent year-over-year since 2023 Q2, marking the slowest growth rate since 2020.
- **Slowing construction:** One reason for rising vacancy rates is the influx of new supply, with over 1.2 billion square feet delivered nationally in 2022 and 2023. However, the construction of new industrial projects has slowed significantly, decreasing by 46 percent from Q2 2023, reaching its lowest point in four years.

Nationally, the market is expected to stabilize over the next year as the shrinking construction pipeline and positive net absorption limit the available supply of industrial space. However, Cushman & Wakefield report that "the tailwinds of e-commerce growth, onshoring and nearshoring, and a resilient consumer all set the stage for fundamentals to trend positively going forward, albeit at a pace below 2021 and 2022 highs."[13][14] Key forecasted trends include:

- **Decreasing vacancy rates:** While vacancy rates are expected to continue to rise until early 2025, they are expected to peak at around 6.7 percent and then begin to decrease in the second half of 2025. In conjunction with this trend, annual net absorption is expected to increase through 2025.[15]
- **Increasing rents:** Although the rate of rent increase is expected to slow, asking rents for industrial space are anticipated to continue growing through 2025.[16]
- **Manufacturing growth:** According to JLL, the sustained growth in manufacturing due to reshoring trends (returning production to the United States) will likely continue to drive industrial demand nationally. Supply chains will seek strategically located facilities that can accommodate localized manufacturing, efficient distribution, and resilient inventory management systems.[17]

---

[12] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[13] Onshoring and nearshoring refers to the trend of businesses sourcing production within the United States as opposed to outside the United States.
[14] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[15] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[16] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[17] JLL, Q1 2024 Industrial Outlook

3. Wilsonville Basalt Creek Updated Market Assessment

The Basalt Creek Concept Plan (BCCP) was based on a market assessment conducted in 2014. In the decade since, significant changes have occurred in employment patterns and market conditions. This section provides an updated analysis of regional and Wilsonville-specific employment trends, current forecasts, and present market dynamics, building on the national overview in Section 2.

This updated information establishes a new baseline for understanding Basalt Creek's current market context. Additionally, this section evaluates Basalt Creek's competitive strengths and weaknesses and identifies industries most likely to establish a presence in the area.

Employment Trends and Forecast

In 2022, Wilsonville's employment landscape was characterized by a strong concentration in industrial sectors, with manufacturing, wholesale trade, and construction making up 43 percent of the City's total employment—a much higher share compared to the broader tri-county region. This focus on industrial jobs sets Wilsonville apart, highlighting its distinct role in the regional economy.

Employment Trends

In 2022, Wilsonville had 21,383 covered employees, representing 2.2 percent of the region's covered employment.[18] The City's top three sectors are manufacturing (17.8 percent, 3,796 jobs), wholesale trade (14.4 percent, 3,083 jobs), and construction (10.5 percent, 2,248 jobs). These three industries combined represent 43 percent of Wilsonville's total employment, nearly double the 22 percent share these sectors hold in the broader tri-county region (Clackamas, Multnomah, and Washington Counties).

This concentration in industrial jobs sets Wilsonville apart from the surrounding area. While Wilsonville's top sectors are manufacturing, wholesale trade, and construction, the tri-county region's largest employers are in health care and social assistance, government, and manufacturing.

Table 5: Industry Distribution, Wilsonville and Tri-County Region, 2022

SECTOR	WILSONVILLE		TRI-COUNTY	
	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT	2022 COVERED EMPLOYMENT	SHARE OF EMPLOYMENT
Agriculture, Forestry, Fishing and Hunting	41	0.2%	9,532	1.0%
Utilities, Mining, Quarrying, Oil and Gas Extraction	101	0.5%	2,552	0.3%
Construction	2,248	10.5%	58,672	6.1%
Manufacturing	3,796	17.8%	102,378	10.6%
Wholesale Trade	3,083	14.4%	46,341	4.8%
Retail Trade	2,078	9.7%	90,895	9.4%
Transportation and Warehousing	748	3.5%	43,835	4.5%
Information	121	0.6%	21,957	2.3%
Finance and Insurance	231	1.1%	31,171	3.2%
Real Estate and Rental and Leasing	219	1.0%	16,947	1.8%
Professional, Scientific, and Technical Services	1,974	9.2%	69,299	7.2%
Management of Companies and Enterprises	555	2.6%	36,951	3.8%
Admin., Waste Mgmt, and Remediation	1,655	7.7%	58,605	6.1%
Private Education	90	0.4%	18,213	1.9%
Health Care and Social Assistance	1,007	4.7%	122,197	12.7%
Arts, Entertainment, and Recreation	193	0.9%	13,631	1.4%
Accommodation and Food Services	1,356	6.3%	77,278	8.0%
Other Services (except Public Administration)	454	2.1%	34,720	3.6%
Other (nonclassifiable)	28	0.1%	1,927	0.2%
Government	1,405	6.6%	107,431	11.1%
Total:	**21,383**	**100%**	**964,532**	**100%**

Source: QCEW

[18] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Over the past decade, Wilsonville's employment grew slightly faster than that of the tri-county region. This growth was largely driven by an increase in construction jobs, which more than tripled during this period. Although the tri-county region also experienced growth in construction jobs, Wilsonville's rate of growth was considerably higher. Wilsonville also had strong employment growth in wholesale trade. Notably, while wholesale employment rose in Wilsonville, it declined across the broader tri-county region.

In contrast, Wilsonville experienced a decline in manufacturing employment, even as the region saw growth in this sector. Wilsonville maintained stable employment in the transportation and warehousing sector while the tri-county region grew substantially.

Table 6: Change in Employment, Wilsonville and Tri-County Region (2012 to 2022)

SECTOR	CHANGE 2012-2022			
	NUMBER		PERCENT	
	WILSONVILLE	TRI-COUNTY	WILSONVILLE	TRI-COUNTY
Agriculture, Forestry, Fishing and Hunting	(2)	810	-5%	9%
Utilities, Mining, Quarrying, Oil and Gas Extraction	(5)	263	-5%	11%
Construction	1,505	20,584	203%	54%
Manufacturing	(549)	8,332	-13%	9%
Wholesale Trade	703	(2,409)	30%	-5%
Retail Trade	81	6,254	4%	7%
Transportation and Warehousing	1	17,473	0%	66%
Information	(34)	1,946	-22%	10%
Finance and Insurance	(16)	(3,904)	-6%	-11%
Real Estate and Rental and Leasing	(31)	3,678	-12%	28%
Professional, Scientific, and Technical Services	452	19,014	30%	38%
Management of Companies and Enterprises	293	15,121	112%	69%
Admin., Waste Mgmt, and Remediation	780	9,821	89%	20%
Private Education	(87)	(617)	-49%	-3%
Health Care and Social Assistance	(435)	26,457	-30%	28%
Arts, Entertainment, and Recreation	33	2,277	21%	20%
Accommodation and Food Services	291	5,588	27%	8%
Other Services (except Public Administration)	51	1,062	13%	3%
Other (nonclassifiable)	15	1,627	115%	542%
Government	289	4,210	26%	4%
Total:	**3,335**	**137,587**	**18%**	**17%**

Source: QCEW

BASALT CREEK PLANNING AREA EMPLOYMENT

The BCPA (Wilsonville portion only) grew in employment from 2012 to 2022, with 275 covered employees reported as of 2022. The average wage in the BCPA was $85,863, which is higher than both the tri-county ($73,995) and City average wages ($74,252), suggesting these are relatively well-paying jobs.

Table 7. Change in Employment and Wage, BCPA 2012-2022

YEAR	TAX LOTS	ESTABLISHMENTS	EMPLOYMENT	TOTAL PAY*	AVERAGE WAGE*
2012	80	11.0	194	$9,593,330	$49,450
2022	90	10.0	275	$23,612,269	$85,863
CHANGE	**10**	**-1**	**81**	**$14,018,939**	**$36,413**

Source: QCEW
*not inflation adjusted

Wilsonville's portion of the BCPA consisted of 80 tax lots in 2012 and 90 tax lots in 2022. Some areas in the BCPA have a high degree of parcelization, while others are less fragmented. There are a handful of large contiguous land holdings by single ownership. In 2012, 8 tax lots had businesses with covered employment, increasing slightly to 10 tax lots in 2022. Employment density on lots with covered employment remains low at 4.4 employees per acre as of 2022, with most tax lots having no covered employment at all.

Table 8. Lots With and Without Covered Employment in the BCPA, 2012-2022

	2012			2022		
	TAX LOTS	ACRES	EMPLOYMENT DENSITY	TAX LOTS	ACRES	EMPLOYMENT DENSITY
With Employment	8	62	3.1	10	63	4.4
Without Employment	72	410	n/a	80	406	n/a
Total	**80**	**472**	**0.4**	**90**	**469**	**0.6**

Source: QCEW Note: The minor change in acreage from 2012 to 2022 resulted from constructing of the Basalt Creek Parkway and small adjustments in the recording of tax lots over that period.

It is important to note that these figures only account for covered employees.[19] Some of the land in the BCPA is actively used despite minimal reported employment. The area is primarily used for contractor establishments, including storage yards for various businesses, which typically require fewer employees. It is likely that additional workers are present but not included in the covered employment estimates, such as sole proprietors or other types of uncovered contractors. Due to the prevalence of storage-focused contractor establishments, many lots have minimal building improvements. The improvement-to-land value ratio is low and has changed little over the past decade.

Table 9. Improvement to Land Value, BCPA, 2012-2022

	LAND VALUE	BUILDING VALUE	IMPROVEMENT TO LAND VALUE
2012	$16,577,800	$6,738,020	0.41
2022	$32,892,790	$16,996,440	0.52

Source: Regional Land Information System (RLIS)

[19] **Covered** employment includes employees covered by unemployment insurance. Examples of workers not included in covered employment are sole proprietors, some types of contractors (often referred to as "1099 employees"), or some railroad workers. Covered employment data is from the Oregon Employment Department.

Employment Forecast

Between 2020 to 2045, the City is projected to grow by 3,471 employees at an average annual growth rate of 0.7 percent. This rate is faster than Tualatin but slightly slower than Sherwood and the region overall. Washington County is projected to grow the fastest of the three counties in the region.

Table 10: Metro Employment Forecast, 2020 to 2045

			CHANGE 2020-2045		
	2020	2045	NUMBER	PERCENT	AAGR
Tualatin	34,115	36,792	2,677	8%	0.3%
Wilsonville	**20,539**	**24,010**	**3,471**	**17%**	**0.7%**
Sherwood	6,646	8,013	1,367	21%	0.8%
Clackamas County	173,891	212,341	38,450	22%	0.9%
Multnomah County	538,628	651,090	112,462	21%	0.8%
Washington County	313,513	391,712	78,199	25%	1.0%
THREE COUNTY TOTAL	**1,026,032**	**1,255,143**	**229,111**	**22.3%**	**0.9%**

Source: Oregon Metro, 2045 Distributed Forecast
AAGR = Annual Average Growth Rate

The Oregon Employment Department (OED) forecasts the strongest growth for the Portland tri-county region in commercial sectors from 2022 to 2032 led by information, leisure and hospitality, and private education and health services. However, OED also predicts growth in industrial sectors, with the strongest relative growth in the construction industry followed by transportation, warehousing and utilities.

Table 11: Portland Tri-County Industry Projections, 2022 to 2032

INDUSTRY	EMPLOYMENT		CHANGE	
	2022	2032	NUMBER	PERCENT
Natural resources and mining	10,100	10,600	500	5.0%
Construction	59,100	67,800	8,700	14.7%
Manufacturing	101,300	109,800	8,500	8.4%
Wholesale trade	47,300	51,900	4,600	9.7%
Retail trade	90,000	93,500	3,500	3.9%
Transportation, warehousing, and utilities	46,500	52,500	6,000	12.9%
Information	23,400	28,700	5,300	22.6%
Financial activities	60,600	62,500	1,900	3.1%
Professional and business services	167,600	191,000	23,400	14.0%
Private educational and health services	143,400	168,700	25,300	17.6%
Leisure and hospitality	90,700	109,400	18,700	20.6%
Other services	38,200	43,100	4,900	12.8%
Government	114,200	123,500	9,300	8.1%
Self-employment	62,700	69,600	6,900	11.0%
Total	**1,055,100**	**1,182,600**	**127,500**	**12.1%**

Source: Oregon Employment Department Employment Projections

Real Estate Market Trends

The real estate market trends in Wilsonville and the Portland region generally align with the national trends outlined in Section 2. While Wilsonville's office market typically has a lower vacancy rate compared to the broader region, it has had consistently negative net absorption and recent spikes in the vacancy rate, reaching over 12 percent in 2024.

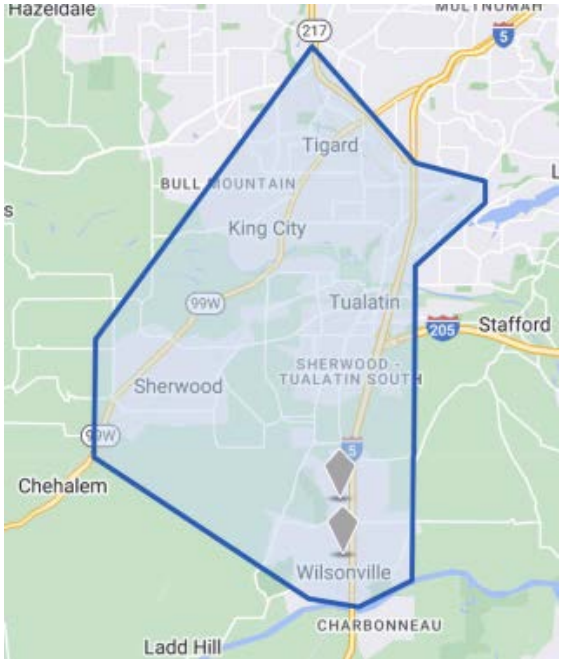
More positively, Wilsonville's industrial market has a relatively low vacancy rate, large average building sizes, and a variety of industrial space types that could appeal to a mix of tenants. Wilsonville is also well-positioned to benefit from promising industrial trends in the broader region, including investments in semiconductor manufacturing and market growth that could attract tenants to the area. However, industrial development in Wilsonville has been limited over the past decade. Only 1.7 percent of its total industrial space has been built in the last 10 years, compared to 11 percent in the broader Portland metro area. According to CoStar, in the past five years three buildings have been under construction in Wilsonville: one completed in 2022 and two slated to be completed in 2025.

NOTE ON COSTAR DATA

While CoStar data provides valuable, up-to-date data across a wide range of metrics, data quality is more limited in smaller markets and at the property level. The data here should be read as an indication of overall market statistics and trends, rather than an exact reflection of all properties in a given market.

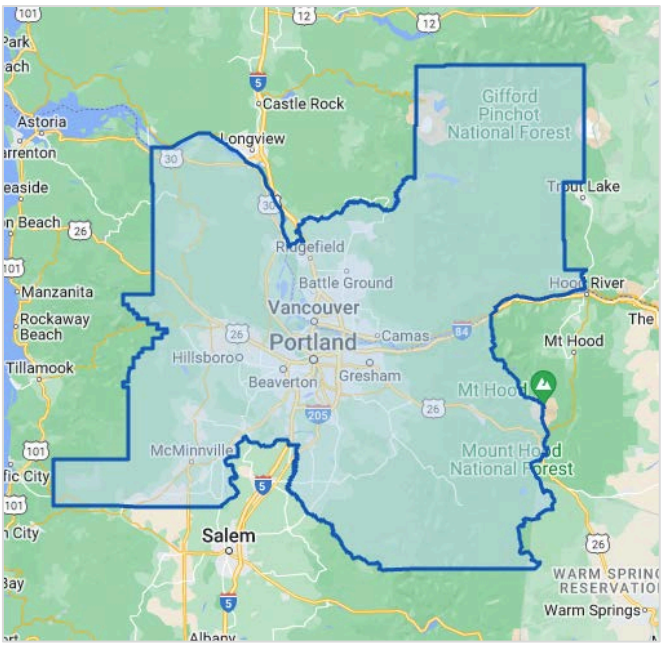
This section analyzes real estate market trends for various submarkets encompassing the BCPA, including the I-5 South submarket (Figure 7) and the Portland Metro area (Figure 8).

Figure 7: I-5 South Submarket Boundary



Source: CoStar

Figure 8: Portland Metro CoStar Boundary



Source: CoStar

Office Market Trends

Portland Metro Regional Trends

Like the national office space market, office spaces in the Portland Metro are experiencing high vacancy rates and lower leasing activity. Work-from-home policies have decreased the demand for office space. Consequently, tenants have increased bargaining leverage; they are pressuring landlords to reduce rates, increase lease concessions, and raise tenant improvement budgets. Despite these adjustments, an increase in vacancies is expected, with interest rates and economic uncertainty adding volatility to the office market.[20] Other key findings include:

- **Record high vacancy rates:** High vacancy rates have continued to climb, reaching a record high of 13.3 percent vacant office space in 2024 Q2.[21]
- **Continued negative net absorption:** Net absorption in the Portland market was just over negative 500,000 square feet in 2024 Q2, the fourth quarter in a row of negative net absorption. Since the beginning of 2020, the Portland office market has only had positive net absorption for five quarters.[22]
- **Leasing activity:** Leasing and sales activity are on par with 2023, indicating that the vacancy and absorption trends are due to companies exiting the marketplace or downsizing at a higher rate, likely due to continued work-from-home policies.[23]

However, the Portland office market is not uniform, with the suburban office market performing better than the downtown and regional office markets. The Portland suburbs' office vacancy rates are 8.6 percent, compared to 23.9 percent downtown.[24]

Wilsonville Office Market

Wilsonville currently has roughly 1.4 million square feet of office space, representing roughly 18 percent of office space in the I-5 South submarket and 1 percent in the broader Portland Metro region. According to CoStar, over the past decade, one office building was added to Wilsonville's market in 2020, located at 29250 Southwest Town Center Loop West. This office building was about 30,000 square feet or roughly 2 percent of Wilsonville's total office space. Over the same time period, the Portland Metro added a greater share (9 percent) of space to its office market. These projects, on average, have been significantly

[20] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[21] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report
[22] Kidder Matthews, Portland Office Market Report Q2 2024
[23] Kidder Matthews, Portland Office Market Report Q2 2024
[24] Cushman & Wakefield, Office Marketbeat Q2 2024 Portland Office Report

larger than usual office buildings, with a few very large projects surpassing 100,000 square feet.

Table 12: Office Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL OFFICE DEVELOPMENT			
Portland Metro	6,217	118,809,170	19,110
I-5 South Submarket	431	7,533,437	17,479
Wilsonville	62	1,358,335	21,909
BUILT IN THE LAST 10 YEARS			
Portland Metro	66	10,354,342	156,884
I-5 South Submarket	4	80,976	20,244
Wilsonville	1	30,000	30,000

Source: CoStar, pulled August 2024

Per Costar, the I-5 South submarket office vacancy rates have been higher than the Portland Metro's vacancy rates since 2014 although vacancy rates have been much more similar since 2022. Both have vacancy rates above 13 percent as of July 2024. While Wilsonville office vacancy rates have remained much lower, the end of a few leases are reflected in vacancy rate spikes in 2020, 2022, and 2024, when the vacancy rate spiked closer to the Portland metro average.

Figure 9: Office Vacancy Rate Trends, 2014-2024

Source: CoStar, pulled August 2024

Office rents have increased in the I-5 South submarket despite high vacancies, and they remain substantially above the Portland Metro region's average, according to Costar. Historically, office rents in Wilsonville have been lower than in the Portland Metro area. However, since an initial decline in 2020, rents in Wilsonville have risen steadily, reaching over $26 per square foot, now equal to the Portland Metro average for the first time in a decade.

Figure 10: Office Lease Rate Trends, 2014-2024

Source: CoStar, pulled August 2024

Net absorption and delivery trends also indicate a relatively slow office market. From 2019 to 2024 Q3, net absorption was negative in all three areas. Over the same time period, net absorption in the Portland metro area was negative 4.6 million square feet, negative 387,000 square feet in the I-5 South submarket, and negative 122,000 square feet in Wilsonville.

Industrial Market

Portland Metro Regional Trends

Like the national industrial market overall, the Portland Metro area industrial market has been strong in recent years, particularly from 2021 to 2023. However, similar to national trends, a few metrics indicate that demand for industrial space is decelerating in the region:[25]

- **Increasing vacancy rates:** Vacancy for industrial space in the Portland Metro region has risen steadily since early 2023, and net absorption was negative in both Q1 and Q2 of 2024. While overall leasing activity for industrial space in the area remained higher than the area's 10-year average, a few large companies downsizing or exiting the market contributed to negative net absorption and vacancy trends.
- **Slow lease-up for new construction:** The delivery of 1.2 million square feet to the market in early 2024 also contributed to the region's supply of vacant industrial space. However, newly constructed industrial space has been slow to lease up, with 93 percent of recent leasing activity in buildings built before 2010.
- **Rising unemployment rates:** In early 2024, Portland's unemployment rate (4.1 percent) surpassed the national average (3.8 percent) amid layoffs, including the shutdown of a large UPS location in North Portland, which impacted 300 sorting and distribution jobs.

However, investors and leasing professionals are confident in the regional market's long-term health, particularly due to significant investments in the region's semiconductor manufacturing sector.[26] Market strengths include:

- **CHIPS Act:** In 2022, the federal government allocated $50 billion as a part of the CHIPS Act to bolster U.S. semiconductor manufacturing, which is expected to create thousands of regional manufacturing and construction jobs.[27] The expansion of the semiconductor industry could also have a ripple effect, creating demand for industrial space for equipment suppliers, supply chain materials manufacturers, and testing facilities.
- **Strong submarkets:** According to market reports from Cushman & Wakefield and CBRE, other strong industrial submarkets include food and beverage warehousing, tech warehousing, and auto part manufacturing.[28] These are some of the most common types of tenants seeking space in the market, although deals are taking longer on average to reach completion.[29]

---

[25] CBRE, Q2 2024 Portland Industrial Market Update
[26] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[27] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[28] Cushman & Wakefield, Industrial Marketbeat Q2 2024 Portland Industrial Report
[29] CBRE, Q2 2024 Portland Industrial Market Update

- **Market growth:** Current forecasts estimate that 2.4 million square feet will be delivered to the market in 2024, roughly 1 percent of the current Portland industrial space inventory. As reported by CBRE, investors and leasing professionals are confident that the Portland market has additional room for growth.

Wilsonville Industrial Market

Wilsonville has about 8.6 million square feet of industrial and flex space, representing roughly 24 percent of the I-5 South submarket and 3 percent of the Portland metro region's industrial space. The average size of Wilsonville's industrial building is roughly 63,000 square feet, almost twice as large as the average industrial building in the broader Portland metro (34,000 square feet).

Wilsonville has had limited industrial development in the past decade. Only 1.7 percent of Wilsonville's total industrial space was built in the last 10 years, compared to roughly 11 percent of the I-5 South submarket and Portland metro industrial space. This slow pace of development makes sense given the limited supply of developable industrial land in the City, and more precisely, the development constraints that exist on those lands.

Table 13: Industrial & Flex Space Development Trends, 2014 to 2024

GEOGRAPHY	TOTAL BUILDINGS	TOTAL SQUARE FEET	AVERAGE BUILDING SIZE
ALL INDUSTRIAL DEVELOPMENT			
Portland Metro	7,535	257,487,989	34,172
I-5 South Submarket	900	35,089,559	38,988
Wilsonville	137	8,605,081	62,811
BUILT IN THE LAST 10 YEARS			
Portland Metro	278	30,328,230	109,094
I-5 South Submarket	50	3,848,383	76,968
Wilsonville	2[30]	145,611	72,806

Source: CoStar, pulled August 2024

[30] The two buildings listed in CoStar are located at 96500 SW Parkway Ave (2025) and 10680 SW Clutter Road (2022). However, city staff noted three others, the Black Creek development in the Coffee Creek industrial area and two SSI Shredding facilities.

Wilsonville's industrial vacancy rate has remained below 6 percent for most of the past decade. In 2020 and 2021 Wilsonville saw a brief spike in vacancy, likely driven by the COVID-19 pandemic, which quickly dropped to just over 1 percent in 2022. As of July 2024, Wilsonville's combined industrial and flex space vacancy rate was 2.6 percent (Figure 12). Wilsonville's industrial vacancy rate has been below the Portland Metro since 2021. As of July 2024, the Portland Metro had a vacancy rate of 5.9 percent and I-5 South submarket had a vacancy rate of 4.5 percent.

Figure 11: Industrial & Flex Vacancy Rate Trends, 2014-2024

Source: CoStar, pulled August 2024

Triple net industrial rents in Wilsonville increased from 2014 to 2020 and were generally higher than the Portland Metro Region over the period.[31] Wilsonville shows a large drop in lease rates between 2020 and 2021, likely due to COVID-19 impacts. However, rates rebounded in 2022, reaching $15.35 per square foot in July 2024, higher than the Portland Metro ($12.03) and I-5 South submarket ($12.99). The combination of rising rents and very low vacancy rates suggests a robust industrial market in Wilsonville, potentially attracting new development, especially speculative development.

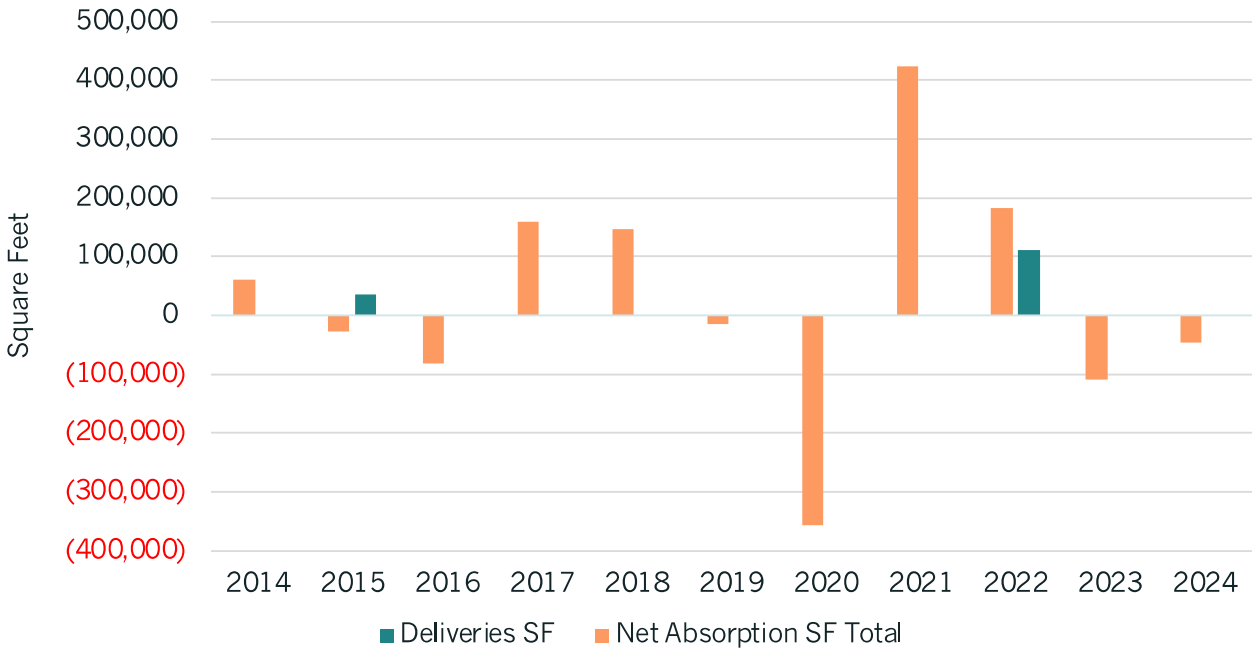
Figure 12: Industrial & Flex Rents Trends, 2014-2024

Source: CoStar, pulled August 2024

[31] Triple-Net (NNN) rents are annual rents on a per square foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs, which are passed on to the tenant and paid separately.

Net absorption has been generally positive for industrial properties over the past decade, with a large vacancy in 2020; however, it was followed by high positive net absorption the following year. Net absorption was negative in 2023 and through August 2024 (when data was pulled), but at a smaller magnitude than in 2020.

Figure 13: Net Absorption for Industrial & Flex Space in Wilsonville, 2014 to 2024



Source: CoStar, pulled August 2024

TYPE OF INDUSTRIAL PRODUCT BUILT SINCE 2014

Within the industrial product type, CoStar delineates the properties into a secondary type based on their use, size, and amenities to industrial users. CoStar utilizes the following definitions for the secondary types of industrial space:

- **Distribution:** Spaces used for warehousing and distribution of inventory, that are typically 200,000 square feet or more, have clear heights of 28 feet, are less than 5 percent office space, and have site coverage that can be up to 40 percent.
- **Warehouse:** Buildings that are 25,000 square feet or greater, are up to 20 percent office area, have clear heights of 22 feet or greater, and have site coverage up to 50 percent.
- **Manufacturing:** Buildings that are typically 300,000 square feet or greater with an office area up to 50 percent.
- **R&D:** Flex space specifically used for research and development.
- **Flex/Other/Misc.:** A versatile building that may be used with office (corporate headquarters), research and development, mixed-use industrial and retail sales, and includes but is not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18 feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets nationwide.

Table 14 shows industrial development by submarket, or secondary market, types. Over the past 10 years, the I-5 South submarket has captured a slightly smaller share of the total market at 8.7 percent compared to its total share of 10.2 percent. The secondary market type distribution has also changed. While the I-5 South submarket contains roughly 27 percent of the total market space for R&D and warehouse space, it has captured about 35 percent of the space built in the last 10 years. Meanwhile it captured a smaller share of manufacturing and distribution development (19 percent in past 10 years compared to 27 percent of total market share).

Table 14: Industrial Development Trends by Secondary Market Type, Portland Metro and I-5 South Submarket, 2014 to 2024

	ALL DEVELOPMENT		PAST 10 YEARS		I-5 CAPTURE RATES	
	METRO	I-5	METRO	I-5	ALL DEV'T	2014-2024
Distribution	49,002,646	5,677,113	16,716,663	1,222,159	11.6%	7.3%
Manufacturing	43,382,806	6,661,789	5,802,456	700,301	15.4%	12.1%
R&D	4,036,770	409,055	514,319	87,476	10.1%	17.0%
Warehouse	116,255,396	19,920,386	11,999,179	2,178,085	17.1%	18.2%
Flex/Other/Misc	156,220,367	4,831,339	24,957,511	1,053,586	3.1%	4.2%
Total	**368,897,985**	**37,499,682**	**59,990,128**	**5,241,607**	**10.2%**	**8.7%**

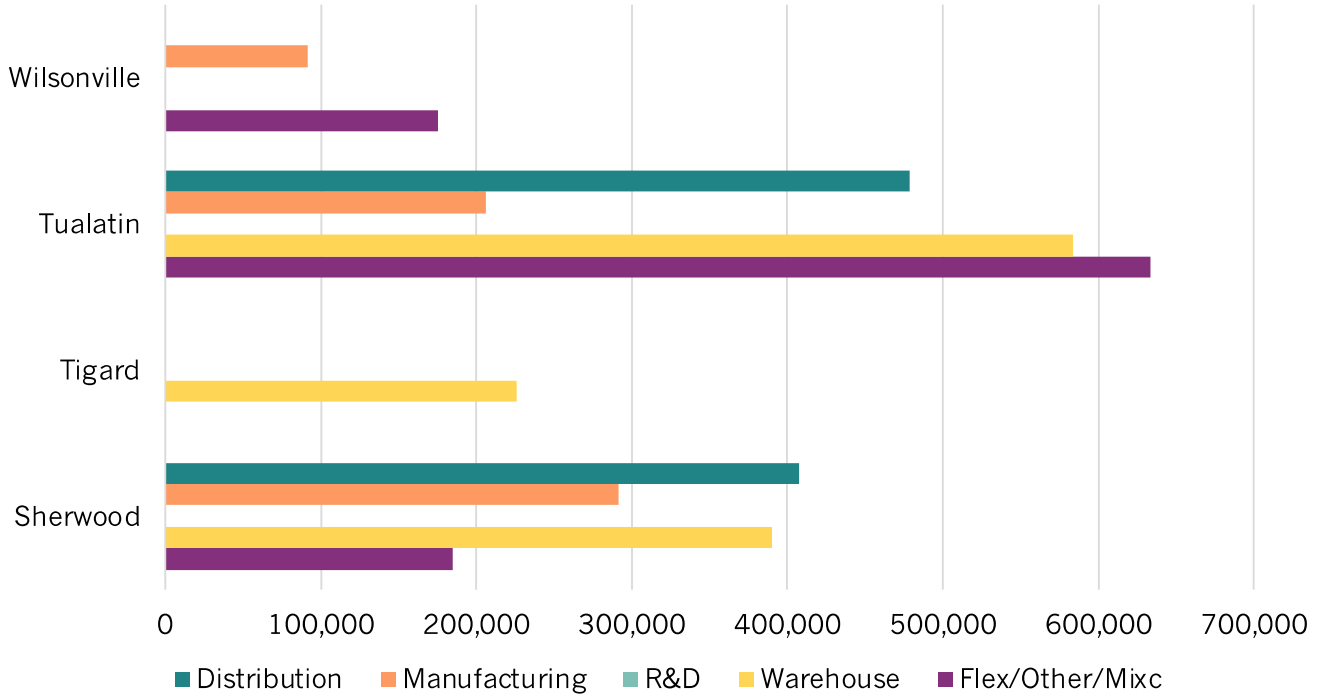
Source: CoStar, pulled August 2024

Industrial development along the I-5 South submarket has recently concentrated in Tualatin and Sherwood, with Wilsonville falling behind. This trend is likely due to Wilsonville's shortage of development-ready industrial land and large parcels, a view supported by interviews with local developers, brokers, and economic development organizations.

Many speculative industrial developers are seeking large sites, as demonstrated by recent developments in Sherwood and Tualatin on parcels exceeding 10 acres. Notable examples include the recently completed Sherwood Commerce Center on a 30+ acre site and the proposed Rock Creek industrial site development on 25 acres in Sherwood. In Tualatin, the Tualatin Sherwood Corporate Park was completed in 2022 on over 40 acres, while the Hedges Creek Industrial Park is expected to be completed in 2025 on a 20-acre site.

Local developers report that most of the industrial demand is coming from existing regional businesses rather than out-of-state companies. These local industrial users are primarily looking to expand or upgrade their current facilities within the area. Many express a desire to be outside the City of Portland and Multnomah County, citing concerns about public safety and higher rates of taxation.

Figure 14. Secondary Industrial Space Recently Built or Proposed in I-5 South Submarket by City, 2019-2026



Source: CoStar, pulled August 2024

Target Industry Assessment

Wilsonville is well positioned within the region to capture industrial growth. It has access to a strong base of employment, proximity to I-5, and connections to other growing industrial areas in Sherwood and Tualatin. This section examines industries likely to be drawn to Wilsonville, considering its strengths and competitive edge. The analysis begins by identifying common barriers to industrial development, based on local stakeholder interviews. It then reassesses strengths and weaknesses outlined in the Basalt Creek Concept Plan (BCCP), updating these factors to reflect market and employment trends over the past decade. The section concludes by summarizing how these market trends will shape Basalt Creek's development.

Barriers to Industrial Development

Stakeholders identified a number of key barriers for industrial users that prevent development. While some of these challenges are more directly applicable to Basalt Creek than others, they all represent important considerations for the City as it prepares the area for development:

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or city's vision for an area does not align with the diverse needs of potential users. Discussions with local developers and brokers highlight the importance of allowing a mix of uses for better financing opportunities. This is particularly relevant for speculative development, where end-users are not known at the time of entitlement and construction. Overly prescriptive zoning that designates specific uses, such as manufacturing, can be more challenging to finance because banks see risk and concern if they perceive the list of potential tenants is too small or narrow. Additionally, various types of uses tend to cluster together due to supply chain benefits. For example, manufacturers often have suppliers located nearby. Overly prescriptive zoning can disrupt this natural ecosystem by preventing clustering.
- **Fragmented Land Ownership:** Areas with multiple small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

- **Incompatible Neighboring Uses:** The presence of non-industrial uses in close proximity can preclude development out of concern for potential or future conflicts that have the potential to limit or complicate the operations of industrial businesses.
- **Requirements for Connectivity:** In some cases, required access roads can deter large industrial developers because the roads may decrease the area of developable land while adding significant cost to a speculative project. Additionally, some industrial users who prioritize confidentiality and security may be less attracted to areas with public access requirements.

Comparative & Competitive Advantage

The BCCP outlined the Basalt Creek area's advantages and challenges, many of which are still relevant. The following includes Basalt Creeks' advantages and challenges drawing from the BCCP and updating based on new information gathered as a part of this report.

STRENGTHS AND COMPETITIVE ADVANTAGES

- Centrally located in the south Metro, within the Urban Growth Boundary, and designated in the City's comprehensive plan for industrial uses.
- Large contiguous cluster of existing and planned industrial employment areas, including Wilsonville's Coffee Creek Industrial Area, and adjacent employment lands in Tualatin and Sherwood.
- Large areas of contiguous land ownership with property owners who are interested in developing or selling for redevelopment
- Long-term growth projections for employment and population in the southwest Portland metro area.
- Excellent access to I-5, as well as I-205 and Highway 217. Additional transportation strengths include existing and planned arterial roads, and local and regional transit service provided by TriMet, WES Commuter Rail, and SMART.[32]
- Access to an educated workforce as part of the Metro labor shed and Mid-Valley labor shed
- Easily accessible to other growing industrial areas, particularly in Tualatin and Sherwood
- Planned substation development

CHALLENGES

- Zoning needs to be in place prior to development.
- Planning, financing, and construction of new infrastructure.

[32] Existing major arterials include SW Grahams Ferry Road, SW Boones Ferry Road, and SW Day Road; The City is also planning the extension of Basalt Creek Parkway.

- Existing low employment density uses (contractor establishments and storage uses) that generate income for property owners may reduce appetite to sell for redevelopment
- Lot sizes and property aggregation. There is a mix of large and small lots throughout Basalt Creek. The time and cost required to secure properties from multiple parties to aggregate developable industrial properties of adequate size can be a significant deterrent to developers.
- Natural features including wetlands and slopes. Basalt Creek and its surrounding slopes and wetland areas run north-south through the study area and divide the area into east and west sections.
- Growing power demands from industrial users and uncertainty on timing and capacity of additional service[33]

Which industries may be attracted to Basalt Creek?

Basalt Creek's longstanding vision as an industrial area aligns well with current market trends, which show strong demand for industrial space both nationally and in the Portland metro region. Stakeholders point to Wilsonville's potential to attract a diverse range of industrial businesses, including those in the semiconductor supply chain, clean tech, advanced manufacturing, and data centers.

Wilsonville's appeal to these sectors stems from its strategic location in the south Metro area, access to a skilled labor force, and proximity to related industries. The semiconductor sector in particular is poised for expansion due to recent CHIPS Act investments. Similarly, clean tech industries are anticipated to see growth within the Portland Metro region. The availability of large areas of contiguous land ownership in the Basalt Creek Planning Area further enhances its attractiveness to major industrial users who seek large lots for development.

It is worth noting that while the Basalt Creek Concept Plan (BCCP) originally envisioned a mix of uses including office space associated with industrial operations, primarily in the High-Tech Employment district, current market conditions suggest that office use will likely play a smaller role than initially planned. Instead, the focus is expected to shift more towards industrial and tech-oriented developments to capitalize on emerging economic opportunities. Below are details about the potential sectors and industries that may be particularly attracted to Wilsonville:

- **Semiconductor Sector Supply Chain:** This sector includes companies involved in the design, manufacturing, and testing of semiconductor chips, as well as those providing materials, equipment, and services to chip manufacturers. Wilsonville is attractive for this industry due to its proximity to existing semiconductor clusters in

[33] ECOnorthwest has reached out to PG&E understand how much of a challenge access to adequate power may be and is waiting to hear back. This statement may be updated after that conversation.

the Portland metro area, access to a skilled workforce, and potential for large industrial sites. Basalt Creek would likely host businesses that support the supply chain rather than producing the chips themselves.

- **Clean Tech, including Battery Technology:** Clean tech encompasses renewable energy technologies, energy efficiency solutions, and sustainable manufacturing processes. Businesses in this sector include energy storage and related sustainable material technologies, and a variety of alternative energy technologies and production. Battery technology, crucial for electric vehicles and energy storage, is a growing subsector which is already present in Wilsonville. Wilsonville's strategic location and potential for large industrial sites make it suitable for clean tech manufacturing and R&D facilities.
- **Advanced Manufacturing:** This sector involves the use of innovative technologies to create products. It includes robotics, 3D printing, and smart manufacturing systems. Wilsonville's access to a skilled workforce and its location near tech hubs make it attractive for advanced manufacturing operations.
- **Distribution and Logistics:** This sector involves the storage, transportation, and delivery of goods. Wilsonville's location near major transportation routes (I-5 and I-205) and its proximity to Portland make it an ideal location for distribution centers and logistics hubs.
- **Data Centers:** Data centers are facilities used to house computer systems and associated components. Wilsonville's access to available land and the potential access to reliable power sources could make it attractive for data center development.[34] The proximity to tech companies in the Portland metro area is an additional advantage.

This diverse range of potential industries positions Wilsonville to capitalize on various economic opportunities, creating a resilient industrial base in Basalt Creek.

[34] Interviews with stakeholders have suggested that Wilsonville may be attractive to data centers. ECOnorthwest has reached out to PG&E understand if Basalt Creek has/will have access to the power necessary for this type of use and is waiting to hear back.



4. Conclusion

The Basalt Creek area in Wilsonville is strategically positioned for industrial development, with the potential to attract a variety of users, from manufacturing and logistics to data centers. The area's suitability for supporting the semiconductor supply chain is underscored by recent expansions of semiconductor suppliers in nearby Sherwood. Additionally, the area could be attractive to clean-tech businesses, including those involved in battery storage and alternative energy technologies.

However, realizing this potential presents several challenges. Existing contractor establishments generate sufficient income for some property owners, reducing their incentive to sell or redevelop the land for higher-intensity industrial uses. Furthermore, relocation options for these businesses may be limited, complicating redevelopment efforts. (The feasibility of redevelopment will be further explored in a subsequent separate study).

Conversely, some developers have already assembled land, and they are ready for immediate development, eager to capitalize on the strong industrial demand seen in nearby Coffee Creek, Tualatin, and Sherwood. Stakeholders emphasized the importance of large parcels in facilitating area redevelopment, with many developers willing to fund necessary infrastructure improvements if given access to such lots. For example, Schnitzer Properties owns property east of Grahams Ferry Road, south of Basalt Creek Parkway, and north of Day Road and eagerly awaits the adoption of zoning and policy to enable industrial development in this area. They intend to submit development and annexation applications as soon as zoning and policy is in place. Their recent development in Sherwood, known as the Sherwood Commerce Center, is an example of the type of development they are envisioning for their Basalt Creek property, offering flexible spaces for various industrial users.

It is crucial for Wilsonville to carefully balance its development goals for Basalt Creek with market realities. While the City may have preferences for certain types of businesses, being overly selective could deter development altogether. This is especially significant given the current economic climate. The BCCP originally envisioned office space within each district with the highest share in its High-Tech Employment District and anticipated that this office space would be in connection with industrial users. However, nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. While office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

Nationally, there's strong demand for industrial space, but Oregon's employment growth which has been lagged national trends since 2020 may moderate this trend locally. Developers have stated that current industrial demand in the Metro area is largely driven by regional businesses seeking to expand or upgrade their facilities. If Wilsonville imposes overly burdensome or restrictive requirements on the types of industrial users it allows (such as requiring a high share of manufacturing space), it risks limiting development feasibility and driving developers and industrial users to more accommodating locations.



The City must navigate these challenges while working towards its vision for Basalt Creek: a diverse mix of industrial uses, higher employment density, high-wage jobs, an enhanced tax base, and increased community prosperity

Next Steps

These findings are preliminary and will be refined through further analysis, stakeholder engagement, and discussions with the Planning Commission and City Council. Upcoming tasks include completing the buildable lands inventory, conducting site suitability analyses for key locations, and assessing the feasibility of redeveloping contractor establishments. All these elements will ultimately be synthesized into a comprehensive final report outlining key findings and recommendations.



WILSONVILLE
OREGON

Wilsonville Industrial Land Readiness – Phase One/Basalt Creek

Planning Commission Work Session
October 9, 2024
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly AICP, Planning Manager
Nicole Underwood, ECOnorthwest

Phase One Tasks

- ECOnorthwest
  - Economic Inventory / Land Use Analysis
  - BLI Update
  - Site Suitability Analysis
  - Analysis of Contractor's Establishments
- DKS Associates
  - Revised Conceptual Access Plan Map
- Pacific Habitat Services
  - Natural Resource Assessment
- Consor
  - Input to Infrastructure Funding Plan
- City Staff
  - Zoning Analysis
  - Code Amendments



Wilsonville Industrial Lands Readiness: Basalt Creek

Planning Commission Meeting

October 9, 2024

ECO northwest

Project Overview and Purpose

Project Purpose: Reassess the market potential of Basalt Creek and align Wilsonville's planning efforts with current economic realities

Key Question: What has changed since the Basalt Creek Concept Plan (BCCP) was adopted in 2018 and how does that impact the implementation of the plan?

Desired Outcomes:

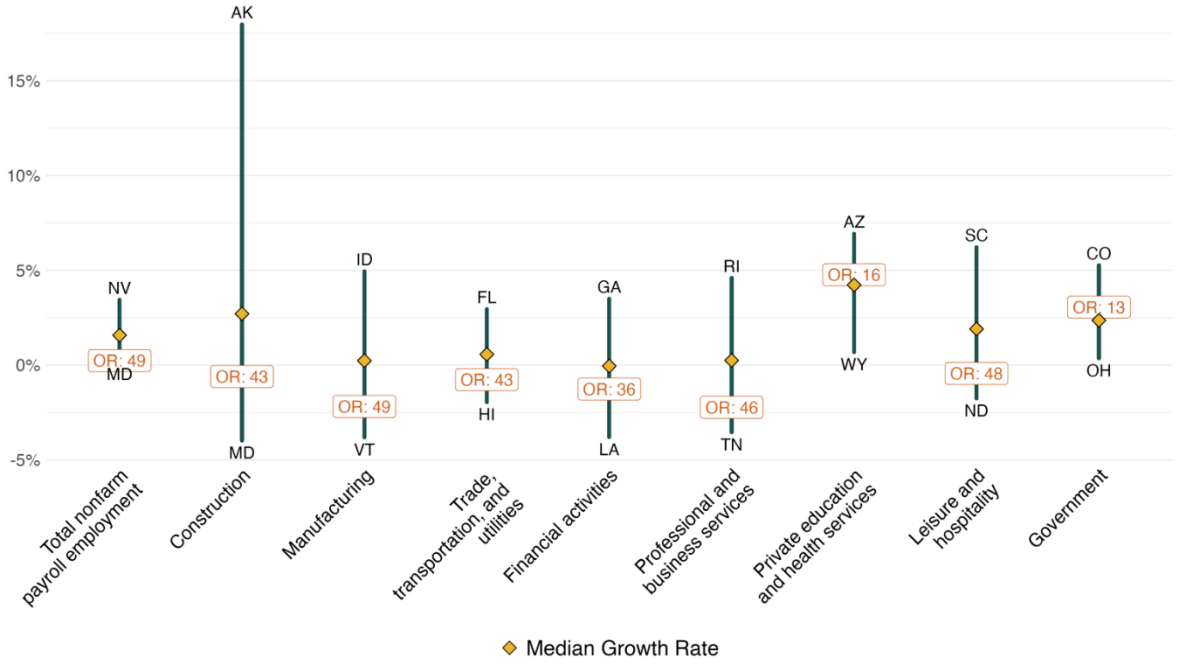
- Inform zoning designations to maximize economic opportunities
- Inform infrastructure planning
- Identify policy interventions to facilitate desired development

Changes in Employment

Strong national employment growth since 2020

- **National:** Strong employment growth since 2020
- **State:** Oregon's employment recovery from the pandemic, while positive, lagged national trends
  - Oregon ranked 49th in employment growth between April 2023 and April 2024

Employment Growth Rate for All States by Sector (April 2023 to April 2024)



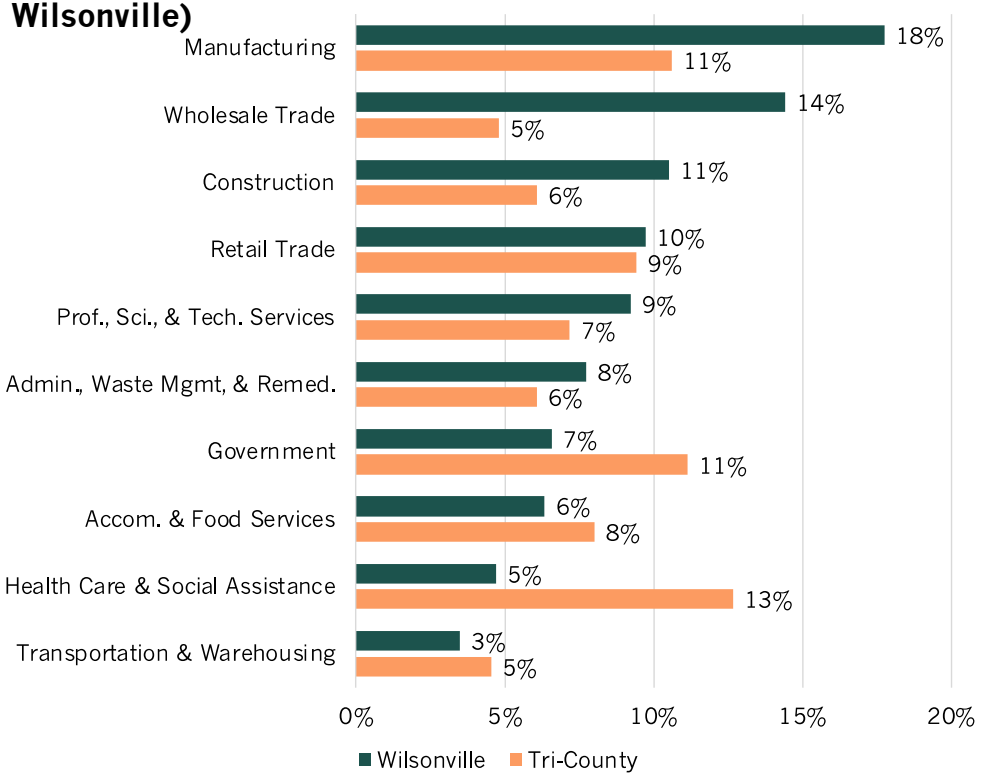
Source: U.S. Bureau of Labor Statistics Current Employment Survey

Wilsonville has a strong industrial employment base

In 2022

- Wilsonville had 21,383 covered employees
- Wilsonville's three largest industries were manufacturing, wholesale trade, and construction
  - These sectors make up 43% of jobs in Wilsonville and 22% of jobs in the Tri-County region

2022 Industry Distribution for Wilsonville and Tri-County Region (10 Industries with greatest employment in Wilsonville)



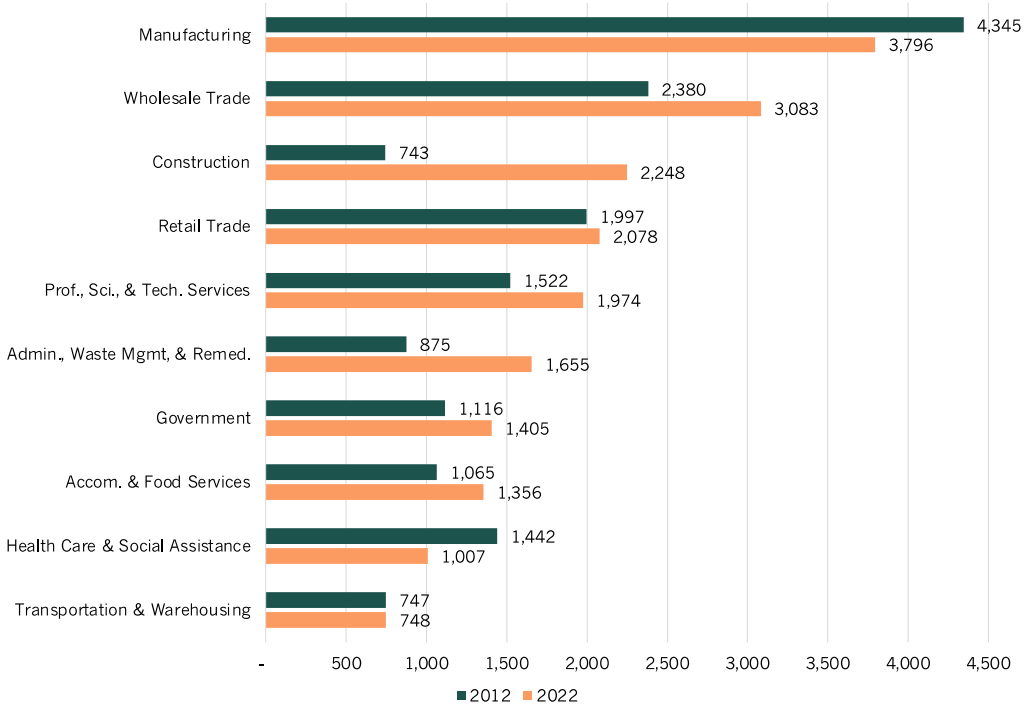
Source: QCEW

Wilsonville added 3,335 covered jobs since 2012

Between 2012 and 2022…

- Wilsonville's employment grew 18%
- Wilsonville's job growth was largely driven by construction, admin & waste management, wholesale trade, & professional services

2022 Industry Distribution for Wilsonville and Tri-County Region, (10 Industries with greatest employment in Wilsonville)



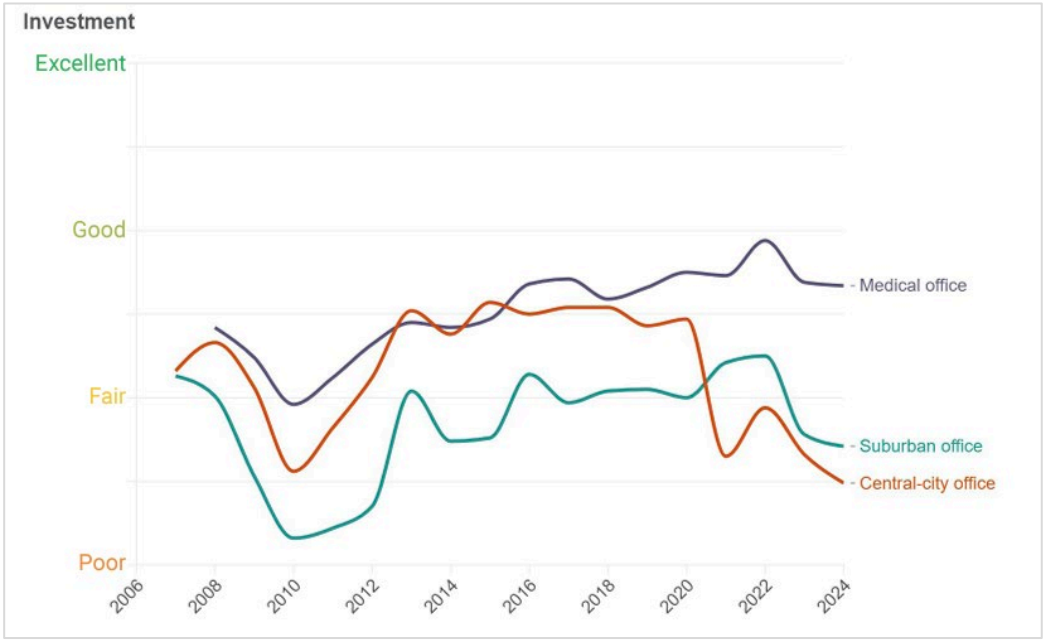
Source: QCEW

Office Market Trends

Nationally, the office market is declining

- **Nationally,** the office market is declining characterized by:
  - Negative net absorption
  - Shrinking inventory
  - Favored product types
- Looking ahead, the office sector is expected to adjust to a hybrid work model, with peak attendance levels stabilizing at around 60%-70%

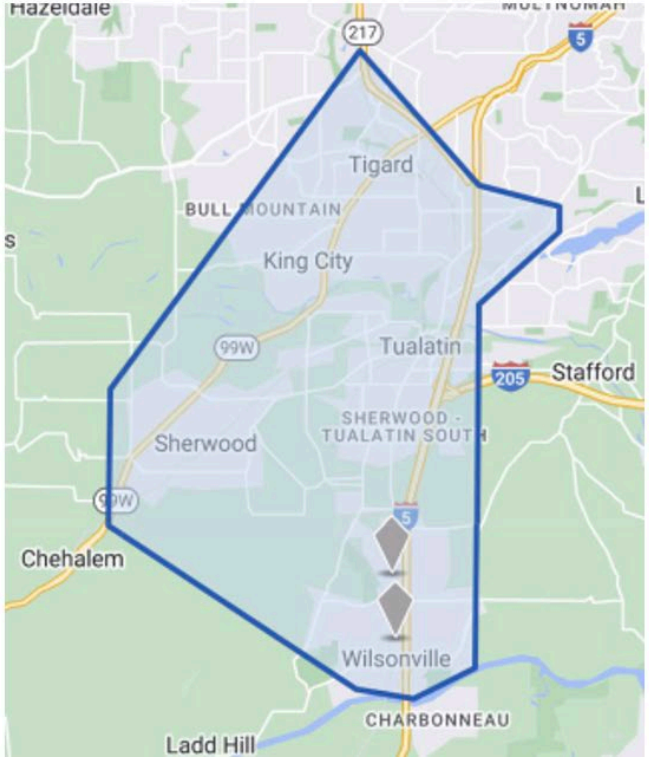
National Office Investment Prospects



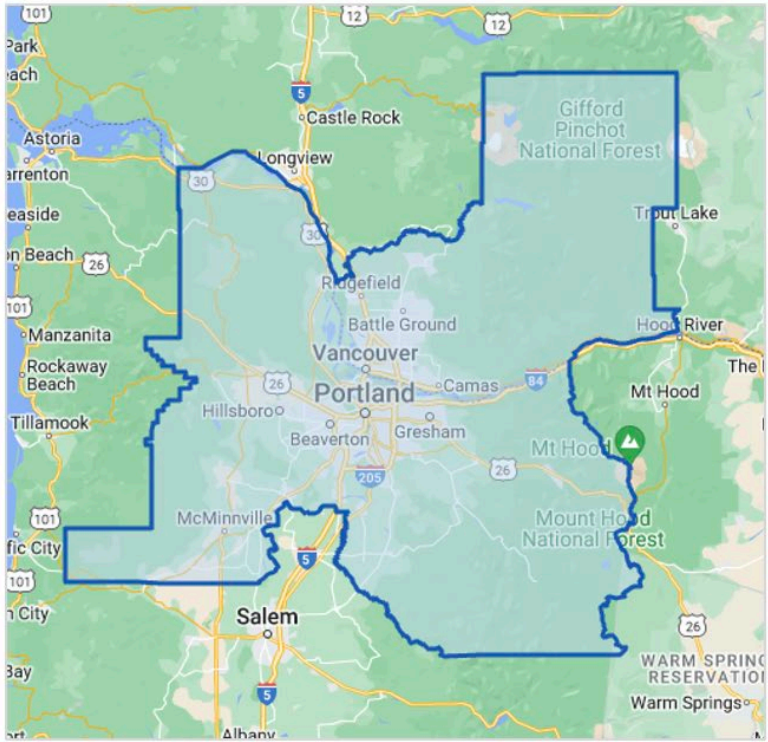
Source: Urban Land Institute 2024 Emerging Trends in Real Estate, U.S. and Canada

Market Boundaries

I-5 South Submarket Boundary



Portland Metro Boundary



Office Market Trends: Portland Region and Wilsonville

Summary

Portland Metro

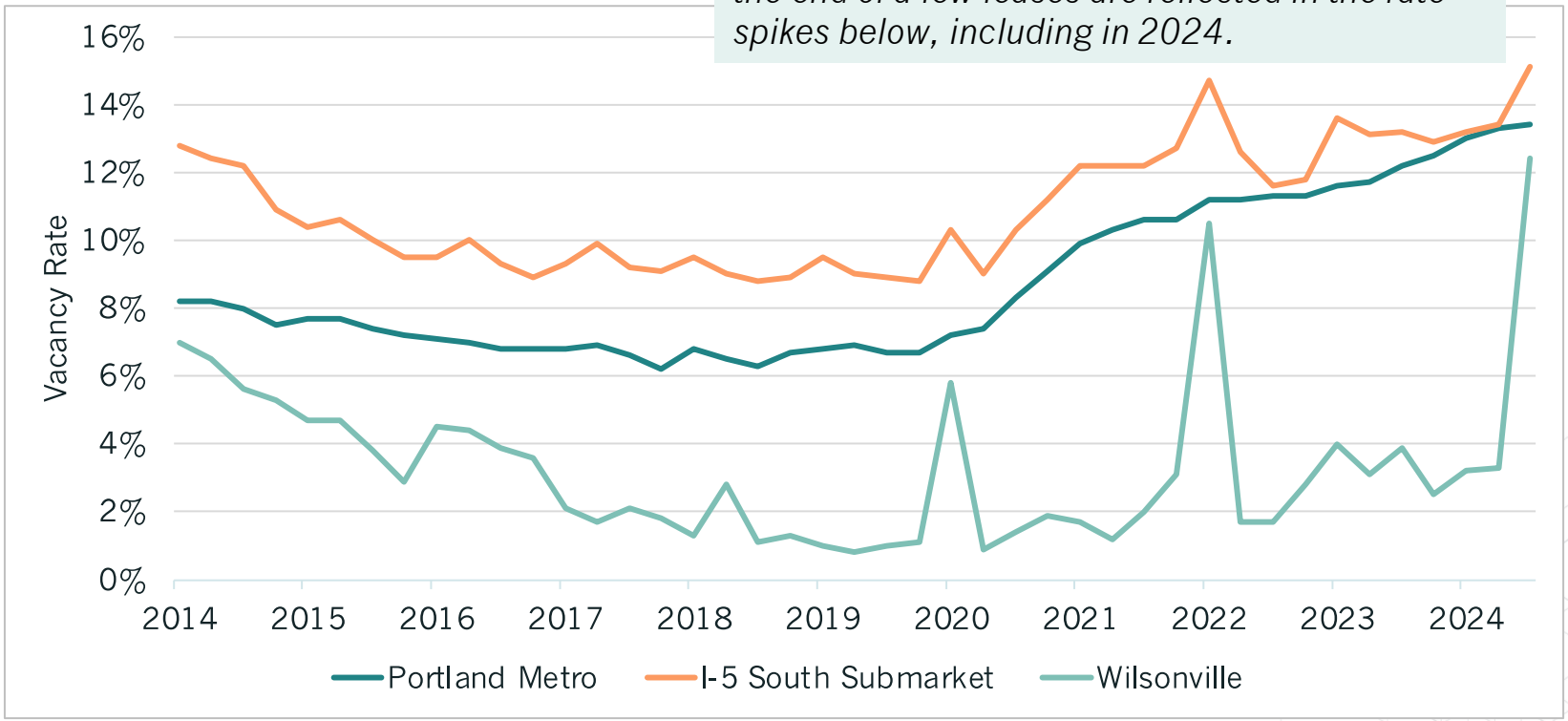
- Record high vacancy rates
- Continued negative net absorption as companies reevaluate their need for space
- Low leasing activity
- Suburban office markets performing better than downtown

Wilsonville

- Lower vacancy rates than the broader region with recent spikes as leases end
- Rents on par with Portland Metro for first time in a decade but below I-5 South Submarket
- Negative net absorption 2020-2024

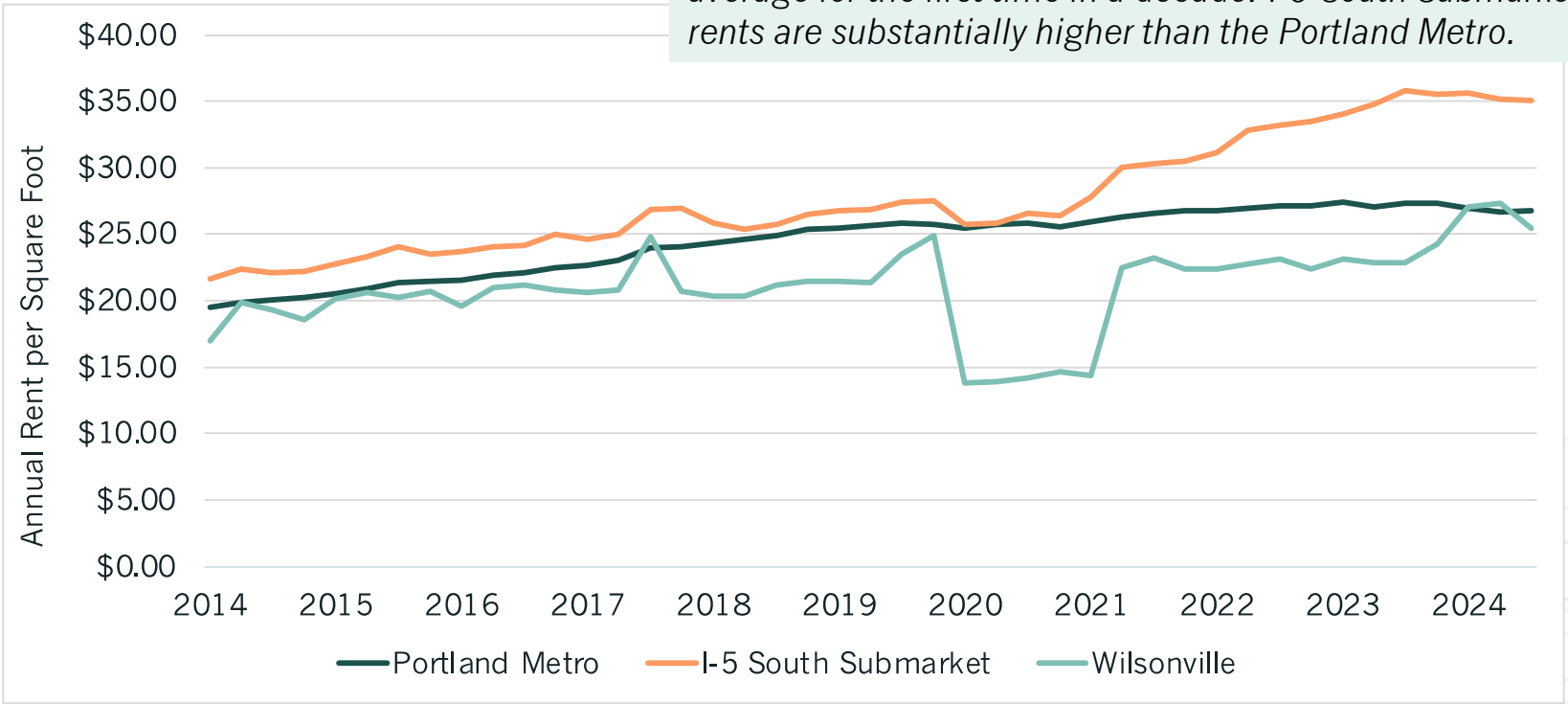
Office Market: Wilsonville

While Wilsonville's office vacancy rate has generally been lower than the broader region's, the end of a few leases are reflected in the rate spikes below, including in 2024.



Office Market: Wilsonville

Since the decline in 2020, office rents have risen in Wilsonville and are now equal to the Portland Metro average for the first time in a decade. I-5 South Submarket rents are substantially higher than the Portland Metro.



Industrial Market Trends

Nationally, industrial market growth is decelerating but remains relatively strong

- **Nationally,** industrial market growth is decelerating but remains relatively strong overall
  - Stabilizing vacancy rates
  - Positive net absorption
  - Slowing construction
  - Federal investment
- Looking ahead, e-commerce growth and reshoring trends are expected to drive growth (at a slower pace than 2021 and 2022)

National Industrial Investment Prospects



Source: Urban Land Institute 2024 Emerging Trends in Real Estate, U.S. and Canada

Industrial & Flex Trends: Portland Region and Wilsonville

Summary

Portland Metro

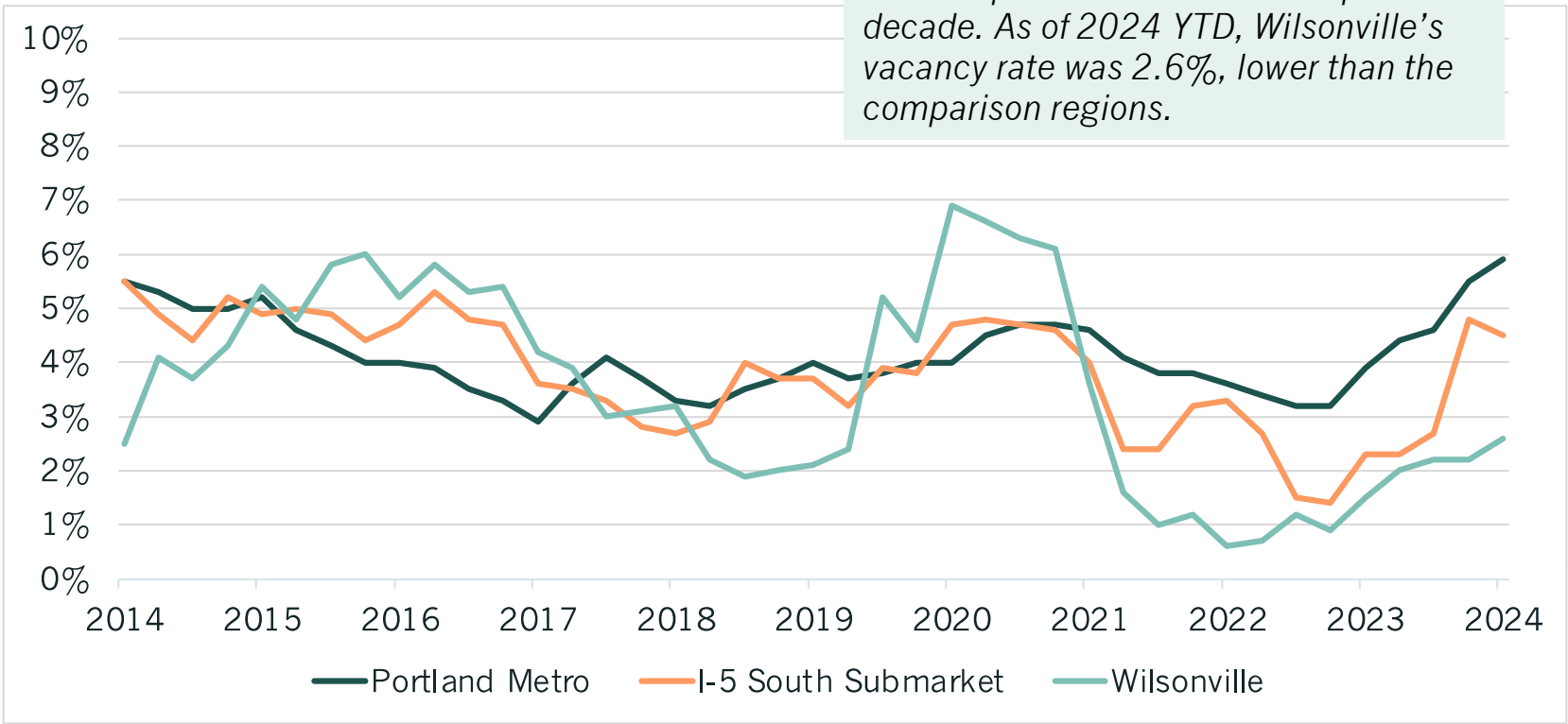
- Strong growth between 2021-2023 but growth is decelerating
- Investor confidence in the market
  - CHIPS Act
  - Strong submarkets
  - Continued growth in industrial space

Wilsonville

- Very low vacancy, below broader market
- Increasing rents, above broader market
- Limited industrial development over the past decade

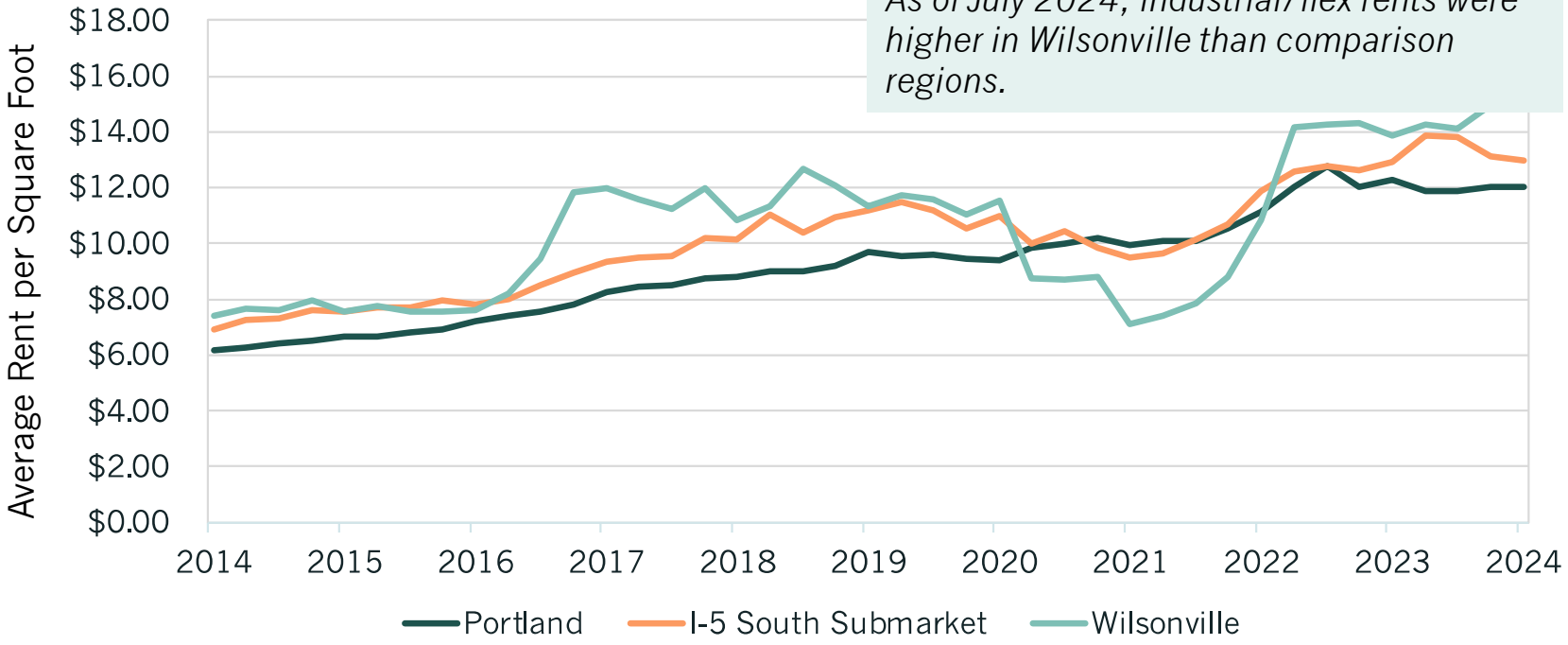
Industrial & Flex: Wilsonville

Wilsonville's vacancy rate has remained below 6 percent for most of the past decade. As of 2024 YTD, Wilsonville's vacancy rate was 2.6%, lower than the comparison regions.



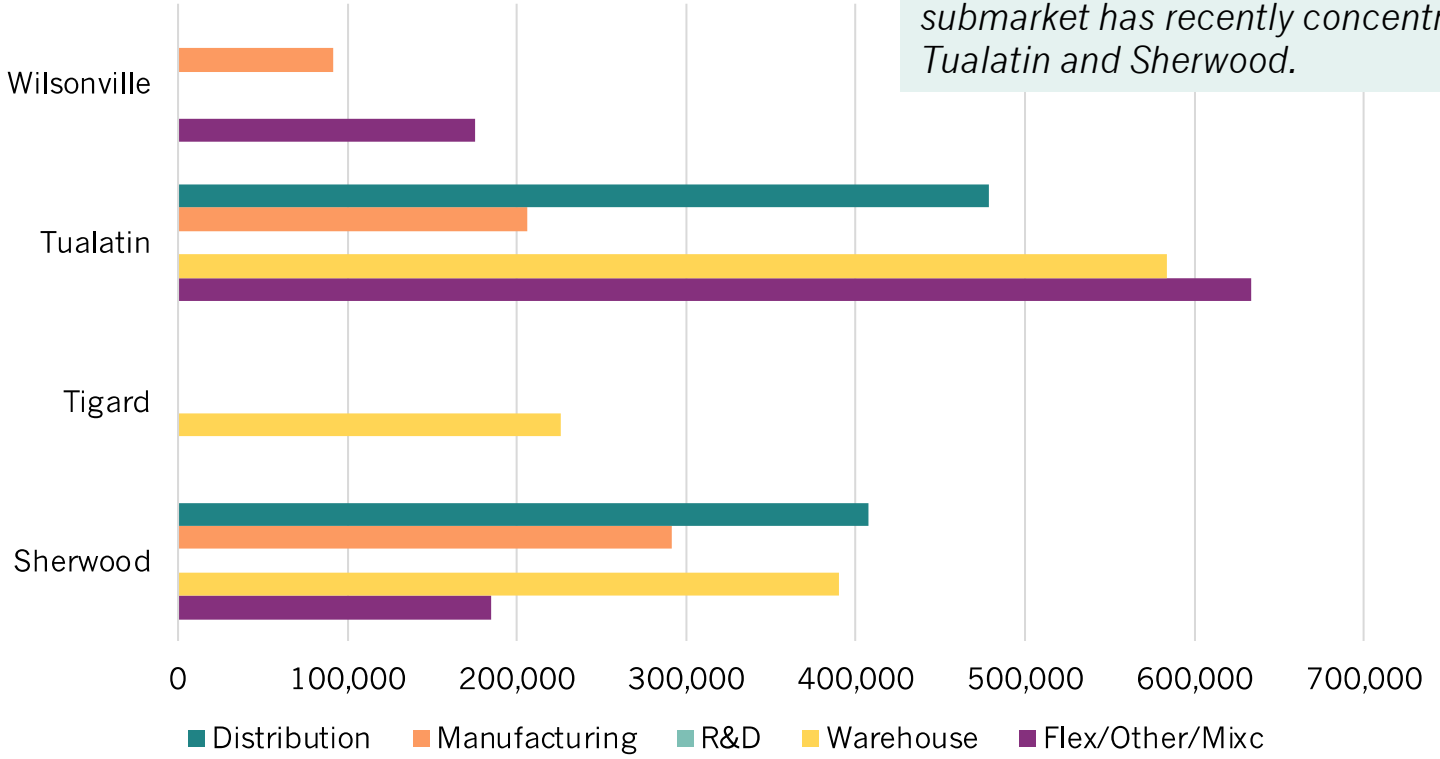
Industrial & Flex: Wilsonville

Industrial rents in Wilsonville have generally increased over the past decade. As of July 2024, industrial/flex rents were higher in Wilsonville than comparison regions.



Industrial & Flex Trends I-5 South Submarket, 2019-2026

Industrial development in the I-5 South submarket has recently concentrated in Tualatin and Sherwood.



What we are hearing

Demand for industrial space is strong in the Portland Metro Area. However, key barriers exist for industrial users

- Site readiness
- Power availability
- Outdated existing buildings
- Lack of intermediate industrial spaces
- Zoning not aligned with desired development
- Fragmented land ownership
- Incompatible neighboring uses
- Requirements for connectivity

What has changed in Basalt Creek over the past decade?

What is Wilsonville's portion of Basalt Creek like today?

- Remains under Washington County's jurisdiction and zoning
- Existing businesses have few employees and large areas of land for storage
- Growth in contractor establishments since 2012, with low employment density





What is Wilsonville's portion Basalt Creek like today?

469 acres

90 tax lots (10 with covered employment)

275 covered employees*

$86,000 average wage

4.4 employment density in areas with employment

Little change in improvement to land value since 2012

Areas of high and low parcelization

*Some of the land in the BCPA is actively used despite minimal reported covered employment.

Key Advantages

- Centrally located in the South Metro
- Large contiguous cluster of existing and planned industrial employment areas
- Large areas of contiguous land ownership with property owners who are interested in development
- Access to I-5, I-205, and Highway 217; existing and planned arterial roads
- Access to an educated workforce
- Planned substation development
- Long-term growth projections

Key Challenges

- Existing zoning allowing low density uses
- Existing uses have low employment density but may generate substantial income for owners
- Financing and constructing new infrastructure
- Lot sizes and property aggregation
- Development constraints including wetlands and slopes
- Growing power demands for industrial users

Which industries may be attracted to Basalt Creek?

- Semiconductor sector supply chain
- Clean Tech, including battery technology
- Advanced Manufacturing
- Distribution and Logistics
- Data Centers



Conclusion

Basalt Creek is well-positioned for many types of industrial uses, but there are challenges

- Existing low-density uses
- Natural constraints
- Lack of infrastructure
- Property owner disposition and land aggregation

Wilsonville needs to carefully balance development goals with market realities

- Strong national employment growth but weaker statewide trends
- Declines in office market
- Strong industrial market but slower predicted growth
- Industrial demand driven by regional businesses
- Financing requirements

Questions for Planning Commission

- What questions or comments does the Planning Commission have about the Economic Inventory and Land Use Analysis report and related preliminary findings?

- Is there anything about the information that you find surprising or that changes your view of how the City should be thinking of the Basalt Creek Planning area and implementation of the Concept Plan?

Pond East and South Master Plan and related amendments. The motion was seconded by Commissioner Hendrix.

Commissioner Heberlein understood the public comment regarding the recommended changes but based on Staff's comments, fundamentally, the elements that the Planning Commission wanted were in the proposed Code, and the specific instances of variances should be covered in the waiver process as defined, which was why his motion was to adopt the Resolution as presented.

Chair Karr read his Chair summary as follows, "Housing is the focus of the Development Code changes for Frog Pond East and South, specifically to address a variety of housing options with an eye toward attainable and affordable housing options. To tie this development back to specific City Council goals, this development will have connected neighborhoods, cohesiveness between public spaces and private development, neighborhoods with walkable, active streets, quality development with a community design, and easy access to nature, parks, and open spaces."

Commissioner Hendrix acknowledged and commended the great work that had been done for quite some time, adding she was excited to be helping move Frog Pond forward.

The motion passed 6 to 0.

Chair Karr moved to recess the meeting and reconvene at 8:05 pm. Commissioner Heberlein seconded the motion, which passed 6 to 0.

Chair Karr reconvened the meeting at 8:05 pm.

WORK SESSION

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

Cindy Luxhoj, Associate Planner, reminded the Wilsonville Industrial Land Readiness (WILR) Project was introduced at the September 11th Planning Commission meeting. The City sought the Planning Commission's input on the draft Economic Inventory and Land Use Analysis report for Phase One of the WILR Project. The analysis provided area specific foundational information about economic activities in the Basalt Creek area in the context of local and regional markets, and what industries may be expected to locate in the planning area in the future. She initiated the PowerPoint presentation, noting that the analysis was a key task identified in the WILR project.

Nicole Underwood, ECONorthwest, presented the WILR report for Basalt Creek via PowerPoint, noting significant changes had occurred since the Cities of Wilsonville and Tualatin jointly adopted the 2018 Basalt Creek Concept Plan, including major economic shifts at the local, state and national levels, changes in land uses in Basalt Creek as Washington County continued to

approve developments consistent with County zoning, but not aligned with the type of development or commerce envisioned in the Concept Plan. The purpose of the analysis was to identify the changes in Basalt Creek since 2018 and how they could impact implementation of the Concept Plan. She described changes in employment, Office and Industrial market trends, as well as those within Wilsonville's portion of Basalt Creek and the key advantages and challenges of developing in the area. She concluded with ECONorthwest's conclusions based on the report. (Slide 28)

Commissioner comments and responses were as follows with the project team addressing questions as noted:

- Coordinating land use designations between Wilsonville and Tualatin was important, especially along the northern Basalt Creek boundary to ensure that land use plans were aligned to prevent conflicts.
- How would road maintenance be achieved through long-term development? Day Rd and Grahams Ferry Rd were a mess and always torn up, making travel really difficult. When considering some of the economic drivers of the land, responsibility for road maintenance is an important consideration.
    - **Associate Planner Luxhoj** noted as far as potential land use conflicts, most of the Basalt Creek area in Tualatin was being developed as residential, with some manufacturing west of the canyon, which Tualatin recently rezoned from Manufacturing Park to Basalt Creek Employment, which did include a component of commercial as allowed in Metro Code. On Tualatin's side, where the Basalt Creek Parkway would extend along Green Hill, Tualatin was to implement buffering and screening to that future arterial with the residential development, but it was uncertain whether that had been done.
        - The City of Wilsonville always planned to develop its Basalt Creek portion as industrial, except for the Craft Industrial area which would provide a transition from housing to future industrial.
    - **Miranda Bateschell, Planning Director,** offered context from the prior planning effort and the coordination on roadway improvements.
        - When added to the Metro UGB, the land was primarily for industrial employment, with a portion designated residential for Tualatin in the northern area to buffer existing residential neighborhoods. Lengthy discussions regarded having a transition to create design elements and a mixing of uses for a smooth transition between employment and residential areas.
        - She believed the intent of some of Tualatin's recent Code amendments was to make the area more relevant to the current market and to better integrate and balance residential and employment uses. Wilsonville Staff regularly coordinated with Tualatin, including meetings about their zoning code changes to understand the intent and impact of those changes. Staff also coordinated and reviewed development applications coming through the process.
        - The Basalt Creek Concept Plan contained valuable content, visioning, and guiding principles, but major topics of discussion were the transportation network and natural areas, particularly the Basalt Creek Canyon and surrounding wetlands that

drain to Wilsonville. Staff had concerns about the stormwater system pertaining to the area and the preservation of the canyon as a community asset for both cities to enjoy.

- The transportation system was planned before the concept plan through the Basalt Creek Transportation Refinement Plan, coordinated by Metro with Washington County and both cities, as it served as a major freight corridor for the entire south county industrial area, including Tualatin and Sherwood. So, the road network was a key concern for all parties, including Metro, to ensure Wilsonville's regional freight could move, which was very important when considering all the residential developing adjacent that tends to highly impact the system. As part of the planning process, Staff was tracking anticipated trip volumes, discussing the share of trips for each city and ensuring Wilsonville upheld its commitment to the transportation system. When going through the project, the City was be more proactive with the county about things like Day Road, especially regarding its timing and the impact of the phased construction of the Basalt Creek Parkway, which would likely increase traffic on Day Road.

- The South County Industrial Areas Infrastructure Funding Strategy successfully prioritized Day Road for financing and gaining Washington County's support for helping improve the road. Some challenges included the expansion of contractor establishments on Day Rd, which was not a county road, so the County had difficulty assessing a development's impact to the transportation system and therefore the proportionate impact and proportionate improvements, such as whether frontage improvements were being triggered. All this had been an issue for Wilsonville being able to make improvements on Day Rd, even though low investment development was occurring. Having the County approving land use impacting a City facility was challenging.
- The City could basically only do patchwork repairs on Day Rd until right-of-way improvements occurred with development or in coordinating with Tualatin and the County to get the improvements. Funding infrastructure remained a challenge, however, leading to broader discussions about possibly extending urban renewal into Basalt Creek to facilitate some improvements. While some improvements were already in the Coffee Creek Industrial Area Plan, changes would come with the timing of those improvements and as the City generated development improvements.

- While office space demand had declined in recent years, organizations were revamping for a return to the office, so the need for office space should not be discounted. Currently, with the innovation and collaboration required for what is coming in the future, more and more people and organizations would be returning to the office for in-person collaboration.
  - **Ms. Underwood** agreed about there being a return to the office but believed it was more hybrid in nature; some employees might only work in the office three days a week, not full-time. This shift meant that while businesses still desired office space, the amount of office space needed had changed, resulting in a slight downsizing of office

square footage overall. The expectation was that while office space was still needed, the new norm was that its function and configuration would differ from the past.

- Regarding Wilsonville's business development, the City should look to collaborate and partner with industries and organizations it wanted to attract and have some sort of business development plan with all the stakeholders involved to address environmental concerns, and the big energy demands for such businesses.
- Traffic was always a concern, and a solid plan would be needed for the roadways in Basalt Creek.
- **Ms. Underwood** clarified that in the subject presentation, flex space and industrial space were combined and used interchangeably. Flex spaces of 20,000 sq ft to 40,000 sq ft, often met the demand for intermediate industrial spaces, providing flexible uses since it was speculative development as the exact users for these spaces were not known in advance.
  - While there appeared to be a lot of flex space in the south Basalt Creek area, a lack of flex space existed due to the significant development in the area, making it attractive for more flex space. There was still demand for flex spaces and still space to develop more flex spaces.
- The City's focus should be to continue monitoring the trends and be flexible in its implementation of the Concept Plan based on those changing trends.
- While there was considerable development and demand for flex space in the Basalt Creek area, there were significant challenges. In 2017/2018, many sites were not ready for manufacturing or transportation, and a big barrier was the lack of power and the high cost to upgrade. Existing buildings were often outdated and expensive to retrofit. Midlevel and heavy manufacturing required entirely different requirements than warehousing and were almost nonexistent in the Basalt Creek area.
- **Ms. Underwood** explained that Wilsonville's higher industrial rent, but lower vacancy rate in the region showed there was demand and that people would be interested if the sites were made ready.
- With the allowed land use and zoning limiting the City's vision for Basalt Creek, what other options were available and how would the City work around or within those limitations?
  - **Planning Director Bateschell** explained that the land was still in the County with FD20 county zoning, which limited development to preserve future development for urbanization. The zoning restricted what could be developed until annexed by a city to be able to develop the land to a higher potential. However, FD20 allowed a certain amount of development, which was profitable, but created challenges for the City to be able to attract property owners to want to sell and develop into the city, which could be more costly and may not return their investment, especially without appropriate infrastructure. Ms. Luxhoj had considered options for navigating these challenges, and prepared a memo before COVID about contractor establishments, and the City's potential options. However, resources were reallocated elsewhere due to the pandemic.
  - **Associate Planner Luxhoj** stated one component of the project was to look specifically at the redevelopment potential of properties occupied by contractors' establishments and consider incentives to encourage transitions to more desirable development aligned with the City's Basalt Creek plans. The key challenge was that these properties generate

significant income for owners, making redevelopment less appealing. If contractors' establishments were prohibited in the PDI zone, a plan would be needed for where these businesses could relocate.

- **Ms. Underwood** noted another consideration was that some of the contractors' establishments provided high-wage jobs. ECONorthwest was starting to look into redevelopment feasibility to evaluate the issue. Particularly interesting was the fact that some landowners had shown interest in redevelopment, which was a positive sign.
- **Planning Director Bateschell** noted property owners or developers typically lead annexation efforts, rather than the City initiating annexation, which was work considering. Pursuing annexation more proactively would give the City more control over its vision for Basalt Creek. Even if contractor establishments were allowed to continue, the City would have more control over even new iterations of contractor establishments if they were in the city, including the design and integration with future facilities. Such control and influence was not available when under County's jurisdiction. In 2019, the City was discussing the idea of an area-wide annexation, but it set aside due to other priorities. Perhaps this policy question would be good to revisit, whether it would outweigh the difficulties the City had by not having any control in the area, which was due partly because the City was not ready. Past investments focused on Coffee Creek, and Basalt Creek was viewed as a longer-term project, but now the City was preparing to annex land in Basalt Creek.

- A survey of Basalt Creek residents would likely reveal they would not support forced annexation, so a lot of public outreach would be required to get the ground swell of public opinion needed to for that policy, especially since the City had not done an excellent job of doing that to date.
- The strengths and competitive advantage of Basalt Creek to the City of Wilsonville were great, but the barriers were big, including the zoning and the financing of the infrastructure, which would almost have to be in place before developers showed real interest. Aggregation of lot sizes and the power demands were also challenges, especially because the industries that have shown interest were big power consumers, like data centers. Based on this area of town, how could enough power be generated to support a the three, power-heavy industries noted in the report.
  - **Ms. Underwood** noted a key thing when talking to people was that there was a lot of excitement around Wilsonville, so there could be many different uses that want to locate in Basalt Creek. Another key takeaway was that the City was not super limited, though things being seeing at the statewide level was a cause for concern, like manufacturers leaving. She cautioned the City about putting too many requirements on Basalt Creek given so many challenges at the state level, and Wilsonville did not want to add another barrier.

INFORMATIONAL

4. City Council Action Minutes (September 5 & 16, 2024) (No staff presentation)

PLANNING COMMISSION

WEDNESDAY, SEPTEMBER 11, 2024

INFORMATIONAL

3. Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)(30 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: September 11, 2024	**Subject: Wilsonville Industrial Land Readiness – Basalt Creek** **Staff Member:** Cindy Luxhoj AICP, Associate Planner, and Dan Pauly, Planning Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Staff recommends Planning Commission provide requested input in response to information provided about the Wilsonville Industrial Land Readiness project.	
Recommended Language for Motion: N/A	
Project / Issue Relates To: Basalt Creek Concept Plan area	

☒Council Goals/Priorities:	☒Adopted Master Plan(s):	☐Not Applicable
Attract high-quality industry and support economic opportunity for all in Wilsonville	Basalt Creek Concept Plan	

ISSUE BEFORE COMMISSION

Staff has initiated the first phase of the Wilsonville Industrial Land Readiness (WILR) project, focused on the Basalt Creek Concept Plan area. Staff is providing an update on progress to date and upcoming milestones in this planning process.

EXECUTIVE SUMMARY:

The Wilsonville Industrial Land Readiness (WILR) project has two phases, which together will support attracting high-quality industry and economic opportunity to Wilsonville.

The first phase of the project, currently underway, is focused on the Basalt Creek and West Railroad planning areas in northwest Wilsonville (Attachment 1). These two future industrial areas are the subject of the Basalt Creek Concept Plan, jointly prepared with the City of Tualatin and adopted by Wilsonville in 2018. Comprising the City's newest industrial planning area, Basalt Creek and West Railroad are located north and west of the Coffee Creek Industrial area and adjacent to the Tualatin city limits. This first phase of the WILR project lays the foundation for moving Concept Plan area to a development ready status, thus enabling the City to accept development applications for industrial projects and realizing the area's economic development potential.

Two key elements of the Implementation and Phasing Strategy in the Basalt Creek Concept Plan are to "assure zoning is compatible with future land use" and to "consider capital improvements to spur development". Consistent with these objectives, the first phase of the WILR project will help prepare the land in the Basalt Creek and West Railroad planning areas for industrial development. The first phase includes conducting a focused economic inventory and market analysis to inform the drafting of zoning standards and creating an infrastructure funding plan. Zoning Code amendments will focus on refinements to the City's Planned Development Industrial (PDI) zone, as well as evaluate whether to extend the Coffee Creek Industrial Design Overlay District (form-based code) and, if so, how it could best be applied to the area, to enable implementation of the High Tech Employment, Light Industrial, and Craft Industrial land use categories envisioned in the Concept Plan (Attachment 2).

ECONorthwest is preparing an updated Buildable Lands Inventory (BLI) and site suitability analysis for the planning areas and has provided a draft economic inventory/market analysis to staff for review. The BLI reviews all land within the planning area to screen out parcels where there is limited or no development potential and identify the places where development is most suitable given environmental and regulatory constraints. The site suitability analysis looks in more detail at specific parcels or groups of parcels in the planning area to determine site suitability for the land use categories envisioned in the Concept Plan. The economic inventory/market analysis will provide area-specific foundational information about economic activities in the Concept Plan area in the context of local and regional markets and what industries may be expected to locate in the planning area in the future. In addition, ECONorthwest will prepare an analysis of land currently occupied by contractor's establishments, which have proliferated in recent years throughout this future industrial area and often include small office uses, storage buildings, and gravel or paved storage or laydown yards with few employees. This analysis will help inform expected redevelopment potential and potential impacts to the City's goals for employment in the Concept Plan area.

DKS Associates, the City's transportation consultant, is revising a conceptual, multi-modal access plan map included in the Basalt Creek Concept Plan and Transportation Refinement Plan to ensure that the land use assumptions and identified transportation projects are still applicable, as well as to review the local street and access plan to determine whether any changes are needed to support future development. Pacific Habitat Services is assessing natural resources in the planning aera to determine which of the resources are significant and will be protected by the Significant Resource Overlay Zone (SROZ) and will be providing a report for review by mid-September to inform the BLI and site suitability and zoning analyses.

This first phase of the project is anticipated to extend into mid-2025. The Planning Commission will hold a work session in October to review preliminary findings of the economic inventory/market analysis, BLI, access plan, and resource assessment, followed by review of the analysis of contractor's establishments, preliminary concepts for zoning amendments, and potential economic development strategies at the November work session.

The second phase of the WILR project is an update to the City's Economic Opportunities Analysis, which will expand the project's scope citywide to include such actions as reviewing market trends, inventorying and developing an economic strategy for all of Wilsonville's industrial lands over a 20-year planning horizon, and recommending citywide Development Code refinements to support anticipated economic activity in industrial areas throughout the City. This will serve as the companion to the City's Housing Capacity Analysis to help inform both future residential and job growth decisions. A Request for Proposals for the second phase of the project was issued in early September and work is expected to begin this fall, continuing to the end of 2025.

Following presentation of the project by staff, the following input is requested from the Planning Commission:

- What questions or comments does Planning Commission have about the first phase of the WILR project?

EXPECTED RESULTS:
Feedback from Planning Commission about this first phase of the WILR project will guide completion of the implementation items in the Concept Plan for the Basalt Creek and West Railroad planning areas, including drafting a package of proposed Code amendments, developing economic development strategies, and preparing an infrastructure funding plan. In addition, work products from this first phase of the project will help inform the citywide EOA and economic development strategy in the second project phase.

TIMELINE:
Work sessions with the Planning Commission and City Council for the first phase of the WILR project are anticipated in October through December this year. Planning Commission and City Council public hearings on Code amendments are expected in early to mid-2025 with the infrastructure funding plan work occurring throughout 2025. Work on the second citywide phase of the WILR project is expected to begin this fall and continue to the end of 2025.

CURRENT YEAR BUDGET IMPACTS:
Funding for the first phase of the WILR project is allocated in the FY2024-25 and for the second phase will be allocated in the FY2025-26 Planning Division budget. The project is funded by a $100,000 grant from Business Oregon and a $290,000 grant from Metro, for a total of $390,000 in grant funding.

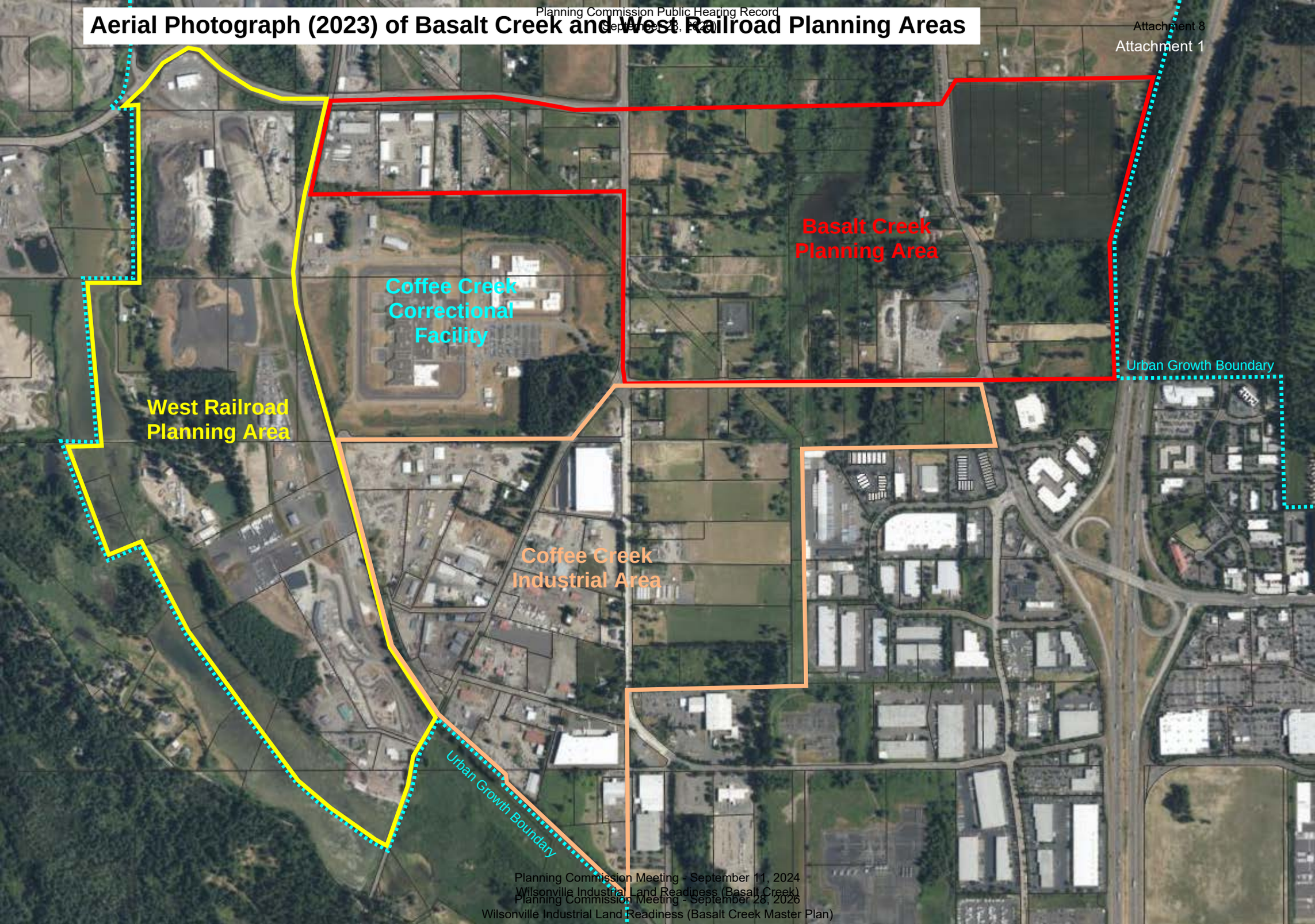
COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Concept Plan review process included comprehensive community involvement to gather input. For the first phase of the WILR project, ECONorthwest has focused on gathering input from Business Oregon, Greater Portland Inc., property owners, and developers, to understand demand for industrial land in Wilsonville as well as property owners' current and future plans for their property, to inform the market and site suitability analyses. This information also will be considered in determining appropriate zoning standards to apply and preparing needed Code amendments. The second phase of the WILR project will engage similar stakeholders, but will extend the information gathering citywide.

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

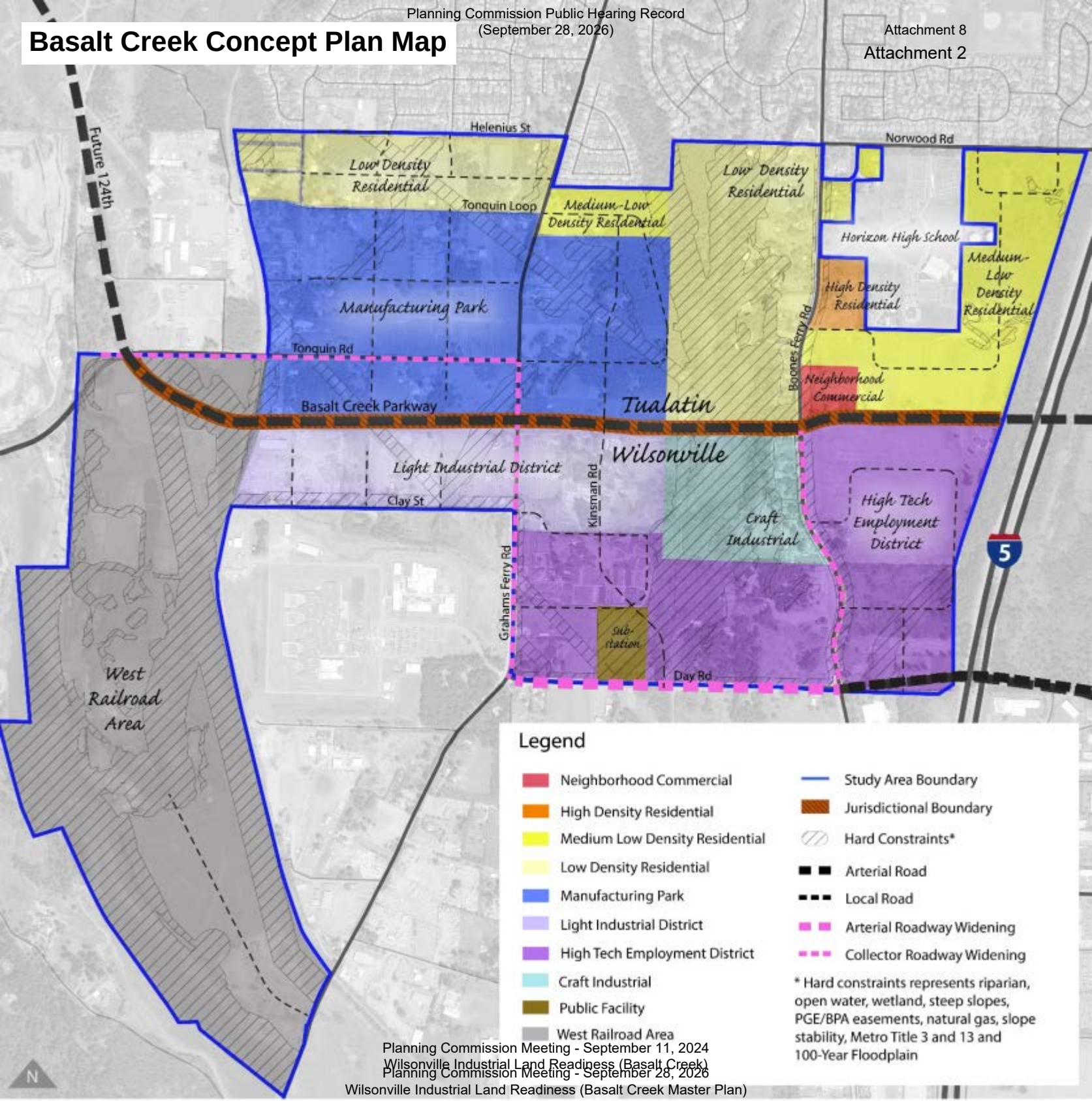
ALTERNATIVES:
As zoning standards and an infrastructure funding plan are developed, a number of alternatives will be explored and developed with the Planning Commission.

ATTACHMENTS:
1. Aerial Photograph (2023) of Basalt Creek and West Railroad Planning Areas
2. Basalt Creek Concept Plan Area Map

Aerial Photograph (2023) of Basalt Creek and West Railroad Planning Areas



Basalt Creek Concept Plan Map

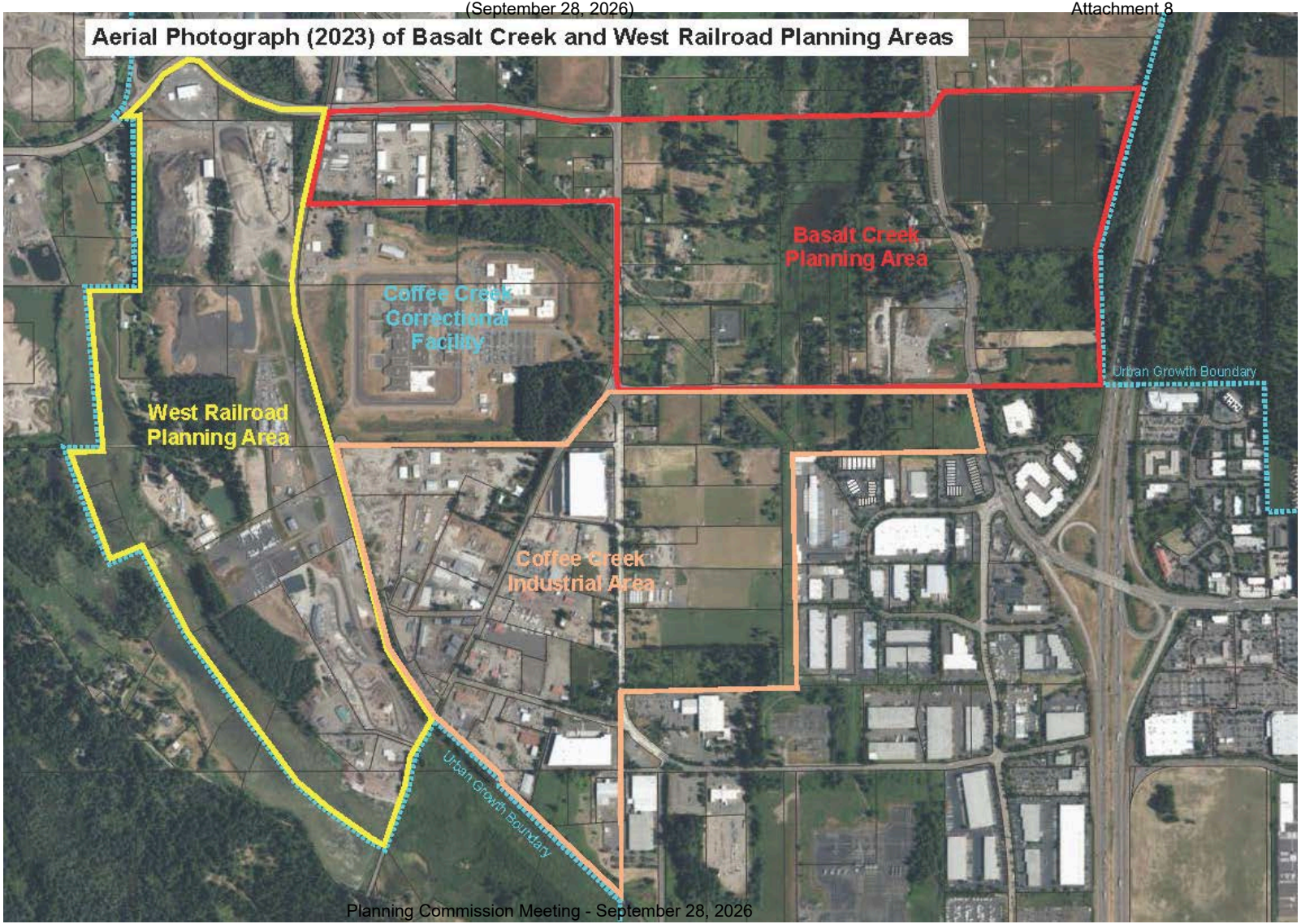


WILSONVILLE
OREGON

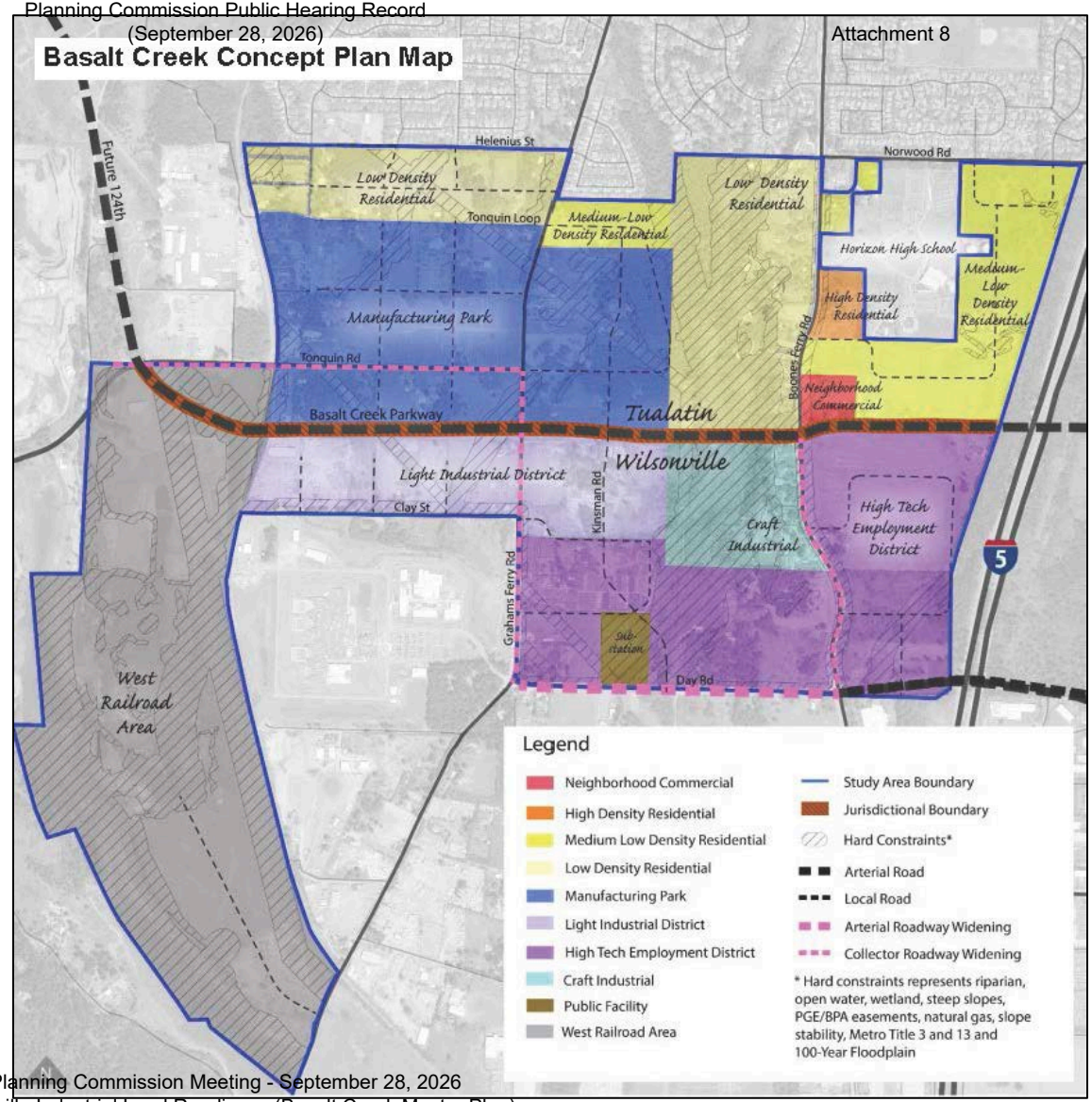
Wilsonville Industrial Land Readiness – Phase One/Basalt Creek

Planning Commission Work Session
September 11, 2024
Presented by: Cindy Luxhoj AICP, Associate Planner
Dan Pauly, Planning Manager

WILSONVILLE
OREGON



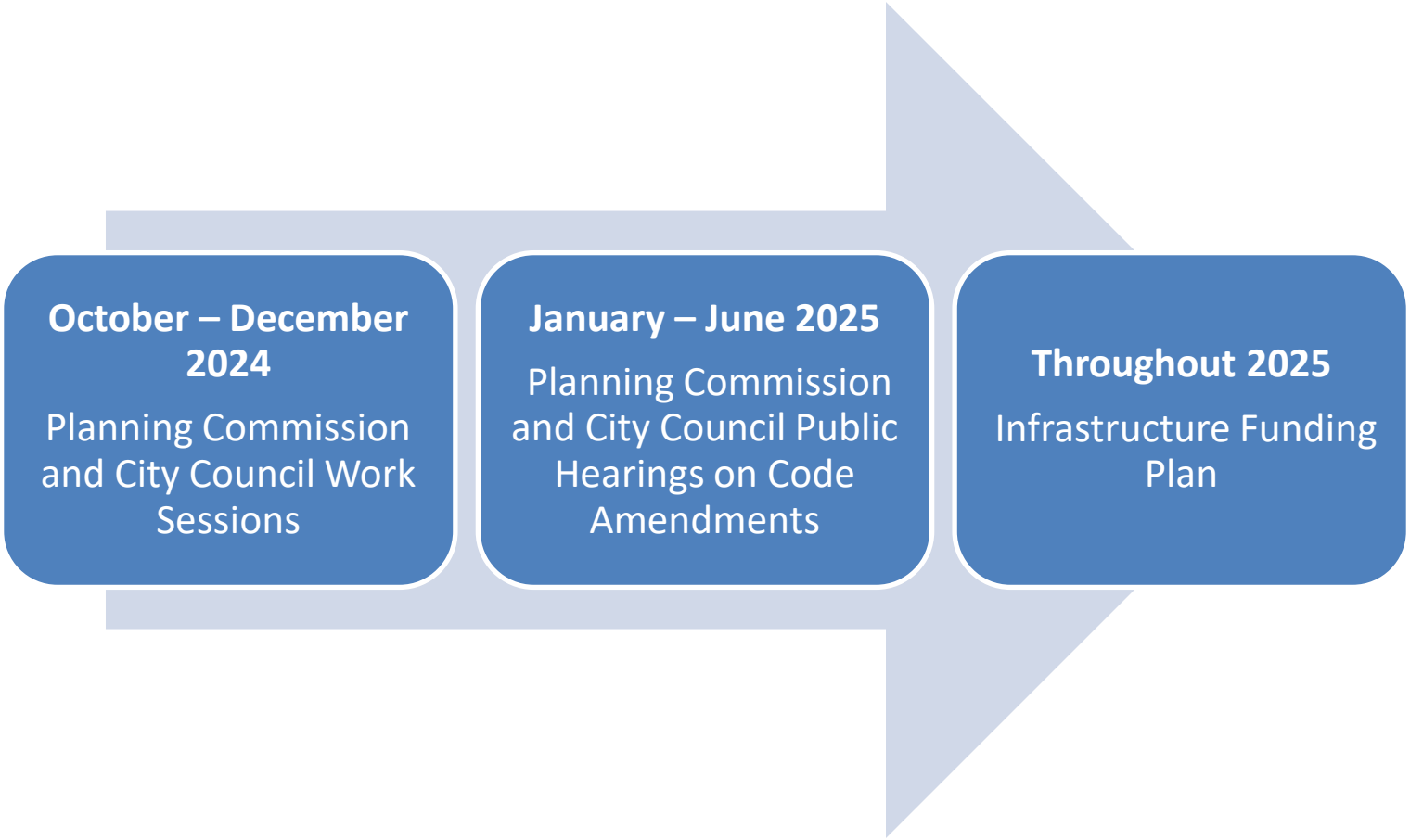
- **Land Use Categories:**
  - High Tech Employment
  - Light Industrial
  - Craft Industrial



Phase One Tasks

- ECONorthwest
  - Economic Inventory / Market Analysis
  - BLI Update
  - Site Suitability Analysis
  - Analysis of Contractor's Establishments
- DKS Associates
  - Revised Conceptual Access Plan Map
- Pacific Habitat Services
  - Natural Resource Assessment
- Consor
  - Input to Infrastructure Funding Plan
- City Staff
  - Zoning Analysis
  - Code Amendments

Phase One Timeline



Phase Two

- Update City's Economic Opportunities Analysis
  - Expand WILR scope Citywide
    - Review market trends
    - Inventory and develop economic strategy for all industrial lands
    - Recommend Code refinements to support anticipated economic activity in industrial areas
- Timeline: Fall 2024 through 2025

Question for Planning Commission

- What questions or comments does Planning Commission have about the first phase of the WILR project?

Ms. Mombert addressed questions from the Commission as follows:

- Intern Aria Azizi created a handbook with information on the significance of the people on the recommended street names list. The Planning Department could add the material to the City's website for developers and the public to access.
- Tribal approval would involve consultations with tribal leaders. The process could move quickly, depending on the information available, but it was important that the developer initiate the process and obtain the written tribal approval before naming any streets. Several of the policy criteria came from the Corvallis School District which had successfully sought tribal approval.
- Developers could propose names not included in the recommended list. Since Town Center's redevelopment was expected to take several years, developers wanting to honor an individual who had passed away could propose that name by following the established criteria outlined in the policy with final review and approval through the DEI Committee.

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

Cindy Luxhoj, Associate Planner, briefly updated on the Wilsonville Industrial Land Readiness (WILR) Project via PowerPoint, reviewing the Basalt Creek area's location, background, and land use categories, and describing how the two phases of the WILR Project would support and attract high quality industry and economic opportunity to Wilsonville.

Staff addressed questions from the Commission as follows:

- The Light Industrial District included a mix of light manufacturing, warehouse distribution, and speculative development buildings. The High-Tech Employment District was envisioned to include Office and corporate campus-like development. Craft Industrial would likely include some residential as it consisted of long, narrow lots with residential developments to the east. The Craft Industrial was intended to facilitate a transition towards micro-businesses or smaller entrepreneurial studios.
    - The West Railroad Area includes a lot of environmentally constrained property and very access coming only from Grahams Ferry Road unless one crossed the railroad tracks, which would entail railroad overcrossings.
        - Many contractor establishments had developed in recent years and the few property owners in the middle and southern portions of the West Railroad Area had been clearing, grading, paving, and constructing buildings, diminishing the resources. Pacific Habitat Services will survey the entire area to determine what resources remain and how the City might want to proceed with development, which would likely Light Industrial or a Planned Development Industrial (PDI) Zone, due to constraints on development and the distance from I-5 and major roads.
- Coordination between the Cities of Wilsonville and Tualatin would likely be minimal in the Basalt Creek area due to different goals. Tualatin's focus is primarily residential with some manufacturing park, having recently adopted a new zoning code for the area.
    - The Basalt Creek Parkway poses significant constraints to any kind of road connections in the area. Only the Parkway intersections at Grahams Ferry and Boones Ferry would

provide access between the two cities. Much of the Parkway would be elevated to cross over the canyon.
    - A proposed Kinsman Road extension for local access is no longer feasible.
- Unlike a typical arterial road with development facing and accessing off the road, the Basalt Creek Parkway has an expressway-type design, creating a dividing line and buffer between different types of development on either side.
    - Access points on the west side of the canyon would allow people to descend from the Parkway to reach trails on both the north and south sides, but there would be no vehicle connections.
- The Basalt Creek Concept Plan included a Transportation Refinement Plan (TRP) that assessed main arterials and roads for future improvements, analyzed proposed uses on both sides of the Parkway, and calculated anticipated trips from various development in each jurisdiction. A trip cap was established so if development on either side of the Parkway exceeded the trip estimate, traffic would be reassessed to avoid exceeding the anticipated trip estimates and triggering more road improvements than were in the TRP. Traffic is a concern given all the residential development in Tualatin, where residents naturally travel south to access Wilsonville's commercial areas, like Costco.
- Staff had discussions with Tualatin, and DKS was monitoring traffic for both cities under separate contracts. The City of Wilsonville ensures all land use decisions and development approvals include traffic analysis and impact assessments.
- Basalt Creek Parkway will be a Washington County road, and therefore maintained by the County. Two I-5 overcrossings were envisioned for the Parkway, but nothing was planned for the immediate future.
- Portland General Electric (PGE) was actively looking to expand power capacity and were building a new substation on the Town Center/Basalt Creek Parkway. Data centers, for instance, always looked for capacity or the potential to add capacity to the grid. While the City used conservative estimates to ensure water pipes were not undersized, capacity was analyzed when any significant developments came in.
    - PGE was installing significant battery and power storage at their substation in the area.
- Contractor establishments were large parcels of land typically rented to contractors for storing equipment, trucks, materials, etc. and often employing only one or two people. These sites were occupied by businesses like landscaping, painting, and construction companies that do not align with the vision for Basalt Creek, which aimed for manufacturing and distribution companies that create higher employment opportunities.

Commissioner Willard suggested the City advertise that power and water are available or can be expanded when applicants are ready to develop to attract developers to Basalt Creek or other industrial lands.

Ms. Luxhoj said she would return next month with more detailed information, including a draft economic inventory and market analysis, a preliminary local access map from DKS, and the natural resources information from Pacific Habitat.

Planning Commission Record

Public Engagement

ECOnorthwest

DATE:	September 16, 2026
TO:	City of Wilsonville
FROM:	Nicole Underwood, ECOnorthwest
SUBJECT:	WILR Phase 2: TAC Members

- Amy Pepper, City of Wilsonville
- Keith Katko, City of Wilsonville
- Nick Triska, GPI
- Jeff Hampton, Business Oregon
- Sam Thomas, Business Oregon (alternate)
- Melissa Murphy, Business Oregon (alternate
- Kevin Ferrasci O'Malley, Wilsonville Chamber of Commerce
- David Tetrick Metro



Wilsonville Economic Opportunity Analysis

Technical Advisory Committee Meeting #1

May 6, 2025

ECO northwest

Agenda

- Welcome & Introductions
  - Role of the TAC
- Draft Results of EOA
  - What is an EOA?
  - Buildable Lands Inventory
  - Employment Growth Opportunities and Forecast
- Discussion
  - What are the advantages and disadvantages for economic development in Wilsonville?
  - What types of businesses do you think may locate in Wilsonville over the next 20 years?
- Next Steps

Role of the Technical Advisory Committee

Act as a collaborative partner to City staff and consultants, providing input and helping vet ideas throughout the Economic Opportunity Analysis and economic development strategy discussions.

Why do an EOA?

- Legal requirements (Goal 9: Economy)
- Understand existing conditions and forecast future conditions to inform:
  - Economic development strategy
  - Land use policy
  - Coordination
- Plan for long-term growth
  - Next 20 years



Wilsonville's Examination of Employment Lands

Wilsonville Industrial Land Readiness

Phase 1

Study of industrial land potential and development readiness in Basalt Creek, including zoning designation and infrastructure planning

Phase 2

- Economic Opportunity Analysis
- Economic Development Strategy

- **Revised Comprehensive Plan**
- **Potential changes to Zoning Code**
- **Potential changes to Zoning Map**

Other City projects informing the broader conversation around land needs:

Housing Our Future

- Housing Needs and Capacity Analysis (HNCA)
- Housing Production Strategy (HPS)

Project Overview

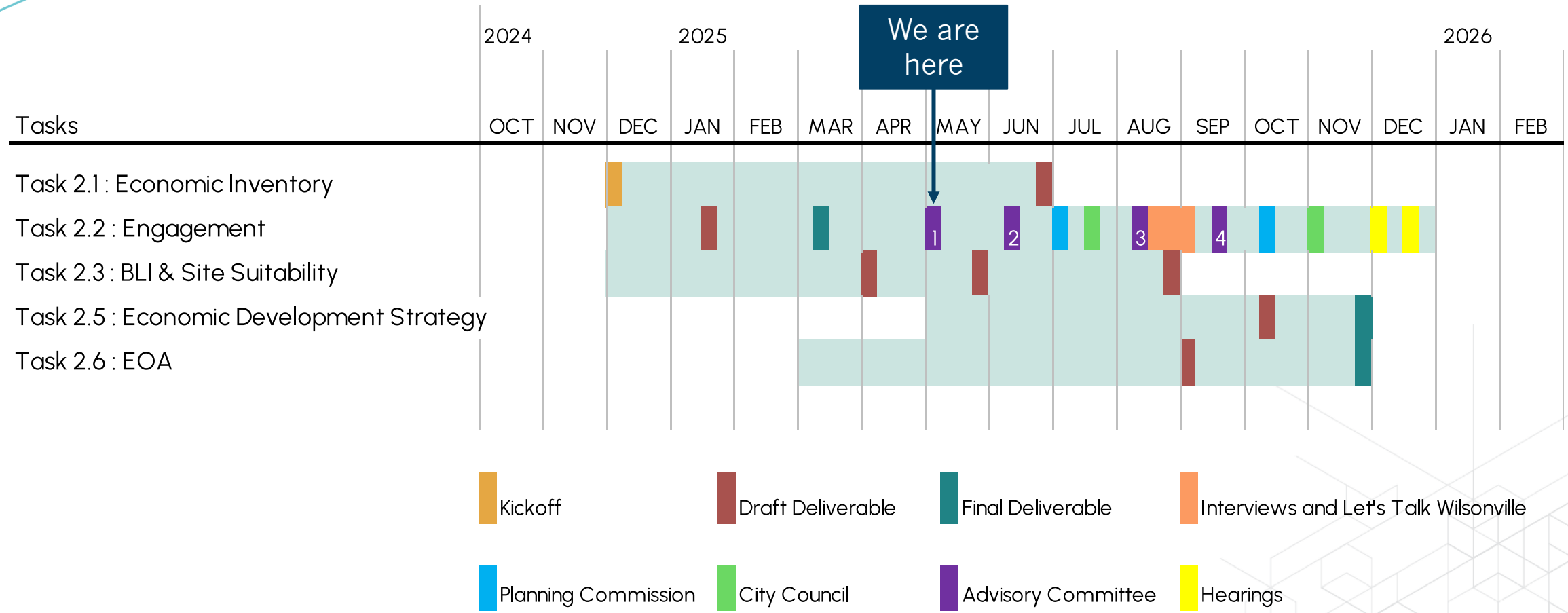
Project Products

- Economic Opportunities Analysis (EOA)
  - Technical document, meant to meet Goal 9 requirements
- Economic Development Strategy
  - Recommendations for actions capitalize on economic opportunities



Image Source: City of Wilsonville webpage

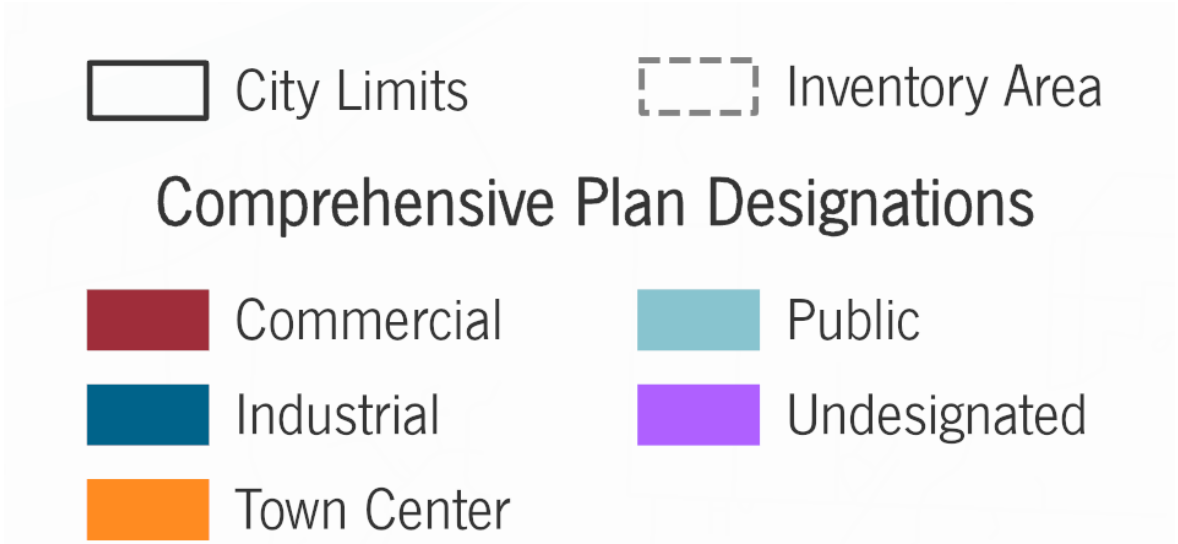
Project Schedule

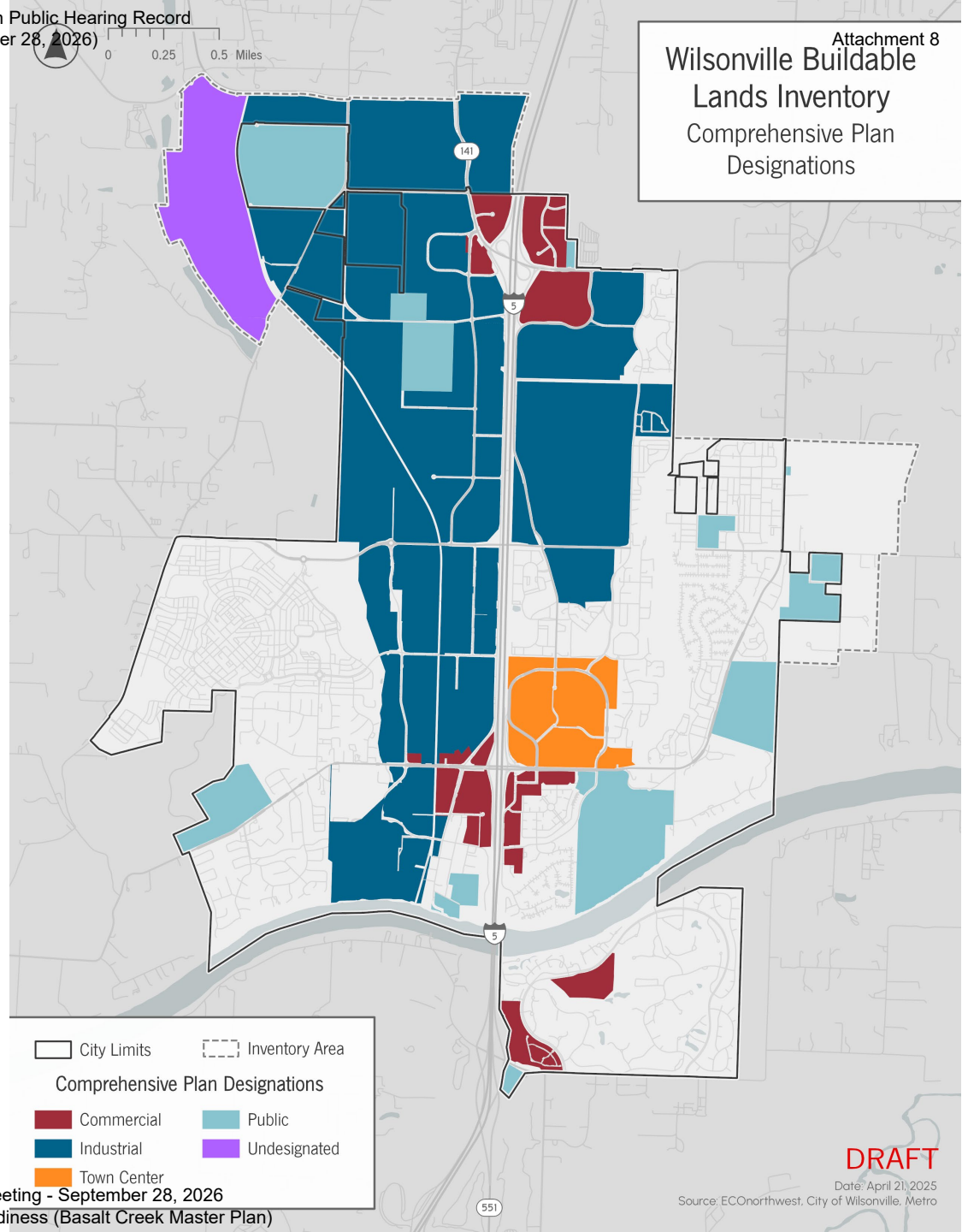


Buildable Lands Inventory

Methodology

1. Gather and Assemble Data
2. Classify Land
3. Identify and Remove Constraints
4. Verification
5. Summarize Results

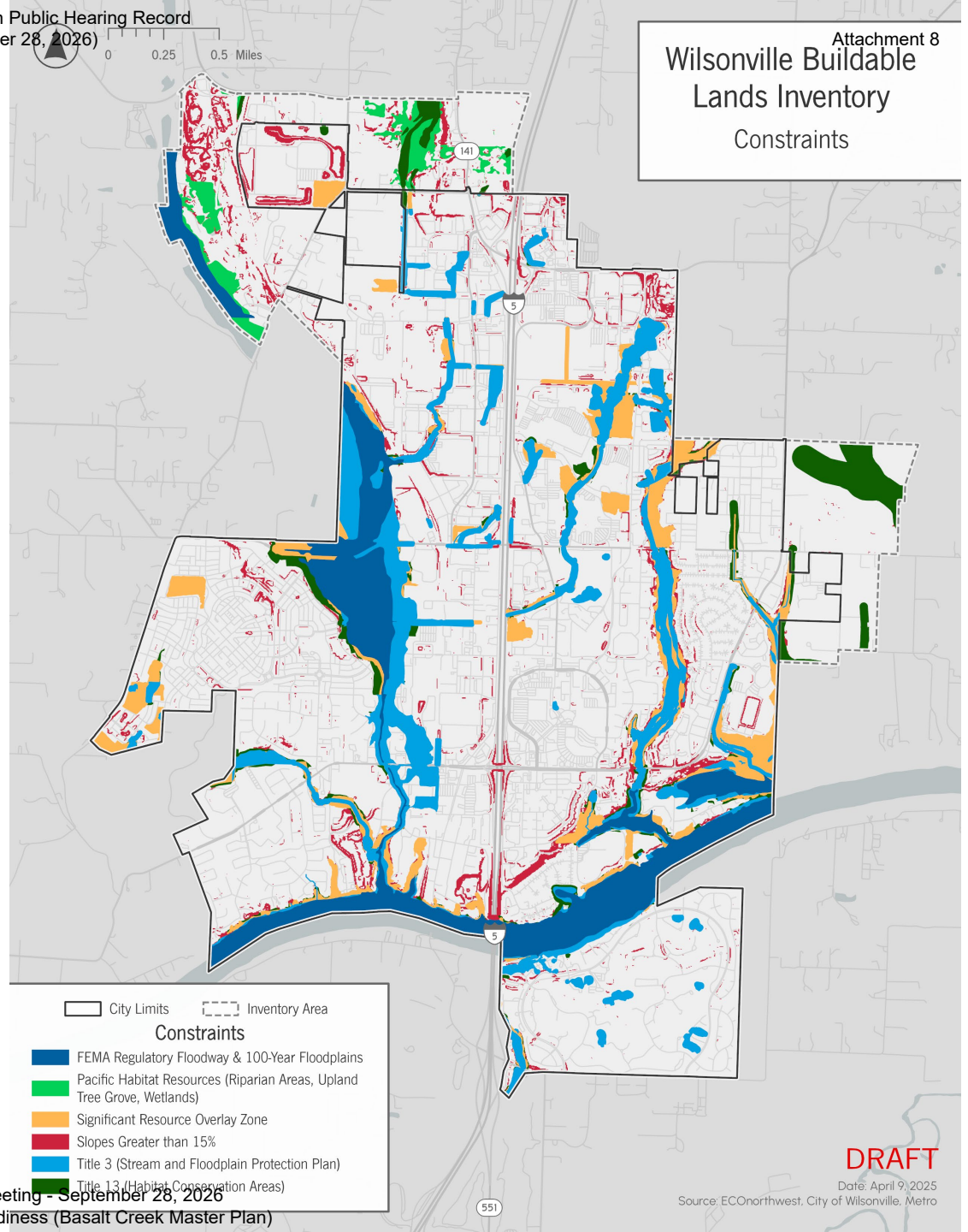

City Limits
Inventory Area
Comprehensive Plan Designations
Commercial
Public
Industrial
Undesignated
Town Center


0
0.25
0.5 Miles
Wilsonville Buildable Lands Inventory
Comprehensive Plan Designations
141
5
5
551
City Limits
Inventory Area
Comprehensive Plan Designations
Commercial
Public
Industrial
Undesignated
Town Center
DRAFT
Date: April 21, 2025
Source: ECOnorthwest, City of Wilsonville, Metro

City Limits Inventory Area

Constraints

- FEMA Regulatory Floodway & 100-Year Floodplains
- Pacific Habitat Resources (Riparian Areas, Upland Tree Grove, Wetlands)
- Significant Resource Overlay Zone
- Slopes Greater than 15%
- Title 3 (Stream and Floodplain Protection Plan)
- Title 13 (Habitat Conservation Areas)



Land Classifications

Developed

- Lands not classified as vacant, partially vacant, or public.

Vacant

A tax lot:

- Fully vacant based on aerial imagery
- Lots with less than 2,000 sq. ft. of developed land and developed area is less than 10% of lot.
- Lots that are 95% or more vacant

Partially vacant

A tax lot:

- Between 1-5 acres occupied by a use that could still be further developed based on zoning; or
- Equal to or larger than 5 acres where ½ acre or more is occupied by permanent buildings or improvements where excess land is present.

Public

- Lands in public, including Federal, State, County, or City ownership.

City Limits

Inventory Area

Constraints

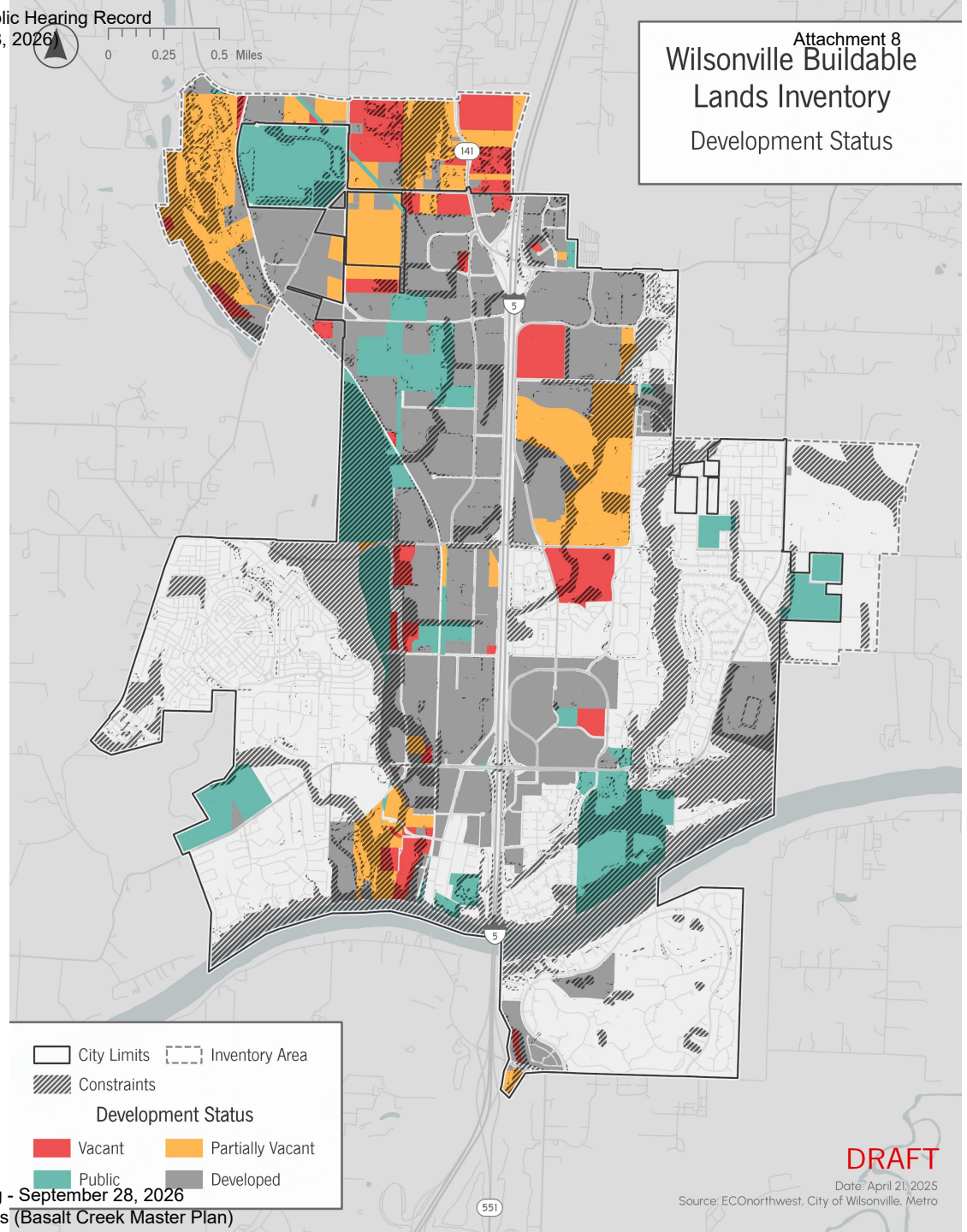
Development Status

Vacant

Partially Vacant

Public

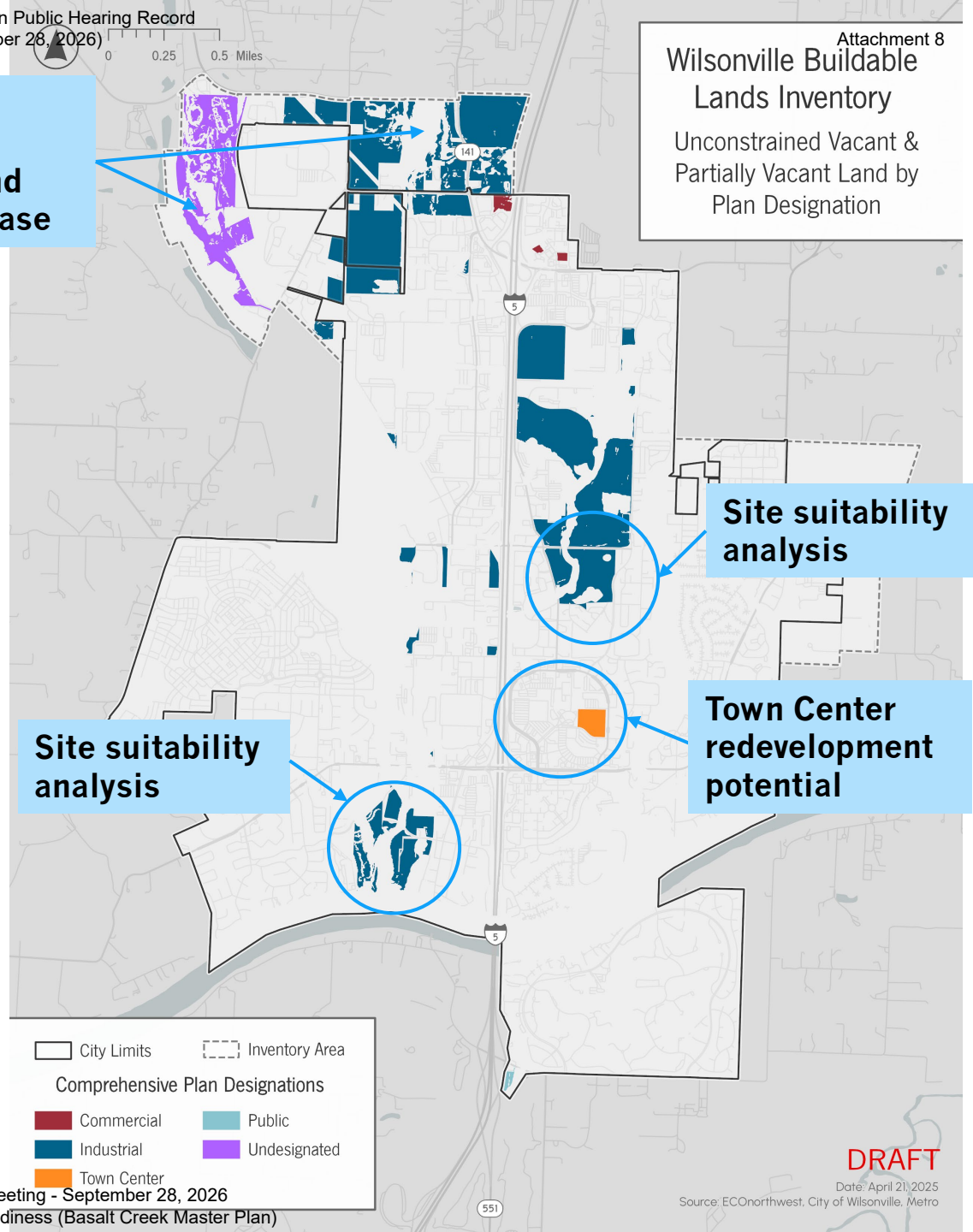
Developed



Total Unconstrained Buildable Acres: 366

96% of buildable land is Industrial or Undesignated (West Railroad)

Plan Designation	Total Buildable Acres
Commercial	4
Industrial	308
Town Center	9
Undesignated	45
Total	**366**



Employment Growth Opportunities and Forecast

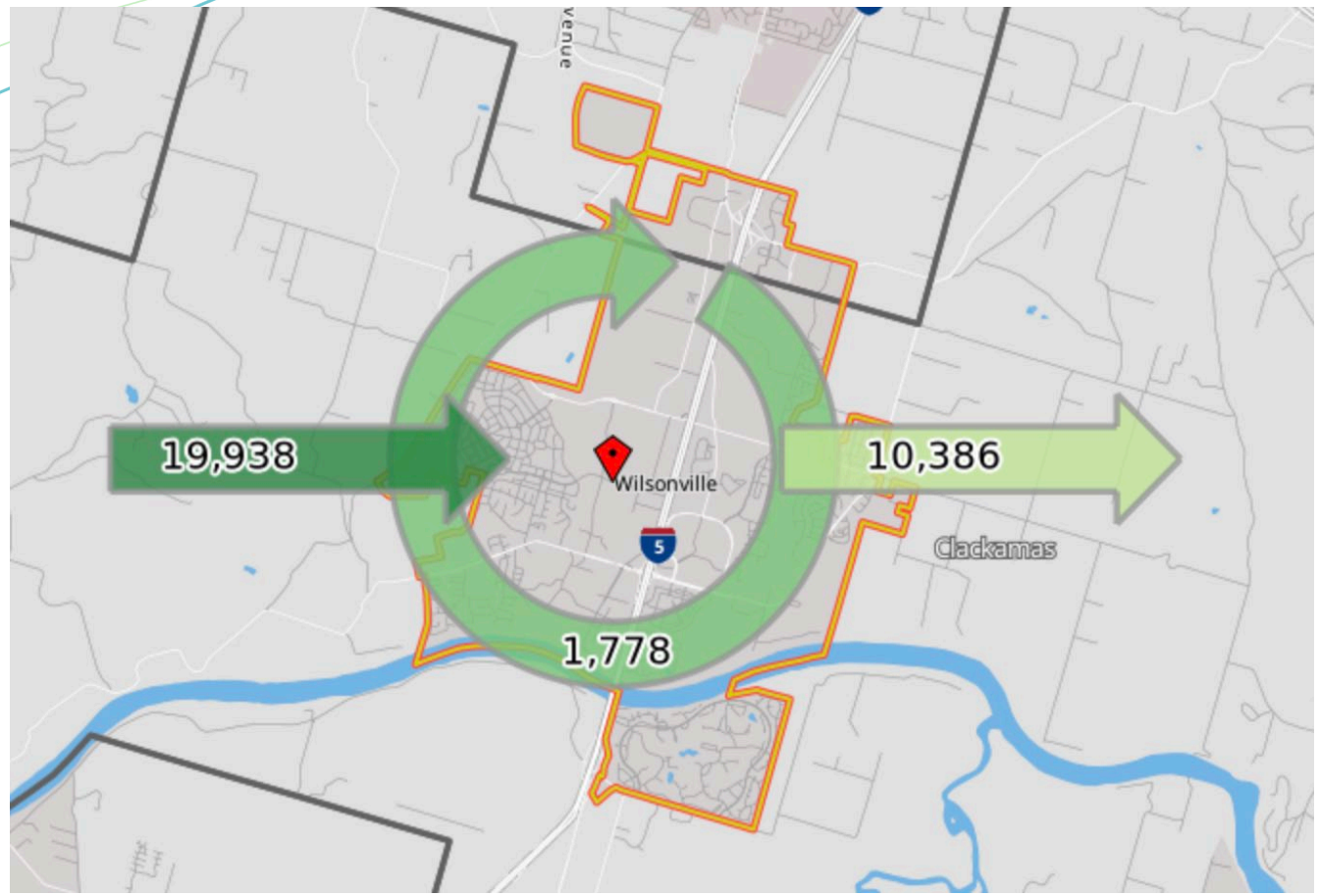
National and State Economic Trends

- Slowing labor force growth offset by increased productivity gains
- Increases in automation across sectors
  - AI is expanding automation possibilities
  - Lower and middle wage jobs at higher risk
- Inflation, tariffs, immigration reform, and economic uncertainty
  - Oregon is trade-sensitive, with over 50% of exports tied to Mexico, China, and Canada in key sectors like electronics and machinery.
- Aging population driving the need for replacement workers

National and State Economic Trends

- Shifts in commercial and industrial real estate markets
  - High interest rates and construction costs reducing development feasibility
  - Office demand shifts and hybrid work arrangements
  - Strong but slowing industrial market
- Continued transformation of the retail sector
- Rising energy prices and shifting sources
- Potential impacts of climate change

Commuting Trends



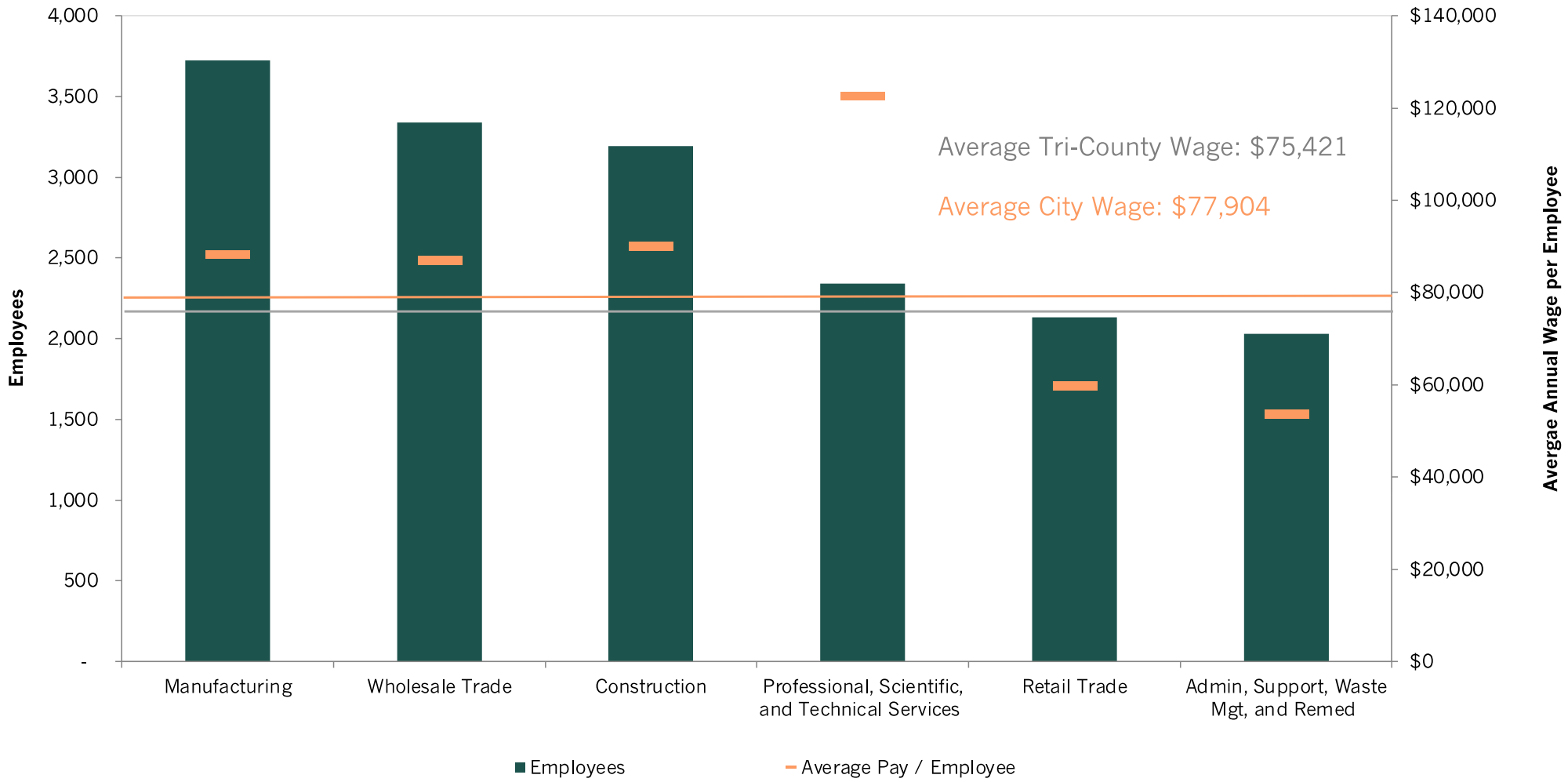
Source: Census OnTheMap, 2022

Wilsonville is part of an interconnected economy

- 8% of jobs in Wilsonville are held by people who live and work in Wilsonville
- 92% of people who work at businesses in Wilsonville live elsewhere
  - Portland
  - Salem
  - Beaverton
- Of the employed residents in Wilsonville, 15% work within the city limits. Common work destinations for Wilsonville residents include:
  - Portland
  - Tualatin
  - Tigard

Employment in Wilsonville

Covered Employment and Average Pay for Six Largest Sectors, Wilsonville, 2023



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2023.

Employment in Wilsonville

Change in Covered Employment by Industry, Wilsonville Planning Area, 2007-2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, and Hunting	19	19	0	0.0%
Construction	984	3,192	2,208	7.6%
Manufacturing	4,201	3,725	(476)	(0.7%)
Wholesale Trade	2,381	3,337	956	2.1%
Retail Trade	1,638	2,130	492	1.7%
Transportation, Warehousing, and Utilities	1,492	868	(624)	(3.3%)
Information	124	79	(45)	(2.8%)
Finance and Insurance	277	177	(100)	(2.8%)
Real Estate and Rental and Leasing	328	237	(91)	(2.0%)
Professional, Scientific, and Technical Services	1,669	2,340	671	2.1%
Management of Companies and Enterprises	1,166	478	(688)	(5.4%)
Administrative, Support, Waste Management and Remediation	1,452	2,030	578	2.1%
Private Education	155	105	(50)	(2.4%)
Health Care and Social Assistance	1,014	1,061	47	0.3%
Arts, Entertainment, and Recreation	198	189	(9)	(0.3%)
Accommodation and Food Services	1,050	1,361	311	1.6%
Other Services and Public Administration	357	496	139	2.1%
Government	1,121	1,304	183	0.9%
Total	**19,626**	**23,128**	**3,502**	**1.0%**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007-2023.

Wilsonville had 23,128 covered jobs in 2023.

Wilsonville added 3,502 jobs at an average annual growth rate of 1.0% between 2007 and 2023.

Wilsonville sectors with the higher-than-average city wages ($77,904) in 2023 are highlighted in blue.

Discussion Questions

- What are the advantages and disadvantages for economic development in Wilsonville?
  - Why would a business want to locate in Wilsonville?
  - What would be a barrier to a business locating in Wilsonville?



Image Source: City of Wilsonville webpage

Wilsonville Advantages

- Strategically located in the southwest metro region with excellent access to I-5, I-205, and Highway 217
- Availability of industrial land and proximity to growing industrial areas
- Presence of high tech and manufacturing businesses
- Proximity to Portland International Airport
- Access to a skilled and educated workforce
- Urban Renewal in Coffee Creek; WIN Program city-wide
- High quality of life with access to schools, parks, and recreational amenities

Wilsonville Disadvantages

- Limited supply of development-ready industrial land
  - Lack of urban level infrastructure in Basalt Creek
- Contractor establishments in Basalt Creek complicate urban development
- I-5/I-205 traffic and congestion
- Lack of land for commercial development
- Regional housing affordability challenges

Draft Potential Growth Industries

What industries have the most growth potential in Wilsonville?

- Wilsonville Industrial Land Readiness Phase 1
  - Semiconductor Supply Chain
  - Cleantech, including Battery Technology
  - Advanced Manufacturing
  - Distribution and Logistics
  - Data Centers
- Higher Concentration in Wilsonville*
  - Specialty Trade Contractors and Construction
  - Wholesalers
  - Manufacturing (Machinery; Computer and Electronic Product; Electrical Equipment and Appliance)
  - Truck Transportation
  - Motor Vehicle and Parts Dealers
- More diverse retail, restaurant, and amenity businesses

Industries with an * have an LQ of 1.25 or more, greater than 250 employees, and higher than average wages

Employment Forecast, Wilsonville, 2026-2046

Employment Base: Estimate 2023 Total
In 2023 there were about 32,822 jobs in Wilsonville

Year	Jobs grow at the rate of... Urban Growth Report (0.42%)	OED Regional Employment Growth (0.85%)	Historic Employment Growth in Wilsonville (2007-23) (1.03%)	HNCA Household Growth Rate (1.20%)
2026	33,238	33,668	33,848	34,018
2046	36,148	39,893	41,559	43,184
Change 2026 to 2046				
Employees	2,910	6,225	7,711	9,166
Percent	9%	18%	23%	27%
Avg Annual Growth Rate	0.42%	0.85%	1.03%	1.20%

Safe Harbor: OED Reginal Employment Growth Rate

Do you have input on which employment forecast should we should use?

Preliminary Land Sufficiency

Based on the OED regional employment growth rate of 0.85%...

Future Mix of Employment

Land Use Type	2026		2046		Change 2025 to 2045
	Employment	% of Total	Employment	% of Total	
Industrial	14,578	43%	17,273	43%	2,695
Retail Commercial	2,914	9%	3,453	9%	539
Office & Commercial Services	14,756	44%	17,484	44%	2,728
Government	1,420	4%	1,683	4%	263
Total	**33,668**	**100%**	**39,893**	**100.0%**	**6,225**

Future Land Need

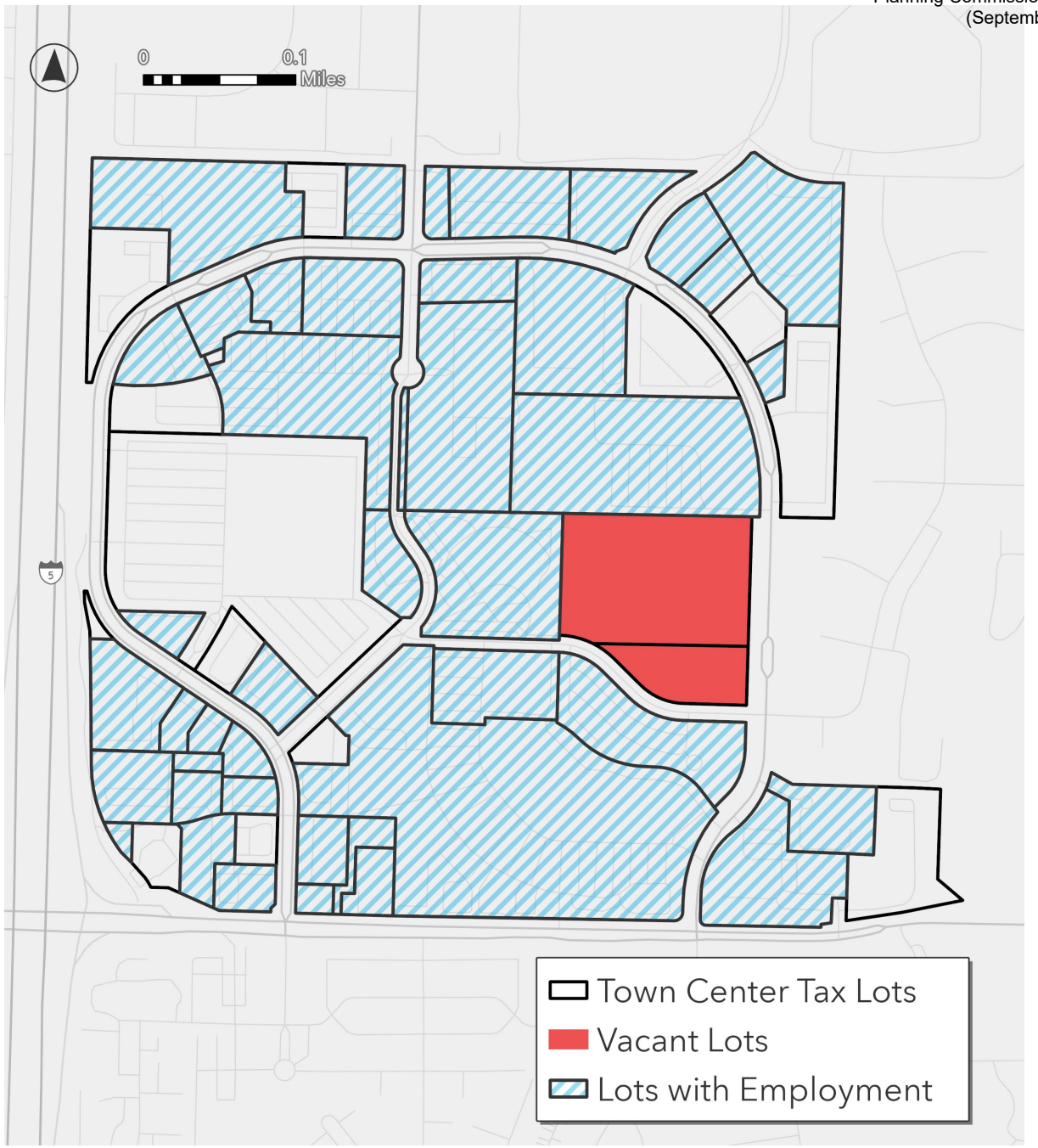
Land Sufficiency

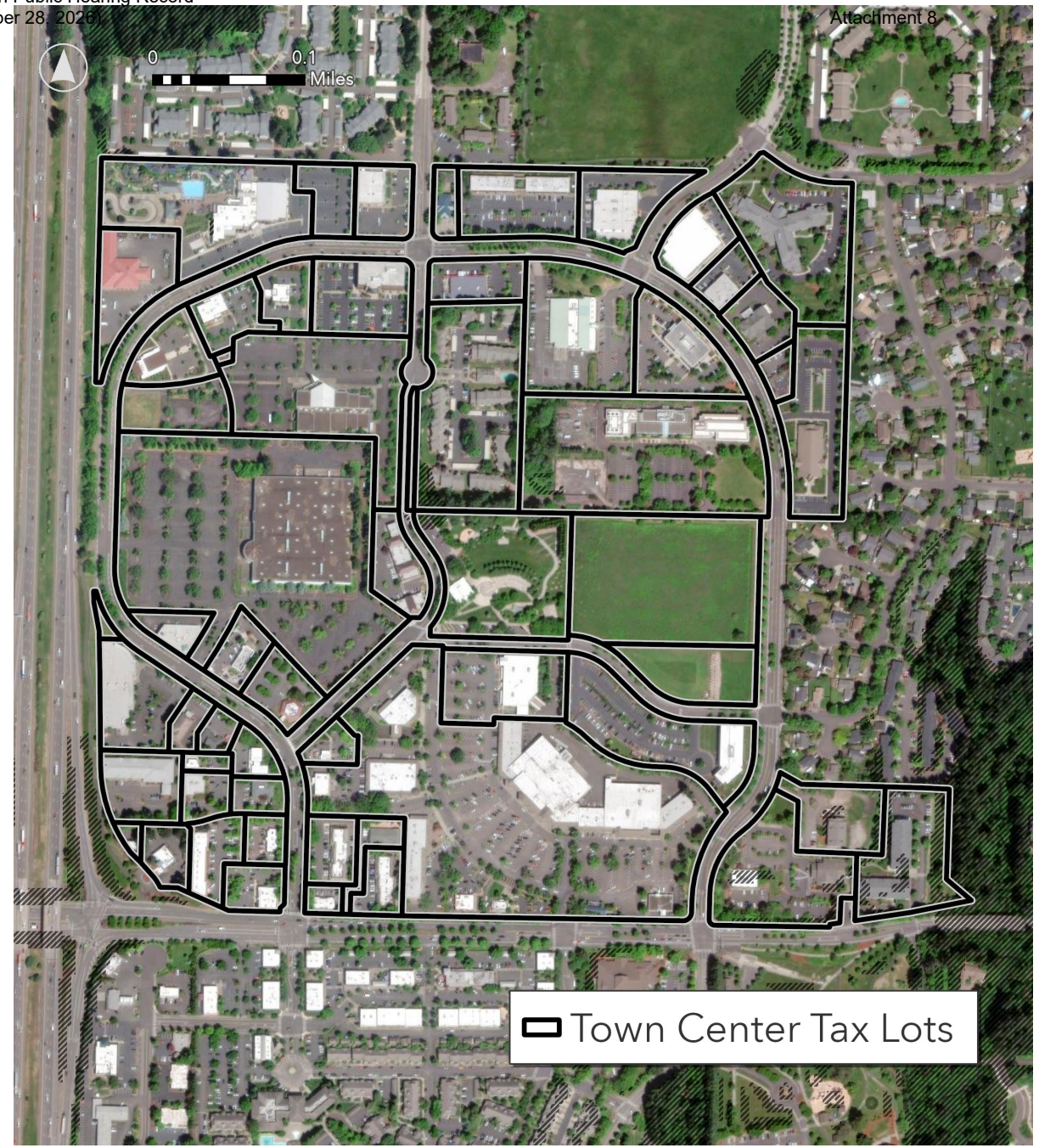
General Plan Designation	Land Supply *(Gross Acres)*	Land Demand *(Gross Acres)*	Land Sufficiency *(Gross Acres)*
Industrial	353	327	26
Commercial	13	112	(99)

Preliminary Conclusion

Conclusion: Wilsonville may have enough industrial land but a shortage of commercial land to support projected employment growth.

Discussion: How should we consider Town Center redevelopment potential in this project?


0
0.1
Miles
5
Town Center Tax Lots
Vacant Lots
Lots with Employment


0
0.1
Miles
Town Center Tax Lots

Next Steps

- Continue to work on EOA and Economic Development Strategy
- TAC meeting #2: June TBD
- Planning Commission Meeting:7/9
- City Council Meeting: 7/21
- Stakeholder interviews and focus groups to inform strategies



Wilsonville Economic Opportunity Analysis

Technical Advisory Committee Meeting #2

June 25, 2025

ECO northwest

Agenda

- REMINDER: Key Takeaways of the Economic Opportunity Analysis (EOA)
  - Buildable Lands Inventory, Employment Forecast, and Land Sufficiency
- Discuss Town Center Redevelopment Potential
- Review Considerations for Site Suitability Analysis
- Discuss the Economic Development Strategy: Goals/Outcomes and Strategies
- Next Steps

Wilsonville's Examination of Employment Lands

Wilsonville Industrial Land Readiness

Phase 1

Study of industrial land potential and development readiness in Basalt Creek, including zoning designation and infrastructure planning

Phase 2

- Economic Opportunity Analysis
- Economic Development Strategy

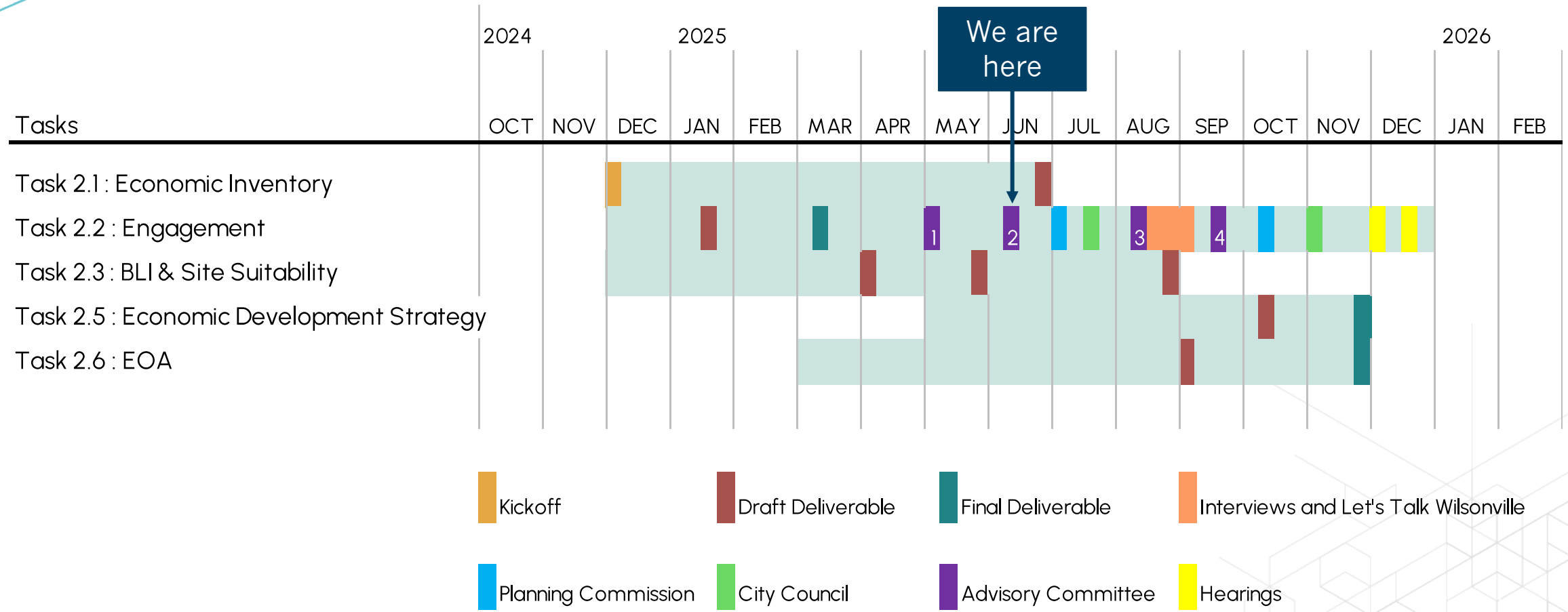
- **Revised Comprehensive Plan**
- **Potential changes to Zoning Code**
- **Potential changes to Zoning Map**

Other City projects informing the broader conversation around land needs:

Housing Our Future

- Housing Needs and Capacity Analysis (HNCA)
- Housing Production Strategy (HPS)

Project Schedule



Key Takeaways from EOA

REMINDER: Employment in Wilsonville

Change in Covered Employment by Industry, Wilsonville Planning Area, 2007-2023

Sector	Employees		Change in Employment 2007-2023	
	2007	2023	Number	AAGR*
Agriculture, Forestry, Fishing, and Hunting	19	19	0	0.0%
Construction	984	3,192	2,208	7.6%
Manufacturing	4,201	3,725	(476)	(0.7%)
Wholesale Trade	2,381	3,337	956	2.1%
Retail Trade	1,638	2,130	492	1.7%
Transportation, Warehousing, and Utilities	1,492	868	(624)	(3.3%)
Information	124	79	(45)	(2.8%)
Finance and Insurance	277	177	(100)	(2.8%)
Real Estate and Rental and Leasing	328	237	(91)	(2.0%)
Professional, Scientific, and Technical Services	1,669	2,340	671	2.1%
Management of Companies and Enterprises	1,166	478	(688)	(5.4%)
Administrative, Support, Waste Management and Remediation	1,452	2,030	578	2.1%
Private Education	155	105	(50)	(2.4%)
Health Care and Social Assistance	1,014	1,061	47	0.3%
Arts, Entertainment, and Recreation	198	189	(9)	(0.3%)
Accommodation and Food Services	1,050	1,361	311	1.6%
Other Services and Public Administration	357	496	139	2.1%
Government	1,121	1,304	183	0.9%
Total	**19,626**	**23,128**	**3,502**	**1.0%**

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2007-2023.

Wilsonville had 23,128 covered jobs in 2023.

Wilsonville added 3,502 jobs at an average annual growth rate of 1.0% between 2007 and 2023.

Wilsonville sectors with the higher-than-average city wages ($77,904) in 2023 are highlighted in blue.

*AAGR = Average Annual Growth Rate

REMINDER: Employment Forecast, Wilsonville, 2026-2046

Employment Base: Estimate 2023 Total
In 2023 there were about 32,822 jobs in Wilsonville

Year	Jobs grow at the rate of… Urban Growth Report (0.42%)	OED Regional Employment Growth (0.85%)	Historic Employment Growth in Wilsonville (2007-23) (1.03%)	HNCA Household Growth Rate (1.20%)
2026	33,238	33,668	33,848	34,018
2046	36,148	39,893	41,559	43,184
Change 2026 to 2046				
Employees	2,910	6,225	7,711	9,166
Percent	9%	18%	23%	27%
Average Annual Growth Rate	0.42%	0.85%	1.03%	1.20%

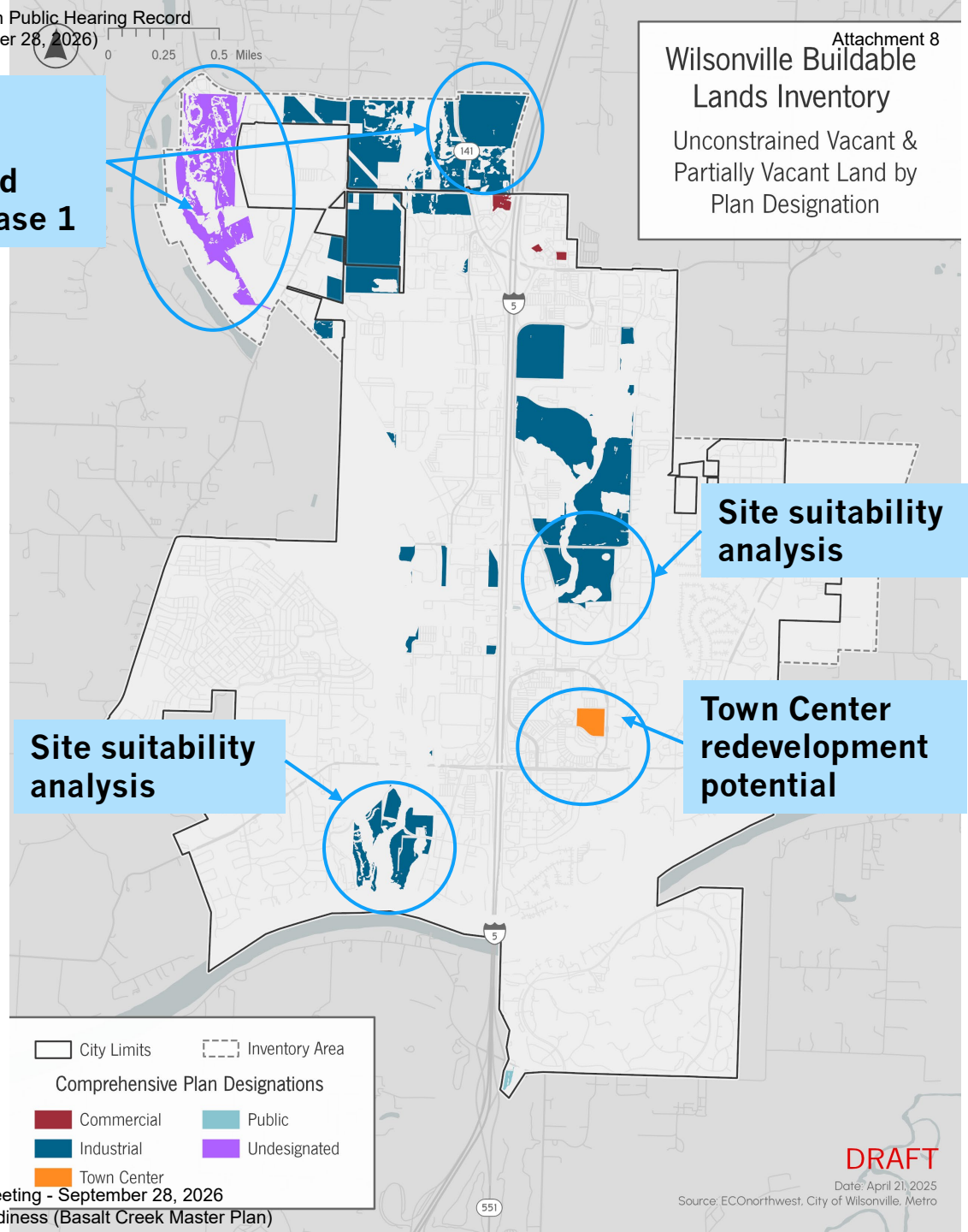
Safe Harbor: OED Regional Employment Growth Rate

Do you have a recommendation for which employment forecast we should use?

REMINDER
Total Unconstrained Buildable Acres: 366

96% of buildable land is designated Industrial or Undesignated (West Railroad)

Plan Designation	Total Buildable Acres
Commercial	4
Industrial	308
Town Center	9
Undesignated	45
Total	**366**



REMINDER: Preliminary Land Sufficiency

Based on the OED regional employment growth rate of 0.85%...

Future Mix of Employment

Land Use Type	2026		2046		Change 2025 to 2045
	Employment	% of Total	Employment	% of Total	
Industrial	14,578	43%	17,273	43%	2,695
Retail Commercial	2,914	9%	3,453	9%	539
Office & Commercial Services	14,756	44%	17,484	44%	2,728
Government	1,420	4%	1,683	4%	263
Total	**33,668**	**100%**	**39,893**	**100.0%**	**6,225**

Future Land Need

Land Sufficiency

Preliminary Conclusion

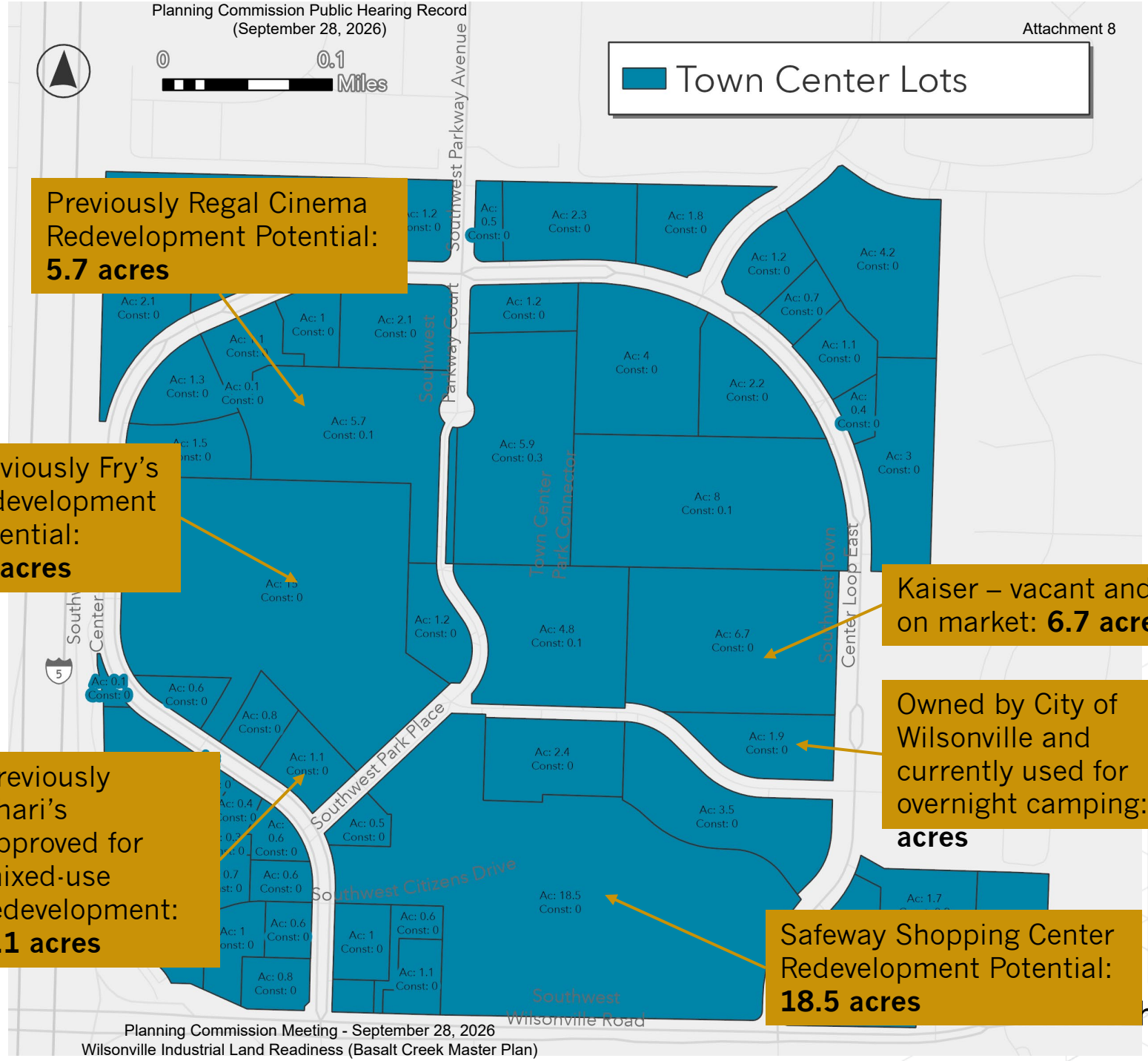
Conclusion: Wilsonville may have enough industrial land but a shortage of commercial land to support projected employment growth.

Nearer Term Redevelopment Potential in Town Center

Summary of Redevelopment Potential

Redevelopment: 40.3 acres

Vacant: 8.6 acres



Considerations for Site Suitability Analysis:

Key question: Should these areas be used for something other than industrial? Are there changes to land use or other policies related to the land use?

Key considerations:

- Site size, ownership, and existing uses
- Historic context
- Constraints
- Surrounding uses
- Infrastructure and utilities
- Transportation access and proximity characteristics

Are there criteria we should be looking at that are *not* included in key considerations?

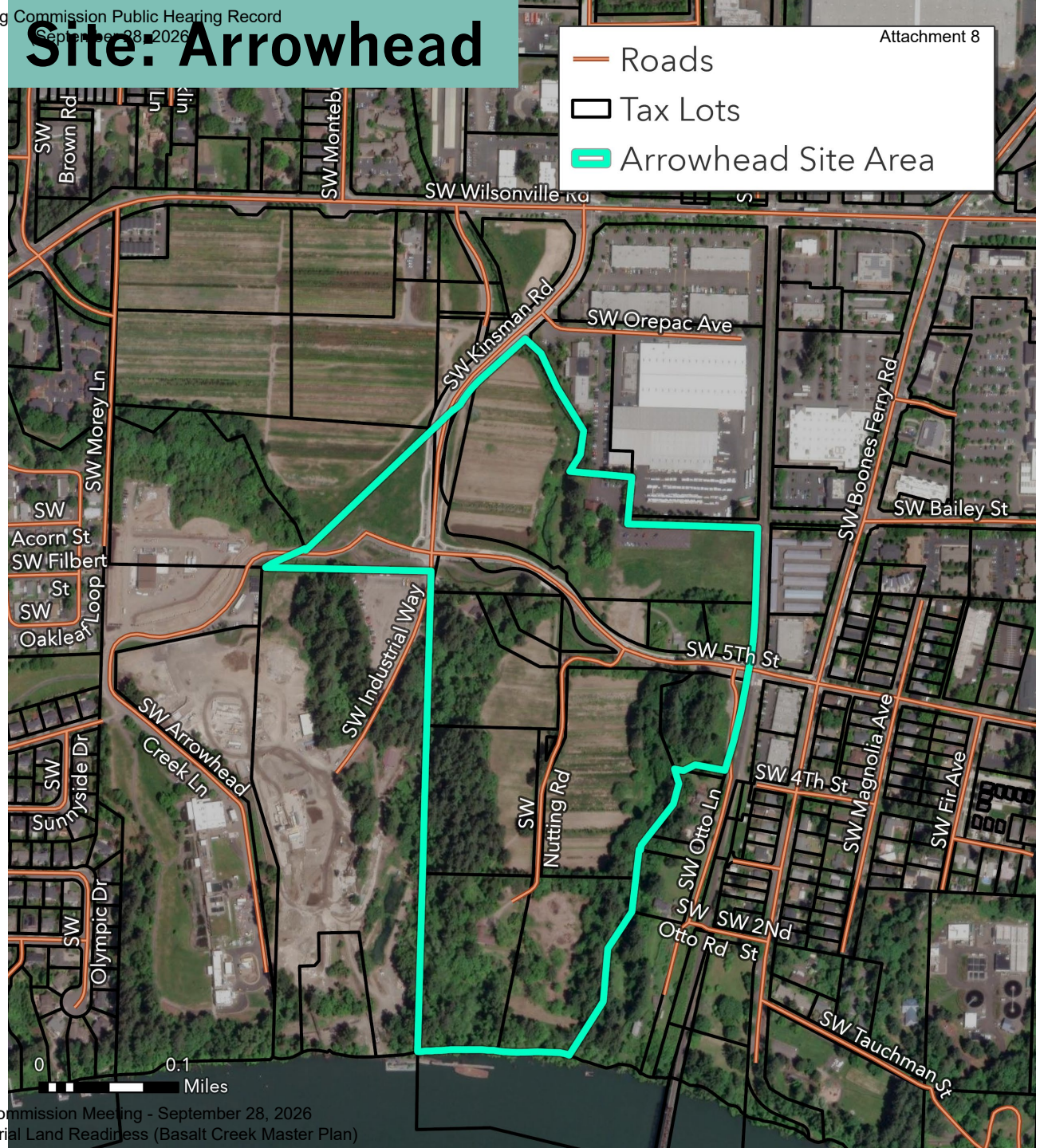
Site: Arrowhead

Site Overview

- **Total Area:** 53 acres
  - **Unconstrained:** 32 acres
- **Tax Lots:** 16
- **Property Owners:** 8

Surrounding Uses

- **Northwest:** Vacant – planned high-density residential
- **Northeast:** Developed – industrial
- **East:** Developed – industrial and commercial
- **Southeast:** Developed – residential
- **West:** Developed – industrial (Wilsonville Concrete)



Site Overview

- **Total Area:** 43 acres
  - **Unconstrained:** 30 acres
- **Tax Lots:** 1
- **Property Owners:** 1

Surrounding Uses

- **North:** Developed – industrial (same owner as site under review)
- **East:** Developed – low and medium density residential
- **South:** Developed – medium and multifamily residential
- **West:** Developed – medium and multifamily residential



Economic Development Strategy

Key Questions

- Do the proposed goals and strategies address the key economic challenges and opportunities in Wilsonville?
- Are there strategic priorities we haven't addressed that you think we should consider?
- Have you seen other cities successfully achieve similar goals? Are there any key learnings that could be applied to Wilsonville?

Desired Outcomes

- **Basalt and Coffee Creeks are fully built out** with high-quality, high-value development and home to major regional employers.
- **Town Center is redeveloped** with active retail, housing, and civic spaces.
- **Zoning and infrastructure** align with target industries and commercial demand, while remaining responsive to community needs.





Desired Outcomes

- **Retail and restaurant offerings are expanded,** including more locally owned and experience-oriented businesses.
- **Employment opportunities and wages have increased,** particularly in high-value sectors.
- **Wilsonville is recognized regionally** for its advanced industrial employment, quality of life, and high-caliber customer service.

Goals and Strategies

1. Support and Attract High-Value Employment in Industrial Areas

- Capitalize on Wilsonville's industrial strengths in manufacturing, clean tech, distribution and logistics, and construction and specialty trade contractors.
- Maximize the utility of Coffee Creek and Basalt Creek as regional employment anchors through:
  - Site readiness efforts
  - Infrastructure investments
  - Strategic marketing of prime industrial sites
  - Urban Renewal Area (URA) tools
  - Aligning Wilsonville Investment Now (WIN) incentives with catalytic sites and infrastructure priorities in Basalt Creek

Goals and Strategies

1. Support and Attract High-Value Employment in Industrial Areas (cont.)

- Facilitate the sale and redevelopment of underutilized industrial sites to increase employment density and tax base.
- Partner with Business Oregon, Greater Portland Inc., Metro, the Chamber of Commerce, and local institutions to amplify regional marketing, position and promote industrial sites, strengthen workforce pipelines, and enhance business recruitment and retention efforts.

Goals and Strategies

2. Ensure Land and Infrastructure Readiness

- Advance a phased land readiness strategy that aligns with market conditions and infrastructure feasibility (roads, water, power).
- Prioritize infrastructure upgrades in strategic areas.
- Partner with regional agencies to address infrastructure barriers, including power supply constraints and access challenges.
- Align infrastructure planning with other City planning efforts to ensure land use, economic development, transportation, and housing goals are harmonious.

Goals and Strategies

3. Promote Town Center Redevelopment as a Vibrant Mixed-Use Hub

- Implement the Town Center vision by supporting infill, pedestrian-oriented infrastructure, small-scale retail, and flexible commercial spaces.
- Work with property owners to find win-win scenarios that enable redevelopment of key sites along the Main Street spine and throughout Town Center.
- Explore tools such as Urban Renewal to help fund infrastructure and catalyze projects.
- Market the WIN program to recruit corporate headquarters and other non-industrial employers.

Goals and Strategies

4. Diversify the Economic Base by Supporting Commercial and Entrepreneurial Growth

- Encourage non-chain, experience-based retail and restaurants, especially in walkable areas and Town Center.
- Explore targeted zoning amendments to accommodate medical office, commercial, and flex-space uses within industrial zones, where appropriate.

REMINDER: Key Questions

- Do the proposed goals and strategies address the key economic challenges and opportunities in Wilsonville?
- Are there strategic priorities we haven't addressed that you think we should consider?
- Have you seen other cities successfully achieve similar goals? Are there any key learnings that could be applied to Wilsonville?

Next Steps

- Conduct site suitability analyses
- Continue to develop Economic Development Strategy
- Continue to develop EOA
- Stakeholder interviews and focus groups to inform strategies
- Planning Commission Meeting:7/9
- City Council Meeting: 8/4
- TAC meeting #3: TBD
  - Review site suitability analysis
  - Revisions to goals and strategies; discuss implementation actions



Wilsonville Economic Opportunity Analysis

Technical Advisory Committee Meeting #3

October 1, 2025

ECO northwest

Agenda

- REMINDER: Economic Development Strategy – Desired Outcomes
- DISCUSSION: Potential Actions
  - Are these the right mix of actions to advance Wilsonville's goals?
  - Are there actions missing that Wilsonville should consider?
  - What role do you see to partner in implementation? Where should Wilsonville focus its local resources to not be duplicative of existing efforts?
- Next Steps

REMINDER: Wilsonville's Examination of Employment Lands

Wilsonville Industrial Land Readiness

Phase 1

Study of industrial land potential and development readiness in Basalt Creek, including zoning designation and infrastructure planning

Phase 2

- Economic Opportunity Analysis
- Economic Development Strategy

- **Potential changes to Comprehensive Plan**
- **Potential changes to Zoning Code**
- **Potential changes to Zoning Map**

Other City projects informing the broader conversation around land needs:

Housing Our Future

- Housing Needs and Capacity Analysis (HNCA)
- Housing Production Strategy (HPS)

Project Schedule

We are here

Economic Development Strategy

REMINDER: Desired Outcomes

- **Basalt and Coffee Creeks are fully built out** with high-quality, high-value development and home to major regional employers.
- **Town Center is redeveloped** with active retail, housing, and civic spaces.
- **Zoning and infrastructure** align with target industries and commercial demand, while remaining responsive to community needs.





REMINDER: Desired Outcomes

- **Retail and restaurant offerings are expanded,** including more locally owned and experience-oriented businesses.
- **Employment opportunities and wages have increased,** particularly in high-value sectors.
- **Wilsonville is recognized regionally** for its advanced industrial employment, quality of life, and high-caliber customer service.

Engagement Feedback

Workforce Challenges: Difficulty finding and retaining skilled workers. Concerns with upskilling with AI.

Space & Land Constraints: Limited availability of developed space and land drives high rents and restricts opportunities for new and growing businesses.

High Costs: High rents and upgrade expenses create barriers to starting or expanding small business.

Retail Market Gaps: There aren't enough local services and businesses co-located to meet demand, prompting people to shop and seek services outside of Wilsonville.

City-Business Relationship:

- Businesses want proactive, customer-focused support, with the City identifying issues within its entitlement and permitting processes, solving problems, and showing flexibility to "find a path to yes."
- Desire for support connecting to resources (business planning, access to capital)

Challenges to Achieving Outcomes

1. Much of Wilsonville's undeveloped industrial land is not development-ready (un-serviced, fragmented)
2. Limited City funds to support economic development outside Coffee Creek Urban Renewal
3. Vacant commercial land is limited
4. Lack of unique retail & restaurants
5. Businesses struggling to get qualified workforce
6. Perceived limited supports for small businesses

Key Questions for Discussion with the TAC

- Are these the right mix of actions to advance Wilsonville's goals?
- Are there actions missing that Wilsonville should consider?
- What role do you see for partners in implementation? Where should Wilsonville focus its local resources to not be duplicative of existing efforts?

*Actions that require additional funding or staff are indicated in yellow

Potential Actions to Address Challenges

1. Much of Wilsonville's undeveloped industrial land is not development-ready (un-serviced, fragmented)

- Launch a land aggregation and resale program in Coffee Creek using Urban Renewal and RSIS
- Conduct a feasibility study for Basalt Creek URA
- Support contractor establishment compliance *(could require a new funding source if providing financial assistance)*
- Promote Wilsonville's industrial sites for development

Potential Actions to Address Challenges

1. Much of Wilsonville's undeveloped industrial land is not development-ready (un-serviced, fragmented) - CONTINUED

- Create a package of incentives for overcoming infrastructure barriers (*exploration with existing staff; may require establishing new funding source(s)*)
  - Explore additional funding mechanisms (LIDs, latecomer agreements, SDC deferrals)
  - Promote/refine WIN program
  - Public infrastructure cost-sharing
  - Pursue state and federal grants
  - Strengthen partnerships and advocacy

What other funding sources could offset upfront infrastructure and land readiness costs, reducing burden on the City?

Potential Actions to Address Challenges

2. Limited City funds to support economic development outside Coffee Creek Urban Renewal

- Explore a dedicated funding source (URA, expanded TLT, LID) to support commercial and mixed-use redevelopment
- Create a package of incentives for overcoming infrastructure barriers (see Issue Area 1)

Are there incentives for overcoming infrastructure barriers that we should be looking into but have not been discussed? (see the memorandum for details about the ideas under discussion)

Potential Actions to Address Challenges

3. Limited vacant commercial land

- Expand allowable non-retail commercial uses in select industrial areas
- Coordinate with other City departments to deliver on Town Center and tourism priorities (*Some priorities will require new funding source(s)*)
- Catalyze redevelopment of key sites in Town Center (*Requires a new funding source)*

Given the commercial activity in the southern Portland area, especially adjacent cities, do you have thoughts about the need for more retail and other locally-serving commercial activities in Wilsonville?

Potential Actions to Address Challenges

4. Lack of unique retail & restaurants

- Incentivize local dining and retail in Town Center (*Requires a funding source if providing financial incentives)*
- Explore the creation of a food cart incubator program in Town Center *(Requires a funding source if providing seed funding)*
- Recruit unique restaurants and shops to Town Center (*Requires a new funding source)*
- Explore and/or partner on affordable commercial space models (*May require a new funding source)*

Given the commercial activity in the southern Portland area, especially adjacent cities, do you have thoughts about the need for more retail and other locally-serving commercial activities in Wilsonville?

Potential Actions to Address Challenges

5. Businesses struggle to find qualified workers

- Facilitate workforce connections and support partner initiatives

- How could Wilsonville's role as a connector between employers and workforce partners complement initiatives your organization is advancing?
- Are there specific industries or skills gaps you believe Wilsonville should be highlighting to workforce partners?
- What partnership models have you seen work well to support workforce training or employer-education collaborations, assuming that cities do not directly deliver training programs?

Potential Actions to Address Challenges

6. Perceived limited supports for small business

- Further strengthen business communication, customer service, and resource connections *(Depending on level of effort, may require additional staff/resources)*
- Provide small business assistance for upgrades (industrial and commercial businesses) *(Requires a new funding source)*

- How can the City better support local businesses? What improvements to customer service will help small businesses?
- How do you see the City best aligning with the Chamber and other organizations? Where should Wilsonville plug in versus lead?
- Are there existing grant or technical assistance programs Wilsonville should be directing businesses toward?

REMINDER: Key Questions

- Are these the right mix of actions to advance Wilsonville's goals?
- Are there actions missing that Wilsonville should consider?
- What role do you see to partner in implementation? Where should Wilsonville focus its local resources to not be duplicative of existing efforts?

Next Steps

- Finalize draft Economic Development Strategy
- Finalize draft EOA
- Planning Commission Meeting: November 12, 2025
- City Council Meeting: December 1, 2025

ECOnorthwest

DATE:	January 30, 2026
TO:	City of Wilsonville
FROM:	Nicole Underwood, ECOnorthwest
SUBJECT:	WILR Phase 2: Engagement Summary

The City of Wilsonville recently completed an Economic Opportunities Analysis (EOA) to evaluate whether the City's existing supply of employment land is sufficient to support anticipated business and job growth between 2026 and 2046. This technical work was paired with development of an Economic Development Strategy (EDS), which identified targeted strategies and actions to advance economic growth aligned with local priorities.

To ensure the EOA and EDS reflected Wilsonville's on-the-ground economic conditions, the City engaged stakeholders, including traded-sector employers, small business owners, property owners, and economic development partners. This outreach complemented the technical analysis and helped shape actionable, inclusive economic development strategies.

This memorandum summarizes engagement completed for the EOA and EDS, including three Technical Advisory Committee (TAC) meetings. The TAC included representatives from:

- City of Wilsonville
- Business Oregon
- Greater Portland Inc (GPI)
- Oregon Metro
- Wilsonville Chamber of Commerce

Engagement also included four stakeholder interviews, representing: personal service small businesses, a small manufacturing business, a business-support organization, and a Town Center-area redevelopment stakeholder. The project team also invited property owners of key industrial sites to participate in interviews; however, those property owners declined to be interviewed.

TAC Meeting #1 (May 6, 2025)

Meeting Purpose: Introduce the TAC to the EOA process, share early results, and gather input on buildable lands, employment trends, and future growth opportunities.

Attendees:

- Kevin Ferrasci O'Malley – Wilsonville Chamber
- David Tetrick – Metro
- Sam Thomas and Jeff Hampton – Business Oregon

- Nick Triska – GPI
- Amy Pepper, Keith Katko, Daniel Pauly, Matt Lorenzen, Cindy Luxhoj – City of Wilsonville
- Nicole Underwood and Beth Goodman – ECOnorthwest

Key Topics Discussed

Overview of the EOA and Role of the TAC
The group reviewed the EOA's purpose (identifying employment land needs over a 20-year horizon) and the TAC's advisory role in shaping analysis and strategies.

Buildable Lands Inventory (BLI)

- Question about the exclusion of a 10% slope constraint for industrial lands
- Clarified that the BLI constraints do include significant wetlands as part of the Significant Resource Overlay Zone (SROZ).
- Noted that this project can help set Wilsonville up for discussions with Metro about UGB expansion in the future
- Request to share BLI maps with TAC after meeting
- Discussion of commercially used properties within or near industrial zones raised questions about land use compatibility and long-term strategy.
- Recognition that commercial uses often locate on industrial land, more so than the reverse.
- Acknowledged the challenge of protecting industrial land while meeting commercial and retail needs.

Employment Data and Metro's Regional Context

- TAC suggested the project team review Metro's Urban Growth Report for data on regional economic advantages and disadvantages.

Economic Development Advantages and Industry Growth Opportunities

NOTE: The group completed a zoom whiteboard activity to identify advantages and disadvantages for economic development in Wilsonville. A picture of that whiteboard activity is included at the end of the TAC Meeting #1 summary.

- Brainstormed sectors where Wilsonville could be competitive:
  - Bioscience and life sciences (potential for clustering)
  - Modular housing and mass timber as innovative industries worth exploring further.

- Contractor establishments were highlighted for their higher wages, though most workers operate at external job sites, limiting local economic impact.
- Matt noted a lack of unique retail and restaurant options (currently mostly chains), and a need for more diverse commercial offerings.
- Challenges to more boutique retail development include:
    - Historical zoning focused on freeway interchanges.
    - Young age of the city, compared to older areas with more affordable space.
    - Limited commercial land availability.
    - Dominance of large REIT landlords who prioritize national credit tenants.

Land Use Dynamics and Constraints

- Discussion of how commercial activity is occupying land zoned for industrial use.
- Beth suggested ECO review how much commercial NAICS activity occurs on industrial parcels.
- Matt and Dan discussed the potential for more flexible land uses in industrial zones, including medical office and indoor recreation
- City staff noted that the Planned Development Industrial (PDI) zone had allowed broader uses in the past but was scaled back due to car dealership proliferation.
- Town Center map flagged as inaccurate and in need of correction.

Fiscal Considerations

- Kevin emphasized the importance of industrial lands for payroll generation.
- Matt discussed property tax revenue per acre, comparing commercial strips to industrial uses, and highlighted the city's fiscal reliance on property tax generation.

Emerging Trends and Long-Term Planning

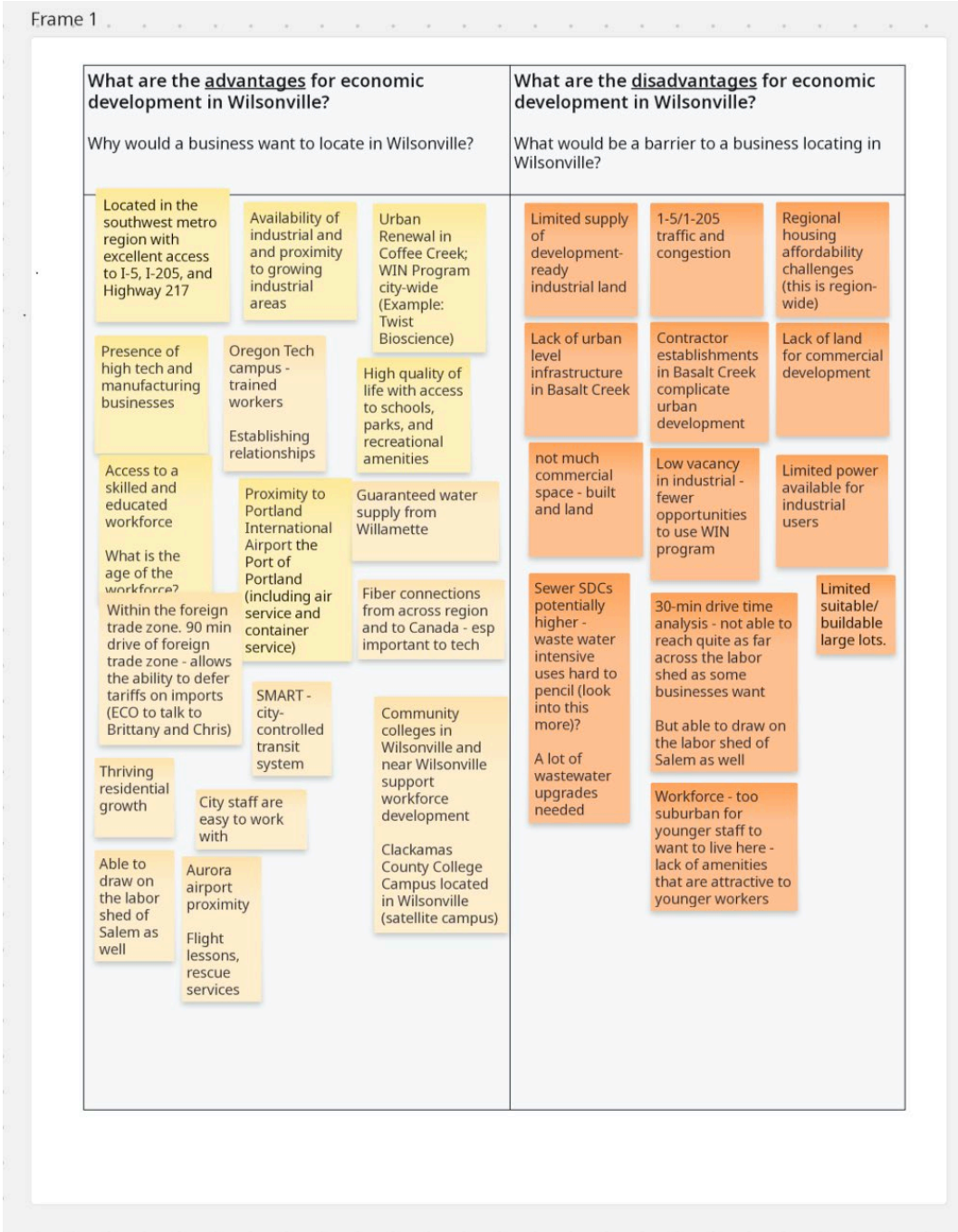
- Kevin raised a forward-looking question about the impact of AI on employment in the region.
- Nick noted recent layoffs in tech and encouraged continued dialogue on how AI may augment or displace workers.
- Suggested reaching out to Chris and Mike at ECO for further insights on AI's implications.

Next Steps

- The next TAC meeting will focus on policy development.
- Members were encouraged to come prepared with ideas about stakeholders or organizations the City should engage with.

- Follow-up items include:
  - Sharing BLI maps with the TAC
  - Looking into commercial uses on industrial land using NAICS codes
  - Updating the Town Center map
  - Further examining impact of AI on industry

Figure 1. Zoom Whiteboard Activity: Advantages and Disadvantages for Economic Development in Wilsonville



TAC Meeting #2 (June 25, 2025)

Meeting Purpose: Review updated EOA results, discuss redevelopment potential in Town Center, assess site suitability considerations, and provide feedback on the draft Economic Development Strategy.

Attendees:

- Kevin Ferrasci O'Malley – Wilsonville Chamber
- David Tetrick – Metro
- Jeff Hampton – Business Oregon
- Nick Triska – GPI
- Amy Pepper, Matt Lorenzen, Cindy Luxhoj – City of Wilsonville
- Nicole Underwood and Beth Goodman – ECOnorthwest

Key Topics Discussed

Takeaways from the EOA

- Jeff thinks the OED forecast is a reasonable way to go given Wilsonville's historical growth rate and current trends
- Metro cities show a wide range of growth assumptions
- Matt emphasized the value of the EOA in helping the City determine how it wants to position itself for future growth.
- Amy - For the wastewater forecast, the City assumed a much higher population growth rate than the official population growth. With leveling out later in the 20-period because they would near build out.

Town Center Redevelopment and Site Suitability

- Need to reconnect with Kevin (Wilsonville Chamber) for feedback on Town Center redevelopment.
- Include a map with better geographic context in the PC presentation.
- **Arrowhead Site**
    - Nick noted the need for a clear pathway to land aggregation to make the area more developable for an industrial land users. Less desirable as a site for industrial development as it is. The shape of the site is awkward. Roadway alignments are also awkward. Need more rectilinear site. Is it possible to aggregate into 3 or 4 sites, rather than 1 big site?

- Matt stated that there is no formal tool for property aggregation right now
- Amy mentioned Kinsmen Street is complete - the aerial image is outdated.
- Matt asked whether Industrial Way is vacated; Amy responded it is not, but status is unclear and needs follow-up.
- Cindy highlighted the presence of constraints: residential uses, the treatment plant, park, and SROZ watershed areas. The question is whether industrial use is obsolete in this location. Is it more appropriate to consider commercial, "craft industrial" (a new zone under development), or some residential?
- Jeff agreed that this area doesn't make a lot of sense for large scale industrial, especially given the SROZ and planned high-density residential.

- **Boeckman Site**
  - Cindy provided context: the site is owned by Siemens (Mentor Graphics) and was intended to develop as a campus, similar to the site to the north. Access is an issue to get to I-5 (freight should not go through Town Center). Close proximity to residential. Also has SROZ in it.
  - Matt noted that Siemens is considering selling the site. The current zoning is essentially a placeholder, with policies requiring campus-style development similar to Mentor Graphics.
  - This development model may no longer be market viable.

Economic Development Strategy Goals and Policies

The team reviewed the draft goals and policies. Overall, the group agreed with the initial direction of the goals and policies. These will be discussed further in a future meeting along with actions to implement these goals/policies.

Next Steps

- Incorporate improved map orientation in PC presentation.
- Reconnect with Kevin to gather feedback on Town Center redevelopment.
- Follow up on the status of Industrial Way.
- Consider how to address policy direction for Boeckman and Arrowhead in light of market realities and site constraints.
- Prepare for upcoming policy-focused TAC discussion and refine EOA narrative for PC and CC presentations.

TAC Meeting #3 (October 1, 2025)

Meeting Purpose: Review the draft Economic Development Strategy desired outcomes and potential actions.

Attendees:

- Kevin Ferrasci O'Malley – Wilsonville Chamber
- Jeff Hampton – Business Oregon
- Nick Triska – GPI
- Matt Lorenzen, Cindy Luxhoj, and Keith Katko – City of Wilsonville
- Nicole Underwood and Beth Goodman – ECOnorthwest

Key Topics Discussed

EDS Desired Outcomes

- TAC members generally supported the direction of desired outcomes, while emphasizing the need to ensure outcomes are feasible given staffing and implementation capacity.
- Members discussed whether some desired outcomes may be too ambitious or potentially in tension with one another, particularly where actions span both Town Center and employment areas.
- Members noted that major redevelopment and ecosystem-building efforts can take many years (sometimes a decade or more), with different sites moving at different speeds.

Discussion of Draft Actions

- **Action 1: Development-ready land**
    - Business Oregon discussed infrastructure funding approaches that can support bringing infrastructure to the property line and the possibility of creative agreements for ownership and maintenance, along with loan programs.
    - The group discussed challenges with the City being on the hook for upfront funds (e.g., for programs like RISIS), and the cost of borrowing compared to potentially more affordable funding sources.
    - A new ~$10 million loan fund through Business Oregon was discussed as a potential risk-mitigation tool for upfront funding.

- Wilsonville may be in line to receive a ~$250,000 loan for sewer infrastructure related to Coffee Creek/Basalt Creek, with discussion of relevant programs (including semiconductor-related tools).
- Participants discussed constraints around borrowing and repayment, including concerns if borrowing is backed by the General Fund. Urban renewal tools were discussed, along with practical constraints about which entities are eligible to borrow and how City/URA coordination would need to work.
- TAC members cautioned against assuming SDC deferrals without early discussions with City engineers.
- The team raised the need for an action focused on the City's ability to be flexible and solution-oriented with applicants—supporting development outcomes by reducing rigidity and helping projects find a path to compliance and feasibility.

- **Action 2: Limited city funds outside of Coffee Creek URA**
  - None
- **Action 3: Limited commercial land**
  - Participants noted it can be a tough sell to argue for more commercial land when prominent vacancies remain (e.g., Fry's, Albertson's).
  - TAC members suggested framing the question as "If the vision for TC shifts, there is a much clearer need for commercial land."
- **Action 4: Lack of unique retail and restaurants**
  - Discussion focused on whether the City wants to be "serious" about small business support and what level of resourcing that implies.
  - Members emphasized broadening incentives beyond writing grant checks, including tools that reduce risk and improve feasibility.
  - Mixed-use feasibility was raised repeatedly: developers report ground-floor commercial often does not pencil without an incentive or risk-reduction tool.
  - A potential tool discussed was a URA lease guarantee (or similar) to increase developer confidence in leasing to local restaurants/retail rather than national chains.
  - Members discussed food-cart incubator concepts, including examples such as Tigard Launch Pod (City-owned carts leased at low rates to incubate local restaurants), noting both potential benefits and community concerns.
  - Participants also raised concerns that subsidized incubators can be perceived as subsidizing competition; non-financial or longer-term supports may be more broadly acceptable.
- **Action 5: Workforce**

- Members discussed the value of coalition-building models, including Hillsboro's advanced manufacturing partnership approach, and emphasized that these efforts can take years.
- Participants suggested the City role could be more proactive than a connector/concierge—acting as an advocate that carries employer needs forward to partners.
- Members discussed employer engagement, convening larger employers, and partnering with colleges/training providers (including examples such as Mt. Hood Community College's employer partnerships).
- Kevin noted a regional initiative underway and offered to share information (Willamette Collective).

- **Action 6: Limited supports for small businesses**
  - Members discussed how to increase visibility and traction for existing supports and strengthen the City's "welcome mat" role for small businesses, even without major new funding.
  - Participants raised the idea of City/Chamber coordination to avoid duplication while improving responsiveness.
  - Emerging needs included small business adaptation to AI and whether the City can play a role in facilitating training or partnerships that help businesses respond to change.
- **Overall feedback on the action package**
  - TAC members emphasized that one desired outcome is buildout of Basalt Creek and Coffee Creek, while many actions focus on Town Center. The action package should more clearly reconcile how Town Center and employment land strategies support each other.
  - Members noted Town Center and employment lands likely need to advance simultaneously: Town Center amenities support employment areas, and retail needs customers and activity to succeed.

Stakeholder Interviews (Summer – Fall 2025)

Engagement purpose: Gather perspectives from businesses and property owners to ensure the EOA and EDS reflected the realities of Wilsonville's economy. This outreach helped ground-truth the team's understanding of local business opportunities and constraints and informed the economic development strategies and actions recommended for City consideration.

Stakeholder categories represented: Interviews included a small set of stakeholders representing (1) a Town Center-area redevelopment stakeholder/property owner, (2) a local personal service small business, (3) a small industrial/manufacturing business, and (4) a representative of the Wilsonville Chamber of Commerce

Key Themes

- **Workforce challenges (including upskilling and AI).** Interviewees described difficulty finding and retaining skilled workers, particularly for manufacturing and specialized roles, and noted that smaller employers often lack capacity to upskill their employees when new technology becomes available (like AI). The Chamber raised the importance of considering how AI may affect workforce needs. Interviewees expressed interest in stronger coordination across employers, education/training partners, and workforce programs.
- **Space and land constraints limit business options and growth.** Stakeholders emphasized that limited availability of developed space constrains business choices and expansion. The small industrial/manufacturing perspective highlighted limited opportunities to purchase smaller industrial buildings, with ownership viewed as important for long-term stability.
- **High costs create barriers, especially for small businesses.** Interviewees noted that high rents and tenant improvement/upgrade costs can make it difficult to start, sustain, or expand small businesses. Limited supply of business space can amplify pricing pressures and reduce the ability to find spaces that match business size and financial constraints.
- **Retail market gaps and unmet demand for local-serving businesses.** Participants described gaps in locally serving retail and services, prompting residents to shop or seek services outside Wilsonville. Several linked this challenge to the inability for small business to find affordable space to provide these local-serving businesses
- **City–business relationship: "path to yes" and proactive support.** A recurring message was that businesses value a City approach that is proactive and solutions-oriented—supportive in "finding a path to yes." Interviewees highlighted the importance of clear points of contact, predictable processes, and support connecting to resources (e.g., access to capital, technical assistance, and workforce supports).

Several also emphasized that implementation flexibility can be essential to enabling redevelopment and investment while still meeting City goals.

Planning Commission Record

Comments

MEMORANDUM

DATE: July 8, 2026

TO: CITY OF WILSONVILLE
29799 Town Center Loop E
Wilsonville, OR 97070

FROM: Brendan Buckley
Johnson Economics, LLC

SUBJECT: Impact Analysis of Industrial Use Alternatives for the Basalt Creek Plan Area in Wilsonville

---

I. INTRODUCTION

JOHNSON ECONOMICS has conducted an alternative use analysis on an industrial site of roughly 40 total acres located in Wilsonville, Oregon.

The site is located within the future Northwest Industrial Zone (NWI), in the Basalt Creek planning area on the boundary of Wilsonville, and adjacent to Tualatin. The proposed NWI zone will apply to areas with the existing Coffee Creek Master Plan Area, and the Basalt Creek Master Plan area. The NWI zone has a number of standards for industrial development that will shape the form of private development that can happen in the area.

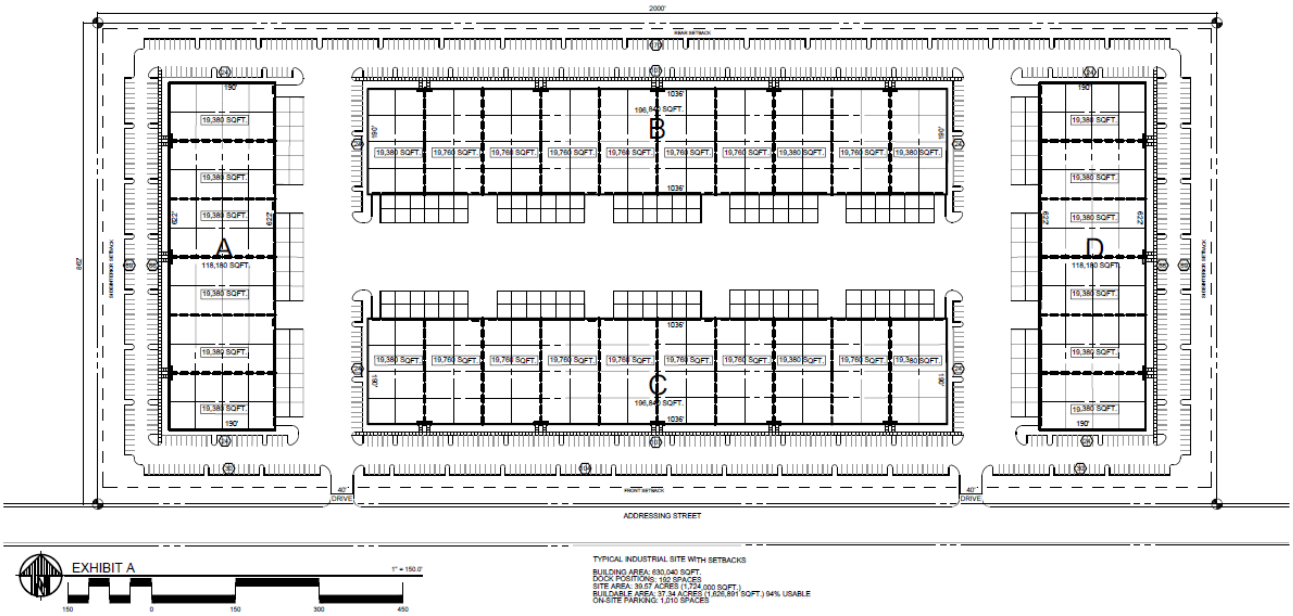
The purpose of this analysis is to examine how a development built on the 40-acre site under the proposed NWI zoning standards will differ from a typical market-driven flex industrial development on the same site. The analysis compares the amount of potential development under the two scenarios and the impact on assessed value, tax generation, and employment.

As detailed below, due to market demand, the prospective timing of development differs, with the typical flex industrial development expected to develop significantly sooner due to immediate market feasibility, and the development under the NWI zoning expected to take significantly longer due to the fragmentation of the site, number of resulting buildings, and reduced marketability.

II. TYPICAL FLEX INDUSTRIAL DEVELOPMENT PROGRAM

Figures 2.1 shows a typical site plan for a modern flex use industrial development designed to maximize the use of a 40-acre site. This development program is what the private development industry could be expected to deliver in the suburban Portland market in response to market-based signals.

FIGURE 2.1: TYPICAL FLEX INDUSTRIAL SITE PLAN, 40-ACRE SITE



Source: VLMK Engineering and Design

This development program offers 630,000 sqft of built industrial space with 192 docking positions and 1,000 on-site parking spaces. This format allows for flexible use of the space to allow one or more companies of a wide range of sizes to operate side-by-side, with ample circulation for freight, employees and customers.

Figure 2.2 presents the typical flex industrial scenario and estimated value of capital improvements at the site for a flex industrial development. These estimates form the basis for projected tax revenue generation from the development, as discussed in following section. Overall, this facility would have an estimated future value of nearly $120 million in real property and equipment, and an assessed value of $73.8 million based on a changed property ratio of .617 (Washington County).

FIGURE 2.2: TYPICAL DEVELOPMENT PLAN AND ESTIMATED CAPITAL INVESTMENT (FLEX INDUSTRIAL USE)

		Estimated Capital Investment Value		
Distribution Facility	**Built Area (Square Feet)**	**Real Prop. Value/s.f.**	**Real Prop. Value**	**Assessed Value**
Building A	118,180	$190	$22,454,000	$13,854,000
Building B	196,840	$190	$37,400,000	$23,076,000
Building C	196,840	$190	$37,400,000	$23,076,000
Building D	118,180	$190	$22,454,000	$13,854,000
TOTAL:	***630,040***	***$190***	***$119,708,000***	***$73,860,000***

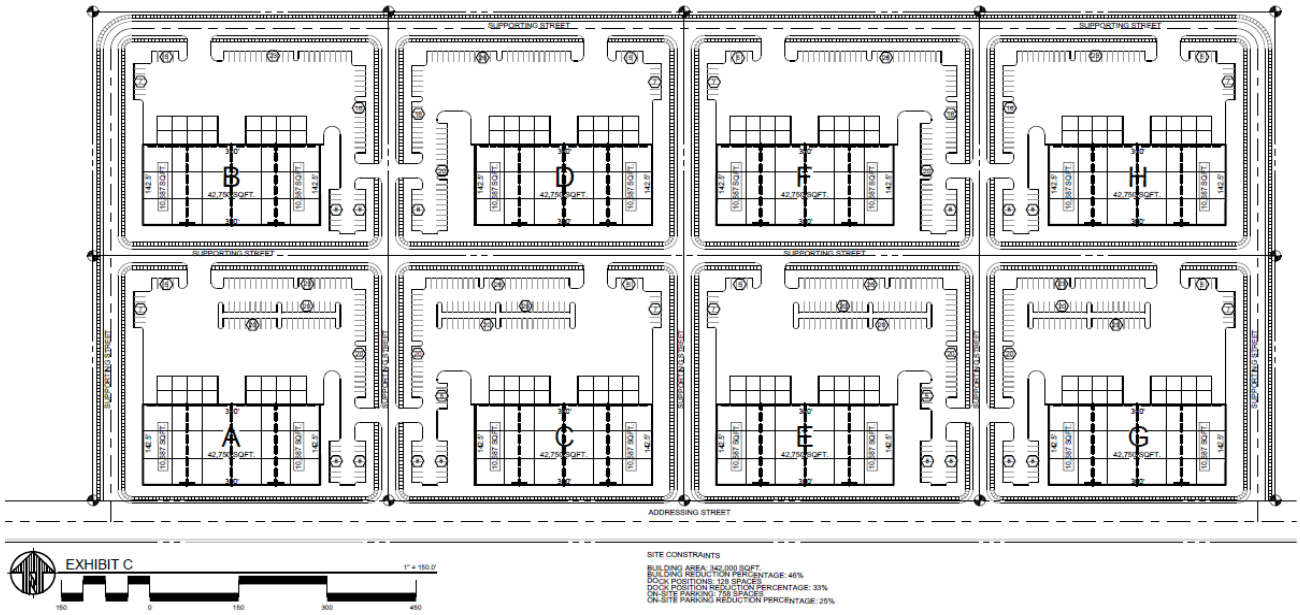
Source: VLMK Engineering and Design, Schnitzer Properties, CoStar, Johnson Economics

Tenants and Land Uses: Flex use industrial is typcially home to a range of business types including light manufacturing, wholesale sales, and warehousing. Spaces would be suitable for flex industrial/office use. The development scenario would be able to accommodate a range of business sizes.

III. HYPOTHETICAL NWI ZONING STANDARDS DEVELOPMENT PROGRAM

To compare the impacts of the proposed NWI zoning standards with the market driven development program above, VLMK modeled a development program for the 40-acre site that follows the proposed standards of the NWI zone. The largest constraints presented by the standards are the need to impose a block pattern on the site, as well as set back and addressable street standards.

FIGURE 3.1: NWI ZONING STANDARDS SITE PLAN, 40-ACRE SITE



Source: VLMK Engineering and Design

This development program splits the 40-acre site into eight separate sites due to the block structure. The buildings that each site can house are necessarily much smaller than in the first scenario. Public street right of way now occupies a large significant share of the site, further reducing the size of the buildable sites.

In total this site plan offers 342,000 sqft of space divided amongst eight buildings of 42,750 sqft each. These buildings offers significantly less flexibility to reconfigure internal spaces to serve a range of employer sizes. At 42,750 total, large employers will not be able to use these sites at all.

Figure 3.2 presents the NWI zoning scenario and estimated value of capital improvements on these sites. Overall, this configuration would have an estimated future value of nearly $65 million in real property and equipment, and an assessed value of $40 million based on a changed property ratio of .617 (Washington County).

FIGURE 3.2: TYPICAL DEVELOPMENT PLAN AND ESTIMATED CAPITAL INVESTMENT (FLEX INDUSTRIAL USE)

		Estimated Capital Investment Value		
Distribution Facility	**Built Area (Square Feet)**	**Real Prop. Value/s.f.**	**Real Prop. Value**	**Assessed Value**
Building A	42,750	$190	$8,123,000	$5,012,000
Building B	42,750	$190	$8,123,000	$5,012,000
Building C	42,750	$190	$8,123,000	$5,012,000
Building D	42,750	$190	$8,123,000	$5,012,000
Building E	42,750	$190	$8,123,000	$5,012,000
Building F	42,750	$190	$8,123,000	$5,012,000
Building G	42,750	$190	$8,123,000	$5,012,000
Building H	42,750	$190	$8,123,000	$5,012,000
TOTAL:	***342,000***	***$190***	***$64,984,000***	***$40,096,000***

Source: VLMK Engineering and Design, Schnitzer Properties, CoStar, Johnson Economics

Tenants and Land Uses: For the sake of comparison the employment mix and achievable density is assumed to be the same under this scenario.

IV. FORECAST OF TAXABLE VALUE AND TIF REVENUE POTENTIAL

It is our understanding that the Northwest Industrial Area is under consideration for a TIF district (urban renewal) to capture the value of new growth and use the resulting TIF revenue to fund infrastructure improvements. Johnson Economics prepared a basic forecast of potential TIF revenue

under the two development scenarios, and two baseline growth scenarios for the TIF district as a whole.

Figure 4.1 below presents the estimated results of four scenarios for the 40-acre site, located in the NWI area, over a 30 year forecast period:

- Basic TIF Projection: This scenario applies a basic 6% annual growth rate to the site, which might be the high end of the projected growth range used in a typical TIF feasibility analysis (6% average annual growth). A conservative achievable growth rate is often assumed in the feasibility analysis so that projections are not unrealistic.
- Proposed Typical Flex Industrial Scenario: Modeling the Typical Flex Industrial development program results in highest assessed value beginning in 2029.
- NWI Zoning Standards Scenario: The hypothetical NWI standards scenario is assumed to have less square footage of space, over a greater number of buildings, leading to a lower valuation. The pace of build out is expected to be significantly slower than the market-driven flex industrial scenario, as discussed below, which would negatively impact the growth of TIF revenues over time.
- Land Bank/No Growth Scenario: The final scenario assumes that no near-term development will be viable in the study area under the limitations of the NWI zoning. In this scenario, the land remains undeveloped, and property values grow at a base rate of 3% per year. This scenario results in the lowest growth of TIF revenues over time.

Timing of development: Figure 4.1 (following page) presents forecast of tax increment (TIF) revenue that goes to the URA over the 30-year period of the district, under the four scenarios outlined above.

- Proposed typical flex industrial development timing: Phase I is projected to happen in the near term, with half of the taxable value being added to the tax rolls in 2029, and half in 2030. TIF revenue grows earlier on a larger base valuation.
- NWI Zone timing: The NWI standards dictate a block pattern that is unusual for industrial development and industrial districts. This is expected to make a greater number of individual sites that most be absorbed (eight rather than one) and a smaller format that will be less desirable to developers and many end users. For this analysis it was assumed that the value across all eight sites would be realized over four phases between 2031 and 2037. This results in full value (which is less than the first scenario) being realized over a longer period of time.
- Steady Growth Scenarios: The two remaining scenarios assume an average annual growth rate over the 30-year period: 6% under the high-end of the current Urban Renewal projections scenario, and 3% under the Land Bank/No Growth scenario.

FIGURE 4.1: FORECASTED TAX INCREMENT FINANCING REVENUE GROWTH, 40-ACRE INDUSTRIAL SITE
(SCENARIOS: BASELINE TIF PROJECTIONS / TYPICAL FLEX INDUSTRIAL / NWI ZONE STANDARDS / LAND BANK/NO GROWTH)

			Estimated RMV		New Taxable Value				Tax	Annual TIF Revenue (Net)*				Cummulative TIF Revenue (Net)			
YEAR	Frozen Base	Baseline AV (3% Growth)	Proposed Flex Industrial Scenario	NWI Standards Scenario	Baseline UR Projections AAGR (6%)	Proposed BCE /Flex Use Scenario	MP Zone Use Scenario	Land Bank /No Growth Scenario	Rate (88.45)	Baseline UR Projections AAGR (6%)	Proposed BCE /Flex Use Scenario	MP Zone Use Scenario	Land Bank /No Growth Scenario	Baseline UR Projections AAGR (6%)	Proposed BCE /Flex Use Scenario	MP Zone Use Scenario	Land Bank /No Growth Scenario
2027	**$2,073,380**	**$2,073,380**			$0			$0	$19	$0			$0	$0			$0
2028	$2,073,380	$2,135,581			$124,403			$62,201	19.0079	$2,246			$1,182	$2,246			$1,182
2029	$2,073,380	$2,199,649	**$ 36,930,000**		$256,270	$ 37,056,269		$126,269	19.0079	$4,628	$669,144		$2,400	$6,874	$669,144		$3,582
2030	$2,073,380	$2,265,638	**$72,668,504**		$396,049	$ 72,860,763		$192,258	19.0079	$7,152	$1,315,684		$3,654	$14,026	$1,984,827		$7,237
2031	$2,073,380	$2,333,607	$70,324,359	**$10,024,000**	$544,214	$ 70,584,586	$10,284,227	$260,227	19.0079	$9,827	$1,274,582	$185,707	$4,946	$23,853	$3,259,409	$185,707	$12,183
2032	$2,073,380	$2,403,615	$68,055,831	$9,700,645	$701,270	$ 68,386,067	$10,030,881	$330,236	19.0079	$12,663	$1,234,882	$181,133	$6,277	$36,516	$4,494,291	$366,840	$18,460
2033	$2,073,380	$2,475,724	$65,860,482	**$19,411,721**	$867,749	$ 66,262,826	$19,814,065	$402,344	19.0079	$15,669	$1,196,541	$357,793	$7,648	$52,185	$5,690,832	$724,633	$26,108
2034	$2,073,380	$2,549,996	$63,735,950	$18,785,537	$1,044,217	$ 64,212,566	$19,262,152	$476,616	19.0079	$18,856	$1,159,519	$347,826	$9,059	$71,041	$6,850,351	$1,072,459	$35,167
2035	$2,073,380	$2,626,495	$61,679,952	**$28,203,552**	$1,231,273	$ 62,233,067	$28,756,667	$553,116	19.0079	$22,234	$1,123,774	$519,274	$10,514	$93,275	$7,974,125	$1,591,733	$45,681
2036	$2,073,380	$2,705,290	$59,690,276	$27,293,760	$1,429,552	$ 60,322,186	$27,925,670	$631,911	19.0079	$25,814	$1,089,268	$504,268	$12,011	$119,089	$9,063,393	$2,096,001	$57,692
2037	$2,073,380	$2,786,449	$57,764,783	**$36,437,316**	$1,639,728	$ 58,477,852	$37,150,385	$713,069	19.0079	$29,609	$1,055,964	$670,843	$13,554	$148,699	$10,119,357	$2,766,844	$71,246
2038	$2,073,380	$2,870,042	$55,901,403	$35,261,918	$1,862,514	$ 56,698,066	$36,058,581	$796,663	19.0079	$33,632	$1,023,826	$651,128	$15,143	$182,331	$11,143,182	$3,417,972	$86,389
2039	$2,073,380	$2,956,144	$54,098,132	$34,124,437	$2,098,668	$ 54,980,896	$35,007,201	$882,764	19.0079	$37,897	$992,818	$632,143	$16,779	$220,228	$12,136,000	$4,050,115	$103,169
2040	$2,073,380	$3,044,828	$52,353,031	$33,023,649	$2,348,990	$ 53,324,479	$33,995,097	$971,448	19.0079	$42,417	$962,907	$613,867	$18,465	$262,645	$13,098,907	$4,663,981	$121,634
2041	$2,073,380	$3,136,173	$50,664,224	$31,958,370	$2,614,333	$ 51,727,017	$33,021,163	$1,062,793	19.0079	$47,208	$934,061	$596,280	$20,201	$309,853	$14,032,968	$5,260,261	$141,835
2042	$2,073,380	$3,230,258	$49,029,894	$30,927,455	$2,895,595	$ 50,186,772	$32,084,333	$1,156,878	19.0079	$52,287	$906,248	$579,363	$21,990	$362,140	$14,939,216	$5,839,624	$163,825
2043	$2,073,380	$3,327,166	$47,448,284	$29,929,795	$3,193,734	$ 48,702,070	$31,183,581	$1,253,786	19.0079	$57,671	$879,438	$563,098	$23,832	$419,811	$15,818,654	$6,402,722	$187,657
2044	$2,073,380	$3,426,981	$45,917,694	$28,964,318	$3,509,761	$ 47,271,295	$30,317,919	$1,353,601	19.0079	$63,378	$853,602	$547,466	$25,729	$483,188	$16,672,256	$6,950,188	$213,386
2045	$2,073,380	$3,529,790	$44,436,478	$28,029,985	$3,844,749	$ 45,892,889	$29,486,395	$1,456,410	19.0079	$69,427	$828,711	$532,451	$27,683	$552,615	$17,500,967	$7,482,639	$241,069
2046	$2,073,380	$3,635,684	$43,003,044	$27,125,792	$4,199,837	$ 44,565,348	$28,688,096	$1,562,304	19.0079	$75,839	$804,739	$518,035	$29,696	$628,454	$18,305,706	$8,000,674	$270,766
2047	$2,073,380	$3,744,754	$41,615,849	$26,250,766	$4,576,230	$ 43,287,223	$27,922,141	$1,671,375	19.0079	$82,635	$781,659	$504,204	$31,769	$711,089	$19,087,365	$8,504,878	$302,535
2048	$2,073,380	$3,857,097	$40,273,402	$25,403,967	$4,975,206	$ 42,057,119	$27,187,685	$1,783,717	19.0079	$89,840	$759,447	$490,942	$33,905	$800,929	$19,846,812	$8,995,820	$336,440
2049	$2,073,380	$3,972,810	$38,974,260	$24,584,484	$5,398,122	$ 40,873,690	$26,483,915	$1,899,430	19.0079	$97,477	$738,077	$478,233	$36,104	$898,405	$20,584,888	$9,474,053	$372,544
2050	$2,073,380	$4,091,994	$37,717,026	$23,791,437	$5,846,412	$ 39,735,640	$25,810,051	$2,018,615	19.0079	$105,572	$717,527	$466,065	$38,370	$1,003,977	$21,302,415	$9,940,118	$410,913
2051	$2,073,380	$4,214,754	$36,500,348	$23,023,971	$6,321,599	$ 38,641,722	$25,165,345	$2,141,374	19.0079	$114,152	$697,773	$454,423	$40,703	$1,118,129	$22,000,188	$10,394,542	$451,616
2052	$2,073,380	$4,341,197	$35,322,917	$22,281,262	$6,825,298	$ 37,590,734	$24,549,079	$2,267,817	19.0079	$123,248	$678,795	$443,295	$43,106	$1,241,377	$22,678,983	$10,837,837	$494,723
2053	$2,073,380	$4,471,433	$34,183,468	$21,562,512	$7,359,219	$ 36,581,521	$23,960,565	$2,398,053	19.0079	$132,889	$660,571	$432,668	$45,582	$1,374,266	$23,339,554	$11,270,505	$540,305
2054	$2,073,380	$4,605,576	$33,080,776	$20,866,947	$7,925,174	$ 35,612,971	$23,399,143	$2,532,196	19.0079	$143,109	$643,081	$422,530	$48,132	$1,517,375	$23,982,635	$11,693,035	$588,437
2055	$2,073,380	$4,743,743	$32,013,654	$20,193,820	$8,525,088	$ 34,684,017	$22,864,183	$2,670,363	19.0079	$153,942	$626,307	$412,870	$50,758	$1,671,317	$24,608,942	$12,105,905	$639,195
2056	$2,073,380	$4,886,055	$30,980,955	$19,542,406	$9,160,996	$ 33,793,631	$22,355,081	$2,812,675	19.0079	$165,425	$610,229	$403,677	$53,463	$1,836,742	$25,219,171	$12,509,582	$692,658
2057	$2,073,380	$5,032,637	$29,981,570	$18,912,006	$9,835,058	$ 32,940,827	$21,871,263	$2,959,257	19.0079	$177,597	$594,829	$394,940	$56,249	$2,014,338	$25,814,000	$12,904,523	$748,907
2058	***$2,073,380***	***$5,183,616***	***$29,014,422***	***$18,301,941***	***$10,549,565***	***$ 32,124,658***	***$19,338,798***	***$3,110,236***	***19.0079***	***$190,499***	***$580,091***	***$349,210***	***$59,119***	***$2,204,837***	***$26,394,091***	***$13,253,733***	***$808,026***

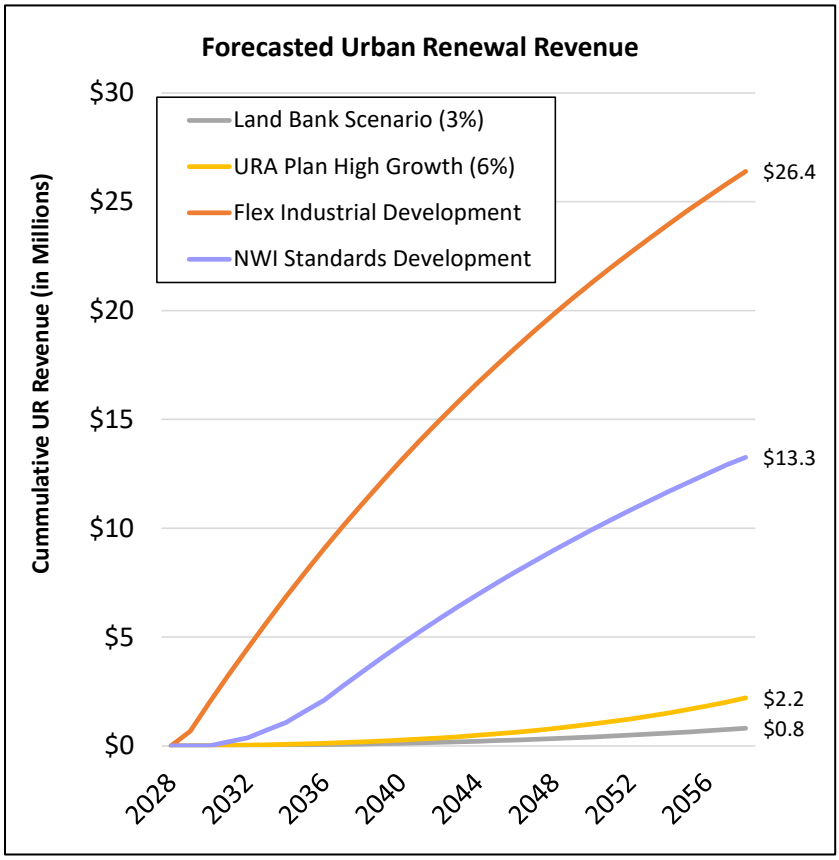
Source: Washington County Assessor, CoStar, Johnson Economics, VLMK Engineering and Design

* Tax loss adjustment (-5%)

Tax Revenue Generation: Findings

Modeling of the development scenarios discussed above result in vastly different outcomes for TIF revenue generation, with the flex industrial development producing an estimated $26.4M over 30 years, while the development keeping to the NWI zoning standards would generate roughly half as much revenue (Figure 4.2).

FIGURE 4.2: FORECASTED TIF REVENUE GROWTH COMPARISON, 40-ACRE SITE



Source: Washington County Assessor, CoStar, Johnson Economics, VLMK Engineering and Design

The reasons for this are:

- A typical flex industrial development floorplan using the entire 40-acre site results in significantly more built space at a higher valuation than possible under the NWI scenario. The NWI standards require multiple sites with smaller structures totaling to less square footage of built space at a lower total value.
- Furthermore, these requirements essentially divide a single site into eight sites, which can expect to be absorbed more slowly and less marketable to many developers and end users. This slower absorption mean that the lower total assessed value will also be slower to materialize to the benefit the TIF district and local employment.

V. EMPLOYMENT DENSITY AND WAGES

Employment Density

Modern flex industrial parks offer a high density of employment through offering a mix of spaces suitable for a broad range of light industrial, office, wholesale, warehousing, and related sectors. A multi-tenant development is also likely to feature increased employment concentration via offering smaller leasable spaces per business.

In recent years, industrywide trends have included a decrease in employment density in manufacturing businesses, and an increase in employment density in some categories that were traditionally thought of as having low employment density, including warehouse and distribution.[1]

This shift is because investment in automation in modern industries is, on the one hand, decreasing the number of employees needed in sophisticated manufacturing plants relative to growing production lines and robotics. On the other hand, investment in equipment is increasing the vertical density of operations like storage and distribution, meaning less floor area is required per employee. These two trends are increasing the parity among industrial users over time. (As noted, any real-world company is likely to feature unique operating characteristics that can vary widely from any average estimate of density.)

Using estimates of square footage per employee from the US Energy Information Admin. for the sectors common in flex industrial space, Johnson Economics determined a blended average of 880sqft/employee for the two scenarios modeled.

Industrial Wage Levels

The following figure shows average annual wage rates among the major industry sectors that might locate in a multi-tenant flex industrial space. Traditionally, manufacturing has been emphasized as an industrial employment sector that pays uniquely high wages relative to other industrial users.

The mix of users in the a typical flex industrial center is likely to include various categories of manufacturing including advanced manufacturing and fabrication, as well as wholesale trade, warehousing, and some mix of business services or high-tech industries, such as software. As shown in Figure 5.1, this mixture of business sectors that could be included in flex industrial space is likely to

---

1 "Brave New World," Kim Moore, Oregon Business, November 2017.
"Growth Trends for Occupations Considered at Risk from Automation," US Bureau of Labor Statistics, July 2022. Bls.gov/opub/
"The Evolution of the Warehouse: Trends in Technology, Design, Development and Delivery," NAIOP, October 2020.
https://en.wikipedia.org/wiki/Fourth_Industrial_Revolution

support many family-wage blue-collar jobs, at a comparable employment density to the density envisioned in the Basalt Creek Master Plan.

FIGURE 5.1: AVERAGE WAGE LEVELS IN RELEVANT SECTORS, WASHINGTON CO., 2025

Industry	Avg. Annual Wage
All Washington County Employment	$90,061
Manufacturing	$137,862
Wholesale trade	$123,881
Transportation, warehousing & utilities	$64,090
Blended Avg. of Proposed Uses:	$108,611

Source: Oregon Employment Department, QCEW Data, Washington County 2025

Based on the blended income and job density assumptions presented above, held constant across both scenarios, we see that the typical flex industrial scenario, with its much greater usable built space is estimated to house many more jobs and produce significantly more in income taxes.

FIGURE 5.2: EMPLOYMENT DENSITY & INCOME TAX GENERATION

	Typical Flex Indust	NWI Standards	Reduction
Building Area:	630,000	342,000	46%
Dock Positions:	192	128	33%
On-Site Parking:	1,010	758	25%
Acreage:	39.57	39.57	
Sqft Built Space/Job:	880	880	
Job Creation:	716	389	46%
Job Density (jobs/acre):	18.1	9.8	46%
Avg. State Tax:	$8,300	$8,300	
Est. Annual State Income Tax:	$5,942,045	$3,225,682	46%

Source: State of Oregon, Energy Information Administration, Johnson Economics.

The scenario modeling the NWI zoning standards results in 46% of the number of jobs and the 46% lower income tax benefit to the state.

From:	Ryan Schera
To:	Mandi Simmons; Talk2PC; PC
Cc:	Chris Palmateer, P.E.; MimiD@aks-eng.com; Zac Arino; Miranda Bateschell; Chris Myers
Subject:	RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026
Date:	Wednesday, July 8, 2026 9:18:58 AM
Attachments:	image001.png Wilsonville BasaltCr Impact Analysis 7_6_26.pdf

Hi Mandi,

My apologies. I forgot an attachment to my last email. Would you also send the attached to the Planning Commission and include in the Public Hearing record?

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Sent: Tuesday, July 7, 2026 2:56 PM
To: Ryan Schera <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Your testimony has been sent to the Planning Commission and will also be included in the Public Hearing record.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville

29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Ryan Schera <ryans@schnitzerproperties.com>
Sent: Tuesday, July 7, 2026 1:43 PM
To: Mandi Simmons <msimmons@wilsonvilleoregon.gov>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Hi Mandi,

Thank you for confirming. Would you also send the attached to the Planning Commission and include in the Public Hearing record?

Thank you,
Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Sent: Thursday, July 2, 2026 9:16 AM
To: Ryan Schera <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Your testimony has been sent to the Planning Commission and will also be included in the Public Hearing record.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us

Facebook.com/CityofWilsonville



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Mandi Simmons
Sent: Thursday, July 2, 2026 8:21 AM
To: 'Ryan Schera' <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

You testimony is getting emailed out today, directly to the Planning Commission.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Ryan Schera <ryans@schnitzerproperties.com>
Sent: Wednesday, July 1, 2026 7:56 PM
To: Mandi Simmons <msimmons@wilsonvilleoregon.gov>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: Re: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Hi Mandi,

Why isn't our testimony in the agenda packet?

https://mccmeetings.blob.core.usgovcloudapi.net/wlsnvlleor-pubu/MEET-Packet-792585277bf84a1cb87f16d51228b768.pdf

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Sent: Tuesday, June 30, 2026 3:21 PM
To: Ryan Schera <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com <mimid@aks-eng.com>; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

This Message Is From an External Sender
This message came from outside your organization.

Your testimony has been received and will be distributed to the Planning Commission.

Thank you.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville

WILSONVILLE OREGON

29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Ryan Schera <ryans@schnitzerproperties.com>
Sent: Tuesday, June 30, 2026 11:52 AM
To: Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>; Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Subject: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Good morning, Planning Commission,

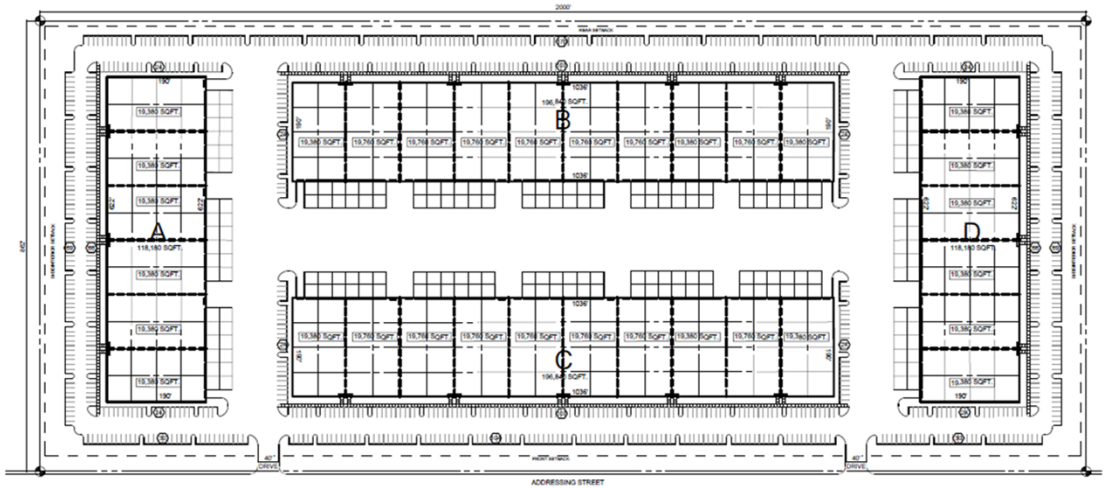
For inclusion in the agenda packet for the July 8th PC Work Session, attached is our written testimony.

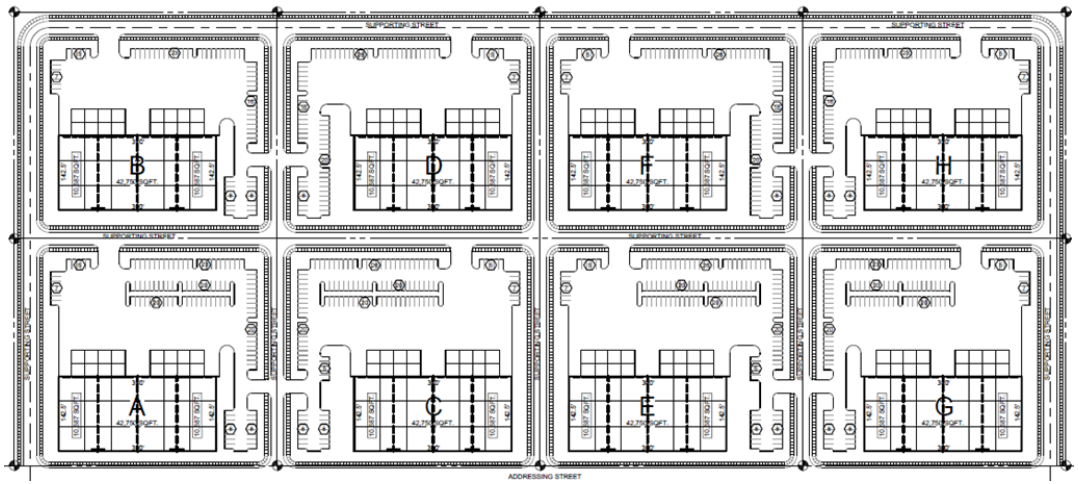
Thank you,

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

JOHNSON ECONOMICS

Alternative Development Jobs & Revenue Forecast





Typical Flex Industrial - Site Plan

Site Size:	40 acres
Built Space:	630,000
Estimated Assessed Value:	$74M
Estimated Employment:	720
Jobs/Acre:	18.1

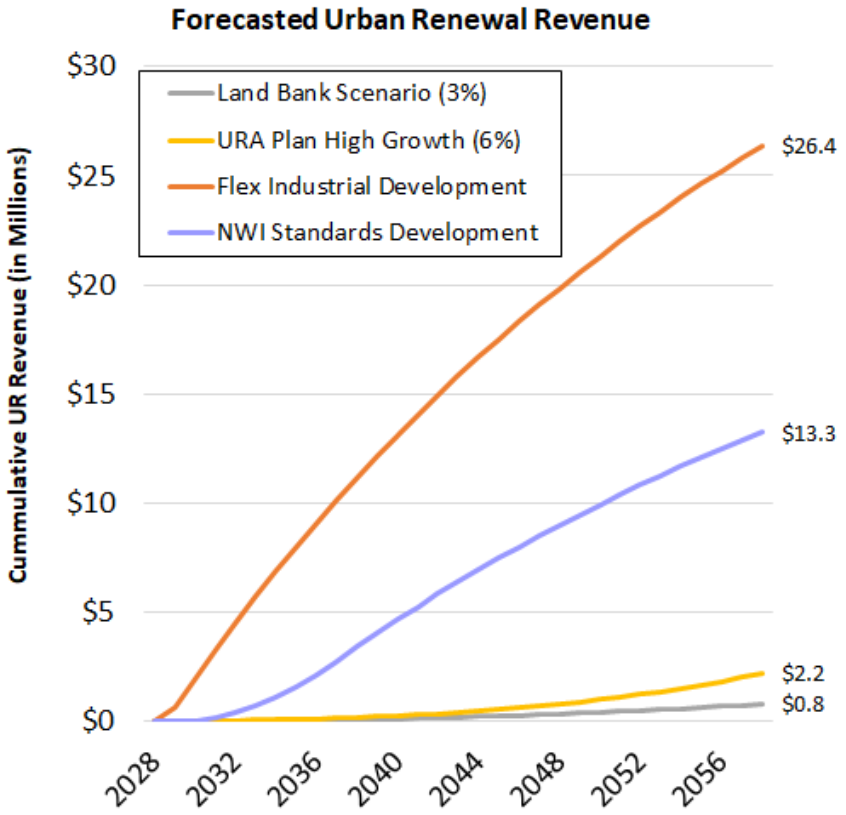
NWI Standards – Block Site Plan

Total Site Size:	40 acres
Built Space:	342,000
Estimated Assessed Value:	$40M
Estimated Employment:	390
Jobs/Acre:	9.8

JOHNSON ECONOMICS

Urban Renewal TIF Revenue Forecast

Subject Site Development Scenario	30-Year TIF Revenue
No Development Low Growth (3%/year)	$0.8 million
TIF District Higher Growth Scenario (6%/year)	$2.2 million
Typical Flex Industrial Development	$26.4 million
Under NWI Zone Standards	$13.3 million



From: Ryan Schera
To: Mandi Simmons; Talk2PC; PC
Cc: Chris Palmateer, P.E.; MimiD@aks-eng.com; Zac Arino; Miranda Bateschell; Chris Myers
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026
Date: Tuesday, July 7, 2026 1:43:53 PM
Attachments: image001.png
Johnson Economics Study - Basalt Creek.pdf

Hi Mandi,

Thank you for confirming. Would you also send the attached to the Planning Commission and include in the Public Hearing record?

Thank you,

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Sent: Thursday, July 2, 2026 9:16 AM
To: Ryan Schera <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Your testimony has been sent to the Planning Commission and will also be included in the Public Hearing record.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville

29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Mandi Simmons
Sent: Thursday, July 2, 2026 8:21 AM
To: 'Ryan Schera' <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

You testimony is getting emailed out today, directly to the Planning Commission.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Ryan Schera <ryans@schnitzerproperties.com>
Sent: Wednesday, July 1, 2026 7:56 PM
To: Mandi Simmons <msimmons@wilsonvilleoregon.gov>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: Re: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Hi Mandi,

Why isn't our testimony in the agenda packet?

https://mccmeetings.blob.core.usgovcloudapi.net/wlsnvlleor-pubu/MEET-Packet-792585277bf84a1cb87f16d51228b768.pdf

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Sent: Tuesday, June 30, 2026 3:21 PM
To: Ryan Schera <ryans@schnitzerproperties.com>; Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com <mimid@aks-eng.com>; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>
Subject: RE: Stakeholder Written Testimony - PC Work Session - 7/8/2026

This Message Is From an External Sender
This message came from outside your organization.

Your testimony has been received and will be distributed to the Planning Commission.

Thank you.

Mandi Simmons
Administrative Assistant III
City of Wilsonville

503.570.1571
msimmons@wilsonvilleoregon.gov
www.ci.wilsonville.or.us
Facebook.com/CityofWilsonville

29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Ryan Schera <ryans@schnitzerproperties.com>
Sent: Tuesday, June 30, 2026 11:52 AM

To: Talk2PC <Talk2PC@wilsonvilleoregon.gov>; PC <PC@wilsonvilleoregon.gov>
Cc: Chris Palmateer, P.E. <chris@vlmk.com>; MimiD@aks-eng.com; Zac Arino <zac@vlmk.com>; Miranda Bateschell <bateschell@wilsonvilleoregon.gov>; Chris Myers <cmyers@wilsonvilleoregon.gov>; Mandi Simmons <msimmons@wilsonvilleoregon.gov>
Subject: Stakeholder Written Testimony - PC Work Session - 7/8/2026

Good morning, Planning Commission,

For inclusion in the agenda packet for the July 8th PC Work Session, attached is our written testimony.

Thank you,

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

From: Ryan Schera
To: Talk2PC; PC
Cc: Chris Palmateer, P.E.; MimiD@aks-eng.com; Zac Arino; Miranda Bateschell; Chris Myers; Mandi Simmons
Subject: Stakeholder Written Testimony - PC Work Session - 7/8/2026
Date: Tuesday, June 30, 2026 11:53:53 AM
Attachments: Stakeholder Written Testimony - PC Work Session 7-8-2026.pdf

Good morning, Planning Commission,

For inclusion in the agenda packet for the July 8th PC Work Session, attached is our written testimony.

Thank you,

Ryan Schera
VP, Development
Schnitzer Properties
Phone 503.973.0258 **Cell** 503.327.3240
Email RyanS@SchnitzerProperties.com
Web www.SchnitzerProperties.com
1121 SW Salmon Street • Portland, OR 97205

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, OR 97205
503.242.2900
schnitzerproperties.com

June 30, 2026

Chair and Commissioners of the Planning Commission
City of Wilsonville Planning Commission
29799 SW Town Center Loop East
Wilsonville, Oregon 97070

RE: Written Testimony — Wilsonville Industrial Land Readiness (Basalt Creek) / Northwest Industrial (NWI) Zone Standards

July 8, 2026 Planning Commission Work Session

Dear Chair and Commissioners of the Commission:

Schnitzer Properties, with the assistance of VLMK Engineering + Design, respectfully submits the enclosed written testimony for the Commission's consideration in connection with the Wilsonville Industrial Land Readiness effort and the development of standards for the proposed Northwest Industrial (NWI) Zone, which is understood to apply to all properties within the Coffee Creek and Basalt Creek Master Plan areas.

Schnitzer Properties owns and is actively planning the development of industrial land within the Basalt Creek and Coffee Creek Planning Areas. We share the City's objectives for high-quality industrial district. Our purpose in this testimony is constructive: to identify where the current form-based code, carried forward from the Coffee Creek Design Overlay, does not yet provide a clear and objective development track for the large-format flex industrial and employment sites and buildings the State, Metro, and Business Oregon are actively seeking to make shovel-ready in this region, and to offer specific, narrowly tailored amendments that preserve the City's policy goals while making them workable at industrial scale.

The economic consequences of the current standards are significant. As demonstrated in the enclosed analysis, applying the connection-spacing and associated site-design standards to a representative industrial site significantly reduces usable land and cuts achievable building area. These reductions impact and determine whether projects can be financed and built at all. Industrial development is underwritten on the leasable building area a site can support relative to its land and infrastructure cost; when usable area and footprints are cut to this degree, projects no longer pencil, financing cannot be

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, OR 97205
503.242.2900
schnitzerproperties.com

secured, and the land sits undeveloped as demonstrated in lack of development in Coffee Creek to date. The proposed amendments are therefore necessary for projects in both Coffee Creek and Basalt Creek to obtain financing and proceed.

When these sites are allowed to develop with the large-format buildings that major employers require, they generate the assessed value, jobs, and property-tax revenue the City and County rely upon. That revenue is also what funds the Coffee Creek and future Basalt Creek area's tax-increment financing and supports the Urban Renewal Districts, ultimately, the City's broader investment in public infrastructure, including the improvements the Districts are intended to deliver. Standards that fragment sites or create unfunctional sites and buildings directly suppress the long-term tax base, the increment available to the District, and the employment density the Coffee Creek and Basalt Creek area is intended to achieve.

We would also note that the prescriptive standards applied here, particularly the maximum connection spacing, the parking-location restrictions along addressing streets, and the building setback and retaining-wall limitations are not found in the employment and industrial zones of any other jurisdiction in the metro area. The Coffee Creek and NWI standards impose a level of street, block, and frontage prescription on industrial land that is not applied to comparable industrial districts elsewhere in the region.

It is also important to put the origin of these standards in context. The direction frequently cited from the prior Basalt Creek master planning and the Coffee Creek Design Overlay process occurred under a different plan, a different market, and a different set of commissioners and councilors than those now guiding this effort. Neither that earlier process nor the current Basalt Creek master planning process has incorporated meaningful input from the stakeholders who actually design, finance, construct and operate employment and industrial property. The result is a set of standards that, in our experience, no such stakeholder would support and as noted above, has contributed to the lack of development to date and that no other jurisdiction in the metro area has adopted similarly for its employment and industrial zones.

Underlying many of these concerns is a fundamental mismatch in design intent. The connectivity and block standards, maximum block lengths, frequent supporting streets and through connections, parking placed between the building and the street, primary-entrance visibility, and articulated street-facing façades, reflect the design vocabulary of a town center or office/mixed-use district, where small blocks, walkability, and street-fronting storefronts are the goal. They are not well suited to industrial development, where large flat building pads, deep truck-maneuvering and loading areas, and the separation of freight from passenger and pedestrian traffic are essential to function and safety. The repeated need for waivers documented in the enclosed case files reflects this mismatch: the current standards ask industrial buildings to behave like town-center, mixed use or office buildings, and the result is reduced developability, compromised site safety, and the recurring waiver requests the record now shows.

The clearest evidence of this mismatch is the City's own record of waivers. Each of the four recently completed industrial projects reviewed in the enclosed analysis was unable to be built as designed

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, OR 97205
503.242.2900
schnitzerproperties.com

without waivers from the Coffee Creek Design Overlay standards. The applicants in those cases (Case Files DB20-2022, DB21-088, DB22-0007, and DB22-0011) collectively requested numerous waivers, including five and seven waivers on two of the sites alone, addressing parking location along addressing streets, the number and width of driveways needed for truck maneuvering, loading-berth placement, and retaining-wall height. These were not edge cases or poor designs; they were conventional industrial buildings responding to ordinary site, grading, and freight circulation needs. When every industrial project that has come through the district has required waivers to function, that is a strong indication that the standards themselves, not the projects, need revision. Keep in mind these projects were not large scale and even with the waivers, the resulting designs were still lack functionality. Our proposed amendments would convert these recurring, discretionary waivers into a clear and objective track, giving both the City and applicants greater predictability while preserving the underlying design intent.

Our intent behind our memos is to set these districts up to succeed. The changes we propose are not about easing standards for their own sake. They are about providing functional sites with the characteristics and operating needs that all large industrial and employment businesses require. Without them, larger aggregated sites become difficult to develop in a way that does not deliver the desired industries, job density, and tax base the community is expecting. We have already seen this consequence play out as there continues to be a significant lack of development in Coffee Creek today, due in part to the existing standards. Basalt Creek should not be set up in the same manner only to follow the same outcome.

Two attachments accompany this letter:

Attachment 1 — Review of NWI Zone / Coffee Creek Development Standards. An illustrated narrative analyzing how the existing Coffee Creek Design Overlay standards apply to large, speculative, flex/multi-tenant industrial sites, together with a review of four recently completed projects within the Coffee Creek Design Overlay District. Each of those projects required multiple waivers from the adopted standards, demonstrating that the requirements are difficult to satisfy for industrial use as currently written.

Attachment 2 — Proposed Code Amendments to the Northwest Industrial (NWI) Zone. A set of specific proposed amendments to the draft NWI Zone form-based code, each accompanied by supporting findings. The amendments address connection spacing for aggregated industrial sites, driveway widths, parking location and design, grading and retaining walls, primary building entrance definitions and visibility, building setbacks, and permitted uses. They do not remove the City's existing requirements, but rather expand upon the original Form-Based Code and Pattern Book goals so they function for industrial-scale sites and buildings.

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, OR 97205
503.242.2900
schnitzerproperties.com

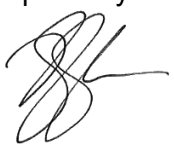
We offer this testimony candidly, and with respect for the Commission and staff. To date, our efforts to work collaboratively with City planning staff on these standards have not been met with the level of engagement we had hoped for. At the City's request, we invested significant time and expense to prepare the enclosed memos, which identify the specific standards in need of revision and propose targeted, alternative code language for each. Our expectation was that staff would evaluate those memos on their substance and provide a written explanation of why any particular proposed standard does not work so that we could collaborate toward a workable solution. We remain ready and willing to work through each proposal in detail, and we respectfully ask the Commission's assistance in directing that level of substantive, written engagement.

We respectfully request that the Commission consider the enclosed analysis and proposed amendments on their merits as it refines the NWI Zone standards. We believe these changes will help the City deliver regionally competitive, shovel-ready industrial land and the jobs, tax base, and Urban Renewal District revenue that come with it while maintaining the design-quality objectives that the form-based code was intended to achieve.

Given the technical nature of these standards and the detail in the enclosed memos, we would welcome the opportunity to present this material to the Commission directly. We respectfully request that the Commission allow sufficient time at the July 8th work session for our team to walk through the analysis and proposed amendments and to respond to the Commission's questions. We are prepared to present and to engage in a substantive discussion, and we will tailor our presentation to whatever time the Commission is able to allot.

We appreciate the Commission's time and consideration of this important effort, and we look forward to working together toward standards that allow the Basalt Creek and Coffee Creek areas to succeed. Please do not hesitate to contact me with any questions.

Respectfully submitted,



Ryan Schera
Vice President of Development
Schnitzer Properties

Enclosures (2):

1. Review of NWI Zone / Coffee Creek Development Standards
2. Proposed Code Amendments to the Northwest Industrial (NWI) Zone

VLMK
ENGINEERING + DESIGN

CC NARRATIVE

OVERVIEW:

This series of exhibits will explore the City of Wilsonville Coffee Creek Overlay Standards and how they affect traditional, speculative, multi-tenant industrial sites. The four most recent developments within the existing Coffee Creek Overlay District will also be reviewed. The purpose of these exhibits is to provide topics for discussion with the City of Wilsonville.

EXHIBIT A

The exhibit depicts a typical multi-tenant, speculative industrial building. These speculative buildings are typically in excess of 800 feet in length and can sometimes exceed 1,000 feet. Large building areas like these provide the greatest level of flexibility for prospective tenants, allowing them to lease as much or as little as necessary. Primary building entrances are spaced at regular intervals insuring even proximity to nearby site elements. By placing the majority of on-site parking between the right-of-way and the primary building entrances, employees and potential clients can enter and exit the building without needing to walk excessive distances. This also provides a level of safety for ingressing pedestrians as their path does not traverse the truck maneuvering areas. Typical drive aisles are 40 feet in width, allowing ample maneuvering for a wide range of delivery vehicles entering and exiting.

EXHIBIT B

This exhibit has taken the same site dimensions and began to apply the proposed Coffee Creek Design Overlay Standards. Particularly, this exhibit explores the connection spacing requirement (Table CC-1). The site is divided into four separate areas to comply with the maximum spacing requirement of supporting streets. Each area is also required to meet the street improvement, building setback, and parking setback requirements. In comparison to exhibit A, this lowers the usable site from 87% down to 55%, a reduction of 32%. The maximum spacing requirement also limits the size of potential buildings which ultimately limits the end-user's flexibility. Each divided parcel section is also shown with two driveways, a primary driveway of 24 feet and a secondary driveway of 40 feet. It is unclear if more than two driveways are allowed. Parcel access is also shown complying with the minimum 150 foot distance separation between connection intersections.

Table CC-1: Street Design and Connectivity

	Addressing Streets	Supporting Streets	Through Connections
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road as shown on Figure CC-1, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, Cahalin Road, Garden Acres Road, Clutter Street, and "Future" Street.	Supporting Streets are those meeting Specifications, Figure CC-2. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections are those meeting Specifications, Figure CC-3. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access.
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure CC-5.		

Table CC-3: Site Design			
	Addressing Streets	Supporting Streets	Through Connections
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10%		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure CC-6. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure CC-6. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure CC-6	150 feet, minimum See Figure CC-6
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.	24 feet, maximum or complies with Through Connection Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for secondary driveway providing access for heavy delivery vehicles, large trucks, etc.

EXHIBIT C

Exhibit C depicts an example site plan meeting the Coffee Creek Design Overlay standards. Here in this example, to comply with the connectivity and site design standards, the buildings' potential footprints are reduced by nearly half. This ultimately restricts an end-user's flexibility and limits the potential type of building occupant to small businesses or user-specific buildings. These standards also do not provide clear direction for multi-tenant buildings that have multiple primary entrances. This presents a multitude of unforeseen problems. Buildings C & D are allowed to face any supporting street per Table CC-4. However, to meet the visibility requirement, all primary building entrances are required to have a direct line of sight to an Addressing Street. Another example is that the parking restriction along Addressing Streets is limited to just sixteen spaces. In the example layout shown, a number of potential tenants in both building's A and B are at an immense disadvantage as their proximity to available parking is remote. In some cases, customers could expect to walk over 300 feet to arrive at the front door. These standards force much of the parking to occur at the back of the building. Many staff can also expect to walk well over 600 feet to the primary building entrance as much of the parking is behind the delivery vehicle maneuvering area. Additionally, this presents a safety hazard as staff will be required to walk through these same areas.

It should be noted that in Table CC-3, parking is permitted between the right-of-way of the Supporting Street and the building with a 15 foot minimum setback from the right-of-way. However, as noted below in Table CC-4 the maximum setback allowed for buildings facing a Supporting Street is 30 feet. Typical parking stall depths are 18 feet, when combined with the 15 foot minimum setback, the minimum space needed for parking between the building and the street is 33 feet. This does not take into account the 24 feet needed for travel lanes and the additional 18 feet for a double loaded parking lot. In essence, this combination of zoning ordinance requirements is a de facto ban on parking between a Supporting Street and a Building. The only recourse for this is to request a waiver.

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02).

Table CC-4: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure CC-5.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • Required Canopy: 20% • Transparency: 20%		
Accessible Entrance *	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure CC-7.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure CC-7.	
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy *	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum

EXISTING PROJECTS IN THE COFFEE CREEK DESIGN OVERLAY DISTRICT

Exhibits D through G review some of the most recent completed projects in the Coffee Creek Design Overlay District. As noted below, there are several deviations from the Coffee Creek Overlay Standards. It is understood that the Pattern Book is an available tool and provides alternate design pathways for proposed projects. The purpose of these exhibits is to provide topics of discussion for some of the as-built deviations.

EXHIBIT D

SW Clutter Road is identified as an Addressing Street in the Overlay Standards. The building located at 10680 SW Clutter Road has two primary entrances, neither of which appear to be Supporting Streets or Through Connections as required in Figure CC-5. Additionally, based on the site design, it appears neither entrance complies with the primary entrance width requirements of 24 feet. A 19 bay, recessed truck-well is located along the Addressing Street, this is something that is not permitted as noted in Table CC-3 (Off-Street Loading Berth).

Table CC-3: Site Design

	Addressing Streets	Supporting Streets	Through Connections
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas. Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.	No limitation. Shall meet minimum standards in Section 4.155(.05).	
Carpool and Vanpool Parking	No limitation		

Excerpt from Case File DB20-2022
Waivers to Coffee Creek Industrial Design Overlay District Standards

The applicant is requesting five waivers, all of which relate to Table CC-3 Site Design and Table CC-4 Building Design within Section 4.134 (.11) Development Standards Table. To facilitate shifting the building to the south in order to preserve the strand of mature Douglas fir trees, the loading berths have been positioned to the front of the building. As only one loading berth is permitted on an Addressing Street frontage a waiver is required. In addition, with a public entrance at each corner of the building and loading berths in between, it is not practically feasible to locate the short term and ADA parking in a single bay on the SW Clutter Street frontage as allowed by the Development Code, as it would require visitors to walk a significant distance and navigate the circulation areas for the trucks to get to the other building entrance. Locating the parking spaces in two separate parking bays requires a waiver from the Site Design standards. In order to provide a cohesive design the applicant has matched the canopy at the building entrances with the canopy along the loading docks, which triggers the three (3) waivers for required ground floor height, canopy height, and based body and top dimensions.

Outlined in Case File DB20-0022, the applicant of this project requested five waivers. One of the waivers granted was to allow more than one bay of parking between the Addressing Street and the building due to the impracticality of locating the short term and ADA parking in a single bay as it would require visitors to walk a significant distance and navigate the circulation areas for the trucks to get to the other building entrance. A similar condition exists on Exhibit C if the hypothetical project site would be required to comply fully with the design overlay standards.

The applicant also requested a waiver to grant one at-grade loading berth and 19 recessed loading berths between the building and the Addressing Street. As noted above, only one at-grade berth is allowed. Due to existing on-site conditions the design was required to request a waiver in order to comply with another design standard.

While the applicant did not request a waiver for the larger parcel drive access points, it should be noted that this is a reoccurring theme throughout the example projects.

EXHIBIT E

Both SW Grahams Ferry Road and SW Green Acres Road are identified Addressing Streets. The property located at 25080 SW Grahams Ferry Road has three driveway access points, one of which is off of SW Garden Acres Road. Based on the site design, there is one primary entrance off of the supporting street and two secondary parcel access points, one of which is along an identified addressing street. As outlined in Table CC-3 on-site parking along an Addressing Street is limited to 16 stalls with a maximum adjustment up to 20 spaces permitted along the street. The as-built parking along SW Garden Acres Road shows a total of 49 parking stalls along the Addressing Street, an excess of 29 stalls even with the maximum adjustment.

Excerpt from Case File DB21-088
Waivers to Coffee Creek Industrial Design Overlay District Standards

The subject property is uniquely challenging for industrial use for several reasons. The irregular four-sided site is surrounded on all four boundaries by right-of-way or access roads including Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road on the east and west, the unimproved right-of-way for SW Cahalin Road on the north, and a required Supporting Street on the south. This coupled with the slightly sloping topography of the site, need for a large level industrial building that is oriented on a north/south axis, and desired separation of truck from passenger vehicle and pedestrian circulation results in little area on the north and south sides of the building for required site improvements. The applicant is, therefore, requesting seven waivers, all of which relate to Table CC-3 Site Design and Table CC-4 Building Design within the Section 4.134 (.11) Development Standards Table.

… The applicant proposes to increase the width of the southwest driveway to 50 feet to accommodate vehicle turning movements into the site from the Supporting Street, exceeding the maximum allowed width…

Waivers are requested to: widen the southwest driveway from the Supporting Street to the truck circulation area on the west side of the building (Waiver 1); locate the majority of vehicle parking at the front of the building on SW Garden Acres Road, an Addressing Street (Waiver 2); reduce the parking area setback from SW Garden Acres Road (Waiver 3); exceed the allowed retaining wall height on SW Grahams Ferry Road (Waiver 4); and locate the trash/recycling enclosure on SW Grahams Ferry Road, an Addressing Street, proximate to the loading docks and truck circulation at the back of the building (Waiver 5). In addition, two waivers are requested at the buildings primary entryways to allow exterior/interior design continuity and increase weather protection for pedestrians by reducing the height of the entry canopies (Waiver 6) and the interior ceilings in the office endcaps (Waiver 7). The waiver requests are outlined in the Summary section, above, and in detail under Request D, later in this staff report.

The applicant for the above project requested a total of seven waivers to the design overlay standards. They have also indicated a desire for separation of truck from passenger vehicle and

pedestrian circulation. This, again, is an issue that the 'by the book' standards do not consider. The solution for this problem was for the design to require 49 of the 71 stalls to be placed between one of the Addressing Streets and the Building. Another waiver requested was the need for a larger than allowed parcel access width due to delivery trucks needing a greater level of maneuvering clearance than their passenger vehicle counterparts.

EXHIBIT F

Table CC-3 indicates that retaining walls that are not visible from an adjacent street are to be 60 inches maximum in height. Retaining walls also may be stepped when grade differential is over 30 inches. Located at 9710 SW Day Road, a substantial retaining wall exists along the Northwest portion of the site. Based on street imagery, substantial portions of the retaining wall are in excess of 10 feet in height along the Western property boundary.

Table CC-3: Site Design			
	Addressing Streets	Supporting Streets	Through Connections
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • Retaining Wall Design: 20%		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum when visible from adjacent streets and 60 inches tall maximum when visible only to users from within a site. Where the grade differential is greater than 30 inches, retaining walls may be stepped.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.		

Excerpt from Case File DB22-0007
Waivers

The applicant requests two (2) waivers from Section 4.134 (.11) Development Standards Table CC-3 Site Design. The requested waivers relate to Parking Location and Extent on an Addressing Street and Retaining Wall Height and Design on an Addressing Street. The waiver requests are discussed in more detail in the Discussion Points – Discretionary Review of this staff report. See also Request D…

Request D

The applicant requests to waive the vehicle parking area design standards from the Coffee Creek Design Overlay District. Subsection 4.134 (.11), Table CC-3, 4. Parking Location and Extent/Addressing Streets allows 16 spaces maximum with an adjustment to 20 spaces on an Addressing Street. This parking is limited to one double-loaded bay to be designated for short-term (1 hour of less), visitor, and disabled parking only between the right-of-way of the Addressing Street and building… The applicant proposes 15 vehicle parking spaces on the north side of the building between the building and Addressing Street SW Day Road, which is less than the maximum of 16 spaces. However, the applicant proposes to designate nine (9) of the 15 spaces for employees, which is not permitted by the standard, thus requiring a waiver. The applicant states the rationale for requesting this waiver as summarized below:
The configuration is proposed because the northwest corner of the building, closest to SW Day Road, is where the primary building entrance and office endcap is located. This corner, therefore, will be immediately visible to any motorist entering the driveway and the northern parking area will be conveniently located for use by visitors. Two (2) ADA accessible spaces are proposed to be located closest to the main entrance; however, an industrial facility of the type and size proposed typically has relatively few short-term visitors. Therefore, prohibiting employees from parking within the north

parking area would reserve an excessive number of parking spaces for a non-existent user group, which would be wasteful and inefficient… The north parking area is ideal for safe and efficient access to the building for drivers with disabilities and short-term visitors, but their number cannot reasonably be expected to reach 15 at any time. The north parking area is also the appropriate parking location for employees who work primarily in the office part of the building, located at its northwest corner. Office employees who park in the spaces provided south of the building would have to walk through the warehouse to reach the office area. Further, a pedestrian walkway along the west side of the building is not feasible as it is the primary loading area for trucks. Therefore, it is reasonable to allow office staff to park in the north parking area, while meeting the intent of the standard by designating an appropriate number of spaces for short-term/visitor use.

The applicant requests to waive the maximum retaining wall height standard from the Coffee Creek Design Overlay District. Subsection 4.134 (.11), Table CC-3, 5. Grading and Retaining Walls/Maximum Height/Addressing Streets requires landscape retaining walls to be a maximum of 48 inches tall; there is an allowed adjustment of 20% to 57.6 inches…
The retaining wall is proposed to exceed four (4) feet in height over a span of approximately 785 feet, including roughly 182 feet in the north, 450 feet in the center, and 153 feet in the south sections. The wall height varies from grade at the west extent of the north wall to 18.7 feet at the northeast corner of the wall, 18.7 feet along the entire eastern (central) segment to the southeast corner, and descending to grade at the west extent of the south wall…
The applicant provides detailed rationale for requesting this waiver as summarized below:
Tapman Creek flows from north to south through the site within the SROZ, with a required 50-foot vegetated corridor (protective buffer) on both sides of this wetland resource. The larger part of the property's upland developable area is located east of the Tapman Creek corridor. This area has an east-west dimension between roughly 555 and 600 feet and increases in grade from about 244 feet at the west (along the Tapman Creek 50-foot buffer edge) to 285 feet along the east property boundary. This 41-foot vertical difference results in an overall cross-slope of about 7.1%, which is incompatible with development of a large-floor industrial building that generally requires flat floors (zero percent slope) with egress or fire/emergency access doors at multiple locations around the perimeter. In addition, operational areas for semi-truck and trailer circulation should not exceed a cross-slope of 3%. In this context, creating a pad area capable of supporting industrial use at scale requires cutting into the uphill side of the subject site and filling on the downhill side, to form a sufficiently level platform area of adequate size for the proposed use.

As indicated above, the applicant expresses the incompatibility stepped grading has on large-floor industrial buildings. Additionally, operational areas for semi-trucks and trailers for any industrial development require a cross-slope of no more than 3%. The required solution for this problem was to develop a retaining wall in excess of 18 feet in order to construct a building that would meet the above criteria. It was also briefly mentioned in Exhibit E that a waiver for grading and retaining was necessary because the site conditions were not compatible with the overlay standards.

EXHIBIT G

With the most recent change to the Coffee Creek Design Overlay District, this site complies with the standards. However, as noted in the previous exhibit, a waiver was required at the time of design to

construct a 40 foot drive aisle necessary for truck maneuvering. The exhibit also demonstrates that the 'by the book' site design requires parking for the employees to be placed behind the truck maneuvering and loading areas. This was noted as a safety hazard in previous exhibits and created excessive travel distances for the building staff.

Excerpt from Case File DB22-0011
Waiver to Coffee Creek Industrial Design Overlay District Standards The applicant requests to waive the driveway width standards from the Coffee Creek Design Overlay District for the east site access from the Supporting Street. This driveway is proposed to be 40 feet wide to accommodate truck turning movements into the site from the Supporting Street. This requires a waiver from Subsection 4.134 (.11) Table CC-3 1. Parcel Access/Parcel Driveway Width/Supporting Streets, which allows a driveway width of 24 feet maximum or compliance with the Supporting Street standards… The applicant states the rationale for requesting this waiver as follows: the 40-foot-wide driveway is necessary to accommodate truck operations for turning requirements, movement, circulation, and safety considerations.

PRELIMINARY SITE PLANS (SCHEME 08)

This exhibit, (Scheme 08) shows the project site utilizing the required connection spacing standards outlined in Table CC-1. This design focuses on creating the maximum blocks allowed in the overlay standards. The assumed footprints are reduced to less than half of what is typically needed for large-footprint industrial buildings.

The next exhibit demonstrates the remaining usable area when the grading and retaining wall standards in Table CC-3. Each quadrant's usable site area is considerably reduced, leaving little to no room for on-site parking.

PRELIMINARY SITE PLANS (SCHEME 05)

Scheme 05 shows a possible master plan for the project site. Buildings are elongated to provide ample semi-truck and trailer docking positions as well as several primary building entrances that will accommodate several diverse tenants. Overlayed in this exhibit, are the Coffee Creek connection spacing standards placed between the buildings. These connection spacing standards will require six supporting streets and the end result will reduce building footprints to a fraction of their intended design.

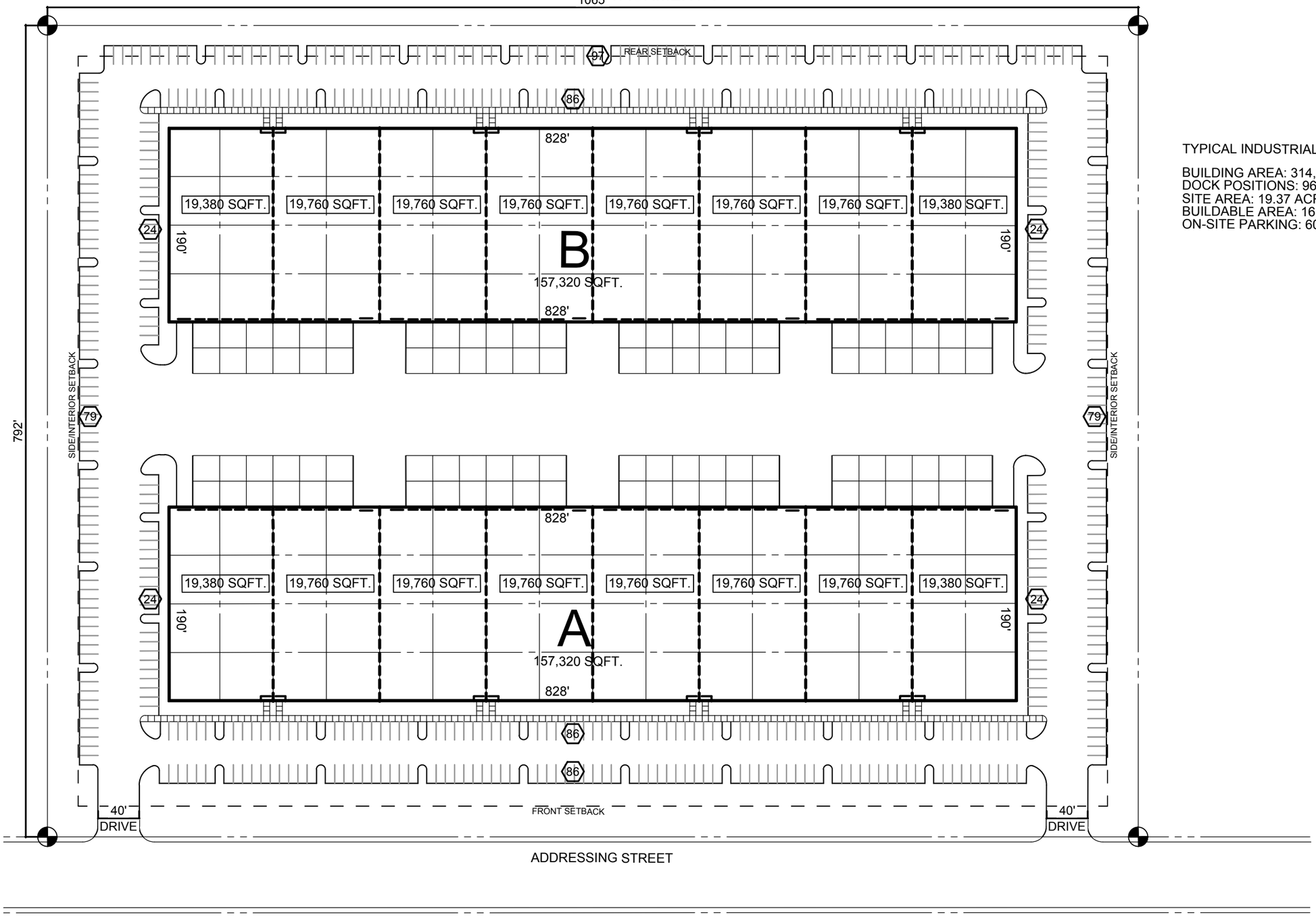
The final and preferred site plan, shows several buildings of varying sizes which provide the greatest level of flexibility for the end-user. Semi-truck and trailer maneuvering areas are concentrated centrally between the buildings, minimizing their potential interaction with passenger vehicles and pedestrians. On-site parking for staff and visitors is located between the right-of-way and the building, providing ease of access and direct line of site from the Addressing and Supporting Streets to the building entrances. All parcel access points are proposed to be at least 40 feet in width which will provide semi-truck and trailers the necessary maneuverability and safety clearances needed to enter and exit the roadways.

WILSONVILLE PROPOSED ROADWAY EXHIBIT

In conjunction with the preferred site plan, the proposed roadway exhibit raises concerns for the level of developability on site. The project would propose to retain the existing intersection at Clay Street and SW Grahams Ferry Road. Additionally, given that the parcels are under the same ownership and will be designed simultaneously, the local streets proposed within subject properties are not necessary and would only further reduce the parcel(s) usable space.

CONCLUSION

The Coffee Creek Overlay requirements are meant to provide clear and objective regulations and guidelines for street design, circulation, building form and architecture, and landscaping. However, as more projects and sites are developed this area and moreover, developed in the Basalt Creek Planning Area, the City will continue to see waivers from developers for the standards mentioned above. This site is no exception, and as demonstrated, will require several waivers if the standards are allowed to go into effect.



TYPICAL INDUSTRIAL SITE WITH SETBACKS

BUILDING AREA: 314,640 SQFT.
DOCK POSITIONS: 96 SPACES
SITE AREA: 19.37 ACRES (843,890 SQFT.)
BUILDABLE AREA: 16.89 ACRES (736,048 SQFT.) 87% USABLE
ON-SITE PARKING: 609 SPACES

EXHIBIT A

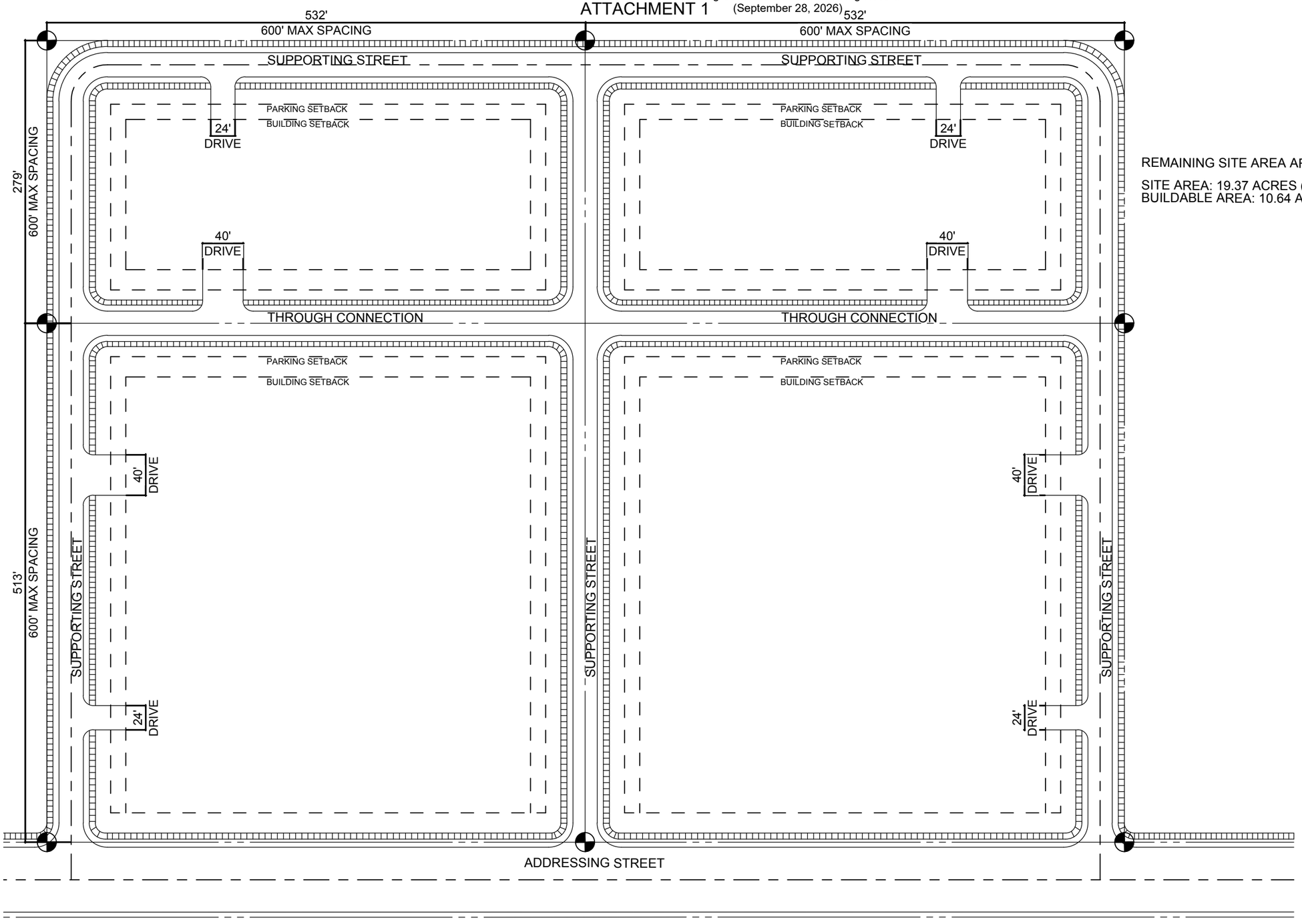
1" = 100.0'

100 0 100 200 300

\\srv07\vlmk-projects\Acad2021\202104120-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com



REMAINING SITE AREA AFTER ROADWAY AND EASEMENT DEDICATIONS

SITE AREA: 19.37 ACRES (843,890 SQFT.)
BUILDABLE AREA: 10.64 ACRES (463,534 SQFT.) 55% USABLE

EXHIBIT B

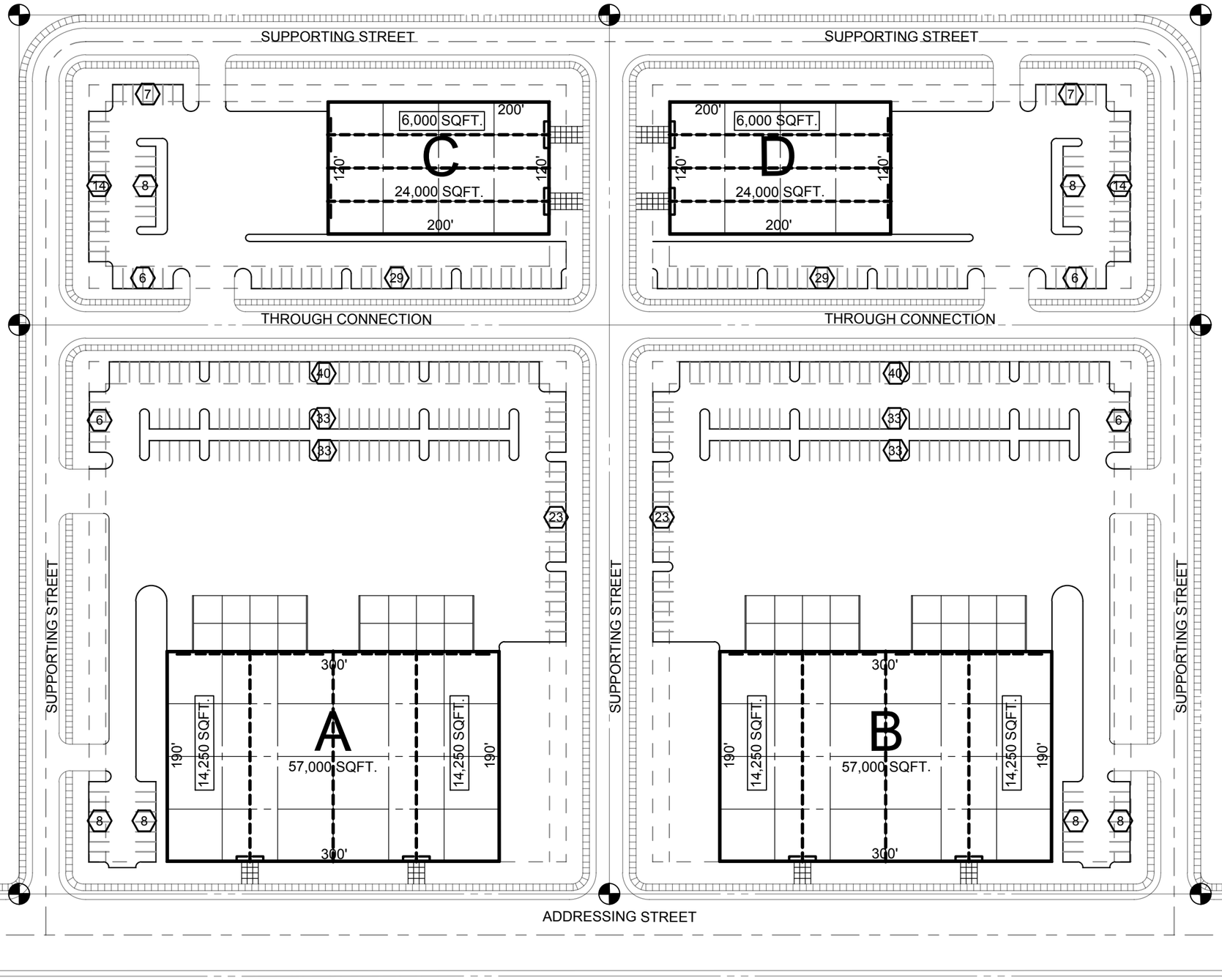
1" = 100.0'

100 0 100 200 300

\\srv07\vlmk-projects\Acad2021\202104120-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com



SITE CONSTRAINTS

BUILDING AREA: 162,000 SQFT.
BUILDING REDUCTION PERCENTAGE: 49%
DOCK POSITIONS: 32 SPACES
DOCK POSITION REDUCTION PERCENTAGE: 66%
ON-SITE PARKING: 430 SPACES
ON-SITE PARKING REDUCTION PERCENTAGE: 30%

EXHIBIT C

1" = 100.0'

100 0 100 200 300

\\srv07\vlmk-projects\Acad2021\202104120-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com



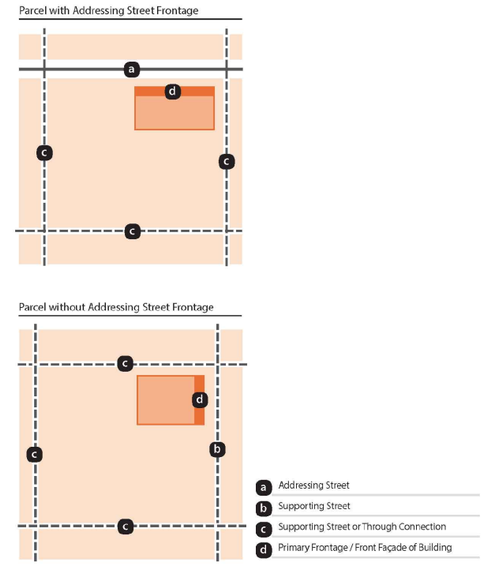
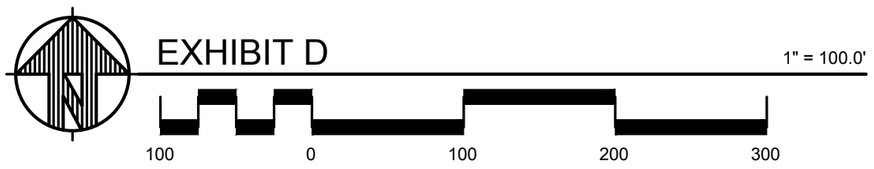


Figure CC-5 - Connection Hierarchy and Primary Frontage



Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com

\\srv07\vlmk-projects\Acad2021\20210412\0-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM



4. Parking Location and Design		
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street	
Parking Location and Extent	Limited to 16 spaces, maximum, 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.
		Parking is permitted between right-of-way of Through Connection and building.

EXHIBIT E

1" = 100.0'

100 0 100 200 300

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com

\\srv07\vlmk-projects\Acad2021\2021041210-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM



5. Grading and Retaining Walls		
	General	The following Development Standards are adjustable: • Retaining Wall Design: 20%
	Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum when visible from adjacent streets and 60 inches tall maximum when visible only to users from within a site. Where the grade differential is greater than 30 inches, retaining walls may be stepped.
	Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.
	Retaining Wall Design	Retaining walls longer than 50 linear feet shall be tiered, introducing a 5-foot, minimum horizontal offset between the lowest part and upper part(s) of the wall to reduce their apparent mass.

EXHIBIT F

1" = 100.0'

100 0 100 200 300

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com

\\srv07\vlmk-projects\Acad2021\20210412\0-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM



\\srv07\vlmk-projects\Acad2021\20210412\0-Drawings\EXHIBITS.dwg12/18/2025 2:15 PM

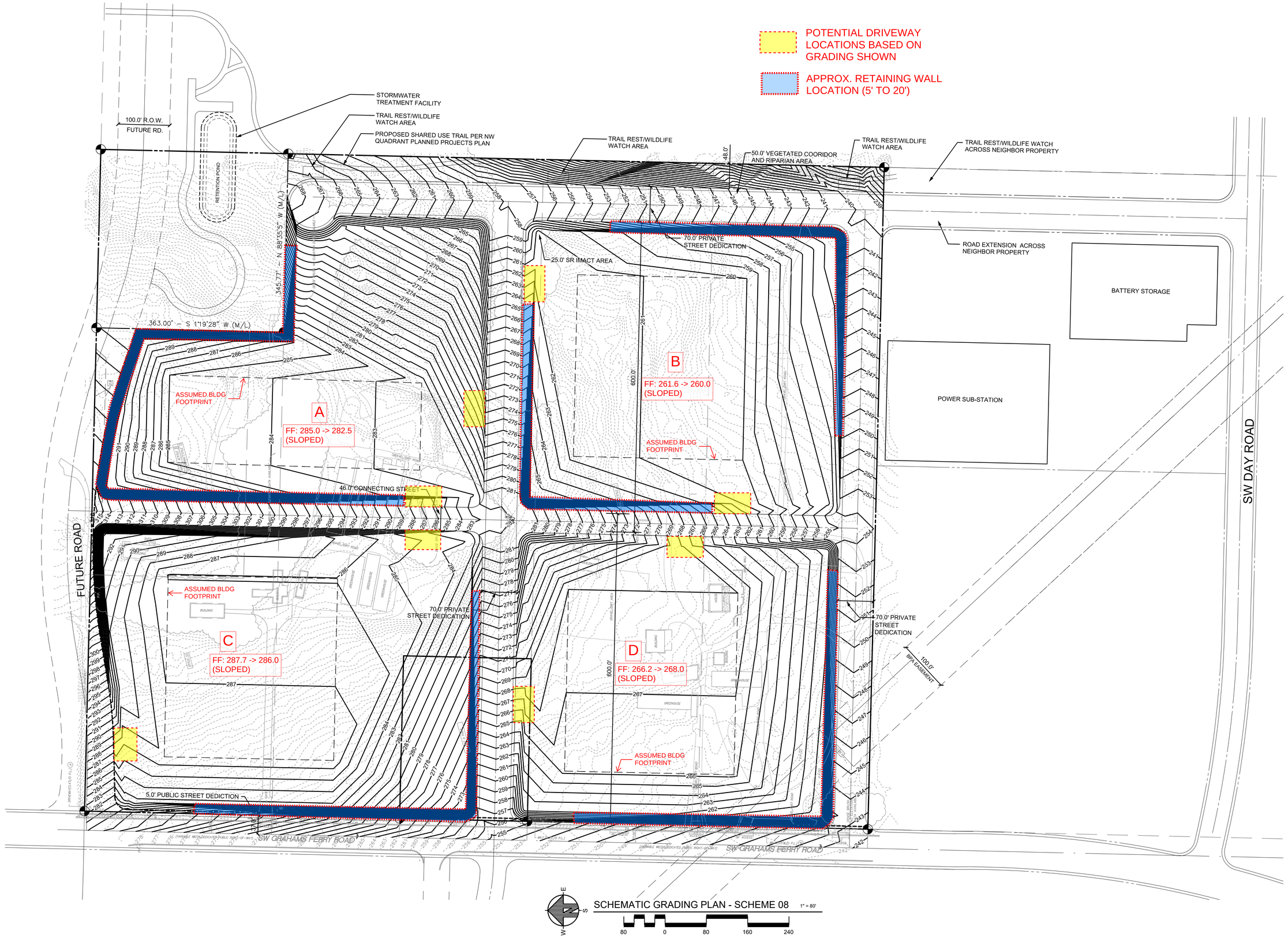
EXHIBIT G

1" = 100.0'

100 0 100 200 300

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue - Portland, Oregon 97239
503.222.4453 www.vlmk.com


POTENTIAL DRIVEWAY LOCATIONS BASED ON GRADING SHOWN
APPROX. RETAINING WALL LOCATION (5' TO 20')
STORMWATER TREATMENT FACILITY
TRAIL REST/WILDLIFE WATCH AREA
PROPOSED SHARED USE TRAIL PER NW QUADRANT PLANNED PROJECTS PLAN
100.0' R.O.W. FUTURE RD.
RETENTION POND
345.17' - N 88°35'5" W (M/L)
363.00' - S 1°19'28" W (M/L)
TRAIL REST/WILDLIFE WATCH AREA
48.0'
50.0' VEGETATED COORIDOR AND RIPARIAN AREA
TRAIL REST/WILDLIFE WATCH AREA
TRAIL REST/WILDLIFE WATCH ACROSS NEIGHBOR PROPERTY
70.0' PRIVATE STREET DEDICATION
25.0' SR IMACT AREA
ROAD EXTENSION ACROSS NEIGHBOR PROPERTY
BATTERY STORAGE
POWER SUB-STATION
600.0'
B
FF: 261.6 -> 260.0 (SLOPED)
A
FF: 285.0 -> 282.5 (SLOPED)
ASSUMED BLDG FOOTPRINT
ASSUMED BLDG FOOTPRINT
46.0' CONNECTING STREET
FUTURE ROAD
SW DAY ROAD
ASSUMED BLDG FOOTPRINT
C
FF: 287.7 -> 286.0 (SLOPED)
70.0' PRIVATE STREET DEDICATION
D
FF: 266.2 -> 268.0 (SLOPED)
600.0'
70.0' PRIVATE STREET DEDICATION
100.0' BPA EASEMENT
ASSUMED BLDG FOOTPRINT
5.0' PUBLIC STREET DEDICTION
SW GRAHAMS FERRY ROAD
SW GRAHAMS FERRY ROAD
SCHEMATIC GRADING PLAN - SCHEME 08
1" = 80'
80 0 80 160 240

ASSUMED BLDG FOOTPRINT

POTENTIAL DRIVEWAY LOCATIONS BASED ON GRADING SHOWN

APPROX. RETAINING WALL LOCATION (5' TO 20')

STORMWATER TREATMENT FACILITY

TRAIL REST/WILDLIFE WATCH AREA

PROPOSED SHARED USE TRAIL PER NW QUADRANT PLANNED PROJECTS PLAN

100.0' R.O.W.
FUTURE RD.

RETENTION POND

TRAIL REST/WILDLIFE WATCH AREA

48.0'

TRAIL REST/WILDLIFE WATCH AREA

TRAIL REST/WILDLIFE WATCH ACROSS NEIGHBOR PROPERTY

70.0' PRIVATE STREET DEDICATION

25.0' SR IMACT AREA

ROAD EXTENSION ACROSS NEIGHBOR PROPERTY

BATTERY STORAGE

POWER SUB-STATION

A

FF: 283.2 -> 281.0
(SLOPED)

B

FF: 269.5 -> 267.8
(SLOPED)

30'

600.0'

46.0' CONNECTING STREET

30'-0"

150'-0"

30'-0"

C

FF: 283.2 -> 281.0
(SLOPED)

70.0' PRIVATE STREET DEDICATION

30'

D

FF: 269.5 -> 267.8
(SLOPED)

70.0' PRIVATE STREET DEDICATION

100.0'
BPA EASEMENT

5.0' PUBLIC STREET DEDICTION

FUTURE ROAD

SW DAY ROAD

SW GRAHAMS FERRY ROAD

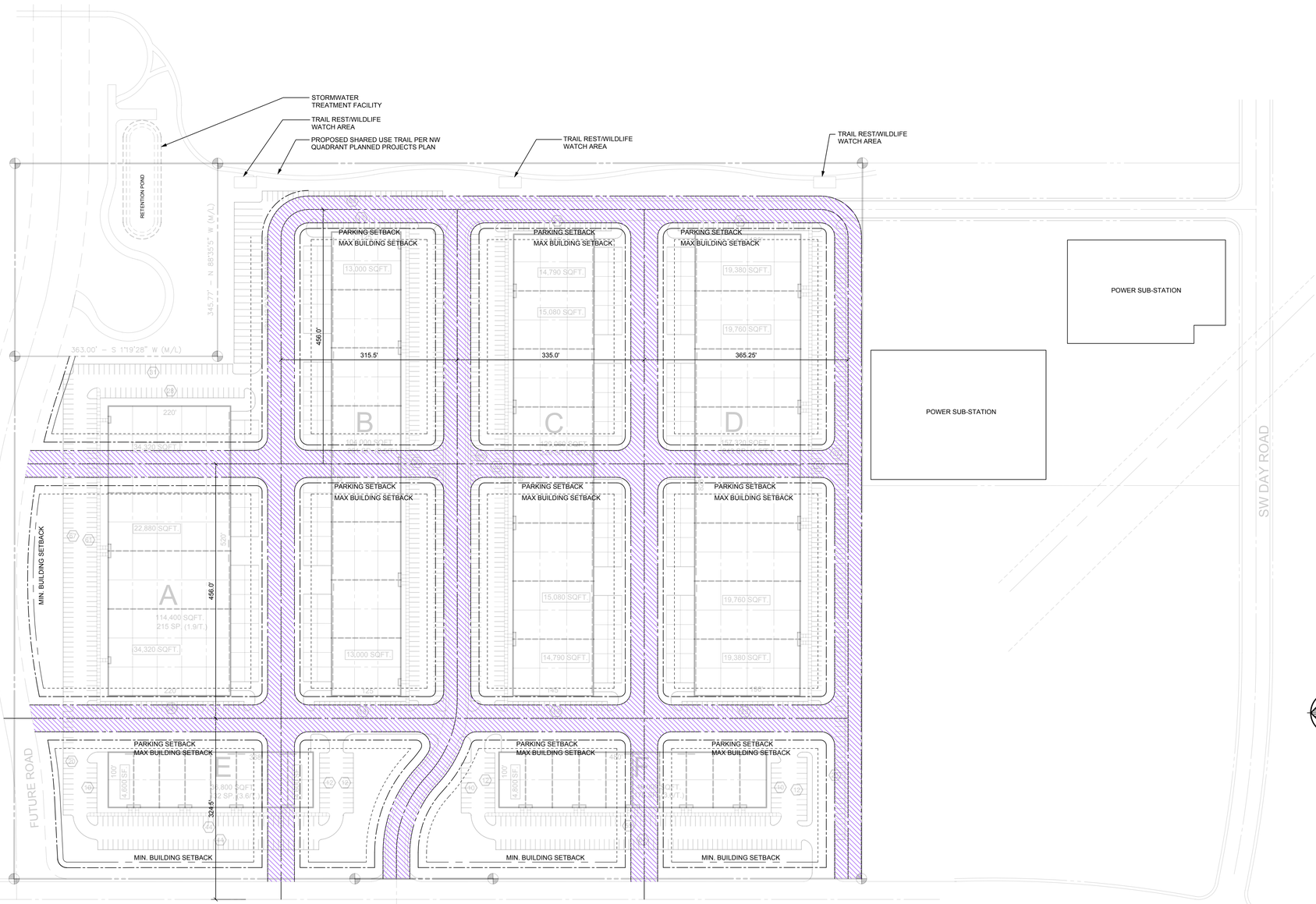
SW GRAHAMS FERRY ROAD

3.2%

3.7%

SCHEMATIC GRADING PLAN - SCHEME 08 1" = 80'

80 0 80 160 240



SITE PLAN - SCHEME-05 SETBACKS

1" = 100.0'

100 0 100 200 300

GENERAL NOTES:

1. PROPERTY LINE BEARINGS AND DISTANCES AS WELL AS SITE AREA CALCULATIONS ARE PROVIDED FOR ZONING AND PERMIT REVIEW ONLY. REAL PROPERTY LEGAL DESCRIPTIONS AND AREA CALCULATIONS ARE TO BE PROVIDED BY A REGISTERED PROFESSIONAL SURVEYOR.

AREA SUMMARY:

SITE AREA:	1,821,128	SQFT.	41.81 ACRES (+/-)
BUILDING A AREA:	114,400	SQFT.	6% COVERAGE
BUILDING B AREA:	104,000	SQFT.	6% COVERAGE
BUILDING C AREA:	120,060	SQFT.	7% COVERAGE
BUILDING D AREA:	157,320	SQFT.	9% COVERAGE
BUILDING E AREA:	46,000	SQFT.	2% COVERAGE
BUILDING F AREA:	48,000	SQFT.	3% COVERAGE
TOTAL AREA:	592,780	SQFT.	33% COVERAGE

Basalt Creek Commerce Center

JANUARY 2026

Schnitzer PROPERTIES

VLMK ENGINEERING + DESIGN
3933 SW Kelly Avenue · Portland, Oregon 97239
503.222.4453
www.vlmk.com

\\srv07\vlmk-projects\Acad\2021\202104120-Drawings\SCHEME-05.dwg - 1/20/2026 1:02 PM

POTENTIAL DRIVEWAY LOCATIONS BASED ON GRADING SHOWN

APPROX. RETAINING WALL LOCATION (5' TO 20')

NOTE: ASSUMES MONOLITHIC WALLS

ESTIMATED GRADING QUANTITIES (EXISTING GRADE TO FINISH GRADE)
CUT: 248,900 CY
FILL: 186,700 CY
NET: 62,200 CY CUT

STORMWATER TREATMENT FACILITY
TRAIL REST/WILDLIFE WATCH AREA
PROPOSED SHARED USE TRAIL PER NW QUADRANT PLANNED PROJECTS PLAN
TRAIL REST/WILDLIFE WATCH AREA
TRAIL REST/WILDLIFE WATCH AREA
RETENTION POND
EG: 265.58
EG: 238.64
EG: 309.50
EG: 298.01
EG: 281.46
EG: 240.21
345.77' – N 88°35'5" W (M/L)
363.00' – S 1°19'28" W (M/L)
(24) 10' X 50.0 TRAILER PKG
POWER SUB-STATION
POWER SUB-STATION
SW DAY ROAD
FUTURE ROAD
SW GRAHAMS FERRY ROAD
SW GRAHAMS FERRY ROAD

A
114,400 SQFT.
215 SP. (1.9/T.)
22,880 SQFT.
34,320 SQFT.
FF: 291.7
-> 290.6
(SLOPED)

B
104,000 SQFT.
261 SP. (2.5/T.)
13,000 SQFT.
34,320 SQFT.
FF: 284.3
-> 283.7
(SLOPED)

C
120,060 SQFT.
229 SP. (1.9/T.)
14,790 SQFT.
15,080 SQFT.
FF: 255 ->
259.1
(SLOPED)

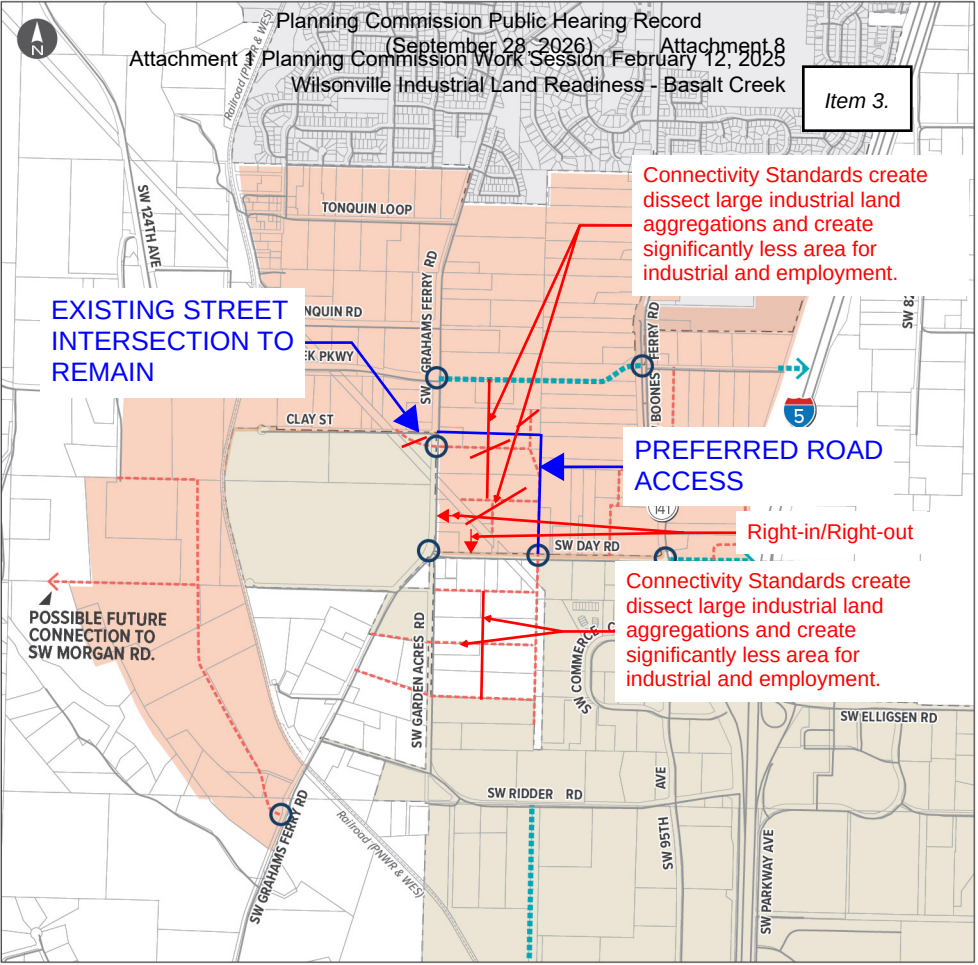
D
157,320 SQFT.
243 SP. (1.5/T.)
19,380 SQFT.
19,760 SQFT.
FF: 248.4
-> 252.5
(SLOPED)

E
36,800 SQFT.
132 SP. (3.6/T.)
4,600 SF.
4,600 SF.
FF: 287.3
-> 285.5
(SLOPED)

F
48,000 SQFT.
176 SP. (3.6/T.)
4,800 SF.
4,800 SF.
FF: 260.6
-> 258.2
(SLOPED)

SCHEMATIC GRADING PLAN - SCHEME 05 1" = 80'

80 0 80 160 240



BASALT CREEK PLANNING AREA
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
TAX LOTS
WILSONVILLE CITY LIMITS
KEY INTERSECTION

Alignments and intersections are fixed. Street alignments shown are conceptual. Actual alignments may follow public streets or private streets in public easements are to be determined as development occurs.

VLMK ENGINEERING + DESIGN

CODE AMENDMENTS

OVERVIEW

It is our understanding the proposed Northwest Industrial (NWI) Zone shall apply to all properties within the Coffee Creek Master Plan and Basalt Creek Master Plan area. The latest draft of the Northwest Industrial (NWI) Zone Form-Based Code Standards do not provide a clear and objective track for large-format industrial sites and buildings. Therefore, Schnitzer Properties, with the assistance of VLMK Engineering + Design, proposes the following amendments to the Northwest Industrial (NWI) Zone. These proposals do not remove existing code requirements entirely but rather expand upon the City's original Form-Based Code and Pattern Book Goals and aim to achieve the following:

- Maintaining the City policy objectives for connectivity requirements but are appropriate for industrial scale sites and buildings.
- Retaining a multi-modal transportation network that accommodates all types of transit and freight in the context of a modern industrial district by expanding the requirements around industrial scale sites and buildings.
- Expanding the public realm design that considers the contribution that landscape design has made to the design quality of other industrial lands in Wilsonville.
- Maintaining the goal of an industrial district that features cohesive and high-quality site, landscape and building design.

Supporting information for each of the proposed amendments can be found under the *Findings* heading.

PROPOSED AMENDMENTS

Proposal 1:
Amend Table NWI-2: Street Design and Connectivity – Connection Spacing to add: 1,400 feet, maximum centerline to centerline for developments in aggregate of 9 or more acres across all phases of development.

Proposal 2:
Revise Table NWI-4: Site Design Section 1. Parcel Access – Parcel driveway Width (Supporting Streets, Through Connections) to read - 24 feet, maximum or complies with Supporting Street Standards for primary driveway providing access for passenger vehicles, light delivery, etc. 40 feet, maximum for accessory driveway(s) providing access for heavy delivery vehicles, large trucks, etc. Where the primary driveway provides combined access for passenger vehicles and heavy delivery vehicles, the maximum width shall be 40 feet.

Proposal 3:
Revise Table NWI-4: Site Design Section 2. Parcel Pedestrian Access – Parcel Pedestrian Access Width to read: 6 feet wide, minimum for pedestrian connections between the primary street frontage and Primary Building Entrance(s).

Proposal 4:
Revise Table NWI-4: Site Design Section 4. Parking Location and Design – Parking Location and Extent (Addressing Streets) to read: Limited to 28 spaces per Primary Building Entrance, maximum. 10% of spaces designated for short-term (1-hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.

Proposal 5:
Revise Table NWI-4: Site Design Section 4. Parking Location and Design – General to read:
The following Development Standards are adjustable:

- Parking Location and Extent: up to 120 spaces permitted on an Addressing Street.

Proposal 6:
Revise Table NWI-4: Site Design Section 5. Grading and Retaining Walls – Maximum Height to read: Where grade differential is greater than 30 inches, retaining walls shall be stepped or provided with horizontal reveals or other techniques (such as a mechanically stabilized earth, concrete panel wall with quarry stone face look or modular/ultra block) no greater than 60 inches in height to reduce their apparent mass.

Proposal 7:
Revise Table NWI-4: Site Design Section 5. Grading and Retaining Walls – Required Materials to read: Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate. Or mechanically stabilized earth, concrete panel wall with quarry stone face look; or modular/ultra block.

Proposal 8:
Revise Table NWI-4: Site Design Section 5. Grading and Retaining Walls – Retaining Wall Design to read: Retaining walls longer than 50 linear feet shall be offset horizontally, introducing a 5-foot deep, minimum horizontal offset, or provided with vertical reveals or other techniques (such as a mechanically stabilized earth, concrete panel wall with quarry stone face look or modular/ultra block) at 50-foot intervals to reduce their apparent mass.

Proposal 9:
Amend Table NWI-5: Building Design Section 2. Primary Building Entrance to include: Primary Building Entrance, Defined – The Primary Building Entrance shall be defined as any doorway, set of doors, revolving door, vestibule or other portal that is ordinarily used to gain access to the building by its users and occupants. Where more than one entrance is provided, each entrance shall comply with the applicable provisions of the design overlay district.

Proposal 10:
Revise Table NWI-5: Building Design Section 2. Primary Building Entrance – Visibility to read: Direct line of sight from the Primary Frontage to the Primary Building Entrance.

Proposal 11:
Revise Table NWI-5: Building Design Section 3. Overall Building Massing – Front Setback (Supporting Streets) to read: 20 feet minimum.

Proposal 12:
Revise Table NWI-5: Building Design Section 3. Overall Building Massing – Front Setback (Through Connections) to read: 10 feet minimum.

Proposal 13:
Revise Section 4.134 (.12) Performance and Other Standards: F. Rear and Side Yard Setbacks to read: Ten feet, except as otherwise provided for properties within this zone.

Proposal 14:
Revise Section 4.134 (.12) Performance and Other Standards: B. Block and access standards and Revise Tables NWI-2 and NWI 4 as indicated below:

The aggregation and development of large industrial sites remains a top economic priority for both Business Oregon and Metro. The barriers to doing so in the Portland metro region are well documented and districts like Coffee Creek and Basalt Creek represent large and scalable opportunities to deliver shovel-ready, regionally competitive industrial land the state is advocating for to foster industrial development. The goal is to preserve and utilize as much of the land for site and building operations (employment) in an efficient manner and not to dissect or break up the land with streets which are not necessary. The industrial development community is able to determine what level of connectivity is needed.

Below is the preferred connection route for the Northwest Industrial Regulating Plan. The preferred connective route maintains the City's proposed intersections and complies with the proposed connection spacing.

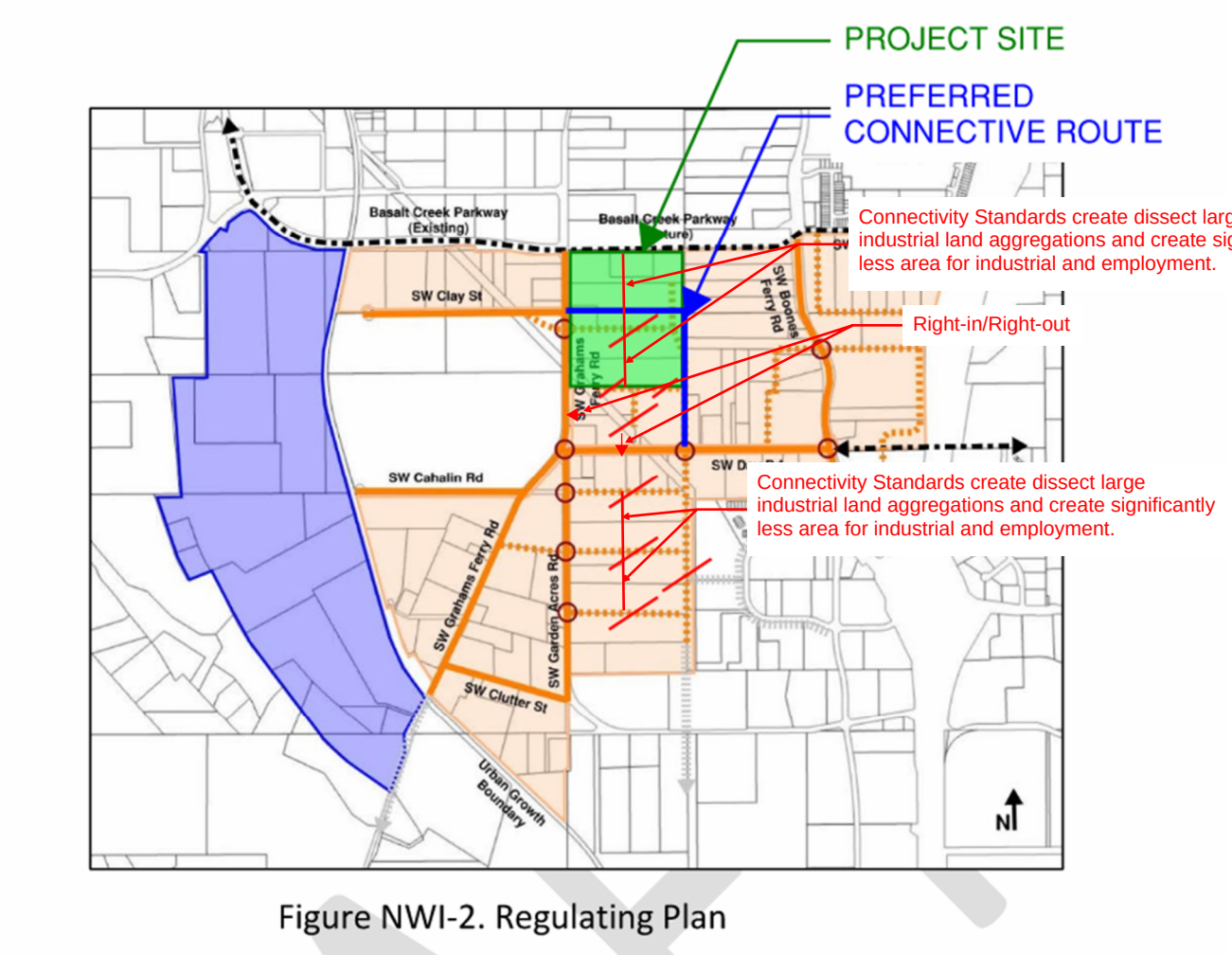


Figure NWI-2. Regulating Plan

Proposal 15:
Revise Tables NWI-1. Typically Permitted Uses to include the following changes:

Use	Coffee Creek Subdistrict	High Tech Employment Subdistrict	Light Industrial Subdistrict
Fabrication.	A – Allowed Allowed outright. No restrictions.	No change.	No change.
Repair, Finishing, and Testing of products manufactured or fabricated within the zone.	A – Allowed Allowed outright. No restrictions.	No change.	No change.
Research and Development.	A – Allowed Allowed outright. No restrictions.	No change.	No change.
Industrial Services	A – Allowed Allowed outright. No restrictions.	A – Allowed Allowed outright. No restrictions.	No change.
Outdoor Storage	A – Allowed Allowed outright. No restrictions.	A – Allowed Allowed outright. No restrictions.	A – Allowed Allowed outright. No restrictions.
Storage of products, parts, raw materials, equipment, machinery, inventory.	A – Allowed Allowed outright. No restrictions.	A – Allowed Allowed outright. No restrictions.	A – Allowed Allowed outright. No restrictions.

Cold Storage.	**A – Allowed** **Allowed outright. No restrictions.**	**A – Allowed** **Allowed outright. No restrictions.**	**A – Allowed** **Allowed outright. No restrictions.**
Showrooms, Display Area and Sales accessory to and occupying a smaller square footage than the primary use.	**R – Allowed with Restrictions** **Not to exceed 20 percent of total floor area within a site.**	**R – Allowed with Restrictions** **Not to exceed 30 percent of total floor area within a site.**	**R – Allowed with Restrictions** **Not to exceed 30 percent of total floor area within a site.**

Proposal 16:
Revise Table NWI-2: Street Design and Connectivity – Connectivity Hierarchy and Primary frontage to include: "Where an Addressing Street parcel frontage is less than 650 linear feet, buildings shall be allowed to face any direction."

FINDINGS

Proposal 1 and 14:
The aggregation and development of large industrial sites remains a top economic priority for both Business Oregon and Metro. The barriers to doing so in the Portland metro region are well documented and districts like Coffee Creek and Basalt Creek represent large and scalable opportunities to deliver shovel-ready, regionally competitive industrial land the state is advocating for to foster industrial development. The goal is to preserve and utilize as much of the land for site and building operations (employment) in an efficient manner and not to dissect or break up the land with streets which are not necessary. The industrial development community is able to determine what level of connectivity is needed. Thus a maximum connection spacing of 600 feet (centerline to centerline) between streets and connections leaves little room for final building footprints and truck/vehicle maneuvering areas which translates to jobs and property tax revenue. A square parcel that is 600 feet both ways is only 360,000 square feet. After removing the area for half street improvements (travel lane, sidewalks, and required planting strip width), parking setbacks, and building setbacks, the remaining usable site is less than 300,000 square feet. Large industrial footprint buildings themselves can sometimes exceed 300,000 square feet. These building types also have lengths regularly between 800 – 1,000 feet. For large developments on sites greater than 9 acres, it becomes economical to provide large building footprints. By restricting developments to relatively small and numerous buildings, tenants have little to no room for expansion. Those who are seeking to expand and grow will be required to look elsewhere (outside of Basalt Creek, Coffee Creek, Portland

Metro and Oregon) to meet their needs. It also would appear that there is flexibility allowed for connectivity spacing in excess of 600 feet as shown in Figure NWI-5.

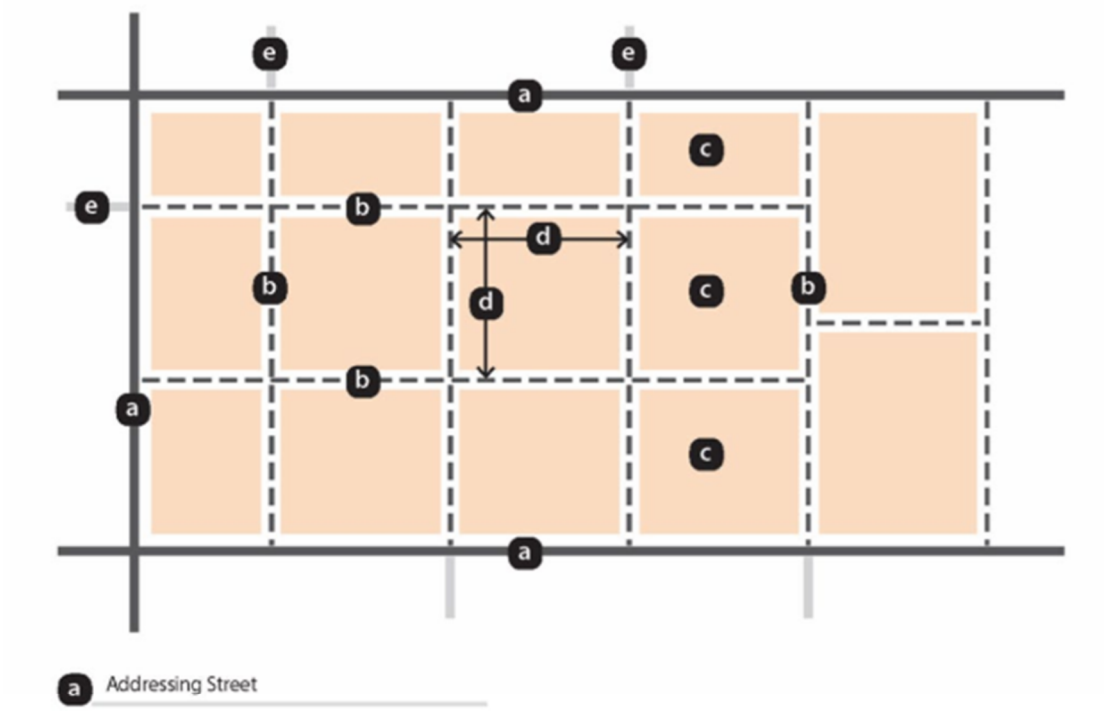
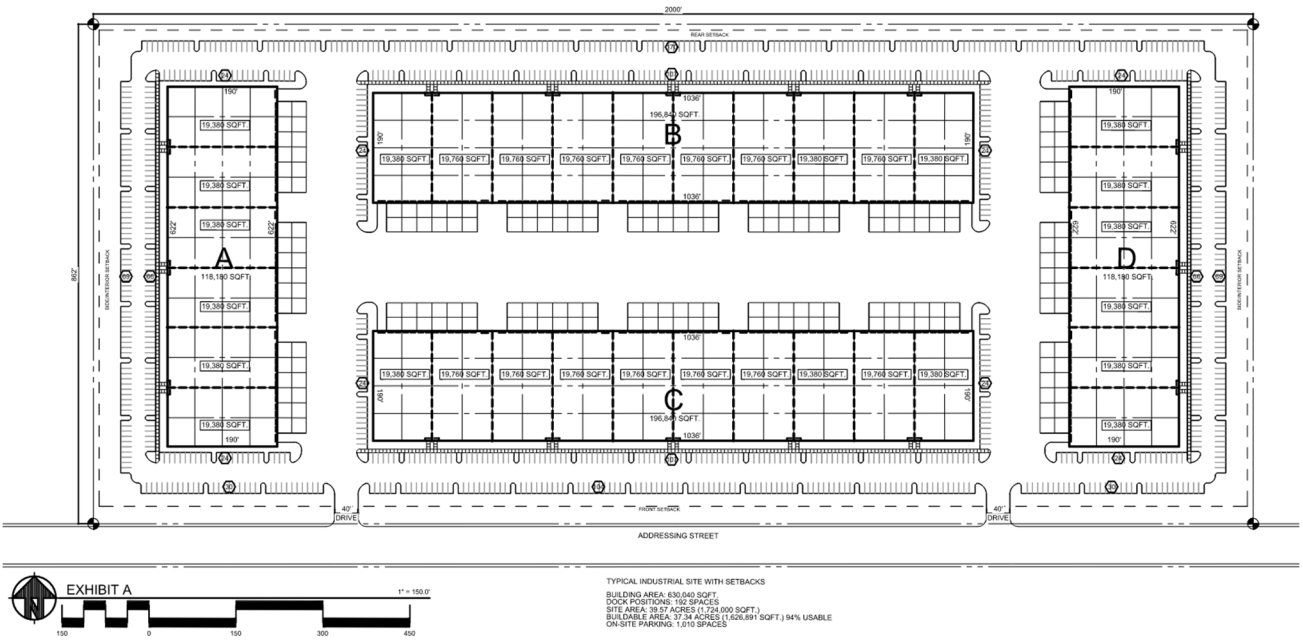


Figure NWI-5 - Connectivity Standards



To further demonstrate the connectivity restrictions, as shown above, Exhibit A depicts a typical speculative industrial site with four multi-tenant industrial buildings that provide end users with ample flexibility and opportunity for expansion. Primary building entrances are spaced at regular intervals insuring even proximity to nearby site elements. By placing the majority of on-site parking between the right-of-way and the primary building entrances, employees and potential clients can enter and exit the building without needing to walk excessive distances. This also provides a level of safety for ingressing pedestrians as their path does not traverse the truck maneuvering areas. Typical drive aisles are 40 feet in width, allowing ample maneuvering for a wide range of delivery vehicles entering and exiting.

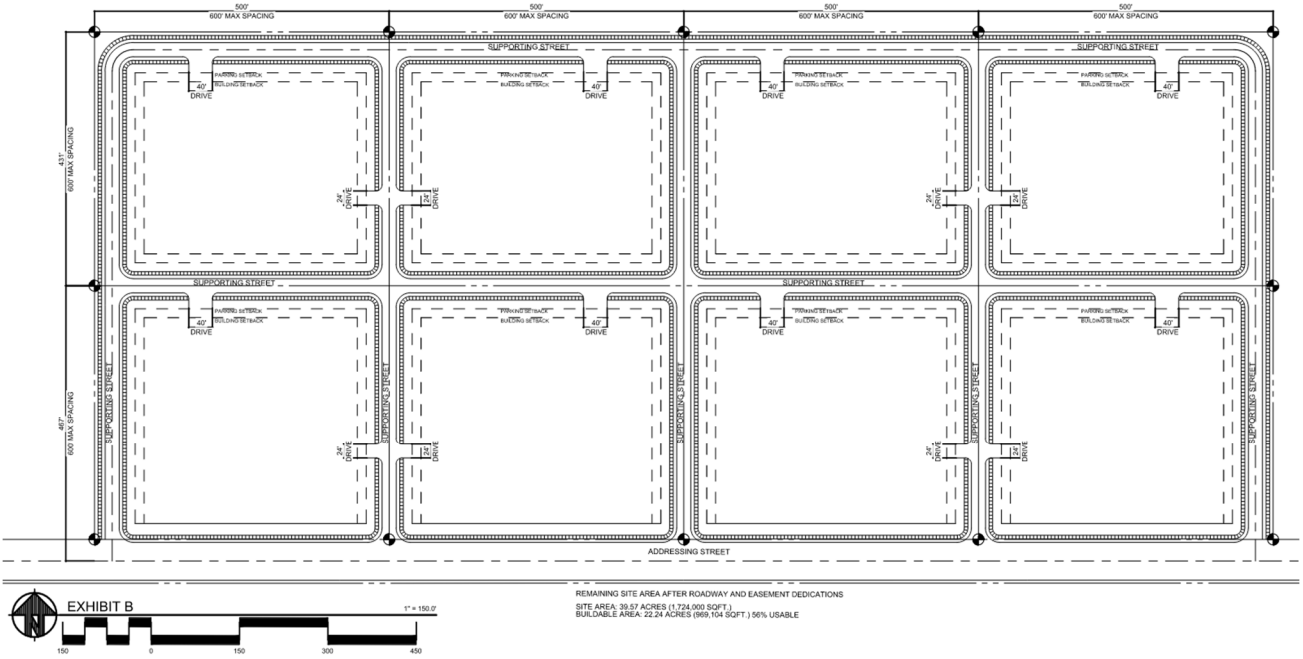


Exhibit B has taken the same site dimensions and applied the proposed NWI Standards. Particularly, this exhibit explores the connection spacing requirement (Table NWI-1). The site is divided into eight separate areas to comply with the maximum spacing requirement of supporting streets. Each area is also required to meet the street improvement, building setback, and parking setback requirements. In comparison to exhibit A, this lowers the usable site from 94% down to 56%, a reduction of 38%. The maximum spacing requirement also limits the size of potential buildings which ultimately limits the end-user's flexibility. Each divided parcel section is also shown with two driveways, a primary driveway of 24 feet and a secondary driveway of 40 feet. Access is also shown complying with the minimum 150 foot distance separation between connection intersections.

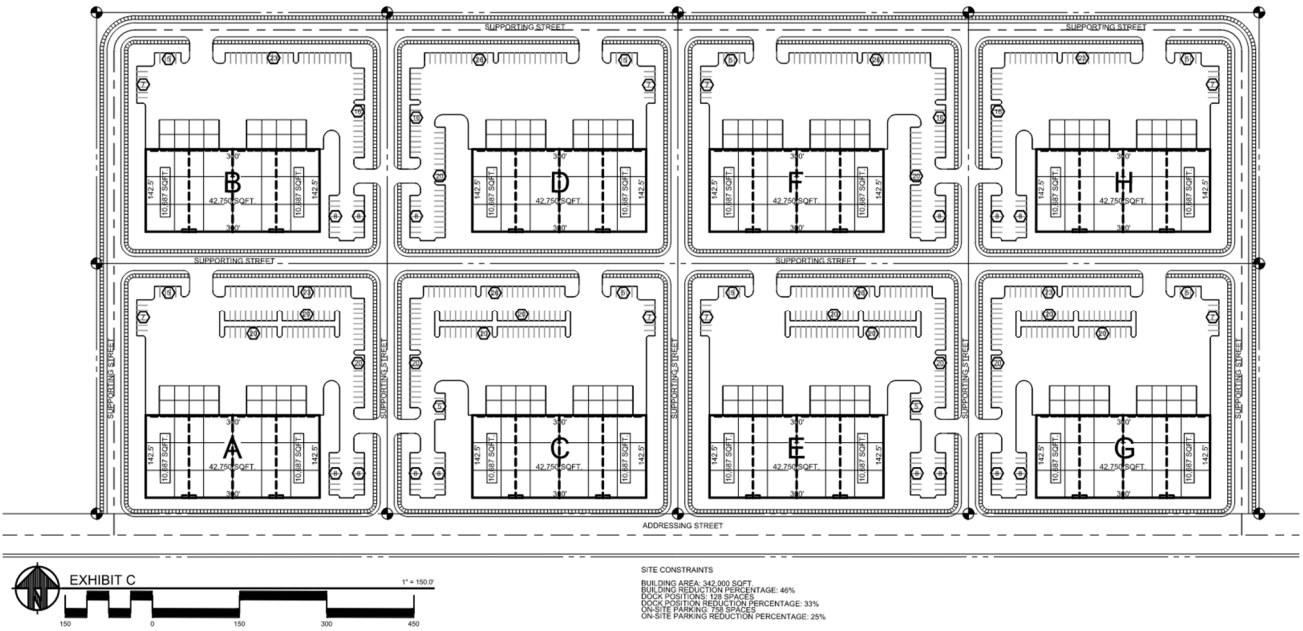


Exhibit C depicts an example site plan meeting the NWI standards. Here in this example, to comply with the connectivity and site design standards, the buildings' total potential footprint is reduced by nearly half. This ultimately restricts an end-user's flexibility and limits the potential type of building occupant to small businesses or user-specific buildings. These standards also do not provide clear direction for multi-tenant buildings that have multiple primary entrances. This presents a multitude of unforeseen problems. Buildings B, D, F, & H are allowed to face any supporting street per Table NWI-5. However, to meet the visibility requirement, all primary building entrances are required to have a direct line of sight to an Addressing Street. Another example is that the parking restriction along Addressing Streets is limited to just sixteen spaces. In the example layout shown, a number of potential tenants in building's A, C, E, & G are at an immense disadvantage as their proximity to available parking is remote. In some cases, customers could expect to walk over 300 feet to arrive at the front door. These standards force much of the parking to occur at the back of the building. Many staff can also expect to walk well over 600 feet to the primary building entrance as much of the parking is behind the delivery vehicle maneuvering area. Additionally, this presents a safety hazard as staff will be required to walk through these same areas.

Parking also encourages larger employers with lots of employees (job density, tax revenue).

Proposal 2:
Coffee Creek Pattern Book acknowledges the essential role freight plays in industrial business. Both automobile and freight modes of transportation need to have equal opportunities for access and ease of circulation into, out of and around the site. *Automobile and freight access from Addressing Streets and Supporting Streets to a parcel should be obvious, clear, simple, and safe. Parcel access provides an opportunity to create a gateway and reinforce a strong sense of place.* – Page 23 of the Coffee Creek Pattern Book. By restricting the primary entrance to 24 feet in width, the form-based code requires a smaller and less noticeable gateway than what is allowed for heavy delivery vehicles. The primary entrance, and all entrances, need to be able to accommodate all modes of transportation,

especially for freight ingress and egress access of industrial complexes so that each entrance meets the objective of being obvious, clear, simple, and safe. This is important for safe maneuverability and circulation and also for when only a primary entrance is available. There is a consistent pattern for the need as the case files noted below, all applicants also requested widening the driveway widths to provide a clearer and safer entrance for the occupants.

Excerpt from Case File DB21-088
… The applicant proposes to increase the width of the southwest driveway to 50 feet to accommodate vehicle turning movements into the site from the Supporting Street, exceeding the maximum allowed width… Waivers are requested to: widen the southwest driveway from the Supporting Street to the truck circulation area on the west side of the building (Waiver 1).

Excerpt from Case File DB22-0011
Waiver to Coffee Creek Industrial Design Overlay District Standards The applicant requests to waive the driveway width standards from the Coffee Creek Design Overlay District for the east site access from the Supporting Street. This driveway is proposed to be 40 feet wide to accommodate truck turning movements into the site from the Supporting Street. This requires a waiver from Subsection 4.134 (.11) Table CC-3 1. Parcel Access/Parcel Driveway Width/Supporting Streets, which allows a driveway width of 24 feet maximum or compliance with the Supporting Street standards… The applicant states the rationale for requesting this waiver as follows: the 40-foot-wide driveway is necessary to accommodate truck operations for turning requirements, movement, circulation, and safety considerations.

Proposal 3:
The current NWI zone standards for entrance sidewalks of 8 feet is excessive. Many of these entrances will see little traffic. This has been alluded to in Case File DB20-2022 with relation to the short-term visitor parking. Similarly, a wider entrance path will see little visitor use compared to its size. Most of the traffic will be from tenant employees.

Excerpt from Case File DB22-0007
Request D
… an industrial facility of the type and size proposed typically has relatively few short-term visitors. Therefore, prohibiting employees from parking within the north parking area would reserve an excessive number of parking spaces for a non-existent user group, which would be wasteful and inefficient…

Proposal 4 & 5:
The limitation to parking along addressing streets is not conducive to buildings with multiple primary entrances and a density mix of employees and visitors across multiple industrial uses. Additionally, reserving 50% of addressing street parking for short-term, visitor, and disabled is excessive. The OSSC (Oregon Structural Specialty Code) already provides provisions for the number of required disabled parking spaces as outlined in OSSC table 1106.2. Such reserved spaces limit the accessibility of a building's regular occupants and is otherwise wasteful. Providing visitor parking and disabled parking at a 10% ratio is better aligned with the OSSC's accessibility requirements and the average anticipated visitor amount for the building use types. Restricting the number of parking along

an addressing street also creates unsafe site conditions as building occupants and visitors unfamiliar with the site are required to navigate truck maneuvering areas and loading docks. As outlined in the below case files, it is not practically feasible to locate the majority of the parking away from the front entrance and in some cases would prohibit persons with disabilities from accessing the building.

Excerpt from Case File DB20-2022
Waivers to Coffee Creek Industrial Design Overlay District Standards
…with a public entrance at each corner of the building and loading berths in between, it is not practically feasible to locate the short term and ADA parking in a single bay on the SW Clutter Street frontage as allowed by the Development Code, as it would require visitors to walk a significant distance and navigate the circulation areas for the trucks to get to the other building entrance. Locating the parking spaces in two separate parking bays requires a waiver from the Site Design standards.

Excerpt from Case File DB22-0007
Request D
The applicant requests to waive the vehicle parking area design standards from the Coffee Creek Design Overlay District. Subsection 4.134 (.11), Table CC-3, 4. Parking Location and Extent/Addressing Streets allows 16 spaces maximum with an adjustment to 20 spaces on an Addressing Street. This parking is limited to one double-loaded bay to be designated for short-term (1 hour of less), visitor, and disabled parking only between the right-of-way of the Addressing Street and building… The applicant proposes 15 vehicle parking spaces on the north side of the building between the building and Addressing Street SW Day Road, which is less than the maximum of 16 spaces. However, the applicant proposes to designate nine (9) of the 15 spaces for employees, which is not permitted by the standard, thus requiring a waiver. The applicant states the rationale for requesting this waiver as summarized below:
The configuration is proposed because the northwest corner of the building, closest to SW Day Road, is where the primary building entrance and office endcap is located. This corner, therefore, will be immediately visible to any motorist entering the driveway and the northern parking area will be conveniently located for use by visitors. Two (2) ADA accessible spaces are proposed to be located closest to the main entrance; however, an industrial facility of the type and size proposed typically has relatively few short-term visitors. Therefore, prohibiting employees from parking within the north parking area would reserve an excessive number of parking spaces for a non-existent user group, which would be wasteful and inefficient… The north parking area is ideal for safe and efficient access to the building for drivers with disabilities and short-term visitors, but their number cannot reasonably be expected to reach 15 at any time. The north parking area is also the appropriate parking location for employees who work primarily in the office part of the building, located at its northwest corner. Office employees who park in the spaces provided south of the building would have to walk through the warehouse to reach the office area. Further, a pedestrian walkway along the west side of the building is not feasible as it is the primary loading area for trucks. Therefore, it is reasonable to allow office staff to park in the north parking area, while meeting the intent of the standard by designating an appropriate number of spaces for short-term/visitor use.

Proposal 6, 7, & 8:

The requirement for stepping a retaining wall can have adverse effects on the site as a whole. Stepping retracts more from a site's usable area and could push buildings deeper into the site than desired. It would also reduce their usable footprint. *Industrial building types typically need extensive, relatively flat surfaces for buildings, parking lots, service yards, access lanes, and truck maneuvering areas.* - Page 24 of the Coffee Creek Pattern Book. By expanding the language for grading and retaining walls to allow for reveals, patterns, or other techniques, in the horizontal plane, it provides an additional means to comply with the form-based code and meets the design intent.

Similarly, offsetting the retaining wall horizontally because of wall lengths can have adverse impacts to the site's usable area. Adding additional language to the retaining wall design will allow for greater flexibility and provide clearer language that is in line with the NWI Standard design intent. Sometimes it is not practically feasible to provide a tiered design, as noted in the case files below, the applicants faced a similar situation and requested waivers from the form-based code.

Excerpt from Case File DB22-0007
The applicant requests to waive the maximum retaining wall height standard from the Coffee Creek Design Overlay District. Subsection 4.134 (.11), Table CC-3, 5. Grading and Retaining Walls/Maximum Height/Addressing Streets requires landscape retaining walls to be a maximum of 48 inches tall; there is an allowed adjustment of 20% to 57.6 inches…
The retaining wall is proposed to exceed four (4) feet in height over a span of approximately 785 feet, including roughly 182 feet in the north, 450 feet in the center, and 153 feet in the south sections. The wall height varies from grade at the west extent of the north wall to 18.7 feet at the northeast corner of the wall, 18.7 feet along the entire eastern (central) segment to the southeast corner, and descending to grade at the west extent of the south wall…
The applicant provides detailed rationale for requesting this waiver as summarized below:
Tapman Creek flows from north to south through the site within the SROZ, with a required 50-foot vegetated corridor (protective buffer) on both sides of this wetland resource. The larger part of the property's upland developable area is located east of the Tapman Creek corridor. This area has an east-west dimension between roughly 555 and 600 feet and increases in grade from about 244 feet at the west (along the Tapman Creek 50-foot buffer edge) to 285 feet along the east property boundary. This 41-foot vertical difference results in an overall cross-slope of about 7.1%, which is incompatible with development of a large-floor industrial building that generally requires flat floors (zero percent slope) with egress or fire/emergency access doors at multiple locations around the perimeter. In addition, operational areas for semi-truck and trailer circulation should not exceed a cross-slope of 3%. In this context, creating a pad area capable of supporting industrial use at scale requires cutting into the uphill side of the subject site and filling on the downhill side, to form a sufficiently level platform area of adequate size for the proposed use.

Proposal 9:
Current development standards do not provide clear guidelines for buildings designed with multiple building entrances or where there may be multiple businesses within the development. The proposal uses language already found in the Oregon Energy Efficiency Specialty Code (OEESC) and the Oregon Structural Specialty Code (OSSC) to clearly define the Primary Building Entrance and align with the Development Code design intent.

OSSC – Public Entrance: An entrance that is not a service entrance or a restricted entrance.
OEESC – Any doorway, set of doors, revolving door, vestibule, or other form of portal that is ordinarily used to gain access to the building or to exit from the building by its users and occupants. This does not included doors solely used to directly enter mechanical, electrical, and other building utility service equipment rooms.

Proposal 10:
For large parcels, where there may be multiple buildings with multiple entrances, it is not always possible to provide all primary entrances with visibility to the Addressing Street. Instead, by requiring the Primary Entrance to be visible from the Primary Frontage, it provides a more clear objective as Table NWI-4: Site Design already defines Primary Frontage. This change in code clears up the conflicting information found in the *Accessible Entrance Section* and is more in line with Figure NWI-6 – Connection Hierarchy which shows a clear and understandable design intent for buildings without Addressing Street Frontage.

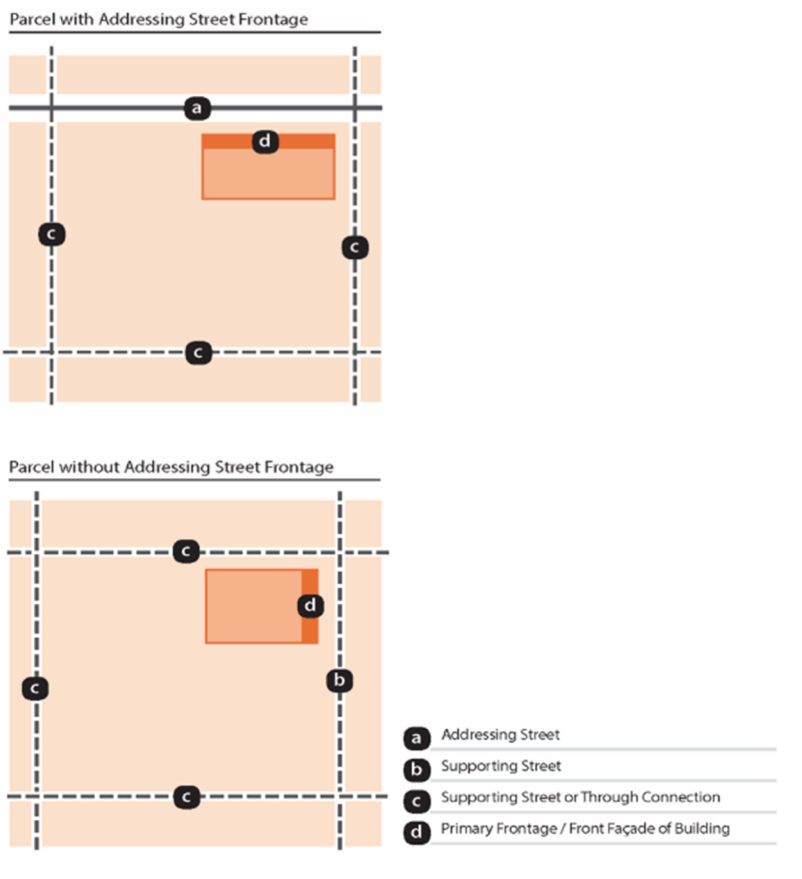


Figure NWI-6 - Connection Heriarchy and Primary Frontage

Proposals 11 & 12:
The driving point for this proposal is due to an issue in the design code. As Described in Table NWI-4: Site Design 4. Parking Location and Design: *Parking is permitted between right-of-way and of*

Supporting Street and building. *Parking Setback for Supporting Streets shall be 15 feet from the right-of-way of a Supporting Streets.* Then, as described in Table NWI-5: Building Design 3. Overall Building Massing: *Supporting Streets shall have a maximum setback of 30 feet.* This leaves 15 feet of available space for parking areas. Parking stalls are typically 18 feet in depth with 24 foot travel lanes for two-way traffic. Double-loaded parking areas will have another 18 feet in depth for the additional row of parking. The total depth that a parking area will occupy is 60 feet. Any parking area proposed is automatically in excess of 45 feet according to the form-based code. The recommendation is to revise the Building Setbacks for Supporting Streets and Through Connections to 20 feet minimum and 10 feet minimum respectively.

4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street		
Parking Location and Extent	Limited to 16 spaces, maximum. 50% of spaces designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
	curbs shall be increased to a minimum of seven (7) feet in depth.		
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, Section 4.176(.02) D., or b. High Screen Landscaping Standard, Section 4.176(.02)F., or c. High Wall Standard, Section 4.176(.02)G., or d. Partially Sight-obscuring Fence Standard, Section 4.176(.02)I.

Table NWI-5: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street. If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure NWI-6.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10%		
Front Setback	30 feet, minimum, except as provided below	30 feet maximum	30 feet maximum

Proposal 13:
Typical setback requirements for industrial zones is between 0 and 15 feet if adjacent to other industrial zones. This proposal would align the city's setback requirements with other jurisdictions.

City of Portland Title 33, Planning and Zoning
33.140.215 Setbacks, Lot Line Setbacks for IG1, IG2, IH: 0 feet

City of Newberg Municipal Code Title 15, Development Code
15.410.030 Interior Yard Setback: Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, M-4, M-5, and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residential, institutional, or community facilities, interior yards of not less than 10 feet shall be required opposite the residential, institutional, or community facilities districts.

Proposal 15:
The draft NWI Standard did not include allowed uses for the Basalt Creek area. These proposed uses provide the greatest level of flexibility for the Basalt Creek and Coffee Creek areas. By restricting uses to a specific user group, the pool of prospective tenants will be very limited and many will be required to look elsewhere to meet their needs.

Proposal 16:
Typical large format buildings regularly exceed lengths of 600 linear feet as indicated in exhibit A. It is not always possible for an existing parcel to exceed these lengths along an addressing street. By waiving the required frontage hierarchy for parcels less than 650 linear feet, the site can retain its flexibility for these large footprint buildings.