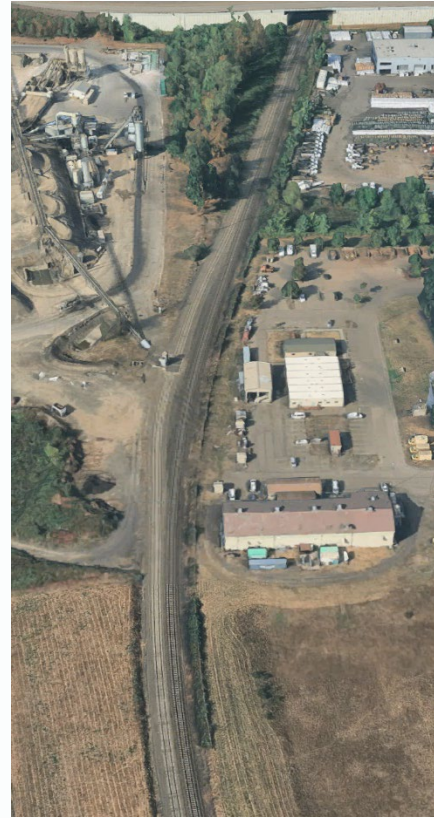




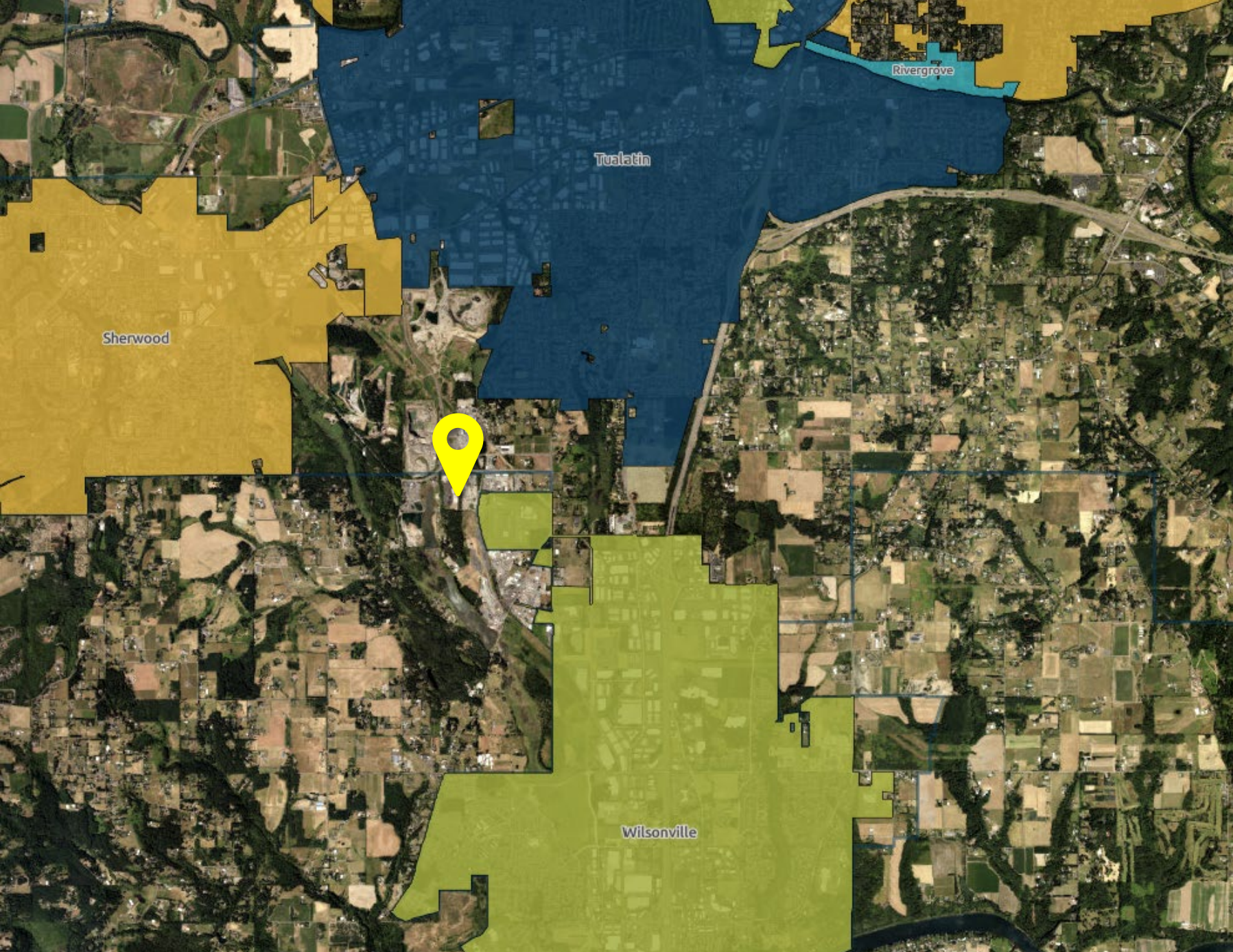
Wilsonville Industrial Land Readiness

Joint City Council and Planning Commission Work Session
October 6, 2025



Tonight's Meeting

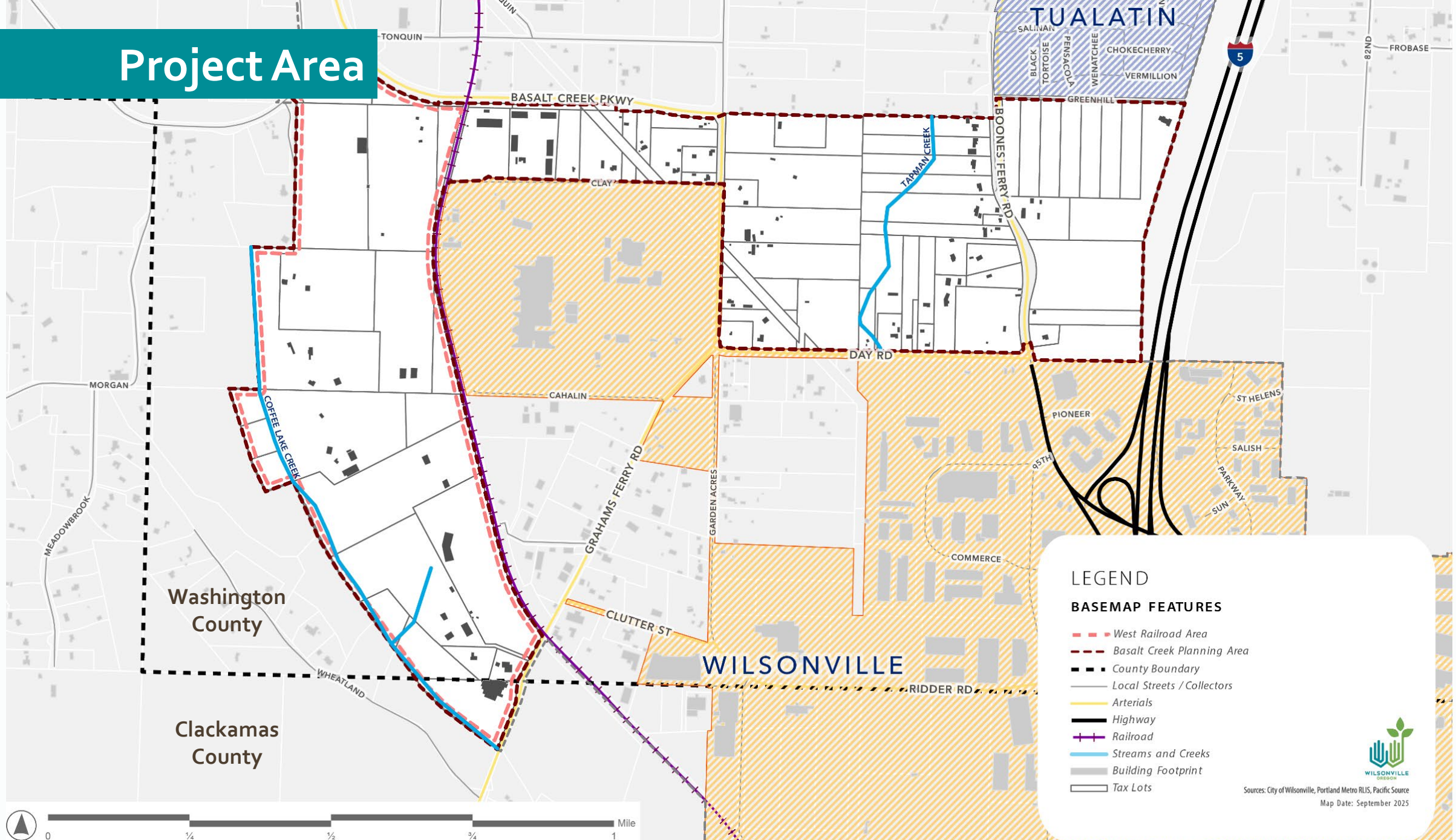
- Review existing conditions
- Consider Basalt Creek Guiding Principles
- Discuss potential urban design concepts
- Identify preferred elements and design components



West Railroad

- Within UGB, but outside City Limits
- Under Washington County jurisdiction
- Adjacent to Coffee Creek Wetlands

Project Area

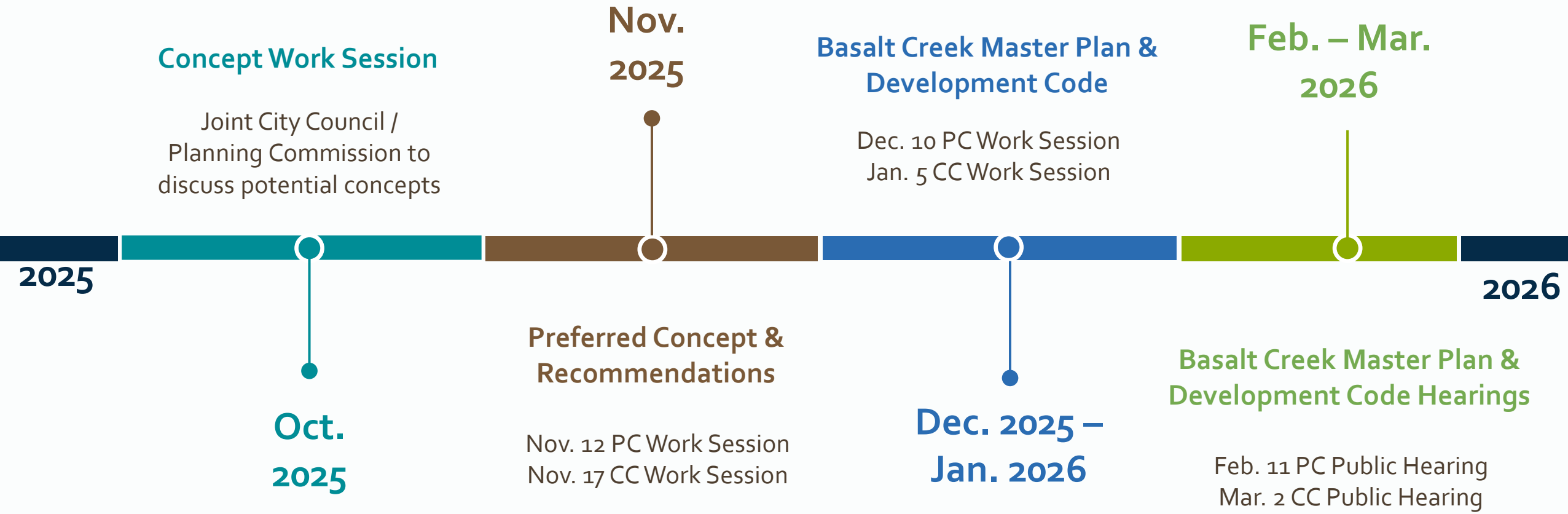


Sources: City of Wilsonville, Portland Metro RLIS, Pacific Source
Map Date: September 2025



0 1/4 1/2 3/4 1 Mile

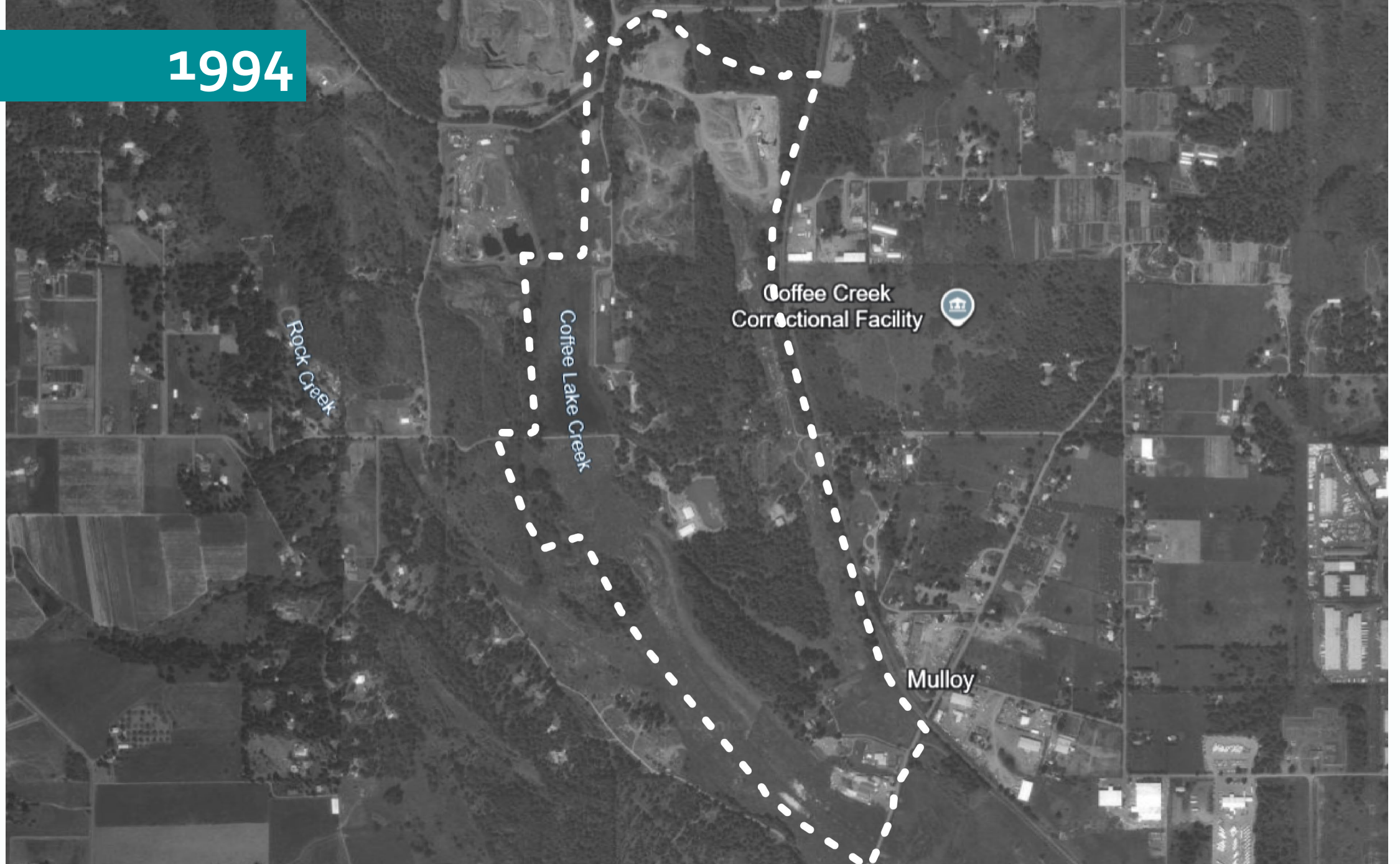
Project Process



Development Through Time



1994



2018



2021



2025



Existing Conditions

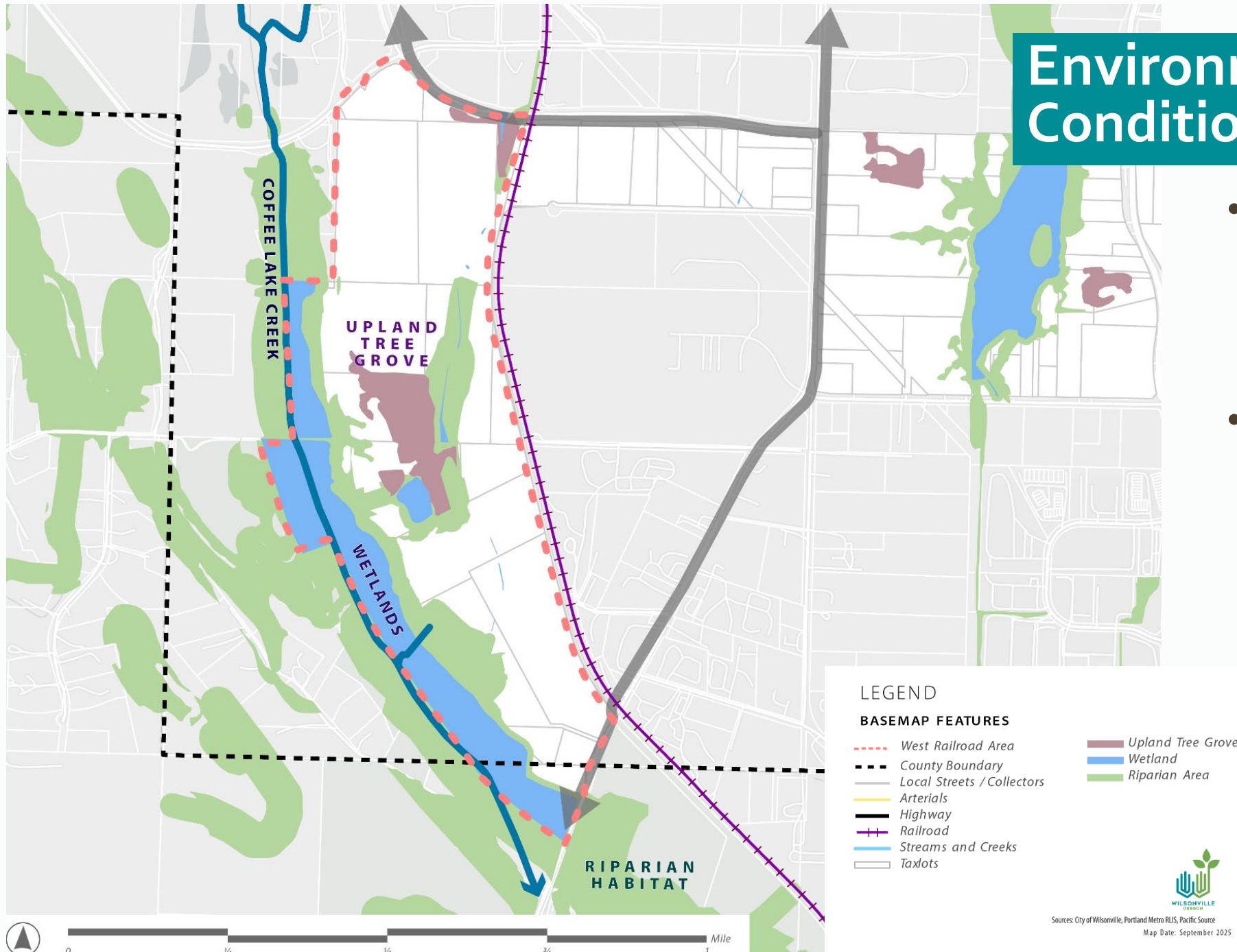


Baseline Maps

- 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

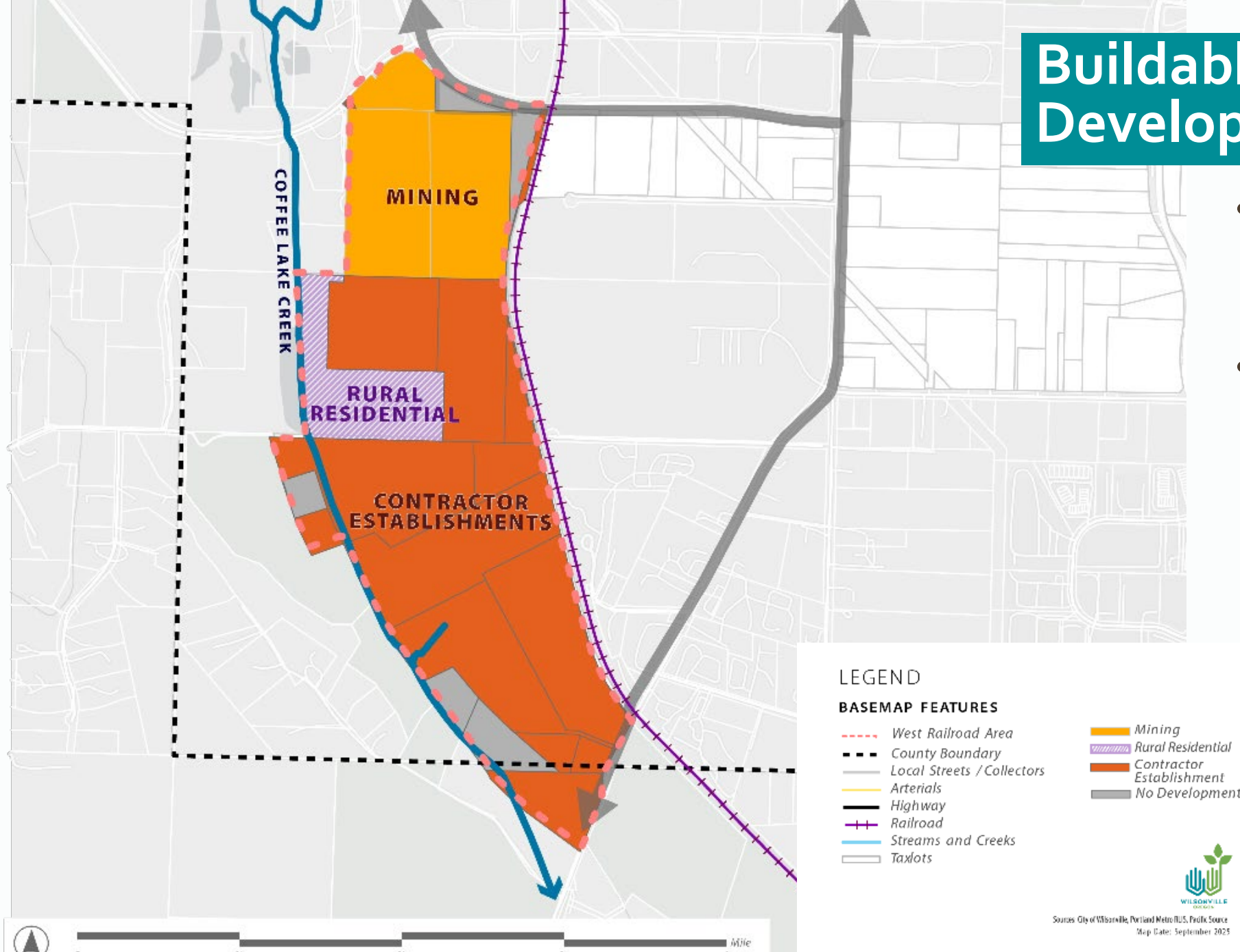
Environmental Conditions

- Slopes greater than 10% cover 20% of the site area
- 92 acres were considered “unconstrained,” about half of the site area



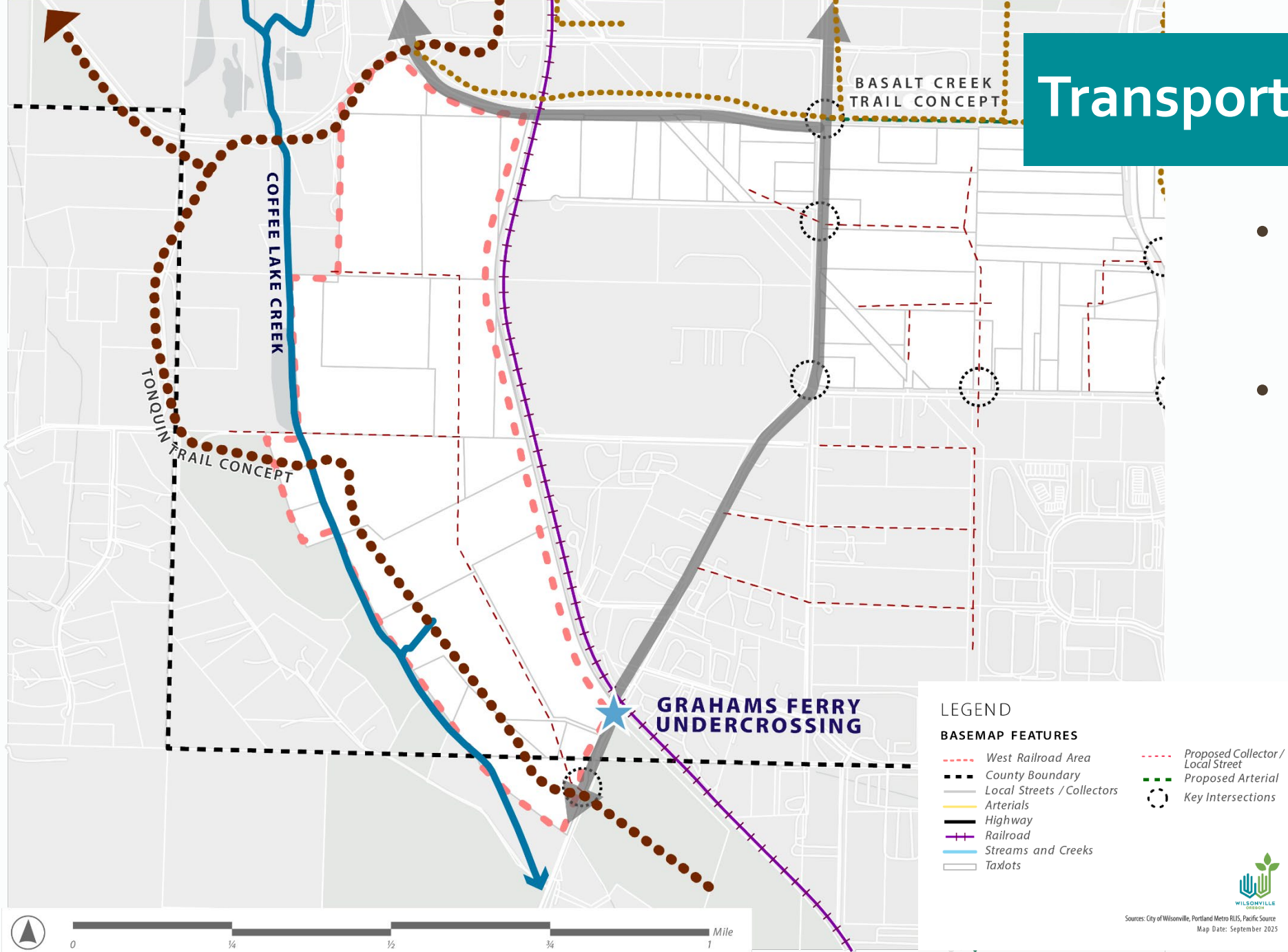
Buildable Lands & Development

- 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

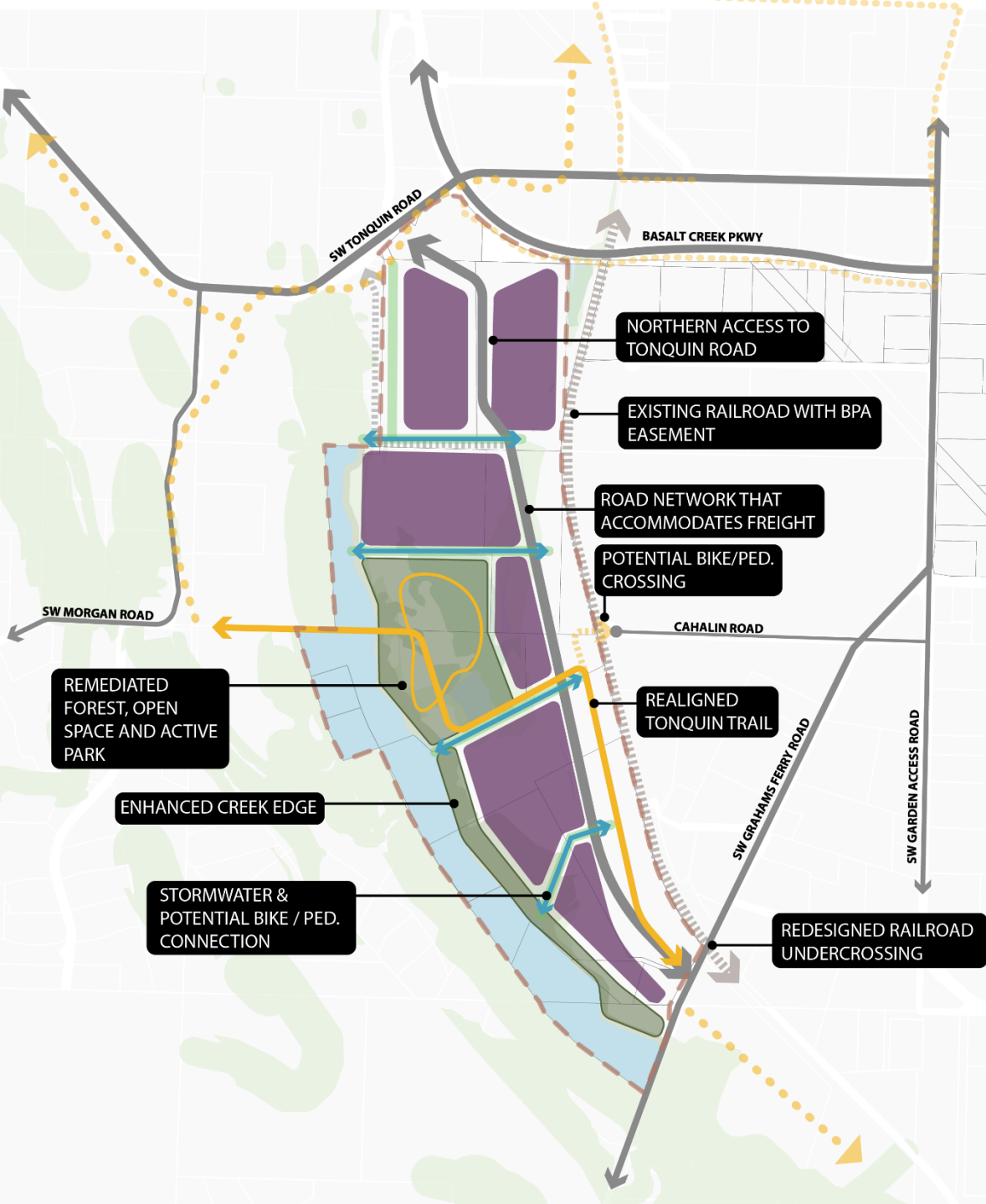


- Campus-style development
- Craft industrial uses
- Small-scale office & manufacturing
- Specialized employers

C1: Tonquin Environment

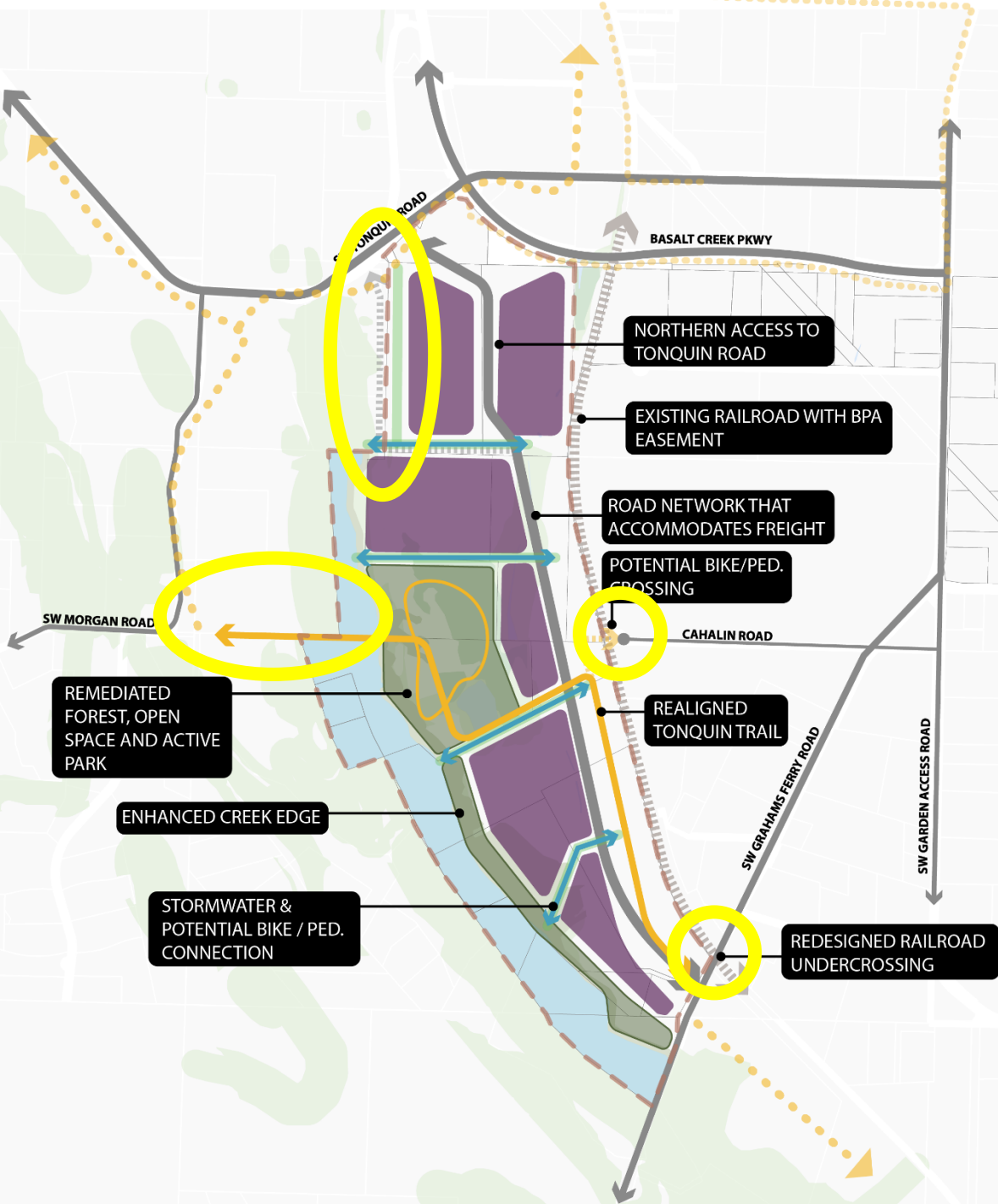
-
- This map illustrates the Tonquin Trail Corridor study area, highlighting proposed and existing infrastructure. Key features include:
- SW TONQUIN ROAD** and **BASALT CREEK PKWY** at the top.
 - EXISTING RAILROAD WITH BPA EASEMENT** and **EXISTING LAND USE REMAINS** in the upper central area.
 - ROAD NETWORK THAT ACCOMMODATES LIMITED TRAFFIC** and **POTENTIAL BIKE / PED. CROSSING** in the central area.
 - CAHALIN ROAD** and **SW GRAHAM'S FERRY ROAD** on the right side.
 - REDESIGNED RAILROAD UNDERCROSSING** at the bottom right.
 - REMEDiated FOREST, OPEN SPACE AND ACTIVE PARK** on the left side.
 - ENHANCED CREEK EDGE** and **TONQUIN TRAIL CORRIDOR** along the bottom left.
 - STORMWATER & POTENTIAL BIKE / PED. CONNECTION** in the lower central area.
 - SW MORGAN ROAD** on the far left.
 - SW GARDEN ACCESS ROAD** on the far right.
- The map also shows a **STUDY AREA** boundary and various road networks, including a dotted orange line representing a potential bike/ped. crossing.

C1: Tonquin Environment



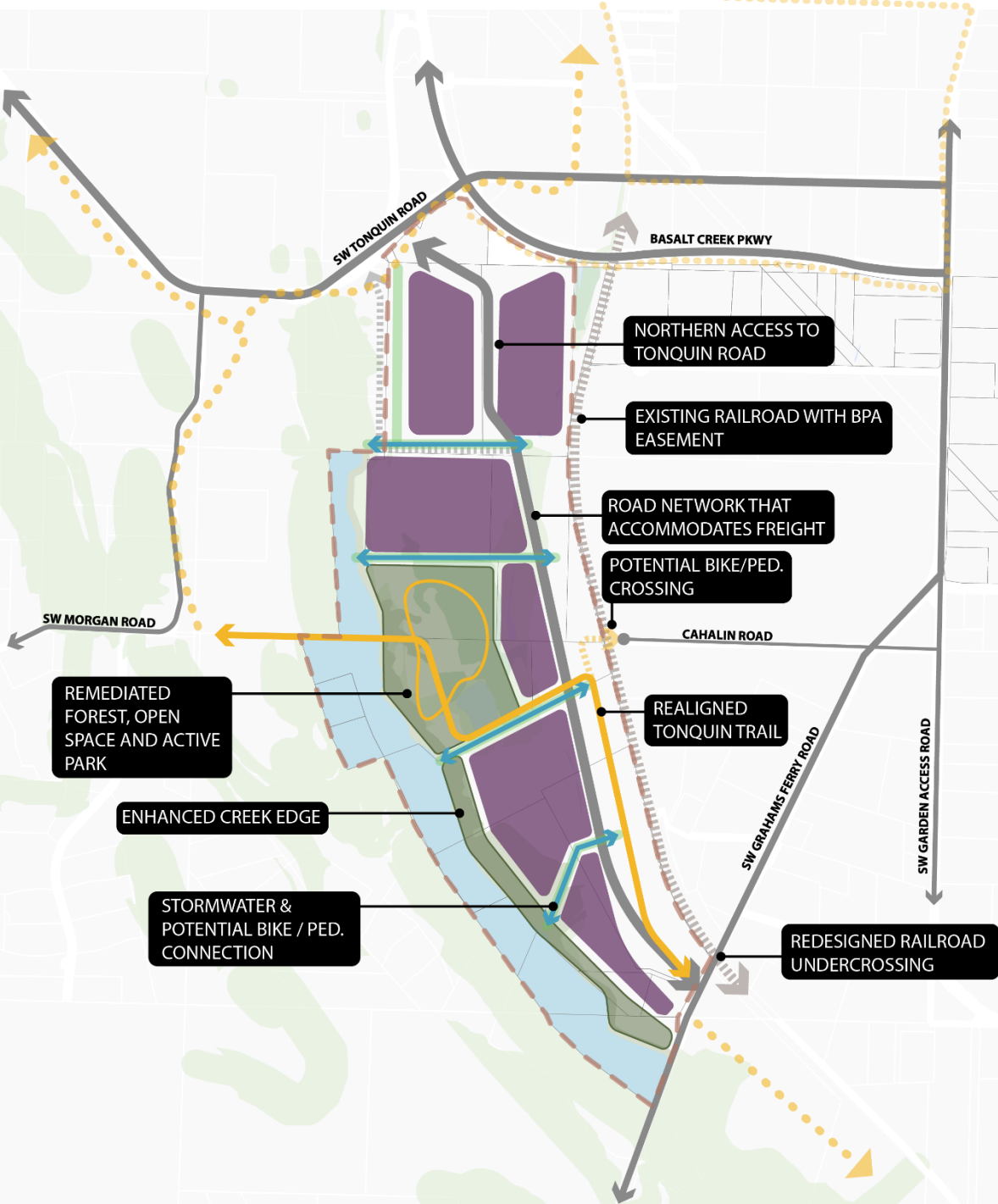
- Maximizes employment potential through full access to regional transportation network
- City strategies:
 - Incentives for parcel assembly
 - Targeted infrastructure investments

C2: Manufacturing & Industry



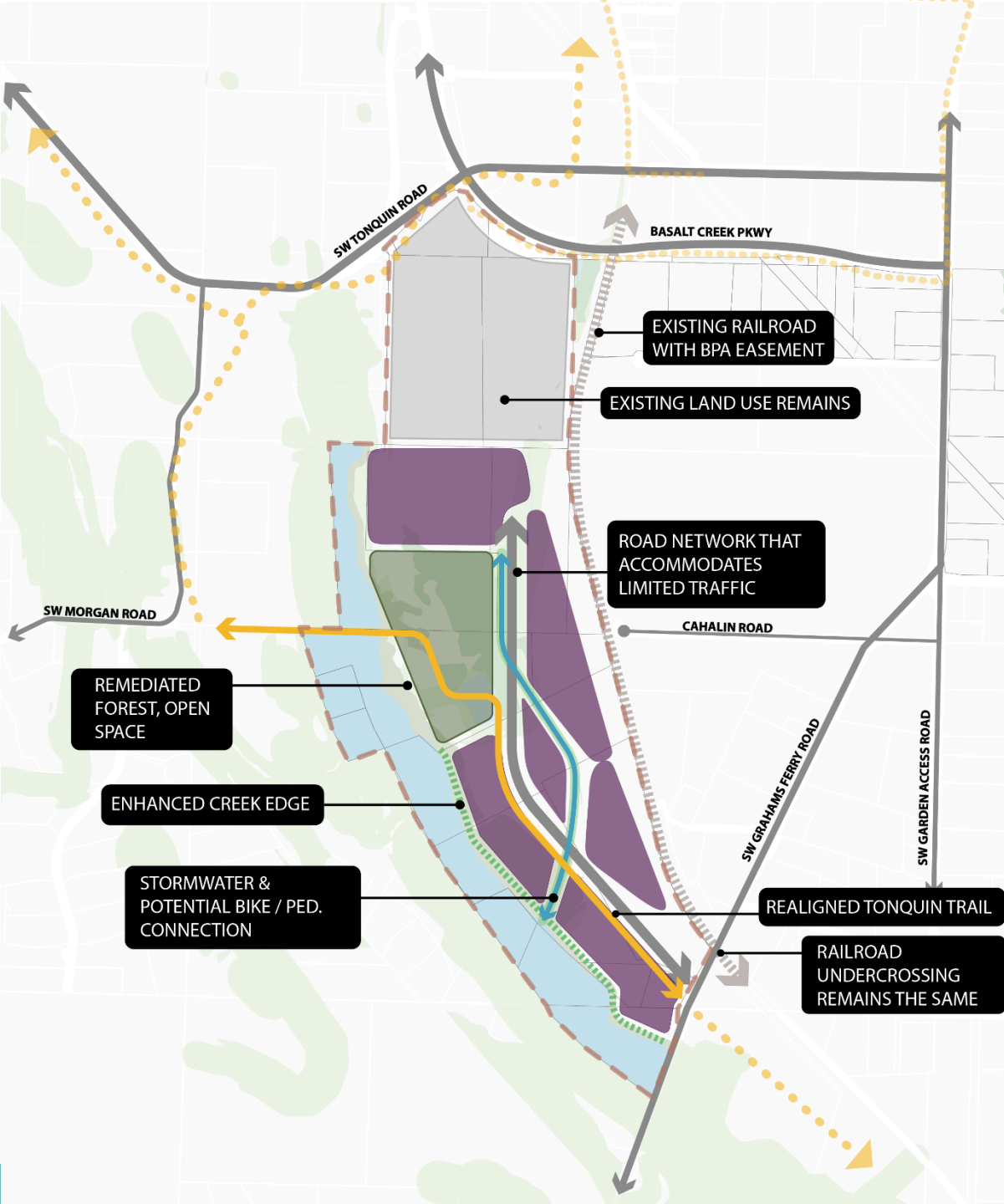
- Upgrade Graham's Ferry Road railroad undercrossing (freight movement)
- Enable Cahalin railroad crossing
- Enhance northern & western connections

C2: Manufacturing & Industry



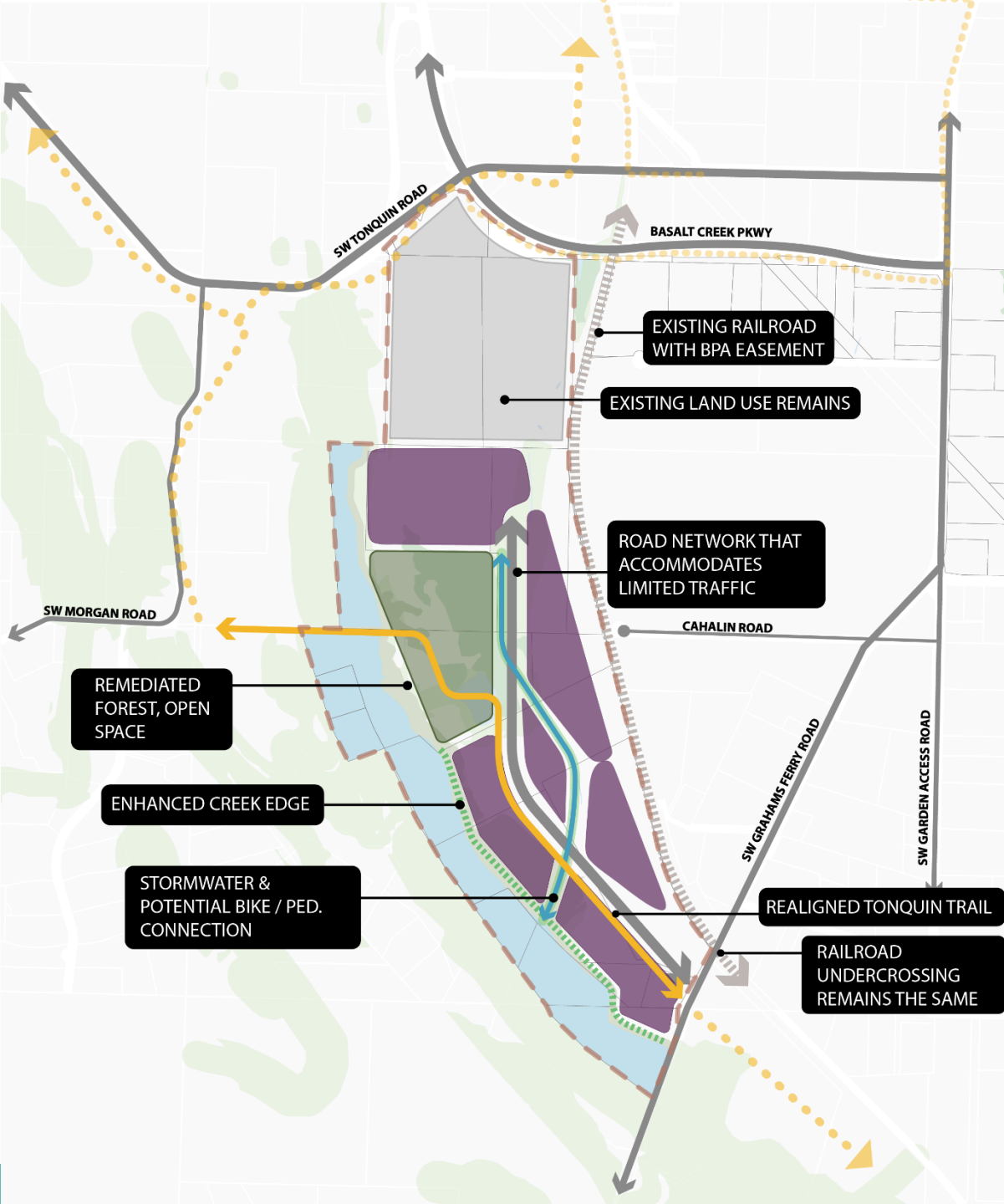
- Encourages **high-density employment development:**
 - Large-scale industrial
 - Office development

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

