



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	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> 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:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Attract high-quality industry and support economic opportunity for all in Wilsonville	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	<input type="checkbox"/> 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:

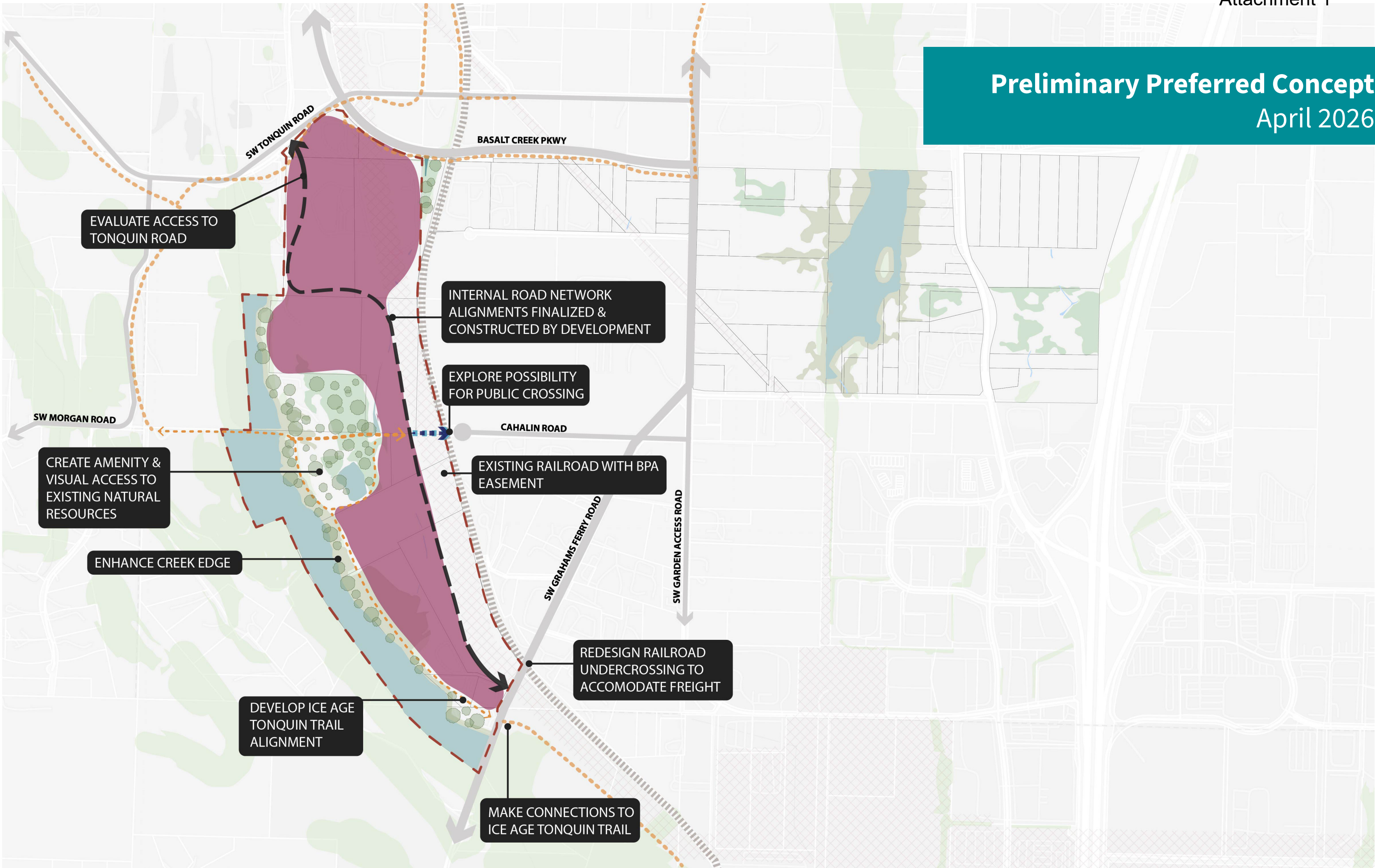
As the concept is refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning may be considered in collaboration with the Planning Commission and City Council.

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.

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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

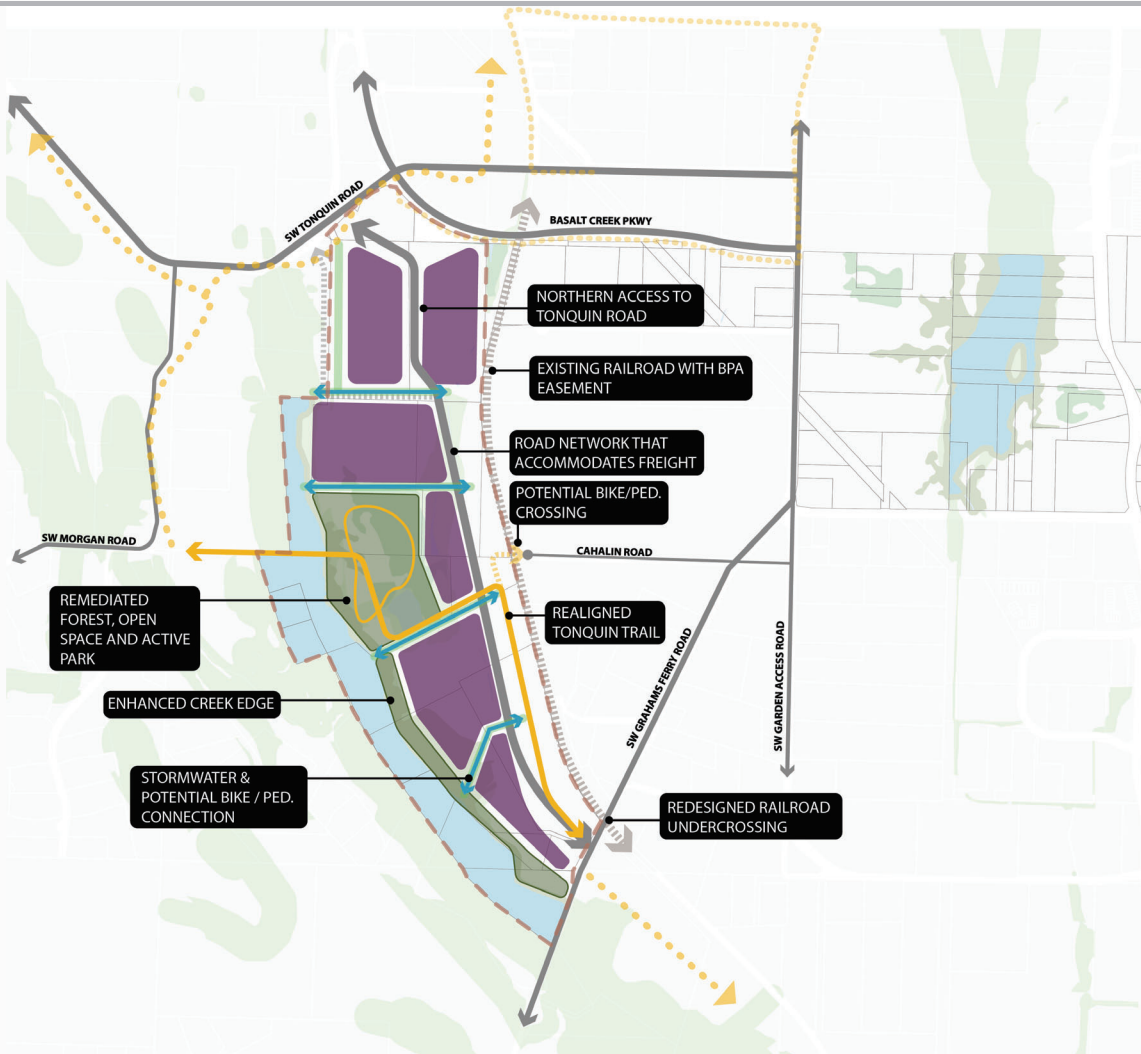
greenway across the entire Coffee Lake Creek

large environmental component may limit jobs too much

may not bring enough job creation



C2: MANUFACTURING & INDUSTRY



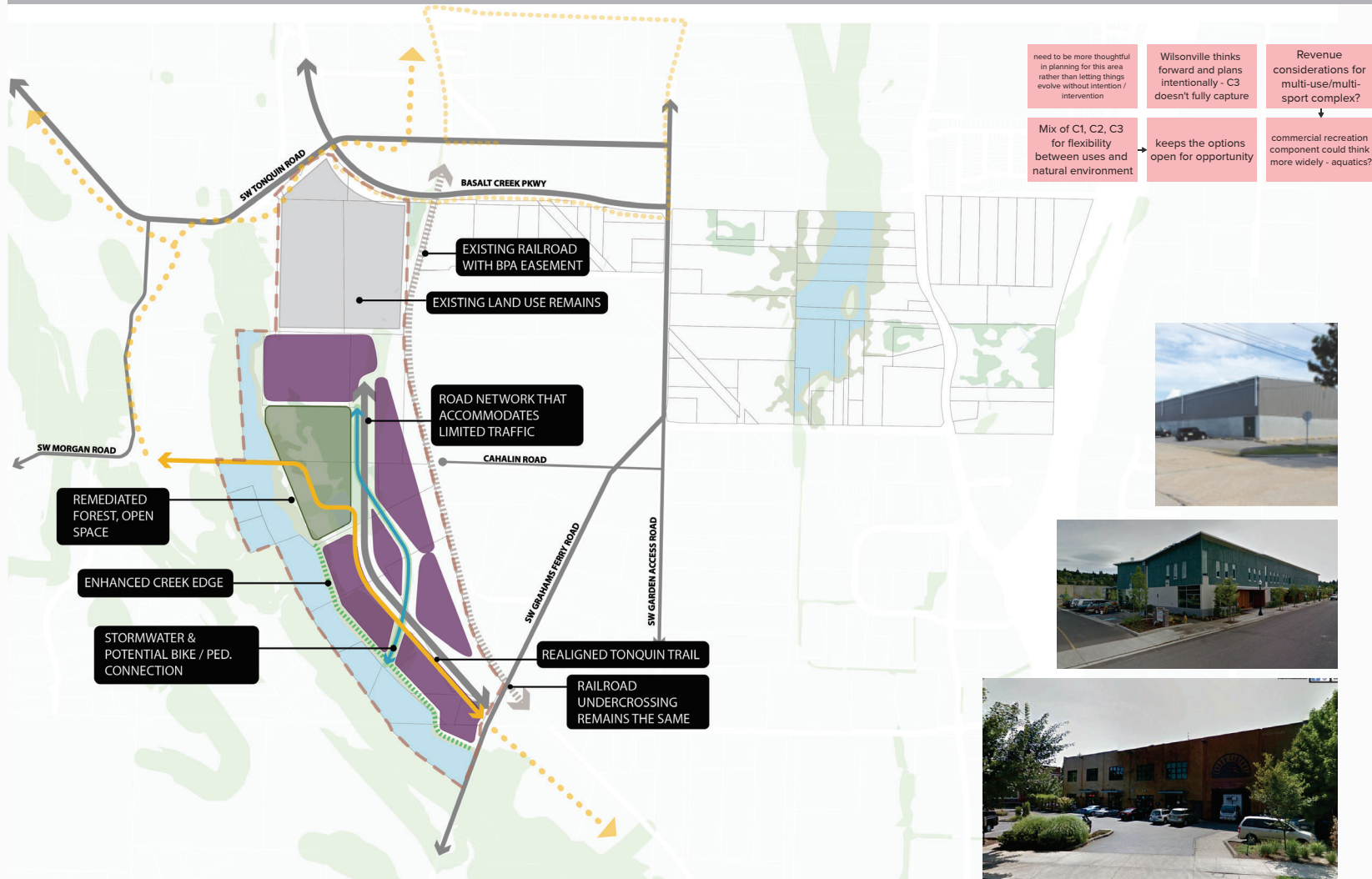
<p>👍 revenue stream</p>	<p>👎 undercrossing a key element</p>	<p>could the primary access be at the north end of Tonquin?</p>	
<p>👍 job emphasis</p>	<p>brings in ample environment to balance the two</p>	<p>provide the most property value in the long run</p>	<p>→ most flexibility in what can be located here</p>
<p>Consider greenway across the entire area - flexibility to use natural area to the west as part of development</p>	<p>consideration for vocational or higher education</p>	<p>Cahalin crossing is a key (straight shot)</p>	<p>→ can the State encourage the Cahalin crossing? → Challenging (private crossing) to get approved with the RR</p>



ANCESTRY AS AN EXAMPLE



C3: LIMITED CONNECTIVITY WITH FLEXIBLE LAND USES

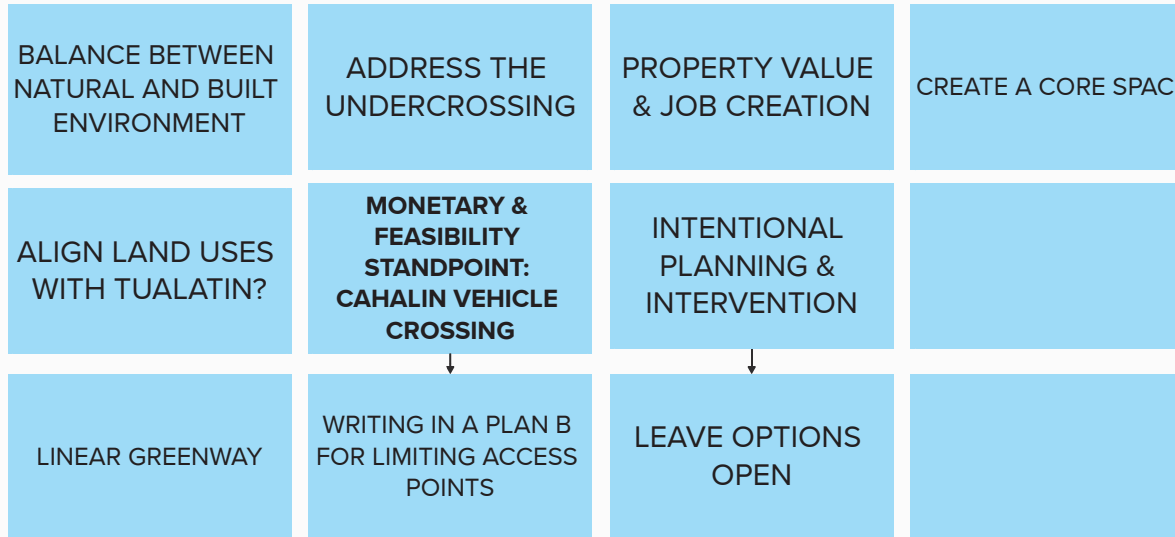


PREFERRED ELEMENTS

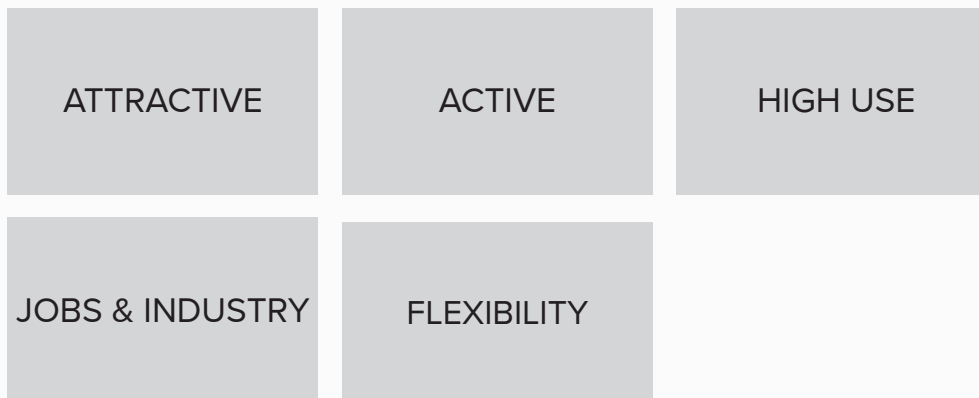


What are the pieces/elements we want in a preferred concept?

Is there a starting point?



DEFINING PHRASES



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	