



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 12, 2025

ADMINISTRATIVE MATTERS

1. Consideration of the October 6 & 8, 2025 Planning Commission minutes



**Wilsonville Joint City Council/Planning Commission
Work Session Minutes
October 6, 2025**

Wilsonville City Hall & Remote Video Conferencing
<https://www.ci.wilsonville.or.us/meetings/pc>

CALL TO ORDER - ROLL CALL

Mayor O'Neil called the meeting to order at 5:00 pm.

Present: Mayor O'Neil, Council President Berry, Councilors Shevlin and Cunningham, Planning Commission Chair Hendrix, and Commissioners Karr, Heberlein, Scull, and Semenova

Excused: Planning Commissioner Vice Chair Willard and Commissioner Constantine

Staff Present: Daniel Pauly, Cindy Luxhoj, Amanda Guile-Hinman, Andy Stone, Bryan Cosgrove, Jeanna Troha, Kimberly Veliz, Everett Wild, Miranda Bateschell, Matt Lorenzen, Zach Weigel, and Zoe Mombert

REVIEW OF AGENDA AND ITEMS ON CONSENT

There were no comments.

COUNCILOR'S CONCERNS

There were none.

JOINT CITY COUNCIL & PLANNING COMMISSION WORK SESSION

Mayor O'Neil explained that joint work sessions between the City Council and Planning Commission were scheduled every so often to bring different perspectives together and collaborate on thoughtful planning.

City Councilors, Planning Commissioners, and Staff introduced themselves.

1. Wilsonville Industrial Land Readiness (Basalt Creek - West Railroad)

Mayor O'Neil introduced the item, noting tonight's discussion would focus on the future of the West Railroad area, an important industrial area northwest of town, and especially on public realm and land use concepts that would help shape the development of alternatives for further consideration by the Planning Commission and City Council. A preferred alternative would ultimately be incorporated into the Basalt Creek Master Plan, scheduled for adoption in early 2026.

Planning Manager Pauly introduced the project team, which included Associate Planner Luxhoj, himself, Planning Director Bateschell, Economic Development Manager Lorenzen, and City

Engineer Weigel, along with consultants Alex Dupey, Lauren Scott, and Meg Grzybowski from MIG.

MIG Consultants Alex Dupey and Lauren Scott gave a PowerPoint presentation, reviewing the background of and existing conditions in the West Railroad area, including its opportunities and challenges; the Basalt Creek Master Plan's guiding principles; potential urban design concepts, as well as the preferred elements and design components, with the goal of being able to start identifying the land use, layout, circulation, and public realm investments to include in a preferred concept for West Railroad, which would ultimately be incorporated into the Basalt Creek Master Plan following additional work sessions and public hearings with both City Council and the Planning Commission.

- Concept 1 (C1). Tonquin Environment: a recreational and natural amenity with an employment focus, featuring transportation connections to Basalt Creek Parkway and its adjacent trail connections. (Slides 24-27)
- Concept 2 (C2). Manufacturing and Industry: maximizing employment and enhancing connections through a full-scale, multi-modal transportation system. (Slides 28-30)
- Concept 3 (C3). Limited Connectivity with Flexible Land Use: incremental, market driven approach for different uses not appropriate in other parts of the city with less infrastructure improvements, including no changes to the railroad undercrossing. (Slides 31-33)
- **Mr. Dupey** noted a virtual Miro white board was being used to display the three concepts and guiding principles as a reference during the discussion and that notes would be added accordingly.

Council and Commissioner discussion and input on the West Railroad area and proposed concepts were as follows with responses by the project team's responses to questions as noted:

- Development in the area over the last 10 years had been prompted by cheap land, changes in ownership, and other market conditions.
- The estimated construction cost for the Grahams Ferry Road railroad undercrossing was stated in today's dollars because the future exchange rate was unknown. (Slide 16)
- Any future plans regarding the gravel pits were unknown. One land owner told Staff that some operations would be shifting from the Knife River facility to the Tualatin Sand and Gravel facility, but there did not seem to be any immediate plans to change operations on properties in the West Railroad area.
- Both the wetlands and tree canopy were identified as areas of consideration and more recent surveys showed less natural resource areas than Metro's Natural Resource mapping. The existing trail and wetlands would likely remain and be integrated into the preferred concept plan since the trail system was part of the regional trail network.
- Support was expressed for the aspirational guiding principles (Slide 20), but concerns were raised about building a vibrant business community when infrastructure and access is so limited and balancing infrastructure and access while incorporating natural resources.

- Perhaps C1 and C2 could be melded together to preserve the history of the Tonquin Trail, utilize the outdoor space, and develop the area for the revenue stream. Could the City be limiting the area's potential by trying to balance the environment and industry?
 - **Mr. Dupey** noted the final concept would likely be a combination of all three concepts, so mixing and matching preferred elements moving forward was appropriate. However, the right balance of development versus recreational and natural amenities must be determined.
- The focus of Basalt Creek was to maximize the ability to develop much needed industrial lands and create more jobs. Wilsonville has plenty of office space. If bridge was hindering the ability to maximize getting quality industry, leaving the bridge as is was a concern.
 - Preserving the environment was great, but the City didn't want to lose the opportunity to bring in jobs and maximize revenue; one should not be at the expense of the other.
- **Mr. Dupey** asked in light of the aspirational principles, what does the desired employment look like and how would it be uniquely Wilsonville? Would the employment factor be achieved through the type of development or the form of development?
 - **Economic Development Manager Lorenzen** noted there were a lot of factors to consider. With property tax being critical to the City's budget, creating jobs is important. However, the State's budget is the main beneficiary of job creation. In trying to create a regulatory framework for Basalt Creek, development could not be regulated into existence. The concepts that require significant public investment must be weighed against where the funding comes from and whether the City could realistically partner with the State as a beneficiary of job creation. Given the City's perspective, uses that generate property tax should be considered, such as manufacturing, which cannot be regulated into existence. Certain high-tech uses were not feasible in Basalt Creek due to vibration factors, access limitations, etc.
 - Marrying the natural environment with an employment environment was a great concept and might make the area more marketable to desired industries. However, public jurisdictions do not control property, so the market would drive the development of the land; so, speculative development would likely occur in the area, such as development projects with multi-tenants and a diversity of uses that fit well together. This did not necessarily exclude commercial recreation. Basketball campuses sited adjacent to manufacturing firms provide opportunity for some synergy of the uses.
 - Key questions regarded where public investments would come from and would the City's investment be justified by the property tax revenue generated.
- All the City could do is set the table for developers because the market-driven concepts were dependent on developers deciding to spend money in the area. How the City set the table would determine the type of developers that would be attracted. Had any developers or investors expressed interest in Basalt Creek and could that inform the City's approach moving forward?
 - **Economic Development Manager Lorenzen** replied currently, there is unlimited interest in industrial land in Wilsonville. However, the land must be served by or close to infrastructure so the developer could absorb the connection costs, and there must be a

reasonable path to aggregating a site of decent size and configuration. All of the city's undeveloped employment lands have those same constraints, including West Railroad.

- While planning for the West Railroad area could involve some of the same issues as the City was experiencing in the Coffee Creek area, West Railroad has one large continuous section with one property owner who has expressed interest in selling at some point, which could provide a more reasonable path to aggregation without the City's orchestration, which is less likely in the Basalt Creek and Coffee Creek areas.
- **Mr. Dupey** added that once the area is annexed into the city, setting the zoning and future land uses would enable the City to establish the area's capacity for infrastructure and transportation and determine the scale of development required to support the infrastructure.
- Due to the access to I-5 and transportation, Basalt Creek could be attractive to high-tech and large-scale businesses, especially with natural resources for the employees and business owners working in the area. However, certain uses, like semiconductor manufacturing and data centers, would not be able to locate in the area due to the vibration from the railroad.
- C3, which allows development to occur organically, was the least favorite because Wilsonville has been known for forward-thinking development and community enhancements while still generating needed revenue and have a beautiful area for people in which to work and recreate.
- A multi-sports facility, possibly including aquatics, in West Railroad could provide a monetary return on investment but could also provide improved livability and community development benefits. Additionally, with so much acreage in the area, such a facility could also provide an opportunity for incorporating many land uses. Setting the regulatory framework determines what uses could be allowed, not a definitive list of allowed uses.
- Trucks do not come up Grahams Ferry Road from the south because it is a longer route around the city that has many turns, though no traffic study had been conducted. The geometric constraints of Grahams Ferry Road to Wilsonville Road could not accommodate trucks.
 - Heavy freight traffic should not be encouraged on Grahams Ferry, Boeckman, or Tooze Roads to avoid mixing residential and commercial traffic. Keeping commercial and residential traffic separate is a good reason not to encourage traffic coming from the south.
 - Prioritizing the undercrossing would not necessarily commit the City to paying for it alone. However, the City might have to partner with other agencies and/or focus more resources and energy on raising additional funds to help pay for the project.
 - Access to I-5 via the Elligsen Road interchange should be considered, rather than via the Wilsonville Road interchange due to how the Wilsonville Road interchange currently functions. Being closer to the Elligsen interchange for access would be desirable.
- If the primary access to the West Railroad is via Tonquin Road (C2), the undercrossing project would not be necessary.
 - Making Tonquin Road the primary access would require a transition in uses for the gravel operation, which was not likely to change any time soon. From an access

standpoint, the arrow toward Tonquin Road indicated a general direction, and access spacing requirements would have to be met with respect to Basalt Creek Parkway. The area also had a fair amount of slope, so Tonquin as a primary access would be a challenge. (Slide 28)

- If looking at larger scale employment, it was important to consider what truck types would use a Tonquin Road access. Larger scale warehousing with bigger trucks would move plans toward bigger infrastructure improvements, such as the underpass or connecting to Tonquin, if it could work.
- Without infrastructure investments, smaller trucks could get through as seen with existing uses, so land uses could include Craft Industrial and small scale uses rather than manufacturing and larger scale industrial uses.
 - The Planning Commission was already discussing High-Tech and Craft Industrial uses within Basalt Creek.
- Flooding would be considered, as some roads south of the area already flood. However, no roads within the West Railroad area flood and about 90 acres of unconstrained land were outside of the floodplain, allowing for plenty of space for several different uses.
- One key consideration was that C3 provided space for miscellaneous land uses that were not allowed or desired in other parts of the city.
- C2 accomplishes environmental goals and would provide the most property value in the long run, even weighed against the cost of making the concept viable. C2 would also provide the most flexibility for allowed land uses and its multi-modal network allowed for multiple access points.
 - Opposition was expressed about C3 because addressing this area later was not a good way to do planning.
 - C1 alone would not satisfy the City's property value or industrial needs, nor the job creation the State was looking for Wilsonville to provide.
- What priorities should be considered for a development concept that relies on stronger multi-modal network, including bike, pedestrian and transit, serving West Railroad as an employment area that is connected?
- Blending C1 and C2 was supported with a mix of green space and light industrial, for example. The Planning Commission had also discussed vocational and higher education as potential uses in the zone.
 - The proper balance between deliberate and market-driven development was a challenge, so considering a mix would keep options open to better navigate the changing market.
 - **Mr. Dupey** suggested a form-type development, similar to other industrial zones, might align with such a mix and depending on how it functioned, enable the City to have the types of uses desired by providing flexibility of what happens within a building, as well as the desired urban environment.
 - Knowing urban design was the goal, as an example, would influence how the City incentivizes to attract different types of businesses to the West Railroad area.
 - **Economic Development Manager Lorenzen** added the City should be somewhat visionary and having all the answers now was not necessary. While the constraints and

what made sense from a feasibility standpoint must be considered, once the vision for West Railroad was clear, then the hard work for how to achieve that vision would begin, whether through incentives, partnerships, legislative appropriation support, etc.

- Being aware of what Tualatin is doing would help the City make best decisions for Wilsonville.
- **Associate Planner Luxhoj** explained that directly north of West Railroad and the light industrial subdistrict within Wilsonville, Tualatin had manufacturing and various forms of residential zoning and recently adopted a special employment zone specifically for the area north of the Basalt Creek Parkway. Not a lot of consideration was given to how Wilsonville's uses and development might integrate with Tualatin's given that the Basalt Creek Parkway would create a physical barrier between the cities. The Parkway would be elevated with no road connections except at Grahams Ferry and Boones Ferry Roads. No Tualatin or Wilsonville buildings would front on to the Parkway.
- Ancestry Brewing in Sherwood was adjacent to manufacturing/industry, but patrons could overlook a beautiful wetlands area as the brewery had the last space at the very end of a building.
 - Having a good mix of C1, C2, and C3 would keep the City's options open. C3 could be zoned generally to allow flexibility of uses if good option not yet envisioned was presented, while other parts of West Railroad could be kept open for C2 and incorporating the natural resources, whether for breweries or campuses. (C1)
 - **Mr. Dupey** noted many bigger warehouses in a lot of industrial areas were being broken into flex space. The Craft Industrial/Flex use would allow for maker elements, like a brewery, which was a more experiential category. Certain areas could tie in the natural elements with an experience, even if there was a warehouse; whereas other areas might be more generalized to accommodate various different uses that did not have a place in the city.
 - With Cahalin Road coming straight in, the area in the middle could be developed with natural parks and interesting Craft Industrial uses surrounding it, attracting certain uses to that core space with a visual interest and have high-density uses on the outskirts. (Slide 29)
- C2 should incorporate a linear greenway across the entire Coffee Lake Creek area; currently the greenway stops at the lower two-thirds of the [West Railroad] area. The greenway would provide flexibility for developers to use the natural area to the west as part of their development. The tree grove might not be as prominent as at that point and gets reduced a bit, but the linear greenway would benefit the entire area.
- The railroad underpass project was estimated to cost about \$35 million, but Cahalin Road would provide a direct entry into the heart of the West Railroad area. Compared to the \$35 million project, Cahalin could be widened and improved for semi-trucks and a railroad crossing added. Given the State's excitement about employable lands, perhaps the State could help with funding.
 - **City Engineer Weigel** noted that getting a public railroad crossing approved at Cahalin Road would be difficult. Currently, a private, unimproved crossing existed there. At-grade railroad track crossings are no longer allowed, so new crossings must cross under

or over the railroad, and PGE and BPA power lines located across the railroad tracks would make an overcrossing very difficult.

- He described the difficulties involved with the 5th Street/Kinsman Road project which involved an existing public crossing, noting the City was required to close another crossing to get the project approved.
- With Cahalin Road being such a good access point into the property, the City should find out if a public crossing at Cahalin was feasible and discuss the idea with Oregon Department of Transportation (ODOT) Rail and the railroad.
- A public railroad crossing at Cahalin Road could be written into the preferred concept as an option, along with a Plan B should the Cahalin Road idea fail.
- C2 also included other access options along the west side of the area, including Morgan Road, which should be considered.
- The option for additional railroad stops for passengers and freight could be a consideration. However, requests for rail spurs usually include the requirement for a 250-acre site, so the railroad would not likely be a big driver of demand and development in the area.
- Uses like Advanced Manufacturing were the gold standard for creating good, high-wage earning jobs and providing the City with a good tax base due to a high property tax per acre ratio since very sophisticated, expensive machinery which gets taxed as real property.
 - The City's PDI zone provides great flexibility to attract such employers.
- Generating job growth would pique the State's interest in revenue, which would give the City leverage to get State funding to invest in the area. Allocating a massive portion of West Railroad to commercial/recreational uses, the State would not be interested in investing.
- What words or phrases should define the West Railroad area in 20 years?
 - Words and phrases included active, attractive, high-use, jobs, industry, a unique part of Wilsonville, and flexibility in terms of how things are arranged and designed per the market-driven environment.

Mayor O'Neil appreciated the contributions and participation of the Planning Commission and noted the project team's preferred alternative based on tonight's discussion would be presented at the upcoming City Council and Planning Commission work sessions in November.

ADJOURN

The meeting was adjourned at 6:34 p.m.



**Wilsonville Planning Commission
Regular Meeting Minutes
October 8, 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 6:02 pm.

Present: Nicole Hendrix, Andrew Karr, Sam Scull, Yana Semenova, and Matt Constantine

Excused: Ron Heberlein and Jennifer Willard

Staff Present: Daniel Pauly, Miranda Bateschell, Amanda Guile-Hinman, Kerry Rappold, and Mandi Simmons

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN INPUT

There was none.

ADMINISTRATIVE MATTERS

1. Consideration of the September 10, 2025, Planning Commission Minutes
The September 10, 2025, Planning Commission minutes were accepted as presented.

PUBLIC HEARING

2. Climate Action Plan (Rappold)

Chair Hendrix called the public hearing on Resolution LP25-0003 for the Climate Action Plan to order at 6:05 pm. She confirmed that all Commissioners had familiarized themselves with the application and requested presentation of the Staff report.

Natural Resources Manager Rappold, and Maurya Braun, Consultant, Sustainability Solutions Group (SSG), presented the Climate Action Plan via PowerPoint, reviewing the context and components of the Plan, public outreach, actions and implementation measures, and integrating climate work into City work, along with next steps as follows:

- The process of developing the Climate Action Plan had taken about a year-and-a-half and involved a couple Planning Commission worksessions. Creating and implementing the Action Plan provided an opportunity to do something Wilsonville had not done before. He highlighted the presentation's agenda, noting that public engagement, including responses to questionnaires from the community and business sector informed the process, and

explaining that actions were the starting points and the resulting implementation measures defined what the City would do moving forward.

- While the City's Climate Action Plan started as a 2023-2025 City Council Goal, the Plan was also reliant on work at the State level and the State's Executive Order and ambitious goals for reducing greenhouse gases. Achieving these goals would require significant effort and collaboration at the federal, state, local, and private industry levels. (Slides 4 & 5)
 - In constructing the Climate Action Plan, Staff identified three main scenarios:
 - Business-as-usual was what the City was currently doing in terms of existing conditions.
 - Business-as-planned accounts for more State-level actions and how they are implemented locally.
 - The low carbon action scenario was being added and would incorporate the specific Low Carbon actions developed as part of this plan.
 - Five categories of Low Carbon actions were modeled in an extensive exercise that looked at all emissions within the community, including those generated by City facilities like the wastewater and water treatment plants, and all electricity use within the community.
 - Implementation measures detailed the pathways for achieving the actions and were noted in the Plan's appendix. While not comprehensive, the list served as a good starting point as far as how to implement the actions.
 - As an example, a Buildings and Industry category action calls for retrofitting all existing buildings in Wilsonville by 2050 to reduce energy use by 50%. The implementation measures to achieve that goal included creating a Home Retrofit Navigator program to provide resources and information, such as for people to install solar panels on their homes and establishing a PACE program geared toward commercial operations.
 - Verbiage on Slide 5 was corrected to state, "By 2050, retrofit all existing **buildings** in Wilsonville to reduce energy use by 50%."
 - All the actions and implementation measures in the Climate Action Plan were structured that way; when reading the actions, the parallel was what the implementation measures called for.
- At the prior worksession, the Planning Commission discussed how the climate was expected to change specifically within Wilsonville, as well as the increasing number of hot days, the decreasing number of freezing days and the impact on residents, the mountain snowpack, and the water available throughout the year. (Slide 6)
 - The increase in dry days would also impact the community and broader areas, especially farmers relying more on irrigation, and municipalities with increased demands on freshwater supplies for outdoor uses, such as landscaping and parks, which had all kinds of implications for how the City proactively managed its water resources.
- A significant majority of community members have indicated over a three-year period that climate change is either "somewhat important or very important" to them, which would be useful when the City brings ideas and projects forward. (Slide 7)

- If the City continues with the business-as-usual scenario, relying on a lot on gas and diesel vehicles, not biking or taking transit, and keeping building energy efficiency levels the same, emissions will rise across all sectors. (Slide 8)
 - Implementing the Low Carbon actions will dramatically drop emissions and get the city very close to the State's targets. The primary remaining emissions in 2050 will come from Transportation, which is difficult to address due to a strong car culture, extensive commuting into Wilsonville, and the timelines for vehicles being ready, especially heavy-duty vehicles.
- Emissions are rising in Wilsonville, so five key categories were identified where actions were necessary to change how the city operates (Slide 9):
 - Buildings and Industry focused on retrofitting existing building stock and increasing the standards for new buildings to improve energy efficiency now and in the future.
 - Transportation promoted increasing active transportation like walking and biking, as well as transit use, and shifting most remaining modes of transportation including vehicles, rail, and light rail, to electric engines.
 - Renewable Energy centered on solar and green electricity procurement, assisting the community in purchasing and supporting zero-emissions electricity generation.
 - Solid Waste involved increasing recycling and fundamentally decreasing waste sent to landfills, thus reducing methane production.
 - Green Infrastructure linked the Climate Action Plan to the City's urban forest management plans and activities to plant more trees and ensure the city's natural areas remain healthy for recreation and to sequester carbon and carbon dioxide. [15:45]
 - The Natural Areas Management Plan, adopted by City Council on Monday, was a critical piece for ensuring natural areas function in a healthy and sustainably way.
- As requested at a prior work session, specific modeling results for Town Center were presented to provide further considerations regarding the plans being developed for Town Center. (Slide 11)
 - The modeling showed Town Center emissions currently made up 20% of Wilsonville's emissions. Implementing the existing business-as-planned (BAP) would reduce Town Center emissions by about 15% compared to the business-as-usual (BAU) scenario. Adding the Low Carbon (LC) actions would reduce emissions by approximately 60% without relying on State's goal of a clean electricity grid. However, if the State reaches its goal of zero emissions by 2040, the reduction in Town Center emissions would approach 70% by 2050 in the LC scenario and even the BAP scenario results in a significant reduction as well.
- Integrating the climate work into the City's work relied heavily on continued support and direction from the State, whether through legislation, funding, and/or ensuring a greener grid in the future by working with power companies, as well as potential federal support which could be helpful in the future. While a lot could be done at the local level, the City needed support at the federal and state level. (Slide 13)
 - Locally, efforts would focus implementation on high-impact areas like Town Center and on working on ways to incentivize and educate homeowners associations (HOAs), the

community, and businesses. Leadership and next steps to ensure the Climate Action Plan would be implemented were other key factors.

- Significant State funding was available and increasing to help achieve the targets set by the State. Recently, several million dollars was provided to help utilities move the greening of their energy stock forward. (Slides 15-17)
 - For local governments and residents, the State provides a number of resources, which include not only funding but guidance and consultancy services to create feasibility plans or identify the best services for existing conditions, as well as Community Renewable Energy Grants to support the purchase and installation of renewable energy; solar and energy storage rebates; home efficiency, electrification, and appliance rebates, which aid building retrofit actions to help make homes be much more energy efficient, and even a program for schools.
 - Energy Trust programs provide a diverse array of funding and guidance, from assistance around hydropower, even from the smallest waterflow sources, multi-family residential retrofits, which can be challenging unless coordinated across all the residences.
 - The Oregon Community Solar Program supports residential and low-income subscriptions, enabling those who could not install solar panels on their home subscribe to purchase green electricity, directing the money to a utility to make the grid greener, as well as specific guidance for developers.
 - Additionally federal grants were also available, including those for geothermal heating which were expected to continue.
 - A recent NPR broadcast discussed how the State of Oregon is expected to be one of the leaders in geothermal research and was currently doing research near the Newberry crater to test ways of accessing geothermal from “hot rocks” which could significantly contribute to the state. Iceland’s use of geothermal was impressive.
- The Climate Action Plan provided a wonderful framework for how the City could move forward as well as a starting point, especially in terms of the implantation measures. However, further steps were required, including creating leadership or governance, which would involve the community, potentially creating a task force to lead the Plan’s implementation. Other key steps would be to perform a deeper dive into the financial needs of the implementation measures and identifying any additional measures necessary to move the actions forward. Examining policy and strategy alignment regarding how the City’s mechanisms could move the Plan forward and determining who would be responsible specifically for the Plan’s implementation, whether one department or individual would take the lead, or would that responsibility be spread among the City’s departments. (Slide 19)
- The Climate Action Plan was very ambitious, covers a long timeframe, and requires the City to remain adaptable to changes at the federal and state levels, as well as in the marketplace.

Commissioner Scull:

- Appreciated the information on Town Center and asked how the 20% Town Center emissions figure was derived.

- **Ms. Braun** explained the methodology involved analyzing buildings within the Town Center zone, including the building types and types of activity occurring within the buildings, identifying the number of residents living in the area, the number of commercial opportunities, and the average energy consumption for each building archetype, as well as the regional transportation patterns passing through Town Center streets. Water use and the waste generated within buildings were also used; however the significant transportation in and through Town Center was likely the reason for the higher emissions than other parts of the city.
- Questioned whether potential federal actions could make the business-as-usual curve worse. (Slide 11)
 - **Ms. Braun** noted the federal government was working on dismantling the CAFE standards, which require annual improvements in vehicle fuel efficiency, and although a fundamental standard built into the business-as-usual scenario, eliminating that mandate was one action that could negatively affect the baseline scenario.
- Affirmed the Climate Action Plan's quality and suggested the City quantify the "cost of doing nothing" which likely exceeds the cost of implementation. Not spending money or investing in implementation now would ultimately be much more expensive in the future.

Commissioner Karr:

- Liked the Plan, noting the State's goal was aggressive, adding success seemed dependent on a clean grid, which was the largest delta in most of the graphs and about which the City has no control. He expressed concern that the City would be held accountable for achieving the State's aggressive goals without the State helping to achieve clean grid targets, even if the City was taking action and making a great effort.
 - **Mr. Rappold** noted that certain State mandates, like revised parking standards or Building Code changes, must be followed regardless, but the City has limited ability to force the grid to clean up. He expected the State to recognize every community would be impacted if the State did not achieve its goals regarding a clean grid, so there would be no expectation for the cities to do anything beyond that. [33:55] Cities were not responsible for any specific reduction targets.
 - **Ms. Braun** added the fact that the City was so reliant on the grid becoming clean emphasized the municipality's role to advocate and pressure utilities and the State to stick to those grid targets, especially as data centers become more present in all kinds of communities. A data center's demand on electricity was about 40 times that of a commercial building, straining a utility's ability to reach renewable targets.
 - She emphasized that managing demand on the grid was impacted by reducing electricity demands within the cities. Making Wilsonville's buildings more energy-efficient was the only way to avoid overstressing the grid. Changes had to be made within the communities so the provided electricity would be sufficient when electrifying communities.
- Asked if the business-as-usual scenario accounted for the data centers the City wanted to attract to areas like Basalt Creek.

- **Ms. Braun** confirmed data centers were not reflected in the current modeling due to a lack of specific demand data. She agreed integrating that analysis was important and something to pay attention to.
- **Mr. Rappold** added especially moving forward with a deeper analysis for implementing the measures identified in the Plan and during the policy/strategy discussions to determine how that would impact industrial areas coming into the city.
- Asked if this policy would be taken into account when looking at building permits and what is allowed to be built in the city's growing industrial areas. [36:35]
 - **Ms. Braun** believed that would be addressed within the policy alignment step to determine what changes the City wanted to make to its policies to incorporate all the new information from the Climate Action Plan.
- Added perhaps the City would change its industrial section to be energy heavy.

Chair Hendrix noted the competing climate and economic priorities and the various attempts to balance or offset the climate impacts with economic needs. [37:50]

Commissioner Constantine appreciated the work and the additional information separating Town Center, which was interesting knowledge to have looking toward the future. He agreed the Climate Action Plan should not just be put on a shelf, but used in the City's decision making going forward, including when planning and issuing building permits. [38:49]

Commissioner Semenova:

- Noted PGE was not listed as a stakeholder, although Energy Trust was listed, adding she encouraged the City and businesses to use PGE as a resource in partnering with the programs available because PGE was working hard to reach the State's goals and the community did have influence in how PGE voted and its decision making as a way to achieve a clean grid.
- Stated it was disheartening to see the recent changes made regarding the grants, which impacted the goals, adding she appreciated the Climate Action Plan and hoped to reach the State's goal for a better future. It was important for the City to always be a leader to show what could be done.

Chair Hendrix called for public testimony.

Mitch Besser, Wilsonville resident, noted his comments had been submitted via email and that SMART did not seem to have meeting for the public. He explained that he preferred using his bicycle and SMART for his transportation needs, noting he would likely get an electric bicycle to assist with mobility issues as he aged. Electric bicycles were becoming more popular, as it was difficult to get to other cities by bus and younger people could not afford cars. However, the bike racks on SMART buses could not support electric bicycles so they were not currently allowed. He believed upgraded bike racks would be an inexpensive but effective improvement.

Mr. Rappold confirmed that Mr. Besser's comments had been shared with SMART and that Director Brashear would provide a response.

Chair Hendrix confirmed there was no further public testimony and that all testimony provided, including via email was already included in the record. She called for Commission discussion and deliberation. Hearing none, she closed the public hearing at 6:48 pm.

Commissioner Karr moved to adopt Resolution LP25-0003, recommending that City Council approve the Climate Action Plan. Commissioner Constantine seconded the motion, which passed by a vote of 5 to 0. (Ayes: Hendrix, Karr, Scull, Semenova, and Constantine. Nays: None)

Chair Hendrix commented that approving the Climate Action Plan was exciting as it was the first comprehensive plan by the City, noting the feedback received from the surveys confirmed climate was impacting residents' lives. She also liked how some actions in the Plan helped support other City goals, like housing.

INFORMATIONAL

3. City Council Action Minutes (September 4, 15, & 25, 2025) (No staff presentation)
4. 2025 PC Work Program (No staff presentation)

Planning Director Bateschell announced that Planning Manager Pauly had submitted his resignation, as he would be moving out of state. She reflected on his tenure with the City, noting his roles, his involvement with key development projects, planning guidance he provided to the City, as well as the leadership and support he provided to Staff, commending his work style, expertise, and skills.

Administrative Assistant Simmons also shared a slide show featuring Planning Staff's Halloween costumes, featuring Mr. Pauly.

Commissioners and Staff shared parting comments, thanking and commending Planning Manager Pauly for his work, wishing him the best, and congratulating him on a new adventure.

Planning Manager Pauly confirmed his last day would be October 31, 2025. He spoke about working with Commissioners and Board Members, expressing appreciation for the relationships he developed, how Wilsonville had changed over the years, and how the Staff, elected officials, and volunteers made the city special.

ADJOURN

The meeting was adjourned at 7:06 p.m.