



# **PLANNING COMMISSION**

## **WEDNESDAY, OCTOBER 9, 2024**

### **ADMINISTRATIVE MATTERS**

1. Consideration of the September 11, 2024 PC Meeting Minutes



**Wilsonville Planning Commission  
Regular Meeting Minutes  
September 11, 2024**

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

**CALL TO ORDER - ROLL CALL**

Chair Karr called the meeting to order at 6:01 pm.

Present: Andrew Karr, Ron Heberlein, Sam Scull, Yana Semenova, Jennifer Willard and Matt Constantine

Excused: Nicole Hendrix

Staff Present: Daniel Pauly, Cindy Luxhoj, Zoe Mombert, and Mandi Simmons

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**CITIZEN INPUT**

There was none.

**ADMINISTRATIVE MATTERS**

1. Consideration of the July 10, 2024 Planning Commission Minutes

The July 10, 2024 Planning Commission minutes were accepted as presented.

**INFORMATIONAL**

2. Town Center Street Naming (Mombert)

**Daniel Pauly, Planning Manager**, noted that while street naming was not part of the Development Code or Comprehensive Plan, the agenda item was to inform the Commission about the street naming process in Town Center.

**Zoe Mombert, Staff Liaison, Diversity, Equity, and Inclusion (DEI) Committee**, presented the background and process used for creating the Town Center Street Naming Policy and recommended names list via PowerPoint. The recent approval of a five-story building on the Shari's site prompted the City to focus on the streets in Town Center, and create a special naming convention for the area. After reaching out to multiple local tribes, only the Siletz Tribe responded and explained that just listing a name would not honor indigenous people appropriately. Policy Section II.1.b stipulated that names associated with tribes require tribal approval before use. The Town Center Street Naming Policy, which included the names list, would be forwarded for adoption to City Council on October 7, 2024.

**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.

4. City Council Action Minutes (July 15 & August 5, 2024)  
No staff presentation

At the next Planning Commission meeting, Staff would update on whether the US Supreme Court's ruling in City of Grants Pass v. Johnson had any implications for the City of Wilsonville.

5. 2024 PC Work Program (No staff presentation)  
No comments.

**ADJOURNMENT**

The meeting was adjourned at 6:48 p.m.