

WELCOME TO WILSONVILLE

To access today's program
and other info, scan the
QR to the right, or use the
URL below:

linktr.ee/wville





GPI Best Practices

Southwest Metro | 15 February 2023



City of Tualatin



WILSONVILLE
ECONOMIC DEVELOPMENT



Julie Fitzgerald

Mayor of Wilsonville



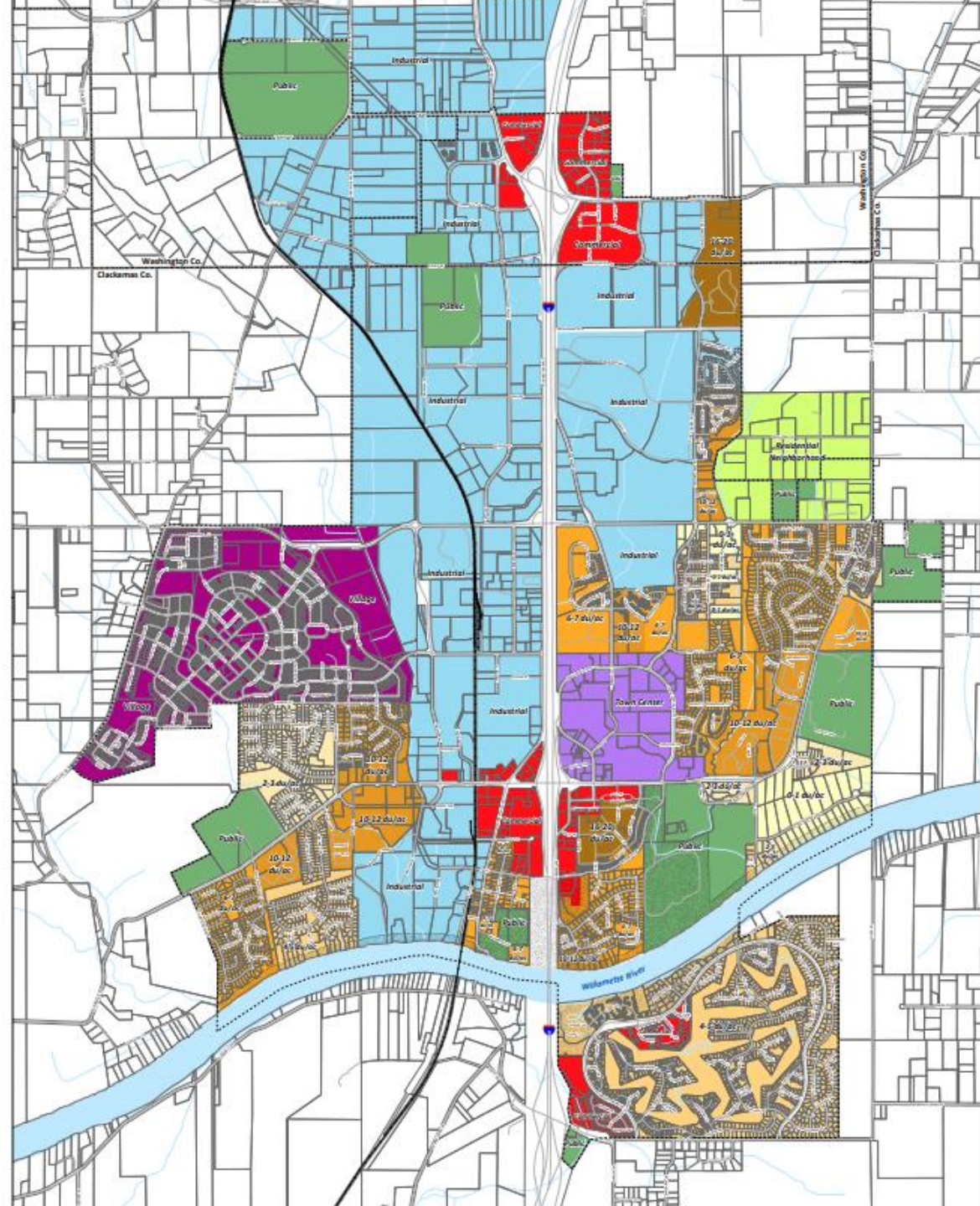
The Wilsonville Story

GPI Best Practices Tour | 15 February 2023

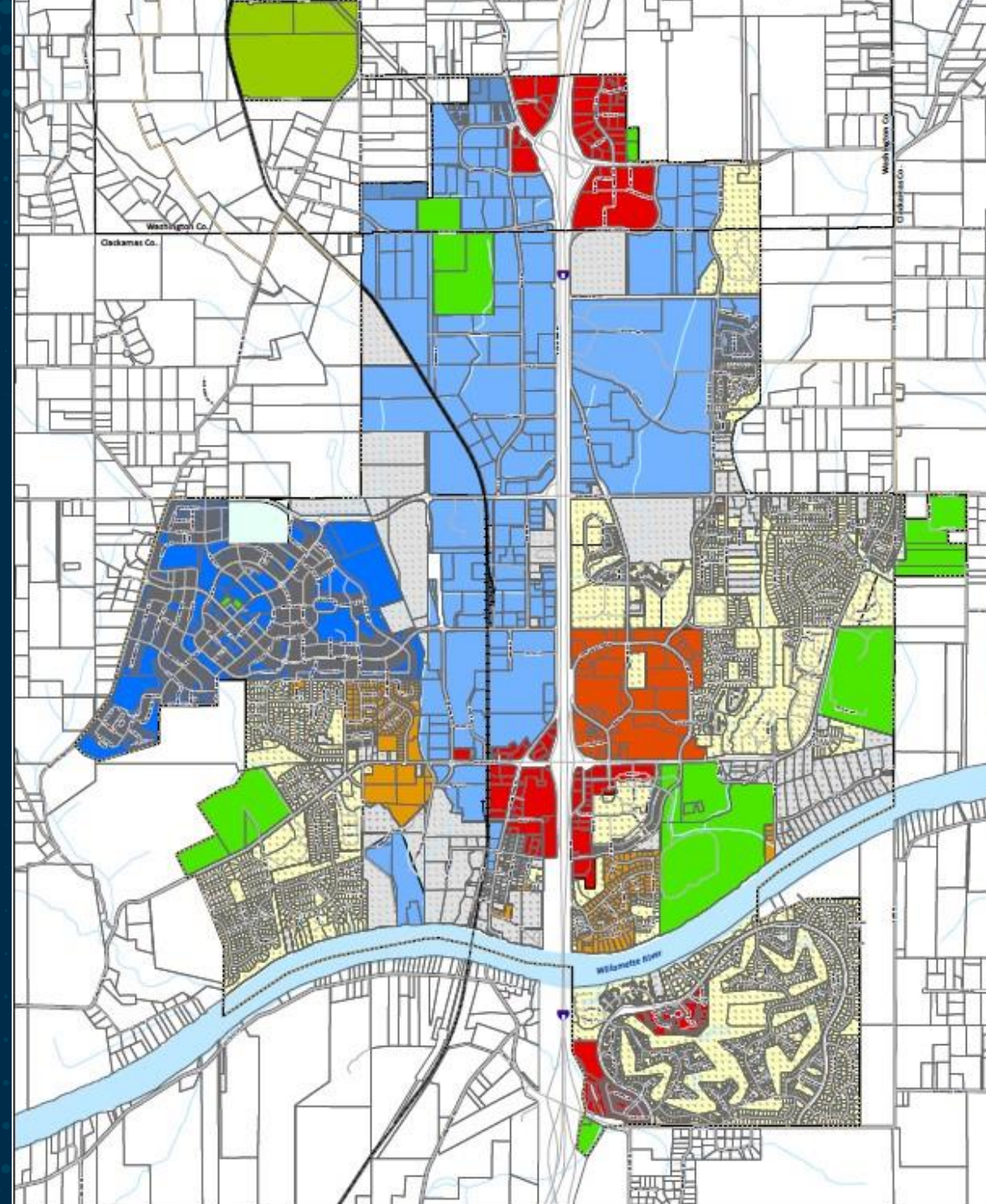


WILSONVILLE
ECONOMIC DEVELOPMENT

2-Map System Comp Plan Map



2-Map System Zoning Map



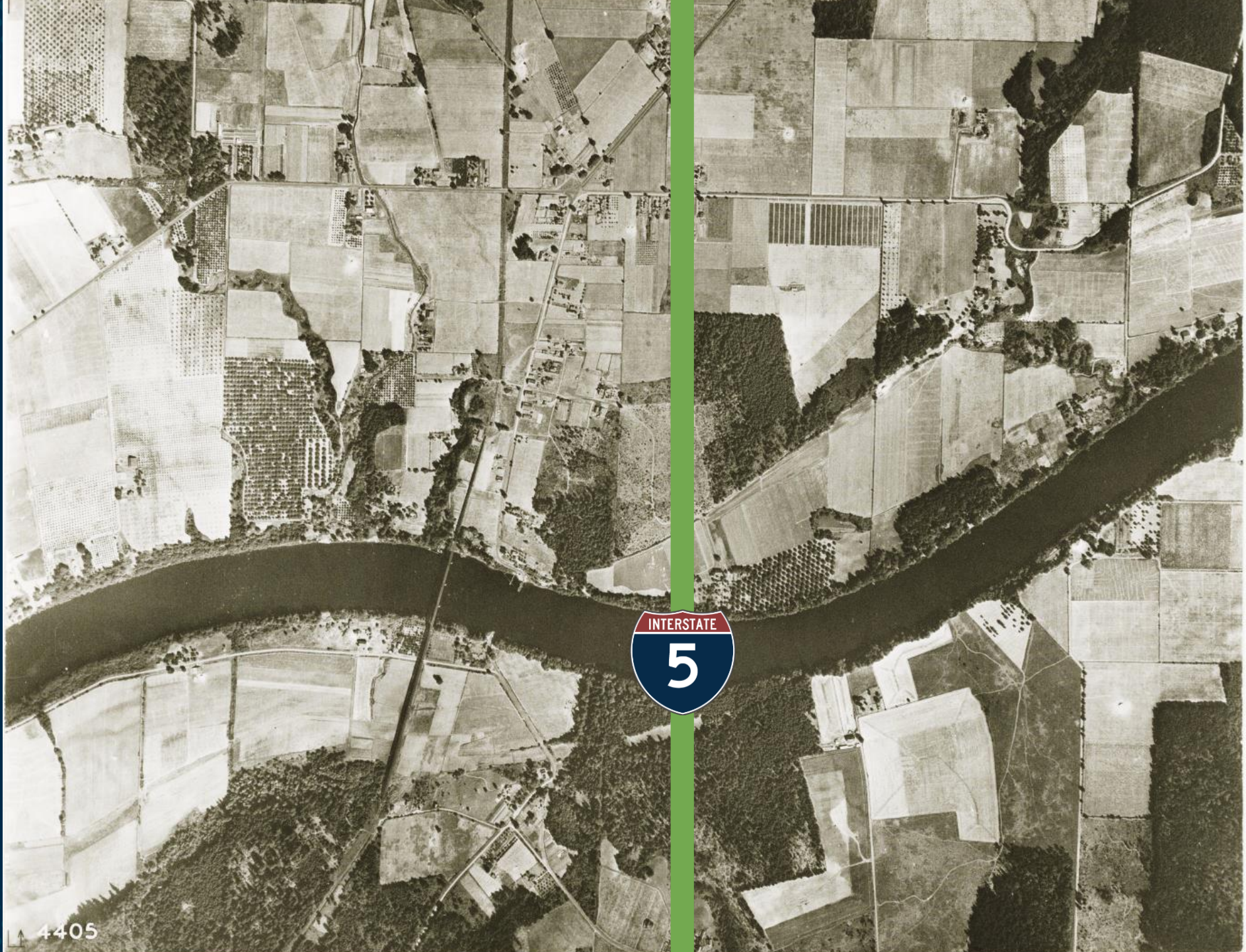


Comprehensive Plan Policies

- Develop an attractive and economically sound community.
- Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.
- Favor capital intensive, rather than labor intensive industries.
- Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for citizens of the City and the local area.
- Encourage energy-efficient, low-pollution industries.

Wilsonville
1936

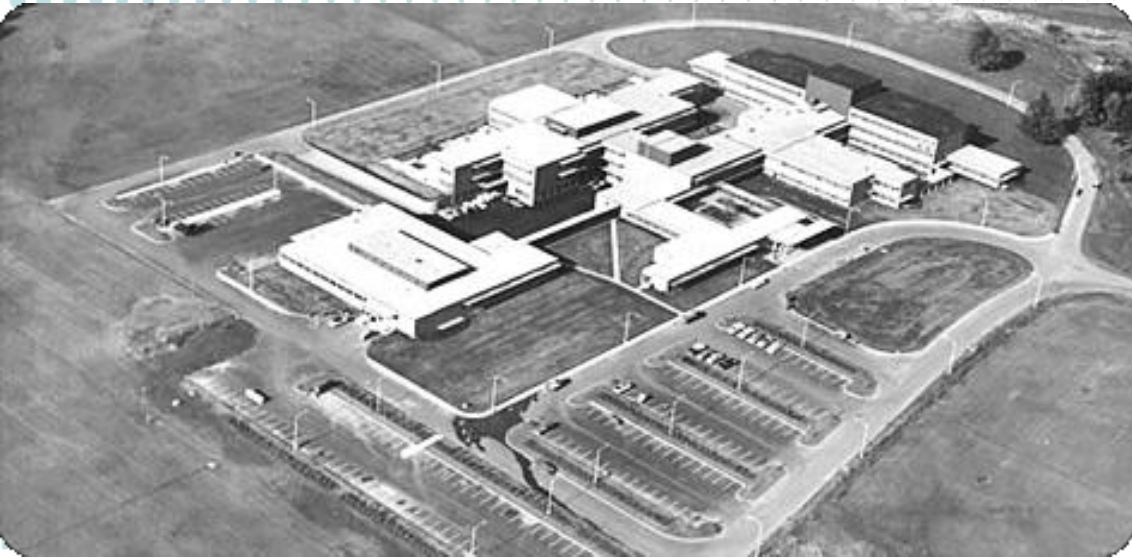
I-5
1950s



Wilsonville
1961



1965- Dammasch State Hospital



Villebois today



Wilsonville

1970



Wilsonville
1973





Top 10 Private Sector Employers

	Business	Type	FTE
1	Siemens EDA (fka Mentor Graphics)	Software Mfg	1,040
2	Swire Coca-Cola USA	Mfg + Distrib.	585
3	Collins Aerospace	Manufacturing	535
4	Sysco Food Services	Wholesale Distrib.	485
5	Columbia Distributing HQ	Wholesale Distrib.	425
6	Costco Wholesale	Retail	330
7	DW Fritz Automation	Manufacturing	320
8	TE Connectivity	Manufacturing	280
9	Fred Meyer	Retail	275
10	Teledyne FLIR	Manufacturing	270

Burns Brothers Truck Stop



Burns Brothers Truck Stop

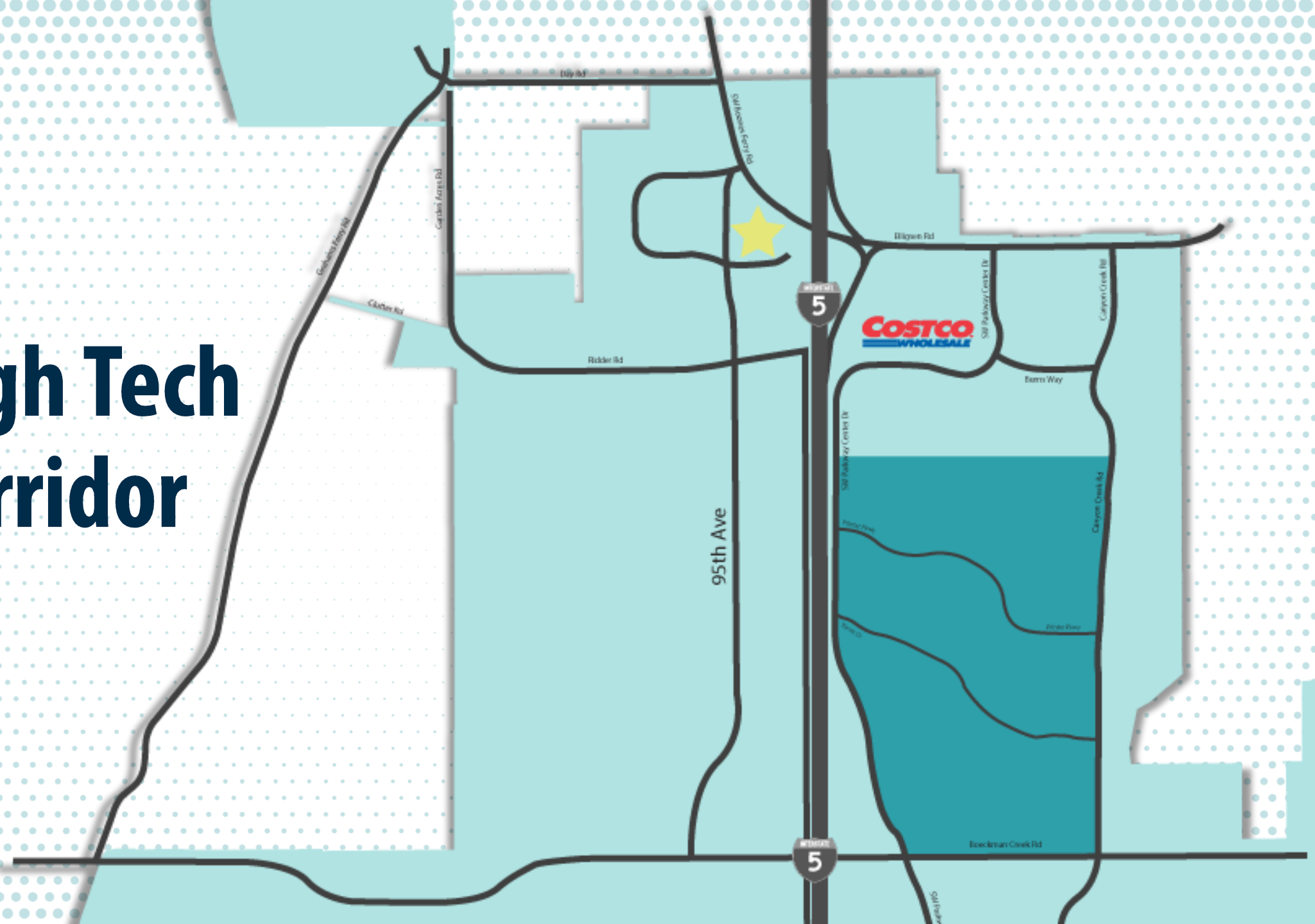


Fry's Electronics

(formerly
Incredible Universe)



High Tech Corridor



Tektronix 1974-75



TEK TALK VOL. 4/NO. 43 MAY 17, 1974
tekweek

TEKTRONIX RECEIVED the go-ahead from the Wilsonville City Council Monday night to purchase 242 acres north of town for an industrial park. Councilmen shown in session are, from left, Joe Cooney, Weldon R. Sloan, Mayor Phillip Balsiger, Bill Lowrie and Walt Wehler. City Recorder Marjorie Hintz takes minutes.

Tektronix 1974-75



Tektronix

1974-75



TREE PLANTING CEREMONY marked the official opening of Tek Wilsonville last Friday. Positioning a 20-foot native red oak by the building entrance were (from left) Earl Wantland, Tek president; Howard Vollum, board chairman; Larry Mayhew, group vice-president and IDG manager; Wilsonville Mayor Phillip Balsiger; and Oregon Governor Bob Straub.

Tektronix 1974-75



Some 600 employees and guests of Tek were on hand for the Wilsonville dedication ceremonies.

Open house at Wilsonville draws 4,190 Tekes, friends

Tektronix was host to more than 4,000 Mayhew and Wilsonville Mayor Phillip

Tektronix

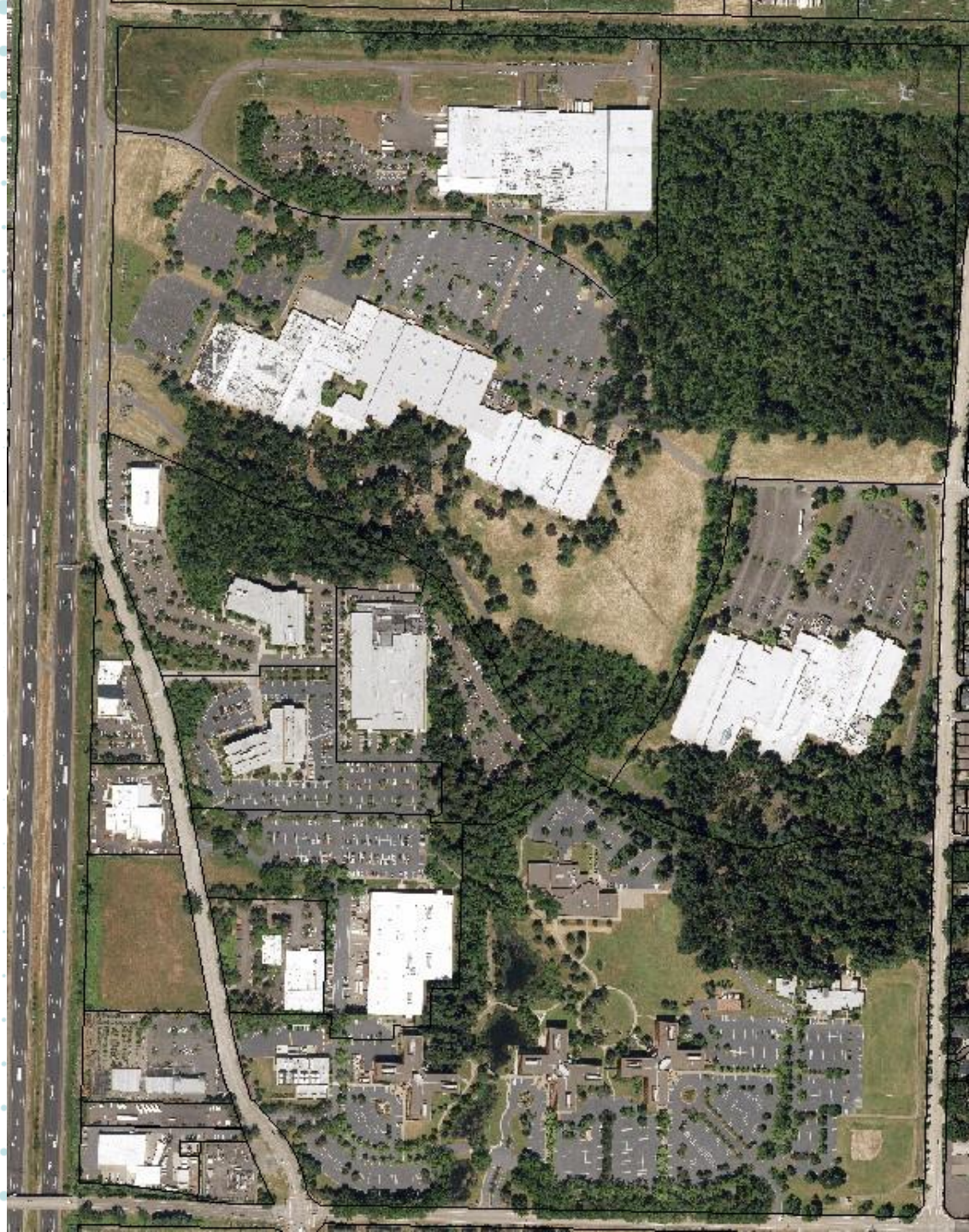
1974-75



Tektronix



High Tech Corridor 2021

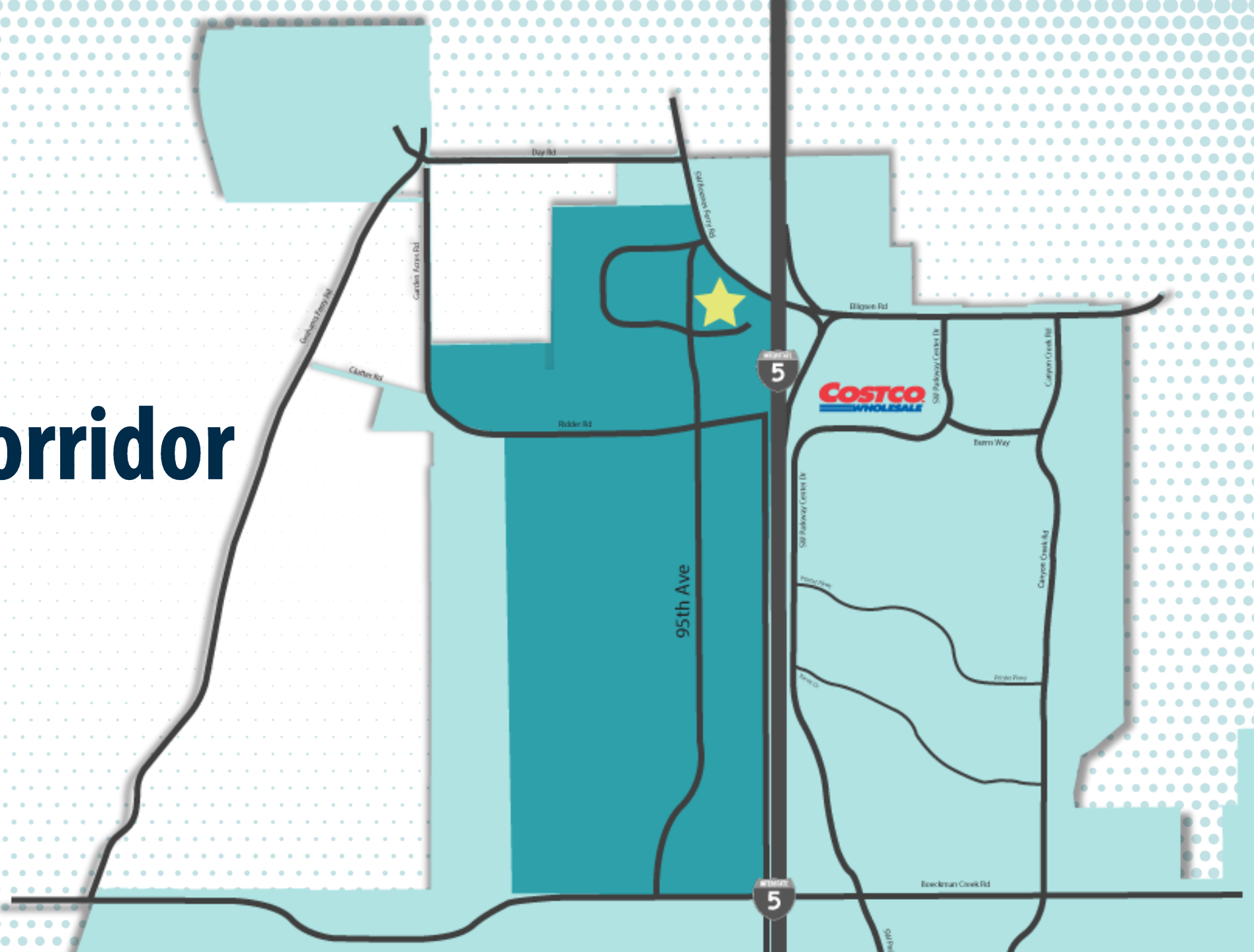


T W I S T

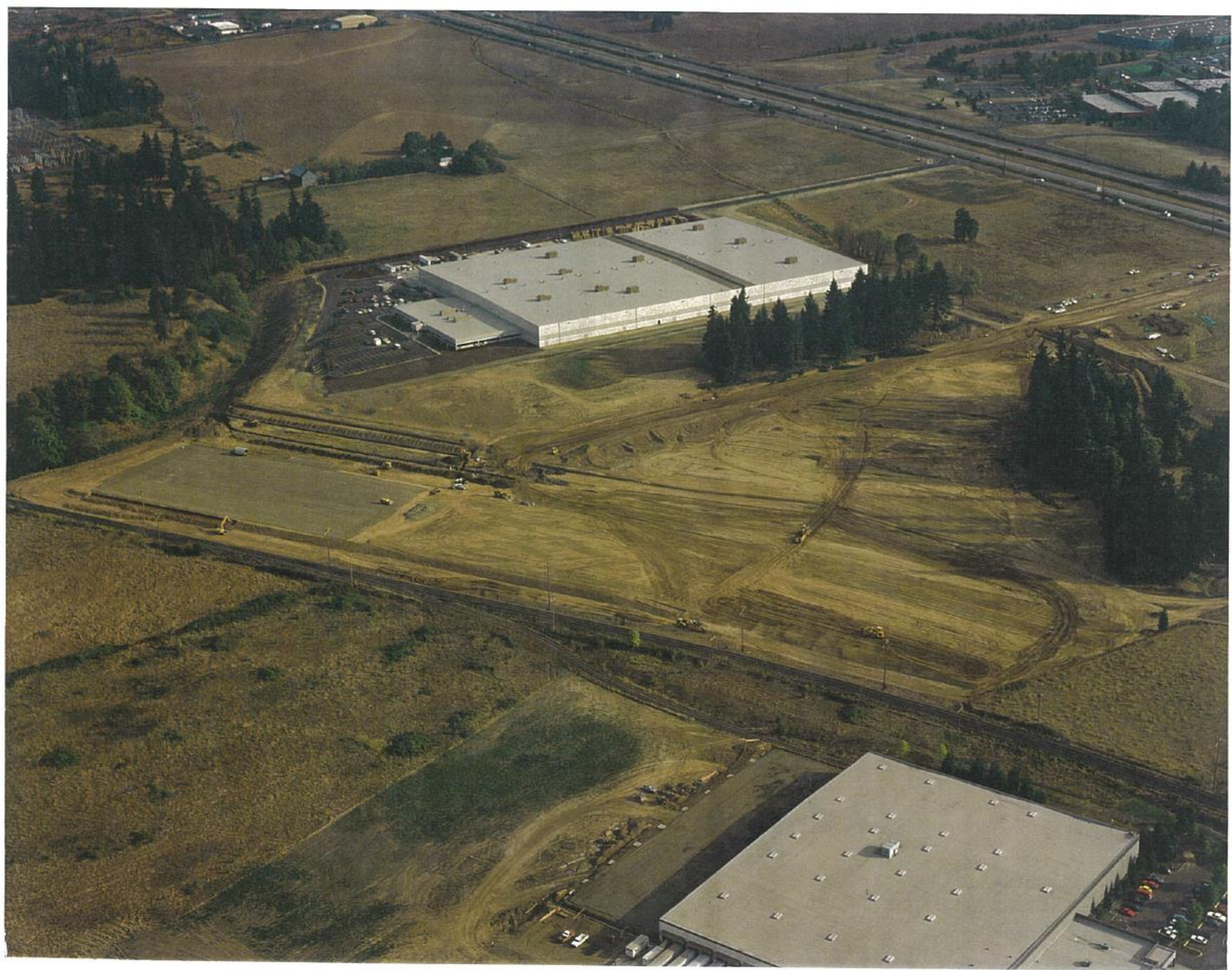
BIO SCIENCE



95th Ave Corridor



95th Ave Corridor



95th Ave Corridor



95th Ave Corridor



95th Ave Corridor



95th Ave Corridor



95th Ave Corridor



Coffee Creek Correctional Facility





Cabela's still casts shadow over Wilsonville

Property owner asks city to rezone 33-acre site

By JOSH KULLA
The Spokesman

The specter of Cabela's just won't leave Wilsonville alone.

The popular sporting goods retail giant has already announced the 2014 opening of a new store in Tualatin's Nyberg Woods development. Now, the owner of property in north Wilsonville that once was considered a potential site for that project is back to remind city officials of what could have been.

Wilsonville resident Ralph Elligsen and his attorney, Ron Dusek of West Linn, appeared before the Wilsonville City Council Oct. 7 to ask for council backing for a plan to rezone Elligsen's 33 acres for commercial use instead of industrial as it is currently zoned.

The council appeared surprisingly receptive to the request, which would require both the city and Metro, the regional government, to sign off.

"He would like to sell the property," said Dusek, who spoke for Elligsen during their brief appearance. He told the council it is increasingly difficult to farm the land and earlier attempts to sell the property fell through.

"Like I said, it's zoned industrial and most of the folks who are looking at that property are interested in commercial," said Dusek. "So he's here today to ask the city council for some help, some input, on what he can do about getting the zoning changed to commercial."

That might sound simple. But the issue of zoning is at the heart of why Wilsonville ultimately was sidestepped in favor of its northerly neighbor for Cabela's.

To accommodate Elligsen, the city itself would first have to rezone the property for commercial use — the simple part of the equation where Elligsen is concerned. The city then would have to convince Metro to remove the "regionally significant industrial area" designation from the site — a bigger task entirely.

"The challenges in Wilsonville, obviously, are that that piece of property is not zoned or comp(rehensive) planned for what they are proposing," Mayor Tim Knapp said last year in response to

a Wilsonville Chamber of Commerce campaign suggesting the Cabela's still maintained interest in the city.

Knapp said at the time that the city's comprehensive plan contains wording stating Wilsonville does not desire to become a regional retail center.

"For a store on the scale they are talking about that would require some pretty significant discussion and a change in our plans," he said.

According to Tim O'Brien, Metro's principal regional planner, two avenues exist to remove the regionally significant industrial area designation from a property.

One is an administrative process that requires an applicant and the property in question to adhere to certain restrictions pertaining to the impact on employment, transportation and other areas. One of those rules, however, limits to 10 acres the size of a property eligible for this process. This seemingly rules out the Elligsen site, which is

three times that size.

"That's a process that would allow the city to go ahead and do it as long as they adopted findings in their comprehensive plan that met the requirements in our code," O'Brien said. "But they wouldn't meet that last one in our code."

"You'd be changing from an industrial designation to a commercial designation, so it's obviously going to intensify use of that site significantly and there are going to be impacts regarding that choice."

— Bryan Cosgrove, city manager

That leaves the Metro Council, which may consider proposed amendments to the industrial map at any time. O'Brien said this route is subject to political whims absent in the administrative process. But it also offers the flexibility to potentially re-designate properties of any size.

"That's another option," O'Brien said. "It would require a lot of back and forth with the city, and it's not as clear cut as the other (process.) It's much broader. (Metro Council) can do it at any time in order to better achieve its goals and policies. It's more flexibility but a lot harder to do."

None of that touches on a second is-

sue — traffic counts — that also helped halt the project in 2010. Most estimates project the amount of traffic generated by a commercial development at five times that created by a similar-sized industrial site. And the existing Elligsen Road-Interstate 5 Interchange would require significant additional expansion just a few years after more than \$20 million was poured into the area in an effort to improve freeway access.

Rezoning the site for commercial use, thus would likely require further expansion of the surrounding road and interchange capacity.

Nonetheless, some councilors responded positively last week to Elligsen's overture, instructing city staff to return with a report on the history of the site and the process for potentially rezoning it for commercial use.

"You'd be changing from an industrial designation to a commercial designation, so it's obviously going to intensify use of that site significantly and there are going to be impacts regarding that choice, if you decide to support that," warned Wilsonville City Manager Bryan Cosgrove, who said staff would present a white paper outlining the issues at stake probably by the council's Nov. 16 meeting.



This 33-acre property once was part of a much larger farm run by Wilsonville resident Ralph Elligsen. Now, it's the last place remaining and he wants to sell. The only problem? Zoning limiting future users to industrial uses. Elligsen said he has plenty of would-be commercial buyers — and none for industrial projects.

SPOKESMAN PHOTO: JOSH KULLA



FOR SALE
32+ ACRES
507-835-8226

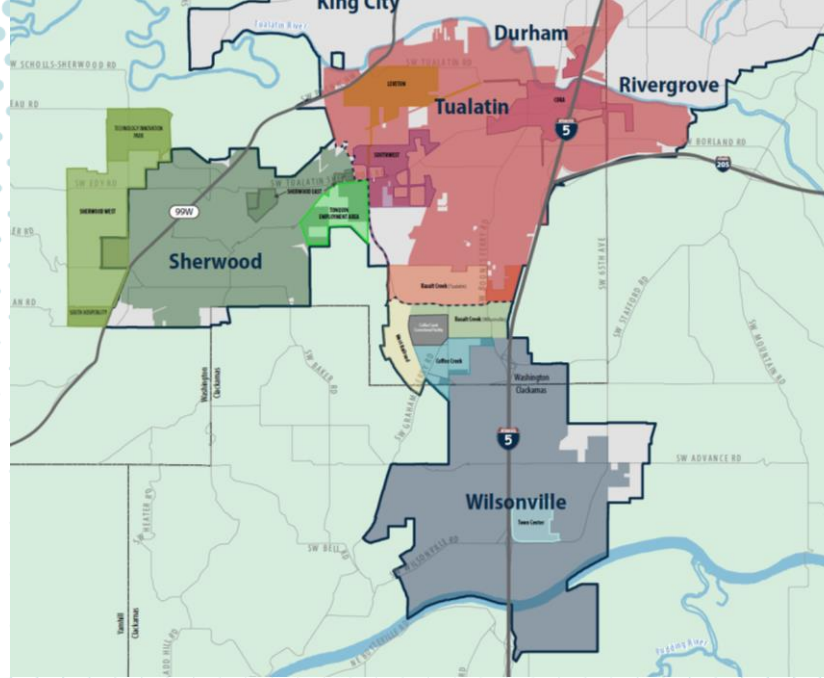


Summary

- It takes patience, vision and investment to make these areas work
- Land is important, but without infrastructure to serve projects, land will not get you there.
- Use as many tools as you can to advance plans and projects to fund infrastructure. (LID, URA, Grants, Earmarks, Reimbursement Districts, Development Agreements) It is expensive!
- These are important public-private partnerships; your partners matter.



City of Tualatin

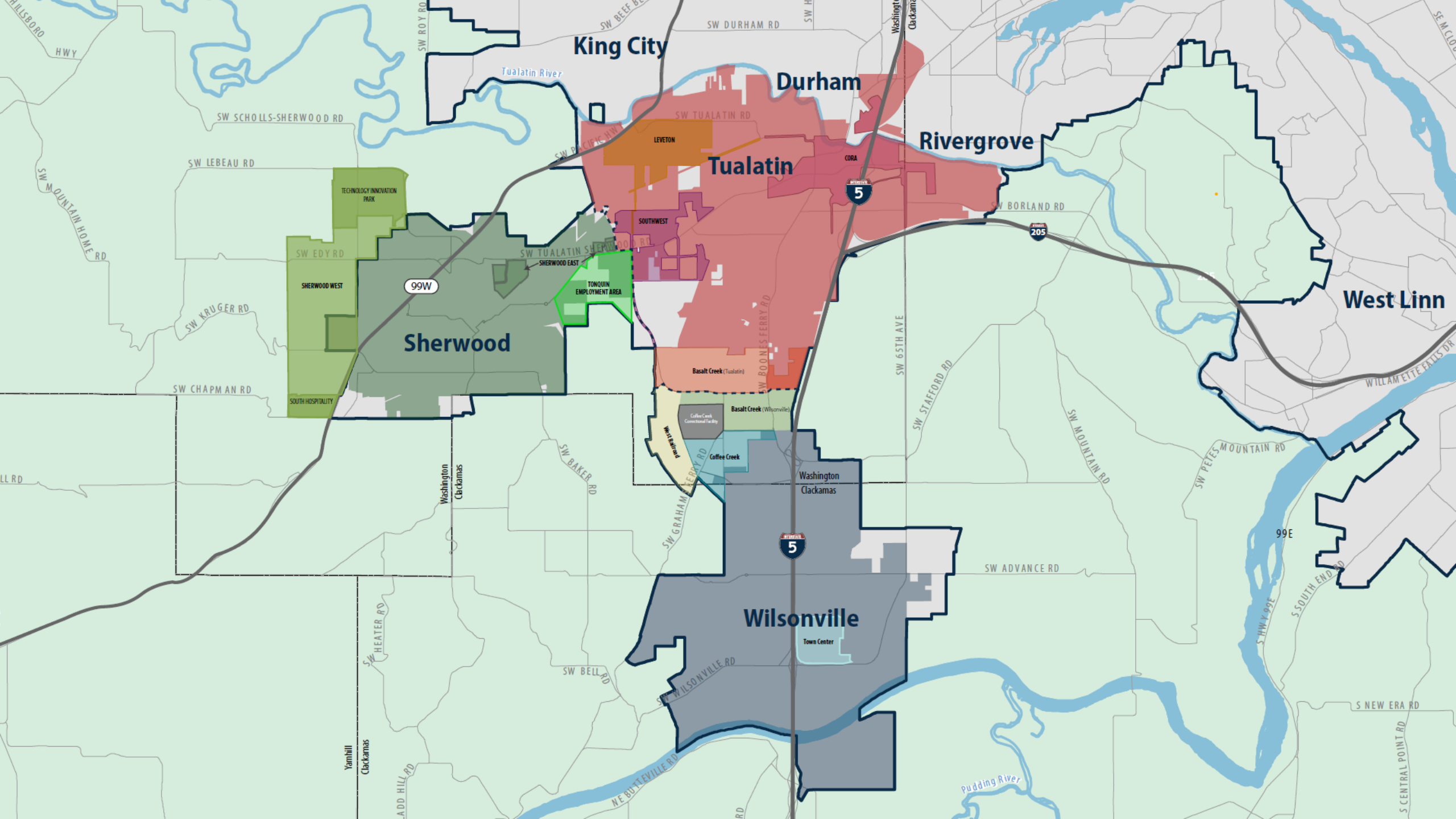


Southwest Metro Employment Lands

Current and forthcoming



WILSONVILLE
ECONOMIC DEVELOPMENT



King City

Durham

Rivergrove

Tualatin

Sherwood

Wilsonville

West Linn

Tualatin River

Pudding River

LEVETON

SOUTHWEST

TONQUIN
EMPLOYMENT AREA

Basalt Creek (Tualatin)

Basalt Creek (Wilsonville)

Coffee Creek

Washington
Clackamas

Town Center

TECHNOLOGY INNOVATION
PARK

SHERWOOD WEST

SOUTH HOSPITALITY

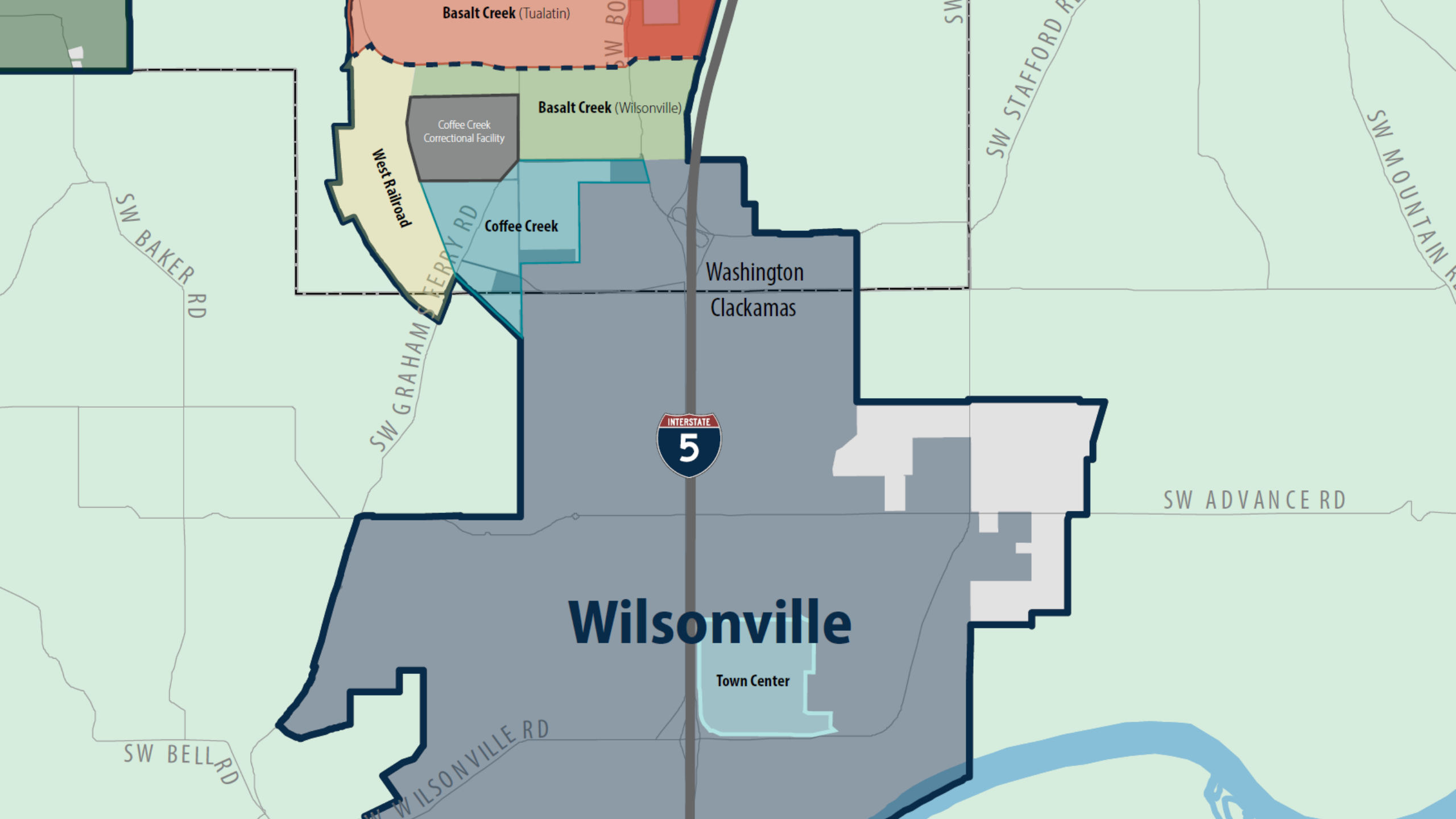
Coffee Creek
Correctional Facility

99W

5

205

99E



Basalt Creek (Tualatin)

Basalt Creek (Wilsonville)

Coffee Creek Correctional Facility

West Railroad

Coffee Creek

Washington Clackamas



Wilsonville

Town Center

SW BAKER RD

SW GRAHAM FERRY RD

SW

SW STAFFORD RD

SW MOUNTAIN RD

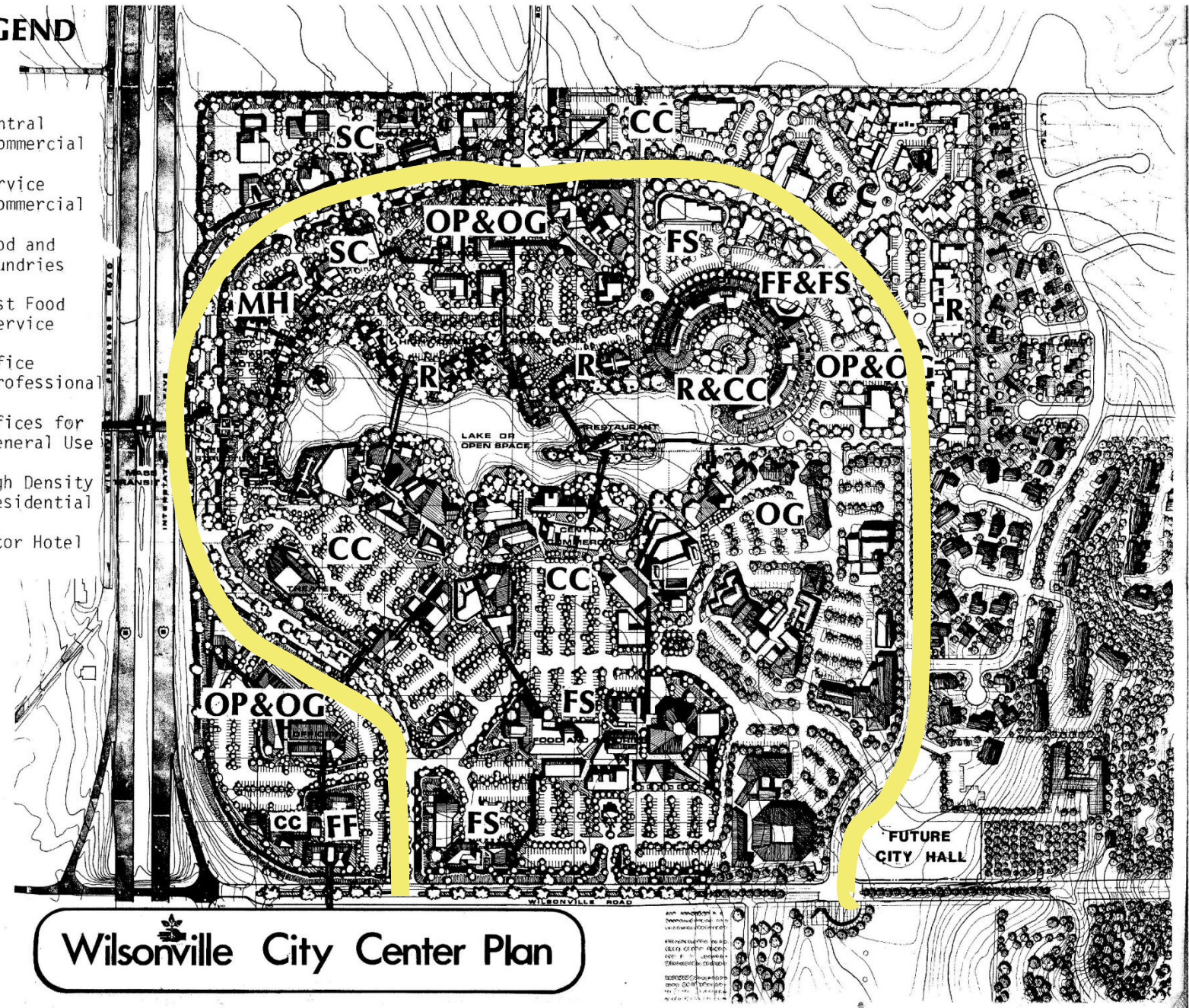
SW ADVANCE RD

SW BELL RD

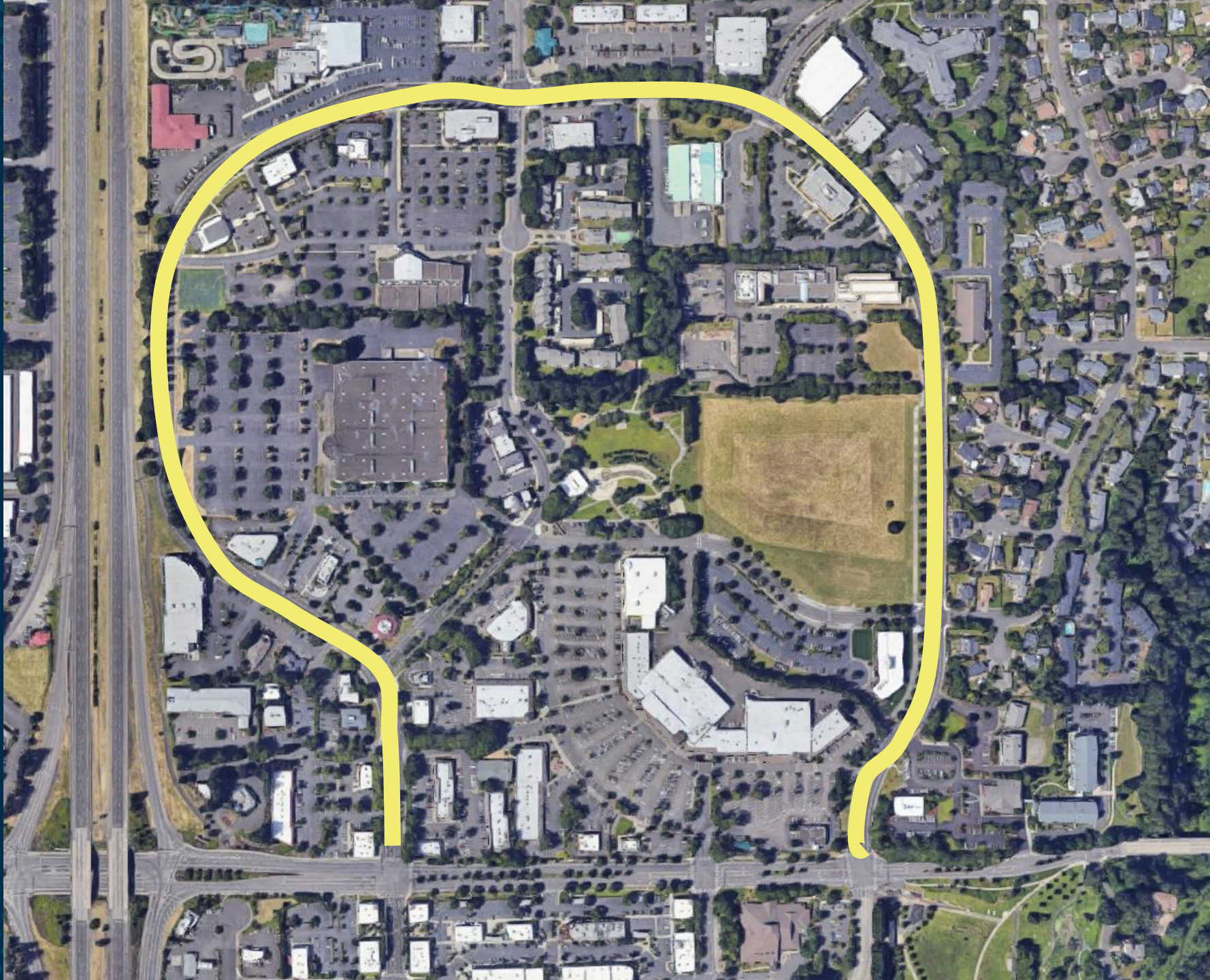
SW WILSONVILLE RD

LEGEND

- CC** Central Commercial
- SC** Service Commercial
- FS** Food and Sundries
- FF** Fast Food Service
- OP** Office Professional
- OG** Offices for General Use
- R** High Density Residential
- MH** Motor Hotel



Wilsonville City Center Plan







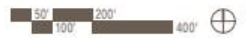


WILSONVILLE TOWN CENTER PLAN



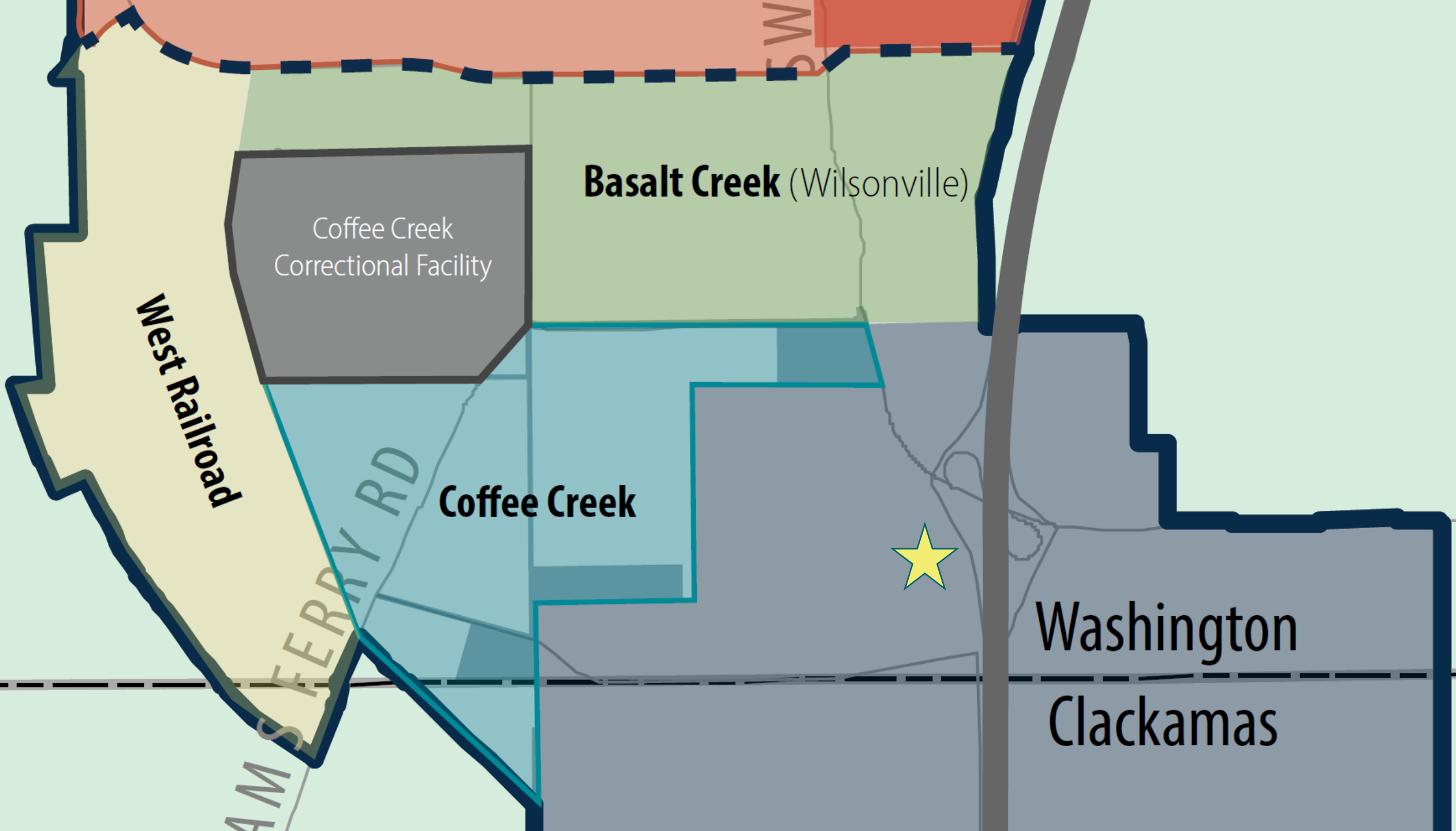
**TOWN CENTER FUTURE SCENARIO
PHASE 3 (FULL BUILDOUT)**

FIGURE 3.8









Basalt Creek (Wilsonville)

Coffee Creek
Correctional Facility

West Railroad

AM S FERRY RD

Coffee Creek



Washington

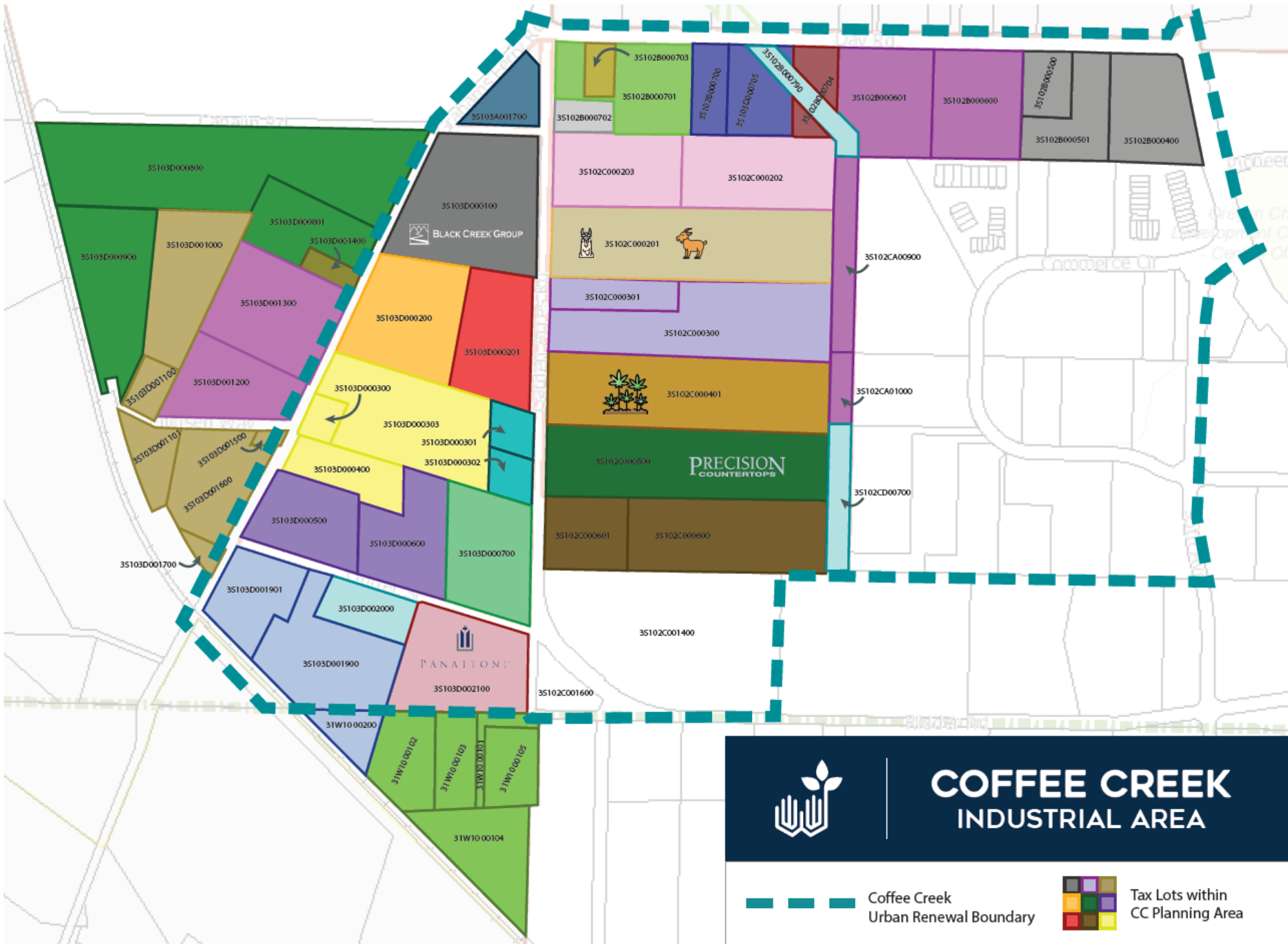
Clackamas



COFFEE CREEK INDUSTRIAL AREA

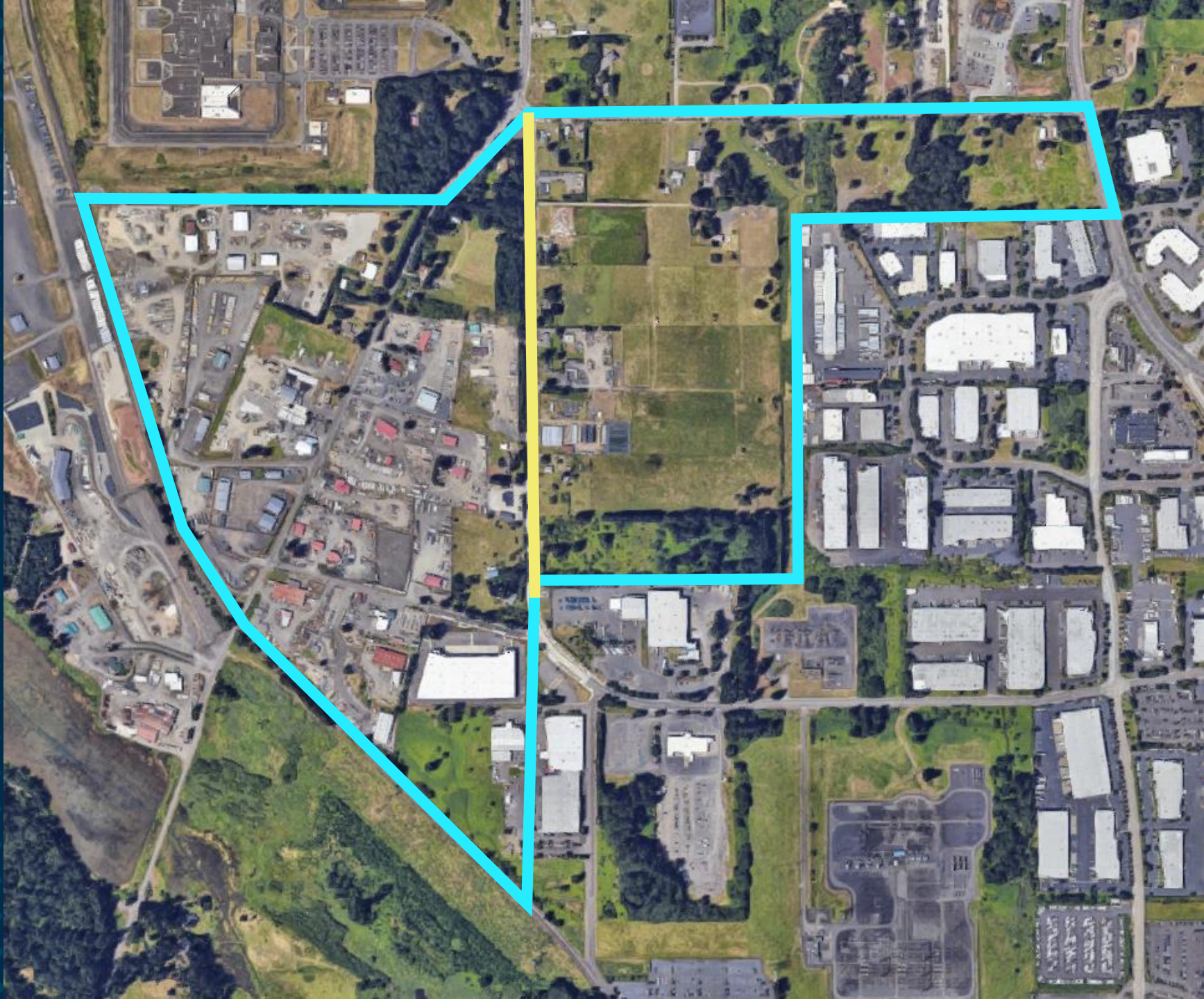
--- Coffee Creek
Urban Renewal Boundary

■ Tax Lots within
CC Planning Area




COFFEE CREEK INDUSTRIAL AREA

-  Coffee Creek Urban Renewal Boundary
-  Tax Lots within CC Planning Area





SPEED
LIMIT
25

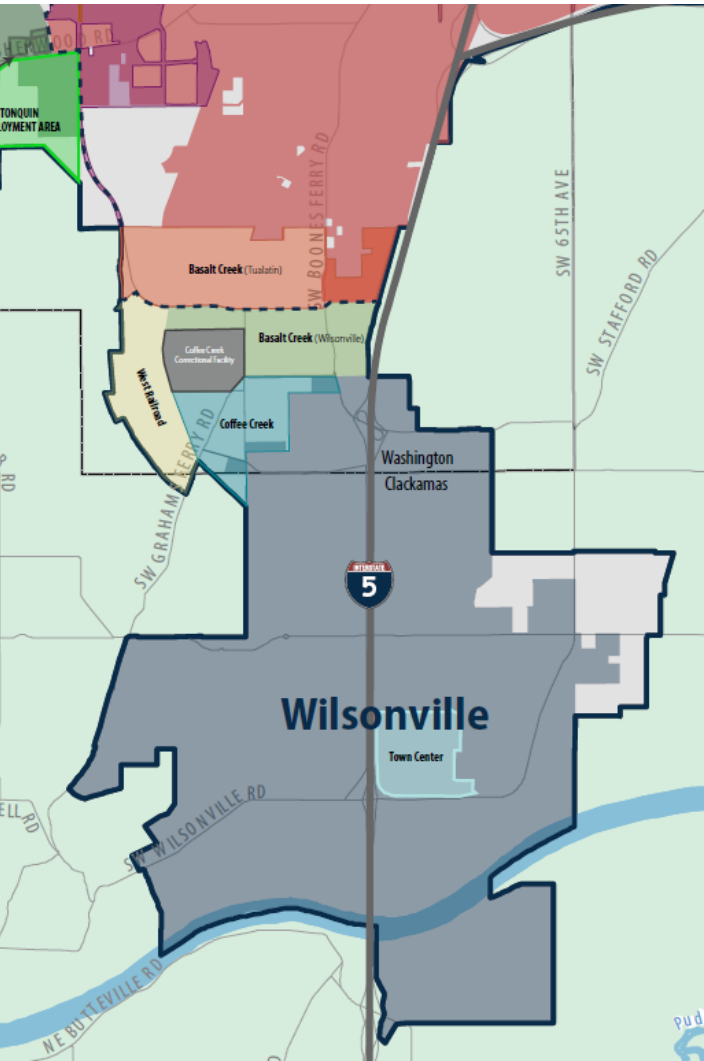






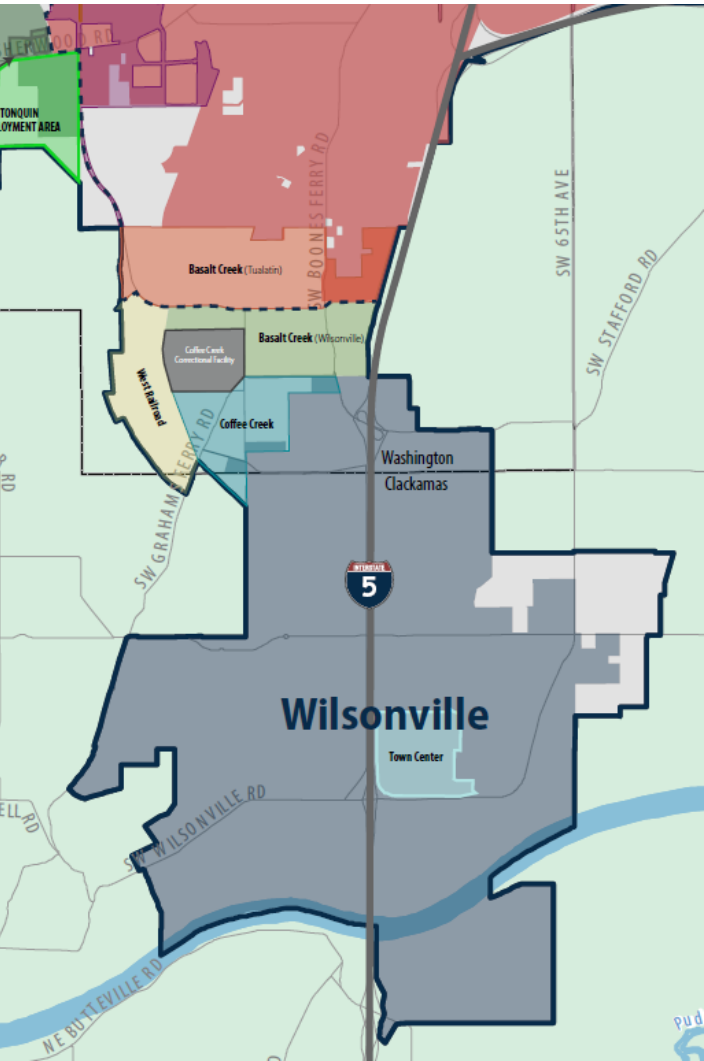






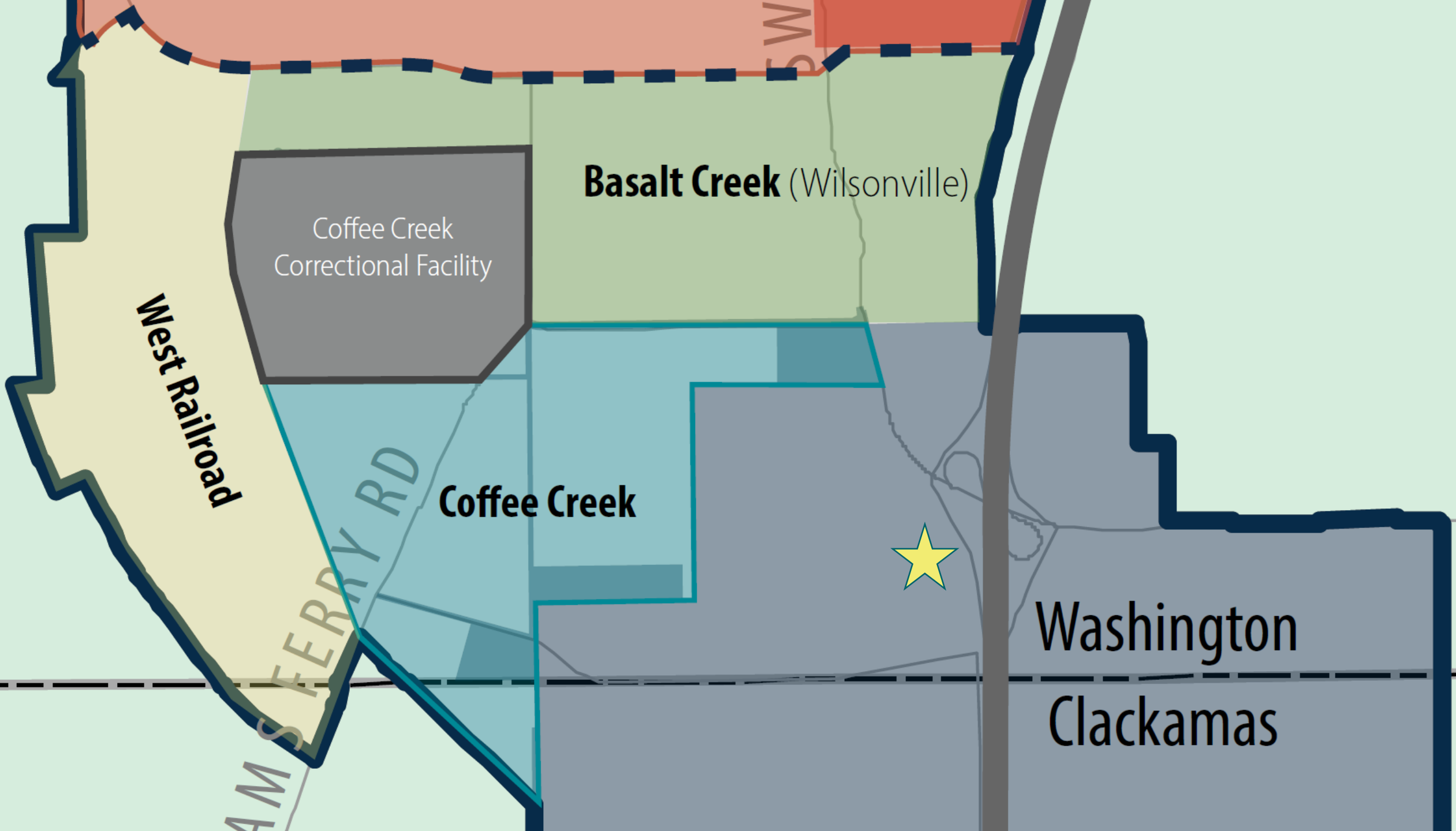
Coffee Creek Timeline

- 1998: Medium security women's prison and intake facility super-sited in Wilsonville
- 1998-2000: Battle ensues to protect Dammasch and move to Coffee Creek successful
- 2001: Coffee Creek Correctional Facility opens
- 2002: Urban Growth Boundary expanded to add the 180-acre CCIA
- 2004: Regionally Significant Industrial Area (RSIA) designation applied by Metro
- 2007: Coffee Creek Industrial Area Master Plan adopted by Council



Coffee Creek Timeline

- 2011: DLCD TGM grant received to advance infrastructure planning in the area to 30%
- 2016: Coffee Creek URA established, UHS Hospital and SORT Biofuel approved
- 2020: 13M\$ Garden Acres Road urban upgrade initiated using UR TIF funds
- 2021: First major industrial project for Panattoni breaks ground
- 2022: Black Creek Group breaks ground on the second building in the CCIA
- 2022: Significant activity, 2 applications under review, pre-apps



Basalt Creek (Wilsonville)

Coffee Creek
Correctional Facility

West Railroad

Coffee Creek



Washington

Clackamas

AM S FERRY RD

5W



City of Tualatin

Tualatin River

Durham

Rivergrove

Tualatin

LEVETON

CORA

SOUTHWEST

TONQUIN
EMPLOYMENT AREA

Basalt Creek (Tualatin)



SW TUALATIN RD

SW PACIFIC HWY

SW BORLAND RD

SW TUALATIN SHERWOOD RD

SHERWOOD EAST

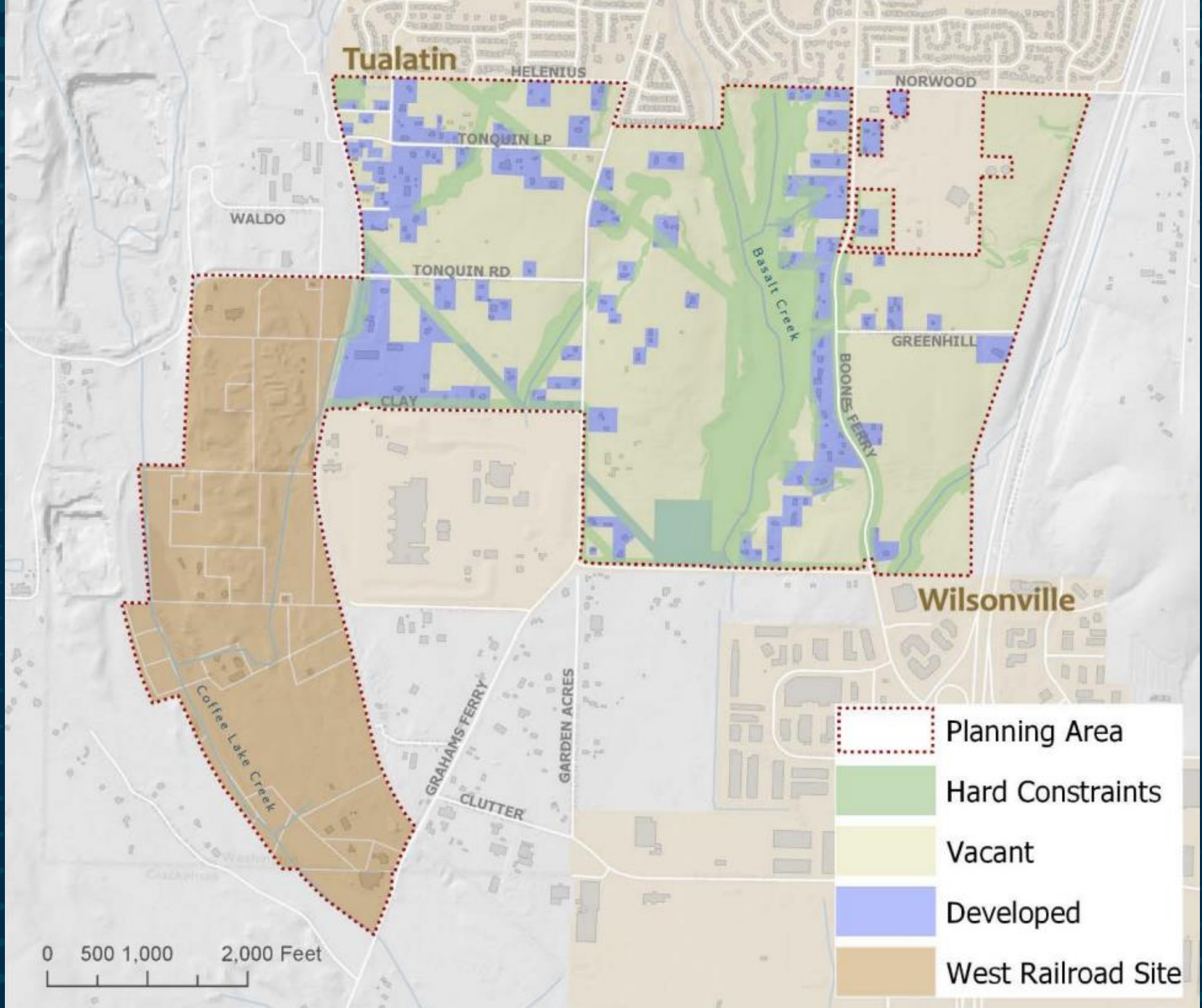
SW BOONES FERRY RD

SW 65TH AVE

FORD RD

d





Tualatin River

Durham

Rivergrove

Tualatin

LEVETON

CORA

SOUTHWEST

TONQUIN
EMPLOYMENT AREA

Basalt Creek (Tualatin)



SW TUALATIN RD

SW PACIFIC HWY

SW BORLAND RD

SW TUALATIN SHERWOOD RD

SHERWOOD EAST

SW BOONES FERRY RD

SW 65TH AVE

FORD RD

d



Tualatin River

Durham

Rivergrove

Tualatin

SW PACIFIC HWY

SW TUALATIN RD

LEVETON

CORA



SW BORLAND RD



SOUTHWEST

SW TUALATIN SHERWOOD RD

SHERWOOD EAST

TONQUIN EMPLOYMENT AREA

SW BOONES FERRY RD

SW 65TH AVE

FORD RD

Basalt Creek (Tualatin)

d



Tualatin River

Durham

Rivergrove

Tualatin

SW PACIFIC HWY

SW TUALATIN RD

LEVETON

CORA



SW BORLAND RD



SOUTHWEST

SW TUALATIN SHERWOOD RD

SHERWOOD EAST

TONQUIN EMPLOYMENT AREA

SW BOONES FERRY RD

SW 65TH AVE

FORD RD

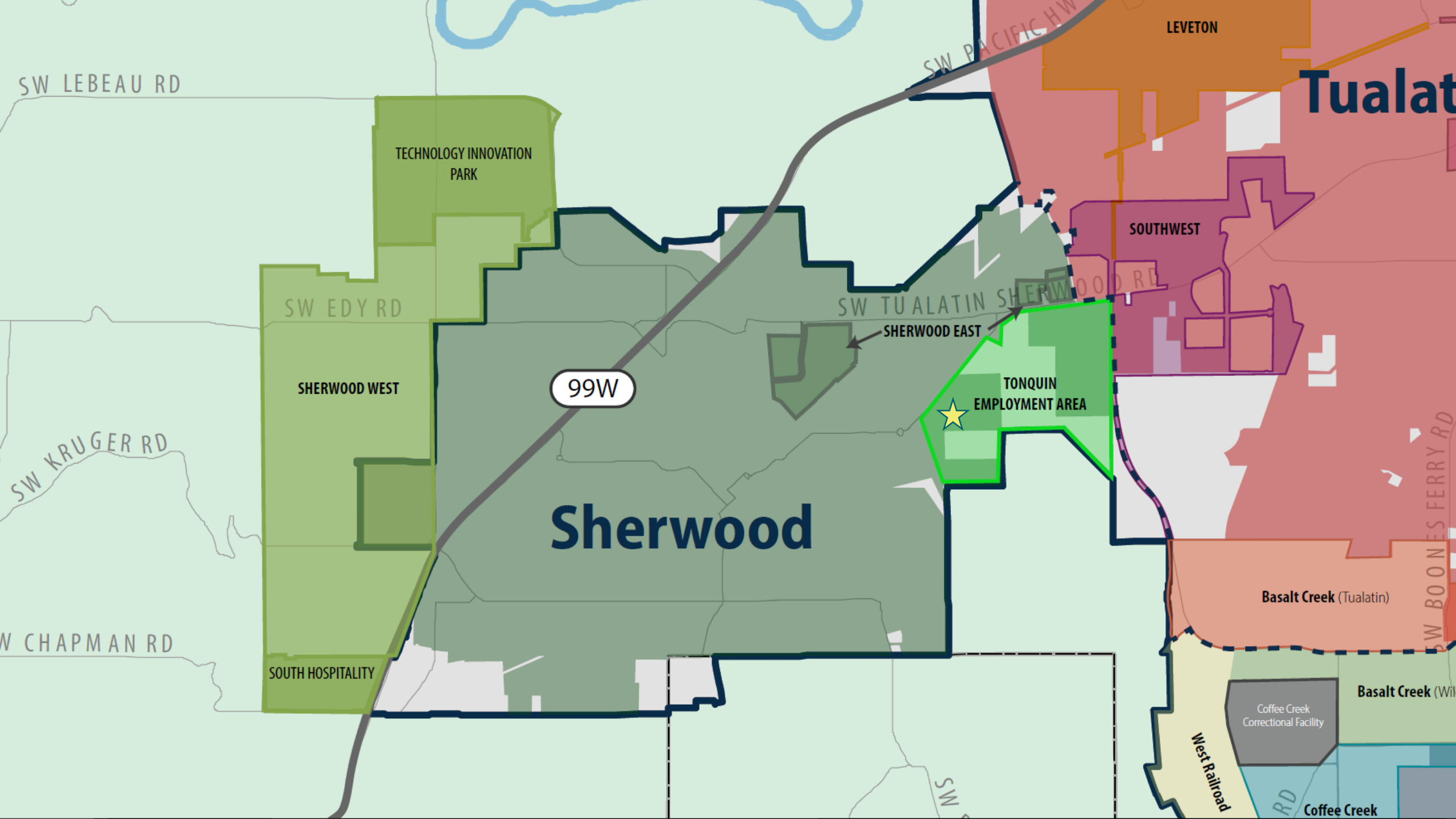
Basalt Creek (Tualatin)

d





City of
Sherwood
Oregon



SW LEBEAU RD

TECHNOLOGY INNOVATION
PARK

SW EDY RD

SHERWOOD WEST

99W

Sherwood

SW TUALATIN SHERWOOD RD

SHERWOOD EAST

TONQUIN
EMPLOYMENT AREA

SOUTHWEST

Basalt Creek (Tualatin)

Coffee Creek
Correctional Facility

Basalt Creek (Wil)

West Railroad

Coffee Creek

LEVETON

Tualatin

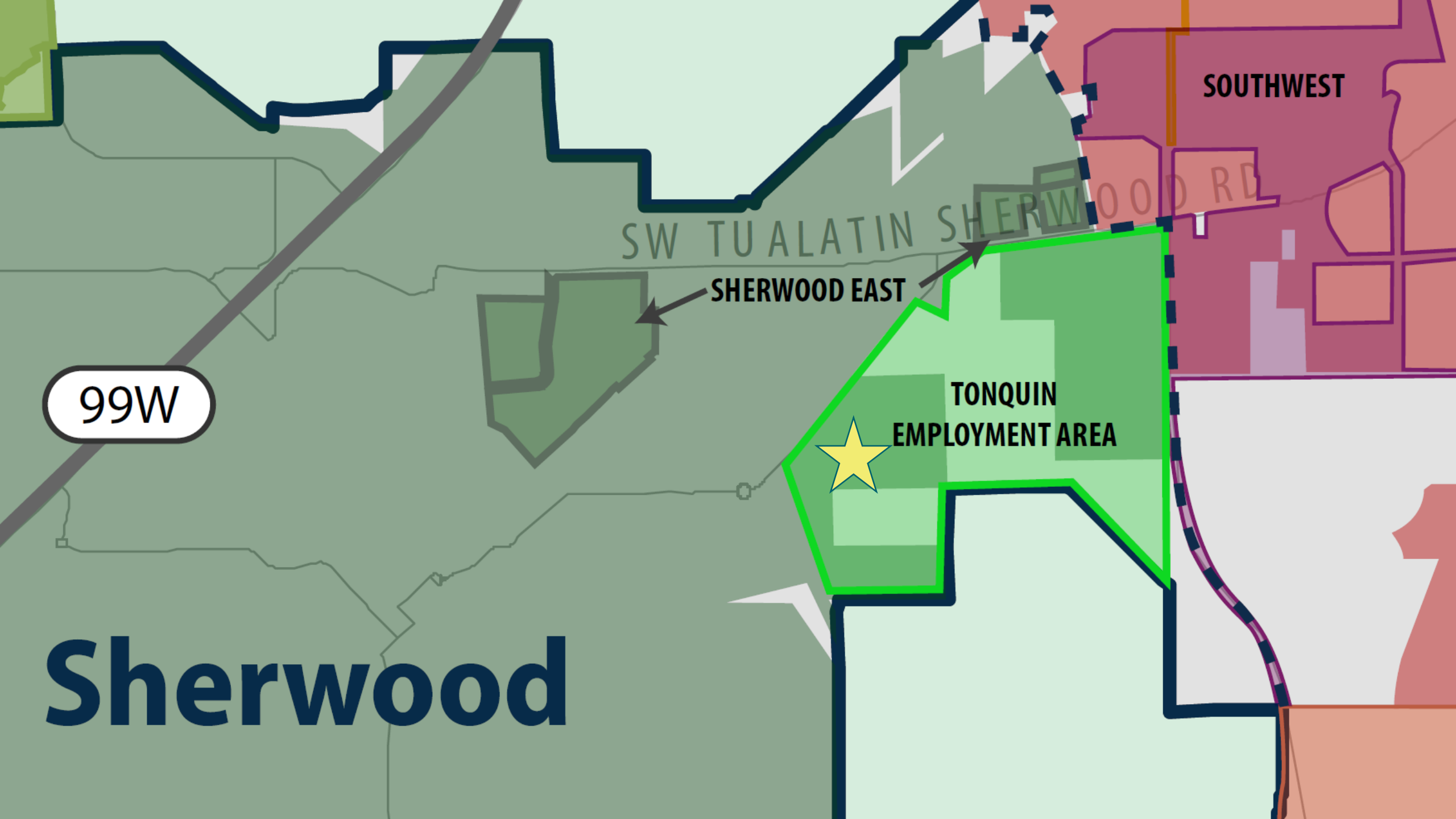
SW KRUGER RD

SW CHAPMAN RD

SW PACIFIC HWY

SW BOONES FERRY RD

SW



SOUTHWEST

SW TUALATIN SHERWOOD

SHERWOOD EAST

TONQUIN
EMPLOYMENT AREA

99W

Sherwood

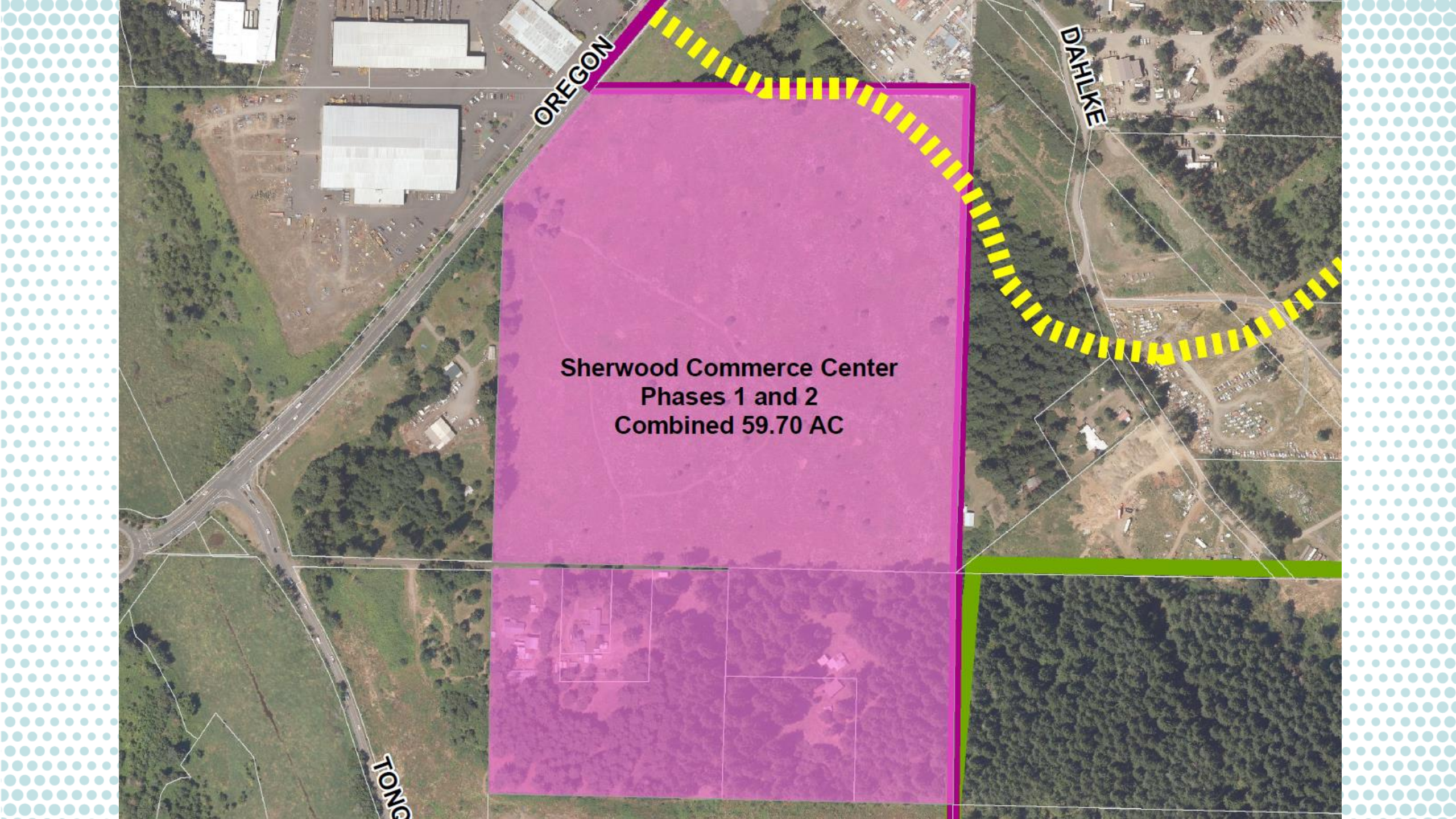


OREGON

DAHLKE

TONGUE

**Sherwood Commerce Center
Phases 1 and 2
Combined 59.70 AC**

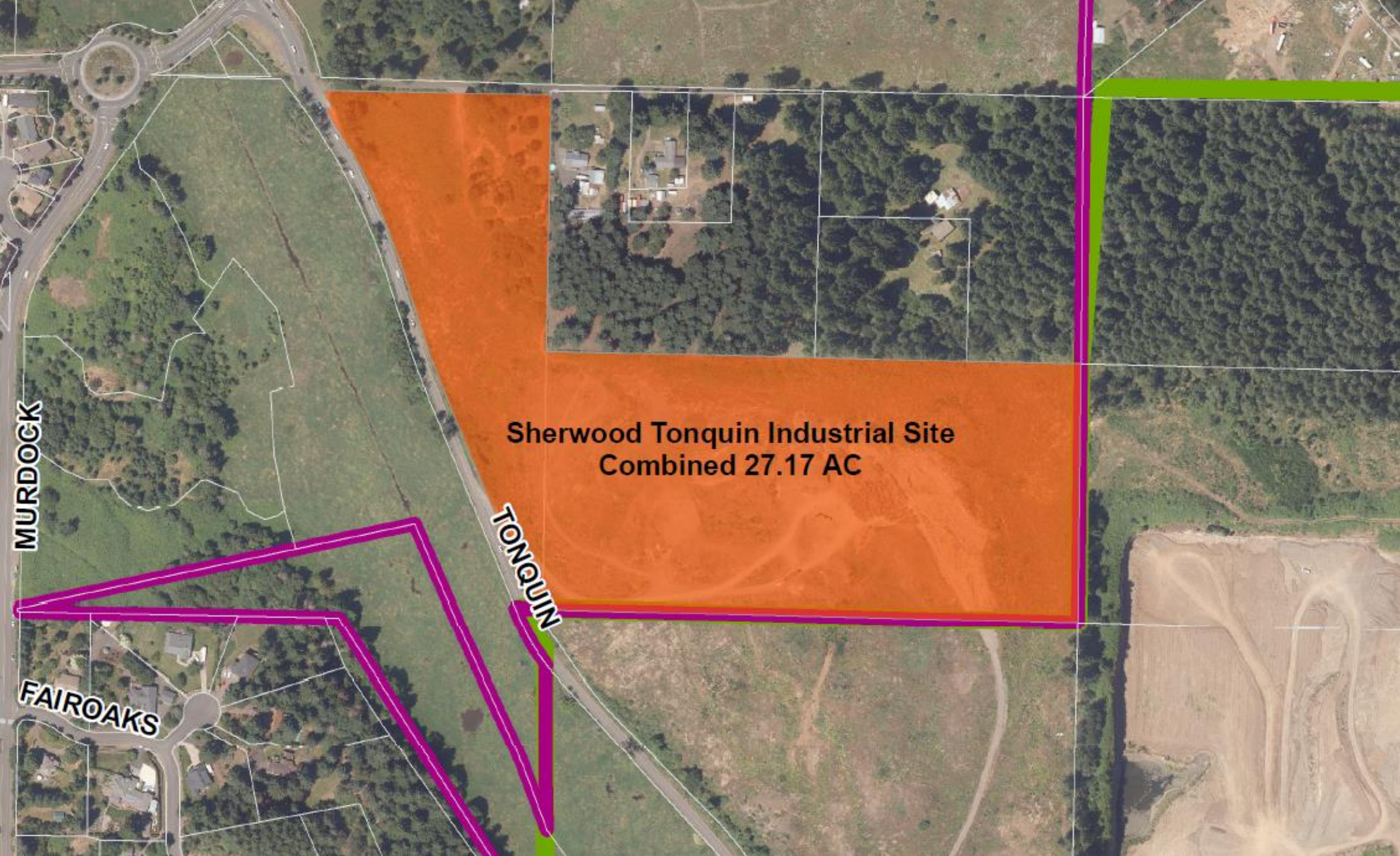


MURDOCK

FAIROAKS

TONQUIN

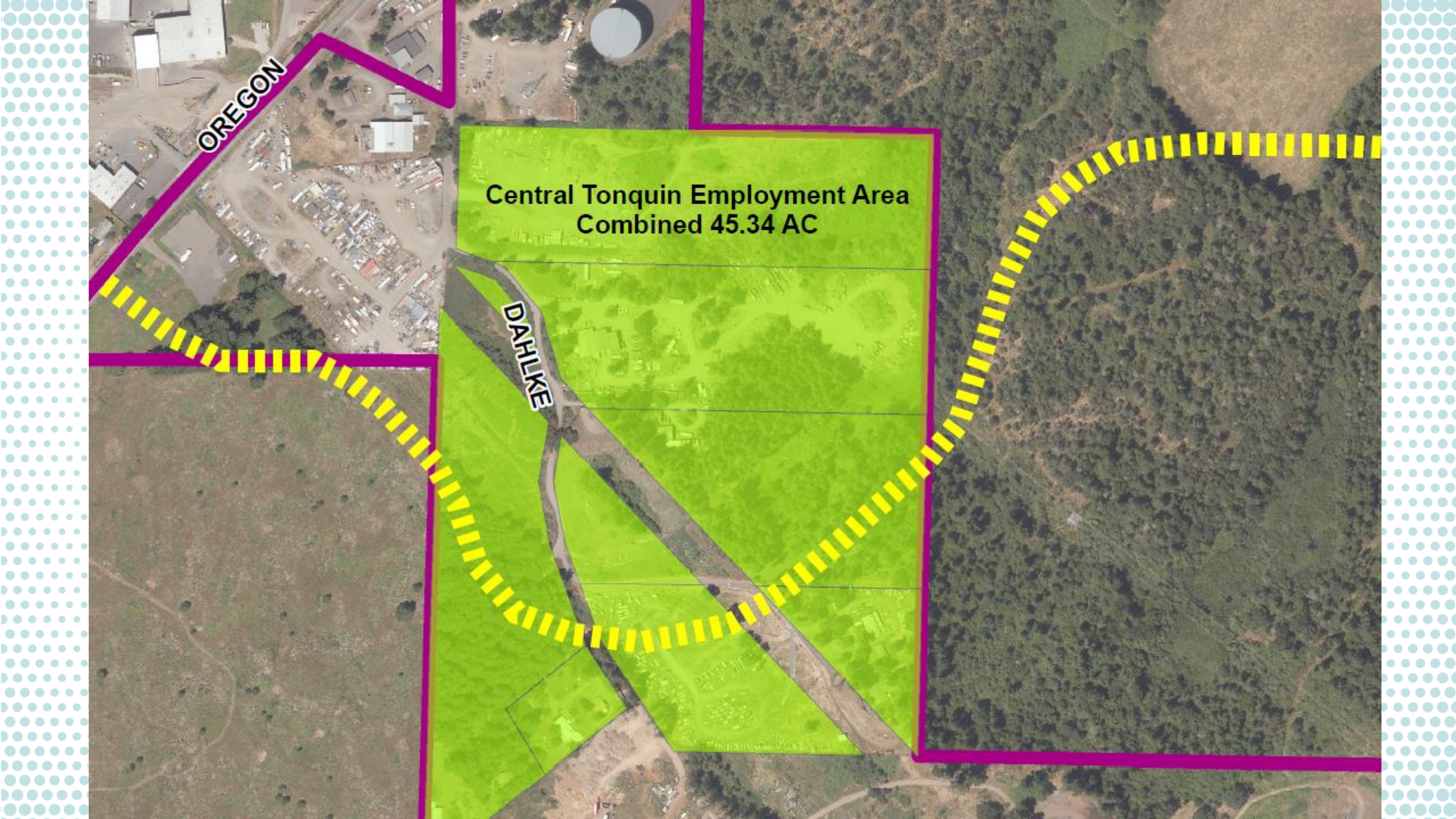
Sherwood Tonquin Industrial Site
Combined 27.17 AC



OREGON

Central Tonquin Employment Area
Combined 45.34 AC

DAHLKE



EAU RD

TECHNOLOGY INNOVATION
PARK

Request E-sign

SW EDY RD

SHERWOOD WEST

99W

ER RD

LEBEAU

SCHOLLS-SHERWOOD

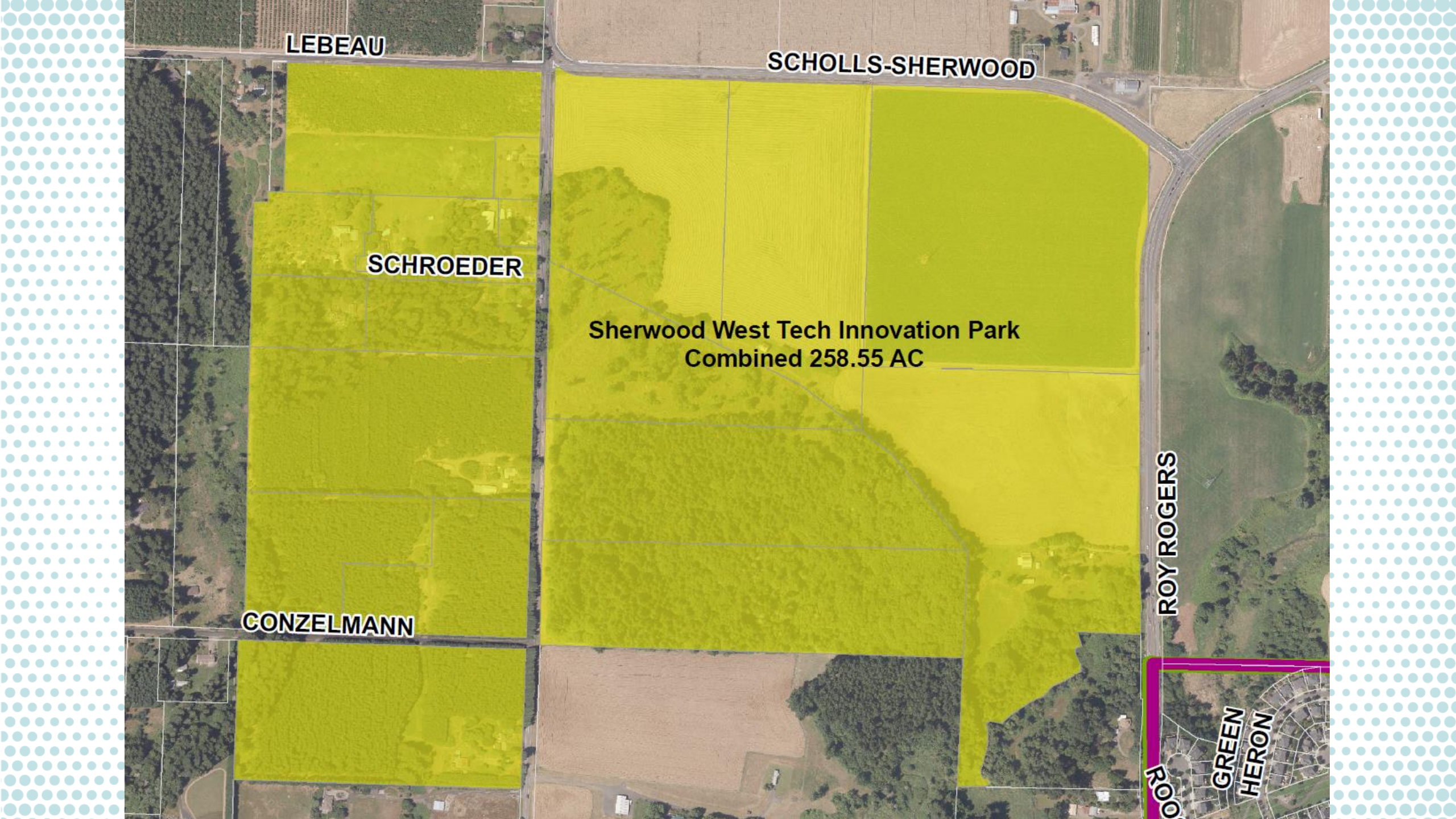
SCHROEDER

Sherwood West Tech Innovation Park
Combined 258.55 AC

CONZELMANN

ROY ROGERS

ROY ROGERS
GREEN
HERON



Q & A

Panelists



Julie Fitzgerald
Mayor, Wilsonville



Frank Bubenik
Mayor, Tualatin



Keith Mays
City Councilor, Sherwood



Joe Buck
Mayor, Lake Oswego



Paula Green
Twist Bioscience



Alex Murta
DW Fritz Automation