

# **AMENDED AGENDA**

## **WILSONVILLE CITY COUNCIL MEETING**

**JUNE 3, 2013**

**7:00 P.M.**

### **CITY HALL**

**29799 SW TOWN CENTER LOOP**

**WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr  
Councilor Susie Stevens

Councilor Richard Goddard  
Councilor Julie Fitzgerald

### **CITY COUNCIL MISSION STATEMENT**

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

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**Executive Session is held in the Willamette River Room, City Hall, 2<sup>nd</sup> Floor**

- |                  |   |           |
|------------------|---|-----------|
| <b>5:00 P.M.</b> | <b>EXECUTIVE SESSION</b>  | [15 min.] |
| A.               | Pursuant to ORS 192.660(2)(h) Litigation and<br>ORS 192.660(2)(f) Exempt Public Records |           |
| <b>5:15 P.M.</b> | <b>COUNCILORS' CONCERNS</b>   | [5 min.]  |
| <b>5:25 P.M.</b> | <b>PRE-COUNCIL WORK SESSION</b>   |           |
| A.               | TVWD Update (Kerber)  |           |
| B.               | Memorial Park Pump Station Replacement Update<br>(Kraushaar)                            | [5min.]   |
| C.               | Dammasch Memorial Health Trust Fund (Ottenad)   | [5 min.]  |
| D.               | Climate Smart Community Scenarios (Kraushaar)   |           |
| <b>6:50 P.M.</b> | <b>ADJOURN</b>  |           |

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### **CITY COUNCIL MEETING**

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, June 3, 2013 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on May 21, 2013. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

- |                  |                      |
|------------------|----------------------|
| <b>7:00 P.M.</b> | <b>CALL TO ORDER</b> |
| A.               | Roll Call            |
| B.               | Pledge of Allegiance |



- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

**7:05 P.M. MAYOR'S BUSINESS**

- A. Recognize Lt. Nick Watt, CCSD for Wilsonville Service
- B. Introduce Stan Sherer, Parks and Recreation Director
- C. Upcoming Meetings

**7:15 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

**7:20 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

- A. Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership; and Economic Development Task Force
- B. Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance
- C. Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board
- D. Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors

**7:25 P.M. CONSENT AGENDA**

- A. **Resolution No. 2424**  
A Resolution Of The City Of Wilsonville Acting As The Local Contract Review Board Approving The Bid Process; Accepting The Lowest Responsible Bid; Awarding A Construction Contract To S-2 Contractors, The Lowest Responsible Bidder; And Verifying Fund Availability For The Project Titled 2013 Street Maintenance. (staff – Mende)
- B. Minutes of the May 20, 2013 Council Meeting. (staff – King)

**7:30 P.M. PUBLIC HEARINGS**

- A. **Resolution No. 2420**  
A Resolution Of The City Of Wilsonville Adopting The Budget, Making Appropriations, Declaring The Ad Valorem Tax Levy, And Classifying The Levy As Provided By ORS 310.060(2) For Fiscal Year 2013-14 (staff – Ossanna)
- B. **Resolution No. 2421**  
A Resolution Declaring The City's Eligibility To Receive State Shared Revenues. (staff Ossanna)
- C. **Resolution No. 2422**  
A Resolution Declaring The City's Election To Receive State Revenues. (staff – Ossanna)
- D. **Resolution No. 2423**  
A Resolution Authorizing A Supplement Budget Adjustment For Fiscal Year 2012-13. (staff – Rodocker)

E. **Ordinance No. 718** – First reading

An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003 (staff – Neamtzu) *The Transportation System Plan is separately bound.*

F. **Ordinance No. 719** ---First reading

An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004 (staff – Mangle)

**9:10 P.M. NEW BUSINESS**

A. **Resolution No. 2419**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Kerr Contractors Oregon Inc. For The Construction Of The Segment 3B Water Transmission Pipeline Project, Capital Improvement Project #1055. (staff- Mende)

**9:20 P.M. CITY MANAGER'S BUSINESS**

**9:25 P.M. LEGAL BUSINESS**

**9:30 P.M. ADJOURN**

## **AN URBAN RENEWAL AGENCY MEETING WILL FOLLOW**

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or [king@ci.wilsonville.or.us](mailto:king@ci.wilsonville.or.us)



# Willamette Water Supply Program

Wilsonville City Council Work Session

June 3, 2013



## Goal of Presentation

- History of the Willamette River as a regional water supply source.
- Provide background on Tualatin Valley Water District (TVWD), City of Hillsboro, and Willamette River Water Coalition (WRWC) efforts.
- Recognize City of Wilsonville's input to our planning and discuss opportunities to coordinate future activities and efforts.





# Willamette Water Supply

## A Regional Source

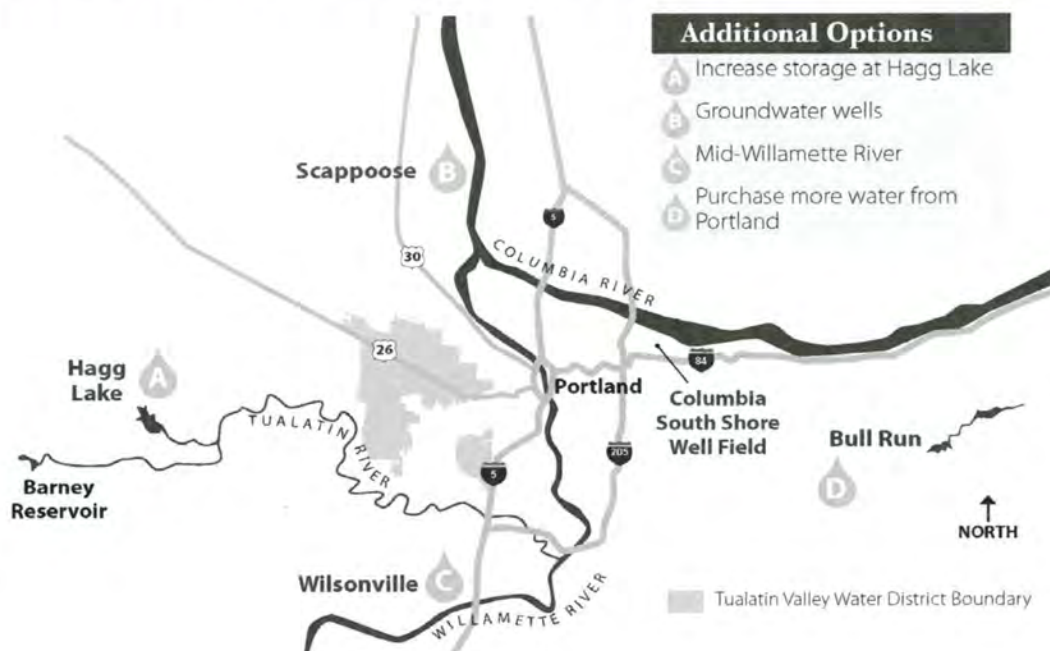
- **1970's** – Water Rights and Studies
- **1990's** – Regional Water Supply Plan, Pilot Plant, and Water Quality Monitoring
- **2000's** – More Water Quality Monitoring, Land Purchase, Willamette River Water Treatment Plant Construction, Transmission Pipeline Studies, Water Treatment Plant Site Master Plan, and City of Sherwood.
- **2010's** – More Transmission Pipeline Studies, Hillsboro Study, and TVWD Decision

Tualatin Valley Water District

Hillsboro  
OREGON

3

## Hillsboro and TVWD Studies



Tualatin Valley Water District

Hillsboro  
OREGON

4

# Milestones

- **February 2013** – City of Hillsboro Utilities Commission completes evaluation of water supply options and selects the mid-Willamette option as the preferred alternative. The decision is predicated on finding a partner.
- **April 2013** – TVWD Board of Commissioners adopts the mid-Willamette option as the preferred alternative for an additional supply source for the District by 2026.
- **May and June 2013** – TVWD Board of Commissioner consider an Ordinance establishing the policies and providing direction to move forward on the development of the mid-Willamette option.



## Coordination and Implementation City of Wilsonville

- Already a Partner
- Economies of Scale
- Look for Ways to Coordinate Projects
  - Provide System Redundancy
  - Coordinate with other City of Wilsonville Projects
  - Use Extended Planning Timeframe to Plan Smartly
- Communications with City and Community





# SW 124<sup>th</sup> Opportunity



Tualatin Valley Water District

## Project Timeline

- **January 2014** – 60% Design for Transmission Pipeline in SW 124<sup>th</sup> is due to Washington County
- **End of 2014** – Completion of Willamette Supply System Preliminary Design
  - Transmission Routes
  - Design Standards
  - Terminal Storage
- **June 30, 2026** – Willamette Supply System completed and providing water to Hillsboro and TVWD.

Tualatin Valley Water District

 Hillsboro  
OREGON



# Coordination and Implementation

- A number of steps still to be considered and completed
  - Target Date is 2026
- Coordination with City of Wilsonville and community
- Near-Term Infrastructure Implementation
  - SW 124<sup>th</sup>
  - Supply System Preliminary Design
  - Additional Services
- Agreements with Partners
- Willamette River Water Coalition (WRWC)
  - Coordination with Partners
  - Review Intergovernmental Agreement

## Questions

**Kevin Hanway**

City of Hillsboro

Kevin.Hanway@hillsboro-  
oregon.gov

**Todd Heidgerken**

Tualatin Valley Water District

ToddH@tvwd.org



# Issue Sheet: Dammasch Mental Health Trust Fund

By Mark Ottenad and Mike Kohlhoff

May 14, 2013

**ISSUE SHEET BACKGROUND:** Resident raised issue at City Council meeting on May 6, 2013. This issue sheet is designed to outline the issues and may be used as content for memos-of-response and possible letter to state legislators.

## Background

The State owned the land involved in the Villebois Village development with two primary properties: The Dammasch State Mental Hospital site and an adjacent large parcel. The Oregon Dept. of Human Resources, Mental Health and Developmental Disability Services Division, was involved in the sale process, however, the Oregon Department of Administrative Services took over the transaction for the State.

During a 34-year-long operations period from 1961 to 1995, Dammasch served hundreds of patients. Mental health advocates wanted to ensure that the State's programs for the mentally ill would benefit from the "demise" of Dammasch and that these kinds of programs could continue in the location. The Department of Administrative Services arranged for a fund to be set-up for a portion of the Dammasch sale proceeds and placed a condition of the sale to the private developer included retaining or making available land with the proposed Villebois development for community-based "mental health housing."

While the City was aware of the trust fund establishment and property-sale conditions, neither was a requirement of the City nor did the City have any authority in how the fund was to be administered. The City was not the land buyer. The City's basic role was to make sure the mental-health housing met the "pattern book designs" through the Villebois master planner and the City's permitting system to seamlessly integrate in the Villebois community.

While the City could address that it has concerns that there be sufficient funding for mental health in general and specifically to ensure that the mental-health housing integrated into the Villebois residential community is operated and maintained at a commensurate level with the surrounding community, the City's leverage otherwise is limited.

House Bill 3564 of the 1997 session of the Oregon Legislative Assembly established a Mental Health Trust Fund separate and distinct from the General Fund. The legislation called for "any part of the principal, earnings and interest of the fund may be expended by the division as the



division considers necessary and proper for the establishment and maintenance of facilities providing community-based housing to persons who are chronically mentally ill as defined in ORS 426.495.” The net proceeds from the sale of Dammasch were deposited into this fund, which was established in 1999.

The State agency successor in interest, Oregon Health Authority, Addictions and Mental Health Division, Mental Health Services, has promulgated Oregon Administrative Rules, Division 36, pertaining to Community Mental Health Housing Fund. These rules state:

426.506 (2) The Community Mental Health Housing Fund shall be administered by the authority to provide housing for persons with chronic mental illness. As used in this subsection, “housing” may include acquisition, maintenance, repair, furnishings and equipment.

(b) Notwithstanding the provisions of ORS 270.150, the authority shall deposit into the Community Housing Trust Account the proceeds, less costs to the state, received by the authority from the sale of F. H. Dammasch State Hospital property under ORS 426.508. The authority may expend, for the purposes set forth in ORS 426.504, any earnings credited to the account, including any interest earned on moneys deposited in the account, and up to five percent of the sale proceeds initially credited to the account by the Oregon Department of Administrative Services. At least 95 percent of the sale proceeds shall remain in the account in perpetuity.

(c) Interest earned on moneys in the Community Housing Trust Account may be expended in the following manner:

(A) Seventy percent of interest earned on deposits in the account shall be expended for community housing purposes; and

(B) Thirty percent of interest earned on deposits in the account shall be expended for institutional housing purposes.

A number of residential mental health housing programs were subsequently established at Villebois that are operated in conjunction with the Oregon Health Authority and Clackamas County Community Solutions.

### **Legislative Situation**

During the brief, “off-year” 2012 session of the Oregon legislature, the State had to re-balance the FY2011-13 budget due to substantially decreased income-tax collections brought about by “The Great Recession.” Senate Bill 5701-A “swept” half of the principal—\$5.7 million—of Community Mental Health (Dammasch) Housing Trust Fund. The legislation noted:

Funds from the Dammasch Trust Fund in the 2011-13 budget are being used due to the severe revenue shortfall the state has experienced. Dammasch funds are being used exclusively for vital mental health services. If revenue should substantially increase in the current biennium, the Legislature will restore these funds to their full amount.

\$5.7 million Other Funds from the Community Mental Health (Dammasch) Housing Trust Fund are used to support program services. This amount is equal to one-half of the current principal in



the Fund. The Other Funds will be used to continue to provide community services to children and adults with mental illness. With this funding, community mental health services are maintained at current levels. A budget note was included that stated, if revenue should substantially increase in the current biennium, the Legislature will restore these funds to their full amount.

At this time, the City is not aware of the legislature restoring the “swept” funds. The City understands that legislators may have considered sweeping the balance to fund mental-health programs in the current edition of the budget, FY 2013-15, due to on-going pressures on the General Fund.

### **Possible City Responses**

The City may wish to compose a memo for City Council, produce a letter of response to the concerned resident who testified before City Council on May 6, and/or send a letter of concern to our state legislators. A memo or letter to the resident could excerpt content from this Issue Sheet.

A letter of concern to legislators could indicate that part of having a community be willing to accept community mental health housing is that there is funding to keep up the maintenance and the level of operations to ensure it works well within the community. By sweeping the funds away, the State is not keeping faith with its community partners who have to take the local brunt of the public misgivings about community housing.

The approach might be along the lines that a cooperative effort went into the sale of land and the visionary development of Villebois, including providing special funding for the mental health division and a seamless integration of community mental health housing in Villebois, which is not always the case in communities. The fact that there was a special fund to assist in the design, construction, and operation of vital mental health services contributed to this seamless integration. If the loss of funds impairs the ability to maintain the level of commitment as a good neighbor, it will only make it harder for innovative mental health community housing to be accepted by communities as they will know the state will only keep its financial commitments for as short duration.

## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b> June 3, 2013	<b>Subject:</b> Climate Smart Community Scenarios  <b>Staff Member:</b> Nancy Kraushaar, PE <b>Department:</b> Community Development
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b> Staff presentation will be made at the meeting.
<b>Staff Recommendation:</b> N/A	
<b>Recommended Language for Motion:</b> N/A	
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>	
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)
<input checked="" type="checkbox"/> Not Applicable	

### ISSUE BEFORE COUNCIL:

Staff will give an introductory presentation to brief the City Council on the Climate Smart Communities Scenarios Project (Project) in preparation for the July 15 joint work session with the Planning Commission and Metro representatives.

### EXECUTIVE SUMMARY:

Adopted in 2009, House Bill 2001 requires the Portland metropolitan area to reduce per capita greenhouse gas emissions from cars and light duty trucks to help meet state goals for a healthy environment.



HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, that show what policies and investments are needed to accommodate growth while reducing emissions. The law requires the region to adopt a preferred scenario after public review and consultation with local governments, and local governments are required to implement the scenario through their plans.

The Spring 2013 fact sheet (Climate Smart Communities Scenarios Project) and Spring 2013 brochure (Choices for our Future) are attached to this staff report. Additional information about the Project can also be found at the website: [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios).

**EXPECTED RESULTS:**

The City Council will have received background information in preparation for an informed discussion about the topic with the Planning Commission and Metro representatives at their July 15 joint work session.

**TIMELINE:**

Phase 1: In 2011, Metro organized a technical work group including state, county, and city staff representatives throughout the region to identify strategies to meet the region's emissions target. Regional policy advisory committees reviewed Phase 1 findings and recommendations in fall 2011, accepted them, and submitted them to the Legislature in January 2012.

Phase 2: In 2012-13, Metro and the technical work group, local governments, businesses, equity and environmental justice, and environmental leaders continue to develop strategies and policies that reflect community aspirations identified through local planning efforts already underway. In May 2013, policy committees provided direction on three scenarios to be further analyzed.

Phase 3: In 2013-2014, Metro will work with cities and counties to decide the "preferred" land use and transportation strategy to be adopted to achieve state goals for greenhouse gas emissions.

**CURRENT YEAR BUDGET IMPACTS: N/A**

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_  
N/A

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_  
N/A

**COMMUNITY INVOLVEMENT PROCESS:**

N/A

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups):

N/A



**ALTERNATIVES:**

N/A

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENTS**

Spring 2013 Climate Scenarios Fact Sheet

Spring 2013 Climate Scenarios Brochure – Choices for Our Future



[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)



**The region's six desired outcomes** – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

## Climate Smart Communities Scenarios Project

### Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for a halt to rising emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing the Portland metropolitan region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, light duty trucks and SUVs. The law also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates.

For years, the region has followed the 2040 Growth Concept to grow the kind of vibrant communities where transit, jobs and services are close to neighborhoods. The policies and initiatives that have protected farmland also reduced driving and the growth of carbon emissions. Together, these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.

### State response

Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

### Regional response

Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project builds on state efforts and existing plans underway in the Portland metropolitan area. The project presents an opportunity to work together to learn what will be required to meet the state carbon goals and how well the strategies support the region's desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro's policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in December 2014.



## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

**Metro Council President**  
Tom Hughes

**Metro Council**  
Shirley Craddick,  
District 1

Carlotta Collette,  
District 2

Craig Dirksen,  
District 3

Kathryn Harrington,  
District 4

Sam Chase,  
District 5

Bob Stacey,  
District 6

**Auditor**  
Suzanne Flynn

### Stay informed

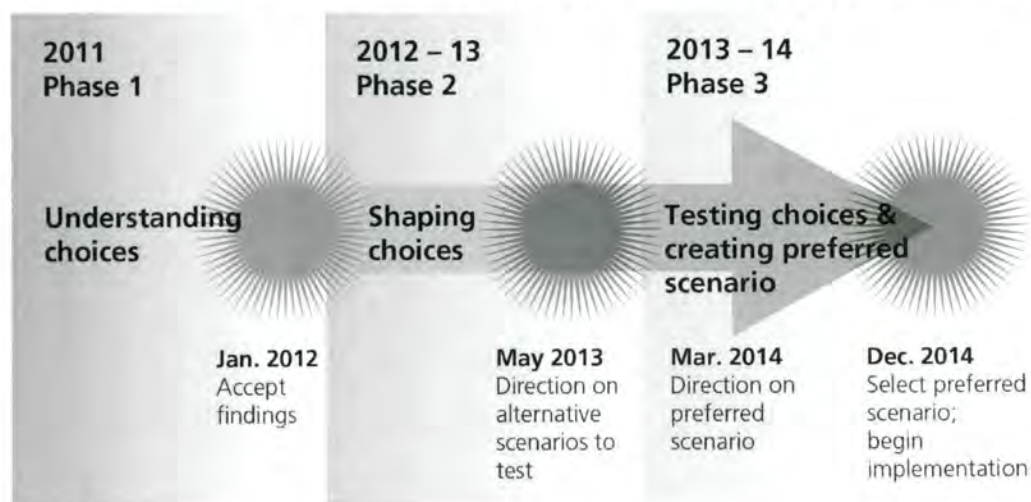
[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

### For email updates,

send a message to  
[climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)



## Climate Smart Communities Scenarios Project timeline



### Phase 1

#### Understanding the choices

Working closely with cities and counties, Metro studied regionwide combinations of strategies, called scenarios, in 2011. The work focused on learning what combinations of land use and transportation strategies could potentially meet the region's emissions target. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Regional policy advisory committees reviewed findings and recommendations from the analysis in fall 2011 before accepting them for submittal to the Legislature in January 2012.

### Phase 2

#### Shaping the direction

In 2012-13, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway (e.g., SW Corridor Plan, East Metro Connections

Plan, Portland Plan, and other local land use and transportation plan updates).

This work will involve leaders from local governments as well as businesses, equity and environmental justice, and environmental leaders. By May 2013, Metro's policy committees will be asked to provide direction on three scenarios to be tested later that year. Testing will help cities, counties and community partners decide which elements in the three options should go forward into one scenario for the region to adopt in 2014.

### Phase 3

#### Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – Metropolitan GreenSTEP, the regional travel demand model, MetroScope and the regional emissions model, MOVES.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and the region's growth management strategy. Implementation of approved changes to policies, investments and other actions would begin in 2014 at the regional and local levels.





## About Metro

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Sam Chase, District 5  
Bob Stacey, District 6

### Auditor

Suzanne Flynn

## New challenges call for new choices

### What choices are you willing to make to respond to these challenges?

#### Clean fuels and technology

How can the region support state and federal efforts to transition to clean fuels and technology?

#### Community investment

How do we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

#### Transit

How much frequent transit should the region provide and what areas should be a priority? What other investments are needed to complement this strategy?

## LOOKING AHEAD

### Developing a preferred scenario

Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014.

Considerations for developing a preferred scenario include:

- costs and benefits across public health, environmental, economic and social equity goals
- financial implications
- public support and political will.



**optin**  
ONLINE PANEL

Join Metro's online opinion panel today at [www.optinpanel.org](http://www.optinpanel.org) and be entered to win a \$100 gift card.

[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

## CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



## The Road to 2040

# Choices for our future

Nearly two decades ago, the residents of this region set a course for growth with the adoption of the 2040 Growth Concept – a plan for how the region grows over the next 50 years.

The vision for 2040 calls for each community to decide the best way to create vibrant downtowns, provide good jobs, and offer affordable housing and transportation choices for its residents. Together, these community visions encourage growth in downtowns, main streets and employment areas, and preserve farms, forestland and natural areas. They help build a strong regional economy, while celebrating and strengthening individual local character.

### Shaping the region with intention

The desired outcome of this shared vision is a region where people live, work and play in healthy communities with easy access to everyday needs. Where safe and reliable transportation choices connect people to jobs and goods to market. Where current and future generations benefit from the region's sustained economic competitiveness and resilience. Where everyone enjoys clean air, clean water and a healthy ecosystem. And where the benefits and costs of growth and change are equitably shared among all communities.

Shared values for livable communities guide our policy and investment choices to create a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home.

### Leadership on climate change

Because we have focused development where it makes sense – in downtowns, main streets and employment areas – and invested in transportation choices, we drive 20 percent fewer miles every day than other regions of a similar size.

By taking direction from the 2040 plan and working together with local communities as they develop and update community visions, we can grow in a more sustainable manner that reduces greenhouse gas emissions from transportation and improves the environment for healthier, more livable communities.

But there's more to be done.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

How we get there is up to you.

**MAKING A  
GREAT  
PLACE**







### WE ALL HAVE CHOICES TO MAKE

The choices we make today will determine the future of the Portland metropolitan region. While we have worked together to create strong local communities and a region with an enviable quality of life, today's uncertain economy, limited resources, rising energy costs and a growing and diverse population have brought new challenges. In collaboration with city, county, state, business and community leaders, Metro is researching how investments and transportation and land use policies can be leveraged to respond to these challenges and meet climate goals.

#### Scenario planning

To stimulate thinking about our choices for the future and the possible impacts they may have on how we live, travel and work, three scenarios will be tested in 2013 to help answer the questions:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices?

## CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE

### UNDERSTAND CHOICES

2011-12

Research how strategies could impact community outcomes and GHG emissions

## WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

### Scenario A RECENT TRENDS



This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.

#### How we live

Developers provide some new housing choices near transit and downtown areas.

#### How we get around

Streets in my community need repair. I often drive because transit is not available in my neighborhood. There are limited new pathways for biking and walking to get me to transit.

#### How we work

I look for ways to lower the fuel operating costs for my business while maintaining my delivery schedule and serving customers.

#### How we invest

We rely on existing revenues, many of which are declining (e.g., gas tax, payroll tax, federal funds). We spend an increasing share of that revenue on maintaining what we have.

#### What is a scenario?

A scenario is an example of what the future might look like, based on the choices we make today.

The scenarios presented are intended to serve as a starting point for gathering input on what choices should be tested in 2013.

### Scenario B ADOPTED PLANS



This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan.

#### How we live

My community provides more housing choices, jobs and services near transit.

#### How we get around

Streets, highways and transit systems in my community are in good repair. Targeted investments make it easier to walk, bike or take transit to work and to meet my everyday needs.

#### How we work

I build on past cost saving measures to invest in new technologies and cleaner fuels to support my delivery and business needs.

#### How we invest

We partner with nearby city, regional and state leaders to increase existing revenues to properly maintain and expand streets, highways, transit, sidewalks and bike pathways.

### Scenario C NEW PLANS AND POLICIES



This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and greenhouse gas emissions reduction targets.

#### How we live

More young people, seniors and families live close to services and transit because of the convenience this offers. I live close to where I work and can choose to drive or take another way.

#### How we get around

Streets, highways and transit systems in my community are in good repair. I can easily walk, bike and take transit to work and to meet my everyday needs.

#### How we work

I reinvest cost savings to create more jobs and further shift operations toward energy efficiency for my business and delivery needs.

#### How we invest

We work together with business and community leaders to find new ways to fund maintenance and make new investments in streets, highways, transit, sidewalks and bike pathways.





## **RESOLUTION NO. 2424**

**A RESOLUTION OF THE CITY OF WILSONVILLE ACTING AS THE LOCAL CONTRACT REVIEW BOARD APPROVING THE BID PROCESS; ACCEPTING THE LOWEST RESPONSIBLE BID; AWARDING A CONSTRUCTION CONTRACT TO S-2 CONTRACTORS, THE LOWEST RESPONSIBLE BIDDER; AND VERIFYING FUND AVAILABILITY FOR THE PROJECT TITLED 2013 STREET MAINTENANCE.**

WHEREAS, in accordance with the provisions of Oregon Revised Statutes, Chapter 279, Public Bids and Contracting; Wilsonville Code 2.3.14, Contracts with the City; and the Attorney General's Model Rules which the City has adopted as its contracting rules; the Wilsonville City Council serves as the city's Contract Review Board; and

WHEREAS, the City does not employ the extra personnel necessary to perform the specialized maintenance services called for in the bid solicitation documents nor is it feasible to train and divert existing employees from needed and assigned job duties; the City does not have the specialized equipment necessary to perform the type and kind of pavement maintenance called for in the bid solicitation; the City does not have the ongoing resources to employ personnel and acquire and maintain specialized equipment in order to perform the amount and level of work with completion within six months after the date on which the contract for services is executed; and historically, the City has recognized that competitively bidding this type of work was the more fiscally prudent approach of allocating resources among the various programs, funds, and policy objectives set forth in the City's budget document; and

WHEREAS, the Street Maintenance program was duly advertised for pre-qualification and competitive bids in the Daily Journal of Commerce on February 27 and March 6, 2013; and

WHEREAS, the bid advertisement and invitation to bid included a Request for Qualifications and established a qualification process under which prospective bidders must be qualified in order to be considered a responsive bidder and 6 potential bidders were qualified; and

WHEREAS, from the qualified bidders, 5 sealed bids were received prior to 2 p.m. local time, May 14, 2012, at the City Hall, 29799 SW Town Center Loop East, Wilsonville, OR, 97070; and

WHEREAS, the five bids were then opened individually, and separately read aloud at 4:00 p.m., local time, May 14, 2013. The Summary of Bids is marked Exhibit "A", attached hereto and incorporated herein; and

**RESOLUTION NO. 2424**

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**PAGE 1 of 3**



WHEREAS, the five bids were found to be from responsive bidders as defined under the Request for Qualifications; and

WHEREAS, the City will be performing work adjacent to Washington County facilities which need repair; and

WHEREAS, the City identified work for Washington County in the bid as Alternate 1, which was separated from the City work in the base bid; and

WHEREAS, Washington County has determined not to perform the work at this time; and

WHEREAS, the S-2 Contractors bid of \$536,016.00 for the base contract; and

WHEREAS, the City desires to execute a Construction Contract Agreement in a timely manner; and

WHEREAS, the City's FY12-13 budget includes a \$650,000 appropriation, which has a balance of \$197,093, for the Street Maintenance, which is Project #4014 in the budget; and

WHEREAS, the currently proposed FY13-14 budget includes \$670,000 for Street Maintenance.

**NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:**

1. The City Council acting as the Local Contract Review Board finds and concludes:
  - a. The recital of findings above are incorporated by reference herein.
  - b. The bid from S-2 Contractors in the amount of a \$536,016.00 for the base contract, is deemed responsive. S-2 Contractors is the lowest responsible bidder and is qualified for the work.
2. Subject to the final review and approval of the Project Manager and in accordance with the provisions of Oregon Revised Statutes, Chapter 279, Public Bids and Contracting; Wilsonville Code 2.3.14, Contracts with the City; and the Attorney General's Model Rules which the City has adopted as its contracting rules; the City Council acting as the Contract Review Board hereby awards the contract for construction to S-2 Contractors in the amount of \$536,016.00.
3. Subject to final completion of all improvements specified in the contract documents and any supplementary changes, the Project Manager is authorized to certify the required improvements complete and make final payment including release of retainage.

4. The Project Manager is authorized to approve change orders to this contract as required provided, however, that the total cost does not exceed 15% of the contract award.

5. The City Council hereby authorizes the expenditures for this contract not to exceed the contract bid plus 15% contingency:

<u>Account</u>	<u>Amount</u>
540.950.45030.4041	\$616,418.40

6. This Resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a special meeting thereof this 3<sup>rd</sup> day of June 2013, and filed with the Wilsonville City Recorder this date.

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TIM KNAPP, MAYOR

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY of Votes:

Mayor Knapp

Council President Starr

Councilor Goddard

Councilor Fitzgerald

Councilor Stevens

Attachment:

Exhibit A - Summary of Bids



## SUMMARY OF BIDS (Exhibit A)

**2013 STREET MAINTENANCE PROGRAM**

**OWNER: CITY OF WILSONVILLE**

**OPENING DATE: MAY 14, 2013 4:00 PM**

**PREPARED BY: CITY OF WILSONVILLE**

Order Opened	Bidder:	Envelope marked: (y/n)	First Tier Sub-Con. (y/n)	Bid Security (10%)		Prop. Items #11-18 (pg. I-13) (y/n)	Adden. 1-5 (pg. I-15) (y/n)	Signature (pg. I-15) (y/n)	Prop. Signed (y/n)	Bid Bond (pg. I-13) (y/n)	Bid Amount: (pg. A4)	Alternate Amount	Total Amount	Appar. Status:
				Amount	Type									
1	Brix Paving Northwest	Y	Y	10%	Bond	Y	Y	Y	Y	Y	\$574,399.75	\$41,737.00	\$616,136.75	2
2	Eagle-Elsner, Inc.	Y	Y	10%	Bond	Y	Y	Y	Y	Y	\$714,144.25	\$59,882.70	\$774,026.95	4
3	Knife River	Y	Y	10%	Bond	Y	Y	Y	Y	Y	\$652,161.83	\$40,954.68	\$693,116.51	3
4	Kodiak Pacific	Y	Y	10%	Bond	Y	Y	Y	Y	Y	\$772,000.00	\$43,000.00	\$815,000.00	5
5	<b>S-2 Contractors</b>	Y	Y	10%	Bond	Y	Y	Y	Y	Y	<b>\$536,016.00</b>	\$41,743.00	\$577,759.00	1

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, May 20, 2013. Mayor Knapp called the meeting to order at 7:06 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
Council President Starr  
Councilor Goddard  
Councilor Fitzgerald  
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Mike Kohlhoff, City Attorney  
Sandra King, City Recorder  
Delora Kerber, Public Works Director  
Mark Ottenad, Government Affairs Director

Motion to approve the order of the agenda.

**Motion:** Councilor Stevens moved to approve the order of the agenda. Council President Starr seconded the motion.

**Vote:** Motion carried 5-0.

**MAYOR'S BUSINESS**

A. Proclamation Declaring May 19-25, 2013 National Public Works Week

Delora Kerber, Public Works Director, stated this summer staff would be taking equipment and displays to the neighborhood BBQs to interact with the community and explain what public works does for the city.

Mayor Knapp read the proclamation declaring Public Works Week into the record.

B. Adopt Council Goals

Key Performance Area: **Clear Vision and Community Design**

Goal: Develop a plan to improve bike and pedestrian connectivity throughout the community and integrate the plan in the City's Capital Improvement Plan

Key Performance Area: **Thoughtful Land Use**

Goal: Complete a formal concept plan for Advance Road and Frog Pond Residential Areas

Key Performance Area: **Community Amenities and Recreation**



**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

Goal: Complete a feasibility study for a community recreational/aquatic center in Wilsonville

Goal: Complete a plan for successful integration of our existing living, working and playing areas in existing planned development through TSP adoption, the launching of concept planning and CIP by the Third Quarter of 2013.

Key Performance Area: **Economic Development**

Goal: Develop and begin to implement a strategy to increase occupancy by filling vacant store fronts.

Goal: Develop a funding and annexation strategy for implementing Coffee Creek Industrial area in 18 months.

Goal: Complete and adopt Basalt Creek Industrial area concept plan in the next 18 to 24 months.

Goal: Develop a strategic branding plan, including complete visual identity plan and logo to promote the City's livability and economic opportunities by April 2014.

City Council met in May to develop the Goals for FY 2013-14. Subsequently the executive team managers met to develop action plans to achieve the goals. The City Manager will be bringing quarterly reports and updates to Council on the status of each goal.

**Motion:** Council President Starr moved to adopt the City Council Goals. Councilor Goddard seconded the motion.

**Vote:** Motion carried 5-0.

C. Mayor Knapp announced that Wilson's NAPA Store in Wilsonville received the 2013 "Family Owned Business of the Year Award" presented by the Small Business Administration. The Mayor noted the date of the next Council meeting.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Megan Chuinard, 29785 Rose Lane, Wilsonville, recently moved to Wilsonville and has applied for a seat on the Library Advisory Board. Ms. Chuinard talked about her lifelong passion for libraries and about her experiences on the Forest Grove Library Foundation fundraising team, and the successful fundraising campaign to finance improvements to that library.

Councilor Goddard thanked Ms. Chuinard for attending the meeting and expressing her interest in the Wilsonville Library.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership; and Economic Development Task Force. Council President Starr stated the Chamber of Commerce would be planning how to engage in business retention; in addition the Chamber would be making a site transition at the end of the year. The Councilor invited the public to attend the Boy Scout plant sale June 22<sup>nd</sup> and noted the Relay for Life would be held at Town Center Park the end of June.

Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance. The Councilor announced the annual Festival of Arts scheduled for June 1 and 2 in Town Center Park, the opening of the water features June 1<sup>st</sup>; and the Tonkin For The Love Of Schools Run where all proceeds will go directly to the local schools.

Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board. Councilor Fitzgerald reported on the successful Bulky Waste Day, and the decisions made by the Planning Commission at their last meeting.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors. Councilor Stevens stated the DRB Panel-B meeting scheduled for May 27 has been rescheduled to May 30 due to Memorial Day. She noted the results of the last DRB Panel-A meeting. Jen Massa-Smith of SMART talked to the Wilsonville Seniors on the SMART integration process. The Councilor talked about the successful WERK day event where 295 volunteers participated.

Councilor Goddard thanked Delora Kerber and Steve Munsterman for their pre-event preparations for WERK day. Councilor Fitzgerald was pleased to see local employers and employees participating.

**CONSENT AGENDA**

Mr. Kohlhoff read the titles of the Consent Agenda items into the record.

A. **Resolution No. 2418**

A Resolution Of The City Of Wilsonville For Adoption Updates To The City's Addendum To The Clackamas County Multi-Jurisdiction Hazard Mitigation Plan.

B. Minutes of the May 6, 2013 Council Meeting.

**Motion:** Councilor Fitzgerald moved to approve the Consent Agenda. Councilor Stevens seconded the motion.

**Vote:** Motion carried 5-0.

**CITY MANAGER'S BUSINESS**

Mr. Cosgrove stated there would not be a Council meeting July 1 due to a lack of a quorum.



**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

**LEGAL BUSINESS**

Mr. Kohlhoff advised an agreement had been reached with the property owner for the last easement for Section 3B of the water transmission line to Sherwood.

**ADJOURN**

Mayor Knapp adjourned the meeting at 7:37 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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Tim Knapp, Mayor


**CITY COUNCIL MEETING  
 STAFF REPORT**

<b>Meeting Date:</b> June 3, 2013		<b>Subject: Resolution No. 2420</b> City Budget Adoption for FY 2013-14  <b>Staff Member:</b> Joanne Ossanna, Finance Director <b>Department:</b> Finance	
<b>Action Required</b> <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 6/3/13 <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<b>Advisory Board/Commission Recommendation</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable  <b>Comments:</b> Budget as approved by Budget Committee on May 2, 2013.	
<b>Staff Recommendation:</b> Open public hearing, receive testimony, consider resolution to adopt the budget for fiscal year 2013-14			
<b>Recommended Language for Motion:</b> I move to approve Resolution No. 2420.			
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities		<input type="checkbox"/> Adopted Master Plan(s)	
		<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:** Public hearing and adoption of budget for fiscal year 2013-2014.

**EXECUTIVE SUMMARY:** Following the Budget Committee vote to approve the budget the City Council must hold a public hearing and receive comments on the budget prior to adoption. Council must adopt the budget no later than June 30, 2013.

By law, the Council may make changes in the approved budget within certain limitations: (1) taxes may not be increased over the amount approved by the budget committee, and (2)



estimated expenditures in a fund cannot be increased by more than \$5,000 or 10 percent, whichever is greater. The Council can reduce the budget from that approved by the Budget Committee.

**EXPECTED RESULTS:** Create the budget for operating and capital purposes for fiscal year 2013-14.

**TIMELINE:**

April 17, 2013 - Public notice of availability of the proposed budget and Budget Committee meeting dates published in the Wilsonville Spokesman

April 29, 2013 – First meeting of the Budget Committee, presentation of budget message, public testimony taken

May 2, 2013 – Second meeting of the Budget Committee, opportunity for public to testify, voted to approve budget with no changes

May 22, 2013 – Public notice of the meeting to adopt published in the Wilsonville Spokesman

June 3, 2013 – Council meeting to receive public testimony, consider Resolution to adopt budget

**CURRENT YEAR BUDGET IMPACTS:** Does not affect the FY 2012-13 budget.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_JEO\_\_\_\_\_ Date: \_\_\_\_\_5-16-13\_\_\_\_\_

No Financial impact.

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK\_\_\_\_\_ Date: 5/17/13\_\_\_\_\_

Resolution approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:** The opportunity for the public to address the Budget Committee was offered at the meetings on April 29, 2-13 and May 2, 2013. Public comments and questions were received at the April 29, 2013 meeting. Staff responded to the issues and questions raised in writing prior to May 2, 2013.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:** The budget provides for the delivery of services and construction of capital projects throughout the community.

**ALTERNATIVES:**

The Budget Committee discussion focused on a number of issues and concerns. No changes to the proposed budget were offered.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

A. Resolution No. 2420

## RESOLUTION NO. 2420

### **A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING THE BUDGET, MAKING APPROPRIATIONS, DECLARING THE AD VALOREM TAX LEVY, AND CLASSIFYING THE LEVY AS PROVIDED BY ORS 310.060(2) FOR FISCAL YEAR 2013-14.**

**WHEREAS**, in accordance with ORS 294.426 the Wilsonville Budget Committee met on April 29, 2013 and May 2, 2013 to receive public testimony, hear the budget message and listen to presentations pertaining to the proposed budget for Fiscal Year 2013-14; and,

**WHEREAS**, the Budget Committee deliberated on the proposed budget and on May 2, 2013 approved the budget with no amendments; and,

**WHEREAS**, on May 22, 2013 a summary of the budget, as required by ORS 294.438, was duly published in the Wilsonville Spokesman, a newspaper of general circulation in the City; and,

**WHEREAS**, in accordance with ORS 294.456 the Wilsonville City Council duly held a public hearing on June 3, 2013 where all interested persons were afforded an opportunity to appear and be heard with respect to the approved budget for the fiscal year beginning July 1, 2013.

### **NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:**

1. The Council adopts the budget for FY 2013-14 in the total amount of \$129,493,876.
2. Of the total adopted budget of \$129,493,876, the City appropriates \$122,047,157 for the fiscal year beginning July 1, 2013 as shown in Attachment A – Schedule of Appropriations. The difference of \$7,446,719 is not appropriated and is not available for expenditure during the year.
3. The City of Wilsonville City Council hereby imposes the taxes provided for in the Adopted Budget at the rate of \$2.5206 per \$1,000 of assessed value for general operations; and in the amount of \$340,000 for general obligation bonds; and that these taxes are hereby imposed and categorized for the tax year 2012-13 upon the assessed value of all taxable property in the City.

#### General Government Limit

General Fund	\$2.5206 / \$1,000
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#### Excluded from Limit

General Obligation Debt Fund	\$340,000
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4. In compliance with Governmental Accounting Standards Board (GASB) Pronouncement Number 54, the City Council hereby makes the following commitments for Fiscal Year 2013-14:



- a. For all funds, the unappropriated ending fund balance is the difference between the fund's resources and the appropriations noted in Attachment A.
  - b. Authority to classify portions of ending fund balance as assigned is hereby granted to the City Council, City Manager and the Finance Director.
  - c. City Council considers the spending of the restricted classification of fund balance on purposes for which such funds can be used to occur first when funds are spent for restricted and unrestricted purposes. When unrestricted classifications of fund balance are spent, the Council will consider that assigned amounts will be reduced first, followed by unassigned amounts and then committed amounts.
5. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regularly scheduled meeting thereof this 3rd day of June, 2013 and filed with the City Recorder this date.

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TIM KNAPP, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY of Votes:

Mayor Knapp  
Council President Starr  
Councilor Fitzgerald  
Councilor Goddard  
Councilor Stevens

## Attachment A – Schedule of Appropriations

### General Fund

Administration	\$ 1,274,065	
Finance	1,250,665	
Information Services	618,220	
Geographical Information Services	232,370	
Legal	505,240	
Human Resources and Risk Management	586,802	
Public Works Administration	443,836	
Building Maintenance	827,465	
Parks Maintenance	1,097,733	
Parks and Recreation	591,497	
Senior Programs	492,350	
Library	1,633,430	
Law Enforcement	3,894,956	
Municipal court	217,915	
Transfers to Other Funds	1,194,100	
Contingency	8,882,960	
<b>Total Fund Appropriations</b>		<b>\$23,743,604</b>

### Community Development Fund

CD Administration	\$ 750,770	
Engineering	1,290,406	
Building	740,059	
Planning	1,001,670	
Natural Resources/Stormwater Management	135,605	
Finance	15,600	
Transfers to Other Funds	490,100	
Contingency	3,705,907	
<b>Total Fund Appropriations</b>		<b>\$8,130,117</b>

### Transit Fund

Transit	\$ 5,530,475	
Finance	6,360	
Human Resources	2,060	
Road Operating	22,625	
Transfers to Other Funds	485,410	
Contingency	1,272,369	
<b>Total Fund Appropriations</b>		<b>\$7,319,299</b>



## Attachment A – Schedule of Appropriations

<u>Road Operating Fund</u>		
Road Operating	\$	796,162
Human Resources		414
Transfers to Other Funds		463,260
Contingency		644,565
<b>Total Fund Appropriations</b>		<b>\$1,904,401</b>

<u>Road Maintenance Regulatory Fund</u>		
Finance	\$	500
Transfers to Other Funds		670,000
Contingency		444,595
<b>Total Fund Appropriations</b>		<b>\$1,115,095</b>

<u>Water Operating Fund</u>		
Water Distributions and Sales	\$	1,223,249
Water Treatment		2,451,771
Finance		88,735
Human Resources		414
Debt Service		1,879,000
Transfers to Other Funds		1,199,420
Contingency		3,846,999
<b>Total Fund Appropriations</b>		<b>\$10,689,588</b>

<u>Sewer Operating Fund</u>		
Sewer Collection	\$	685,005
Sewer Treatment		1,865,765
Sewer Pretreatment		120,831
Finance		83,340
Debt Service		3,586,000
Transfers to Other Funds		3,627,580
Contingency		6,980,612
<b>Total Fund Appropriations</b>		<b>\$16,949,133</b>

<u>Street Lighting Operating Fund</u>		
Street Lighting	\$	304,574
Transfers to Other Funds		58,240
Contingency		855,295
<b>Total Fund Appropriations</b>		<b>\$1,218,109</b>

## Attachment A – Schedule of Appropriations

<u>Stormwater Fund</u>		
Natural Resources/Stormwater Management	\$	188,919
Stormwater Maintenance		523,265
Finance		33,640
Human Resources		202
Transfers to Other Funds		1,106,085
Contingency		142,380
<b>Total Fund Appropriations</b>		<b>\$1,994,491</b>

<u>Fleet Service Fund</u>		
Fleet	\$	1,344,014
Human Resources		717
Transfers to Other Funds		2,100
Contingency		988,567
<b>Total Fund Appropriations</b>		<b>\$2,335,398</b>

<u>Debt Service Fund</u>		
Debt Service	\$	368,500
<b>Total Fund Appropriations</b>		<b>\$368,500</b>

<u>Water Capital Projects Fund</u>		
Water Capital Projects	\$	4,120,750
Transfers to Other Funds		554,490
Contingency		156,259
<b>Total Fund Appropriations</b>		<b>\$4,831,499</b>

<u>Sewer Capital Projects Fund</u>		
Sewer Capital Projects	\$	12,418,000
Transfers to Other Funds		866,160
Contingency		1,413,593
<b>Total Fund Appropriations</b>		<b>\$14,697,753</b>

<u>Streets Capital Projects Fund</u>		
Streets Capital Projects	\$	1,961,184
Transfers to Other Funds		295,342
Contingency		171,033
<b>Total Fund Appropriations</b>		<b>\$2,427,559</b>



## Attachment A – Schedule of Appropriations

### Stormwater Capital Projects Fund

Stormwater Capital Projects	\$ 863,582	
Transfers to Other Funds	138,630	
Contingency	10,354	
<b>Total Fund Appropriations</b>		<b>\$1,012,566</b>

### Building Capital Projects Fund

Building Capital Projects	\$ 550,500	
Transfers to Other Funds	60	
Contingency	180,229	
<b>Total Fund Appropriations</b>		<b>\$730,789</b>

### Parks Capital Projects Fund

Parks Capital Projects	\$ 2,016,170	
Transfers to Other Funds	239,228	
Contingency	62,872	
<b>Total Fund Appropriations</b>		<b>\$2,318,270</b>

### Water Development Charges

Finance	\$ 6,600	
Transfers to Other Funds	2,819,120	
Contingency	115,585	
<b>Total Fund Appropriations</b>		<b>\$2,941,305</b>

### Sewer Development Charges

Finance	\$ 6,700	
Transfers to Other Funds	2,168,080	
Contingency	4,674,460	
<b>Total Fund Appropriations</b>		<b>\$6,849,240</b>

### Streets Development Charges

Finance	\$ 6,700	
Transfers to Other Funds	950,176	
Contingency	3,739,639	
<b>Total Fund Appropriations</b>		<b>\$4,696,515</b>

### Stormwater Development Charges

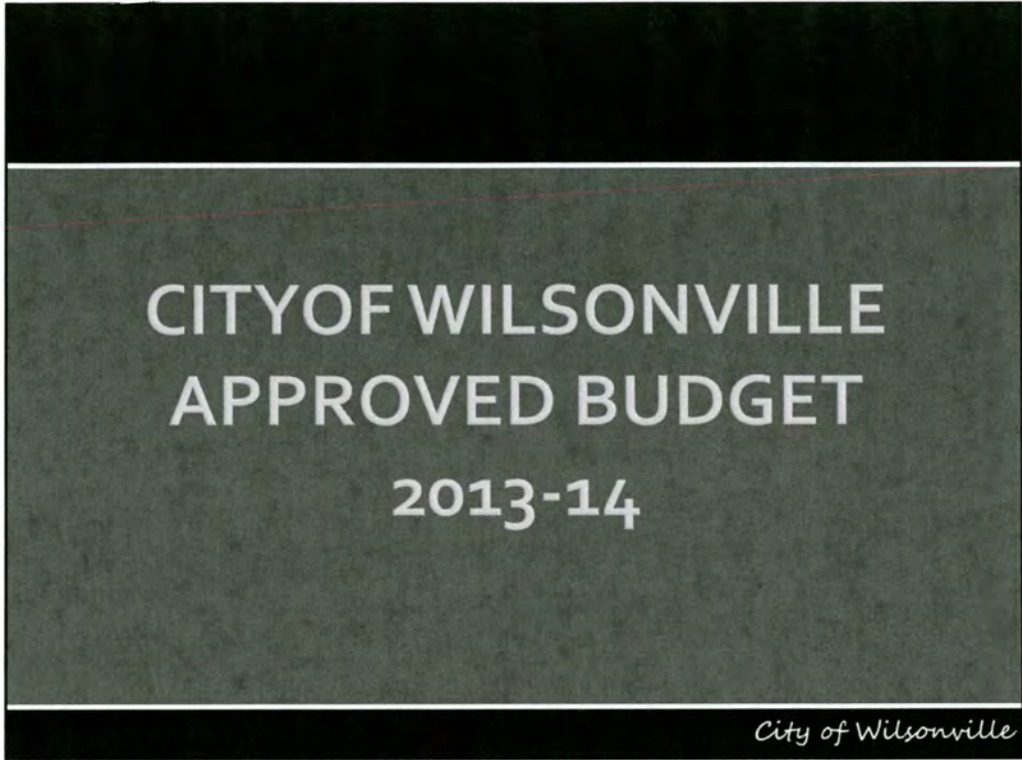
Finance	\$ 1,400	
Transfers to Other Funds	141,226	
Contingency	1,325,355	
<b>Total Fund Appropriations</b>		<b>\$1,467,981</b>

<b>Attachment A – Schedule of Appropriations</b>
--

**Parks Development Charges**

Finance	\$	5,200	
Transfers to Other Funds		1,444,958	
Contingency		<u>2,855,787</u>	
<b>Total Fund Appropriations</b>			<b>\$4,305,945</b>
<b>Total City Appropriations - All Funds</b>			<b><u>\$122,047,157</u></b>





# CITYOF WILSONVILLE APPROVED BUDGET 2013-14

*City of Wilsonville*

Tonight we have 3 resolutions before you for the final stage of the budget process.

Res. 2420 is for the adoption of the 2013-14 budget

Res. 2421 declaring the city's eligibility to receive state shared revenues and 2422 declaring the city's election to receive state shared revenue and

# State Shared Revenues

## State Shared Revenues (ORS 221.760)

Gas tax	\$1,120,000
Liquor tax	\$265,000
State Revenue Sharing	\$225,000
Cigarette tax	\$28,000

### Four or more of the following:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Police Protection             | <input checked="" type="checkbox"/> Sanitary Sewers  |
| <input type="checkbox"/> Fire Protection                          | <input checked="" type="checkbox"/> Utility Services |
| <input checked="" type="checkbox"/> Planning                      | <input checked="" type="checkbox"/> Storm Sewers     |
| <input checked="" type="checkbox"/> Street Maint./Lighting/Constr |  |

*City of Wilsonville*

The City of Wilsonville receives four different types of state shared revenues, as you can see above. The city is required to provide four of the seven services listed in order to receive these revenues. The city of Wilsonville provides 6, so the City easily qualifies.

Oregon law requires the public to be given two opportunities to comment on receiving state shared revenues. The first opportunity was extended during the Budget Committee meeting April 29<sup>th</sup>. The second opportunity is in conjunction with the budget adoption.



**APPROVED BUDGET  
2013-14  
\$135,946,711**

*City of Wilsonville*

# Overview

(millions)	2013-14
	Proposed Budget
Operating Expenditures	\$32.9
Capital Outlay	21.9
Debt Service	5.8
Interfund Transfers	18.9
Contingencies & Reserves	44.6
Unappropriated Ending Fund Balance	<u>5.4</u>
<b>Total</b>	<b>\$129.5</b>

*City of Wilsonville*

The budget is comprised of \$32.9 M in operating expenditures  
\$21.9M in capital outlay with the Waste Water Treatment Plant as the largest project at \$8.5M  
\$5.8 M in debt service  
\$18.9 M in Interfund transfers of for indirect and direct charges and transfers to other funds for capital projects  
\$44.6 M for contingencies and reserves  
\$5.4 unappropriated ending fund balances



# Basic Assumptions

## Revenues

- |                  |                 |
|------------------|-----------------|
| • Property taxes | 2.8%            |
| • Franchise/ROW  | 5.5%            |
| • Water          | 2% (assumption) |
| • Sewer          | 10%             |
| • Stormwater     | 16%             |

*City of Wilsonville*

Prop Tax: At a 2.8% increase in assessed value, plus approximately \$125,000 in new revenue due to the growth within the city.

Franchise & Right of Way fees are increasing 5.5% over the current year budget. This percentage seems high because the current budget is very conservative. The actual increase is only 3% over current year activity.

Water – The City is in the process of doing a water rate study to determine the rate needed to sustain operations. For budgeting purposes we used 2% as an assumption, but this could be higher or lower depending on the results of the study.

Sewer – Sewer rates are scheduled to increase 10% on January 1<sup>st</sup>, and equates to approximately \$4.21 per residence

Stormwater – Rates are scheduled to increase 16% on July 1<sup>st</sup>, and equates to approximately \$.70 per residence

# Basic Assumptions

## Expenditures

- Personnel 3.2% (with benefits)
- Materials/services 0-1%
- Exceptions
  - Contracted service provisions
  - Contracted law enforcement services
  - Systems maintenance/repair
  - Banking and credit card fees
  - Fuel (diesel, gas)
  - Utilities – water/sewer/storm/gas/electricity
  - General insurance

*City of Wilsonville*

Total personal expenditures increased 3.2% overall with benefits. Actual expenditures will be a lower due to the approval of Senate Bill 822 that will reduce the PERS rate. We will have confirmation of the Cities rates in the middle of June.

### Exceptions:

Contracted services which include - Law Enforcement, janitorial, meter reading, street sweeping and a number of others & the proposed budget is based on their contractual agreements

Credit Card Fees – These costs are rising due to the increasing use of credit card to pay for utility bills, permits and a number of other fees or charges. Although the use of credit cards improves efficiencies there is a high cost to the City for processing those payments. Finance will be reviewing alternatives this summer, such as the new option of charging the costs of processing credit cards to the customers who wish to use them.

Fuel – The City is no different than any of us when it comes to the fluctuation and increases in diesel and gas for the City's fleet. The proposed budget is 1.5% over the current year budget.

More details on budget assumptions can be found on page 23 of the proposed budget document



# Property Tax Certifications

General Fund – tax rate \$2.5206  
Debt Fund \$340,000

*City of Wilsonville*

1. Proposed budget assumes certifying to full tax rate for the General Fund and underlevying for debt by \$25,000 in the Debt Service fund, which was used to build the library and the is debt will be paid in full by 2016.

# PUBLIC INPUT OR QUESTIONS?

*City of Wilsonville*



King, Sandy

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**From:** Ossanna, Joanne  
**Sent:** Saturday, June 01, 2013 8:22 PM  
**To:** alsteiger@comcast.net; Anne Easterly (Anne.Easterly@usbank.com); Fitzgerald, Julie; Stevens, Susie; gjo5@hotmail.com; lonniegie@yahoo.com; Mayor Tim Knapp (Business Fax); Richard Goddard (richardgoddard2010@gmail.com); Scott Starr (scottstarr97070@gmail.com); wendybob.wb@gmail.com  
**Cc:** Cosgrove, Bryan; Kersey, Kourtnei; King, Sandy  
**Subject:** Response to the question from the May 2nd BC meeting  
**Attachments:** Budget Q & A #4 2014.docx

Budget Committee,

Attached is a response to the question that came up at the at the last Budget Committee meeting on May 2nd regarding the details of the materials and services budget for the Year 2000 Urban Renewal Plan.

Please let me know if you have any comments or questions.

Thanks for all of your dedicated work on the budget committee.

Joanne E. Ossanna, CPA  
Finance Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville OR 97070  
503-570-1511 office  
503-708-3061 cell  
503-682-1015 fax  
[ossanna@ci.wilsonville.or.us](mailto:ossanna@ci.wilsonville.or.us)

Disclosure: Messages to and from this email address may be subject to the Oregon Public Records Law.

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## M E M O R A N D U M

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To: Budget Committee  
 From: Joanne Ossanna, Finance Director  
 Date: May 31, 2013  
 Subject: Budget Committee Questions and Responses #4

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Below is a response to the question from the May 2, 2013 Budget Committee Meeting.

***Question #1 – What is included in the Materials & Services portion of the Year 2000 Urban Renewal Plan?***

<b>Year 2000 Urban Renewal Plan - FY 2014 Materials &amp; Services Budget Details</b>	
<b>Administration, Finance, GIS and Legal Services</b> - Administrative services, urban renewal strategic planning, financial management and reporting, debt services, mapping services, creation and management of development agreement and other legal matters.	\$ 126,700
<b>Community Development</b> - Staff services, overhead costs and project management allocated by project.	307,800
<b>Professional Services</b> - Available for audit services, property recording fees and other services as needed.	66,963
<b>Building Maintenance</b> - Available for maintenance on property owned by the district.	30,000
<b>Other</b> - Miscellaneous Direct Expenses as needed.	5,992
<b>Total</b>	\$ 537,455




**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  June 3, 2013	<b>Subject: Resolutions No. 2421 and 2422</b> State Shared Revenue  <b>Staff Member:</b> Joanne Ossanna, Finance Director <b>Department:</b> Finance	
<b>Action Required</b> <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 6/3/13 <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable  <b>Comments:</b> Budget as approved by Budget Committee on May 2, 2013.	
<b>Staff Recommendation:</b> Open public hearing, receive testimony, consider resolution electing to receive state shared revenues		
<b>Recommended Language for Motion:</b> I move to approve Resolution No. 2421 and Resolution No. 2422.		
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:** Public hearing on receipt and use of state shared revenues.

**EXECUTIVE SUMMARY:** Oregon law requires the public be given two opportunities to comment on receiving state shared revenues and their proposed use. The first opportunity is extended during the Budget Committee meeting. The second opportunity is offered in conjunction with the budget adoption.

**EXPECTED RESULTS:** Accompanying resolutions satisfy legal requirements to receive state

shared revenues in FY 2013-14.

**TIMELINE:**

April 17, 2013 – Notice of meeting to receive comments from the public on uses of state shared revenues at the April 30, 2013 Budget Committee meeting published in the Wilsonville Spokesman  
April 29, 2013 – First meeting of the Budget Committee, public invited to testify  
May 22, 2013 – Posted notice of public hearing  
June 3, 2013 – Council meeting to receive public testimony and consider comments prior to action to Adopt the budget

**CURRENT YEAR BUDGET IMPACTS:** Does not affect the FY 2012-13 budget.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ JEO \_\_\_\_\_ Date: \_\_\_\_\_ 5-16-13 \_\_\_\_\_  
No Financial impact.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ MEK \_\_\_\_\_ Date: \_\_\_\_\_ 5/17/13 \_\_\_\_\_  
The Resolutions are approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:** The opportunity for the public to address the Budget Committee pertaining to state shared revenues was offered at the meeting on April 29, 2013. No public testimony was received.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:** State revenues allow, in part, for operation of streets, police parks maintenance, community services and library operations.

**ALTERNATIVES:**

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. Resolution No. 2421
- B. Resolution No. 2422



Summary of State Shared Revenues Resources and Possible Uses		
	General Fund	Road Operating Fund
<b>State Shared Revenues:</b>		
Alcoholic beverage taxes	\$ 264,900	
Cigarette taxes	\$ 28,000	
State shared revenues	\$ 225,000	
Gas tax		\$ 1,120,000
<b>Possible uses:</b>		
Police	✓	
Parks & Building maintenance	✓	
Library	✓	
Youth, Adult & Senior services	✓	
Policy and administration	✓	
Planning	✓	
Road operations		✓

**RESOLUTION NO. 2421**

**A RESOLUTION DECLARING THE CITY'S ELIGIBILITY TO RECEIVE STATE  
SHARED REVENUES.**

**WHEREAS**, ORS 221.760 provides as follows:

Section 1. The officer responsible for disbursing funds to cities under ORS 323.455, 366.785 to 366.820 and 471.805 shall, in the case of a city located within a county having more than 100,000 inhabitants according to the most recent federal decennial census, disburse such funds only if the city provides four or more of the following services:

- (1) Police protection;
- (2) Fire protection;
- (3) Street construction, maintenance and lighting;
- (4) Sanitary sewer;
- (5) Storm sewers;
- (6) Planning, zoning and subdivision control;
- (7) One or more utility services; and

**WHEREAS**, City officials recognize the desirability of assisting the state officer responsible for determining the eligibility of cities to receive such funds in accordance with ORS 221.760.

**NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS  
FOLLOWS:**

1. That the Wilsonville City Council hereby declares that the City directly provides all of the municipal services enumerated above, save and except the provision of the City's fire protection which is through Tualatin Valley Fire & Rescue.
2. This resolution is effective upon adoption.



ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof  
this 3<sup>th</sup> day of June, 2013 and filed with the Wilsonville City Recorder this date.

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TIM KNAPP, MAYOR

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY of Votes:

Mayor Knapp

Council President Starr

Councilor Fitzgerald

Councilor Goddard

Councilor Stevens

**RESOLUTION NO. 2422**

**A RESOLUTION DECLARING THE CITY'S ELECTION TO RECEIVE STATE REVENUES.**

**WHEREAS**, the Budget Committee has reviewed and approved the proposed use of State Shared Revenues; and

**WHEREAS**, a public hearing has been held before the Budget Committee on April 29, 2013 to discuss possible uses of the funds and before the City Council on June 3, 2013 to obtain public input as to the proposed uses of State Shared Revenues.

**NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:**

1. Pursuant to ORS 221.770 the City of Wilsonville hereby elects to receive state revenues for the fiscal year 2013-14.
2. This resolution is effective upon adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 3<sup>th</sup> day of June, 2013 and filed with the Wilsonville City Recorder this same date.

---

TIM KNAPP, MAYOR

ATTEST:

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Sandra C. King, MMC, City Recorder

**SUMMARY of Votes:**

Mayor Knapp  
Council President Starr  
Councilor Fitzgerald  
Councilor Goddard  
Councilor Stevens




**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  June 3, 2013	<b>Subject: Resolution No. 2423</b> Supplemental Budget  <b>Staff Member:</b> Cathy Rodocker <b>Department:</b> Finance	
<b>Action Required</b> <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>	
<b>Staff Recommendation:</b> Approve Resolution No. 2423 authorizing a supplemental budget adjustment to the Fiscal Year 2012-13 adopted budget.		
<b>Recommended Language for Motion:</b> I move to approve Resolution No. 2423.		
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:**

Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. The following supplemental budget primarily amends the current budget for numerous capital improvement projects.

**EXECUTIVE SUMMARY:**

At its June 4, 2012 City Council meeting, the Council adopted the Fiscal Year 2012-13 budget. Since that time, several unanticipated projects and expenses have come to staff's attention that require additional authorization to proceed.

One of the larger projects that has been completed during the fiscal year is the SMART/Fleet Operations Facility. The project-to-date costs are well under the original project estimates; however, due to unexpected delays and/or the timing of the payment of invoices, the project requires a supplemental adjustment for the current fiscal year. This adjustment recognizes additional grant funding received totaling \$961,000, funding from the Fleet Fund of \$293,000 and the SMART Fund of \$525,000. The funding will be used to pay the increased capital cost of \$1,779,000. Initially, the funding plan for this project included a \$2,000,000 loan from the General Fund but with the cost reductions of the project, the loan is no longer required.

Due to a slight acceleration in the project, the Waste Water Treatment Plant Rehabilitation project requires \$1,500,000 as additional capital outlay. This will be funded through the bond proceeds included in the Sewer CIP Fund's contingency.

The Villebois Piazza Design/Construction project requires an additional \$136,900 for capital outlay. This will be funded through Park SDC funds. The project has been expedited so that the City may also use federal funds totaling \$410,000 for the construction of the project.

The SMART Operations Fund is recognizing an additional \$2,003,614 in Business Energy Tax Credits (BETC) received throughout the fiscal year. Consultant fees for managing the BETC program, bus purchases and medical examinations will require additional budget totaling \$257,000.

The Community Development fund will recognize budget for additional overhead from capital projects totaling \$104,872. The budget adjustments include a purchase of a new interactive voice recognition (IVR) program for the Building program. The IVR system will replace the current system that is no longer repairable and is used by contractors to request building inspections.

The General fund will recognize budget for additional overhead from capital projects totaling \$2,400. A net zero entry, which will recognize reductions in three different program budgets, will offset the costs associated with the wireless installation project at both City Hall and the Public Works building to allow more efficient use of computers.

#### **EXPECTED RESULTS:**

As stated in the Fiscal Management Policies, the City shall amend its annual budget in accordance with Oregon local budget law. The supplemental budget adjustment is adopted by the Council at a regularly scheduled meeting. The budget committee is not required.

#### **TIMELINE:**

As required by Local Budget Law, a notice for the public hearing has been published in the Wilsonville Spokesman. The notice was published on Wednesday May 22, 2013. Adoption of the Supplemental Budget Adjustment is required prior to the end of the fiscal year, June 30, 2013.



## CURRENT YEAR BUDGET IMPACTS:

### Resources:

Interfund transfers	\$ 981,550
Other governments	2,964,614
Charges for services	28,000

Total Resources	<u>\$ 3,974,164</u>
-----------------	---------------------

### Expenditures:

SMART/Fleet operations facility	\$ 1,779,000
Waste Water rehabilitation	1,500,000
Miscellaneous CIP's/Capital Outlay*	145,000
Interfund transfers out for CIP's**	981,550
Bus purchases	100,000
Consultant fees	155,000
Bank Charges	47,500
Miscellaneous expenses	(10,500)
Contingencies	(723,386)

<u>\$ 3,974,164</u>
---------------------

\*CIP's reported net of overhead transfers.

\*\*The City records the cost of a capital project an expense in the capital project fund and as an expense in the fund(s) that will be financially responsible for the costs of the project. The expense at the funding level is recorded as an interfund transfer out.

## FINANCIAL REVIEW / COMMENTS:

Reviewed by: \_\_\_\_\_ JEO \_\_\_\_\_ Date: \_\_\_\_\_ 6-3-13 \_\_\_\_\_

Amends the budget as described above.

## LEGAL REVIEW / COMMENT:

Reviewed by: MEK \_\_\_\_\_ Date: May 16, 2013 \_\_\_\_\_

Legal requirements for adoption meet. Resolution approved as to form.

## COMMUNITY INVOLVEMENT PROCESS:

As required by Local Budget Law, a notice for the public hearing has been published in the Wilsonville Spokesman. The adoption process requires a public hearing prior to adoption.

## POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY

The amended budget provides for the delivery of services and construction of capital projects throughout the community.

## ALTERNATIVES:

Not approving the attached supplemental budget could result in overspending current budget appropriations. The City is required to disclose all excess of expenditures over appropriations in the Comprehensive Annual Financial report.

## CITY MANAGER COMMENT:

## ATTACHMENTS

- A. Resolution No. 2423
- B. Schedule A

## **RESOLUTION NO. 2423**

### **A RESOLUTION AUTHORIZING A SUPPLEMENTAL BUDGET ADJUSTMENT FOR FISCAL YEAR 2012-13.**

WHEREAS, the City adopted a budget and appropriated funds for fiscal year 2012-13 by Resolution 2364; and,

WHEREAS, certain expenditures are expected to exceed the original adopted budget in some of the City's funds and budgetary transfers are necessary within these funds to provide adequate appropriation levels to expend the unforeseen costs; and,

WHEREAS, ORS 294.463 provides that a city may transfer appropriations within appropriation categories provided the enabling resolution states the need for the transfer, purpose of the expenditure and corresponding amount of appropriation; and,

WHEREAS, all transfers from contingencies within the fiscal year to date aggregate to not more than fifteen percent (15%) of the fund's total appropriations, with transfers exceeding this limit being referred via a separate supplemental budget request; and,

WHEREAS, to facilitate clarification of the adjustments in this resolutions Attachment A to this resolution provides a summary by fund of the appropriation categories affected by the proposed adjustments of budget appropriation and the purpose of the expenditure.

WHEREAS, consistent with local budget law and based upon the foregoing, the staff report in this matter and public hearing input, the public interest is served in the proposed supplemental budget adjustment.

### **NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:**

The City amends the estimated revenues and appropriations within the funds and categories delineated and explained in Attachment A, incorporated by reference herein.



This resolution becomes effective upon adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 3<sup>rd</sup> day of June 2013 and filed with Wilsonville City Recorder this same date.

---

TIM KNAPP, MAYOR

ATTEST:

---

Sandra C. King, CMC, City Recorder

**SUMMARY OF VOTES:**

Mayor Knapp  
Councilor Goddard  
Councilor Starr  
Councilor Fitzgerald  
Councilor Stevens

## ATTACHMENT A

### NEED, PURPOSE AND AMOUNT: DETAIL BY FUND & CATEGORY

	Current Appropriations	Change in Appropriations	Amended Appropriations
<b>General Fund</b>			
Interfund transfers in	\$ (2,429,428)	\$ (12,150)	\$ (2,441,578)
All other resources	(24,284,596)	-	(24,284,596)
Total increase in resources	\$ (26,714,024)	<b>\$ (12,150)</b>	\$ (26,726,174)
Finance	\$ 1,400,868	\$ (9,750)	\$ 1,391,118
Information Systems	\$ 587,715	\$ 25,000	612,715
Public Works Administration	625,737	(5,500)	620,237
Contingency	9,032,604	2,400	9,035,004
All other requirements	15,067,100	-	15,067,100
Net change in requirements	\$ 26,714,024	<b>\$ 12,150</b>	\$ 26,726,174

Interfund transfers increase recognizes additional resources for the overhead charges on capital improvement projects and contributions from Community Development for the installation of wireless access throughout City Hall. The wireless project will also be funded through budget reductions in the Finance and Public Works Administration programs.

<b>Fleet Fund</b>			
Interfund transfers out	\$ 529,040	\$ 293,000	\$ 822,040
Contingency	293,716	(293,000)	716
Net change in requirements	\$ 822,756	<b>\$ -</b>	\$ 822,756

The interfund transfers out and reduction in contingency is for the final contribution towards the SMART/Fleet Operations Facility.

<b>Community Development Fund</b>			
Charges for services	\$ (571,000)	\$ (28,000)	\$ (599,000)
Interfund transfers in	(2,411,389)	(14,500)	(2,425,889)
All other resources	(4,979,099)	-	(4,979,099)
Total increase in resources	\$ (7,961,488)	<b>\$ (42,500)</b>	\$ (8,003,988)
CD Administration	\$ 828,441	\$ (9,750)	\$ 818,691
Building Inspection	643,015	12,500	655,515
Interfund transfers out	406,960	9,750	416,710
Contingency	2,990,913	30,000	3,020,913
All other requirements	3,092,159	-	3,092,159
Net change in requirements	\$ 7,961,488	<b>\$ 42,500</b>	\$ 8,003,988

Charges for service and interfund transfers in recognizes additional resources for the overhead charges on capital improvement projects. A reduction in CD Administration program budget will be used for the proportionate share for the wireless access project at City Hall. The Building Inspection program will be replacing a software program used to assist with building inspections.

<b>Transit Fund</b>			
Intergovernmental revenue	\$ (956,062)	\$ (2,003,614)	\$ (2,959,676)
All other resources	(7,042,957)	-	(7,042,957)
Total increase in resources	\$ (7,999,019)	<b>\$ (2,003,614)</b>	\$ (10,002,633)
Transit	\$ 5,084,105	\$ 257,000	\$ 5,341,105
Interfund transfers out	1,538,580	525,000	2,063,580
Contingency	1,141,614	1,221,614	2,363,228
All other requirements	234,720	-	234,720
Net change in requirements	\$ 7,999,019	<b>\$ 2,003,614</b>	\$ 10,002,633

Intergovernmental revenue increase recognizes Business Energy Tax Credits received during the fiscal year. Increases in the Transit program include consultant fees, medical examinations and bus purchases. The interfund transfer out is for the final contribution towards the SMART/Fleet Operations Facility.



## ATTACHMENT A

### NEED, PURPOSE AND AMOUNT: DETAIL BY FUND & CATEGORY

	Current Appropriations	Change in Appropriations	Amended Appropriations
<b>Water Operating Fund</b>			
Finance	\$ 1,210,847	\$ 17,500	\$ 1,228,347
Contingency	2,384,766	(17,500)	2,367,266
All other requirements	5,870,605	-	5,870,605
Net change in requirements	\$ 9,466,218	<b>\$ -</b>	\$ 9,466,218

An increase to the Finance program within the Water Operating Fund is required for additional bank fees related to payment collections.

<b>Sewer Operating Fund</b>			
Finance	\$ 1,210,847	\$ 17,500	\$ 1,228,347
Contingency	2,384,766	(17,500)	2,367,266
All other requirements	5,870,605	-	5,870,605
Net change in requirements	\$ 9,466,218	<b>\$ -</b>	\$ 9,466,218

An increase to the Finance program within the Sewer Operating Fund is required for additional bank fees related to payment collections.

<b>Storm Water Operating Fund</b>			
Finance	\$ 1,210,847	\$ 17,500	\$ 1,228,347
Contingency	2,384,766	(17,500)	2,367,266
All other requirements	5,870,605	-	5,870,605
Net change in requirements	\$ 9,466,218	<b>\$ -</b>	\$ 9,466,218

An increase to the Finance program within the Storm Water Operating Fund is required for additional bank fees related to payment collections.

<b>Sewer Capital Projects Fund</b>			
Capital outlay	\$ 18,957,500	\$ 1,500,000	\$ 20,457,500
Contingency	9,273,073	(1,500,000)	7,773,073
All other requirements	766,900	-	766,900
Net change in requirements	\$ 28,997,473	<b>\$ -</b>	\$ 28,997,473

The capital out and the corresponding reduction in contingency is for the Waste Water Rehabilitation Project.

<b>Building Capital Projects Fund</b>			
Interfund transfers in	\$ (1,683,480)	\$ (818,000)	\$ (2,501,480)
Intergovernmental	\$ (1,321,000)	\$ (961,000)	(2,282,000)
All other resources	(181,236)	-	(181,236)
Total increase in resources	\$ (3,185,716)	<b>\$ (1,779,000)</b>	\$ (4,964,716)
Capital outlay	\$ 2,892,000	\$ 1,779,000	\$ 4,671,000
Contingency	181,236	-	181,236
All other requirements	112,480	-	112,480
Net change in requirements	\$ 3,185,716	<b>\$ 1,779,000</b>	\$ 4,964,716

The intergovernmental revenue, interfund transfers in and the corresponding requirements for capital outlay is for the following project: SMART/Fleet Operations Facility.

<b>Parks Capital Projects Fund</b>			
Interfund transfers in	\$ (1,161,040)	\$ (136,900)	\$ (1,297,940)
All other resources	(835,628)	-	(835,628)
Total increase in resources	\$ (1,996,668)	<b>\$ (136,900)</b>	\$ (2,133,568)
Capital outlay	\$ 1,726,600	\$ 120,000	\$ 1,846,600
Interfund transfers out	186,240	16,900	203,140
Contingency	83,828	-	83,828
Net change in requirements	\$ 1,996,668	<b>\$ 136,900</b>	\$ 2,133,568

The intergovernmental revenues and the corresponding requirements for capital outlay and interfund transfers out is for the Villebois Park Piazza project.

# **ATTACHMENT A** **NEED, PURPOSE AND AMOUNT: DETAIL BY FUND & CATEGORY**

	Current Appropriations	Change in Appropriations	Amended Appropriations
<b>Parks SDC Fund</b>			
Interfund transfers out	\$ 910,440	\$ 136,900	\$ 1,047,340
Contingency	2,482,789	(136,900)	2,345,889
All other requirements	6,120	-	10,100
Net change in requirements	\$ 3,399,349	<span style="border: 1px solid black;">\$ -</span>	\$ 3,399,349

The requirements for capital outlay and interfund transfers out is for the Villebois Park Piazza project.




**CITY COUNCIL PUBLIC HEARING  
STAFF REPORT**

<b>Meeting Date:</b>  June 3, 2013	<b>Subject: Ordinance No. 718</b> Enactment of an Ordinance Adopting the 2013 Transportation System Plan (TSP) and associated Comprehensive Plan text amendments  <b>Staff Member:</b> Chris Neamtzu, Planning Director <b>Department:</b> Community Development	
<b>Action Required</b> <input checked="" type="checkbox"/> Motion  <input checked="" type="checkbox"/> Public Hearing Date: 6.3.13 <input checked="" type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: 6.3.13 <input checked="" type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: 6.17.13 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input checked="" type="checkbox"/> Approval: The Planning Commission forwarded a unanimous recommendation of approval. <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded  <input type="checkbox"/> Not Applicable  <b>Comments: Adoption of the TSP is a City Council goal (FY 2011-12).</b>	
<b>Staff Recommendation:</b> Adopt the 2013 Transportation System Plan and associated Comprehensive Plan text amendments.		
<b>Recommended Language for Motion:</b> I move to adopt Ordinance No. 718.		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities Ensure efficient, cost effective and sustainable development and infrastructure.	<input checked="" type="checkbox"/> Adopted Master Plan(s) 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan	<input type="checkbox"/> Not Applicable

## **ISSUE BEFORE THE CITY COUNCIL:**

The issue before the City Council is the adoption of the 2013 TSP as a sub-element of the City's Comprehensive Plan and the corresponding amendments to the Comprehensive Plan Public Facilities and Services Chapter, Transportation section. The strikethrough and underlined version of the Comprehensive Plan text amendments can be found in Attachment A, Exhibit 3.

## **EXECUTIVE SUMMARY:**

The TSP is the City's long-term policy and planning document for transportation improvements (vehicular, bicycle, pedestrian, transit and freight) and includes a list (TSP Chapter 5) of higher priority projects that will be implemented over a 20-year timeframe through the City's Capital Improvement Program (CIP), development review process, and occasionally by other agencies. The TSP identifies the City's transportation system goals, objectives and projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses.

In addition, having a TSP in place is essential for the City to compete for federal, state and regional funding for transportation projects. The TSP, once adopted, will replace the 2003 TSP in its entirety, but updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan since those documents were adopted more recently. Where these documents may be in conflict, the new TSP takes precedence.

Wilsonville, like other cities in the region, needs to update its TSP to keep current with changes in state and regional transportation policy as well as to address rapidly changing local conditions which include additions to the Urban Growth Boundary (UGB) in 2002 (Frog Pond, Coffee Creek) and 2004 (Basalt Creek), the build-out of Villebois, establishment of urban reserves, future school sites at Advance Road and re-development and in-fill inside the existing UGB. The draft Plan is designed to meet those requirements (please refer to Attachment A, Exhibit 1).

The draft Plan incorporates substantial input received to date from City Council, Planning Commission, and the public. The information and recommendations contained in the draft TSP document have been reviewed by the City Council, Planning Commission and public. After conducting the public hearing on May 8, 2013 the Planning Commission unanimously approved Resolution No. LP13-0003.

### Comprehensive Plan Amendments:

Some of the narrative in the Transportation section of the Comprehensive Plan is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the policies outlined in Chapter 2 of the TSP. The transportation policies will be implemented through development review, capital projects, SMART and Public Works operations. Concurrently, amendments to the Development Code (separate case file #LP13-0004) are being proposed which are necessary to affect City decisions on private development applications.



It is important to note that many of the proposed policies and projects come from the existing adopted plans – the Comprehensive Plan, the 2003 TSP, 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. This update builds upon the vast body of community work that has gone into the City's transportation system planning. Two objectives of this project have been to 1) create a TSP that builds on the many years of community participation and thoughtful planning represented by these plans, while 2) creating a unified plan that represents the over-arching plan that integrates the individual modal plans, projects and policies in one place.

The intent is for the City Council to review/adopt both the TSP and the Comprehensive Plan amendments contemporaneously with the Development Code amendments to follow in a separate public hearing. Staff has prepared the draft amendments to the Comprehensive Plan, shown in Attachment A, to be adopted through the same Ordinance as the TSP document.

#### Issues:

1. **Brown Road Extension:** It is recommended that a decision related to the two conceptual alignment alternatives of the Brown Road extension project be deferred to a later point in time due to a number of outstanding issues. Additional text was added to the PC Draft TSP page 5-15 to address topics that should be considered as part of that future decision making. There is information in the public record of this project that can assist to inform the future decision.

After hearing testimony regarding preferences and rationale for both connection points, the Planning Commission deliberated and recommended delaying the choice of alignment to a later date when greater information will be known to support the selection criteria. However, in the interim, the Commission recommended a minor adjustment to the proposed higher priority project list by adding a 'Brown Road corridor study' as a new project (Road Extension - RE-04A) and allocating \$20K to it.

2. **Basalt Creek Transportation Refinement Plan:** At the time of preparation of this staff report, the IGA accepting the Basalt Creek Transportation Refinement Plan work has yet to be finalized. The cities of Tualatin and Wilsonville will jointly concept plan the Basalt Creek area over the next two years (FY 2013-2015), at which time amendments to the TSP may be warranted to incorporate the transportation projects that emerge from the concept planning process. Determination of jurisdictional boundaries is critical to informing this step.
3. **Ice Age Tonquin Trail:** The alignment of the Ice Age Tonquin Trail (IATT, much of which has been constructed in and near Wilsonville) is depicted inside the City limits and UGB. The conceptual alignment of the IATT inside the City has existed since adoption of the 2006 Bicycle and Pedestrian Master Plan. With this TSP, minor revisions to the alignment south of Wilsonville Road in the vicinity of Industrial Way have been made to accommodate property owners' requests. The changes include the path staying west of Industrial Way to the future intersection of Brown Road and Kinsman Road, affording cyclists and pedestrians a safe signalized crossing to the east.

4. **Wilsonville Concrete:** Prior to the Planning Commission public hearing, at the request of the owners of Wilsonville Concrete, City staff and consultants met to discuss a number of concerns. Following a constructive dialogue, the following changes to the draft Plan were agreed upon and incorporated into the PC draft:

- The freight route map was modified to include Kinsman Road south and Industrial Way.
- With the freight route map classification, the text was modified to cover the need to design the Kinsman Road extension to accommodate freight.
- Text was added to the Brown Road extension project section that states the bicycle and pedestrian path on Arrowhead Creek Lane will connect to the Brown Road extension along the west side of Industrial Way and that there will be no crossing of Industrial Way in the vicinity of Arrowhead Creek Lane due to safety concerns and large truck traffic. The parties have a settlement agreement (dated December 6, 2000) that affects the timing of any crossing of Industrial Way.
- Further clarity is provided to the Programs chapter regarding what is typically conducted by the City as part of the CIP process (traffic analysis, property owner coordination, environmental evaluation, etc.).

#### **EXPECTED RESULTS:**

The project team has updated the draft TSP based on direction provided by the Planning Commission as part of the public hearing process in preparation for additional public hearings. Adoption of the TSP will result in compliance with the Statewide Planning Goal 12, the revised Transportation Planning Rule and Metro's Regional Transportation Functional Plan providing a sound, integrated planning document that will guide the next 20-years of transportation projects and policies.

#### **TIMELINE:**

The Planning Commission concluded public hearings on the TSP and Comprehensive Plan text amendments at their May 8<sup>th</sup> regular meeting. The City Council is scheduled to conduct a public hearing at their regular meeting of June 3<sup>rd</sup>, 2013 with a second reading of the Ordinance scheduled for June 17<sup>th</sup>, 2013. The TSP would become effective 30 days following second reading and adoption of the Ordinance.

#### **CURRENT YEAR BUDGET IMPACTS:**

The TSP update is a Transportation and Growth Management (TGM) grant-funded project, administered through ODOT. Community Development, Planning and Engineering staff are collaborating with DKS Associates to perform the technical evaluation and Plan preparation. The project is on budget and schedule.

#### **FINANCIAL REVIEW / COMMENTS:**

Reviewed by: Cathy Rodocker      Date: May 22, 2013

Budget impact is correct as noted above.



**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_MEK\_\_\_\_\_ Date: \_\_\_\_\_5/23/13\_\_\_\_\_

The ordinance is approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:**

There has been a substantial public engagement process as part of creation, review and adoption of the TSP. Over the course of two years there have been numerous opportunities for input and community dialog. The Planning Commission has spent considerable time and energy shaping the Plan and the Comprehensive Plan text amendments. For a full description of public engagement opportunities and for a list of news articles and other information sharing, please see Attachment C.

To date, Staff has been working to address any un-resolved issues on the TSP leading into the final public hearings. Staff has received many inquiries as a result of the city-wide property owner notification and has met with numerous parties desiring additional information or expressing concerns. Since the public hearing with the Planning Commission, Staff has received one email regarding transit service in Charbonneau (Attachment F), has had correspondence with the owner of Wilsonville Concrete and has spoken to numerous citizens requesting information.

Also, the Commission received testimony from one individual regarding the Canyon Creek Road extension to Town Center Loop East and safety issues for seniors who live and walk in the area. Following the hearing, Staff contacted the person who testified and will schedule a meeting to discuss road design and safety when the plans are further along. At the public hearing, the Commission made a number of very small edits to the Comprehensive Plan text amendments and to the TSP document that can be reviewed in Attachment D.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

The TSP update is an important project that sets the framework for the next 20 years of transportation improvements in all modes. These projects are intended to support community livability and economic development by providing a wide variety of transportation choices that connect the community both internally as well as externally.

**ALTERNATIVES:**

The City Council can direct Staff to modify the policies, projects, or programs recommended in the draft TSP.

**CITY MANAGER COMMENT:****ATTACHMENTS:**

- A: Draft Ordinance to adopt the TSP and Comprehensive Plan text amendments  
Exhibit 1. Conclusionary findings dated June 3, 2013

Exhibit 2. Transportation System Plan City Council Draft dated June, 2013 (included under separate cover and on CD)

Exhibit 3. Comprehensive Plan text amendments, underline, strikethrough and clean versions

- B: TSP Appendix (on CD and kept in the City Recorder's office)
- C: Planning Commission Record (on CD and kept in the City Recorder's office)
- D: Planning Commission Public Hearing Actions, Notice of Decision of May 8, 2013
- E: Letter from Dave Bernert, Wilsonville Concrete to Chris Neamtzu, Planning Director post marked April 1, 2013
- F: Email from Mr. Jeff Purr dated May 9, 2013
- G: Letter from Stephan Lashbrook, SMART Director to Mr. Jeff Purr dated May 17, 2013
- H: Comprehensive Plan Text Amendments Commentary
- I: TSP Process Flow Chart
- J: Key Plan Concepts and Organization



**ORDINANCE NO. 718****AN ORDINANCE OF THE CITY OF WILSONVILLE ADOPTING THE 2013 TRANSPORTATION SYSTEM PLAN AND ASSOCIATED COMPREHENSIVE PLAN TEXT AMENDMENTS AND REPLACING THE 2003 TRANSPORTATION SYSTEMS PLAN**

WHEREAS, Oregon law requires that state, regional and local governments adopt interrelated Transportation System Plans (TSPs); and

WHEREAS, an integrated and well-planned transportation system benefits citizens and business by providing a safe, convenient and economical system for vehicles, bicycles, pedestrians and freight; and

WHEREAS, TSP adoption will result in compliance with Statewide Planning Goal 12-Transportation, the Transportation Planning Rule and Metro's Urban Growth Management Transportation Functional Plan; and

WHEREAS, TSP adoption was a City Council Goal for FY 2011-12; and

WHEREAS, the TSP update was funded by a grant from the state of Oregon Transportation and Growth Management (TGM) Program; and

WHEREAS, since the last Transportation System Plan adoption (2003), the City has experienced significant growth that has placed demands on the transportation system, necessitating a re-evaluation of the transportation needs, services and facilities; and

WHEREAS, preparation of the TSP included extensive policy, planning and engineering analysis to inventory current transportation conditions and facilities, determine the needs and community desires for roadway networks and non-motorized facilities, identify and address gaps and deficiencies in the system, develop and evaluate transportation system alternatives, analyze level of service standards, plan for multi-modal connectivity, forecast future funding, and identify projects and programs to meet the transportation needs over a 20-year timeframe; and

WHEREAS, the TSP project was guided by a Technical Advisory Committee (TAC) comprised of local, regional and state agency representatives and local business freight interests; and

WHEREAS, the Wilsonville Planning Commission conducted ten work sessions, two joint work sessions with the City Council and three public open houses (including an

on-line open house) as part of their work engaging the community and shaping the TSP; and

WHEREAS, the City provided notice of the TSP public hearings before the Planning Commission and City Council by sending a Measure 56-compliant public hearing notice to 4,506 property owners within the city limits affected agencies, and 131 interested persons; additionally, the notice was posted in three locations throughout the City, on the City web site, as well as in a newspaper with local circulation; and

WHEREAS, on April 8, 2013, the Planning Commission conducted a duly noticed public hearing on the TSP, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, following receipt of public testimony at the April 8, 2013 public hearing, the Planning Commission deliberated and made modifications to the TSP and associated Comprehensive Plan text amendments and forwarded a unanimous recommendation of approval to the City Council; and

WHEREAS, on June 3, 2013, the City Council conducted a duly noticed public hearing on the draft TSP considering the entire public record herein and finds that the proposed TSP and Comprehensive Plan text amendments comply with the applicable review criteria and are in the best interest of the community by providing for a comprehensively planned multi-modal transportation network; and

WHEREAS, the City Council has considered the Planning Commission's recommendation, the staff reports in this matter, and testimony and evidence of interested parties, and has evaluated the draft TSP against the Statewide Goals, state, county, and regional requirements, the Comprehensive Plan, and other applicable standards;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts as findings and conclusions the foregoing recitals and the conclusionary findings in this matter attached hereto as Exhibit 1 and adopted as if set forth fully herein.

Section 2. Order. The City Council hereby adopts the 2013 City of Wilsonville Transportation System Plan attached as Exhibit 2 and associated Comprehensive Plan text amendments attached as Exhibit 3 incorporated as if set forth fully herein.



Section 3. Staff Directive. To reflect adoption of the TSP and Comprehensive Plan text amendments, Staff is directed to make conforming changes to the Comprehensive Plan necessary to incorporate the amendments adopted herein.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 3<sup>rd</sup> day of June, 2013, at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading on the 17<sup>th</sup> day of June, 2013, commencing at the hour of 7:00 p.m. at Wilsonville City Hall.

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SANDRA C. KING, CMC, City Recorder

ENACTED by the City Council on the \_\_\_\_ day of June 2013, by the following votes:

YEAS:

NAYS:

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SANDRA C. KING, CMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_\_ day of June 2013.

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TIM KNAPP, Mayor

**SUMMARY OF VOTES:**

Mayor Knapp -  
Council President Starr -  
Councilor Goddard -  
Councilor Fitzgerald -  
Councilor Stevens -

**Exhibits:**

- Exhibit 1: TSP Conclusionary Findings
- Exhibit 2: Transportation System Plan dated June, 2013

- Exhibit 3: Comprehensive Plan text amendments underline and strikethrough and clean versions



Attachment A, Exhibit 1:

CONCLUSIONARY FINDINGS

June 3, 2013

In support of Approval of Application #LP13-0003  
2013 Transportation System Plan and associated Comprehensive Plan text  
amendments

**Section 4.032. Authority of the Planning Commission.**

(.01) *As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:*

*B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;*

**Response:** The TSP is a sub-element of the Comprehensive Plan. The Planning Commission conducted a public hearing and has provided the City Council with a recommendation of approval with minor modifications. The City Council is the final local authority on this Master Plan. **These criteria are satisfied.**

**Section 4.033. Authority of City Council.**

(.01) *Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:*

*B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.*

*E. Consideration of the recommendations of the Planning Commission.*

**Response:** The City Council has received a recommendation from the Planning Commission on the TSP. The City Council is the final local authority regarding adoption of the TSP, which will be adopted via Ordinance as a sub-element of the City's Comprehensive Plan. **These criteria are satisfied.**

(.02) *When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and*

*make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.*

- (.03) *To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.*

**Response:** Following the public hearing before the Planning Commission, the Planning Director scheduled additional public hearings before the City Council at which time the Council will review the findings and recommendations provided by the Planning Commission. **At conclusion of the public hearing process, these criteria will be satisfied.**

## STATEWIDE PLANNING GOALS

**Statewide Planning Goal #1 - Citizen Involvement (OAR 660-015-0000(1)):** *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

**Response:** Work sessions were held with both the Planning Commission and City Council throughout the project. Staff also conducted two public open houses and a virtual on-line open house. A project web page was created and maintained to inform interested parties about the TSP update, encourage participation and feedback, and provide access to documents and analysis that informed the content of the TSP. The City of Wilsonville has provided notice of public hearings before the Planning Commission consistent with the Planning and Land Development Ordinance requirements. Such notices were posted in the newspaper, and were provided to 4,605 property owners, a list of interested agencies, emailed to 131 interested parties, and were posted in three locations throughout the City and on the City's website. The City has conducted an extensive public involvement process. To date, there has been moderate interest in the Plan and there appears to be no major areas of controversy. At the upcoming public hearing, the public will be afforded an opportunity to provide public testimony to the City Council (Please See Attachment C, Public Involvement Summary). **This goal is met.**

**Statewide Planning Goal #2 - Land Use Planning (OAR 660-015-0000(2)):** *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

**Response:** This goal is implemented through the applicable Goals and Policies in the Land Use and Development section of the Wilsonville Comprehensive Plan. Because the



TSP is a sub-element of the City's Comprehensive Plan, the application to adopt the TSP was processed pursuant to the legislative decision process outlined in Section 4.032 and Section 4.033 of the Development Code. The TSP document and its projections, recommended improvements, and proposed funding sources are based the series of analyses and evaluations that were prepared as part of developing the TSP update, including the existing conditions report, future conditions report, and solutions analysis and funding package (see TSP Appendix, Attachment B).

Consistent with Goal 2, all local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency, and special districts' plans and actions related to land use must be consistent with the Comprehensive Plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268. In addition to the City's Comprehensive Plan, a review of other existing state, regional, and local plans, policies, standards, and laws that are relevant to local transportation planning was conducted at the beginning of the TSP update process, and is documented in TSP Appendix, Attachment B (Policy Framework). The TSP update and associated amendments were developed in coordination with ODOT, Metro, surrounding cities, counties and TriMet and were developed to be consistent with those applicable regulations, as is provided later in this set of findings.

The proposed TSP update and associated amendments are consistent with Statewide Planning Goal 2. **This goal is met.**

**Statewide Planning Goal #5 – Natural Resources, Scenic and Historic Areas, and Open Spaces (OAR 660-015-0000(5)):** *To protect natural resources and conserve scenic and historic areas and open spaces.*

**Response:** This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services section of the Comprehensive Plan. The City code contains specific review criteria for uses within a Significant Resource Overlay Zone (Development Code Section 4.139.00, SROZ Ordinance) to ensure that designated Goal 5 resources are appropriately considered when development is proposed.

Goal 5 resources were considered part of the alternatives analysis that is included in Attachment B of the TSP. Several projects in the proposed Financially-Constrained Solutions Package that will enhance access to and enjoyment of natural resources and open spaces including those related to the Tonquin Trail, Boeckman Creek Trail and the Frog Pond Trail.

Proposed street cross-section design standards include standards for Low Impact Development (LID). Further, the proposed amendments to the Development Code (separate case file LP13-00004) allow for a modification to the street design standard to allow improvements to be designed and sized appropriately for the surrounding land uses and environment.



The draft TSP details the stages of the Capital Project Process (Figure 6-1), which includes an environmental assessment. An environmental assessment may be required at the time of project development pursuant to applicable federal, regional, and/or local regulations. **This goal is met.**

**Statewide Planning Goal # 6 – Air, Water and Land Resource Quality (OAR 660-015-0000(6)):** *To maintain and improve the quality of the air, water and land resources of the state.*

**Response:** Air, water and land resources have been considered in the development of the planned transportation system to ensure that impacts on these resources are minimized. See the alternatives analysis in the Appendix of the TSP. Appropriate measures will be taken at the time of project development on a site-specific basis to ensure that applicable state and federal regulations are met.

By planning system improvements based on projected demand and land use patterns, the updated TSP will ensure that land planned for development will be served efficiently. In terms of air quality in particular, the improvements recommended in the TSP update include projects related to walking, biking, and taking transit, which in turn will provide increased opportunities to travel by modes other than the automobile. Table 7-1 lists performance measures that the City will use to evaluate progress towards meeting targets related to reducing vehicle miles traveled and congestion, and increasing walking, biking and transit mode share – targets that serve to maintain and improve air quality. Updated street cross-section designs (TSP Chapter 3) also allow for “context-sensitive” roadway design to ensure that land is used efficiently, while at the same time ensuring that the roadway can meet its intended multi-modal function.

Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed widths on sidewalks establish requirements for pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the updated TSP and support air, water, and land resource quality. **This goal is met.**

**Statewide Planning Goal # 7 – Areas Subject to Natural Disasters and Hazards:** *To protect people and property from natural hazards.*

**Response:** Areas subject to natural disasters and hazards, such as floodplain, have been considered in the development of the planned transportation system to ensure that impacts on these areas are minimized. Improvements related to implementation of the system will need to conform to environmental regulations. **This goal is met.**

**Statewide Planning Goal # 8 – Recreation Needs (OAR 660-015-0000(8)):** *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*



**Response:** While Goal 8 is not directly applicable to this action, safe and convenient access to parks and other areas planned for recreational needs was considered in the development of the TSP. The updated TSP was informed by the 2007 Parks and Recreation Master Plan, a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that in turn promote connectivity throughout the City and support the 2006 Bicycle and Pedestrian Master Plan. Numerous proposed projects will implement the City's planned trail system and will enhance access to the City's parks and open spaces (TSP Chapter 5). **This goal is met.**

**Statewide Planning Goal #9 – Public Facilities and Services (OAR 660-015-0000(9)):** *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

**Response:** Adopting the updated TSP will ensure that transportation improvements will be available to support the planned uses in the City's employment areas, consistent with other local economic development goals.

The draft TSP proposes new and revised policies that focus on increasing opportunities to travel by all modes of transportation within the City – including to and from commercial and employment uses. New freight policies and the corresponding proposed freight system (TSP Chapter 3) are intended to facilitate the movement of freight, employees, and customers to and from commercial and industrial lands.

The recommended list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Projects that support economic development in the City include urban upgrade roadway projects shown in Chapter 5 of the TSP. Improvements on Boeckman Road will directly benefit employers in the vicinity and industrial users that rely on that roadway by improving mobility and removing conflicts between freight movement and pedestrians and cyclists. New roadways that will support economic development include the Kinsman Road extension and Day Road improvements to provide for improved freight movements and the Canyon Creek Road Extension which will improve connectivity to employment and businesses Town Center Loop East. **This goal is met.**

**Statewide Planning Goal #10 – Housing (OAR 660-015-0000(10)):** *To provide for the housing needs of citizens of the state.*

**Response:** The needs and improvements identified in the 2013 TSP were developed in part by forecasting growth in residential development and trips expected to be generated by this growth over the next 20 years. Adoption of the TSP update will ensure the orderly extension and improvement of transportation facilities to accommodate the projected growth envisioned in the City's Comprehensive Plan, which includes a variety of housing types.

In particular, proposed transit improvements, filling sidewalk gaps, and improving crosswalks and bicycle facilities and Safe Routes to School planning will result in increased safety and access within residential areas of the City, as well as improve connections to other uses and services in the City. **This goal is met.**

**Statewide Planning Goal #11 – Public Facilities and Services (OAR 660-015-0000(11)):** *It is the purpose of Goal 11 to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Cities are required to develop public facilities plans for their UGBs.*

**Response:** Transportation facilities are considered a primary public facility in the City. The TSP documents existing conditions and future needs for the transportation system in Wilsonville and recommended improvements and implementation strategies have been developed to address those needs.

Recommendations for improvements included in the TSP were mainly projects pulled from past plans. The recommended projects were evaluated in an alternatives analysis (see the Appendix of the TSP) and organized into “Higher Priority” and “Additional Planned” project according to projected available funding.

Goals and policies are part of the updated TSP (TSP Chapter 2). Goals address cost-effectiveness and compatibility (Goals 4 and 5) and policies address land development coordination and agency coordination (Policies 15-21). **This goal is met.**

**Statewide Planning Goal #12 – Transportation (OAR 660-015-0000(12)):** *To provide and encourage a safe, convenient and economic transportation system.*

**Response:** The 2013 TSP establishes City transportation policy related to multimodal transportation, access and mobility, safety, equity, economy, health and the environment, and goods movement. These policies and associated implementation measures guided the development of the TSP, the development of standards, and the selection of the recommended improvements.

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see TSP Chapter 1, The Context). The City’s prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon (see TSP Chapter 5).

The TSP is proposed to be adopted as an update to the City’s Comprehensive Plan; the code amendments that are proposed in case file LP13-0004, were developed in order to maintain consistency with the Comprehensive Plan and state regulations.



Findings related to compliance with the TPR, which implements Goal 12, are provided later in this report. **This goal is met.**

**Statewide Planning Goal #13 Energy Conservation (OAR 660-015-0000(13)):** *To conserve energy.*

**Response:** The multimodal transportation system and improvements proposed in the updated TSP and associated code amendments will support efficient use of land within the City limits and UGB based on existing adopted Comprehensive Plan and zoning designations. The TSP will ensure that the City can provide timely, orderly and efficient transportation improvements where it is efficient to promote higher intensity land uses and avoid leap-frog development.

The City promotes the efficient use of land and conservation of energy through its land use and development regulations. Existing planned development requirements and existing and proposed general development regulations promote more compact development patterns and require improvements that will encourage bicycling, walking, and transit use instead of relying solely on the automobile. **This goal is met.**

## **OREGON TRANSPORTATION PLAN**

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

*POLICY 1.2 – Equity, Efficiency and Travel Choices It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

**Response:** The TSP update establishes design criteria for streets based on their functional classification and multimodal needs. Resulting street cross-section designs based on facility types allow the City flexibility to plan for and approve context-sensitive roadway projects. New facility design options include buffered bike lanes and cycle tracks.

The “Higher Priority” projects – those that represent the highest priority solutions to meet the City's most important needs and that are reasonably expected to be funded through 2035 – are predominantly related to walking, biking, shared-use paths, transit, and crossings.

Recommended code amendments reinforce many of these elements of the updated TSP, such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

*POLICY 2.1 - Capacity and Operational Efficiency*

*It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.*

*POLICY 2.2 – Management of Assets*

*It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.*

**Response:** The lists of recommended transportation improvements in the 2013 TSP were developed based on the five-tiered solutions hierarchy that prioritizes system management measures and considers motor vehicle capacity improvements (new roadways and roadway extensions) as a lowest priority (TSP Figure 5-1 Improvement Priorities). As a result, the number of cost-effective management recommendations and those related to walking, biking, shared-use paths, transit, and crossings account for the majority of projects and solutions in the Higher Priority list (TSP Chapter 5, The Projects).

The 2013 TSP is designed to meet performance standards for existing and future development within the UGB. Investing in the transportation system improvements that are recommended in the Higher Priority and Additional Planned project lists (TSP Chapter 5) and implementing Transportation System Management and Operation programs (TSP Chapter 6) in the City are expected to accommodate the forecasted travel demand through 2035. **The proposed TSP is consistent with Policies 2.1 and 2.2.**

*POLICY 3.1 – An Integrated and Efficient Freight System*

*It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.*

*POLICY 3.2 – Moving People to Support Economic Vitality*

*It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.*

**Response:** With the adoption of the updated TSP, Wilsonville will for the first time have a long-range plan that designates and plans for freight routes in order to accommodate the needs of its industrial and commercial business, while at the same time protecting residential communities from freight traffic. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Recommended



improvements focus on improved mobility, connectivity, and safety along roadways that carry truck freight. **The proposed TSP is consistent with Policies 3.1 and 3.2.**

*POLICY 4.1 - Environmentally Responsible Transportation System*

*It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

**Response:** Recommended projects in the updated TSP serve an area within the City's UGB that is planned for efficient urban development, as guided by state planning goals and regulations. Development of this land was assumed for projecting future growth and transportation conditions ("gaps and deficiencies") and the solutions and that were then determined based on those conditions.

The City code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements "the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway" and is intended to "achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00)." Transportation improvements are not prohibited in the SROZ, but would need to comply with the SROZ requirements and be constructed so as to "minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04)."

The majority of the improvements recommended in the TSP update are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposed TSP and associated regulatory amendments are consistent with Policy 4.1.**

*POLICY 5.1 – Safety*

*It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.*

**Response:** The first transportation goal listed in 2013 TSP is to "(f)ollow current safety practices for design, operations, and maintenance of transportation facilities." There are

no high-collision locations within Wilsonville; the 2013 TSP proposed safety performance measure is to maintain collision rates below the statewide average and experience zero fatalities between 2010 and 2035. Existing safety concerns include areas where roadways lack separate facilities for bicycles and pedestrians, or where topography, roadway curvature, and nearby barriers contribute to unsafe conditions (TSP Figure 4-6). Projects in the Higher Priority project list that address identified safety deficiencies include the Boeckman Road Dip Improvements (UU-01), the railroad bridge and intersection improvements along Grahams Ferry Road near Ridder Road (SI-01 and SI-02); and the Willamette River Bike/Pedestrian and Emergency Bridge Project Development (RT-06). **The proposed TSP and associated regulatory amendments are consistent with Policy 5.1.**

*POLICY 7.1 – A Coordinated Transportation System*

*It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

**Response:** Among others, Staff from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, the freight community and ODOT was involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as the associated Development Code amendments has been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposed TSP and associated regulatory amendments are consistent with Policy 7.1.**

*POLICY 7.3 – Public Involvement and Consultation*

*It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.*

*POLICY 7.4 - Environmental Justice*

*It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.*

**Response:** Attachment C provides a summary of the public involvement efforts that took place during development of the updated TSP. Various methods were used to gather public input about the update, including two open houses, a project website, on-line open house and a public review and comment period for the draft TSP. Press releases to announce the open houses were sent to the local newspaper and included in the Boones Ferry Messenger. Input from citizens was used to evaluate alternatives. These opportunities were provided equally to all, regardless of race, culture or income. **The proposed TSP is consistent with Policies 7.3 and 7.4.**



## OREGON HIGHWAY PLAN

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Wilsonville TSP are described below.

*Policy 1A (Highway Classification) defines the function of state highways to serve different types of traffic that should be incorporated into and specified through IAMPs.*

*Policy 1C (State Highway Freight System) states the need to balance the movement of goods and services with other uses.*

**Response:** As identified in the Policy Framework that guided the TSP update (TSP Appendix), I-5 is classified as an Interstate Highway (NHS) and Boones Ferry Road (OR141) is classified as a District Highway. As an interstate highway, I-5 is major freight route; I-5 has also been designated as a State Freight Route by ODOT, which places added emphasis on efficient operation to ensure the timely and dependable movement of goods. No improvements to the I-5 facility itself are recommended in the draft 2013 TSP and no proposed local improvements will directly impact mobility on I-5 or freight movements onto or off of the interstate.

As a District Highway, Boones Ferry Road is expected to provide connections and links between small urbanized areas, rural centers and urban hubs and also serve local access and traffic. Improvements in the draft TSP are consistent with the state highway designation and include projects in the Higher Priority list – Boones Ferry Road Sharrows (BW-07) and Boones Ferry Primary Safe Routes to School Improvements (SR-02) – and Boones Ferry Road Extension (RE-P1), Boones Ferry Road Urban Upgrades (UU-P1, UU-P1B) on the Additional Planned Project list. **The proposed TSP is consistent with Policies 1A and 1C.**

*Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.*

**Response:** Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.



Local code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development application to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E). Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposed TSP and associated regulatory amendments are consistent with Policy 1B.**

*Policy 1F (Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards.*

**Response:** As documented in Policy Framework developed for the TSP update (see TSP Appendix) interstate highways should have a maximum v/c of 0.99 for both the first and second peak hour within the Metro area on I-5 between the Marquam Bridge and Wilsonville. The exception is at interchange ramp terminals, where the maximum v/c shall be the smaller of the values of the v/c ratio for the crossroad, or 0.85. Consistent with this policy, the mobility standards were applied over a 20-year planning horizon when the draft TSP was developed. Operations under implementation of the recommended solutions in the Higher Priority and Additional Planned Project lists are projected to meet performance targets throughout the City, including targets for intersections on Boones Ferry Road. **The proposed TSP is consistent with Policy 1F.**

*Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.*

**Response:** The draft TSP reflects the City's intent to be fiscally responsible in managing and improving its transportation system. The TSP update was guided by five cost-effective steps and associated solution areas to resolving transportation needs (TSP Chapter 5, Figure 5-1). The five-tiered solutions structure represents a multimodal, network-wide approach, first established by the RTP/RTFP and consistent with Policy 1G. These solutions focused on management and multimodal measures before considering roadway extension and expansion projects. As a result, the majority of projects in the Higher Priority and Additional Planned Project lists are related to improving crossings and improving opportunities for walking, biking, and transit. **The proposed TSP is consistent with Policy 1G.**

*Policy 2B (Off-System Improvements) addresses enhancing and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system.*



**Response:** Improvements recommended on the local system in the Higher Priority and Additional Planned Project lists include improving local roadway connectivity through extension of, and improvements to, existing roadways, sidewalk construction, trail improvements, installation of crossings and curb ramps, wayfinding signage, and citywide programmatic measures such as, transit signal priority and transit stop improvements, expanded bicycle parking design guidance and requirements, and Safe Routes to School and SMART Transit.

These local system improvements will help to reduce traffic and improve conditions on State roadways in the City. **The proposed TSP is consistent with Policy 2B.**

*Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.*

**Response:** Draft TSP Table 3-2 lists the City's access spacing standards. The draft TSP also recognizes that ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) will also be consulted when considering access needs near the Wilsonville Road interchange. **The proposed TSP is consistent with Policy 3A.**

*Policy 4B (Alternative Passenger Modes) relates to the State's intent to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.*

**Response:** As detailed in Chapter 5 of the draft TSP, creating a plan for the next 20 years of system management was guided by improvement priorities that emphasized enhancing performance and reducing demand at congested locations by making the existing infrastructure more efficient and ensuring safe and available walking, biking, and transit options. The resulting recommended improvement projects predominantly relate to walking, biking, shared-use paths, transit, and crossings. The projects are included in both the Higher Priority and Additional Planned Project lists in the 2013 updated TSP.

The Higher Priority Projects, shown according to improvement type in the draft TSP Executive Summary, feature stand-alone pedestrian and bicycle improvements as well as roadway improvement projects that will enhance safety and complete routes for non-motorized modes of transportation throughout the City. Transit improvements in the Higher Priority list include constructing sidewalk and curb ramp improvements at SMART stops throughout the City and funding for roadways widening or sidewalk extensions to improve transit on-time performance and passenger/pedestrian safety. The pedestrian, biking, and transit solutions in Higher Priority and Additional Planned Project lists are reinforced and supported by the updated standards in Chapter 3, including the shared-use path and trail cross-section standards, as well as the roadway cross-sections that include and accommodate modes other than the automobile.



In addition, the City is proposing to update standards in Development Code Section 4.177, Street Improvement Standards, to be consistent with and implement the draft TSP. New or revised code language includes requirements related to transit improvements, multiuse pathways, sidewalks, and bicycle facilities. **The proposed TSP is consistent with Policy 4B.**

## **OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)**

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

*Section 660-012-0005 through 660-012-0055*

*These sections of the TPR contain policies for preparing and implementing a transportation system plan.*

**Response:** The TSP update includes elements required by the TPR Section -0020 such as modal inventories, modal plans, and financial plans. Case files LP13-0003 and LP13-0004 show how the proposed TSP, existing code, and proposed code amendments comply with TPR Section -0045. In terms of the timing of required TSP updates, Section -0050 establishes that local governments in a Metropolitan Planning Organization must update their TSPs by dates specified in the adopted updated regional transportation system plan. The compliance deadline for Wilsonville was 2012, to which an extension was granted; the City is scheduled to adopt the updated TSP in June 2013, which is in compliance with the amended deadline. **The proposed TSP and associated code amendments are consistent with TPR Sections -0005 to -0055.**

*Section 660-012-0060 – Plan and Land Use Regulation Amendments*

**Response:** As presented in case file LP13-0004, proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The



proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**

#### OAR 734, DIVISION 51. HIGHWAY APPROACHES, ACCESS CONTROL, SPACING STANDARDS AND MEDIANS

OAR 734-051 establishes procedures and criteria used to govern highway approaches, access control, spacing standards, medians and restriction of turning movements to ensure safe and efficient operation of the state highways. It identifies the State's ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues on state highways.

**Response:** Draft TSP Table 3-2 lists the City's access spacing standards, including ODOT's interchange spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) specifically governs access near the Wilsonville Road interchange. New and redevelopment construction must comply with applicable standards, depending on roadway jurisdiction. **The proposed TSP is consistent with OAR 734.**

### REGIONAL TRANSPORTATION PLAN

*The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.*

**Response:** A checklist of RTFP requirements and findings of compliance with these requirements is provided in Attachment B. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements. (See case file LP13-0004 for proposed amendments to the Development Code.)

### COMPREHENSIVE PLAN

*In recognition of Statewide Planning Goals and to provide a framework for development of park and recreation facilities, the following policy and implementation measures have been established:*

*GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

*Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

**Response:** As noted under the response to Statewide Planning Goal 1, two public open houses and an on-line open house were held during the course of the project. Interested parties also had the opportunity to view documents related to the TSP update and provide feedback via a City-hosted project web page.

The City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP (please refer to Attachment C-Public Involvement Summary). These work sessions were open to the public. Public notice of the public hearing was mailed to all property owners in the City via a Ballot 56 notice, as well as to agencies and interested individuals. **The above criteria are supported by the Planning Commission process.**

*Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

**Response:** The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had numerous work sessions. Some were joint work sessions with the City Council. This item was discussed at numerous Planning Commission and City Council meetings (please refer to Attachment C-Public Involvement Summary), and at two Public Open Houses and via an on-line open house. Draft versions of the updated TSP have been available in paper and digital form, as well as on the City web site. **This criterion is met.**

*Implementation Measure 1.1.1.e Encourage the participation of individuals who meet any of the following criteria:*

1. *They reside within the City of Wilsonville.*
2. *They are employers or employees within the City of Wilsonville.*
3. *They own real property within the City of Wilsonville.*
4. *They reside or own property within the City's planning area or Urban Growth Boundary adjacent to Wilsonville.*

**Response:** Through the open houses, work sessions, public notification, and public hearing schedule, the City has encouraged the participation of a wide variety of individuals addressing the groups listed above. **This criterion is met.**

*Implementation Measure 1.1.1.f Establish and maintain procedures that will allow any interested parties to supply information.*



**Response:** The established procedures, public notification process and enhanced City web site notifications all allow interested parties to supply information. The City's Citizen Request Module (CRM) provides another venue for citizens to comment on projects. **This criterion is met.**

*GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.*

*Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

**Response:** Through the open houses, work session schedule, public hearing notices, available Planning Commission meeting minutes and project-related materials and announcements on the City website, Council liaison reports and Boones Ferry Messenger articles, the City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

*GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

*Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

**Response:** The purpose of the 2013 TSP update is to document current conditions, identify existing and future transportation needs, and provide a comprehensive, multi-modal package of improvements that will safely and efficiently meet the City's future needs. The solutions hierarchy that assisted in prioritizing transportation solutions ensured that projects in the Higher Priority and Additional Planned project lists are adequate, but not excessive, to meet the City's needs. Many projects directly enhance a healthful environment by creating more transportation mode choices and improving roadway connectivity within the City. The many projects related to trails within the City and Safe Routes to Schools also exemplify this City policy objective. **The plan supports the above criteria.**

*Implementation Measure 3.1.1.a The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan.*

**Response:** The City is proposing to adopt an updated TSP in order to carry out and be consistent with the policies of the Comprehensive Plan. Upon adoption, the 2013 TSP will be an element of the City's Comprehensive Plan and will guide the location and design of the City's future transportation system. **This criterion is satisfied.**

*Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation*

**Response:** The updated TSP describes a multi-modal system – including the freight system that serves the City – identifies existing and expected deficiencies over a 20-year time horizon for each mode of transportation, and includes recommended projects to enhance safety and efficiency for all modes of travel. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2).

Also included in the draft TSP are specific transportation policies that serve as a blueprint for the City's investment in its transportation system (TSP Chapter 2). These policies support the seven Transportation Goals and cover a variety of areas, including how the system is designed, constructed, operated, and maintained. Policy statements are supported by implementation measures, including proposed development code amendments and recommended actions that will guide City actions, capital project investment and other investments. As part of TSP adoption, the Comprehensive Plan transportation policies are proposed to be updated to be consistent with the TSP Goals and Policies.

## **GENERAL CONCLUSIONARY SUMMARY OF FINDINGS**

- The updated TSP is consistent with applicable Statewide Planning Goals.
- The updated TSP is consistent with the Regional Transportation Functional Plan.
- The updated TSP is consistent with the Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP.
- Approval of the Transportation System Plan extends the planning period to 2035.
- The list of transportation projects is based largely on past adopted plans but includes updated solutions.
- The City's prior transportation projects were reconsidered, integrated, and revised to address updated information and to prepare for the 2035 planning horizon.
- The planning process followed a multi-modal, network-wide approach to identify cost-effective improvements, following an "improvement priority" hierarchy consistent with state, regional, and local transportation goals and funding realities.
- The Plan includes recommended "Higher Priority" projects that represent the highest priority solutions to meet the City's most important needs and that are reasonably expected to be funded through 2035.
- The draft TSP transportation improvement projects (Chapter 5) and programs (Chapter 6) address the City's transportation needs and accommodate growth through the 2035 planning horizon.



As is evidenced by the staff report and findings contained herein, the proposal to update the City's TSP is consistent with the applicable statewide planning goals, other applicable state and regional standards and the criteria contained in the Comprehensive Plan.

***PLEASE NOTE***

The draft  
Transportation System Plan  
dated June 2013  
is separately bound.



**Proposed Amendments – “Clean” copy**  
**Wilsonville Comprehensive Plan**  
May 21, 2013

## **PUBLIC FACILITIES AND SERVICES**

### TRANSPORTATION

#### **Page C-20**

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City’s Transportation Systems Plan (2013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City’s Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Transit Master Plan.

#### **Page C-21**

In the late 1990s, substantial public improvements were made to upgrade both interchanges. Ten years later, both interchanges again had capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange. The I-5/Wilsonville Road project created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95<sup>th</sup>/ Commerce Circle /Boones Ferry Road intersections. The improvements in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, an additional left-turn lane from Boones Ferry Road to 95<sup>th</sup> Avenue, and an additional right-turn lane from 95<sup>th</sup> Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95<sup>th</sup> Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of bicycle facilities and sidewalks on all new streets. Developments in areas without bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

## **Page C-22**

**NOTE:** The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see “Wilsonville Transportation Policies: Existing and Proposed” matrix) have not been added.

**Goal 3.2      To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.**

**Policy 3.2.1    To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.**

Implementation Measure 3.2.1.a.    Provide a safe, well-connected, and efficient network of streets and supporting infrastructure for all travel modes.

**Policy 3.2.2    To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.**

**Policy 3.2.3    If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.**

**Goal 3.3      To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly**



**convenient and so that, on balance, people need to and are likely to drive less than they do today.**

**Policy 3.3.1 The City shall provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.**

Implementation Measure 3.3.1.a. Encourage a balance among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.

Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

Implementation Measure 3.3.1.c. Plan for increased access for alternative modes of transportation, such as bicycling, transit and walking.

Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

Implementation Measure 3.3.1.e. Provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.

Implementation Measure 3.3.1.f. Support provision of full day and Saturday transit service in the WES corridor.

Implementation Measure 3.3.1.g. Advocate for the extension of WES to Salem.

Implementation Measure 3.3.1.h. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

**Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.**

Implementation Measure 3.3.2.a. Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Implementation Measure 3.3.2.b. Concrete sidewalks will be provided on both sides of all streets unless waived when alternative provisions are found to adequately address pedestrian needs.

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.

Implementation Measure 3.3.2.d. Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

**Goal 3.4: To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.**

**Policy 3.4.1 Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.**

Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

**Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.**

Implementation Measure 3.4.2.a. Consistent with the City’s policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

**Goal 3.5 To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.**

**Policy 3.5.1 Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.**

Implementation Measure 3.5.1.a. Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be



refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

Implementation Measure 3.5.1.b. Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. The Transportation Systems Plan shall be used to establish the Functional Street Classification System.

Implementation Measure 3.5.1.d. The Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.

Implementation Measure 3.5.1.e. All arterial and collector streets shall be dedicated public streets.

**Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.**

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city’s traffic consultant unless specifically waived by the City’s Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.b. The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the city’s concurrency policies may be denied unless mitigation measures are identified and provided.

**Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

I-5/Wilsonville Road IMA:

Implementation Measure 3.5.3.a. The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

#### I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management



shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

**Goal 3.6**      **To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

**Policy 3.6.1**   **The City will plan, schedule, and coordinate implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.**

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Implementation Measure 3.6.1.b. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

**Policy 3.6.2**   **Require each development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.**

**Goal 3.7**      **Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

**Policy 3.7.1**   **To ensure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.**

**Goal 3.8:**      **To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.**

**Policy 3.8.1**   **The City shall work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a**

**need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.**

Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.



**LP13-0003**  
**Transportation Systems Update 2011-2013**  
**Planning Commission**  
**Record Index**

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**May 8, 2013 Planning Commission Final Actions:**

- Notice of Decision
- Resolution No. LP13-0003
- Motion
- Minutes (draft)



**NOTICE OF DECISION**

**PLANNING COMMISSION**

**RECOMMENDATION OF APPROVAL  
TO CITY COUNCIL**

**FILE NO.:** LP13-0003

**APPLICANT:** City of Wilsonville

**REQUEST:** Transportation System Plan (TSP) Update and  
Associated Comprehensive Plan Text Amendments

After conducting an extensive public involvement process including ten work sessions, three open houses (including one online open house), two joint work sessions with City Council, one work session in their role as the Committee for Citizen Involvement that has afforded all interested parties an opportunity to be heard on this subject, the Planning Commission conducted a duly-noticed public hearing on May 8, 2013, after which the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0003.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.



**PLANNING COMMISSION  
RESOLUTION NO. LP13-0003**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE CITY COUNCIL ADOPT AN UPDATE TO THE CITY'S TRANSPORTATION SYSTEM PLAN (TSP) AND ASSOCIATED COMPREHENSIVE PLAN TEXT.**

WHEREAS, between May 2011 and March 2013, the Wilsonville Planning Commission held ten work sessions, three open houses including one online open house on the City's web site, two joint worksessions with City Council, one worksession in their role as the Committee for Citizen Involvement, and was kept apprised of the planning progress with documents distributed to them at meetings when worksessions were not scheduled, to discuss and take public testimony concerning the proposed TSP Update and associated Comprehensive Plan text amendments.

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed TSP Update and associated Comprehensive Plan text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review proposed TSP Update and associated Comprehensive Plan text amendments, and to gather additional testimony and evidence regarding the proposed amendments; and

WHEREAS, the Commission conducted an extensive public involvement process and has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and


NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the TSP Update and the associated Comprehensive Plan text; as reviewed and amended by the Planning Commission. The Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8<sup>th</sup> day of May and filed with the Planning Administrative Assistant on May 9, 2013.

  
\_\_\_\_\_  
Wilsonville Planning Commission

Attest:

  
\_\_\_\_\_  
Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:	<u>Aye</u>
Commissioner Eric Postma:	<u>Aye</u>
Commissioner Peter Hurley:	<u>Absent</u>
Commissioner Al Levit	<u>Aye</u>
Commissioner Marta McGuire:	<u>Absent</u>
Commissioner Phyllis Millan:	<u>Aye</u>
Commissioner Ray Phelps:	<u>Aye</u>



**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**MOTIONS**

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**VI PUBLIC HEARINGS**

- A. **LP13-0003** - Adoption of an update to the City's Transportation System Plan (TSP) and associated Comprehensive Plan text amendments. (Neamtzu)

The following exhibits were entered into the record:

Exhibit G: Letter dated May 6, 2013 and accompanying material from Alan Kirk of OrePac.

Exhibit H: Email dated May 7, 2013 received from Commissioner Al Levit regarding proposed changes on the TSP Comprehensive Plan Amendments.

**Commissioner Levit moved to amend the Wilsonville TSP Comprehensive Plan to reflect the following language changes:**

- On Page 46 of 135 of the Staff report, amend Policy 3.2.2 to state, "...sufficient to ensure ~~economic~~ *economical*, sustainable and environmentally sound..."
- On Page 46 of 135 of the Staff report, amend Implementation Measure 3.3.1.a to state, "Encourage a balance ~~between~~ *among* housing, employment, and commercial activities within the City..."

**Commissioner Phelps seconded the motion, which passed by a 5 to 0 vote.**

**Commissioner Postma moved to amend the Wilsonville TSP by revising Table 5-4 Higher Priority Projects (Southwest Quadrant) of Page 5-10 of Exhibit A to include RE-04A Corridor Study for the Brown Road Extension with language to be provided by Staff, and for the language for the current project included in RE-04 to be included as RE-04B. Commissioner Phelps seconded the motion, which passed unanimously**

**Commissioner Postma moved to amend the Wilsonville TSP by adding to the end of the first paragraph under "Freight-Related Deficiencies" on Page 4-8, "The community would also benefit from increased marine freight traffic on the Willamette River." Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0003 with the amendments to the resolution as read into the record by Assistant City Attorney Barbara Jacobson.**

- The following language was added to the end of the "NOW, THEREFORE, BE IT RESOLVED" paragraph: *"the Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and"*

**The motion was seconded by Commissioner Phelps and passed unanimously.**

**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**Draft Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:07 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Al Levit, Phyllis Millan, and City Councilor Julie Fitzgerald. Peter Hurley and Marta McGuire were absent. Eric Postma arrived after roll call.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle and Steve Adams

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**VI. PUBLIC HEARINGS**

- A. LP13-0003 - Adoption of an update to the City's Transportation System Plan (TSP) and associated Comprehensive Plan text amendments. (Neamtzu)

Chair Altman read the Legislative Hearing Procedure into the record and called the public hearing for LP13-0003 to order at 6:12 p.m.

Chris Neamtzu, Planning Director, briefly reviewed the adoption process for the TSP Update, which was included in the Staff report. The public involvement summary and all the comments received to date were included on a CD in the record and as a 600-page appendage to the TSP. He noted that Gail Curtis of ODOT, the Transportation and Growth Management (TGM) Grant funders of the project, would make a few comments about the TSP Update. He reminded that the Planning Commission would be providing a recommendation regarding the TSP to the City Council who has the final authority on matters at the local level. If the TSP Update was forwarded with a recommendation tonight, the City Council would convene its public hearing on June 3, 2013, allowing for more opportunities for public testimony and input into the draft TSP. If no recommendation was rendered tonight, the TSP would be revisited by the Commission at their June meeting. At that time, a continued public hearing and additional discussion regarding outstanding items would occur, and that the June 3<sup>rd</sup> meeting with City Council would not take place, but instead be continued to a later date.

- He explained that the first case file, LP13-0003, included the TSP and Comprehensive Plan text amendments. The second case file, LP13-0004, regarded a series of Development Code text amendments that would be presented by Katie Mangle and addressed in a separate public hearing. He noted that citizens could testify on either case file during this hearing's public testimony and Staff would carry comments regarding the Development Code changes into the next public hearing, which was acceptable to the Commission.

Chair Altman disclosed a potential conflict of interest, stating that as currently drafted, the draft TSP scheduled for hearing tonight included no specific recommendations for a preferred alignment for the Brown Road/Old Town extension. However, testimony might be presented during the hearing that



would lead the Commission into a discussion of the two alternative alignments. If such a discussion did arise, he would recuse himself from that discussion based on a potential conflict of interest.

- In the past, he represented OrePac by providing analysis and recommendations about the alignment of Kinsman Road extending south of Wilsonville Road. The analysis also included a consideration of two alternative alignments presented in the current TSP. He noted he also discussed the alignment options with Wilsonville Concrete, but only to explain them as they are currently presented. He was never under contract with Wilsonville Concrete nor did they request that he represent any preferred alignment on their behalf. He was not currently under contract with OrePac or any property owners or businesses with specific interest in either of the two alternatives, but there was potential for public perception based on his past representation. To avoid any potential consideration that a conflict existed, he would not participate in any discussion related to the alternative alignments.
- He explained that when the Commission got to that portion, noting testimony had already been received, he would step aside and allow the rest of the Commission to consider the testimony related to the two alternatives, reach a conclusion, and make a decision on the alignment. He would then participate in the rest of the hearing and the decision to be made on the TSP Update.

Barbara Jacobson, Assistant City Attorney, said Chair Altman's disclosure was helpful, adding that Staff's current recommendation did not involve getting into those details. As testimony progressed, there might be testimony from the audience and he was welcome to stay at the dais to listen to that testimony, but she recommended that he refrain from commenting one way or the other. They would see if there was any issue when it came time to vote, but she suspected there would no issue with Chair Altman voting on the TSP tonight.

Commissioner Postma arrived at this time.

Mr. Neamtzu entered the following exhibits into the record:

Exhibit G: Letter dated May 6, 2013 and accompanying material from Alan Kirk of OrePac.

Exhibit H: Email dated May 7, 2013 received from Commissioner Al Levit regarding proposed changes on the TSP Comprehensive Plan Amendments.

Gail Curtis, ODOT Land Use and Transportation Planner, thanked the Commission and City for partnering with ODOT, noting that through the TGM Program ODOT has funded the majority of the costs of the TSP Update. She has played two roles, both as Grant Manager and as the ODOT Project Manager. It has been a pleasure working with Staff who had done a tremendous job along with the consultant team. The work had been challenging as Staff had to become transportation planners when they were accustomed to doing a number of other different things. She noted that Wilsonville was important for many reasons, but especially because of Wilsonville is a major employment center for the Portland metropolitan area. In terms of trends of transportation from the state's point of view, optimal transportation systems were those that provide transportation choices for both people and the distribution of goods. The TSP before the Commission furthered those choices for the Wilsonville community. She encouraged the Commission to adopt the TSP and thanked them for their partnership.

Scott Mansur, DKS & Associates, presented an overview of the TSP Update process via a Prezi presentation, entered into the record as Exhibit I. His key comments regarded the following:

- He explained why the TSP is important and how it fits in the planning context and relationship with other City documents, including previous TSP Update documents, the Comprehensive Plan, municipal codes and standards, as well as other City master plans. The current Development Code and Public Works Standards would be updated for consistency within the TSP Update, which must also coordinate and comply with all state, county and regional requirements, including Statewide Planning Goals, Metro's Regional Transportation Plan (RTP), and the Metro 2040 Regional Framework Plan.



- The TSP Update process began in the spring of 2011 and involved a significant number of work sessions and public outreach methods and venues, including outreach to freight users in the area.
- With regard to the TSP's organization, he explained that the intent of the TSP was to tell a story of the City's vision for the transportation network and how that ties into planning efforts and helping the community achieve their vision for the transportation network. He briefly reviewed each of the proposed TSP chapters, describing their content and purpose within the TSP as a whole and identifying key factors of the ongoing process that would help achieve the City's vision. Items in the TSP Appendix were also noted and described.
  - The focus of the proposed TSP Update was to apply best practices and support Wilsonville's progression toward a well-connected, multi-modal system, setting the stage for future needs, development and transportation.
- He briefly described the changes that had been made to the TSP Update document since the Planning Commission's March meeting, including items addressed by City Council which were shown in the "Issues Memorandum" of the meeting packet.
- He concluded stating that the next steps in the TSP adoption process would involve making revisions based on feedback received from the Planning Commission and during public testimony tonight. A revised draft of the TSP Update would be presented to City Council on June 3, 2013.

Chair Altman confirmed there were no questions from the Commission and called for public testimony.

Sheila Stites, 29036 SW Courtside Drive, Wilsonville, OR stated that her testimony regarded the continuation of Canyon Creek Road past the Sundial Apartments, which would dump traffic into Vlahos Drive/Town Center Loop East. Her concern regarded how Canyon Creek Road would funnel into Town Center Loop East or onto Vlahos Drive. Her concerns were two-fold:

- One regarded the dangers of the high traffic flow to pedestrians. Residents of Windfield Village and The Wilsonville heavily travel Vlahos Drive on foot and using wheelchairs and walkers, to reach local amenities and the Mentor Graphics path. In her 20 years of residency on Courtside Drive, she has seen a large amount of traffic flow. It was a great place for citizens to live and be able to walk without fear of a lot of traffic. She stated that the Mentor Graphics path was heavily used for walking, jogging and bike riding. If Vlahos Drive were heavily traveled, it would affect pedestrian safety.
- As a resident of Courtside Drive, she was also concerned about the traffic flow of vehicles using Courtside Drive as a thoroughfare instead of traveling onto Town Center Loop East.

Tim Knapp, 11615 SW Jamaica, Wilsonville, OR stated for the record he was testifying as a citizen this evening and that his testimony would pertain exclusively to the map and description regarding the Brown Road Extension Alternatives on Page 5-15 of the TSP draft document, and to Exhibit F which began on Page 60 of 135 of the Staff report, all of which pertained to the alternate Bailey Street/5<sup>th</sup> Street option that was in the Appendix. He had personal interest in properties that would be advantaged or disadvantaged by the choices there. He intends to recuse himself on that portion of the TSP when it came before City Council because of his personal interest. His understanding was that Staff would be able to bifurcate that portion, so he would be able to address the balance of the TSP in his capacity as Mayor. He would not participate in voting or discussion when this portion was addressed.

- He stated that he had participated in the previous TSP and a subgroup that the Planning Commission and many citizens were members of called the Adjunct Transportation Planning Committee. The Committee met for seven years to hammer out the TSP that currently existed in the City of Wilsonville and was adopted in 2003. He knew it was a lot of work and he was very impressed with how thorough the current process had been without occupying as much time.
- He displayed several photos of his project, called Old Town Village, via PowerPoint (Exhibit J). The business was located between the north side of 5<sup>th</sup> Street and down to 4<sup>th</sup> Street, along the west side of Boones Ferry Rd. Since 1996, he and his wife have worked on the Old Town Village project, developing a three building complex that includes small business spaces of a type that were not



generally available in Wilsonville. The project was built with a historic motif designed to be both attractive and durable, and not subject to a fad of retailing changes or things of the sort.

- The complex could accommodate up to 18 businesses, dependent upon how internal partitions were managed, and was designed with wide sidewalks and setbacks in a neo-traditional style with differing rooflines, setbacks and finish materials that gave the look and feel of a row of common wall early 20<sup>th</sup> century buildings.
  - The buildings were actually constructed of concrete and very serviceable for a variety of different usages. He believed they brought a strong local business component to the community, housing businesses that would otherwise not be able to exist and function within the economics of other available spaces in Wilsonville. As such, he believed they were an asset to the community and had worked for a long time to make the project work economically.
- The question of Bailey Street or 5<sup>th</sup> Street related to how effectively the policies in the community either supported or disadvantaged local small businesses at this scale.
  - The primary consideration of the TSP should not be how much traffic can be moved but how well policies enabled the community to function as people wanted; how well does it enable businesses and residents to live in the community and have a desirable type of community in which to succeed. As such, the TSP should be supportive of the qualities being sought in the community.
- He has invested a lot of time, money and effort working on his project over the past 17 years, and he had strong concerns about routing local traffic away from this area and he believed that doing so would make it very difficult for local business at this level to succeed in this complex.
- He outlined numerous ways over the past 17 years that this concept has been folded into the City's overall plans and accepted as the direction the community intended to go as follows:
  - He displayed an image showing the end of Bailey Street looking west where the Bailey option would have to connect (Page 135 of 135 in the Staff report). He indicated 25 large evergreen trees that are about 18 inches in diameter, 40 to 50 feet of OrePac Product's warehousing facility that would have to be a taking by the City of Wilsonville, and a railroad spur feeding that facility that the City would have to reroute. There were other significant impediments to that particular connection and he did not believe that the connection was appropriate.
- He presented a brief overview of a list of documents referenced in Exhibit F on Page 65 of 135 of the Staff report as follows:
  - The map on Page 66 of 135 was displayed. He stated a Lennertz & Coyle discussion was included in the TSP and regarded a concept by nationally recognized consultants that neighborhoods essentially consist of a ten-minute walking radii. The idea was to lay out areas in Wilsonville where such neighborhoods exist.
  - He indicated the area being discussed which was the center of the Old Town Neighborhood. The concept was that there should be a civic, social or community component in the neighborhood center to draw neighborhoods together. The ultimate idea was to work to interconnect, neighborhood-to-neighborhood, throughout the city. This presented a challenge because of the I-5 corridor and the river running east/west. (Page 67 of 135)
  - He hoped that the City would remain committed to the idea of interconnecting Wilsonville's neighborhoods. The Old Town Neighborhood and the connection at 5<sup>th</sup> Street were an inherent part of that idea.
  - Starting on Page 68 of 135, Exhibit F outlined several different pieces within the Wilsonville West Side Master Plan, which he urged Staff to read. The Plan was adopted in December 1996 and discussed the intent of having commercial services available on that side of the freeway, so people would not be required to go east/west through the city's limited interchanges to access commercial services and goods on a day-to-day basis.
  - The Main Street Handbook, starting on Pages 84 of 135, was initiated and issued by Metro in March 1996. The handbook described traditional and neo-traditional Main Street commercial districts throughout the Portland metropolitan area and discussed their advantages and what they



brought to the community. The discussion within the noted section involved why main streets work and their advantages and the need for traditional style development for that purpose.

- The Bicycle and Pedestrian Master Plan also rolled in different components of alternate mode connections, as well as the need to be able to get to and from commercial services by bike and car. This Master Plan also included several pages of discussion.
- The Old Town Neighborhood Plan, specifically created by the Old Town Neighborhood, was adopted by the City in 2011. The Plan designated blocks within the neighborhood to create a neo-traditional Main Street commercial district within Old Town. This concept contained in the Old Town Neighborhood Plan had advanced and was agreed upon through multiple years of discussion in the development of that Master Plan.
  - At the center of the Neighborhood Plan was the 5<sup>th</sup> Street connection. Bailey Street then routed traffic around this commercial district; thereby creating a significant challenge regarding how viable it would ever be if people were not able to see and pass through it.
  - Metro's Main Street Handbook contains significant sections discussing the traffic needs of traditional Main Street commercial.
- The Comprehensive Plan included a section that discussed public facilities and services, as well as the transportation network and outlined several broad concepts important for the Commission to understand. In Exhibit F, he highlighted several sections for the Commission to review.
  - The Comprehensive Plan discussed Special Area of Concern F, the area west of the tracks, and the way it needs to be integrated into the city. Also discussed is Area K, the section along the riverfront west of the railroad tracks. The Commission needed to understand the specific and unusual components that make up the special areas of concern.
- He noted the Old Town Overlay Zone section of the Development Code. An Old Town Overlay Zone was actually developed through the history of meetings within the community and called for the neo-traditional style of development along that area and indicated the desirable outcomes.
  - This particular Code influenced the development of the Fred Meyer and somewhat at the Albertson's center. The architectural approaches desired by the community that were codified in this section.
  - The Old Town project he had built was mentioned in the section as an example of the type of development the Code section called for.
- Included in Exhibit F were a few pictures not shown on the PowerPoint presentation. The pictures showed the streetscape looking west in more detail along the Bailey Street and 5<sup>th</sup> Street alignments.
- A map was also included in Exhibit F that included some hand drawn concepts. The intent of the sketches was to maximize the available land utilized in the zone called for in the Comprehensive Plan.
  - The area along the railroad tracks was industrial. The layout he suggested maximized the amount of industrial land available for development without taking up space for roads.
  - The area west of Industrial Way on the south side of Wilsonville Road was residential in the Comprehensive Plan and the layout maximized the acreage of residential land available for the owners to develop.
  - The layout missed takings on the Young property, on the former Ehlers farmhouse property, and Tom Bernert's house, thereby minimizing public expense to provide direction on and connection to this road by not allowing excessive public takings of properties that did not need to be taken. It also maximized the utilization of the existing 5<sup>th</sup> Street right-of-way (ROW), which went quite a distance west of the railroad tracks, there again minimizing expense.
- Also included in his submission was a significant list of errors, as he perceived them, in the understanding of the proposal for Bailey Street and what the costs and impacts of connecting at Bailey Street would be.
- He felt that there was a significant indication that items requiring further consideration existed and needed to be discussed. In the past few weeks, he had opened dialogue with owners of other properties along the west side of the railroad tracks, specifically representatives of OrePac.



- A letter from Mr. Kirk, who represented both the company and the property owners west of there on OrePac property, had been distributed to the Commission. The letter indicated that in the future they would like to have expansion capability to the south and that would be torpedoed by the Bailey Street alternative. Therefore, they supported the 5<sup>th</sup> Street alternative.
- He also had a discussion with David Bernert, owner of Wilsonville Concrete, who was present at the meeting tonight.
- He had found some hope amongst the property owners to continue discussions and arrive at mutually agreeable, beneficial plans for the area. There had not been time to achieve that yet, but there was cause for optimism that it was a possible route to the future and he hoped they could continue with that.
- His concern was that a judgment not be made on a short time frame using incomplete or erroneous information, which was why he felt it was necessary to outline that material in his submission.
- He asked that an adverse decision not be made tonight. If the Commission was moving toward a decision, he believed the material he submitted made a very strong case about what the appropriate direction is.
- He also believed it reasonable to suggest that the City should pursue private discussion amongst property owners in order to see if a plan, which met everyone's largest needs, could be met as effectively as possible.
- His intention was to try to do that, if they were afforded time to do so, about which they had already started discussion.

Commissioner Postma:

- Noted the Staff report stated the Commission was including a recommendation for deferring the decision and asked if Mr. Knapp disagreed with that.
  - Mr. Knapp replied it was a difficult answer. He agreed with the recommendation in the immediate short run. In the long run, if it were ten years before the City came back to the TSP, it was a problem because it inhibited potential private-sector investment in the proposed Main Street commercial district along Boones Ferry, the industrial land that laid west of the railroad, and conceivably in further development of some of the property west of the railroad that ran down toward the river and might have development potential.
  - The optimal approach would be to not decide temporarily, but rather enable and encourage the owners to move forward in a fairly short time frame to have discussion to see if a consensus among property owners was possible.
  - He clarified he was not advocating for today, but sometime soon, before ten years from now.
- Asked if Mr. Knapp took issue to specific language, noting that OrePac provided an indication of Pages 4 and 5 where they specifically spoke about the Brown Road extension, advocating for a decision sometime soon.
  - Mr. Knapp agreed with sometime soon, but was unsure as to how it should be done.
- Confirmed Mr. Knapp had no objection to language as currently stated.

Commissioner Phelps:

- Appreciated Mr. Knapp's comments.
- Stated he was prepared to defer this until such time as the local property owners had a chance to work it out. Given his past experiences with the legislative process, he did not believe this was the right forum. If the people with the problem wanted to work together to solve it and bring a solution back, he felt the City should stand down and wait. He saw no reason to burden the Commission's process or create uncertainty among people that vested a great deal of money in the property if a solution may be at hand, and he suspected it may be closer than the Commission believed.
- Recommended the decision be delayed until the Commission heard back from the property owners.
  - Mr. Knapp stated he was unsure, from Staff's point of view, if it was difficult to foresee a short-term amendment to the TSP, if the process were to go through and the TSP as a whole were



moved forward to keep consultant bills from running up. With all those involved, he wondered if it were possible to do that and say that an amendment would be considered in a relatively near term if private owners could arrive at a recommendation jointly. If it were possible, he wondered what the process would look like.

- Mr. Neamtzu stated that an amendment to the TSP would be a legislative amendment and would follow the process that had currently taken place: work sessions with the community, dialogue with the Planning Commission, a public hearing, a recommendation of the City Council and final action of the City Council. TSPs had been amended in the past and it is a lengthy process, even for a relatively small addition to a policy document such as this one.
  - That being said, it was important to hear all testimony. Then the Commission could determine if there was an opportunity to insert something that spoke to what was being suggested and if any appropriate additions needed to be made to tonight's proposal.
- Was not opposed to anything other than resolving the situation and suggested a deferment until the next meeting, which might stop the flow for only a month, but allowing three or four weeks opportunity for the entire plan could be sent through to City Council. If that did not work, parallel to that Staff might be working on Mr. Knapp's suggestion to bifurcate the deal and set it up so it was available and prepared to go forward as soon as there was a resolution.

Commissioner Millan:

- Understood the Commission was looking at the language in the Staff report, which stated, "It is recommended that the decision related to the two conceptual alignment alternatives be deferred to a later point in time due to a number of outstanding issues." The Commission was hearing testimony from the public that they preferred one resolution versus another. She did not understand why this would hold up passing the TSP Update as it was currently stated, explaining it would not prohibit the process from going forward. She asked whether it would interfere with the process going forward where a good decision would be reached at some future date.
  - Mr. Neamtzu believed the Plan was set up to achieve the objectives of collaboration amongst property owners. Perhaps it was not as clear as it could be regarding the time line Mr. Knapp articulated. He believed the Commission would want to collect all testimony and decide whether the information in the Plan was appropriate as written, or if some adjustment might be warranted. He was unsure what additional testimony would be heard tonight and was apprehensive to offer much guidance in terms of what should be done at this point in the process.

Chair Altman proposed continuing with public testimony, returning to the current issue and then determining where the Commission stood. He asked Staff to consider how this particular element might be separated, to allow for a continuation of that part of the public hearing, and return to the Commission before it made its way to Council. The Commission had not heard all testimony and he was unsure whether they may hear other components that would affect the rest of the TSP. He noted that alternatives had not been scattered throughout the Plan, whereas the current issue had been around for a long time.

Commissioner Levit:

- Asked how long it would take for property owners to meet and how many were envisioned to do so.
  - Mr. Knapp stated he was prepared to meet intensively and multiple times in the upcoming weeks and month if the other property owners felt they could and jointly thought it advantageous to do so. He stood prepared, but the other property owners would have to speak for themselves regarding whether they felt that was a high potential approach.
  - It was difficult to answer how many were envisioned to meet because multiple properties were owned by groups of people, not one person.

David Bernert, Owner, Wilsonville Concrete, 41200 SW Industrial Way, Wilsonville, OR, stated for the record that he owned Wilsonville Concrete and represented the property owners, entirely or with



other owners present, for 99.8 acres, so all property west of the railroad to the water treatment plant and from the river to Wilsonville Road. Wilsonville Concrete's companies, of which five were located in Wilsonville, had been in Wilsonville since 1958, and had watched and aided in the development of Wilsonville over that period of time.

- He had read the entire TSP Update, commenting that it was a very good overall plan that complemented previous plans, which Wilsonville Concrete was involved in. The body of work spoke for itself in terms of its thoroughness in a somewhat difficult environment due to conflicting interests. Mediating those is no trivial task.
- They were very pleased to see Policy 25 which had a marine emphasis. Wilsonville existed because of the Willamette River and looking at historical trends, this section of the river supported two million tons of freight, or 80,000 truckloads, on average over a 50-year period. In 2006, it supported 600,000 tons of freight. The TSP had significant infrastructure impacts and the ability to incorporate marine transportation, particularly over a 20-year period, was critical.
  - He believed the TSP could be expanded. Marine transportation was in three or four places, but it did not get the kind of coverage roads did. While that was appropriate, it was definitely a development area because of the long-term deferment costs when removing trucks from the road and also having significant greener options. The cost reduction in moving freight by marine was 75% less per ton of freight moved per mile and marine transportation was 85% more environmentally friendly in terms of the reduction of gas emissions.
- He had written a letter, one of the few documents not found in the evidence, and would like it to be included in the Appendix because it specifically regarded the Master TSP.
  - Staff responded to his letter very positively and a few work sessions took place and most all his critical items were addressed; number one being roundabouts. Some of the future designs for the Brown Road extensions incorporated roundabouts that his dump trucks with a tongue and pup could not move through. The implication was to their property, because they would have the largest impact with the 100 acres the Brown Road extension would go through. In comparison to the 15 acres OrePac had in terms of Section G, Wilsonville Concrete owned essentially all of Section G, which raised a good point; the Master TSP is part of the Master Comprehensive Plan for the City of Wilsonville, which included goals and objectives for Section G, which would have the highest impact, and also Section K. These should be reviewed because there were some very specific objectives there.
- The extension of Industrial Way was reflected in the TSP as a freight route. Industrial Way was privately owned by Wilsonville Concrete, who allowed easement to the City and OrePac for use. The company was on the road moving trucks every day and it was nice to see this incorporated into the TSP, reflecting their work session with the City.
- Language regarding development and the rights to adhere to policies associated with the Comprehensive Plan if Section G or the Brown Road extensions were developed had also been incorporated into the TSP. Two items were not included in the TSP that should be.
  - The first he had mentioned, the documentation submitted in a letter format was not in the Appendix, which could be easily rectified. The letter expressed significant points on policy contradictions and issues that were addressed for the most part.
  - Second, the base conceptual map for the TSP had errors. There was a settlement agreement in 2006 when the City built Arrowhead Creek Lane on Wilsonville Concrete's property. Part of that settlement was to eliminate bike and pedestrian paths.
    - Page IV of the TSP still showed a default graphic that had been replicated throughout the entire document. The graphic showed City paths on Arrowhead Creek Lane, which is in direct conflict with the settlement agreement that shows no paths to that portion. This was an error that should be corrected both in the Comprehensive Plan and the Bicycle and Pedestrian Master Plan.
    - The City set expectations with citizens that Arrowhead Creek Lane was a given path and reinforced those expectations with their maintenance of the path. After having maintained the



path, they added a sign stating that it was, in fact, not a path. However, if the path is mowed and use is encouraged by behavior, the City was not supporting Wilsonville Concrete's settlement agreement. The agreement was important because it was a safety issue. There were significant conflicts with pedestrian traffic and Wilsonville Concrete's truck traffic. The two were not compatible until the roads were developed, which is the main reason it was maintained as a private road. He noted it was for sale if the City wanted to buy it.

- The routing of Brown Road extension was currently a point of conflict. In the letter, they clearly supported the study DKS put together which showed Bailey Street as the optimum route. It was 15% cheaper, consumed significantly less resources in terms of the total available land, and was a more direct route. The company was open to conversations. He believed a property owner intended to speak.
  - The company has continued to support the Bailey Street extension since the early 1980's because of its impact to the rest of their acreage, which was significant compared to any other property owners.
- He thanked Staff for their work, noting they had produced a very powerful document and a very strong vision for the City of Wilsonville. Wilsonville Concrete supported the City's vision, but felt enhancements should be made to the inter-modal capability sets on the marine side, which was a jewel that very few cities had. When considering cities with significantly more history, people moved back to the river and used it as a much stronger asset than what was incorporated in the proposed TSP. It may take 100 years, but laying the foundation now was important.
- He would like to see the letters they submitted in the Appendix of the TSP, just as everyone else's had been.
- He thanked the City for the work sessions, noting that they did a great job incorporating their feedback.
- They would also like to see the use of stronger language with regard to rights to develop and the privilege associated with whether the Brown Road Extension became a City-based project. It was pretty clear that if the road extension was a developer-based project, the process would become a capital project for the City. Some of the language was still a bit soft and they would like it more assertive, similar to the requirements associated with developer funded roads and extensions, particularly in Section G.

Chair Altman confirmed that policy conflicts mentioned in the letter had been corrected.

Mr. Bernert answered yes, adding most of the conflicts dealt with the settlements, as well as previous documentation. For example, Wilsonville Concrete gave Morey Lane to the City to allow access to the Water Treatment Plant so there would be no need for a bike or pedestrian path out Arrowhead Creek Lane, and right away, they put paths out for almost the next two years. Most policy conflicts mentioned were because no one knew the 50 years of City history the company had in its files. There was a bit of turnover and they had been fairly stable, so their files might be more complete with regard to their narrow scope of interest.

Sherilynn Young, Silver Leaf Farms, residing at 6189 SW Delker, Tualatin, OR, stated she was among the property owners associated with the Bernerts on the west side of the railroad tracks. She was on the West Side Task Force in the 1990's and stayed on the planning process into 2003.

- She kept looking at the maps presented and was highly concerned with something taking place south of Wilsonville Road. She noted the Area of Special Concern circled in red on Figure 5.5 in Chapter 5 The Projects, adding essentially from Boeckman Road to the Willamette River. She agreed with Mr. Knapp and Alan Kirk that they had to move forward with the Brown Road alternative. People have been talking about this for more than 20 years. The high priority projects, included fixing things up at the corner of Villebois and projects like the \$11 million project to extend Kinsman Road to Boeckman Road, and Boeckman Road had already been extended.



- She was concerned the City did not prioritize things within the city that had been a problem for citizens in Old Town. Part of the planning process had been to find an alternative to Wilsonville Road, south of Wilsonville Road, not just for property owners, which was a key point of concern. Commissioner Millan had noted the Commission was hearing public concern, but honestly, they were actually hearing from property owners. The push for this road came from Villebois, and those living to the west and in Old Town who were not present at the meeting and have not registered their priorities for the City. She questioned whether they would care more about having a road going from Barber Street to Boeckman Road or having another way to get out of Old Town when Boone Bridge breaks and Wilsonville Road is clogged up for six hours.
  - One thing Mr. Knapp discussed was if the extension went to Bailey Street, traffic would be directed away from his business. She believed if traffic could flow out of Fred Meyer and Albertsons, making its way to Brown Road or Villebois, Mr. Knapp would have a lot more traffic much closer to his business than existed currently. And Old Town residents that felt trapped would have a major improvement, maybe 1,000 ft between Wilsonville Road and Bailey Street, where they could get out.
- Whether or not property owners could get together on this should not be the Commission's only consideration. There are real differences of opinion amongst property owners. She liked Mr. Knapp and had spent hours talking with both he and Alan Kirk. She knew they had specific interests regarding the extension, but felt that the Commission had to be ready to consider what they wanted. When going home from Fred Meyer, if one left via Bailey Street to Brown Road the route was shorter than going north from the Fred Meyer entrance and up Wilsonville Road, or at least it was when mapped out 16 years ago.
- If the City were to have a work session, all the maps needed to be taken into consideration and any errors could be worked through. Mr. Knapp's map had many good ideas, but it also included many inaccuracies. The City could try to work these through with property owners, but an underlying fundamental difference would still be present.
  - She noted the photo of Bailey Street Mr. Knapp provided looking across the railroad crossing and at the trees near OrePac. The Commission should take a good look because she believed that 30 ft of right-of-way was already in a City easement.
    - She empathized with OrePac wanting to expand to the south and not wanting a street there, but noted it was not the Commission's concern to benefit OrePac over anyone else's industrial use. If OrePac was allowed to skip landscape buffering by using an easement area for trees and using it for their industry, she questioned whether that was a policy the City should move forward with. If someone developed a portion of the city, allocated an easement to the City and then built on it, would the City have an obligation later to allow them to colonize. That was an important policy issue.
    - She would like to see the trees, but that was already a City easement property and ROW should be looked at all the way along that area.
  - She noted there was no longer a house on that property and she did not think the City's determination of what a road route should depend on a 60- or 70-year old barn. It would be inconvenient to the property owners if it had to be removed.
  - Another point when looking at Mr. Knapp's map was if the route that he was advocating was taken, it meant that a second crossing would be necessary to get from Industrial Way to the property that OrePac wanted to expand on. This meant having two bridges. She recalled that the West Side Task Force felt that one crossing should be concentrated on and, if anything, two railroad crossings. As owners, they were open to saying if Bailey Street was there, there would be a second road north/south between Bailey Street and 5<sup>th</sup> Street. These options had to be looked at from many angles.
  - Mr. Knapp stated that his proposal would minimize property damage, but when looking at the 5<sup>th</sup> Street extension across the south part on the west side of Seely Ditch, his proposal cut an industrial property into two triangles at its base. She wondered how his proposal ended up having



one acre in the triangle in the corner and another triangle. Every time a triangle was created on a property, the useable square footage was reduced. Industrial property was currently running \$9 per square foot. How much did the City want to acquire at mitigation rates to put a road ROW through here or two to three extra acres of property that was otherwise buildable industrial? Many considerations needed to be laid out regarding the price of different roadways at they would be beneficial for.

- She emphasized that this could not be put off for another ten years, even though it had already been put off for 20 years because the area north of Bailey Street had commercial development now. Whether or not Main Street, south of Bailey Street, was an acute tourist attraction, when it came to moving people and meeting the city needs, the City was looking at how to service the commercial area with its large amount of traffic, citizens and needs to get them in and out of the large residential areas to the west.
  - There was another option if they came in at Bailey Street and a 5<sup>th</sup> Street crossing was not possible. Mr. Bernert had always said you could not have two railroad crossings, but he had also discussed arranging railroad crossings as well, so it was not that two crossings could not be done. Wilsonville currently had one crossing that was private and one that was public. Even if there was only one, underpasses could be created on the railroad tracks closer to the river, so other options were available for citizens to get out of Old Town.
- She noted Mr. Knapp mentioned that many of the old people that planned and came to Wilsonville, but that did not dictate policy, the overall policy the City was creating had to be looked at.
- When talking about priorities, the location on Mr. Knapp's map indicating a possible OrePac access showed the access crossing Seely Ditch. She had not testified to the Commission regarding this, but when the last Stormwater Master Plan was created that crossing was one in which the City replaced the owner's bridge in the 1980's to enhance Seely Ditch for the City's stormwater purposes. However, the City did not replace the crossing at the same level they had others and it has now washed out and was broken.
  - At the time, she had asked if the crossing could be identified in the City's Stormwater Master Plan to allow the owners the opportunity to put in a new one. The owners would take responsibility for going to the state and taking care of permitting, but the cooperation of the City was required because DSL would not listen to owners if the City objected.
    - At that time, the vote was to not identify that at all in the Stormwater Master Plan because it was not important and was not considered to be a public responsibility, and one reason not to do it was that this new TSP was underway and would take care of the crossing.
    - As minor as the Commission might felt it was, she could no longer get her combine up the road to Boones Ferry and had issues getting agricultural equipment and heavy trucks back and forth on it because the culvert was broken.
- As far as she was concerned, the City made a commitment to do something to get the road across Seely Ditch and if they wanted to put it off for another five to ten years, it needed to be revisited to allow owners to put a new crossing in themselves because they needed to get across.
  - Her family owned property that they farmed in common with Mr. Bernert, but they also farmed north of Wilsonville Road. They needed to get the crossing in and the City needed a decision on it. They could try to work with other landowners, but it was not the landowners' concern. Instead, it was the Commission's concern regarding the priority of what was needed for the city as a whole on this specific section of the city.

Commissioner Levit understood the culvert was located between the new nursery and just north of the Young house or barn.

- Ms. Young answered yes, just north of the barn, adding it was supposed to be a 6- or 8-ft culvert, like the one south on 5<sup>th</sup> Street, but the City ran out of culverts and installed two small culverts covered with concrete instead. City Engineer Mike Stone, Building Official Martin Brown, Natural Resources



Program Manager Kerry Rappold, and others had visited the location several years in a row to take a look at the culvert, stating it could not be fixed; it was broken concrete and was not fixable.

- She added that the business of having trails marked that were not trails was dangerous. She took bikes, trikes and toys out of that crossing regularly. People already cross from the Bailey Street crossing through the nursery. It was an attractive hazard and they were unsure what could be done about that until there was a proper crossing.

Mr. Neamtzu responded to comments provided during public testimony as follows:

- He confirmed for Ms. Stites that Staff had identified how safe the Wilsonville transportation system was through the update process. The Canyon Creek extension to Vlahos Drive would have a connection to Town Center Loop. He understood there was a plan for a signalized intersection, which would control pedestrians coming from the Windfield Village side of the line. He assured that safety was at the forefront of everything that the City does.
  - He would be happy to have the Civil Engineering Staff talk with Ms. Stites about her safety concerns to ensure that Staff was thinking appropriately about the issues she had been raised and to make sure that designs had taken into consideration the movements she had observed as a resident of that local area.
  - He confirmed that the Canyon Creek extension would go all the way to Town Center Loop and Vlahos Drive would intersect to it. The extension would come down west of the Sundial Apartments, parallel to their property, and then hook over.
- Regarding Mr. Knapp's testimony about bifurcating, he stated that was an approach that could be taken at the Council level and he wanted to be clear that Mr. Knapp could recuse himself on that issue regarding any decision that was potentially made. One could see why the plan was set up the way that it was; hearing the strong testimony on both sides of the issue, Staff knew the Brown Road Extension was going to be a major issue in the Plan tonight and were not surprised. He believed the Commission had a Plan that set the stage for future discussions and he invited the Commission's input about what the Plan stated regarding what had been heard on testimony tonight.
- He clarified that Mr. Bernert's letter was provided at a prior Planning Commission meeting, and he was certain it was in the record, most likely in the Planning Commission's record leading up to this point. The Commission had seen the letter and it had been circulated at this meeting. He confirmed that he would track down its location to confirm where it was in the record.
- Showing the proposed extension of the Tonquin Trail across Arrowhead Creek Lane, Mr. Bernert discussed where the path ended and where it was graded out as it headed to Arrowhead Creek Lane. Staff added language to the report to specifically state that it would stay on the west side of Industrial Way and not cross Industrial Way. He stated that it was always a tricky situation when proposing a plan that was a 20-Year plan, especially when trying to show connections within existing conditions. If there were something Staff could do to make sure that it was more clearly identified as a proposed future condition, they would. Staff never meant to promote pedestrian access onto Industrial Way.
- He had not read all of the details of the settlement agreement.
- The policy measure had been added on the marina and port concept. Staff had been given a lot of great background material and was excited about some of the possibilities that concept held. If the Commission found it appropriate to add additional text, it seemed like a small task and something that could be fleshed out more. He confirmed that there was no objection from Staff on addressing that.
- He noted OrePac was not present to provide additional input to the Commission about the testimony they submitted.
- Many great comments came from Ms. Young. Mr. Knapp and Ms. Young had some of the lengthiest histories on planning issues in the community, along with Chair Altman. The City had three individuals that had seen it all from the very beginning and when they discussed these issues, they had been there and done it. They had done their time considering the issues and it was always enlightening to receive testimony from the individuals that had been a part of the foundation of planning this community.



- He noted Ms. Young had raised many good points. He had been a part of some of the Stormwater Master Plan issues and was unsure how they had addressed the crossing she mentioned in the TSP, short of a public crossing, because they were discussing public streets and public trails. His understood it was a private crossing used for equipment that was used to farm those areas so that one was a bit more difficult. He was unsure what he could do in the TSP to address the crossing. He might have to look back at the Stormwater Master Plan or talk with the Staff members who had been a part of some of those discussions.

Chair Altman believed it might be an issue that got kicked down the road and did not get resolved. He sensed there might have been a time when that crossing was part of one of the alternatives and that was a conflict. If there was a way to clarify that a private crossing was outside the scope of the TSP it might be helpful so the Commission was not holding up a process there.

Mr. Neamtzu also addressed Commissioner Millan's question regarding whether the TSP was set up appropriately, explaining the Plan stated what was needed to allow conversations to occur. The TSP set the stage for that and, given what was heard, if there was an addition that needed to be made to discuss or encourage a specific time line that would be a small adjustment, requiring Staff to return next month to show the Commission what they would propose to address the issue. He concluded Staff would take the Commission's lead on that.

Chair Altman explained that was what he had been looking for in a bifurcation; if they split that piece out.

Mr. Neamtzu stated he would hold the whole Plan up. He did not want to pull a piece of it out and allow the rest to go forward. It was an entire master-planned document and Staff wanted to make sure the Plan was cohesive, speaking as one document. If additional work was desired, Staff would hold up the entire Plan. He did not see a real reason to break out a piece and move the rest. It did not make any sense to him.

Ms. Jacobson advised informing the Commission about ramifications of a continuance.

Mr. Neamtzu explained Ms. Curtis was present because he was on a strict deadline under the TGM Grant Program to wrap up this work. The Mayor alluded to the fact that the City would begin picking up the tab after June 30<sup>th</sup> and a continuation would result in missing that deadline, which was a reasonable thing to do. So this was one minor issue as far as budget implications on the project. One suggestion was that a project that might be added could be a more detailed Corridor Study for this particular area. The topics included in the Brown Road technical memorandum were outlined, the white paper the Commission received on Brown Road. All those headings about the items to be considered were added. It was not uncommon for a particular study to be added as a project. It could be an approach where the City might want to put money towards helping the property owners come to the table to start discussing what this looked like, having a more of a facilitated dialogue around resolution of the issue. He agreed that another ten years on the extension was not an acceptable way to go. The study could be a way to prioritize the project and encourage that it happened soon. It would become a project that the City would have to prioritize with the workload that they already had, but at least it would be a go-to-do kind of thing. He was unsure how people would feel about that, but that was one way to get at the root of the issue and Staff would offer that as a suggestion to break it loose.

Commissioner Postma:

- Asked if a full-scale amendment to the TSP was required to add a corridor study to Brown Road as the language currently stated.



- Mr. Neamtzu replied that adding a project was easy enough as long as the Commission was clear on some appropriate dollar amount and the consultant team could take that to advance the Plan on to the next level. The Commission would have an opportunity to see it as soon as Staff was able to get it. If a problem did arise, a discussion of what it looked like could take place as they moved into the Council level and the Commission could be very clear in articulating some dollar amount and the identification of a Brown Road Corridor Project to resolve this issue.
- Commented that the fact that the project was in the TSP as it was now did not drastically change the procedure. There would still be an investigative process that would take time, dollars and input from multiple people. They would have to go down that road no matter what, so adding language to the TSP did not really add anything to the equation.
- Katie Mangle, Manager, Long Range Planning, stated one thing Staff had been discussing regarded what would motivate a decision between the alternatives, such as if it were a City or a private master planning project for the development of those sites. If a project were added, it would identify this as a priority for the City to push the issue forward. But generally, the language in the TSP set up the City to take on any of the three scenarios whether it was privately motivated, publicly motivated or publicly facilitated with the community.
- She confirmed that incorporating the new project would not delay the process of the TSP. Instead it would be a way to identify the next step, stating that the City intended to fund that next step with the study, but it would happen after the TSP.

Commissioner Millan understood there was the potential for other studies that needed to be completed with any implementation of the TSP. This could not go forward without additional work, but according to Staff, if the Commission wanted to make that a specific recommendation they could do so separate from passing the TSP.

- Ms. Mangle responded a specific recommendation as a project in the TSP and this was the only significant street extension that had alternatives in the TSP. It was different from other new streets, so it might be acknowledging that there was a City priority and City interest in helping to move that forward towards resolution, but not holding up the TSP process to do so.

Commissioner Levit asked if a developer with grand plans for that whole area could come in and override any alignment the Commission put in or were they beholden to whatever plans were there. He knew in other cases, a developer could not come in and modify a road that was specifically identified.

- Mr. Neamtzu replied if a Corridor Study were done, it would have to do with how that study ended up being officially adopted or recognized. If a study were completed and put on the shelf, it would not carry any weight. If it ended up being created, and there was an agreement around what it looked like and it was recognized by the official governing body via a Resolution, it would carry force and effect and therefore be adhered to.
- He would hope that if they went through the exercise of creating a corridor study it would be agreed upon at the end that the City could come out with something that everyone liked and it would be the implemented alignment. Once a choice had been made, they would want to go back and make sure the Plan reflected those agreements at that time, recognizing that another body, at some point in the future, could do something else. That was one suggestion for moving this down the road.

Chair Altman believed it made sense from a policy standpoint for the City to emphasize doing something to move that forward because it was the only alternative available in the TSP and the only one that had dangled forever. It hampered things from taking place that might happen if a decision was finally reached.

Commissioner Levit agreed. The area was too complex and it would be good to get some forced resolution. The potential conflicts of trails, roads, businesses and the potential flyover of I-5 made it a complicated area and it would be good to get some resolution as to how that would happen.



Commissioner Millan noted recommended language for a motion to approve the Resolution of the TSP to the next level. She asked if a corridor study would be added as an amendment to the motion and, if that was the process whether that would be initiated in the case.

- Mr. Neamtzu stated that there may be the addition of other items in terms of modifications to the TSP during the Commission's deliberations. It would be good for the Commission to spend time deliberating around other topics. A lot of time tonight had been focused on this issue and this was a citywide plan with many projects and a lot of money in many different areas of the community.
- He noted Commissioner Levit had several suggestions under the Comprehensive Plan findings. He agreed with two of the recommendations, which would be amendments to the package as well. There were three items there that the Commission should discuss and other Commissioners could bring forward specific additions. The Commission should start moving into some of that if they were happy with where they were on the Brown Road piece.

Commissioner Postma understood it was not a necessity to put a corridor study or some other alternative into the TSP right now.

Mr. Neamtzu addressed Commissioner Levit's comments in Exhibit H as follows:

- He agreed that Policy 3.2.2 on Page 46 of 135 would read better if "economic" was "economical".
- Policy 3.2.3 was a little more problematic, the problem being that the term "adequate" was vague. A substantial amount of time had been spent discussing vague terms in the TSP. This was existing language that had not been changed very much, if at all. He believed there were more clear policies in the new document that captured the detail of LOS and concurrency that actually build upon the general concept. He suggested that adding more detail would be more confusing than helpful.

Commissioner Levit replied he was satisfied.

Chair Altman stated his tendency was to have a policy that said it needs to be adequate, such as public services, and then the Development Code specifies what that meant, which had been done with the LOS standards and other things.

Commissioner Postma added sometimes vague standards work.

Mr. Neamtzu agreed Commissioner Levit's third suggested amendment seemed perfectly appropriate. There were numerous standards where the word "between" could be changed to "among."

Commissioner Phelps said he was still of the opinion that it could be fixed, but he would not interfere with a budget issue and a few of the other things. He was a bit frustrated that they had waited to get to this point to run out of money.

- He liked the suggestion that those with vested interest could see if they could find a solution.
- He believed the proposed amendment may be an appropriate solution, but to do the Plan and a corridor study in ten years put the City where it was today. He would move this forward but not happily. He believed it could be addressed tonight, but that did not seem to be the case for a number of different reasons.
- He hoped the corridor study would get done quickly because time is money. This company had been there for 25 years and they did not know if they would stay or leave. Pavement on the ground may not seem important to some people but it would put the other guy out of the game. The same was true for the other business developments.
- Wilsonville was changing and becoming much more vibrant and dynamic; they did not have ten more years. The Old Town area had come alive. The Old Town Master Plan was very impressive and he



enjoyed driving through the area. However, it definitely needed a transportation fix to make the rest of it available for reasonably good development and putting the corridor study off was not acceptable.

- He would join in on the amendment and vote frustratingly that it was the best they could do.

Commissioner Millan noted they had glossed over the idea of adding some language around marine development and asked if that would be something the Commission would want to add as an amendment in some way. It was sort of silent on the matter and it had been pointed out that it was an area that should be more emphasized in the Plan.

Chair Altman agreed some emphasis could be added. He was encouraged it was mentioned and that there was a policy acknowledging it as an issue. Some of the information provided by Mr. Bernert in terms of comparing the volumes of truck traffic and freight movement was important and emphasized why more priority should be placed on considering the river as an option.

- Mr. Neamtzu suggested The Needs chapter of the TSP was an appropriate place to insert a paragraph about that concept. Something could be crafted and added to the TSP as it was advanced, again circling back with the Commission for review of the language and feedback prior to actual hearings before the Council on June 3.

Commissioner Levit asked if that was in addition to what was on Page 4 of 16.

- Ms. Mangle replied she was referring to Pages 4-8 and 4-9 of the draft TSP document which dealt with truck and possibly rail freight. She believed it would be a place to make the points made tonight, acknowledging the opportunities and gaps without necessarily committing to specific actions.

Commissioner Millan responded that addressed her concern about the language being soft.

Chair Altman closed the public hearing for LP13-0003 at 8:08 p.m.

Ms. Jacobson advised the Commission on how to address the proposed amendments in a motion.

Chair Altman clarified that with regard to his declared conflict, there did not appear to be anything being created that he could not act upon appropriately.

Ms. Jacobson agreed, adding nothing would be done one way or another on the road except for maybe to say study it further.

**Commissioner Levit moved to amend the TSP Comprehensive Plan to reflect the following language changes:**

- **On Page 46 of 135 of the Staff report, amend Policy 3.2.2 to state, "...sufficient to ensure economie economical, sustainable and environmentally sound..."**
- **On Page 46 of 135 of the Staff report, amend Implementation Measure 3.3.1.a to state, "Encourage a balance ~~between~~ among housing, employment, and commercial activities within the City..."**

**Commissioner Phelps seconded the motion, which passed by a 5 to 0 vote.**

Chair Altman called for a motion regarding the corridor study.

Ms. Mangle suggested a way to phrase the motion, directing the Commission to Page 5-10 in the Draft TSP which referred to higher-priority projects. The change would be to add new a project to Table 5-4 on Page 5-10; the project being to conduct a corridor study of the Brown Rd Extension to define the alignment. A cost would need to be defined for the study. Staff would work with DKS Associates to ensure it could be accommodated within the higher priority project budget.



Commissioner Postma asked the cost of the study.

- Mr. Mansur responded the cost would be \$15,000 to \$20,000 which could be accommodated within the cost of the Brown Rd Extension Project. That quote would be from the transportation standpoint. He deferred to Staff for ideas on public involvement, which Staff would take the lead on.
- Mr. Neamtzu noted they wanted to discuss bicycles and pedestrians and ensure they were looking at all the modes through there.
- Brad Coy of DKS Associates believed that could be folded into the project, as opposed to making a new project.
- Mr. Mansur suggested changing Roadway Extension RE-04 to RE-04A, so it would be tied to the roadway extension project.
- Mr. Coy noted that on a planning level, \$20,000 for a \$15.7 million project was a wash.
- Ms. Mangle explained that would only put it into this bucket, the actual funding of the project would be a separate, later decision made by Council. However, it would identify it as a standalone step. Staff would assign a number, linking it to RE-04, and send it out to the Commission via email to confirm their direction was being interpreted correctly before forwarding it to Council. She did not think it would be appropriate to include a time line because it had not been done with any other project.

Chair Altman believed it warranted at least a reference to time being important, rather than leaving it dangling.

- Ms. Mangle responded that perhaps something could be included in the Planning Commission resolution documenting recommendation for the Plan, as opposed to being in the text of the TSP. She confirmed no projects were prioritized in the TSP and there was no other commitment to certain timing so doing so would be an anomaly.

Commission Millan asked if there was a way for the Commission to send a message saying that the Commission supported it or wanted it to happen, rather than adding it to Plan.

- Mr. Neamtzu believed having a finding articulating the desire to have it happen on a shorter time frame was a good way to go, incorporating that into the resolution. They did not want to bind a future budget committee to something out of the Commission's control as an advisory body. It was important that they state clearly and nod softly the intent of all parties to work together collaboratively towards some sort of resolution in a short time frame. The language could be included in the revised finding resolution that the chairman would sign.

Commissioner Postma:

- Inquired about tying themselves to the extent that they add it to RE-04 versus a separate item, tying how Council or the Planning Commission could deal with it when it was time for decision-making, funding and green lighting the project. He asked if it would be better to be separate rather than incorporating into the \$15.2 million extension.
  - Ms. Mangle replied she envisioned that it would still be on its own line with the label of RE-04. It would be separated with the advantage of making the point that it would be important to happen next, but not be something else they would need to map or track separately.
- Said he wanted to make sure there was still enough separation between the projects so that from a funding standpoint the decision could be made separate and distinct from the \$15.2 million to conduct the individual study without committing to something different or larger.
  - Ms. Mangle replied it would have to be that way.

Chair Altman:

- Added if there was an A and B under RE-04, then it would break that out.
  - Ms. Mangle agreed, noting, for example, A would be the \$15 million and B would be \$20,000.
- Said he would switch that around.



Commissioner Levit expressed concern because the French Prairie Bridge was also a high priority but the actual project was not. The roadway extension project would be different because it would still remain high priority. He was not happy that the projects were not parallel.

Commissioner Phelps stated that with regard to the resolution, he would like to see that this is resolved and that no work occurs on Brown Rd extension until the corridor study was conducted.

Commissioner Millan suggested going with Staff's recommended language for the amendment, stating something like the Commission is adding to Table 5-4 amendment RE-04A, which would include conducting a corridor study to resolve the placement of the extension in a short time frame, though she was uncertain that should be added. An additional amendment would be to relabel RE-04 in Table 5-4 to RE-04B. She confirmed the new project [corridor study] would be RE-04A and the current project would be RE-04B.

Commissioner Postma stated that then the resolution would be amended to speak to the urgency of the requested urgency.

- Ms. Mangle confirmed there was a resolution to document the recommendation the Planning Commission would vote on that night. The Planning Commission could also write a formal letter to Council regarding this issue.

Ms. Jacobson cited language of the Resolution, stating, "The Planning Commission does hereby adopt all planning Staff Reports along with the findings and recommendations contained therein and further recommends that the Wilsonville City Council approve and adopt the TSP Update and associated Comprehensive Plan text as reviewed and amended by the Planning Commission." She suggested adding, "And the Planning Commission further recommends that City Council direct Staff to make the Brown Road corridor study a priority and assign a time frame for getting the work completed" before the "BE IT RESOLVED" portion. This would be the Commission's recommendation to Council and then they would discuss what would be reasonable. This would enable the Commission to move the Plan forward and be done. She noted that before getting to the step of adopting the Resolution, other clean up items still needed to be addressed.

Commissioner Phelps:

- Added for the record that using the A and B nomenclature would indicate that the corridor study would be done before anything on Brown Road.
  - Ms. Mangle agreed, adding she believed the corridor study would be the first step of the project anyway. This was saying it was in the City's best interest to pull out the first step and gather everyone together to figure it out. That would probably be the next step whether it was a done privately through a master planned project or as a capital project. They were simply identifying that and saying they wanted to do the corridor study soon.
- Noted many of these projects do not require a corridor study so he wanted to clarify for the record that the corridor study would precede the Brown Road Extension Project.

**Commissioner Postma moved to amend the Wilsonville TSP by revising Table 5-4 Higher Priority Projects (Southwest Quadrant) of Page 5-10 of Exhibit A to include RE-04A Corridor Study for the Brown Road Extension with language to be provided by Staff, and for the language for the current project included in RE-04 to be included as RE-04B. Commissioner Phelps seconded the motion, which passed unanimously.**

Chair Altman:

- Noted the other item discussed was the river freight emphasis.



- Mr. Neamtzu believed Page 4-8 regarding freight-related deficiencies could be an appropriate area to add a paragraph.
- Suggested adding language that the City recognizes the importance of the river's value as an alternate freight movement route compared to trucks moving large volumes of freight and that discussed the energy efficient or green aspect of it.

Commissioner Levit suggested that water needs on Page 4-16 covered what was being discussed.

Commissioner Millan did not believe it addressed any encouragement of recognizing the river as another mode of transportation.

Commissioner Postma believed there were methods by which the City could participate in that process, such as mechanisms for approving docks, the roads to and from, etc.

Commissioner Levit asked where they would be in the city, there was no other waterfront.

Commissioner Millan stated they wanted to make sure it was an option within the current city limits.

Chair Altman said the city limits could move either west or south.

Commissioner Levit said there was no place to put anything.

Ms. Mangle noted the way Water Needs was currently written, the City has no direct jurisdictional control or responsibility for managing activities on the river and deferred to the Corps of Engineers. The Commission seemed interested in discussing freight activity on the river. Activity in the water was not being discussed, but the intermodal port, which was more land-based and acknowledging that the City did not have much and that it would be a possible future thing. Maybe it would fit best under freight than the water section, although it would be good to coordinate between the two.

Chair Altman:

- Asked if there was a policy component that would add emphasis.
  - Ms. Mangle noted it was covered in Policy 25 on Page 2-8, which the Commission had added, stating, "Maintain access to the Willamette River so that the river may be used for transportation purposes in the future, acquire and approve access to Willamette River for public docking purposes, and consider the potential development of a new port or ports."
- Suggested adding something under the freight-related deficiencies with regard to Mr. Bernert's comments in terms of the value of the river for moving freight as an alternative to truck shipments. He thought that would be a good place to insert it.

Commissioner Levit asked if the business should be added to the list on Page 4-8.

- Mr. Neamtzu replied absolutely. He noted the list regarded a list of surveys that had been received as part of the City's specific freight outreach, but that feedback had been received now.

Chair Altman stated they had more than one company moving freight, so all five could be added to make the list longer.

Commissioner Postma suggested adding the indicated benefits to the community of increased marine freight traffic on the Willamette River to the first paragraph of The Needs section under Freight related deficiencies.

Commissioner Millan believed that captured what was missing.



Commissioner Postma moved to amend the Wilsonville TSP by adding to the end of the first paragraph under "Freight-Related Deficiencies" on Page 4-8, "The community would also benefit from increased marine freight traffic on the Willamette River." Commissioner Millan seconded the motion, which passed unanimously.

Commissioner Postma moved to adopt Resolution LP13-0003 with the amendments to the Resolution as read into the record by Assistant City Attorney Barbara Jacobson.

- Add the following language to the end of the "NOW, THEREFORE, BE IT RESOLVED" paragraph: "the Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and"

The motion was seconded by Commissioner Phelps and passed unanimously.

Assistant City Attorney Jacobson repeated her proposed language for Resolution into the record.

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David Bernert, P.E.  
9475 SW Wilsonville Rd  
Wilsonville, OR 97070

Chris Neamtzu, AICP  
Planning Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
503.570.1574

**RE: Wilsonville Transportation System Plan**

Dear Mr. Neamtzu,

As a 150-year old family-owned business with over 50 years of serving the Wilsonville Community through our quality concrete and marine services, we commend the City of Wilsonville for diligent efforts on the development of an updated Transportation System Plan (TSP). Since we annually move 450,000 tons of freight on Wilsonville Roads and employ 64 people in Wilsonville, the plan is critically important to our company and our employees. Furthermore, as a devoted community member as demonstrated by 50 years of partnership with the City of Wilsonville working together for the benefit of the entire community, we care about the future of all stakeholders in our city and our community.

It is for these reasons that our team reviewed the TSP in depth. This review demonstrated that there are **serious gaps in the draft TSP** including deviations from stated policies and inconsistent application of policy. We feel strongly that these gaps **threaten jobs** in the Wilsonville Community, **increase congestion** and **decrease safety** for multiple stakeholders. More importantly, by stating policies that are ignored or inconsistently applied, the city may place itself in the precarious situation having a transportation plan that is dictated more by favoritism and political expediency than civically-guided principles. As concerned members of the community we hope that by voicing a few specific concerns, we can work together to craft a TSP that is consistent with policy while meeting the growing needs of our community. Our concerns are listed below starting with are largest concerns:

**Freight Impacts of Brown Road Extension**

The Memorandum on Brown Road Extension Alternatives Comparison prepared by DKS states that neither alternative for the Brown Road extension would have significant impact on freight connectivity. Considering that the any extension to Brown Road would interrupt the 450,000 Tons of freight that is moved by our companies alone along industrial way, both alternatives



have significant impacts on freight connectivity. **In fact, from a tonnage perspective, the brown road extension will perhaps have the greatest negative impact on freight connectivity of any proposal included in the TSP.**

By not addressing the freight connectivity issues caused by the Brown road extension, the plan inconsistently applies a number of policies including policies 1-2, policy 4, policy 9, policy 11 and policies 22-24. Any proposed Brown Road Extension has significant impact on freight connectivity and this reality needs to be reflected and acknowledged in the TSP.

#### Roundabouts on Brown Road Extension

After considering the freight impact, roundabouts become an unfeasible solution at any connection points associated with the brown road extension. This needs to be reflected in planning documents. In addition to being impassible to important types of freights traffic roundabout have a higher environmental impact. Consistent with the findings of DKS, we are concerned about the environmental impact of a roundabout as the traffic control method at the intersection of Kinsman Road and Brown Road. The potential impact of a roundabout on Seely Ditch along with freight impact should result in the **removal of roundabouts as a traffic control method for the Brown Road Extension.**

#### Bike and Pedestrian Network Connections

The TSP needs to address the safety implications of redirecting pedestrian and bike traffic across a major freight thorough-fare with the Brown Road Extension, by not addressing freight movement along this route we are afraid that the design of such bike and pedestrian network connections may not be sufficient. We are especially concerned about the cost of road improvements that would be needed to insure pedestrian and bike safety in the event that an off-street path is used to connect Ice Age Tonquin Trail and Boones Ferry Road. In addition, pursuant with policy, any pedestrian and or bike traffic along the brown road extension needs to consider the impact on the 1750 tons of freight that moves daily along Industrial Way. **Freight needs to be considered in any discussion regarding bicycle and pedestrian network connections that affect Industrial Way.**

#### The High Cost of the 5<sup>th</sup> St. Alternative

According to the memorandum prepared by DKS, the 5<sup>th</sup> Street alternative is nearly a million dollars more expensive that the Bailey Street connection. Given the numerous competing priorities for limited funding we believe that **the Bailey Street connection should be the preferred route for the Brown Street extension.**

#### Private Property Impacts of Brown Road Extension

We commend the conclusion of the DKS memorandum that a connection to 5th street would have higher private property impacts than the Bailey Street alternative. As land owners in this area, we endorse this conclusion. The 5<sup>th</sup> St. extension would have disastrous private property impacts compared to the alternative. Consistent with this conclusion, we strongly believe that the

connection to **Bailey Street is the preferred route if the Brown Road Extension becomes necessary.**

Traffic Diversion and Motor Vehicle Capacity

We commend the conclusion of the DKS memorandum that the Bailey Street alternative would be more beneficial to Wilsonville traffic operations. Considering these results, we find the evidence overwhelming that the Bailey Street connection should be the preferred route for any extension of Brown Road. The evidence as documented by the DKS memorandum is so overwhelming that it is unclear why the 5<sup>th</sup> street alternative is being considered as an alternative to the preferred connection point at Bailey Road. **We recommend removing discussion of the 5<sup>th</sup> Street alternative in the TSP.**

Thank you for carefully considering these points. After additional review, we are confident that consistent application of city policies will result in these issues being resolved. Through this resolution, we look forward to achieving a better outcome for the diverse stakeholders that depend on consistently applied policy to guide decision making. As always, we love working together to find better solutions and appreciate being a team-member as Wilsonville continues to grow and thrive.

Most Respectfully,



David Bernert, P.E.

Cc:

George Adam (Government Relations, WPC inc.),  
Doug Gilmer (General Manager, WPC inc.),  
Joseph Bernert (Principal, WCP inc.)  
Kathleen Bernert (Principal, WCP inc.)  
Sheri Young (Silver Leaf Farms)

Tim Knapp (Mayor, City of Wilsonville)  
Scott Starr (Council President, City of Wilsonville)  
Susie Stevens (Councilor, City of Wilsonville)  
Richard Goddard (Councilor, City of Wilsonville)  
Julie Fitzgerald (Councilor, City of Wilsonville)  
Steve Adams (City of Wilsonville) ✓  
Micheal Kohlhoff (City of Wilsonville)



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**From:** Neamtzu, Chris  
**Sent:** Thursday, May 09, 2013 9:02 AM  
**To:** JeffPurr@Gmail.com; Talk2PC; Straessle, Linda  
**Cc:** Mayor; richardgoddard2010@gmail.com; scottstarr97070@gmail.com; Fitzgerald, Julie; Stevens, Susie; Lashbrook, Stephan; Kraushaar, Nancy; Cosgrove, Bryan; Straessle, Linda  
**Subject:** RE: LP13-0003 Transportation System Plan (TSP)

Mr. Purr,

Thank you for providing comments on the City's Draft TSP. Your comments were not received in time to be included in the deliberations before the Planning Commission, but will be included in the materials that are provided to the City Council.

I have forwarded your message to SMART staff as well.

Your input on this important city plan is appreciated.

Chris Neamtzu, AICP  
 Planning Director  
 City of Wilsonville  
 29799 SW Town Center Loop E  
 Wilsonville, OR 97070  
 503.570.1574  
[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

**From:** JeffPurr@Gmail.com [mailto:jeffpurr@gmail.com]  
**Sent:** Thursday, May 09, 2013 2:23 AM  
**To:** Talk2PC; Straessle, Linda  
**Cc:** Mayor; richardgoddard2010@gmail.com; scottstarr97070@gmail.com; Fitzgerald, Julie; Stevens, Susie  
**Subject:** RE: LP13-0003 Transportation System Plan (TSP)

RE: **LP13-0003** Transportation System Plan (TSP)

**CHARBONNEAU** Needs better, expanded, and more frequent bus service.

With 1/5 (**20%** = 3,500/17,500) of Wilsonville's population and **currently only 5% of SMART bus service**, we are severely under-served. Keep in mind that long time Charbonneau residents are getting older, and some newer residents have young children, all prime targets for public transit use.

I used the 2008 Wilsonville City Plan as a major deciding factor when I purchased my home in the 1st quarter of 2010. The 2008 City Plan indicated a 2010 expansion of the #3 Charbonneau bus service to 6 stops in **Charbonneau**, adding much needed stops on the **east side** which **currently is not served**. That 2010 expansion never occurred, and the **current closest bus stop is about 1.5 miles from my home**, not the 2 blocks promised in the 2008 City Plan. In fact, Charbonneau has only experienced a service reduction when Canby stopped mid day service. The impression I get is that Charbonneau is out-of-sight out-of-mind when it comes to Wilsonville City Planning, especially with respect to SMART Public Transit.



It is also evident that those planning a pedestrian/bike bridge west of I-5 neither live in nor walk/bike from Charbonneau. Why put a bridge 1 to 3 miles out-of-the-way from the vast majority (99%) of Charbonneau residents? A better location for a much needed bridge would be on Charbonneau's east side using **Browndale Farm Road** (aka **NE Eilers Road**) on the south side of the Willamette River connecting to **SW Montgomery Way** on the north side. The bridge should be restricted to Cars, Pedestrians, and Bicycles with an exception for Emergency and SMART vehicles. Why spend millions of dollars for a west side bridge that would get very little if any use, when an east side bridge would better serve the Charbonneau District with daily use by local residents and a better use of tax dollars (usage per dollar spent).

This East-side bridge would allow for the desperately needed expansion of SMART #3 bus service serving the Charbonneau District. Mid-day (between 9:00am & 4:00pm) the #4 west bound service from the transit center could be cut in half with a revised mid day #3 Charbonneau bus taking over those cut #4 trips using the new bridge with stops at Wilsonville High, City Hall, Wilsonville Library, Lambs Thriftway and Fred Meyers/Albertsons and including the 6 Charbonneau stops as described in the 2008 Wilsonville City Plan which, for the first time, would serve Charbonneau's East Side Residents (also, tax payers).

This east side bridge would also allow for a future merger of Charbonneau students into the Wilsonville School District and out of the Canby School District. With 200 students in Charbonneau out of a population of 3,500, this would be a big win for the Wilsonville School District when it comes to tax dollars allocated. This would also help in unifying Charbonneau into Wilsonville as a whole, unlike the current status of a forgotten/neglected entity.

Lastly, Wilsonville needs to complete the French Prairie Road sidewalk from **SW Country View Lane & SW Lakeside Loop** to **NE Miley Road** so that the neglected east-side residents can have a safe place to walk and run. Currently we are forced to walk in the road (French Prairie Road) with the constant threat of cars possibly hitting us.

STATS from: [http://en.wikipedia.org/wiki/Charbonneau,\\_Oregon](http://en.wikipedia.org/wiki/Charbonneau,_Oregon)

<b><u>Bus Route</u></b>	<b><u>Total One-Way Trips</u></b>	(Based on 8/16/12 Schedule)
<b>1X</b> Salem	22	
<b>2X</b> Barbur	53 + 17 Saturday	
<b>3</b> Charbonneau	15	(15/293 = 0.0511 = 5%)
<b>4 East</b> of TC	50 + 17 Saturday	
<b>4 West</b> of TC	50	
<b>5</b> 95th Ave	32	
<b>6</b> Canyon Creek	33	
<b>V</b> Villebois	4	
-----		
	259 + 34 = 293	

Unfortunately, I am unable to attend any city council or city planning meetings/hearings due to a lack of SMART public transit service at night when meeting are held.

#3 Charbonneau return service to Charbonneau ends at 8:30am and 6:37pm.  
 There is no southbound service between 8:30am and 3:37pm.  
 There is no northbound service between 9:08am and 4:15pm.

Sincerely,

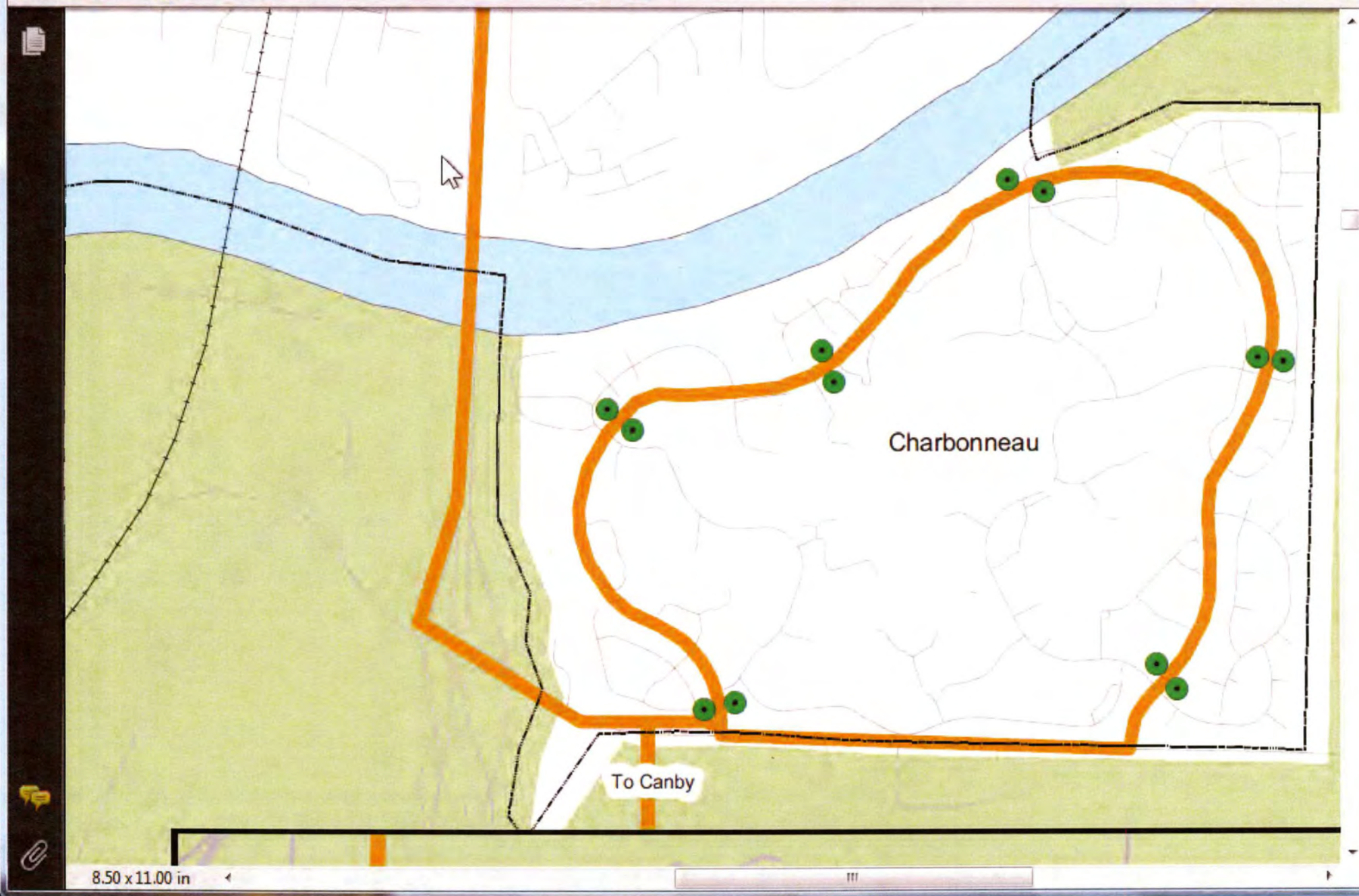


Jeffrey Purr  
 32160 SW Armitage Court North  
 Wilsonville, OR 97070-8410  
 (503) 928-6007



See attached PDF file for copy of 2008 MAP of proposed #3 stops to bring service to the East-side of Charbonneau in 2010, which never happened, as it is now 2013 and we are still waiting for SMART service on the east-side of Charbonneau. HELP!!!







May 17, 2013

Mr. Jeffrey Purr  
32160 SW Armitage Court North  
Wilsonville, OR 97070-8410

Dear Mr. Purr,

Thank you for your email on the City's draft Transportation Systems Plan, dated May 9, 2013, regarding your desire to see more bus service in Charbonneau. I appreciate the time and effort you put forth in support of your viewpoint by supplying the information included in your email.

The Charbonneau route was made possible more than ten years ago by a federal grant designed to promote public bus service in areas not previously served by transit. SMART used this money to buy a bus and start service to Canby via Charbonneau in January, 2001. This was done with the stipulation that, should the funding cease to be available, so would the service. The amount of grant money only allowed for commute-hour service. Then, in September, 2005, with grant monies having increased, SMART was able to expand the service. At that point, SMART began offering hourly service all day long. Through the years, the federal funding was eventually curtailed, which required SMART to use local business payroll tax money to make up the difference.

SMART reduced service to Charbonneau as a result, and very nearly stopped all fixed-route service to Charbonneau at that time. Recognizing the importance of continuing midday service, Canby Area Transit (CAT) began operating the midday portion of the route. Eventually, CAT's funding could no longer support the midday service either, and they abandoned the service in July of 2012, leaving us with the service we have today.

You are correct in your observations that Charbonneau receives only 5% of the total fixed route service that is provided by SMART. However, you may not be aware that Charbonneau is also served by our general public Dial-a-Ride service. One does not need to be disabled to request this service. Granted, this service is limited, and persons with disabilities have priority, but if you have not tried it, you may want to do so, as it serves all of Charbonneau.

I believe you already know that the Transit Master Plan, adopted by the Wilsonville City Council in 2008, includes plans to provide full coverage of Charbonneau by Route 3. But this was, and still is, predicated on SMART's financial ability to provide this service. Currently, to extend the route to serve all of Charbonneau would require either: 1. adding another driver and bus to the service (which would require a new funding source); 2. eliminating the Canby portion of the service; or 3. missing the train/bus connections that we have with TriMet's WES service. As much as I would love to see us provide enhanced service to Charbonneau, I would not recommend any of these alternatives to our City Council at this time.

One more thing in response to your letter: you raised the issue of a possible location for a bike/ped/emergency vehicle bridge parallel to the Boones Bridge. In the 1990s, City staff actually suggested having such a bridge connect the Daydream Ranch area on the north side of the river directly to Charbonneau. As I recall, it was residents of Charbonneau who voiced the strongest objections to having such a connection.

Nothing is static in the world of local government and our priorities may very well change in the future. Given that you are someone who obviously gives these things considerable thought, I hope you will stay in touch and let us know your thoughts about ways that SMART can improve the services we provide to the community and ways that the overall transportation systems can be enhanced.

Sincerely,



Stephan A. Lashbrook

Transit Director

**SMART**

City of Wilsonville

(503) 570-1576

[lashbrook@ridesmart.com](mailto:lashbrook@ridesmart.com)

cc: Steve Allen, SMART Operations Manager

Chris Neamtzu, Planning Director

Bryan Cosgrove, City Manager

Mayor Knapp and Members of the City Council



**Proposed Amendments with Commentary**  
**Wilsonville Comprehensive Plan**  
May 21, 2013

**PUBLIC FACILITIES AND SERVICES**

**TRANSPORTATION**

...

**p. C-20**

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

...

**P. C-21**

In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, t~~Ten years later, both interchanges again had ~~ve~~ capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area. The I-5/Wilsonville Road project ~~includes~~created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95<sup>th</sup> / Commerce Circle /Boones Ferry Road intersections. The ~~planned~~ improvements ~~there will in 2012~~ added an additional right-turn lane southbound off I-5 to Boones Ferry Road, ~~and~~ an additional left-turn lane from Boones Ferry Road to 95<sup>th</sup> Avenue, and an additional right-turn lane from 95<sup>th</sup> Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95<sup>th</sup> Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

...

## PAGE C-22

**NOTE:** The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see "Wilsonville Transportation Policies: Existing and Proposed" matrix) have not been added.

**Goal 3.2[MK1]**      **To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.**

**Policy 3.2.1[MK2]**      **To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.**

Implementation Measure 3.2.1.a [MK3]~~Plan and implement~~ Provide a safe, well-connected, and efficient network of streets and supporting improvements infrastructure for all ~~applicable~~ travel modes.



~~Implementation Measure 3.2.1.b [MK4] Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).~~

**Policy 3.2.2[MK5]** To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

**Policy 3.2.3[MK6]** If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

**Goal 3.3[MK7]** To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

**Policy 3.3.1[MK8]** The City shall ~~adopt standards for~~ provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.

~~Implementation Measure 3.3.1.a. [MK9] Improve the~~ Encourage a balance between housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. ~~in order to reduce commuting.~~

~~Implementation Measure 3.3.1.b[MK10].~~ Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

~~Implementation Measure 3.3.1.c. [MK11] Plan for increased access to~~ for alternative modes of transportation, such as bicycling, transit and walking.

~~Implementation Measure 3.3.1.d. [MK12] Continue use of the Planned Development/~~ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

~~Implementation Measure 3.3.1.e. [MK13] Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to P~~ provide

more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.

Implementation Measure 3.3.1.f. [MK14] ~~Strongly encourage~~ Support provision of full day and Saturday transit service for in the WES corridor.

Implementation Measure 3.3.1.g.[MK15]. ~~Continue to support~~ Advocate for the extension of WES to Salem.

Implementation Measure 3.3.1.h.[MK16]. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

**Policy 3.3.2[MK17] The City shall work to improve accessibility for all citizens to all modes of transportation.**

Implementation Measure 3.3.2.a. [MK18] ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~  
Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Implementation Measure 3.3.2.b.[MK19]. ~~City street standards require eConcrete sidewalks will be provided on both sides of all streets. This standard can be unless waived only in cases whenre~~  
alternative provisions are found to adequately address pedestrian needs.

Implementation Measure 3.3.2.c. [MK20]Transportation facilities shall be ADA-compliant.

Implementation Measure 3.3.2.d. [MK21]~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.~~ Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

**Goal 3.4:[MK22] To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.**

**Policy 3.4.1[MK23] ~~The City will continue to u~~Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.**



Implementation Measure 3.4.1.a [MK24] Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

**Policy 3.4.2 [MK25] The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.**

Implementation Measure 3.4.2.a. [MK26] Consistent with the eCity's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

**Goal 3.5[MK27] To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.**

**Policy 3.5.1[MK28] ~~The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.~~ Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.**

Implementation Measure 3.5.1.a. [MK29] ~~The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.~~ Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

Implementation Measure 3.5.1.b. [MK30] ~~While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project by project basis, but must function in coordination~~



~~with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. [MK31] ~~The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of-way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Implementation Measure 3.5.1.d. [MK32] ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

Implementation Measure 3.5.1.e. [MK33] ~~All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

**Policy 3.5.2[MK34] Review all land use/development proposals with regards to consistency with the TSP transportation impacts.**

Implementation Measure 3.5.2.a[MK35]. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.b[MK36]. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~

The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Implementation Measure 3.5.2.c. [MK37] ~~Any proposed change to the Comprehensive Plan or Zoning Maps or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.~~



**Policy 3.5.3[MK38] Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

I-5/Wilsonville Road IMA[MK39]:

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

**Goal 3.6[MK40] To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

**Policy 3.6.1[MK41] The City is responsible for will planning, scheduleing, and coordinateing implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.**

Implementation Measure 3.6.1.a. [MK42]Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Implementation Measure 3.6.1.b. [MK43]~~Maintenance of the developed City Street System is a public responsibility.~~ The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

**Policy 3.6.2[MK44] Require each developments ~~shall be responsible for to provideing~~ all collector and local streets. ~~However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.~~**

**Goal 3.7[MK45] ~~To m~~Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**



**Policy 3.7.1[MK46]** ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

**Policy 3.7.12[MK47]** To ~~insure~~ development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

**Goal 3.8:** [MK48]To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

**Policy 3.8.1[MK49]** The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a[MK50]. ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.~~

The following was amended by the Planning Commission at their May 8, 2013 Public Hearing:

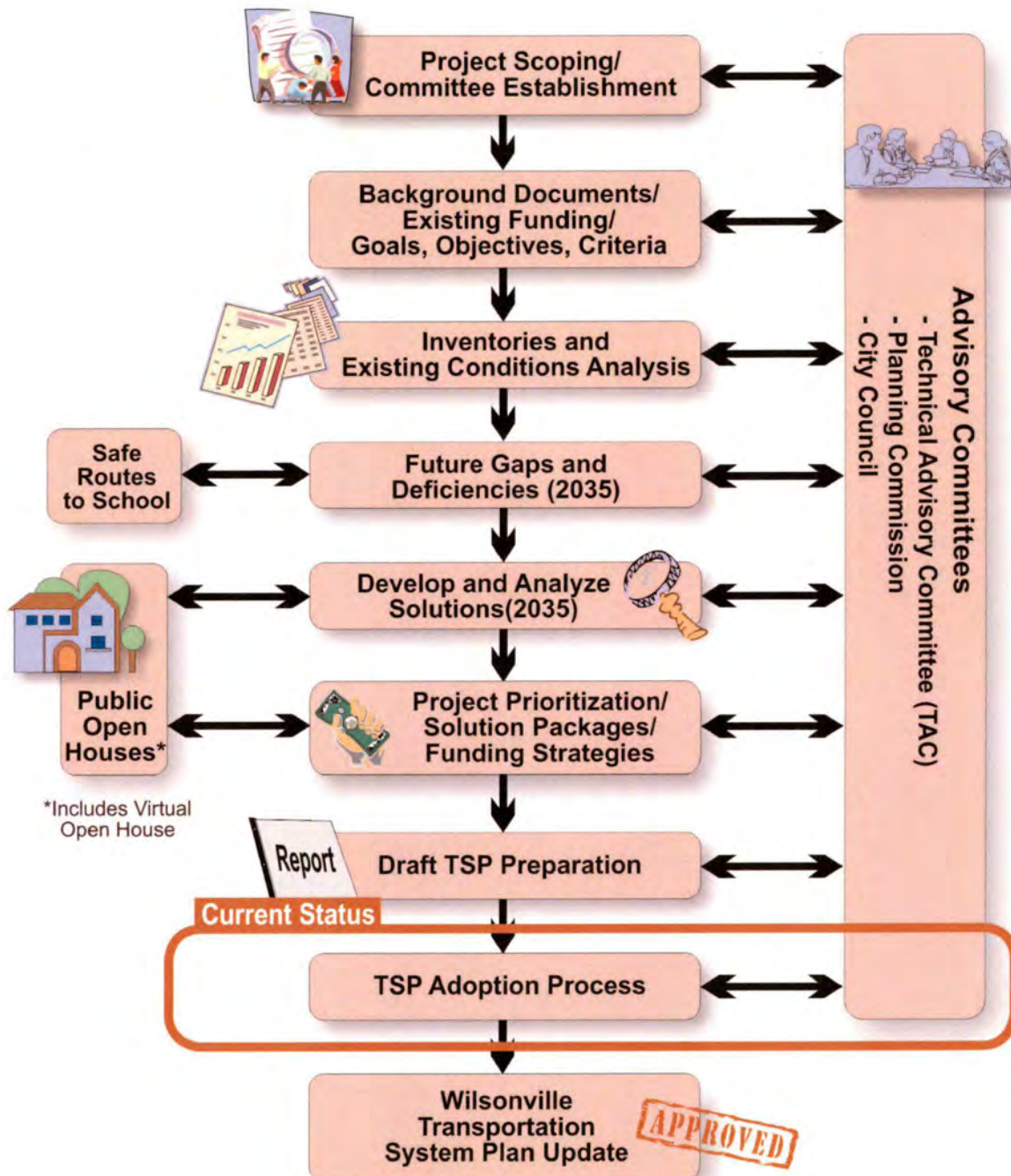
**Policy 3.2.2** To provide for a mix of planned transportation facilities and services that are sufficient to ensure ~~economie~~, economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Implementation Measure 3.3.1.a. Encourage a balance ~~between~~ among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.



## Attachment I: TSP Process Flow Chart

Following a two-year process of technical analysis, modeling future growth for jobs and housing and extensive citizen engagement, the final draft of the Transportation System Plan (TSP) is ready for final adoption. Below is the process that has been followed to date.



## Attachment J: Key Plan Concepts and Organization:

### Key Plan Concepts:

- **Connectivity** – making connections all over town to fill in gaps in the existing system to give everyone multiple choices for travel and to take the pressure off main thoroughfares.
- **Safety** - eliminating substandard, non-existent or dangerous facilities.
- **Planning** ahead for and accommodating development.
- **Funding** improvements as development occurs – most improvements that are needed to serve development will be funded by the development but coordination between private development and the City's CIP can result in important efficiencies.
- **Efficiency** – identifying small, smart improvements that extend the life of the facilities the City already has.

### Plan Organization:

- **Chapter 1: The Context** provides the background of the City's transportation planning efforts.
- **Chapter 2: The Vision** shares the City's visions of its desired transportation system.
- **Chapter 3: The Standards** outlines the standards the City is implementing to ensure ongoing progress towards its vision.
- **Chapter 4: The Needs** identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon.
- **Chapter 5: The Projects** explains the transportation improvement projects that will allow the City to meet its infrastructure needs.
- **Chapter 6: The Programs** describes the ongoing transportation programs that help the City manage its transportation system.
- **Chapter 7: The Performance** lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes.

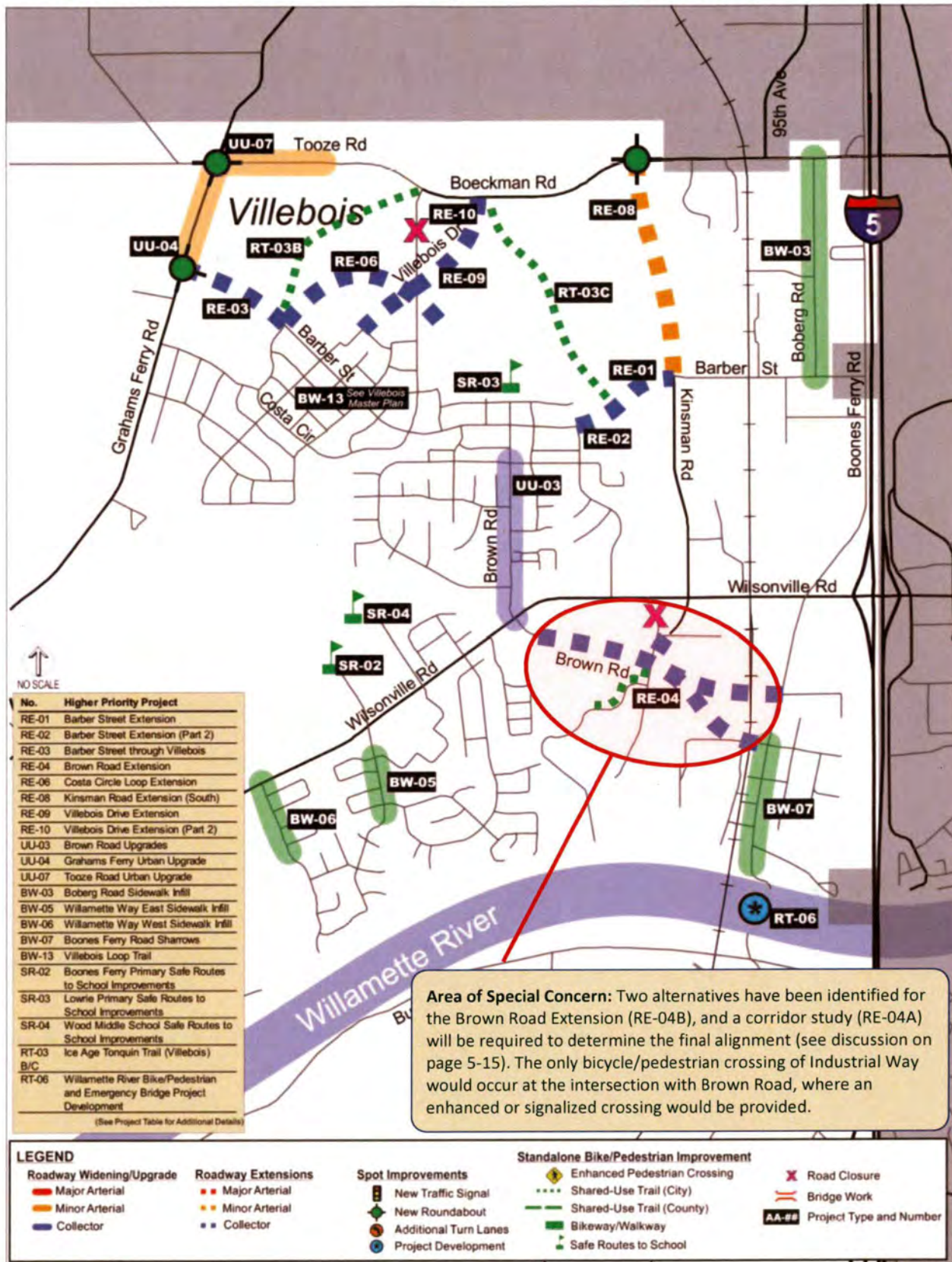


June 3, 2013

**Transportation System Plan (TSP) Errata Sheet:**

1. Correct the typo at the top of page 2-3 in the call out box, changing “polices” to “policies”.
2. Correct the typo at the top of the right hand column on page 2-12 by adding a space to the bold text that begins “Implementation Measure for (add space) I-5/Elligsen Road Interchange...”
3. At the request of the owner of Wilsonville Concrete, delete the sentence in the call out box on page 5-11 that states “This project will also include a connection to the Ice Age Tonquin Trail, however”. This will avoid confusion from the public who may interpret that there is a usable path at this location. No other changes to the project or project description are proposed. The revised map is on the back of the page.

**FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)**





## City Council Adoption Hearing (June 3, 2013)

## What is a TSP and Why is it Important?

- Long-term plan
- Guides the construction and operations of transportation system
- Element of City's Comprehensive Plan:
  - Includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding

### Planning Context and Correlation with Other Documents



## TSP Update Process and Schedule



- Planning Commission (5 Meetings + Adoption Hearing)
- City Council (5 Meetings + Adoption Hearing)
- Joint Planning Commission/City Council (2 Work Sessions)
- Technical Advisory Committee (2 Meetings)
- In-Person Open Houses (2 Nights)
- Virtual Open House (2 Weeks)
- Freight Outreach (1 Meeting + Outreach Surveys)

**Public Announcements/News Articles**

- City Website (Project Duration)
- Business Ferry Messenger (16 Months of Articles/Notices)
- Willamette Valley Spokesman (5 Articles)
- Oregonian/Digitalglobe.com (7 Articles)

## TSP Organization and Story Line

The TSP tells a story of how the City's planning efforts are helping the community achieve its desired transportation system.

## introductory materials

## Executive Summary

## Chapter 1: The Conte

- Provides the background of the City's transportation planning efforts

## Chapter 2: The Vision

- Shares the City's visions of its desired transportation system

## Chapter 3: The Standards

- Outlines the standards the City is implementing to ensure ongoing progress towards its vision

## Chapter 4: The Needs

- Identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon

## Chapter 5: The Projects

- Explain the transportation improvement projects that will allow the City to meet its infrastructure needs;

## Chapter 6: The Programs

- Describes the ongoing transportation programs that help the City manage its transportation system

## Chapter 7: The Performance

- Lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes

## Appendix

- Prior Technical Memorandums
- Code Amendments and Compliance Findings
- Meeting Minutes and Publicity Information

### What has Changed Since the City Council Last Reviewed the Draft TSP?

### Additional TSP Sections

- New Introductory Pages
- Assembled Appendix
- Code and Implementing Ordinances

### City Council Issues Addressed

- Policy Revisions
  - Neighborhood connectivity (emphasis)
  - Funding mechanisms (clarification)
- Standards
  - Cycle track (figure revision with parking adjacent to travel lane)
- Projects
  - Canyon Creek Road (added 2nd crossing)
  - Brown Road Extension (no decision now)
- Various wording changes (clarification)

Planning Commission Adoption Hearing and  
Related Feedback (May 8, 2013)

- Additional wording regarding potential benefits of a Willamette River port
- Brown Road Corridor Study (RE-04A) added to project list (process will include property owner coordination and additional engineering analysis to determine recommended alignment)

#### Additional Coordination with Wilsonville Concrete

- Freight Route map modified to include Kinsman Road and Industrial Way south of Wilsontonville Road
- Updated call-out on Figure 5-5 to address concerns of trespassing on Wilsontonville Concrete property

ORD. 718  
PREZI PRESENTATION  
BY DKS.

**What is a TSP and  
Why is it Important?**



## **Transportation System Plan (TSP):**

- Long-term plan
- Guides the construction and operation of transportation system
- Element of City's Comprehensive Plan
- Includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding

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## Planning Context and Correlation with Other Documents

### City Comprehensive Plan



- Generalized, Coordinated Land Use Map and Policy Statement
- Transportation System Plan (TSP) is transportation chapter of Comprehensive Plan



## City Comprehensive Plan

CCP



- Generalized, Coordinated Land Use Map and Policy Statement
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## Prior Transportation System Plan and Modal Master Plans



Transportation System Plan (2003) - All Modes



Bicycle and Pedestrian Master Plan (2004)



Transit Master Plan (2008)

- Used as starting point for transportation analysis and project identification
- 2003 TSP to be replaced
- Other plans to be used as resources (TSP update will take precedence)

## Master Planning Areas Throughout Wilsonville



Wilsonville Village Master Plan (original 2002, updated 2010)



Coffee Creek Master Plan (2007)



South Creek Master Plan (2008)

- Provide helpful project details (TSP update will take precedence)

## Other Adopted Plans



Wilsonville Road Interchange Area Management Plan (2009)



Old Town Neighborhood Plan (2012)



Stearns Master Plan (2012)

- Help guide development decisions in specific areas and for associated infrastructure

## Codes and Standards



Land Development Code (effective July 2012)



Public Works Standards (effective 2006)

- Will be updated to be consistent with TSP update

## Regional Compliance Requirements

### State of Oregon Requirements

- Conform with Statewide Planning Goals (Reviewed by LCDC)
- Coordinated with County plans
- Officially adopted by City

### Metro Requirements

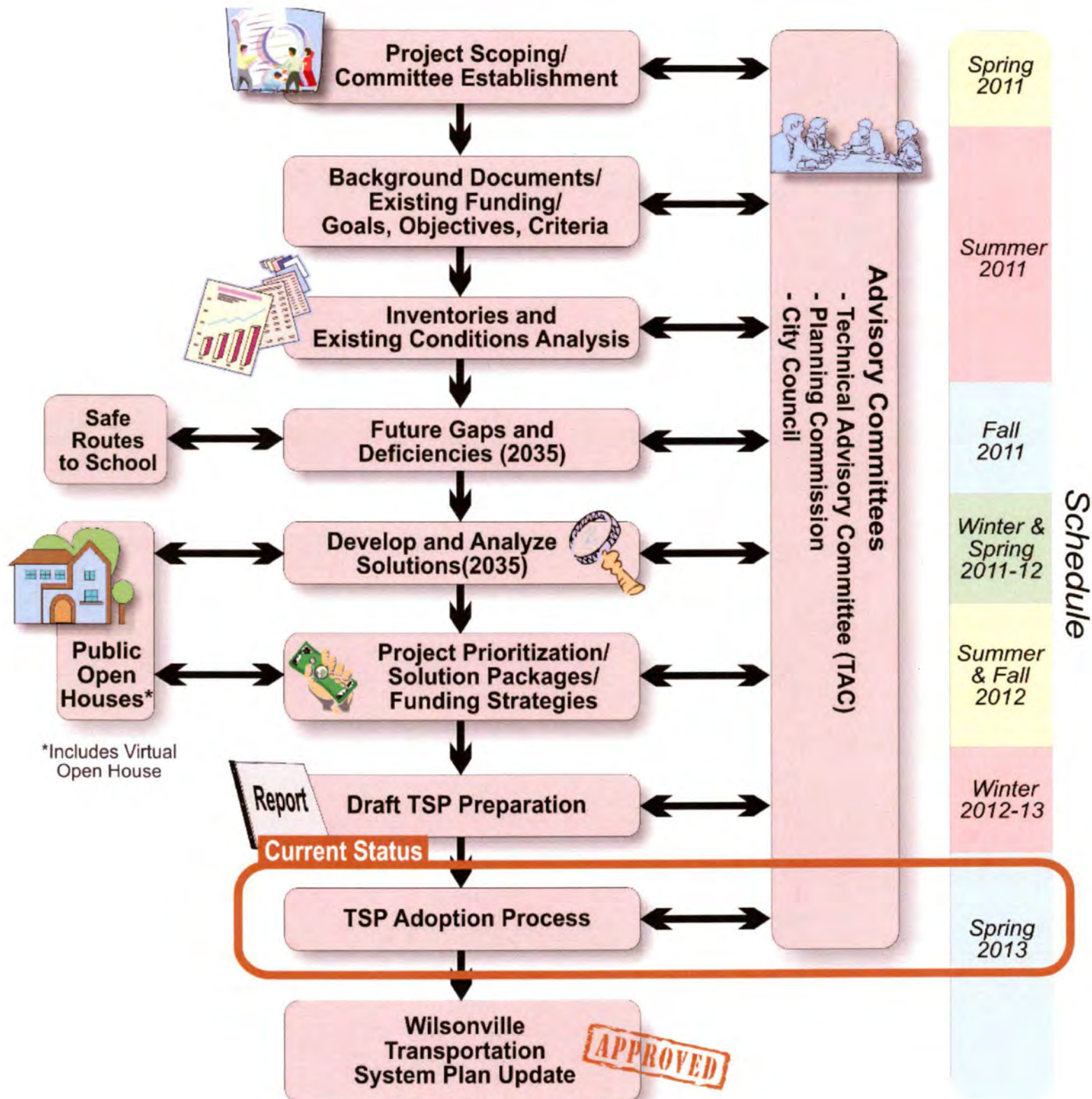


- Comply with Regional Transportation Plan (RTP) (Reviewed by Metro)
- Support Metro's 2040 Regional Framework Plan

# **TSP Update Process and Schedule**







## Meetings

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# **TSP Organization and Story Line**

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## **Introductory Materials**

### **Executive Summary**

#### **Chapter 1: The Context**

- Provides the background of the City's transportation planning efforts

#### **Chapter 2: The Vision**

- Shares the City's visions of its desired transportation system

#### **Chapter 3: The Standards**

- Outlines the standards the City is implementing to ensure ongoing progress towards its vision



## **Chapter 4: The Needs**

- Identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon

## **Chapter 5: The Projects**

- Explains the transportation improvement projects that will allow the City to meet its infrastructure needs

## **Chapter 6: The Programs**

- Describes the ongoing transportation programs that help the City manage its transportation system

## **Chapter 7: The Performance**

- Lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes

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- Code Amendments and Compliance Findings
- Meeting Minutes and Publicity Information



# **What has Changed Since the City Council Last Reviewed the Draft TSP?**

**Additional TSP Sections**

**More Information Please**



## **Additional TSP Sections**

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- Assembled Appendix
- Code and Implementing Ordinances

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- Policy Revisions
  - Neighborhood connectivity (emphasis)
  - Funding mechanisms (clarification)
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  - Cycle track (figure revision with parking adjacent to travel lane)
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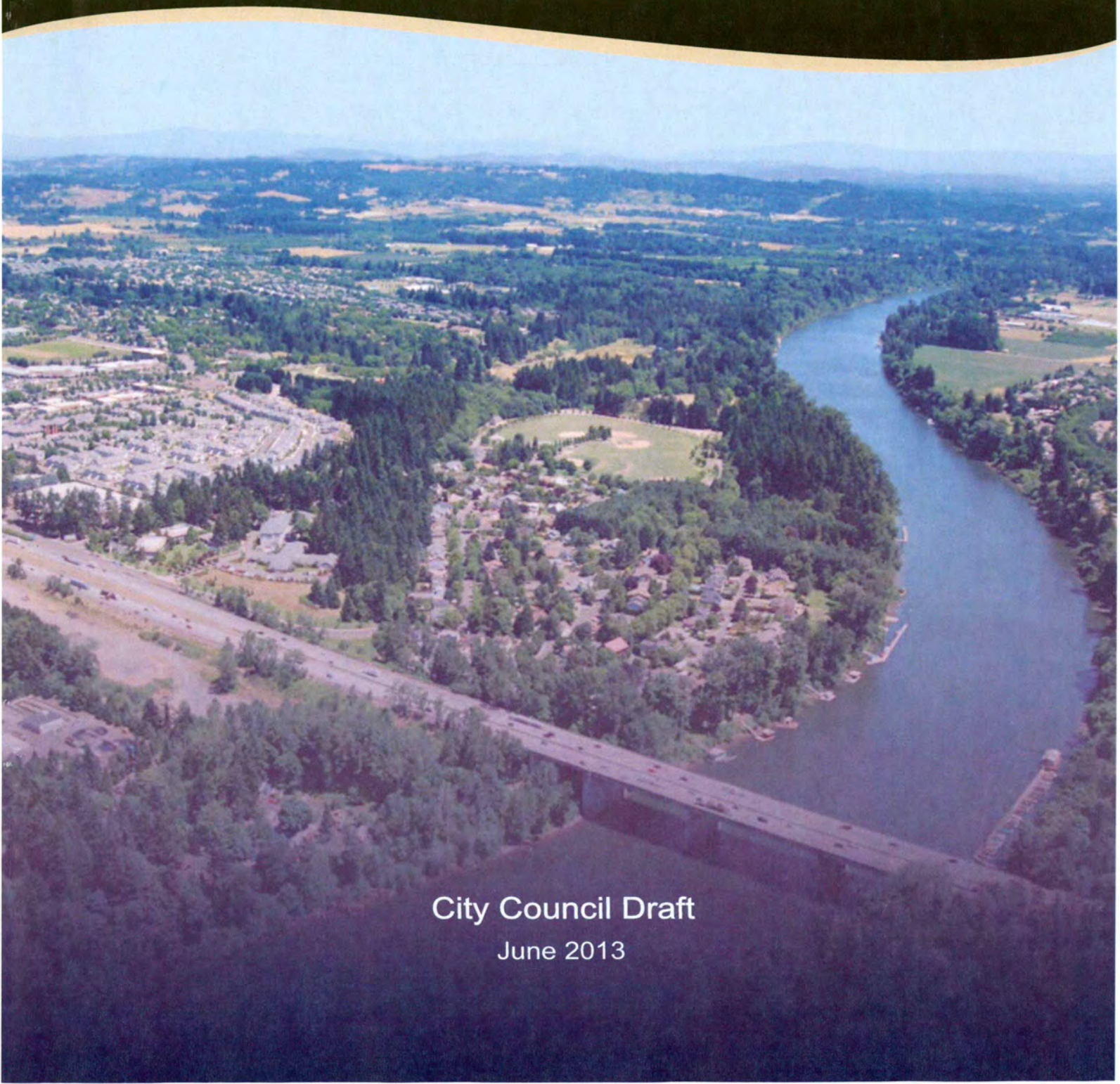
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# **Wilsonville Transportation System Plan**



City Council Draft  
June 2013





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# Acknowledgements

This project was partially funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation, and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon Funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

This report was prepared through the collective effort of the following people:



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\*\* Former City Councilor involved in the process prior to adoption



# How to Use This Plan

**The Wilsonville TSP consists of two parts:**

- **Main body**  
(This report)
- **Technical Appendix**  
(Separate document containing resources used to develop this plan)

**Various sections answer the following questions:**

- **Table of Contents**  
(What does the TSP include and where can I find it?)
- **Glossary of Terms**  
(What do the words and acronyms mean?)
- **Executive Summary**  
(What are the TSP's key findings?)
- **Chapter 2: The Vision**  
(What are the City's vision, goals, and policies?)
- **Chapter 3: The Standards**  
(What standards will guide improvements?)
- **Chapter 5: The Projects**  
(Which projects does the City expect to be able to fund in the 20-year planning horizon?)
- **Chapter 6: Programs**  
(What system management efforts is the City engaged in?)

## RELATIONSHIP TO OTHER CITY PLANS

The Wilsonville Transportation System Plan (TSP) replaces the 2003 TSP in its entirety. In addition, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence. However, there are many helpful details provided in the prior plans, which should be used for added clarity and direction.



## TSP CONTENT AND LAYOUT

The sections of these documents are listed in the Table of Contents. Following the Table of Contents, a **glossary of terms** is included to help the reader better understand the terminology used in the report. Then, the **executive summary** provides an overview of the TSP and the key findings of each chapter.

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system. They explain the planning **context** (Chapter 1), the City's overall **vision** and related goals and policies (Chapter 2), and the **standards** that support progress towards that vision (Chapter 3). The chapters then identify the existing and future transportation **needs** (Chapter 4), the **projects** to resolve infrastructure needs (Chapter 5), and the **programs** that support ongoing management of the transportation system (Chapter 6). Finally, the last chapter lists **performance** measures to help the City determine if its planning efforts are leading to the desired outcomes (Chapter 7).



# Table of Contents

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## EXECUTIVE SUMMARY

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### CHAPTER 1: THE CONTEXT ..... 1-1

Transportation Planning History in Wilsonville .....	1-2
Current Transportation Planning Framework.....	1-4
Future Transportation Growth and Planning Needs .....	1-6
Funding Outlook.....	1-8



---

### CHAPTER 2: THE VISION ..... 2-1

Transportation Goals .....	2-2
Policies and Implementation Measures .....	2-3



---

### CHAPTER 3: THE STANDARDS ..... 3-1

Roadway Jurisdiction .....	3-2
Functional Classification .....	3-4
Connectivity and Spacing.....	3-6
Freight Routes.....	3-8
Bicycle Routes .....	3-10
Street Cross-Section Design .....	3-12
Access Management.....	3-20



---

### CHAPTER 4: THE NEEDS ..... 4-1

Multi-Modal Connectivity Gaps.....	4-2
Cross-Section Deficiencies .....	4-4
Capacity Deficiencies .....	4-6
Freight-Related Deficiencies .....	4-8
Bicycle and Pedestrian Needs.....	4-10
Transit Needs .....	4-12
Environmental Justice.....	4-14



Safety Needs .....	4-14
Rail Needs.....	4-16
Air Needs.....	4-16
Water Needs .....	4-16
Pipeline System .....	4-16
Transportation System Management & Operations Needs	4-17
Alternative Fuel Needs.....	4-18

## CHAPTER 5: THE PROJECTS..... 5-1

System Improvement Priorities .....	5-2
Project Evaluation Process.....	5-3
Higher Priority Projects.....	5-4
Additional Planned Projects.....	5-16



## CHAPTER 6: THE PROGRAMS ..... 6-1

Capital Improvement Program .....	6-2
Safety .....	6-4
Safe Routes to School .....	6-6
ADA Comprehensive Access .....	6-8
SMART Transit.....	6-8
SMART Options and Transportation Demand Management (TDM).....	6-10
Other Transportation Demand Management (TDM) .....	6-11
Intelligent Transportation System (ITS) .....	6-12
Bike and Walk Smart.....	6-14



## CHAPTER 7: THE PERFORMANCE..... 7-1

Performance Measures.....	7-2
---------------------------	-----



## APPENDIX (SEPARATE DOCUMENT)



## LIST OF TABLES

Table 1-1. Wilsonville Growth Forecasts .....	1-6
Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements .....	1-8
Table 2-1. Wilsonville's Transportation Goals .....	2-2
Table 3-1. Facility Spacing Guidelines .....	3-6
Table 3-2. Access Spacing Standards .....	3-20
Table 5-1. Higher Priority Project Costs .....	5-4
Table 5-2. Higher Priority Projects (Northwest Quadrant) .....	5-6
Table 5-3. Higher Priority Projects (Northeast Quadrant) .....	5-8
Table 5-4. Higher Priority Projects (Southwest Quadrant) .....	5-10
Table 5-5. Higher Priority Projects (Southeast Quadrant) .....	5-12
Table 5-6. Higher Priority Projects (Citywide) .....	5-14
Table 5-7. Higher Priority Project Funding Sources and Contributions .....	5-14
Table 5-8. Additional Planned Project Costs .....	5-16
Table 5-9. Additional Planned Projects (Northwest Quadrant) .....	5-18
Table 5-10. Additional Planned Projects (Northeast Quadrant) .....	5-20
Table 5-11. Additional Planned Projects (Southwest Quadrant) .....	5-22
Table 5-12. Additional Planned Projects (Southeast Quadrant) .....	5-24
Table 5-13. Additional Planned Projects (Citywide) .....	5-26
Table 7-1. Wilsonville Performance Measures .....	7-2

## LIST OF FIGURES

Figure 1-1. 2035 Growth Areas .....	1-7
Figure 3-1. Roadway Jurisdiction .....	3-3
Figure 3-2. Functional Class Designations .....	3-5
Figure 3-3. Desired Facility Spacing .....	3-6
Figure 3-4. Freight Routes .....	3-9
Figure 3-5. Bicycle Routes .....	3-11
Figure 3-6. Major Arterial Cross-Section .....	3-13
Figure 3-7. Minor Arterial Cross-Section .....	3-14
Figure 3-8. Collector Cross-Section .....	3-15

**LIST OF FIGURES (CONTINUED)**

Figure 3-9. Local Street Cross-Section .....	3-16
Figure 3-10. Low Impact Development (LID) Local Street Cross-Section .....	3-17
Figure 3-11. Shared-Use Path and Trail Cross-Sections .....	3-18
Figure 3-12. Bicycle Facility Design Options .....	3-19
Figure 3-13. Access Management Interest Areas .....	3-21
Figure 4-1. Roadway Cross-Section Deficiencies .....	4-5
Figure 4-2. Future 2035 Capacity Deficiencies .....	4-7
Figure 4-3. Freight-Related Deficiencies .....	4-9
Figure 4-4. Major Bicycle and Pedestrian Needs .....	4-11
Figure 4-5. Transit Service Coverage Gaps .....	4-13
Figure 4-6. Safety Deficiencies .....	4-15
Figure 5-1. Improvement Priorities .....	5-2
Figure 5-2. Higher Priority Projects .....	5-5
Figure 5-3. Higher Priority Projects (Northwest Quadrant) .....	5-7
Figure 5-4. Higher Priority Projects (Northeast Quadrant) .....	5-9
Figure 5-5. Higher Priority Projects (Southwest Quadrant) .....	5-11
Figure 5-6. Higher Priority Projects (Southeast Quadrant) .....	5-13
Figure 5-7. Additional Planned Projects .....	5-17
Figure 5-8. Additional Planned Projects (Northwest Quadrant) .....	5-19
Figure 5-9. Additional Planned Projects (Northeast Quadrant) .....	5-21
Figure 5-10. Additional Planned Projects (Southwest Quadrant) .....	5-23
Figure 5-11. Additional Planned Projects (Southeast Quadrant) .....	5-25
Figure 6-1. Multiple States of Capital Improvement Project Process .....	6-3
Figure 6-2. Wilsonville Schools .....	6-7



# Glossary of Terms

## A

**Access Management** is the use of various techniques to improve traffic flow and safety by reducing conflict points at intersections and driveways while providing reasonable access to individual properties.

**Additional Planned Project List** includes those projects that would contribute to the City's desired transportation system through 2035 but that were not included as "Higher Priority" projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

**Alternative Fuels** are transportation energy sources other than gasoline, including batteries (i.e., electric vehicles) and compressed natural gas.

**Americans with Disabilities Act (ADA)** is Federal legislation that seeks to remove and prevent barriers experienced by individuals with disabilities. With regards to transportation, it affects infrastructure design (especially curb ramps and sidewalks) as well as transit service requirements.

**Arterials** are roadways where a higher priority is placed on moving traffic rather than accessing individual parcels. The City has two arterial functional classifications: Major Arterial and Minor Arterial.

## B

**Buffered Bike Lanes** are on-street bike facilities that include a striped buffer between the bike lane and motor vehicle travel lane. When on-street parking is provided, the parking is located curbside, with the bike lane remaining adjacent to the motor vehicle travel lane.

**Bicycle Routes** are the designated on- and off-street bicycle facilities that connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas. They are intended to create a

network that supports bicycle travel by residents of varying physical capabilities, ages, and skill levels.

**Bicycle Friendly Community (BFC)** is a campaign administered by the League of American Bicyclists and awards cities one of four designations (from lowest to highest: bronze, silver, gold, and platinum) to recognize its efforts to improve its bicycle facilities.

## C

**Capital Improvement Program (CIP)** is the City's short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget.

**Collectors** are roadways intended to serve as a transition between mobility and access. They are the primary roadways that "collect" traffic from neighborhoods and deliver it to the arterial network.

**Comprehensive Plan** is the City's generalized, coordinated land use map and policy statement, which interrelates all functional and natural systems and activities relating to the use of lands, including sewer and water systems, transportation systems, recreational facilities, natural resources, and air and water quality management programs.

**Connectivity** refers to the ease of movement between the city's neighborhoods, schools, parks, and retail/industrial areas.

**Cycle Tracks** are a relatively new on-street bicycle facility type where additional separation is provided between motor vehicle travel lanes and the bicycle facility. When on-street parking is provided, the parking is located adjacent to the travel lane and the cycle track is moved adjacent to the curb. Cycle tracks can be one-way (similar to a buffered bike lane but



with a physical separation) or two-way (where both directions are served on the same side of the street).

### E

**Enhanced Pedestrian Crossings** are striped crosswalks that include additional crossing treatments, such as traffic signs, center median islands, flashing beacons, and/or other safety enhancements.

**Environmental Justice** is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (Source: U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

### F

**Freight Routes** are roads designated by the City to connect the city's industrial and commercial sites with I-5 and other regional facilities. They are a useful tool for improving the coordination between freight and other travel modes.

**Functional Classifications** are designations assigned to public roadways to provide a hierarchy for managing them practically and cost effectively. For example, they provide a framework for identifying which street elements to include in a street's design. Wilsonville's classifications include, Major Arterial, Minor Arterial, Collector, and Local Street.

### H

**Higher Priority Project List** includes the City's recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City's most important needs. These projects will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP).

### I

**Ice Age Tonquin Trail** is a partially-completed regional trail located in the southwestern portion of

the Portland metropolitan area that would span approximately 22 miles and travel through the communities of Wilsonville, Sherwood, and Tualatin. This trail would provide an active transportation link between the Willamette and Tualatin Rivers, while enhancing local pedestrian and bicycle connectivity connecting to neighborhoods, businesses, schools, and parks.

**Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

**Interchange Area Management Plans (IAMP)** are transportation and land use plans prepared jointly by the Oregon Department of Transportation and local jurisdictions to balance and manage transportation and land use decisions in freeway interchange areas to protect their function while also supporting the local street network.

**Implementation Measures** are City actions identified to put broader policies into action.

### L

**Level of Service (LOS)** is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays. LOS D and E are progressively worse, and LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity, which is typically evident in long queues and delays.

**Low Impact Development (LID)** is an approach to development and infrastructure improvements that works with nature to manage stormwater as close to the source as possible (i.e., adjacent to the roadway).



**Local Streets** are roadways where a higher priority is placed on local access rather than mobility. They are usually lower volume, lower speed streets with a narrow cross-section and numerous driveways.

## M

**Metro** is the elected regional government for the Portland metropolitan area and provides region-wide planning, policy making, and coordination to manage growth, infrastructure, and development issues that cross jurisdictional boundaries.

**Multimodal** refers to the integration of multiple travel modes, which include walking, bicycling, riding transit, or driving.

## P

**Parking Management Plans** inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

**Performance Measures** are quantitative tools (based on data) or qualitative tools (based on judgment) used to evaluate how effectively the transportation system is operating and/or progressing towards identified performance targets.

**Planning Horizon** is the future year (in this case, 2035) that is the basis of the Transportation System Plan's future needs assessment.

**Policies** are the principles or rules the City has developed to serve as its blueprint for making decisions regarding its transportation investments, including how the system is designed, constructed, operated, and maintained. The City's transportation policies guide actions relative to its development code, capital project investment, and other investments.

## R

**Regional Transportation Functional Plan (RTFP)** codifies the requirements that local plans must comply with to be consistent with the Regional Transportation Plan.

**Regional Transportation Plan (RTP)** is the long-range blueprint to guide transportation planning and investment in the region.

**Roadway Extensions** are new transportation facilities that begin at the termini of existing roads and connect neighborhoods to one another and to other important destinations.

## S

**Safe Routes to School (SRTS)** is a collaborative program between schools and local agencies that combines ongoing educational and outreach efforts with pedestrian and bicycle infrastructure improvements along routes used by school children.

**Shared-Use Paths** are a type of trail designed to be part of the transportation system that provide off-road routes for a variety of users, which principally include bicyclists and pedestrians.

**South Metro Area Regional Transit (SMART)** is a City department that operates several fixed bus routes serving Wilsonville and making connections to regional transit providers. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare).

**Spot Improvements** are isolated intersection and safety improvements throughout the city.

**System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles,



*inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.*

**System Development Charges (SDCs)** are a one-time fee charged to new developments based on land use and size. These funds are legally required to be used for capacity-related improvements.

**System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).

## T

**Technical Advisory Committee (TAC)** consisted of agency staff from the City of Wilsonville and other local, regional, and state agencies that provided feedback on the Transportation System Plan deliverables throughout the update process.

**Transportation Demand Management (TDM)** refers to the implementation of strategies that support other travel choices (including other travel modes and travel during off-peak periods) in order to reduce traffic congestion.

**Transportation System Management and Operations (TSMO)** refers to strategies that improve the safety and efficiency of the transportation system in order to optimize the use of existing infrastructure.

**Transportation System Plan (TSP)** is the City's long-term transportation plan that guides the construction and operation of its transportation system. It is an element of its Comprehensive Plan and includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding.

## U

**Urban Growth Boundaries (UGB)** are regional boundaries that restrict where urban growth can occur in order to reduce urban sprawl and protect nearby natural resources.

**Urban Renewal Districts (URD)** are "blighted" areas where private development has stagnated or is not feasible and public funds are needed (and are raised through tax increment financing) to stimulate economic development, usually through the construction of supporting infrastructure.

**Urban Upgrades** are projects that widen existing roadways to meet the City's cross-section standards and often improve multimodal connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

## V

**Volume to Capacity Ratio (V/C)** is a decimal representation (typically between 0.00 and 1.00) of the proportion of capacity being used at a turn movement, approach leg, or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. A ratio greater than 1.00 represents future conditions where demand is estimated to exceed capacity.

## W

**Walk Friendly Communities** is a national recognition program developed to encourage cities across the U.S. to establish or recommit to supporting safer walking environments. It awards cities one of five designations (from lowest to highest: honorable mention, bronze, silver, gold, and platinum).

**Westside Express Service (WES)** is a commuter rail line serving Beaverton, Tigard, Tualatin, and Wilsonville that runs during the weekday morning and afternoon rush hours and provides service to Wilsonville's SMART Central transit center.



# Executive Summary



## INTRODUCTION

The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding. The TSP's transportation planning story is outlined in the box at right, and the key findings of each TSP chapter are highlighted below.

## THE CONTEXT (SEE CHAPTER 1)

The 2013 TSP process built upon two decades of community planning to create a complete community transportation plan that integrates all travel modes. This update is needed to account for changing economic and social circumstances and to ensure consistency with state and regional planning policies. It also ensures the City will be prepared to support land use growth within the urban growth boundary through the 2035 planning horizon.

Most of the policies and projects come from prior adopted plans, including the Comprehensive Plan, 2003 TSP, 2006 Bicycle and Pedestrian Master Plan, and 2008 Transit Master Plan. While the TSP replaces the 2003 TSP in its entirety, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence.

The City's future financial outlook was also evaluated to identify the City's forecasted resources and financial limitations. The City draws upon multiple funding sources to manage, operate, and improve its transportation system. For capital improvement projects, the City relies heavily on developer contributions and fees (including system development charges) and urban

## A TRANSPORTATION PLANNING STORY

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system:

- **Chapter 1: The Context** provides the background of the City's transportation planning efforts.
- **Chapter 2: The Vision** shares the City's visions of its desired transportation system.
- **Chapter 3: The Standards** outlines the standards the City is implementing to ensure ongoing progress towards its vision.
- **Chapter 4: The Needs** identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon.
- **Chapter 5: The Projects** explains the transportation improvement projects that will allow the City to meet its infrastructure needs.
- **Chapter 6: The Programs** describes the ongoing transportation programs that help the City manage its transportation system.
- **Chapter 7: The Performance** lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes.



renewal funds, which are primarily associated with new growth areas. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

## THE VISION (SEE CHAPTER 2)

As Wilsonville grows, it is essential for the community to work collaboratively toward its shared vision, which is summarized in the call-out box at right.

Transportation goals and policies form the bases for how the local transportation system will be developed and maintained through the TSP's 2035 horizon year. Wilsonville's seven transportation goals are identified in the table below. The City's vision and goals support a multimodal approach to transportation, which means that the system accommodates users of all travel modes.

### WILSONVILLE'S TRANSPORTATION VISION

*Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.*

*Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.*

## Wilsonville's Transportation Goals

Goals	Description
1 <b>Safe</b>	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 <b>Connected and Accessible</b>	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 <b>Functional and Reliable</b>	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 <b>Cost Effective</b>	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
5 <b>Compatible</b>	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 <b>Robust</b>	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 <b>Promotes Livability</b>	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.



## THE STANDARDS (SEE CHAPTER 3)

Wilsonville's transportation standards ensure the City develops and operates consistent with its goals and vision. Wilsonville's six types of transportation standards are listed in the call-out box at right.

How well a street serves its users ultimately depends upon which elements are included, their dimensions, and how they relate to each other (all of which are informed by the City's standards). For example, streets designed consistent with adjacent land uses can contribute to the identity and character of a neighborhood and increase property values. They can also affect traffic speeds, reduce environmental impacts, and allow for safe multimodal use.

## THE NEEDS (SEE CHAPTER 4)

Wilsonville's transportation standards and policies serve as a benchmark for determining what needs exist throughout the city. The city's needs are categorized as gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The TSP identifies the gaps and deficiencies that currently exist or are anticipated to arise through the 2035 horizon year as additional local and regional development occurs.

## THE PROJECTS (SEE CHAPTER 5)

Many of the city's existing and future transportation needs can be addressed through capital improvement projects. The projects needed through 2035 were principally based on prior City plans.

Constructing all identified transportation projects would cost approximately \$218.2 million, which exceeds the \$123.4 million forecasted to be available through 2035. Therefore, the transportation projects were separated into two lists:

- The "Higher Priority" project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest

## WILSONVILLE'S TRANSPORTATION STANDARDS

Wilsonville's six types of transportation standards support its management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for determining how streets should function and which street design elements to include.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

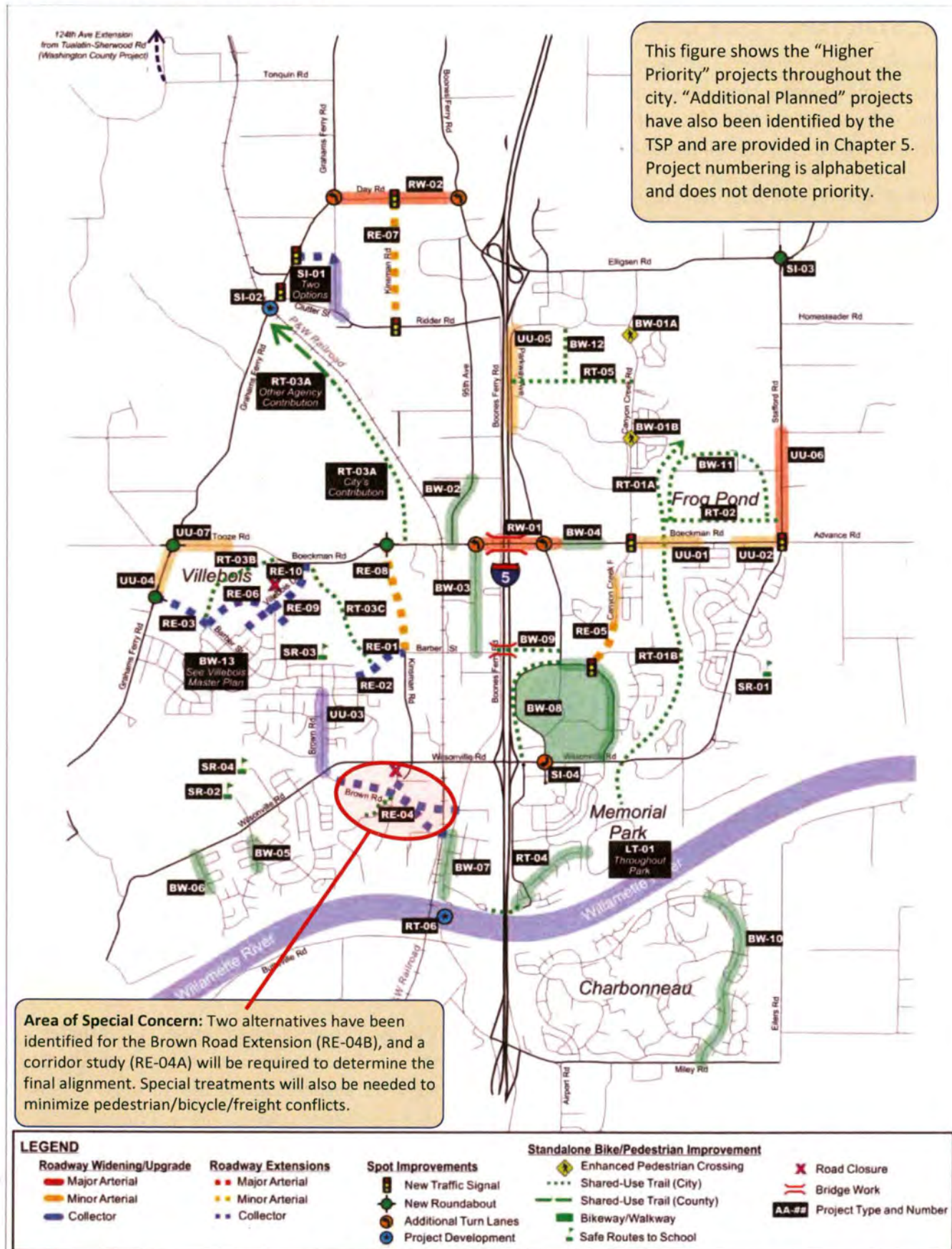
priority projects and will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP). These projects are identified in the following figure (page v) and table (page vi).

- The "Additional Planned" project list includes those projects that would contribute to the City's desired transportation system through 2035 but that are not considered "Higher Priority" projects due to estimated funding limitations. These projects are identified in Chapter 5 and should be pursued as funding opportunities are available.



## EXECUTIVE SUMMARY

### HIGHER PRIORITY PROJECTS





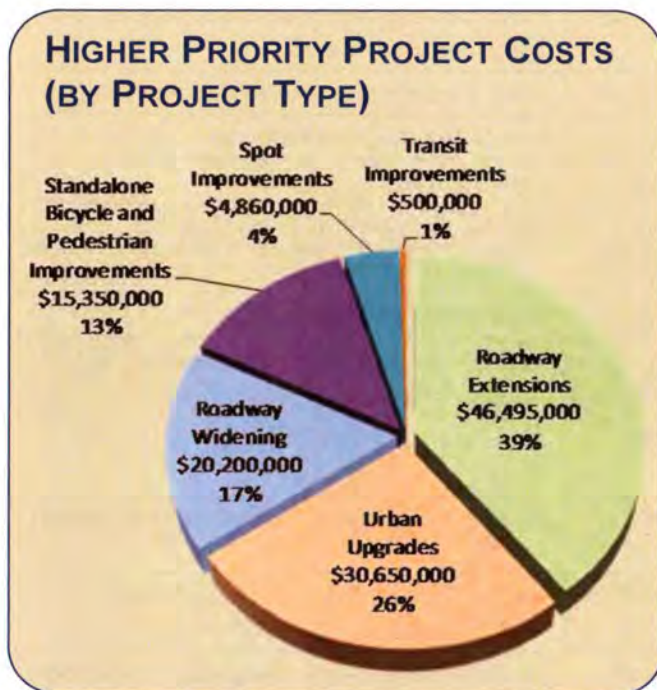
## HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT TYPE)

No.	Higher Priority Project
<b>Roadway Extensions (Multimodal Connectivity)</b>	
RE-01	Barber Street Extension
RE-02	Barber Street Extension (Part 2)
RE-03	Barber Street through Villebois
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (with Bailey Street or 5th Street Connection)
RE-05	Canyon Creek Road Extension
RE-06	Costa Circle Loop Extension
RE-07	Kinsman Road Extension (North)
RE-08	Kinsman Road Extension (South)
RE-09	Villebois Drive Extension
RE-10	Villebois Drive Extension (Part 2)
<b>Roadway Widening (Capacity)</b>	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
<b>Urban Upgrades (Multimodal Connectivity and Safety)</b>	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
<b>Spot Improvements (Transportation System Management/Operations)</b>	
SI-01	Clutter Road Improvements with Realignment or Grade Lowering
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements
<b>Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)</b>	
BW-01	Canyon Creek Road Enhanced Pedestrian A/B Crossings
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill

No.	Higher Priority Project
<b>Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued</b>	
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09	Town Center Loop Bike/Pedestrian Bridge
BW-10	French Prairie Drive Pathway
BW-11	Frog Pond Trails
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
<b>Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)</b>	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
<b>Local Trails (Standalone Pedestrian and Bicycle Improvements)</b>	
LT-01	Memorial Park Trail Improvements
<b>Regional Trails (Standalone Pedestrian and Bicycle Improvements/Safety)</b>	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-02	Frog Pond Trail
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedeman Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
<b>Transit Improvements</b>	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements



Wilsonville's "Higher Priority" project list includes several project types. The pie chart below provides the cost breakdown by project type. The highest costs would be incurred for the three roadway improvement types, which include facility improvements for all travel modes.



### Estimated Funding Available through 2035 for Capital Improvements

Funding Source	Estimated Capital Funding through 2035
Street System Development Charges (SDCs)	\$42 million
Developer Contributions	\$30 million
West Side Plan – Urban Renewal District (URD)	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	\$5 million
Park System Development Charges (SDCs)	\$0.7 million
Local/Regional Partnerships	\$2.9 million
Grants	\$3.2 million
State and Federal Funding	\$12.6 million
<b>Total Funds</b>	<b>\$123.4 million</b>

To fund its capital improvements projects, the City relies heavily on developer contributions and fees (including system development charges) and urban renewal funds, which are primarily associated with new growth areas. The table to the lower left lists the estimated funding available for capital improvements through the 2035 planning horizon year.

### THE PROGRAMS (SEE CHAPTER 6)

Wilsonville's transportation programs (listed below) also play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of the City's infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

#### TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

### THE PERFORMANCE (SEE CHAPTER 7)

Wilsonville's Transportation System Plan (TSP) provides policies, standards, projects, and programs that, when put into action, will improve the city's transportation system. By tracking appropriate performance measures in future TSP updates, the City can evaluate their progress.



# The Context

## Chapter 1



Wilsonville has a rich history as an important transportation connection between the north and south areas of the Willamette Valley. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

Prior to the arrival of non-indigenous settlers, the Willamette River served as a water route for Kalapuyan people. As settlers moved into the area in the early 1800's, the need arose for a way to cross the river. In 1847, Alphonso Boone, grandson of Daniel Boone, established Boones Ferry (located near the present day Boones Ferry Park) and an early settlement began providing needed support to the ferry.

Over time, steamboats, the railroad, and then Interstate-5 came to town—and Wilsonville continued to grow. In 1969, Wilsonville became a city. Shortly afterwards, the City began preparing planning documents to guide its development. As economic and social circumstances change and new state and regional planning policies are adopted, the City continues to improve and refine its planning efforts. In doing so, it takes a strategic approach to growth management.

By understanding the context surrounding its growth, the community can continue to build upon its rich history. The following pages provide a timeline of important events associated with Wilsonville's transportation planning history, current planning framework, and future growth. The City's future financial outlook is also provided to better frame the City's forecasted resources and challenges.

### *By understanding its . . .*

- *Unique history,*
- *Current planning framework,*
- *Future growth areas, and*
- *Financial outlook,*

### *Wilsonville can continue to . . .*

- *Manage growth,*
- *Serve its residents and business, and*
- *Be an important transportation connection for the region.*





## TRANSPORTATION PLANNING HISTORY IN WILSONVILLE

### Early 1800's

Wilsonville area (traditional territory of the Kalapuyan people) was settled by people other than the indigenous Native Americans.



### Early 1900's

Steamboats were used as the primary mode of shipping.



### Pre-1960's

Before the construction of Interstate-5 and the Boone Bridge, personal automobiles had to be ferried across the Willamette River.

Early 1800's

1900

1910

1920

1930

1940

1950



1847

Alphonso Boone, grandson of Daniel Boone, established Boone's Ferry across the Willamette River.

1908

Railroad comes to the area.

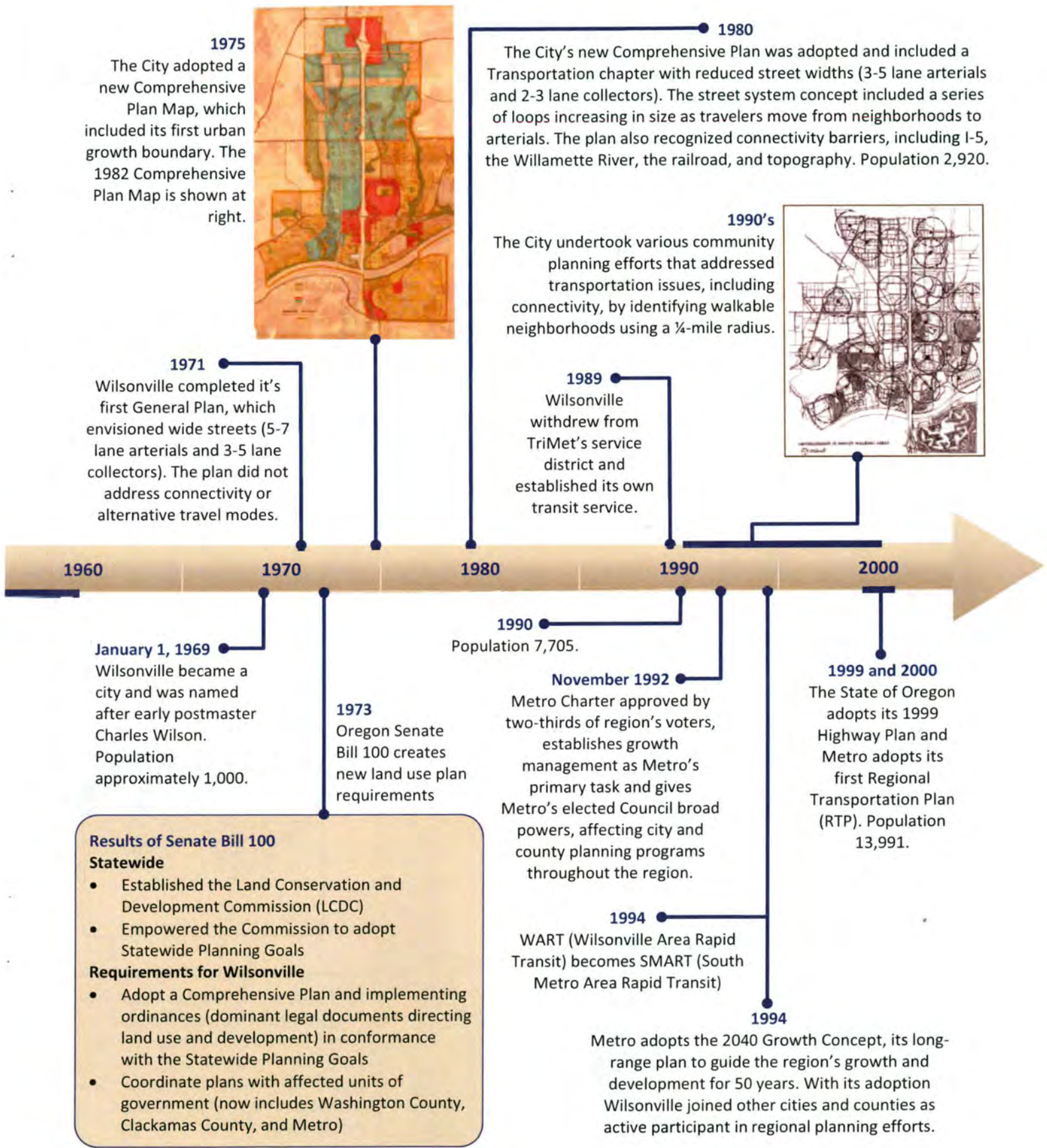


1950's

The Interstate-5 freeway system was built.

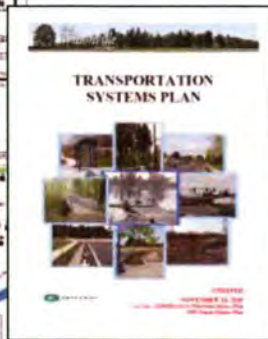








## CURRENT TRANSPORTATION PLANNING FRAMEWORK



### 2003 Transportation Systems Plan (TSP)

The City replaced the transportation chapter of its Comprehensive Plan to comply with state mandates, develop transportation standards, address problem areas, revise forecasts (2020 horizon year), and provide transportation planning guidelines for all travel modes.



### 2006 Bicycle and Pedestrian Master Plan

The City replaced the bicycle and pedestrian chapters of the 2003 TSP with new prioritized project lists providing community and regional connectivity between parks, neighborhoods, schools, and commercial and industrial areas.

2001

2002

2003

2004

2005

2006

2007



### 2001 Villebois Village Master Plan

A Master Plan was prepared to guide the development of a 480-acre area on the west side of the city into an urban village based on the guiding principles of connectivity, diversity, and sustainability.

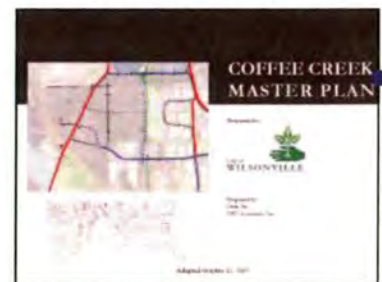
### 2006 Public Works Standards

Standards were provided for constructing public facilities, including streets, trails, and related infrastructure.



### 2007 Coffee Creek Master Plan

A Master Plan was prepared to guide development of 220-acre area on north side of city into industrial area.



### 2007 Parks and Recreation Master Plan

The City prepared a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that promote connectivity throughout the city and support the 2006 Bicycle and Pedestrian Master Plan.



## 2008 Transit Master Plan

The City replaced the transit element of the 2003 TSP with new recommendations to increase and improve transit service and reduce the demand on roads and parking.



2009

TriMet begins operating its Westside Express Service (WES) commuter rail line, which has its southern terminus at Wilsonville's transit center.

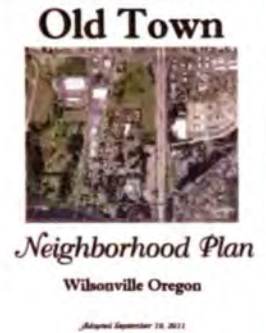
## 2009 Wilsonville Road Interchange Area Management Plan (IAMP)

A plan was prepared to identify how the City and ODOT will collaborate to improve the I-5 exit (#283) to serve planned growth. Population 17,940.



## 2011 Old Town Neighborhood Plan

A plan was prepared to ensure Old Town's unique character is maintained and enhanced.



2008

2009

2010

2011

2012

## 2010 Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)

Plans were prepared to provide a long-range blueprint for all modes of transportation throughout Portland region and support Metro's 2040 Growth Concept. The plans identified improvements focused on mobility corridors (e.g., Tigard/Wilsonville) and required compliance by local jurisdictions.



## 2012 Ice Age Tonquin Trail Master Plan

A plan was prepared to provide information needed to complete and connect 22 miles of trails within and between the cities of Wilsonville, Tualatin, and Sherwood. Approximately half of the 5 miles within Wilsonville City limits have already been completed.

## 2012 Stormwater Master Plan

The City prepares a stormwater program that supports quality of life and meets regulatory requirements. The plan also includes resources for improved street cross-sections.

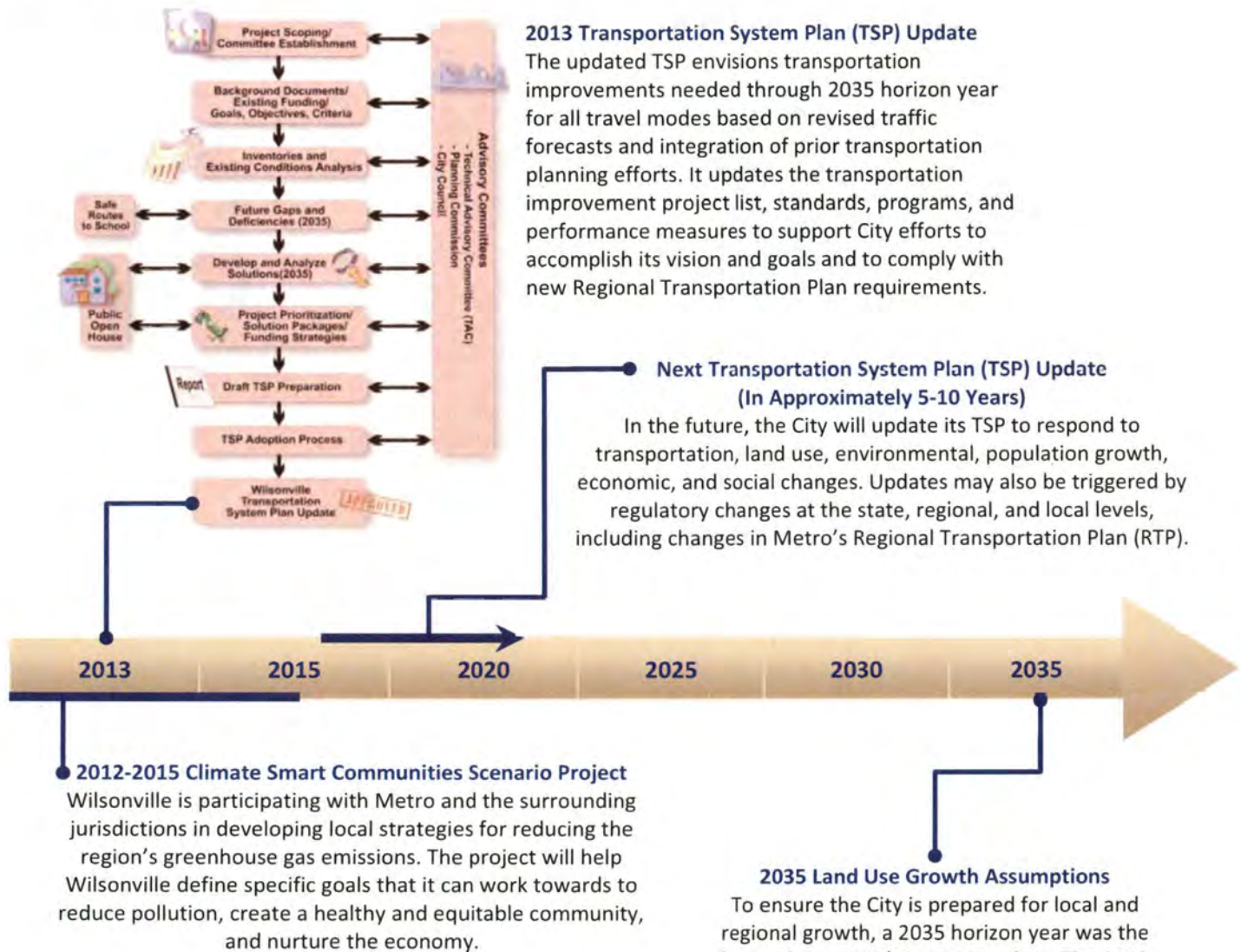
## 2012 Basalt Creek Transportation Refinement Plan

A plan was prepared to refine the major transportation improvements connecting I-5 to Tualatin-Sherwood Road through the unincorporated area to the north to support future development of the Basalt Creek area.





# FUTURE TRANSPORTATION GROWTH AND PLANNING NEEDS



**Table 1-1. Wilsonville Growth Forecasts**

Land Use	Existing 2010 Land Use	Projected 2035 Land Use*
<b>Total Households</b>	<b>8,250</b>	<b>12,750</b>
<u>Employees</u>		
Retail Employees	2,500	3,600
Service Employees	4,900	9,200
Other Employees	11,000	19,050
<b>Total Employees</b>	<b>18,400</b>	<b>31,850</b>

\*Note: 2035 land use estimates consistent with Metro forecasts

## Wilsonville Growth From 2010 to 2035

- 50% More Households
- 75% More Employees



**FIGURE 1-1. 2035 GROWTH AREAS**





## FUNDING OUTLOOK

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Table 1-2 lists the sources, how they are used, and what estimated amounts would be available.

Approximately \$104 million is estimated to be available from City sources to fund transportation-related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional

Transportation Plan (RTP). Corresponding estimates are provided in Chapter 5 for specific projects. Detailed discussion of funding sources and the City's funding outlook by transportation expenditure are provided in the *Existing Funding* memorandum included in the Appendix.

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least \$170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

**Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements**

City Funding Source	Use	Estimated Capital Improvement Funding through 2035 <sup>a</sup>
Street System Development Charges (SDCs)	Capital improvement projects that increase transportation system capacity	\$42 million
Developer Contributions	Exactions related to development impacts, on-site facilities, and half-street frontage improvements	\$30 million
West Side Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the West Side Plan URD	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the Year 2000 Plan URD	\$5 million
Park System Development Charges (SDCs)	Bicycle and pedestrian projects between and through the City parks and the off-street trail system	\$0.7 million
Road Maintenance Regulatory Fund <sup>b</sup>	Major street repairs and reconstruction (including slurry seals and overlays)	None (for maintenance only)
Road Operating Fund <sup>b</sup>	Roadway operations and minor repairs (including signal lights, striping, curbs, gutters, and potholes)	None (focused on operations)
Street Lighting Fund <sup>b</sup>	Ongoing street light maintenance, operations, and infill	None (for ongoing costs)
Transit Fund <sup>b</sup>	Transit operations and programs	None (for operations and maintenance)
Community Development Fund <sup>b</sup>	Planning, engineering, and other administration (e.g., City staff and supply costs)	None (for administration)
<b>Total City Funds</b>		<b>\$104.7 million</b>

<sup>a</sup> Estimated funding amounts are planning-level approximations based on review of past ten years of City projects and budget estimates. They assume current fee structures remain in place through 2035 as all vacant land within the City's urban growth boundary (UGB) is developed. They also assume current urban renewal plans.

<sup>b</sup> Because roadway operations and maintenance are expected to be covered by related funds, no contributions from these funds are assumed to be available for capital improvements.



# The Vision

## Chapter 2



As Wilsonville grows, it will be essential for the community to work collaboratively toward a shared vision. Understanding the goals, and specific steps to achieve them, is the best and most cost-effective way to create a beautiful, functional transportation system.

To guide Wilsonville's transportation planning and investment decisions, the community has developed a new vision statement, transportation goals, policies, and implementation measures.

### **WILSONVILLE'S TRANSPORTATION VISION**

*Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.*

*Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.*

*Wilsonville envisions a transportation system that is . . .*

- *Strategically designed,*
- *Collaboratively built,*
- *Safe,*
- *Convenient, and*
- *Cost effective.*

*The result will be . . .*

- *Mode and route choices,*
- *Quality of life,*
- *Economic health,*
- *Neighborhood connectivity, and*
- *Mobility.*





### TRANSPORTATION GOALS

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the city. This system should support the quality of life of residents and the economic vitality of businesses.

The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that achieves its seven goals, listed in Table 2-1.



*Wilsonville Road's landscaping and streetscape provides an attractive environment for all users.*

**Table 2-1. Wilsonville's Transportation Goals**

Goals	Description
<b>1 Safe</b>	Follow current safety practices for design, operations, and maintenance of transportation facilities.
<b>2 Connected and Accessible</b>	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
<b>3 Functional and Reliable</b>	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
<b>4 Cost Effective</b>	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
<b>5 Compatible</b>	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
<b>6 Robust</b>	Encourage and support the availability of a variety of transportation choices for moving people and goods.
<b>7 Promotes Livability</b>	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.



## POLICIES AND IMPLEMENTATION MEASURES

Wilsonville's transportation policies serve as a blueprint for the City's investment in its transportation system. These policies cover a variety of areas, including how the system is designed, constructed, operated, and maintained.

The following policies all support the seven Transportation Goals. Each of the policy statements are supported by implementation measures that will guide City actions related to the development code, capital project investment, and other investments.

### System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

#### POLICY AREAS

- **System Design** (Policies 1-9)
- **Connectivity** (Policy 10)
- **Transportation System Management** (Policies 11-14)
- **Land Development Coordination** (Policies 15-16)
- **Agency Coordination** (Policies 17-21)
- **Goods Movement** (Policies 22-28)
- **Public Transit** (Policies 29-36)
- **Active Transportation: Pedestrians and Bicyclists** (Policies 37-42)
- **Interchange Management Areas** (Policy 43)
- **Transportation Funding** (Policies 44-46)

## RELATIONSHIP OF POLICIES AND IMPLEMENTATION MEASURES

The City's policies support its seven Transportation Goals. Each policy statement may be supported by several implementation measures that will guide City actions relative to the development code, capital project investment, and other investments. Specific implementation measures, requirements, or standards will be included either in the TSP, the Development Code, Public Works Standards, or other implementing documents.

#### Implementation Measure (Policy 1):

- 1.a. *Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.*

Policy 2. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

#### Implementation Measures (Policy 2):

- 2.a. *Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.*
- 2.b. *Refine the conceptual location of proposed new major streets identified in the TSP based on detailed engineering specifications, design considerations, and consideration of local impacts.*
- 2.c. *Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.*
- 2.d. *Dedicate all arterial and collector streets as public streets.*



- Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

**Implementation Measure (Policy 3):**

- 3.a. *Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.*

- Policy 4. Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.

**Implementation Measures (Policy 4):**

- 4.a. *Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.*
- 4.b. *Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

- Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council.

- Policy 6. Evaluate, minimize, and balance the environmental impacts of new transportation projects.

- Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

- Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.

- Policy 9. Enhance transportation connections and choices in and between all parts of the city as a means for preserving the function and capacity of the existing system.



*The recent Fred Meyer near the I-5/Wilsonville Road Interchange provides two electric vehicle charging stations for patrons to use for free to charge their vehicles while shopping.*



## Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

### **Implementation Measures (Policy 10):**

- 10.a. *Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.*
- 10.b. *Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.*
- 10.c. *Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.*



*A meandering sidewalk along Barber Street adjacent to the SMART Central at Wilsonville Station transit center supports connectivity by providing a safe and comfortable pedestrian environment with connections to transit.*

## Transportation System Management

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

### **Implementation Measures (Policy 11):**

- 11.a. *Continue to implement Transportation Demand Management measures through South Metro Area Regional Transit's SMART Options Program.*
- 11.b. *Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.*

Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.

Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.

Policy 14. On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.



### Land Development Coordination

Policy 15. Review all land use/development proposals for consistency with the TSP.

#### **Implementation Measures (Policy 15):**

- 15.a. *The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.*
- 15.b. *Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the City's concurrency policies may be denied unless mitigation measures are identified and provided.*
- 15.c. *Consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.*
- 15.d. *The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.*

Policy 16. Ensure new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

*Villebois Village is the region's largest residential development and provides a variety of housing choices in a dense setting with wide open spaces, parks, and trails. It is located just west of the SMART Central transit center and WES Commuter Rail station .*



*Old Town Square, located near the I-5/Wilsonville Road interchange, provides a well-connected network of sidewalks and crosswalks and accommodates SMART Transit Route 4, which loops through the site.*

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*"Connectivity is something I think is important within our transportation system. Having our schools not only connected to our neighborhoods, but neighborhoods connected to neighborhoods, and neighborhoods connected to retail and employment centers."*

*Marta McGuire  
Planning Commission*

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## Agency Coordination

Policy 17. Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions and transit agencies to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

### **Implementation Measure (Policy 17):**

17.a. *Advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits implementation of the City's Transportation Plan.*

Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.

### **Implementation Measure (Policy 19):**

19.a. *Consistent with the City's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road Interchange Management Area (IMA) shall be consistent with planned future transportation projects.*

19.b. *Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.*

19.c. *Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.*

Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Policy 21. Recognize the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville, while advocating that any expansion of the airport consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.



### Goods Movement

Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve.

Policy 23. Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.



*Located along Interstate-5 just south of the Interstate-205 junction, Wilsonville is ideally situated as a freight hub in the region. The city is home to multiple distribution, manufacturing, and warehouse facilities.*

Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.

Policy 25. Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes and consider the potential development of a new port or ports.

Policy 26. Assist with efforts to improve the viability of the railroad for freight.

Policy 27. Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city's freight routes.

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*"A number of the companies that operate here in Wilsonville export outside the United States . . . that's why it is so important that we get to market as effectively and efficiently as possible as we can, but at the same time, our goal is to make it so transparent that the local residents are aware of it, but don't really have to deal with it."*

*Ray Phelps  
Planning Commission*

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## Public Transit

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

### **Implementation Measures (Policy 30):**

30.a. *Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.*

30.b. *Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.*

30.c. *Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.*

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses.

Policy 34. Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

Policy 36. Coordinate with other transit districts, including TriMet and Cherriots, to strengthen the efficiency and performance of the Wilsonville transit network.

### **Implementation Measures (Policy 36):**

36.a. *Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.*

36.b. *Advocate for the extension of WES to Salem.*



*Wilsonville's transit center, SMART Central at Wilsonville Station, is located at the corner of Baber Street and Kinsman Road. It is SMART's main transportation hub and includes a 400-stall park-and-ride lot, twelve bus bays, an operator break room, public restrooms, shelters, and a clock tower with security cameras. It also shares the site with TriMet's Westside Express Service (WES) commuter rail station. Wilsonville is WES's southern terminus.*



### Active Transportation: Pedestrians and Bicyclists

**Policy 37.** Provide facilities that allow more people to walk and bike, not only as low-impact transportation choices, but also to benefit the health and economy of the community.

#### **Implementation Measures (Policy 37):**

- 37.a. *Encourage a balance between housing, employment, and commercial activities within the city so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.*
- 37.b. *Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.*
- 37.c. *Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, walk, bicycle, and to drive less to meet daily needs.*
- 37.d. *Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.*
- 37.e. *Assist with efforts to improve the viability of rail for passenger service.*



*Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.*



*Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.*

- 37.f. *Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.*
- 37.g. *Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.*
- 37.h. *Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.*
- 37.i. *Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.*

*Add  
"Safe"  
"Secure"*

**Policy 38.** Establish a Pedestrian and Bicycle Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding pedestrian and bicycle facilities.





*Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.*

**Policy 39.** Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.

**Policy 40.** Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.

**Policy 41** The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.

**Policy 42.** Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.

**Policy 43.** Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

## **Interchange Management Areas**

**Policy 44.** Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.

### ***Implementation Measures for I-5/Wilsonville Road IMA, subject to Interchange Area Master Plan (IAMP) (Policy 43) :***

- 44.a. Require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.*
- 44.b. Require bicycle and pedestrian connections within the IMA for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.c. Implement system operational improvements, including signal synchronization, transportation demand management measures and incident management within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*



*The Interstate-5/Wilsonville Road interchange serves as a key regional connection while also providing connectivity between east and west Wilsonville.*



- 44.d. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.*
- 44.e. *The City will approve development proposals in the I-5/Wilsonville Road IMA only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.*
- 44.f. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 44.g. *Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.*
- 44.h. *The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.*
- 44.i. *Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).*
- Implementation Measures for I-5/Elligsen Road Interchange (no adopted IAMP) (Policy 43 continued):**
- 44.j. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.*
- 44.k. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 44.l. *Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.m. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*
- 44.n. *Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.*

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*"One of Wilsonville's strengths is location with it's easy access to I-5. Almost any point in town is within easy access to one of the interchanges. Preserving the capacity of two interchange will be important for the City's future."*

*Katie Mangle*  
*Long Range Planning Manager*

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## Transportation Funding

Policy 45. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 46. The City will plan, schedule, and coordinate implementation of all transportation system improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing gaps and deficiencies and in upgrading the structural quality of the existing arterial system.

### **Implementation Measures (Policy 45):**

- 46.a. *The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.*
- 46.b. *The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.*



SMART Transit's 21-passenger compressed natural gas (CNG) buses offer a clean burning fuel alternative to traditional diesel buses.

- 46.c. *To ensure development of an adequate transportation system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide capacity service.*

Policy 47. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements, and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.



A family rides bikes together on Canyon Creek Road.





*Looking southwest towards farmland and forests beyond Metro's urban growth boundary as Interstate 5's Boone Bridge and Portland and Western's Oregon Electric line railroad bridge cross the Willamette River. Wilsonville is Metro's southernmost city and provides an important connection to the rest of the Willamette Valley.*

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*"Our city is great. We have done an excellent job in planning this community and being thoughtful, and maintaining that. But it is also important to look into the future and how we may grow and plan for that and find out what things continue to be a priority for our community."*

*Marta McGuire  
Planning Commission*

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# The Standards

## Chapter 3



Wilsonville's transportation standards ensure the city develops consistent with its vision of supporting a multimodal transportation system that is strategically designed for optimum community function and benefit. A street's design determines how it will look and function. How a street looks and functions is ultimately dependent upon which street elements are included, their dimensions, and how they relate to each other.

The standards are intended to ensure appropriate design and create a consistent approach throughout the city as development and redevelopment occurs. Since the design of a street is so closely tied to how it performs and how people experience the city, it is important for Wilsonville to carefully consider how it wants its streets to look and function and then to design them accordingly.

### OTHER CITY DOCUMENTS WITH TRANSPORTATION STANDARDS

The transportation standards in this chapter cover a variety of areas that help inform other City documents:

- Standard Detail Drawings
- Public Works Standards
- Planning and Land Development Ordinance

*Standards support the vision of a multimodal transportation system that is . . .*

- *Strategically designed and*
- *Collaboratively built,*

*Resulting in . . .*

- *Mode and route choices,*
- *Safe and convenient local accessibility, and*
- *Quality of life and economic health.*





### HOW STANDARDS BENEFIT THE TRANSPORTATION SYSTEM

The transportation standards included in this chapter support the City's management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for managing public roadways practically and cost effectively. They provide a framework for identifying which street elements to include in a street's design.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve the coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

*Looking north at Boones Ferry Road north of Day Road. Washington County recently received jurisdiction of this roadway from ODOT and will be constructing improvements that include roadway widening, bike lanes, and sidewalks.*

### ROADWAY JURISDICTION

A roadway's jurisdiction affects who will have the ultimate authority over improvements and what standards apply. In the Wilsonville vicinity, there are four agencies with jurisdiction:

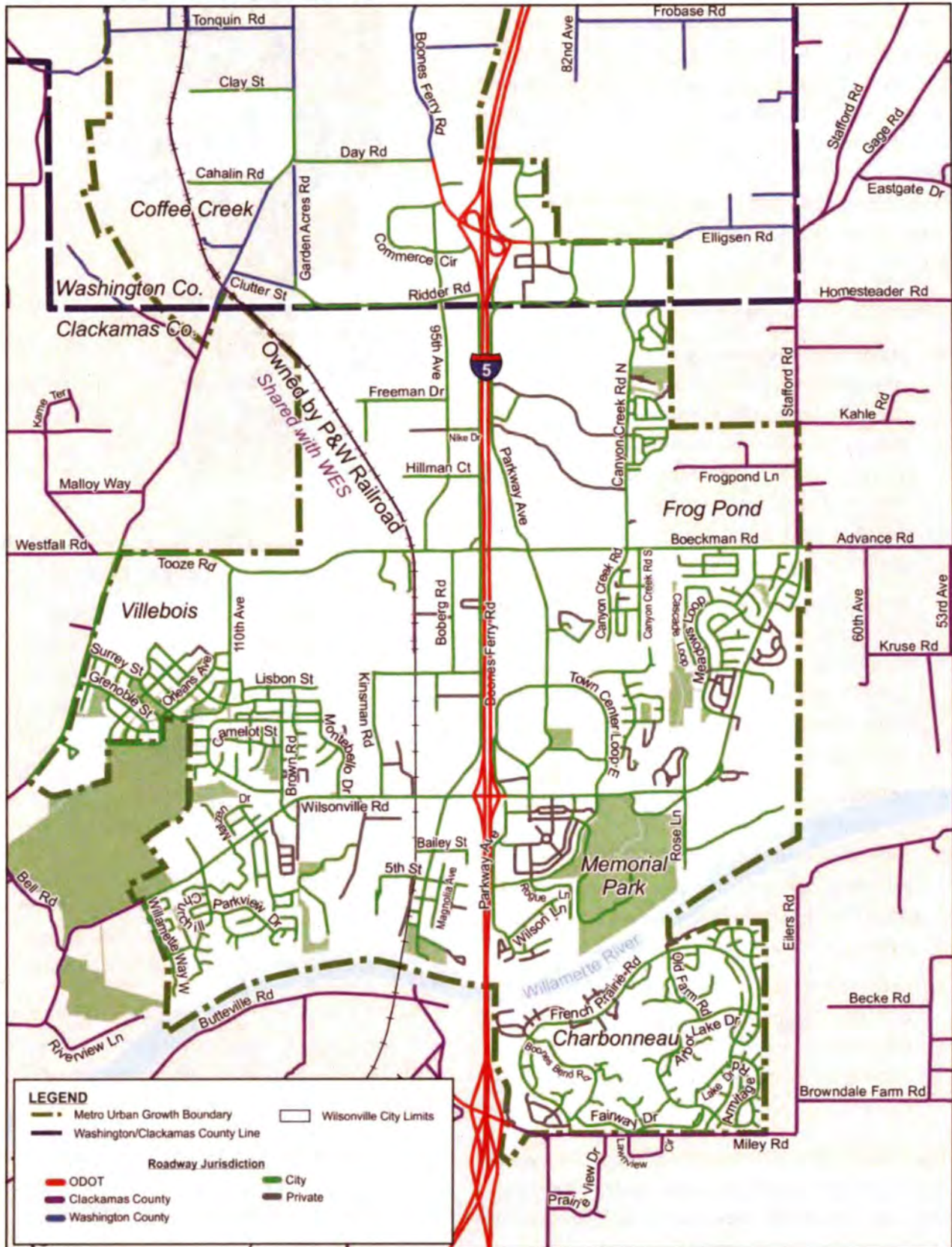
- **City of Wilsonville** has the majority of roadways within City limits.
- **Washington County** roadways are on the outskirts to the north of the city.
- **Clackamas County** roadways are on the outskirts to the east, west, and south of the city.
- **ODOT** has jurisdiction of Interstate-5, the corresponding interchange ramps, the portions of Elligsen Road and Boones Ferry Road between the Parkway Avenue and Day Road, and Wilsonville Road between Town Center Loop West and Boones Ferry Road.

As the City expands, it is expected that the county roadways in the immediate vicinity of the city will transfer jurisdictions to the City of Wilsonville. These roadways include Stafford Road, Advance Road, Elligsen Road, Frog Pond Lane, Clutter Street, and Grahams Ferry Road.





FIGURE 3-1. ROADWAY JURISDICTION





## FUNCTIONAL CLASSIFICATION

The City's street functional classification system is an important tool for managing public roadways. It is based on a hierarchical system of roads (see diagram at right) where streets with a higher classification, such as arterial streets, emphasize a higher level of mobility for through-movement. They look and function very differently than a street with a lower classification, such as local streets, which emphasize the land access function.

Wilsonville has four functional classes:

- **Major Arterials** primarily connect the I-5 interchanges with major activity centers (i.e., Town Center and Argyle Square) but also include the key connections requiring additional travel lanes (i.e., Boeckman Road bridge over I-5 and Stafford Road). They generally have four or more travel lanes, bicycle lanes, and limited access (preferably connecting with minor arterials).
- **Minor Arterials** serve as the direct connections through town and usually do not penetrate identifiable neighborhoods. They generally have two or three travel lanes, bicycle lanes, and consolidated access to larger developed areas and neighborhoods.
- **Collectors** provide traffic circulation within residential, commercial, and industrial areas and serve to funnel traffic from neighborhoods to the arterial street network. They have two or three travel lanes, bicycle lanes, optional on-street parking, and minor access restrictions.
- **Local Streets** are located within residential, commercial, and industrial areas and discourage through movement. They allow on-street parking and ensure that every parcel is accessible for all modes.

The roadway classifications throughout the city are shown in Figure 3-2. These classifications provide a vision of how these roadways should be designed and constructed as improvements are made.



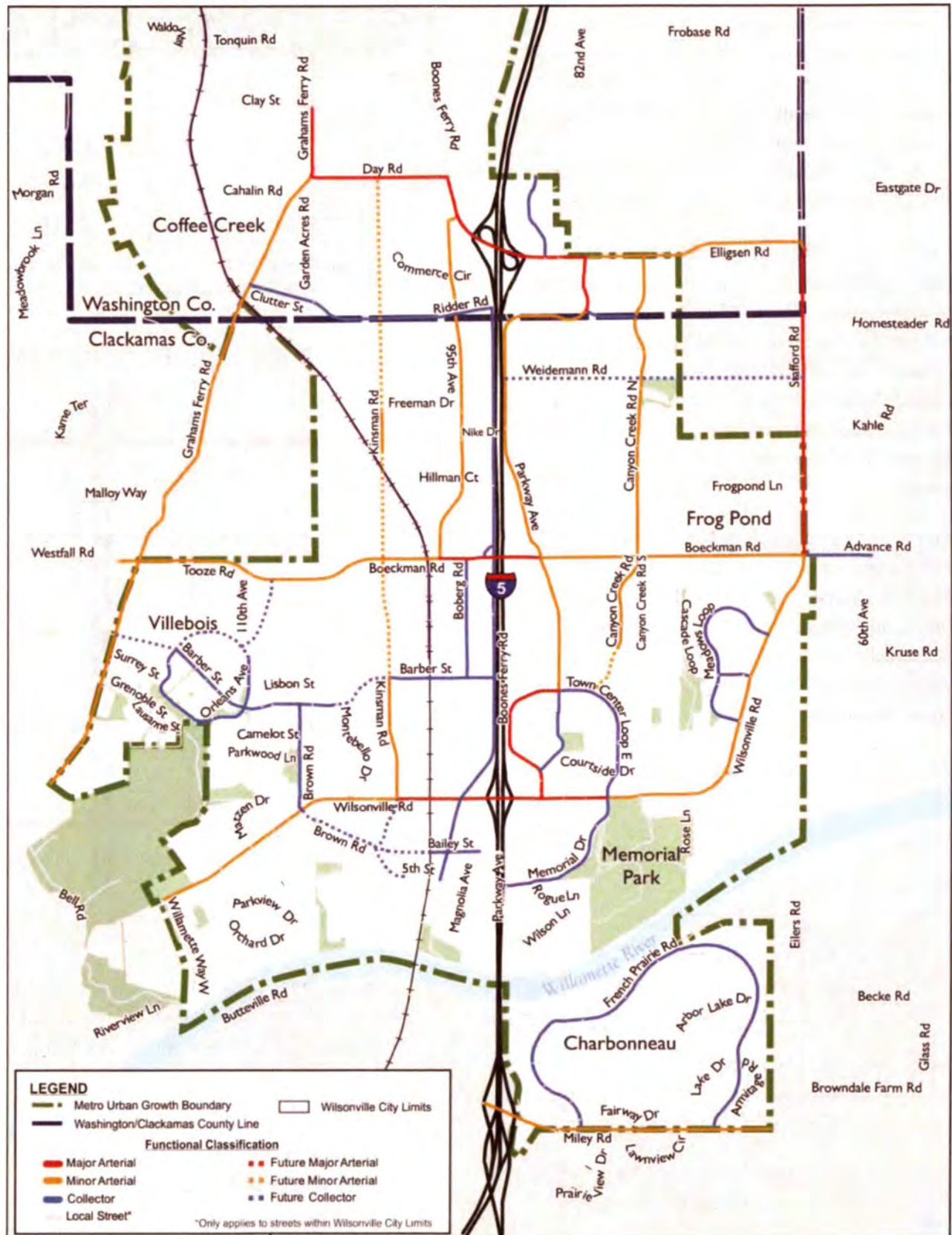
## FUNCTIONAL CLASSIFICATION AS A FRAMEWORK FOR STANDARDS

Functional classification provides a helpful framework for managing the City's transportation system and supporting the following standards:

- **Connectivity and Spacing Standards** indicate how far apart roadways of different functional classifications should be spaced to ensure a balanced approach to mobility and land access throughout the city.
- **Freight Routes and Transit Streets** primarily use higher classification roads to serve freight and/or transit vehicles due to the wider cross-sections and greater focus on mobility.
- **Cross-Section Standards** vary by functional classification to meet user needs. However, functional class is not the only factor in determining street design.
- **Access Management Standards** are more stringent for higher class roadways, which are intended to emphasize mobility.



FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS





## CONNECTIVITY AND SPACING

One of Wilsonville's goals is to improve connectivity by constructing parallel facilities spaced at regular intervals throughout the city. These facilities provide multiple alternatives and more direct routes between both local and regional destinations, including neighborhoods, parks, schools, employment centers, and retail areas.

Table 3-1 lists the desired spacing of each facility type throughout Wilsonville to ensure a high level of connectivity. Figure 3-3 illustrates the desired spacing for the arterial and collector street network. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas.

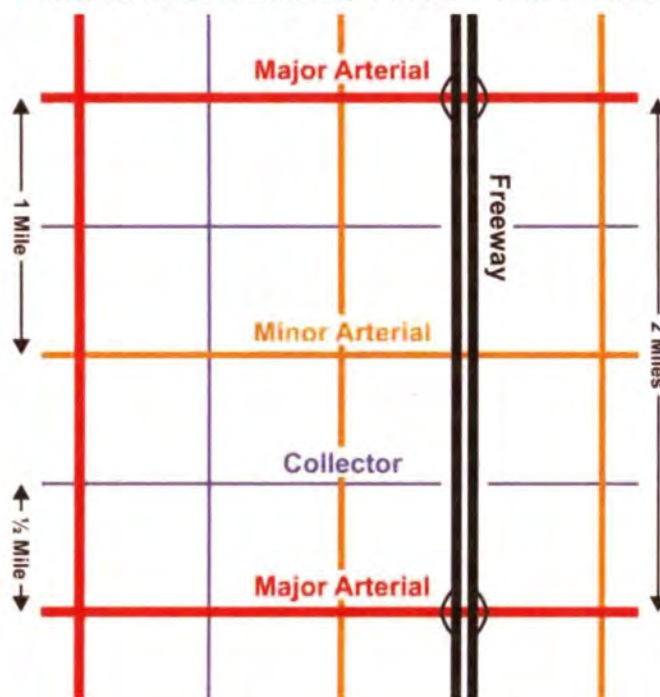
Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.

**Table 3-1. Facility Spacing Guidelines**

Facility Type	Desired Spacing <sup>a</sup>
Major Arterial	1 - 2 mi
Minor Arterial	1 mi
Collector	1/4 - 1/2 mi
Local Street	300 - 500 ft
Bicycle and Pedestrian Facilities	300 ft

<sup>a</sup> Desired Spacing refers to distance between facilities with same or higher functional classification.

**FIGURE 3-3. DESIRED FACILITY SPACING**



## BENEFITS OF CONNECTIVITY

Connectivity provides all transportation system users with multiple benefits:

- Increased mobility by distributing traffic over multiple connected streets rather than forcing all traffic onto the City's arterial street system
- More equitable access for all businesses and neighborhoods throughout the city
- Improved walking, biking, and transit use due to more direct connections and less out of direction travel between neighborhoods, schools, transit stops, retail centers, employment centers, and recreational areas
- Reduction in short auto trips between adjacent neighborhoods and land uses





*Villebois Village Master Plan was designed to provide a high level of connectivity for all travel modes using short blocks arranged in a grid pattern, numerous pathways, and a diversity of land use.*

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*“Connectivity is important because you want to be able to have options for how you move through your community. I don’t personally always want to drive my car places, especially when I have my children with me. I want us to get out and be active and to be able to bike to the store. We have stores that are really close to us, but it’s not always safe and convenient for us to ride our bike there. Which is why having bike lanes and sidewalks that are designed to accommodate these other options are critical to enhance our livability.”*

*Marta McGuire  
Planning Commission*

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### FREIGHT ROUTES

Wilsonville's freight routes connect the city's industrial and commercial sites with I-5 and other regional facilities. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Improvement projects should be coordinated to facilitate freight needs while balancing the needs of other users.

Some of the key truck routes that provide important truck connections to Washington County include Boones Ferry Road, Kinsman Road, and Tonquin Road. In addition, the Portland and Western Railroad runs through Wilsonville and serves freight traffic, and the Willamette River has the potential for handling barge traffic. These routes are identified in Metro's *Regional Freight Plan* (June 2010).

As a major employment center and industry hub along I-5, Wilsonville will benefit from ensuring that its freight routes are designed to accommodate the needs of its industrial and commercial sites. At the same time, Wilsonville's residential neighborhoods should be protected from freight traffic. The call-out box at right lists multiple freight coordination improvements resulting from having freight routes.

### IMPROVED FREIGHT COORDINATION

By having designated freight routes, various City efforts regarding freight and non-freight users will be improved:

- **Roadway and Intersection Improvements** can be designed for freight vehicles with adjustments for turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.
- **Bicycle and Pedestrian Improvements**—such as buffered bike lanes, enhanced pedestrian crossings, and other safety improvements—can be identified to reduce freight impacts to other users (particularly along bikeways and walkways).
- **Roadway Durability** can be increased by using concrete instead of asphalt.
- **Railroad Connections** can be coordinated to support businesses that ship goods by rail, particularly in areas where railroad sidings can be provided along the Portland and Western Railroad track.
- **Willamette River Port** can be considered to support businesses that ship goods using barges on the Willamette River.
- **Coordination with Businesses and Adjacent Jurisdictions** can ensure that local and regional freight traffic uses the City's freight routes to travel within the city.

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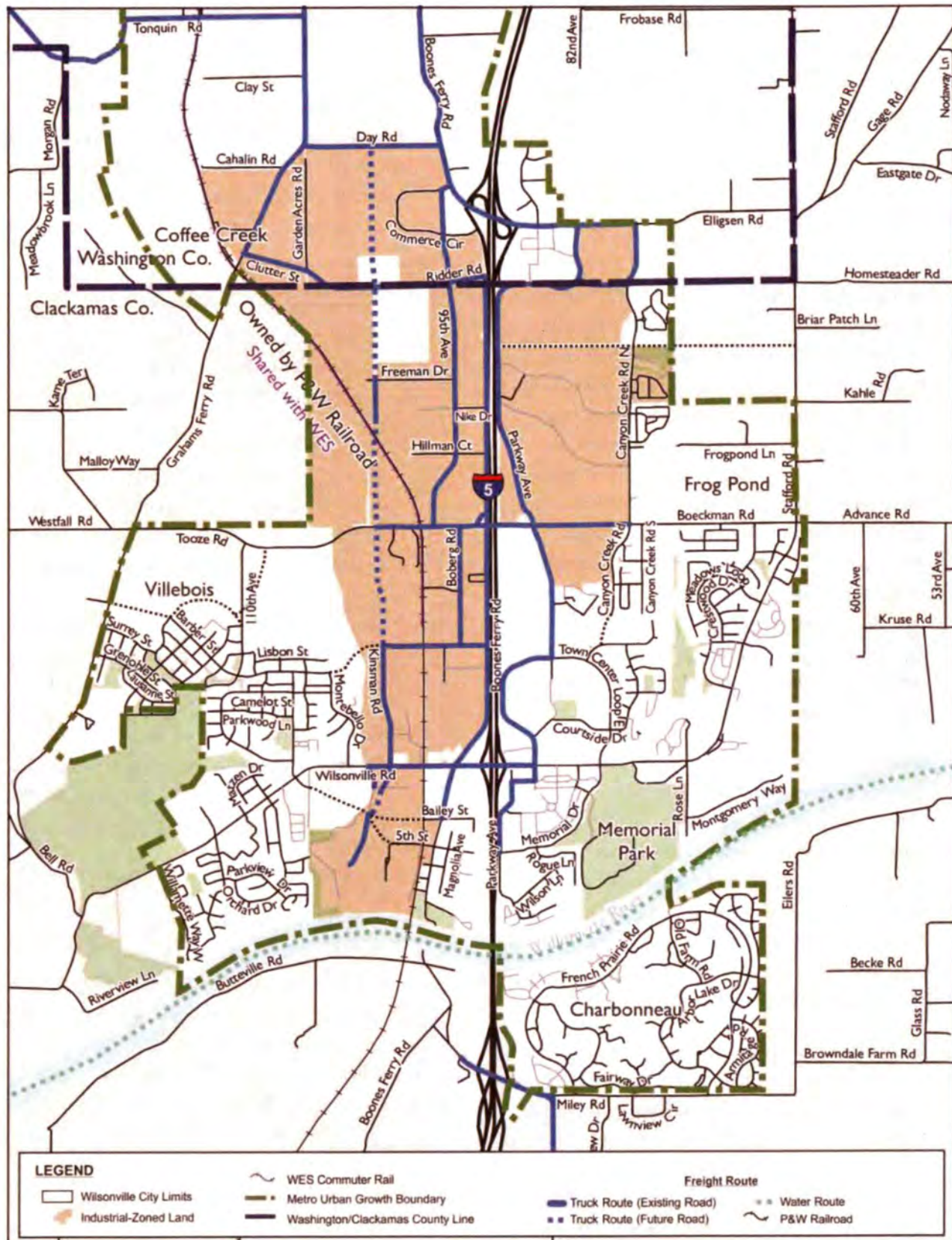
*"We have a significant number of large manufacturing companies because we have an efficient freight mobility process where our trucks can get in and out of town with the least amount of interference from local traffic. For the part of the transporter, that's very important in as much as it costs money for these trucks, even when they are not moving. Secondly, the local resident doesn't want to have to be disrupted by freight transportation."*

*Ray Phelps  
Planning Commission*

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**FIGURE 3-4. FREIGHT ROUTES**





### BICYCLE ROUTES

Bicycle routes are provided throughout Wilsonville and connect to neighborhoods, schools, parks, community centers, business districts, and natural resource areas. The City's bicycle network serves multiple users of varying physical capabilities, ages, and skill levels.

Figure 3-5 identifies the City's bicycle routes, which include three facility types:

- **Shared-Use Paths** are 10-foot to 12-foot wide pathways that have minimal conflicts with automobile traffic and may have their own right-of-way (cross-section standards shown in Figure 3-11). Shared-use paths serve multiple non-motorized users: bicyclists, pedestrians, wheelchair users, skaters, and others. Many of the shared-use paths throughout Wilsonville are part of the regional trail network, which traverses large sections of the city and connects to neighboring jurisdictions and regionally significant destinations. These regional trails are designed to meet state and federal guidelines, which make them eligible for state and federal transportation funding.
- **Bike Lanes** are provided on Arterial and Collector streets throughout Wilsonville. They are usually 6-foot wide and adjacent to motor vehicle travel lanes (cross-section standards shown in Figures 3-6, 3-7, and 3-8). Buffered bike lanes and one-way or two-way cycle tracks may be used instead of bike lanes and include buffers between the bike and motor vehicle travel lanes (cross-section standards shown in Figure 3-12).
- **Local Street Bikeways** are streets designated as important bicycle connections where bicyclists share the travel lane with motor vehicle traffic. Even though all Local Streets allow bicyclists to share the travel lane (cross-section standards shown in Figures 3-9 and 3-10), Local Street Bikeways are intended to serve a greater number

of bicyclists. They typically are provided on low-volume, low-speed residential streets that serve as important connections to nearby bike lanes, shared-use paths, and key destinations.

Modifications—such as sharrows, traffic calming devices, or wayfinding signage—may be made to these streets to emphasize their use as bicycling facilities and increase the comfort and confidence of bicyclists.

### KEY BICYCLE FACILITIES

The following existing and future bicycle facilities (which are included in Figure 3-5) provide important connections throughout the city:

#### Regional Trails

- Ice Age Tonquin Trail (through West Wilsonville with connections to Tualatin and Sherwood)
- Waterfront Trail (along the Willamette River)
- Boeckman Creek Trail (along Boeckman Creek in East Wilsonville)
- Stafford Spur Trail (connecting to regional destinations in Northeast Wilsonville)

#### Shared-Use Paths

- Primarily near schools, parks, transit hubs, retail centers, and other pedestrian areas

#### Bike Lanes

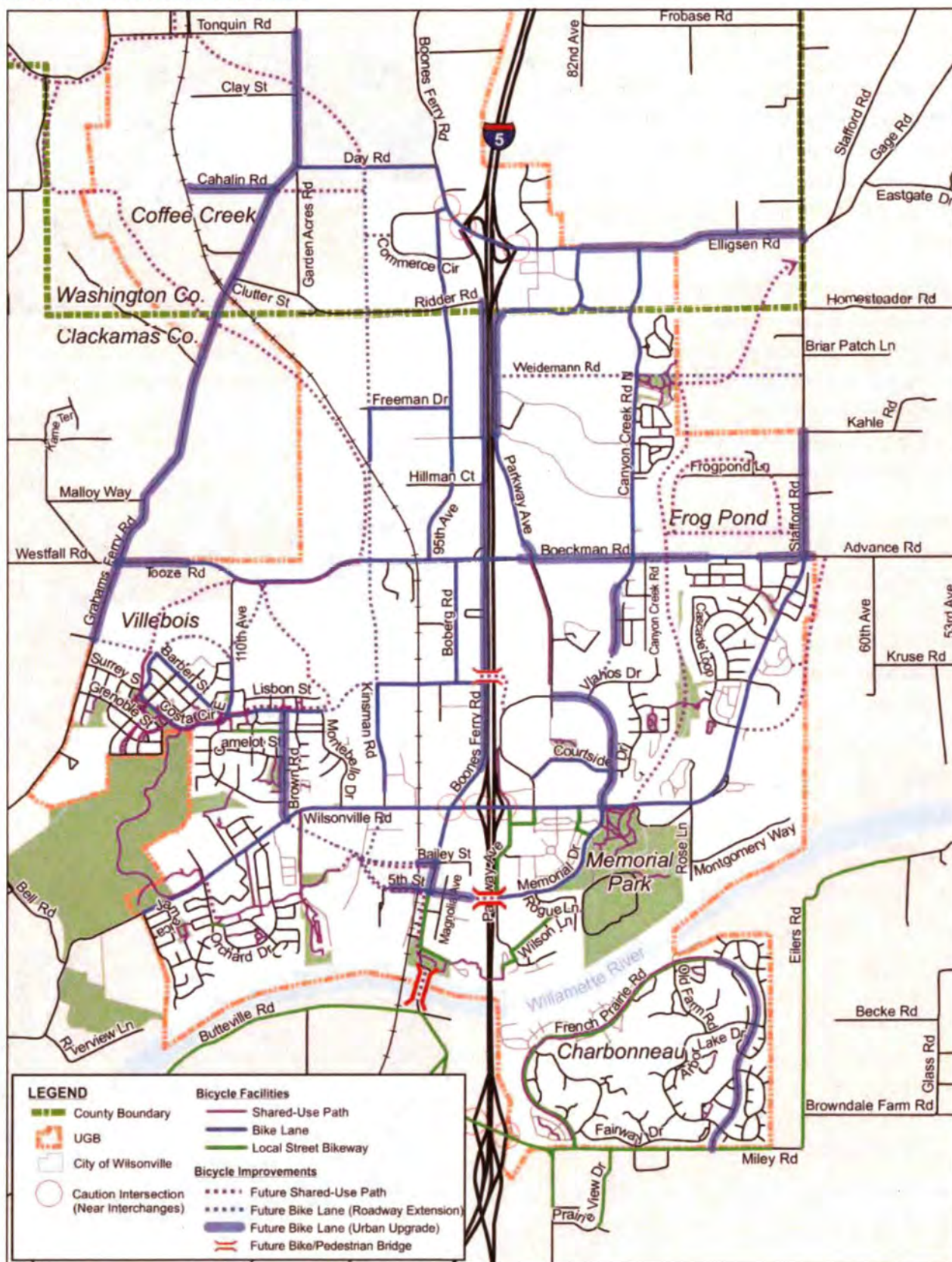
- On Arterial and Collector streets

#### Local Street Bikeways

- Boones Ferry Road south of 5th Street to connect to future Willamette River bridge
- Parkway Avenue connecting to Wilsonville Road to the nearby neighborhood
- Wilson Lane, Metolius Lane, and Kalyca Drive connecting Memorial Park to the Waterfront Trail near where it passes underneath the I-5 Boone Bridge



**FIGURE 3-5. BICYCLE ROUTES**





### STREET CROSS-SECTION DESIGN

Since different streets serve different purposes, a functional classification system—which is a hierarchy of street designations—provides a framework for identifying the size and type of various street elements to consider including in a street's design. Not all elements are included on all streets and so they must be carefully selected based on multimodal needs.

While a street's functional classification does not dictate which street elements to include, it does facilitate the selection of multimodal facilities and widths that will help ensure the roadway can meet its intended multimodal function. Adjacent land uses and available right-of-way width also influence which elements are included in a specific segment.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. Low impact development (LID) standards may also be used throughout the City at the City's discretion.

#### FACILITY TYPES

Cross-section standards are provided for the following facilities:

- Major Arterials
- Minor Arterials
- Collectors
- Local Streets
- Low Impact Development (LID) Local Streets (similar modifications may be made to other streets regardless of classification)
- Shared-Use Paths and Trails
- Bicycle Facility Design Options



*Example of a Major Arterial - Boeckman Road looking west towards Boberg Road and 95th Avenue*



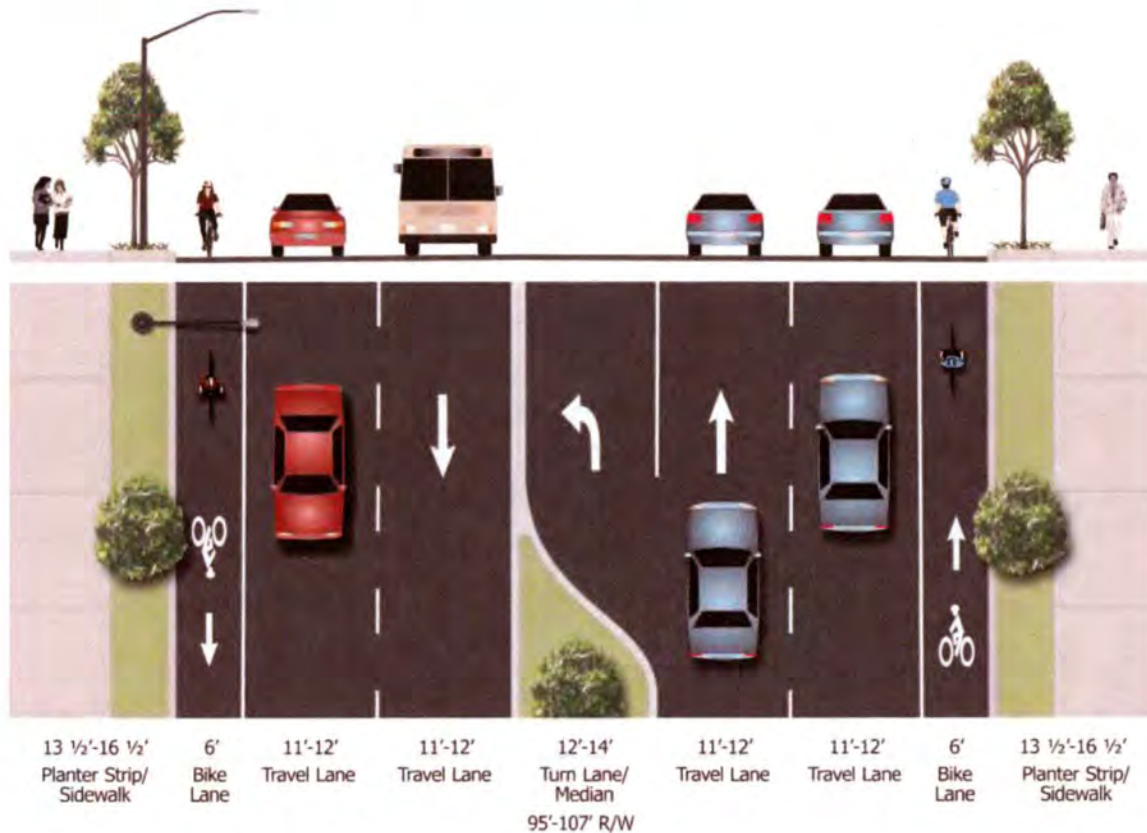
*Example of a Collector - Barber Street looking east near SMART Central at Wilsonville Station transit center*



*Example of a Local Street - Rogue Lane looking east near Memorial Park*



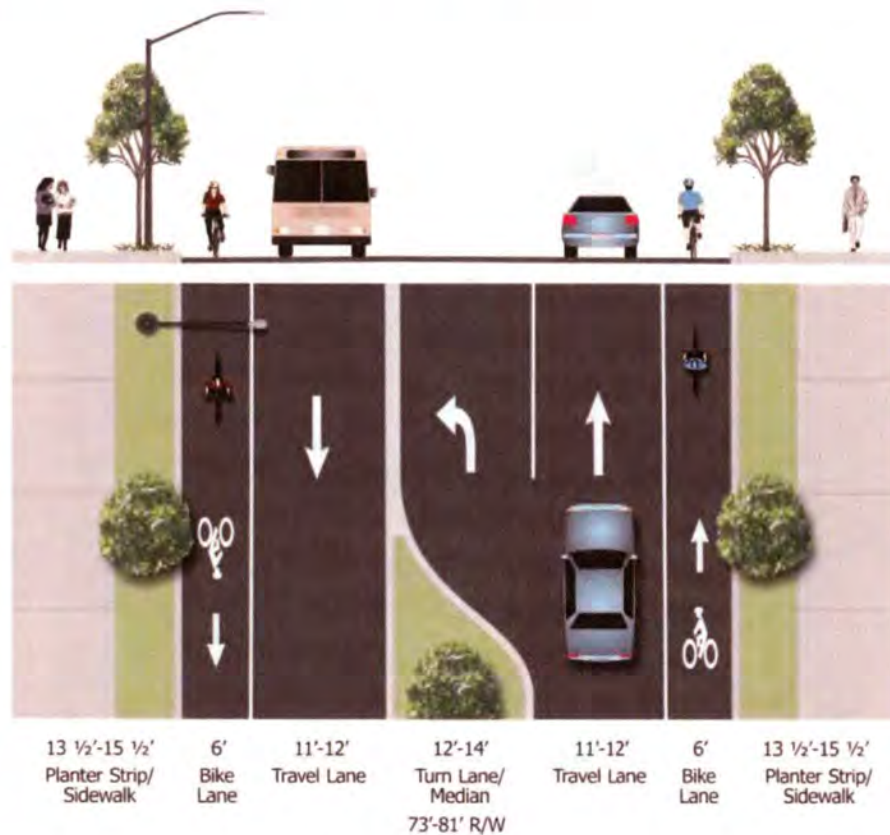
**FIGURE 3-6. MAJOR ARTERIAL CROSS-SECTION**



**Notes:**

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 16½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½-foot is included in the sidewalk/planting strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on major arterials (especially freight routes).

FIGURE 3-7. MINOR ARTERIAL CROSS-SECTION

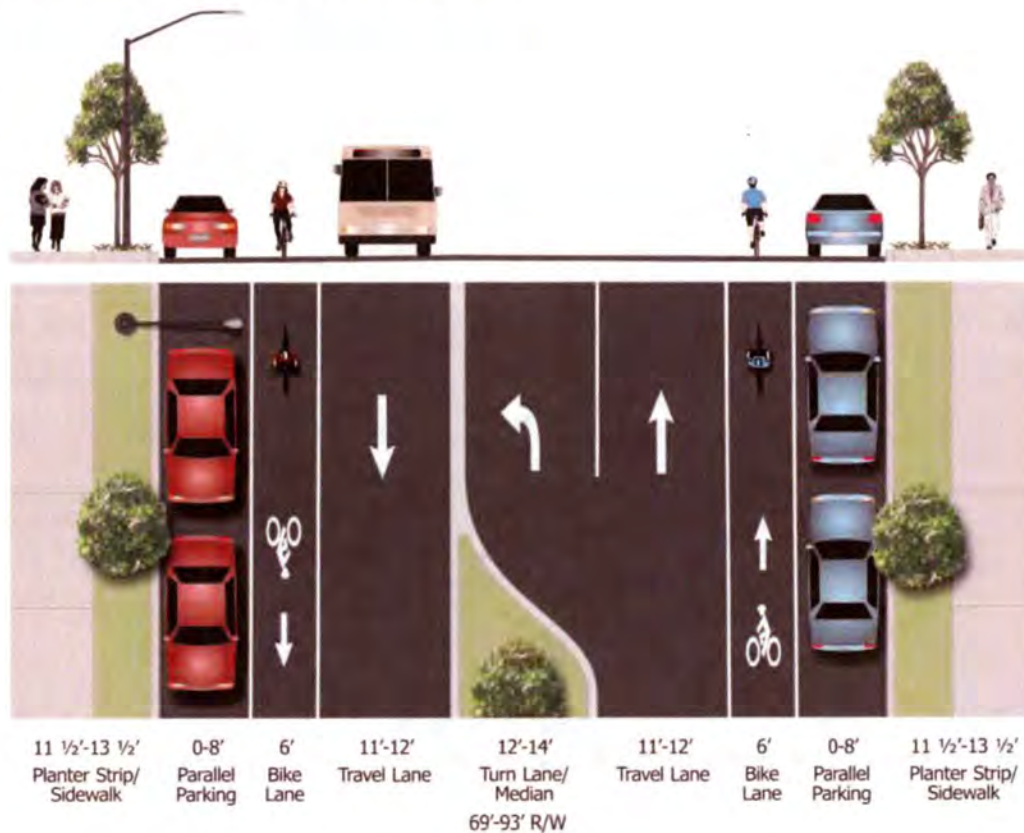


Notes:

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 15½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½ foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on minor arterials (especially freight routes).



**FIGURE 3-8. COLLECTOR CROSS-SECTION**



**Notes:**

1. Collector right-of-way varies between 59 to 89 feet as determined by Community Development Director based on surrounding planned development of residential, commercial or industrial and need for on-street parking and/or turn lane/median.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 11½ to 13½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
4. Curb width of ½ foot is included in the sidewalk/planter strip width.
5. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
6. Travel lane and turn lane/median widths as determined by Community Development Director. Turn lane/median may be eliminated.
7. Striping and signage as required in the PW Standards.
8. On-street parking on one or both sides is allowed.
9. Transit stop locations to be determined by Transit Director.
10. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
11. New streets shall incorporate low impact development design as practicable.

FIGURE 3-9. LOCAL STREET CROSS-SECTION

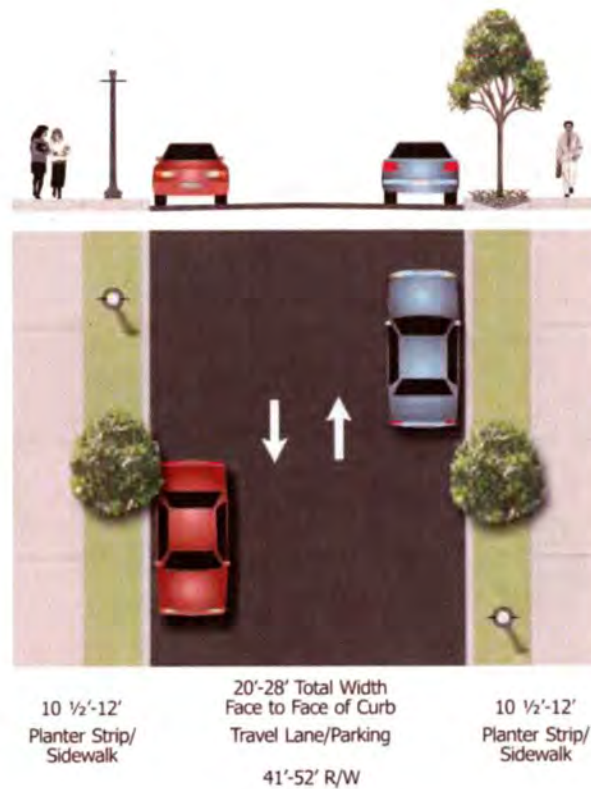


Notes:

1. Minimum right-of-way width of 47 feet (parking on one side) and 51 feet (parking on both sides). Providing parking on both sides is preferred unless constraints exist.
2. Minimum sidewalk width is 5 feet; minimum planter strip width is 5 feet.
3. Curb width of ½ foot is included in the planter strip width.
4. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
5. Street lights shall be located within the planter strip as required in the PW Standards.
6. No lane striping on street. Signage as required.
7. New streets shall incorporate low impact development design as practicable.



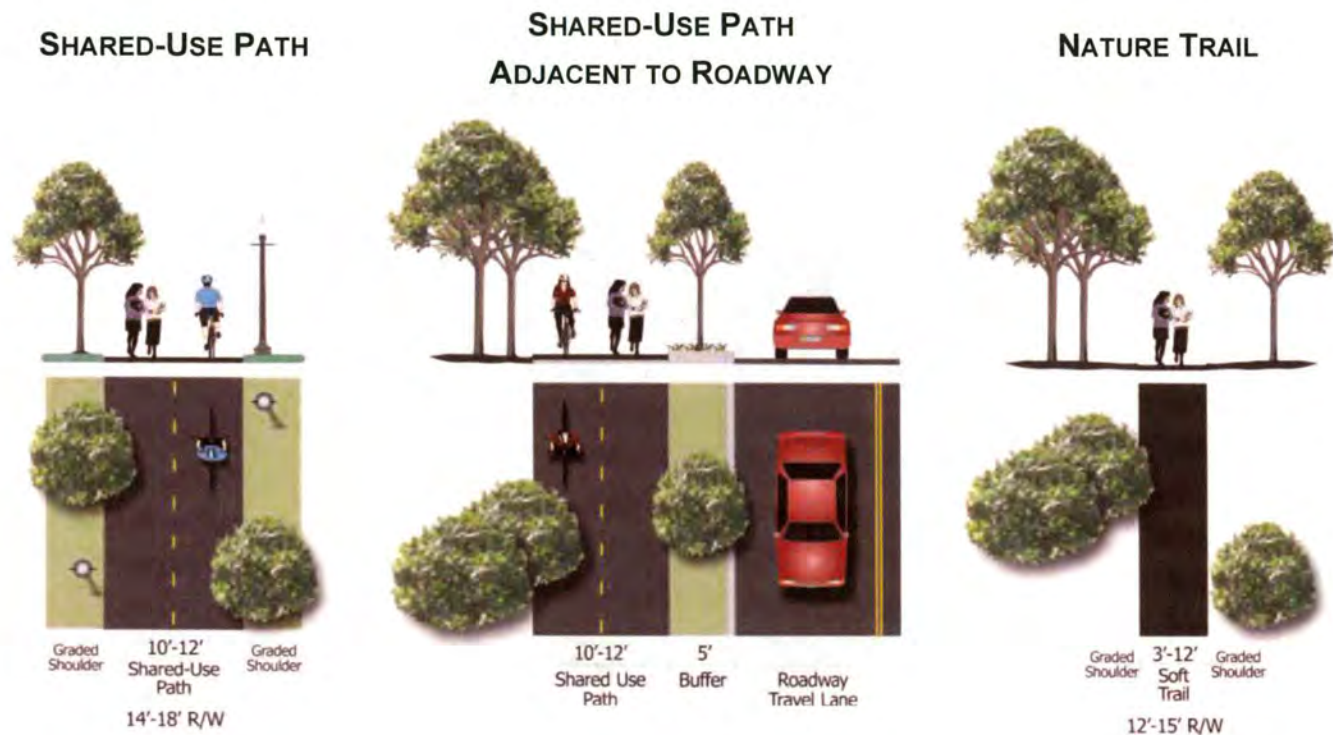
**FIGURE 3-10. LOW IMPACT DEVELOPMENT (LID) LOCAL STREET CROSS-SECTION**



**Notes:**

1. LID streets located as approved by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director.
3. Minimum landscape width of  $6\frac{1}{2}$  feet where a water quality swale is proposed.
4. Curb width of  $\frac{1}{2}$  foot is included in the planter strip width.
5. Stormwater control as required in the PW Standards.
6. Use of pervious surfaces as determined by Community Development Director.
7. Narrower streets as approved by Community Development Director and as permitted in the PW Standards.
8. 28-foot curb-to-curb street is intended to allow on-street parking on both sides.
9. 24-foot curb-to-curb street is intended to allow on-street parking on one side.
10. 20-foot curb-to-curb street would not allow on-street parking on either side.

FIGURE 3-11. SHARED-USE PATH AND TRAIL CROSS-SECTIONS



Notes:

1. Trail types and widths as approved by Community Development Director.
2. Typical cross section of shared-use path is 12 feet wide with 2-foot-wide compacted crushed stone shoulders.
3. Vertical separation between shared-use path and roadway may be used instead of 5' buffer as approved by Community Development Director.
4. Cross-section standards identified in the Ice Age Tonquin Trail Master Plan are required along the Ice Age Tonquin Trail.
5. Additional design standards are available in the Bicycle and Pedestrian Master Plan.



**FIGURE 3-12. BICYCLE FACILITY DESIGN OPTIONS**

### **BUFFERED BIKE LANES AND CYCLE TRACKS**

Buffered bike lanes (buffer between travel lane and bike lane) and cycle tracks (parking and/or other buffer between travel lane and one- or two-way bike facility) are two alternate bicycle facility options that are gaining popularity throughout the United States and have been implemented in other parts of the Portland Metro area. Therefore, the design options shown below have been provided to allow the City flexibility to consider these bicycle treatments on their Arterial and Collector streets in place of typical bike lanes.

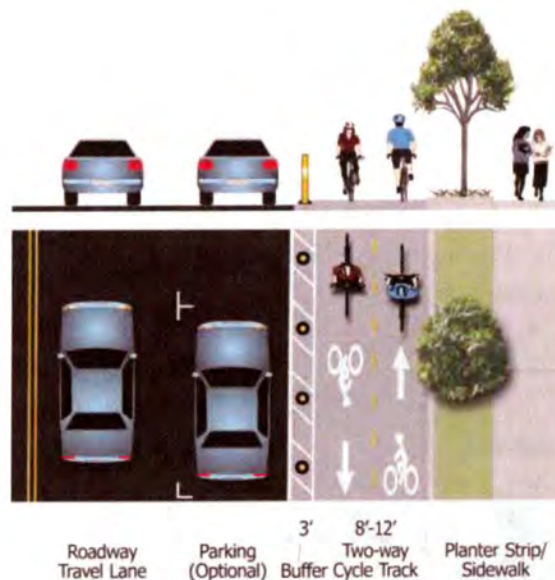


*One-Way Cycle Track on Cully Boulevard in Northeast Portland. Cycle tracks are typically protected from motor vehicle traffic by parked cars, raised curbs, or other physical buffers.*

### **BUFFERED BIKE LANE OR ONE-WAY CYCLE TRACK**



### **TWO-WAY CYCLE TRACK**



**Notes:**

1. Design option locations, widths, separation buffer features, and adjacent parking as approved by Community Development Director.
2. Additional design guidance can be obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide



## ACCESS MANAGEMENT

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city's transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2 lists the City's access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between Parkway Avenue and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.



Looking east to the I-5/Wilsonville Road interchange. Interchange areas have the most restrictive access spacing standards to ensure safety and mobility.

## ACCESS MANAGEMENT STRATEGIES

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City's access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or restricting turn movements to right-in/right-out.

Table 3-2. Access Spacing Standards

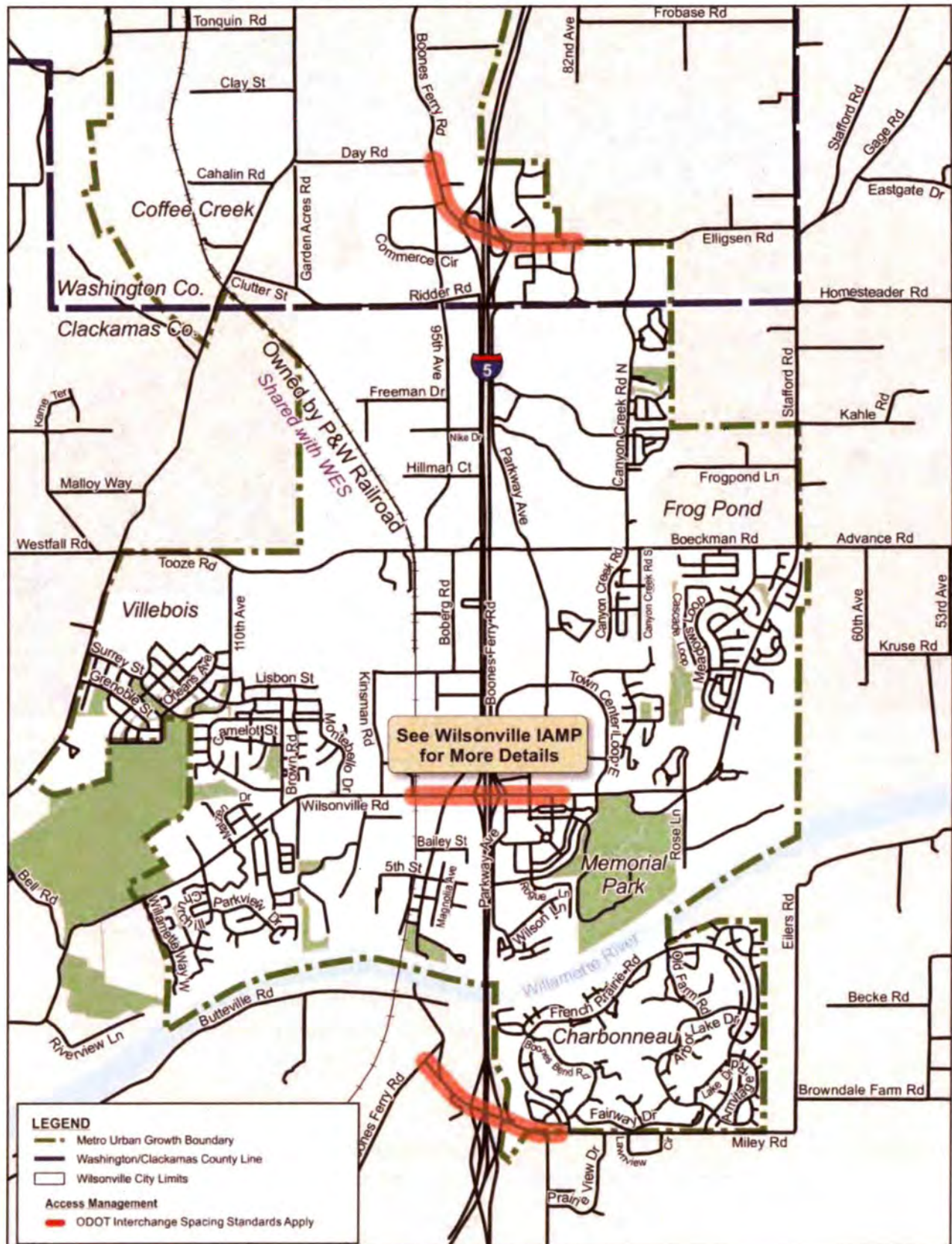
Functional Classification	Access Spacing Standards <sup>a</sup>	
	Desired <sup>b</sup>	Minimum
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

<sup>a</sup> Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

<sup>b</sup> Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.



**FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS**







*A colorful row of street trees along Wilsonville Road near Boones Ferry Primary School during a fall day. Street trees can provide both aesthetic and safety benefits. They improve the walking environment by creating a pleasing buffer between the motor vehicle and pedestrian facilities. They also provide visual cues to drivers that can result in reduced traffic speeds.*

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*"The City needs to have a Transportation System Plan to make sure we are prepared for how we get around the city in the future. This includes automobiles, freight, bikes, and pedestrians."*

*Nancy Kraushaar  
Community Development Director*

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# The Needs

## Chapter 4



As a growing community, Wilsonville faces the challenge of addressing new and ongoing transportation system needs. These needs are categorized as either gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The City's transportation policies (see Chapter 2) and standards (see Chapter 3) serve as a framework for determining what gaps and deficiencies currently exist or are anticipated to arise through the 2035 horizon year as additional development occurs throughout the city and the region. The City's transportation improvement projects (see Chapter 5) and programs (see Chapter 6) address these needs and ensure Wilsonville's continued growth and prosperity.

### GAPS AND DEFICIENCIES

- **System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).
- **System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

*Wilsonville's transportation needs include . . .*

- *Gaps (missing connections or barriers)*
- *Deficiencies (shortcomings)*

*These needs will be addressed by . . .*

- *Improvement projects (Chapter 5)*
- *Programs (Chapter 6)*



Header Photo Source: OBEC



## MULTIMODAL CONNECTIVITY GAPS

Providing a well connected transportation system is one of the City's goals. In order to ensure this goal is achieved, the City has developed facility spacing standards to provide direct routes and travel options

### Northwest Quadrant Connectivity



Two connectivity gaps exist in this quadrant:

- A north-south gap exists between Day Road and Boeckman Road that increases congestion at the 95th Avenue/Elligsen Road intersection and the nearby I-5 interchange.
- An east-west gap exists between 95th Avenue and Grahams Ferry Road.

**North/south Minor Arterial and east/west Collector** would be needed as future development occurs to fill these gaps, provide additional travel options, and allow access to future development. However, these roads will be difficult to construct due to the P&W railroad track and Metro green space in this quadrant that are barriers. The new north/south roadway should be considered after 95th Avenue between Boeckman Road and Ridder Road no longer sufficiently serves this function.

### Northeast Quadrant Connectivity



There is a gap in the east west connectivity between Elligsen Road and Boeckman Road.

**An east/west Collector** from Parkway Avenue to Stafford Road would be needed to fill this gap. The City currently owns partial right-of-way along the west end of Wiedemann Road, which is a single-lane gravel road that runs east/west for a short distance east of Parkway Avenue.

The following legend applies to each of the four quadrant images.

#### LEGEND

##### Functional Classification

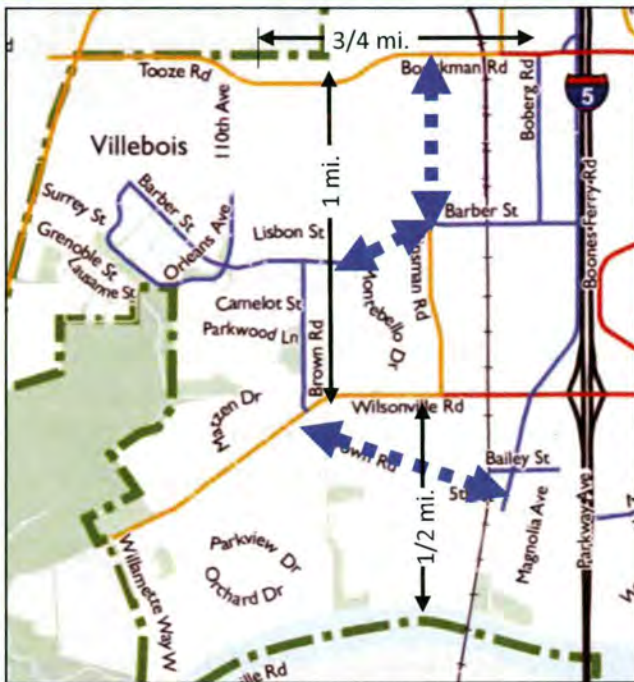
- Major Arterial
- Minor Arterial
- Collector
- Local Street\*

##### New Connection Needed

- Minor Arterial
- Collector



### Southwest Quadrant Connectivity



There are several gaps in east-west and north-south connectivity as follows:

- North/south and east-west gap exists between Wilsonville Road and Boeckman Road and between the Villebois development and the WES station.
- An east-west gap exists between the Willamette River and Wilsonville Road.

**North/south Minor Arterial and east/west Collector (north of Wilsonville Road)** streets are needed to fill these gaps. The Barber Street and Kinsman Road extensions are currently in the design phase that would satisfy these needs.

**An east/west Collector (south of Wilsonville Road)** would be needed as development occurs to provide the necessary connectivity. This roadway would also provide a secondary access option to and from Old Town (that is needed today), and the likely connection options are either 5th Street or Bailey Street.

### Southeast Quadrant Connectivity



There are two existing gaps in this quadrant as follows:

- A north-south gap exists between Boeckman Road and Town Center Loop that leads to additional traffic on Parkway Avenue and Wilsonville Road.
- An east-west gap exists between Canyon Creek Road and Meadows Loop.

**North/south Minor Arterial** extension of Canyon Creek Road is needed as soon as funding is available and would provide the connection to Town Center Loop. A major portion of this connection has already been constructed by adjacent development.

**An east/west Collector** from Canyon Creek Road to Meadows Loop would provide the connectivity needed. However, there are topographical, environmental, and development constraints that make this connection difficult. An existing trail and bridge provide pedestrian and bicycle connectivity.



### CROSS-SECTION DEFICIENCIES

To ensure Wilsonville's roadways adequately serve all modes, the City has cross-section standards that guide roadway design based on the street's functional classification with the acknowledgement that design elements shall be matched with the adjacent land use to provide safe transportation choices for users. The functional classifications and cross-section standards include number of motor vehicle travel lanes, sidewalks on both sides of the street, planter strips, and curbs (see Chapter 3: The Standards). In addition, the higher classification roadways also include bicycle facilities.

Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are

missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.

Figure 4-1 shows which City roadways do not meet their applicable cross-section standards. In some instances, all that is needed are sidewalks for improved pedestrian connectivity. In other instances, roadways may need to be widened to include center turn lanes or bike lanes. Many of these roads are adjacent to rural areas and will be brought up to meet standards as adjacent parcels develop. Others will require standalone improvement projects. Depending on the situation, these roadway sections will require urban upgrades, sidewalk infill, or bike lane infill improvements.



*Parkway Avenue near the Xerox campus is a Minor Arterial but does not include bike lanes. There is a sidewalk on the east side, but it ends at the boundary with the vacant parcel to the north.*



*Freeman Drive between 95th Avenue and businesses lacks sidewalks on the south side.*

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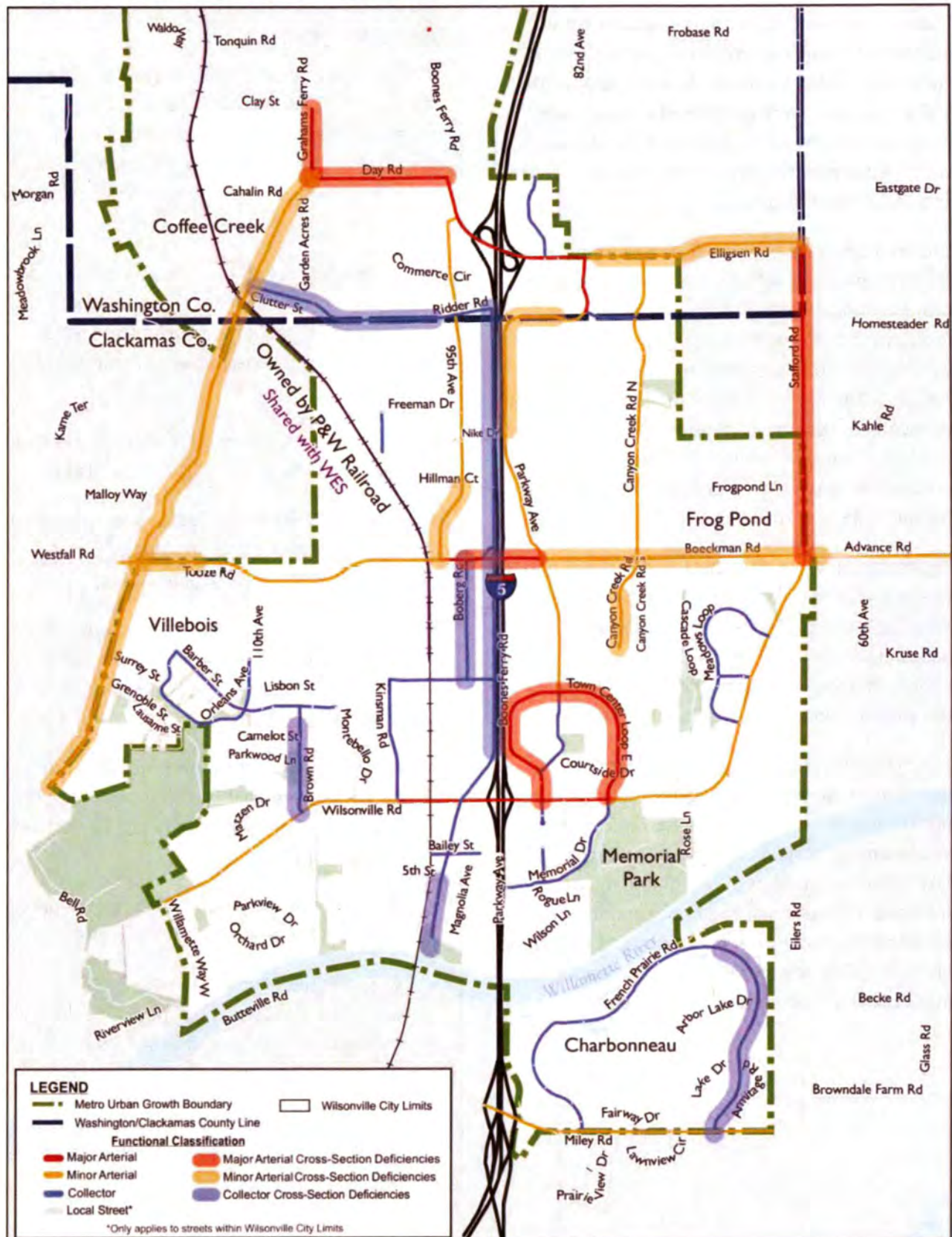
*"I-5 poses some challenges because it serves as a barrier in between the east and west sides of town. This puts a lot of pressure on the few existing connections that make it harder for people to walk between one place and another."*

*Katie Mangle  
Long Range Planning Manager*

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FIGURE 4-1. ROADWAY CROSS-SECTION DEFICIENCIES





### CAPACITY DEFICIENCIES

Capacity deficiencies for motor vehicles were identified throughout Wilsonville by evaluating traffic operations for a 2035 future scenario. The traffic forecasts were performed using a travel demand model based on Metro regional land use with the transportation network refined specifically for Wilsonville.

Due to the high level of detail, the Wilsonville travel demand model was able to more accurately represent local routing choices while also forecasting traffic pattern changes resulting from varying levels of congestion and delay expected for 2035. The model also assumed the completion of seven key roadway extensions (listed in the call-out box at right), as well as land use growth based on regional population and employment forecasts for the 2035 horizon year.

Figure 4-2 shows the 20 study intersections and five roadway segments that would not meet adopted mobility standards under the 2035 baseline scenario. These roadway capacity improvements would primarily be needed when the vacant land in their vicinity is developed.

The majority of the intersection and roadway deficiencies were identified in prior planning efforts and already included associated improvement projects. Therefore, many of the City's planned projects only required minor revisions, refinements, and prioritization adjustments. Along with minor changes to existing projects, a few new projects are also needed to meet the city's long term capacity needs.

### 2035 BASELINE ROADWAY EXTENSION ASSUMPTIONS

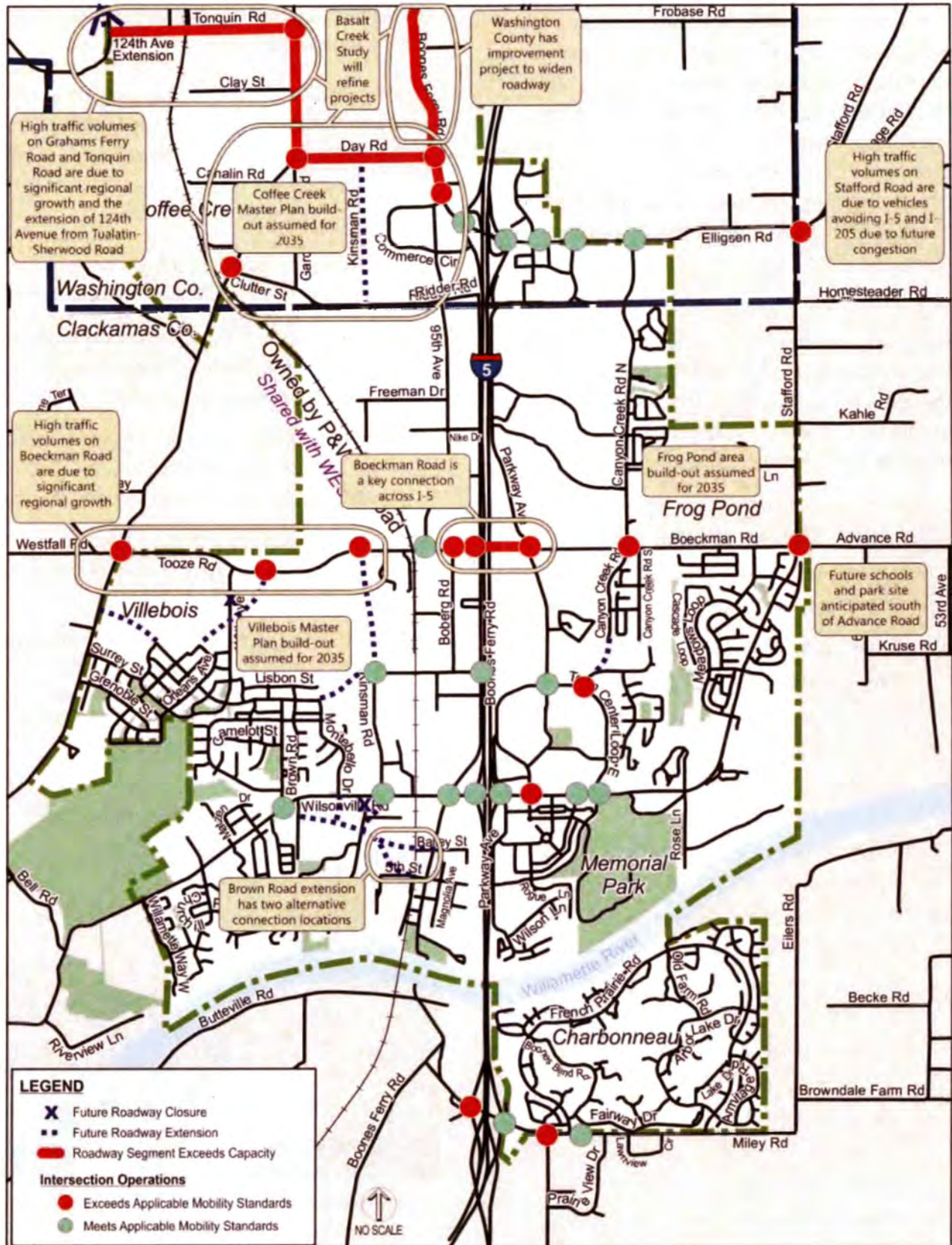
Various roadway extensions throughout the city satisfy critical connectivity needs and would be constructed as development occurs. To account for the resulting traffic patterns, the 2035 baseline capacity analysis assumed the completion of these projects:

- **Barber Street Extension** from Kinsman Road to Montebello Drive, connecting the WES Station to Villebois (Regional Transportation Plan Project 10153, design plans are currently in process)
- **Barber Street Extension** to Grahams Ferry Road (Key roadway in Villebois Master Plan Area)
- **Villebois Drive Extension** to Boeckman Road (Key roadway in Villebois Master Plan Area to replace existing 110th connection)
- **Kinsman Road Extension** from Barber Street to Boeckman Road (Regional Transportation Plan Project 10130; design plans are currently in process)
- **Kinsman Road Extension** from Ridder Road to Day Road (Regional Transportation Plan Project 10853; key roadway in Coffee Creek Master Plan Area)
- **Brown Road Extension** (Currently has partial preliminary design plans for two alternatives)
- **Canyon Creek Road Extension** to Town Center Loop East (Small segment remains to finish connection; eligible as one of final projects using East Side Urban Renewal funding)

These roadway improvements are included in Figure 4-2, which also shows with the 2035 capacity deficiencies.



**FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES**





### FREIGHT-RELATED DEFICIENCIES

In the past, Wilsonville relied on county and Metro designated freight routes. As a major employment center and industry hub along Interstate-5 (I-5), the city and its freight community will benefit from adopting a local freight plan and freight routes. Wilsonville's residential areas will also benefit from designating freight routes that avoid neighborhoods. The community would also benefit from increased marine freight traffic on the Willamette River.

The plan is a result of outreach to identify the city roadways used by freight carriers, as well as the freight-related deficiencies and problem locations on these roadways. This outreach included distribution of surveys to the city's major freight carriers, and a meeting with the Allied Waste commercial and

#### FREIGHT CARRIER OUTREACH

Multiple freight carriers provided feedback on freight routes and deficiencies:

- Allied Waste Services of Wilsonville
- Coca-Cola Bottling of Oregon
- Eaton Corporation
- FLIR Systems, Inc.
- Mentor Graphics Corp
- OrePac Building Products
- Owens & Minor Distribution Inc
- Parker Johnstone's Wilsonville Honda
- Rite Aid Distribution Center
- Rockwell Collins Head-Up Guidance Systems
- SYSCO Food Services of Portland
- Tyco Electronics Medical Products/Precision Interconnect Corp.
- US Crane & Hoist, Inc.
- Vision Plastics, Inc.
- Wilsonville Concrete
- Wilsonville Toyota
- Xerox Corporation

residential drivers, who service the entire city and have a particularly extensive understanding of the city's freight needs.

Figure 4-3 identifies the key gaps and deficiencies that were identified based on the feedback received. It also identifies the streets where freight vehicles are present, though not all of these should become designated freight routes.

The following feedback, which is more general in nature, was also provided by the freight carriers:

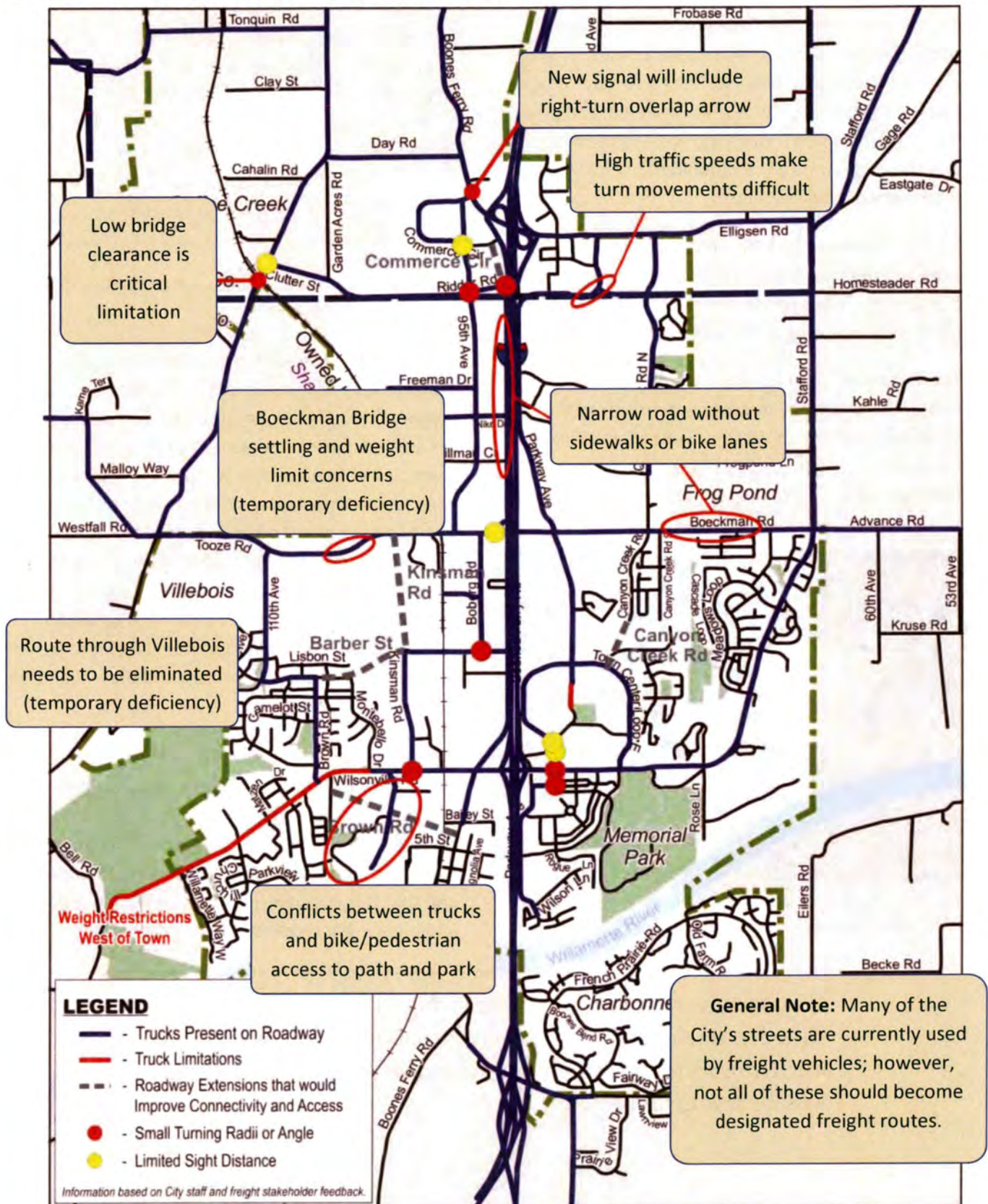
- Flashing yellow left-turn arrows at traffic signals are the preferable design treatment for protective/permissive phasing.
- Where possible, it is important to separate trucks from pedestrians and bicycles (especially on roadways and at tight intersection corners).
- There are inconsistent speeds on similar functioning roadways (for example, Boones Ferry Road versus Parkway Avenue).
- Trucks block traffic when they must wait off-site to access busy on-site loading docks.
- Improved loading areas and site access at retail establishments would aid delivery.
- There are limited direct routes for freight that exist between north and south Wilsonville.



*Roadway congestion and queuing on Elligsen Road leads to increased delay to freight movement.*



FIGURE 4-3. FREIGHT-RELATED DEFICIENCIES





### BICYCLE AND PEDESTRIAN NEEDS

Bicycle and pedestrian facilities support complete community connectivity and opportunities for work, play, shopping, and exercise. They also help reduce traffic congestion, vehicle-miles traveled, and greenhouse gas emissions, while increasing the vibrancy and connectedness of communities and improving the health of city residents.

Figure 4-4 shows the major bicycle and pedestrian gaps and deficiencies in Wilsonville. These needs are due to the various barriers in the system relating to natural areas, topography, and existing development.

There is also a need for improved street cleaning and related maintenance to remove debris from the I-5 interchange areas on Wilsonville Road and Elligsen Road, which are under ODOT jurisdiction. These facilities serve as primary connections over the city's



*The lack of continuous bike lanes on Brown Road north of Wilsonville Road requires cyclists to use the travel lane.*

### SAFE ROUTES TO SCHOOL

Additional bicycle and pedestrian gaps and deficiencies were identified as part of the Safe Routes to School assessment that the City performed in collaboration with the West Linn-Wilsonville School District and each of the city's primary and middle school. These needs are identified in Chapter 6: The Programs.

two most significant barriers (i.e., Interstate-5 and the Willamette River).

Another pedestrian and bicycle need that affects Wilsonville is regional access to the nearby communities. The Ice Age Tonquin Trail and Boones Ferry Road improvements north of Day Road are two examples of facilities that will provide regional connectivity. In addition, Clackamas County has identified the need to provide bicycle facilities on Stafford Road and 65th Avenue to the north and east of Wilsonville. A connection to the south over the Willamette River is also a critical need to link to Charbonneau and the Willamette River Heritage Area (including Champoege State Park and the Willamette Valley Scenic Bikeway).

To further enhance regional connectivity, the City should continue to coordinate with Clackamas County and Washington County to ensure that bicycle and pedestrian improvements on county roadways are identified in their county TSP updates and that these facilities connect to the city's bicycle and pedestrian systems.

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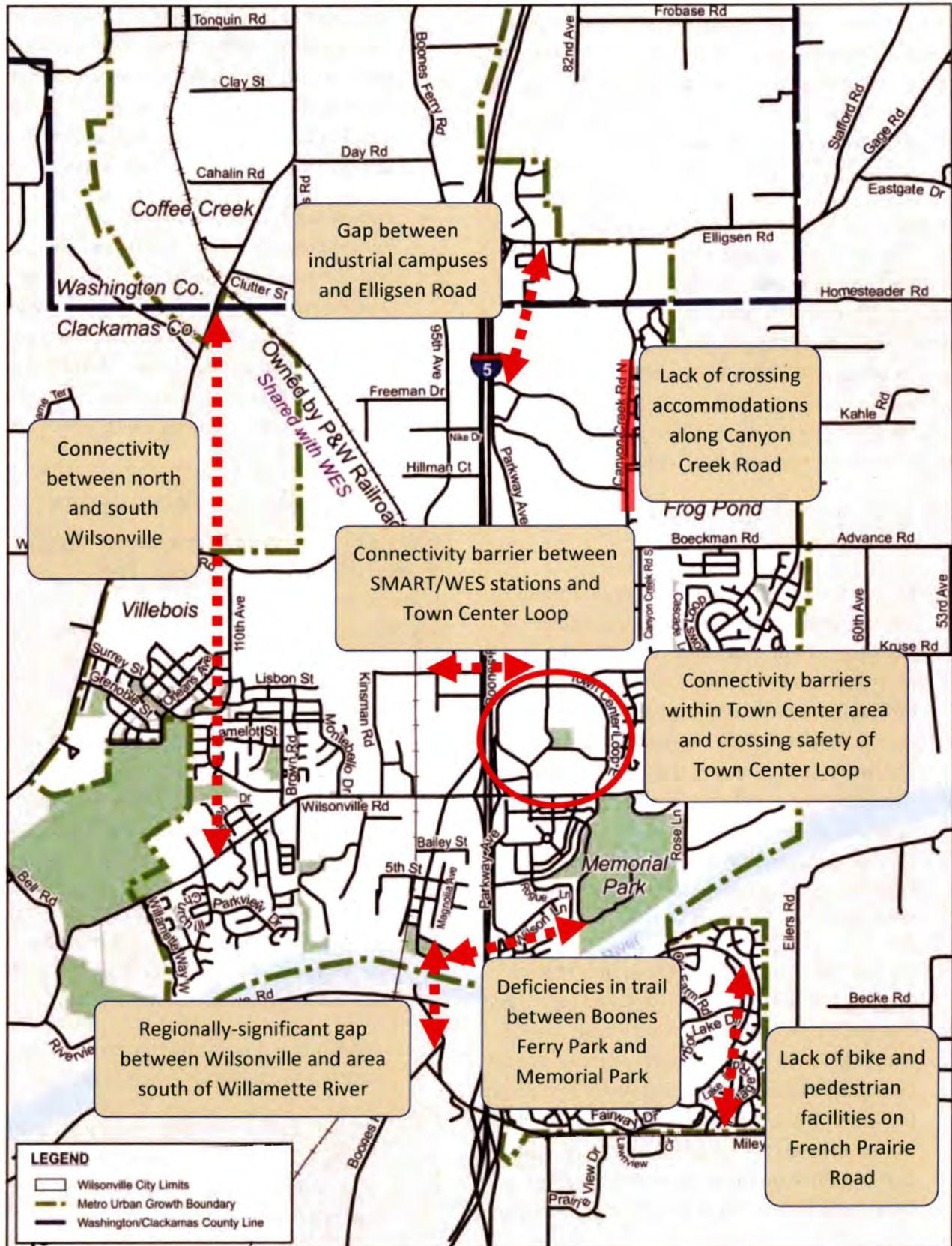
*"Right now there are many gaps where sidewalks end or cross into areas where there are no receiving facilities for them. So, the transportation system plan is looking at those gaps and will be trying to fill them."*

*Al Levit  
Planning Commission*

---



**FIGURE 4-4. MAJOR BICYCLE AND PEDESTRIAN NEEDS**





### TRANSIT NEEDS

Wilsonville is unique among the cities within the Portland Metro area because it has its own transit system. While the rest of Metro is served by TriMet, Wilsonville has been operating South Metro Area Regional Transit (SMART) since it withdrew from TriMet's service district in 1988.

A locally run transit system provides many benefits for Wilsonville's residents and employees. Because it is not dependent upon another agency, SMART is able to determine its own bus routes, frequencies, and fares. It currently provides fare-free service within Wilsonville and supports other programs unique to Wilsonville, such as the SMART Options program. SMART is financially supported by payroll taxes from its strong employment base.

SMART also experiences various challenges, including six key transit needs:

- **Regional Transit Connections** are important for SMART due to Wilsonville's central location between two metropolitan areas (Portland Metro and Salem-Keizer) and its large employment base. While it has existing connections to TriMet (Portland Metro) and Cherriots (Salem-Keizer), these connections should be improved as opportunities arise. For example, expanded service hours and express service to downtown Portland would benefit a larger population of employees and residents of Wilsonville.
- **Service Coverage and Bus Frequency** require ongoing adjustments as demand and resources change. SMART should provide transit service within 1/4-mile of land uses throughout the city. Currently, there are only a few areas that do not fall within the 1/4-mile coverage radius, including Wilson Lane on the east, Willamette Way and Orchard Drive on the west, and the majority of Charbonneau. SMART will need to be responsive

to the desires of the public and all affected neighbors before providing or removing service from a given neighborhood. SMART will also need to expand its service as new development occurs in the areas of Coffee Creek, Villebois, and Frog Pond. To expand coverage and service, SMART may require additional buses.

- **Pedestrian and Bicycle Access to Transit** can help improve transit service by providing safe and convenient connections at either end of transit trips. Pedestrian and bicycle networks that provide access to transit stops and good connectivity to all destinations throughout the city are important. They encourage increased use of transit, walking, and bicycling, which are

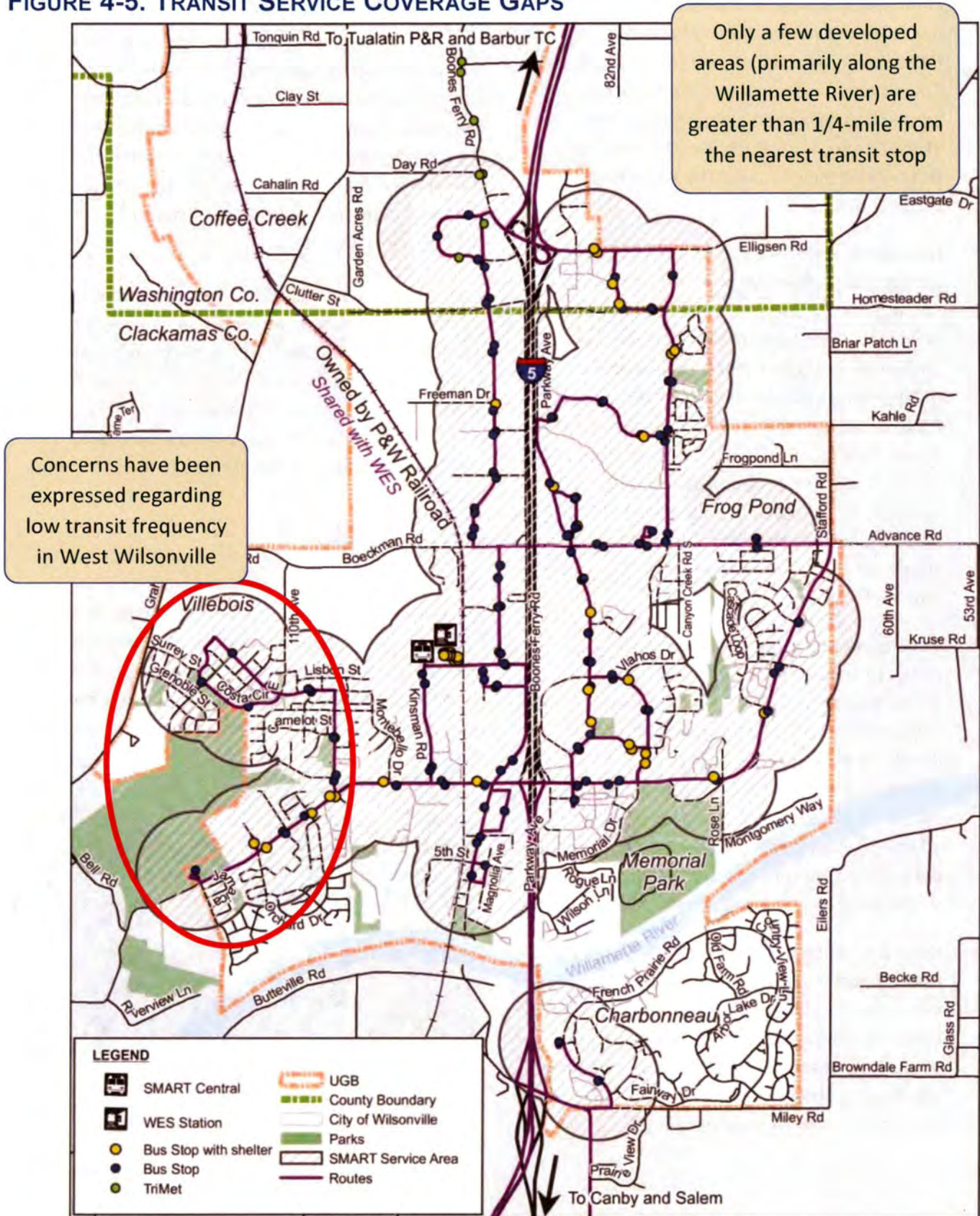
### RECENT TRANSIT IMPROVEMENTS

Since the prior 2008 Transit Master Plan was adopted, three major transit system improvements have been implemented that provide a backbone to the city's transit service:

- **SMART Central at Wilsonville Station** was constructed to act as SMART's main transportation hub and includes a 400 space park and ride lot, twelve bus bays, a new facility with an operator break room and public restrooms, shelters, and a clock tower with security cameras.
- **TriMet's Westside Express Service (WES) Commuter Rail** service began operating out of its new station located adjacent to the SMART Central at Wilsonville Station transit center.
- **SMART Bus Routes** changed to coordinate with WES train departures and arrivals.
- **SMART Operations Center** was built to house fleet and operations facilities, including administration offices, maintenance bays, and a bus parking area.



**FIGURE 4-5. TRANSIT SERVICE COVERAGE GAPS**





complementary travel modes and often used as part of the same trip. Some of the most important locations for access improvements include the Town Center Loop area and the Barber Street connection between Villebois Village and the SMART Central transit center. Other needs throughout the city should be addressed on an ongoing basis.

- **New Buses** are needed for SMART to maintain a quality transit fleet. Many of its buses are aging and require a greater amount of maintenance to keep them in operation. SMART can lower the amount of its budget that it spends on maintenance costs by replacing these buses. Additional buses will also be needed as growth occurs throughout the city. When possible, new buses should use alternative fuels, such as compressed natural gas. This will help SMART to reduce fuel costs and help meet regional and statewide goals for reducing greenhouse gas emissions.
- **Development Review** should address transit needs to ensure that transit users are accommodated as new development occurs in the city. SMART should be involved in the development review process to ensure that existing transit stops are improved and new stops, amenities or routes are provided as needed. In addition, when a new employment or commercial development occurs near a major transit stop, it should locate its building close to the transit stop.
- **Rider Education and Outreach** are ongoing needs that support and encourage transit ridership. One particular area where improvement is needed is adapting to new technology. This includes passenger access to 'real time' transit data and improved on-board amenities. Rider safety education is also an ongoing need.

### ENVIRONMENTAL JUSTICE

As stated by the Environmental Protection Agency, "Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" (U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

Within the context of the TSP, Environmental Justice is an effort to identify underserved and vulnerable populations so the City can improve transportation services while reduce future inequalities. Two areas of particular need are Charbonneau (due to the higher proportion of elderly residents) and a small area on the southern edge of Villebois (due to lower income housing).

### SAFETY NEEDS

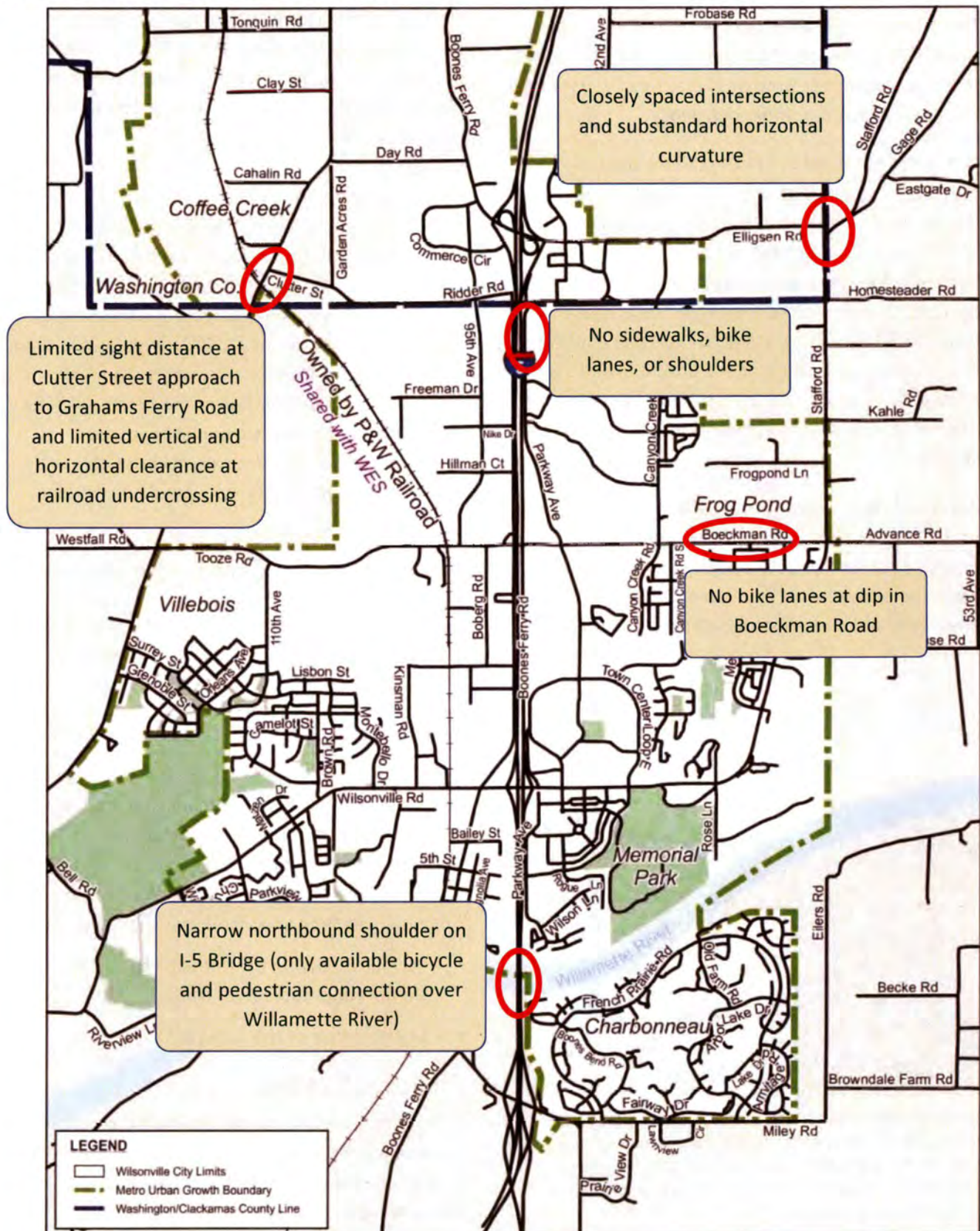
While there are no high-collision locations within Wilsonville, various safety-related deficiencies exist. Figure 4-6 shows five primary locations where there are existing safety concerns. Topography, roadway curvature, and nearby barriers (including I-5 and the railroad track) are key contributors.



*The railroad bridge over Grahams Ferry Road has limited horizontal and vertical clearance. This creates a safety hazard, particularly for bicyclists, pedestrians, and freight traffic.*



**FIGURE 4-6. SAFETY DEFICIENCIES**





### RAIL NEEDS

The primary rail-related deficiency in Wilsonville is the limited vertical and horizontal clearance that the railroad bridge over Grahams Ferry Road causes for trucks. This is also a safety deficiency.

ODOT Rail has a policy of not granting new at-grade crossings. Crossings may be relocated (i.e., a new one is provided but only if an old one is removed). Therefore, railroad tracks can pose a significant barrier to the transportation system due to the high cost of grade separated crossings. The primary location in Wilsonville where the railroad contributes to a roadway system gap is the potential Kinsman Road extension in the northwest quadrant (see the prior Multimodal Connectivity Gaps discussion in this chapter).

Another future item that may affect Wilsonville is that ODOT Rail is studying the feasibility of improving intercity rail service between Eugene and Portland (with the potential for developing a high-speed rail line). Portland and Western's Oregon Electric rail



*Portland and Western's Oregon Electric rail line runs north/south through Wilsonville and serves as an important freight and commuter rail corridor. However, it also creates a barrier to travel for other modes due to limited crossing locations.*

line, which runs through Wilsonville, is one of the existing rail alignments being studied. Depending on the outcome of this study, there may be additional passenger rail trains traveling through Wilsonville that would increase gate down time and rail related congestion for all modes of travel.

### AIR NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing the Aurora Airport. However, the City, concerned citizens, and local businesses have participated in the Oregon Department of Aviation's (ODA) development of an updated Master Plan for the airport. The City acknowledges the adoption of the Master Plan by ODA and will continue to monitor planned improvements at the airport and coordinate with ODA and Marion County, who have jurisdictional responsibilities.

The City also has two, potentially conflicting interests that must be balanced related to the airport. These include noise sensitivity for city residents and the reliance local businesses have on the airport for corporate travel.

### WATER NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing activities on the Willamette River. However, it supports efforts by Corps of Engineers to maintain the following two activities, which are essential for the river to function over time as a viable transportation facility:

- Periodic dredging to maintain channel depth to support applicable river traffic
- Maintenance of the Locks at Oregon City

### PIPELINE SYSTEM

A high-pressure natural gas mainline pipe exists in the vicinity of the Interstate-5 corridor. The location of this pipeline may impact a project's feasibility or limit available improvement options in its vicinity.



## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS NEEDS

Transportation System Management and Operations (TSMO) improvements include integrated operations solutions that incorporate advanced technologies.

Due to the regional significance of TSMO improvements, Clackamas County and Metro have prepared their own plans. Some key needs include:

- **Arterial Corridor Management** for Boones Ferry Road, Elligsen Road, 65<sup>th</sup> Avenue, Wilsonville Road, and Stafford Road to improve reliability and traveler information along the corridors. Arterial Corridor Management includes installing fiber optic cable to allow communication with the ODOT/County Transportation Management and Operations Center as well as other intelligent transportation devices such as variable message signs, CCTV cameras, traveler information and adaptive traffic signal systems.
- **Transportation Demand Management (TDM)** by supporting the SMART Options Program, which works with Wilsonville area employers and residents to promote transit and other transportation options that reduce traffic congestion, such as carpool, vanpool, bike, walk, and telecommute.
- **Regional Fiber Network Connections** between Wilsonville's traffic signals and Clackamas County's fiber network (Clackamas County currently maintains and operates the City's traffic signals on its behalf).

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*"We have a new beautiful interchange with much more capacity, but we don't want to use up the capacity just to get from one side of town to the other."*

*Ben Altman, Chair  
Planning Commission*

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- **Adaptive Signal Timing** and associated video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East.
- **Closed Circuit Television Cameras** at the key locations along Wilsonville Road and I-5.
- **Video Monitoring Cameras and Vehicle Detection Equipment** (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road.
- **Railroad Crossing Alert System** at Portland and Western at-grade railroad crossings.

### RECENT TSMO PROJECTS

Through a collaborative effort by Wilsonville, Clackamas County, and ODOT, the following TSMO projects have already been implemented:

- **Wilsonville Road Traffic Signal Communications** were improved as part of the Wilsonville Road Interchange Improvements to help manage traffic operations.
- **I-5 Interchange Area CCTV Cameras** were installed by ODOT and linked to the ODOT Trip Check website to provide real time information to drivers traveling within and through Wilsonville.
- **Discover Wilsonville** was a one-year program to make sure every Wilsonville resident has all the information they need to use whatever travel options interest them.
- **Sunday Streets** was a special event focusing on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with physical activities, fun and interactive entertainment, music, and food.



### ALTERNATIVE FUEL NEEDS

Within Wilsonville and throughout the Portland Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). These vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it will use for its bus fleet.

The City could consider identifying various electrical vehicle stations at strategic locations that serve both residential and business users. Level II charging stations (input voltage of 240 volts, which requires two to four hours for charging) already exist at City Hall (2 stations) and the Fred Meyer parking lot (2 stations). Additional locations that may be considered for Level II charging stations are the SMART Central transit center and Town Center Loop.

The City of Wilsonville could also take advantage of its location at the southern tip of the Portland Metropolitan area to install (or coordinate with a willing business to install) a Level III (480 volt) fast charging station, which require only 20 to 40 minutes to complete the charge. An ideal location would be near one of the I-5 interchanges.

Another option to be ready for the transition to electric transportation would be to include provisions in residential, commercial, and industrial building codes for supporting the required infrastructure. It would be less expensive to require new buildings and parking lots to have the required electrical wiring and outlets to support future electric vehicle charging stations than it would be to retrofit older buildings and parking lots. By taking this preliminary step in preparing its infrastructure, a smoother transition could be made to alternative fuels for vehicles.



*Electric vehicle charging stations, such as those located at Fred Meyer (shown above) and Wilsonville City Hall (shown below), allow patrons, employees, and visitors to charge their vehicles while working, shopping, and visiting Wilsonville.*





# The Projects

## Chapter 5



Wilsonville is responsible for managing an efficient and effective transportation system that supports the quality of life of its residents and the economic vitality of its businesses. This is no easy task, but the City can succeed by implementing programs and projects that provide three primary benefits:

- Reduce rush hour traffic
- Improve operations and safety
- Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville should be engaged in these three activities simultaneously through a balanced effort of programs and projects to receive the greatest value from its infrastructure expenditures. This balanced approach can also guard against over-building roadway capacity.

The list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Constructing all of the identified transportation solutions would cost approximately \$218.2 million, which exceeds \$123.4 million, which is forecasted to be available through 2035 from both City and other funding sources. Therefore, Wilsonville must choose how to invest its limited resources to provide the greatest benefit to Wilsonville residents and businesses. The highest priority solutions to meet the most important transportation system needs are included in the "Higher Priority" project list, while all other projects are included in the "Planned" project list.

### *Wilsonville will . . .*

- *Improve system efficiency,*
- *Reduce congestion, and*
- *Save money*

### *By implementing programs and projects that . . .*

1. *Reduce rush hour traffic,*
2. *Improve operations and safety, and*
3. *Make strategic investments in new and expanded facilities to serve all modes*





### SYSTEM IMPROVEMENT PRIORITIES

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see Chapter 1: The Context). The City's prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon.

Because transportation funding is limited, Wilsonville recognizes the importance of being fiscally responsible in managing and improving its transportation system. The diagram at right illustrates cost-effective steps and associated solution areas to resolving transportation needs by following a multimodal, network-wide approach. These five steps were considered from top to bottom when evaluating Wilsonville's transportation projects:

- **Manage** the performance of congested locations with strategies that reduce traffic conflicts, increase safety, and encourage more efficient usage of the transportation system. Intersection operational improvements are considered to fall under this category.
- **Reduce** the driving demand at congested locations by ensuring safe and available walking, biking, and transit options.
- **Revisit** land use decisions and congestion thresholds to support shorter driving trips or modified travel decisions.
- **Extend** streets to increase connectivity and create parallel routes that reduce the driving demand on congested facilities.
- **Expand** existing streets or intersections to increase the driving capacity of congested facilities.

### COST-EFFECTIVE STEPS TO RESOLVING TRANSPORTATION NEEDS

Consider these steps from top to bottom until a viable solution is identified:

FIGURE 5-1. IMPROVEMENT PRIORITIES



*"We want to create a transportation system that has multiple choices . . . That way we are not heavily reliant on the car, which will still stay a key element to the system. But we want to make sure we are providing options for bicycles, pedestrians, and transit."*

*Ben Altman, Chair  
Planning Commission*



## PRIORITIZED SOLUTION AREAS

As illustrated in Figure 5-1, the City can best manage its transportation system by having plans, programs, and/or projects that address each of the following solution areas:

1. **Transportation System Management and Operations (TSMO)** strategies that improve the safety and efficiency of the current system, including Transportation Demand Management (TDM)
2. **Bicycle, Pedestrian, and Transit** system improvements that target key system gaps and safely accommodate all transportation users
3. **Land Use and Development Strategies** that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. **Connectivity** improvements that include motor vehicle, pedestrian, bicycle, and transit facilities to provide more direct routes for all transportation users between neighborhoods, schools, parks, and retail/industrial areas
5. **Motor Vehicle Capacity** improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

General preference should be given to those listed first, but only to the degree to which they are more cost-effective at supporting the City's vision and goals (i.e., a transportation system that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, and promotes livability). Many of the City's projects include elements that address multiple solutions.

## PROJECT EVALUATION PROCESS

Wilsonville's transportation improvement projects were also evaluated and prioritized to help select which projects to include in the Higher Priority project list. Many projects had been evaluated and prioritized in recently adopted mode-specific transportation plans. As a result, the TSP evaluation process varied for the different modes:

- **Motor Vehicle Projects:** The projects were ranked according to a point-based technical scoring methodology using evaluation criteria consistent with the City's transportation goals. This allowed for a consistent method to understand how well the projects would meet the City's transportation goals and policies. In addition, community input was considered when prioritizing the projects.
- **Bicycle, Pedestrian, and Transit Projects:** The project priorities in the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan were reviewed, and a few changes were made based on City staff and public input. The majority of the higher priority bicycle and pedestrian projects were included in the Higher Priority project list, even if it would require them to be constructed separately from associated motor vehicle projects.

Prioritizing the projects in this way allowed for them to be separated into two lists: the "Higher Priority" project list includes the highest priority solutions to meet the City's most important transportation system needs, while the "Additional Planned" project list includes all of the other projects.



## HIGHER PRIORITY PROJECTS

The “Higher Priority” project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City’s most important needs. These projects will inform the City’s yearly budget and 5-year Capital Improvement Plan (CIP). As shown in Table 5-1, the Higher Priority projects would cost a total of \$118.0 million, which is consistent with forecast available funding through 2035.

Figures 5-2 through 5-6 show locations of the projects, and corresponding project details are included in Tables 5-1 through 5-5 (project numbering is alphabetical). Some of the City’s Higher Priority projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-6. Additional project details are included in the appendix (where they are sorted by project type).

**Table 5-1. Higher Priority Project Costs<sup>a</sup>**

Project Type	2011 Cost Estimate
Roadway Extensions	\$46,495,000
Roadway Widening	\$20,200,000
Urban Upgrades	\$30,650,000
Spot Improvements	\$4,860,000
Standalone Bicycle and Pedestrian Improvements	\$15,350,000
Transit Improvements	\$500,000
<b>Total Higher Priority Project Costs</b>	<b>\$118,055,000</b>

<sup>a</sup> See Tables 5-2, 5-3, 5-4, 5-5, and 5-6 for individual project costs.

## PROJECT TYPES

### **RE – Roadway Extensions (Multimodal Connectivity):**

New transportation facilities in Wilsonville will connect neighborhoods to one another and to other important destinations. Many of the bicycle and pedestrian improvements related to roadway extensions will fill important system gaps so that neighborhoods have improved non-motorized connectivity, while roadway extension projects are the key motor vehicle improvements that provide increased connectivity in Wilsonville. The roadway extensions help the City to meet the one-mile arterial and half-mile collector spacing standards, consistent with City and regional policy.

**RW – Roadway Widening (Capacity):** The roadway widening projects increase roadway capacity.

**UU – Urban Upgrades (Multimodal Connectivity and Safety):** The urban upgrade projects complete existing roadways, and often improve connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

These projects improve the roadways to meet the City’s cross-section standards.

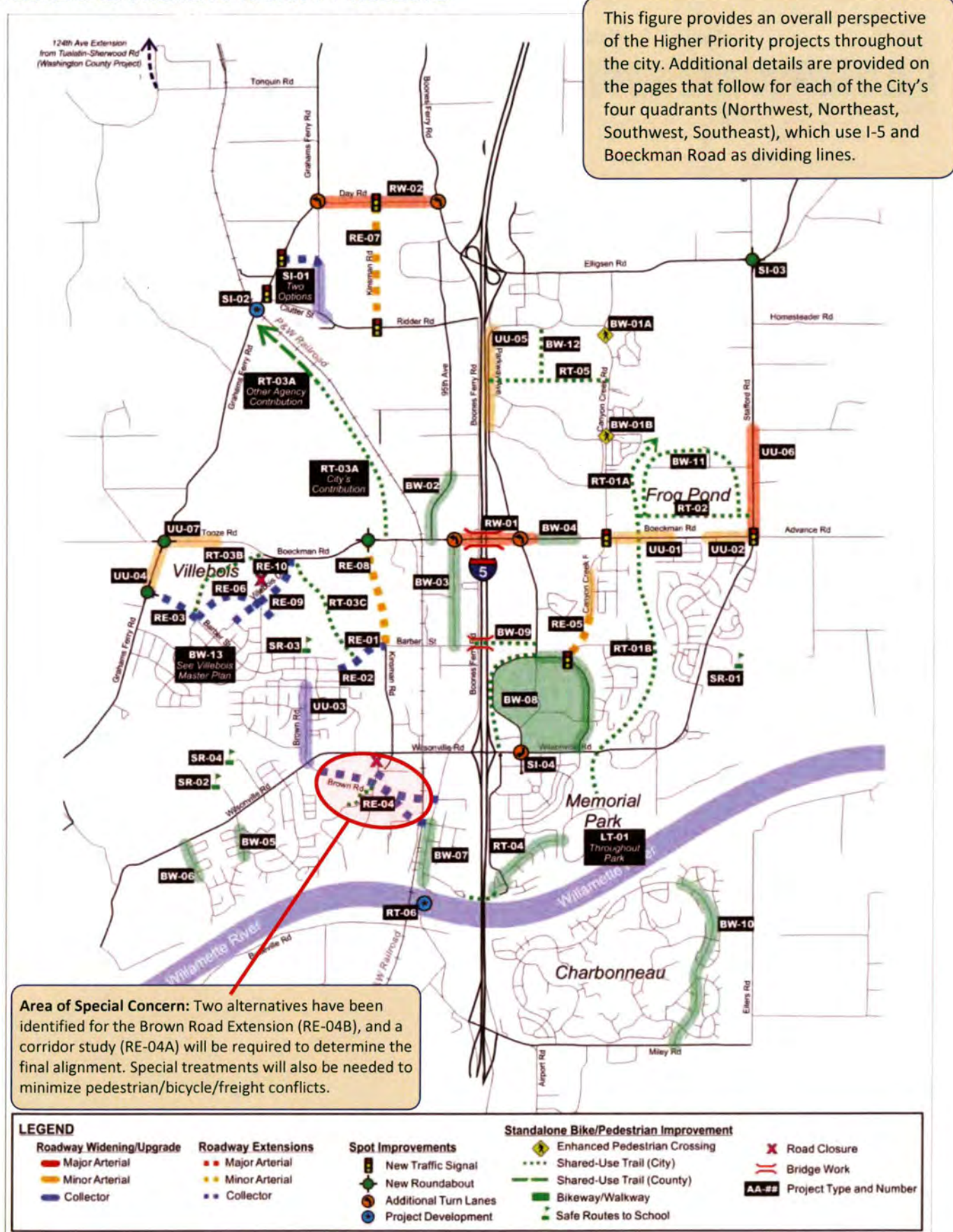
**SI – Spot Improvements (Transportation System Management and Operations):** Spot improvements consist of isolated intersection improvements and safety improvements throughout the city.

**BW, SR, LT, and RT – Standalone Bicycle and Pedestrian Improvements (Multimodal Connectivity and Safety):** While many bicycle and pedestrian facilities will be constructed as elements of roadway extension and widening projects, there are a number of projects that the City should construct separately or as part of future development. These include the highest priority bikeways/walkways (**BW**), Safe Routes to School projects (**SR**), local trails (**LT**), and regional trails (**RT**).

**TI – Transit Improvements:** Transit projects are needed throughout the city to provide bus stop amenities and improve bicycle and pedestrian access to transit.



**FIGURE 5-2. HIGHER PRIORITY PROJECTS**



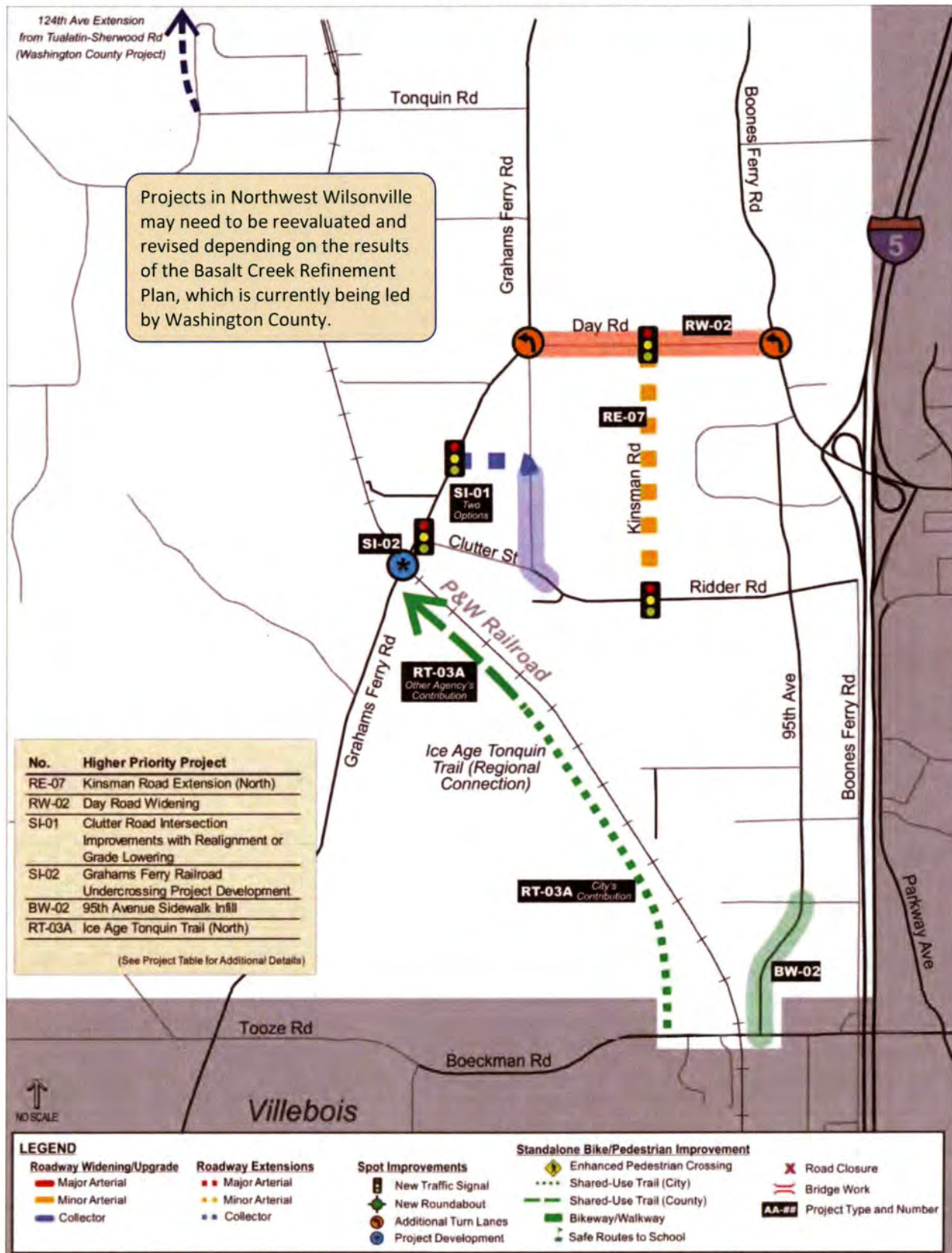


**Table 5-2. Higher Priority Projects (Northwest Quadrant)**

Project		Description	Cost
<b>Roadway Extensions</b>			
RE-07	Kinsman Road Extension (North)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Ridder Road to Day Road when the area redevelops; project also includes traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections	\$6,500,000
<b>Roadway Widening</b>			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$6,600,000
<b>Spot Improvements</b>			
SI-01	Clutter Road Intersection Improvements with Realignment or Grade Lowering	Install traffic signal and turn lanes along with either lowering grade of intersection by approximately 5 feet (Option A) or realigning Clutter Road approximately 500 feet to the north (Option B); these two options have approximately equal cost estimates and selection will depend on compatibility with future redevelopment	\$1,860,000
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$85,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,040,000 (Partial Regional funding)



**FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)**



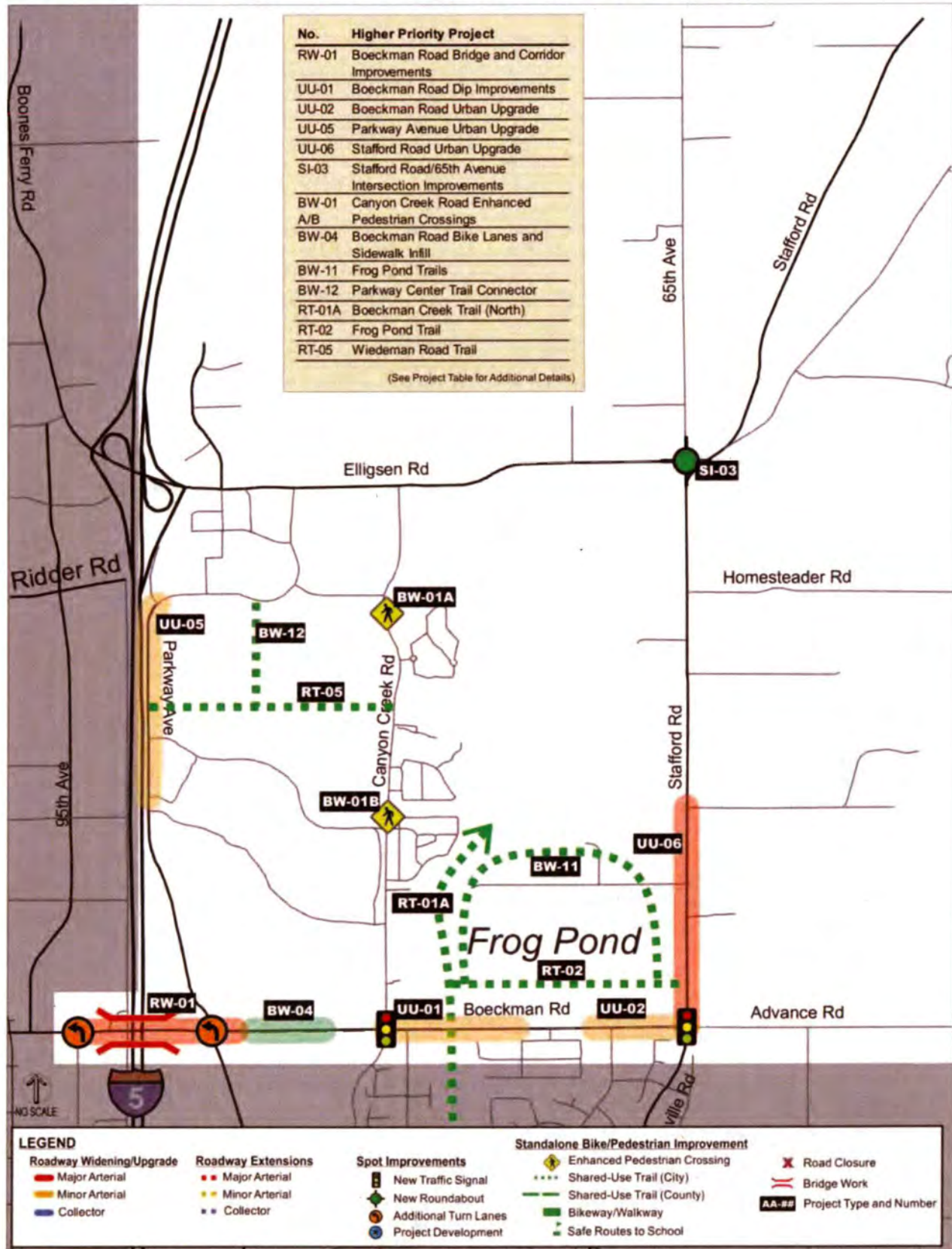


**Table 5-3. Higher Priority Projects (Northeast Quadrant)**

Project		Description	Cost
<b>Roadway Widening</b>			
RW-01	Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$13,600,000
<b>Urban Upgrades</b>			
UU-01	Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$5,850,000
UU-02	Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$2,100,000
UU-05	Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,000,000
UU-06	Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$3,900,000
<b>Spot Improvements</b>			
SI-03	Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,000,000 (Partial County funding)
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-01	Canyon Creek Road A/B Enhanced Pedestrian Crossings	Install two new pedestrian crossings of Canyon Creek Road that include rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final locations to be determined)	\$130,000
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$515,000
BW-11	Frog Pond Trails	Construct trail as part of Frog Pond development; with connections to three proposed parks and the proposed regional Boeckman Creek Trail	\$290,000
BW-12	Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedeman Road Trail) on the south	\$120,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-01A	Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$800,000
RT-02	Frog Pond Trail	Construct shared-use path through Frog Pond area (from Boeckman Creek Dip to Stafford Road) as part of development to provide an off-street alternative to Boeckman Road and link neighborhoods, schools, parks, and transit stops	\$290,000
RT-05	Wiedeman Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site	\$340,000



**FIGURE 5-4. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)**



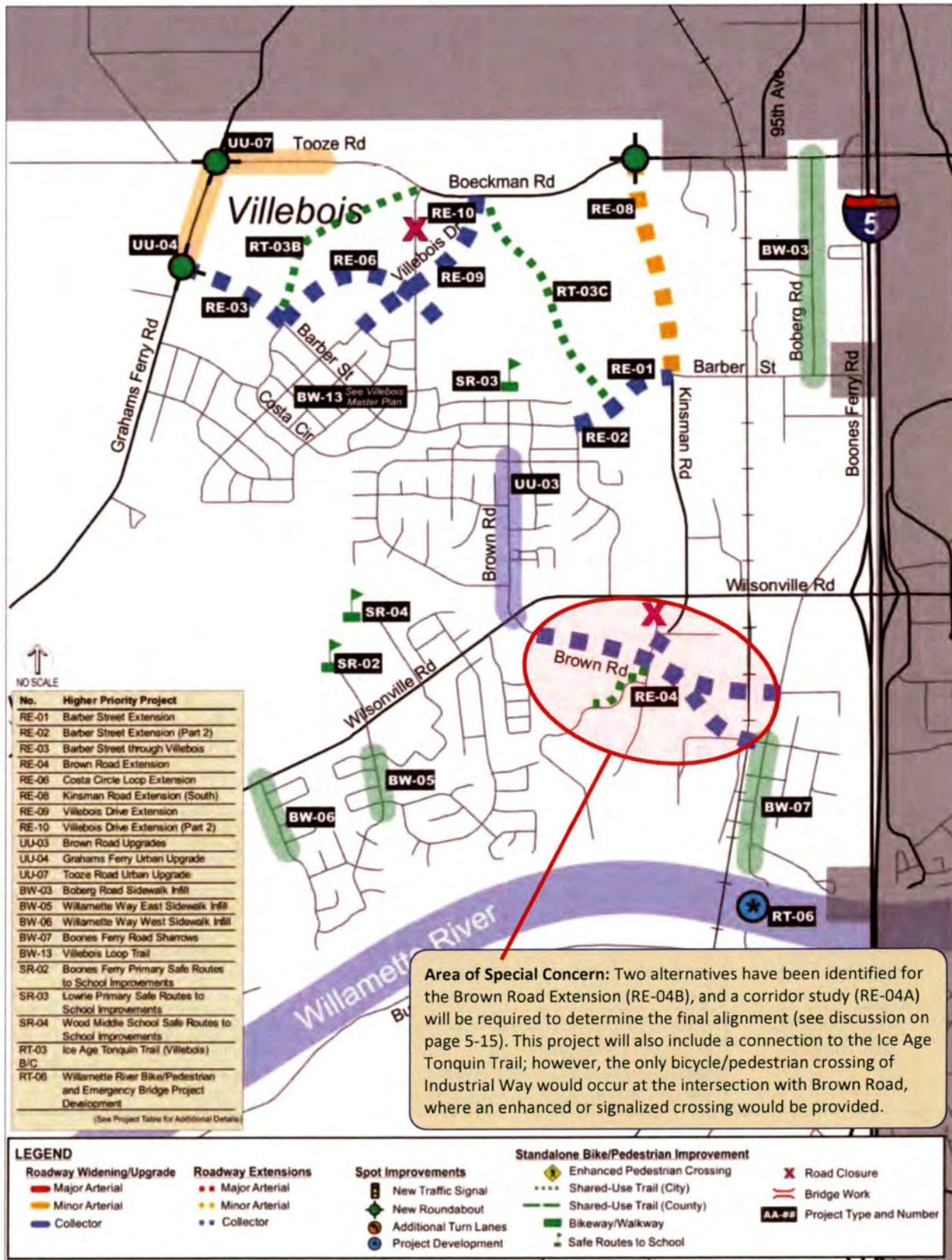


**Table 5-4. Higher Priority Projects (Southwest Quadrant)**

Project		Description	Cost
<b>Roadway Extensions</b>			
RE-01	Barber Street Extension	Construct 2-lane roadway with bridge, bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Coffee Lake Drive to facilitate access and circulation to WES Station and Villebois	\$8,315,000
RE-02	Barber Street Extension (Part 2)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Montebello Drive to facilitate access and circulation to WES Station and Villebois	\$400,000
RE-03	Barber Street through Villebois	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Monte Carlo Avenue to Grahams Ferry Road	\$520,000
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment (i.e., connection at either Bailey Street or 5th Street)	\$20,000
RE-04B	Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$15,200,000
RE-06	Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,000,000
RE-08	Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,400,000
RE-09	Villebois Drive Extension	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Costa Circle to Coffee Lake Drive	\$390,000
RE-10	Villebois Drive Extension (Part 2)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Boeckman Road	\$250,000
<b>Urban Upgrades</b>			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	\$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
<b>Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)</b>			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street To future connections	\$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-03	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	\$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000 (Partial Regional funding)



FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)



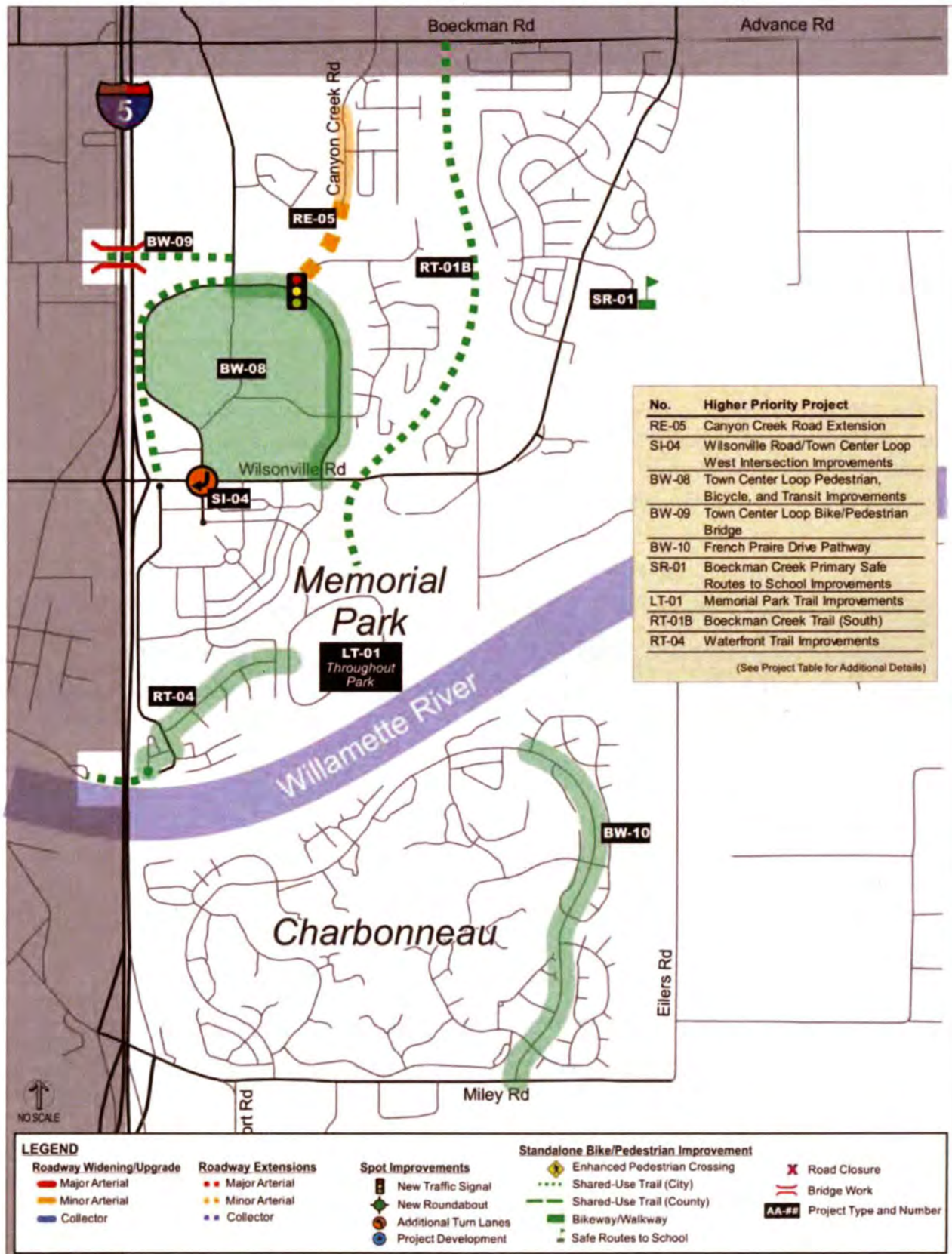


**Table 5-5. Higher Priority Projects (Southeast Quadrant)**

Project		Description	Cost
<b>Roadway Extensions</b>			
RE-05	Canyon Creek Road Extension	Construct remaining 3-lane roadway with bike lanes, sidewalks, and transit stop improvements from existing terminus to Town Center Loop East; project also includes realigning a portion of Vlahos Drive (so it intersects Canyon Creek Road) and installing a traffic signal at the Town Center Loop East/Canyon Creek Road intersection	\$3,500,000
<b>Spot Improvements</b>			
SI-04	Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes)	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09	Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$4,000,000
BW-10	French Prairie Drive Pathway	Construct 10-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,140,000
<b>Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)</b>			
SR-01	Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$65,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>			
LT-01	Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail	\$595,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-01B	Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,150,000 (Partial Regional funding)
RT-04	Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible	\$125,000



**FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)**





**Table 5-6. Higher Priority Projects (Citywide)**

Project	Description	Cost
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>		
BW-14 Wayfinding Signage	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city	\$65,000
<b>Transit Improvements</b>		
TI-01 Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops)	\$200,000
TI-02 Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval	\$300,000

Table 5-7 provides a side-by-side comparison of the estimated funding sources available and how much they would contribute to the Higher Priority projects. Additional cost information is provided in the

appendix. The planning level project costs are intended to cover a moderate level of unanticipated costs that may arise at the time the projects are constructed.

**Table 5-7. Higher Priority Project Funding Sources and Contributions**

Project Type	Capital Improvement Funding Estimates through 2035	
	Approximate Funding Available	Contributions to Higher Priority Projects
Street System Development Charges (SDCs) and Developer Contributions	\$72 million	\$68.6 million
West Side Plan – Urban Renewal District	\$27 million	\$26.6 million
Year 2000 Plan – Urban Renewal District	\$5 million	\$3.5 million
Park System Development Charges (SDCs)	\$0.7 million <sup>a</sup>	\$0.7 million
Local/Regional Partnerships	\$2.9 million <sup>a</sup>	\$2.9 million
Grants	\$3.2 million <sup>a</sup>	\$3.2 million
State and Federal Funding	\$12.6 million <sup>a</sup>	\$12.6 million
<b>Total</b>	<b>\$123.4 million<sup>a</sup></b>	<b>\$118.1 million</b>

<sup>a</sup> The approximate funding levels estimated for various sources were considered to be equal to the contributions due to the prior experience of how the City has been able to fund transportation projects. If the City is unable to obtain local/regional partnerships, grants, and/or state and federal funding, then the associated projects that assume these funding sources may have to be put on hold until other funding becomes available.



## BROWN ROAD EXTENSION ALTERNATIVES

From a transportation planning standpoint, both Brown Road extension alternatives would provide comparable benefits to the transportation network. Selection of an alignment should be made during or prior to the master planning process for the large area south of Wilsonville Road and west of the railroad tracks.

The following factors should be considered as part of selecting a future alignment:

- Access
- Bicycle and pedestrian network connections
- Environmental impacts
- Freight benefits/impacts
- Future development plans and land use changes in the two areas most impacted by

the roadway extension: (1) west of the railroad tracks south of Wilsonville Road and (2) in Old Town, specifically along Boones Ferry Road

- Motor vehicle capacity
- Neighborhood/commercial connectivity
- Private property impacts
- Project costs
- Public input
- Railroad crossings
- Small business impacts
- Timing
- Traffic diversion
- Water and sewer utility issues





## ADDITIONAL PLANNED PROJECTS

The “Additional Planned” project list includes those projects that would contribute to the City’s desired transportation system through 2035 but that were not included as “Higher Priority” projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

The State stipulates that projects listed in the TSP form the legal basis for exacting developer-provided improvements. Together, the “Higher Priority” and “Additional Planned” project lists document all the City’s desired projects so that it is clear what improvements are needed to ensure that the City’s transportation network fully supports its continued growth.

Even though the City should primarily focus on the projects included in the Higher Priority Solutions Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

As shown in Table 5-8, the “Additional Planned” projects would cost a total of \$100.1 million. Figures 5-7 through 5-11 show locations of the projects, and corresponding project details are included in Tables 5-8 through 5-12. Some of the City’s Additional Planned projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-13.

**Table 5-8. Additional Planned Project Costs<sup>a</sup>**

Project Type	2011 Cost Estimate
Roadway Extensions	\$27,200,00
Roadway Widening	\$7,000,000
Urban Upgrades	\$20,100,000
Spot Improvements	\$6,500,000
Standalone Bicycle and Pedestrian Improvements	\$24,860,000
Transit Improvements	\$14,450,000
<b>Total Additional Planned Project Costs</b>	<b>\$100,110,000</b>

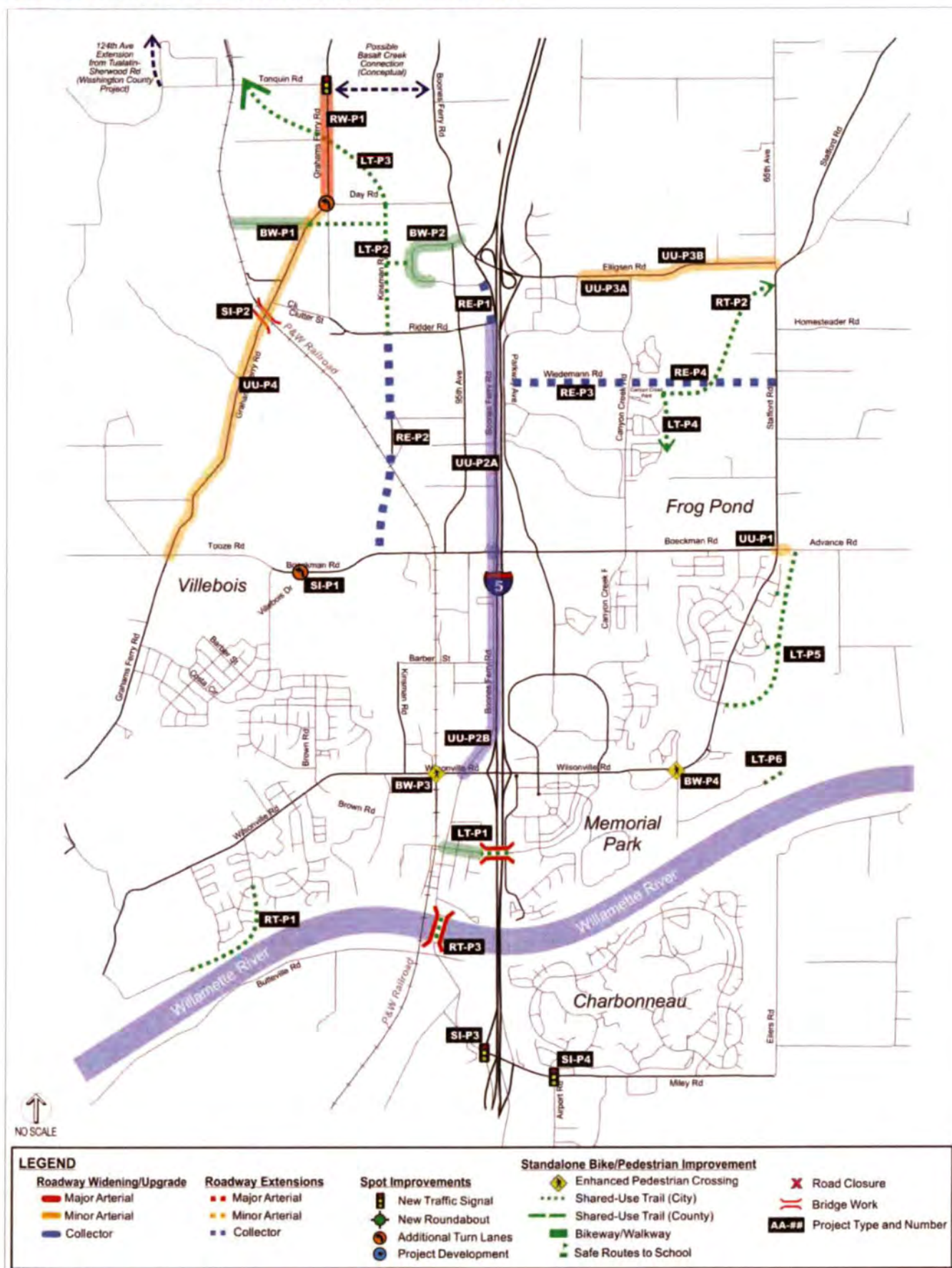
<sup>a</sup> See Tables 5-9, 5-10, 5-11, 5-12, and 5-13 for individual project costs.



*Trees provide an aesthetically pleasing environment and shade along a street in Charbonneau, a private planned community in Wilsonville surrounding a 27-hole golf course. Because Charbonneau is on the southern bank of the Willamette River, it is separated from the remainder of the city and would benefit from a dedicated bicycle and pedestrian bridge.*



**FIGURE 5-7. ADDITIONAL PLANNED PROJECTS**





**Table 5-9. Additional Planned Projects (Northwest Quadrant)**

Project		Description	Why Not Higher Priority?	Cost
<b>Roadway Extensions</b>				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	\$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	\$12,000,000
<b>Roadway Widening</b>				
RW-P1	Grahams Ferry Road Widening	Widen Grahams Ferry Road from Tonquin Road to Day Road to four lanes with bike lanes, sidewalks, and transit improvements; acquire the full five-lane right-of-way width to accommodate future left-turn lanes; also provide additional left-turn lanes at Tonquin Road and Day Road intersections	Located within Washington County and is only needed under certain scenarios of the pending Basalt Creek Refinement Plan	\$7,000,000
<b>Urban Upgrades</b>				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville	\$2,000,000
<b>Spot Improvements</b>				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	\$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	Industrial area with no connectivity to other facilities	\$100,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	\$500,000



**FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)**

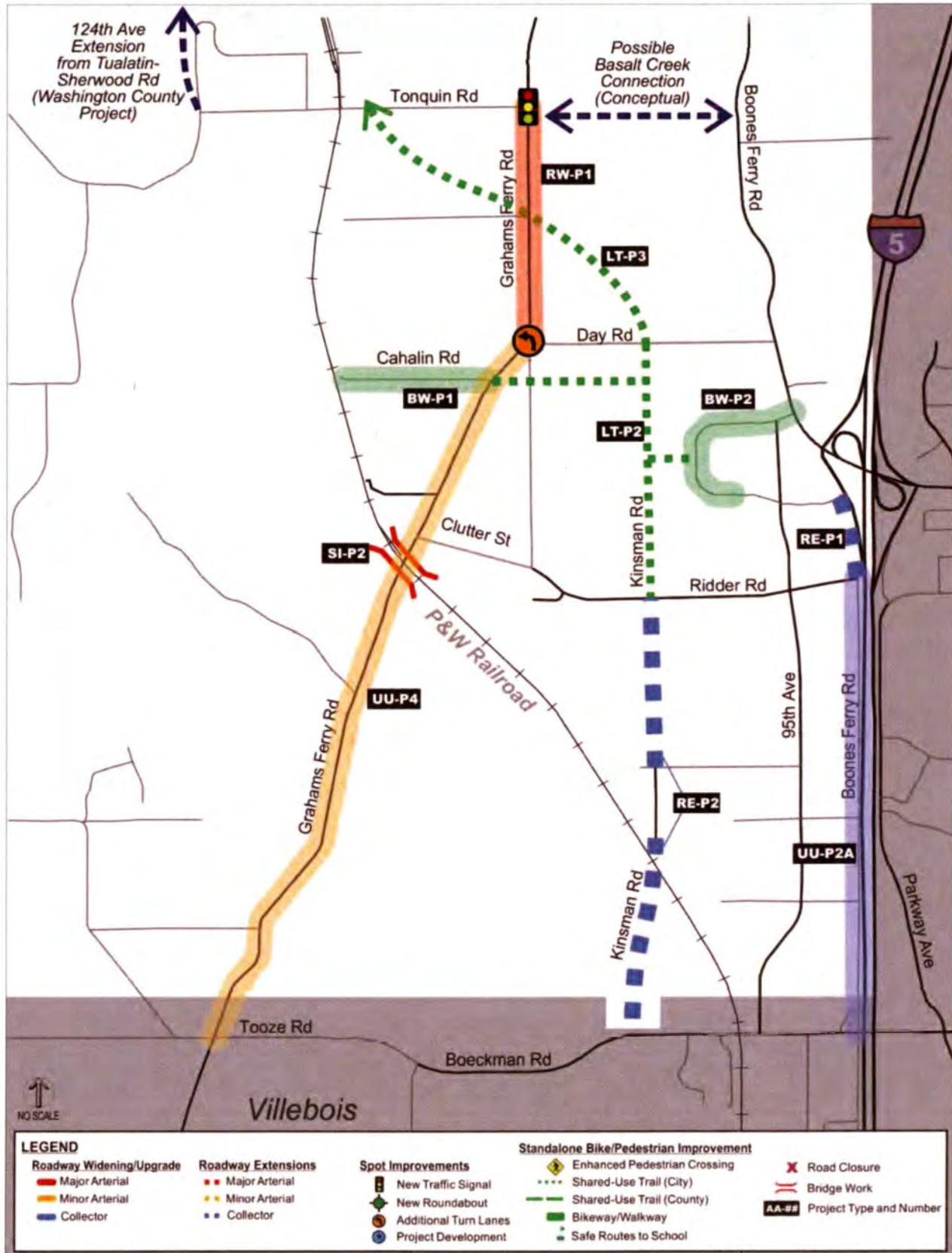
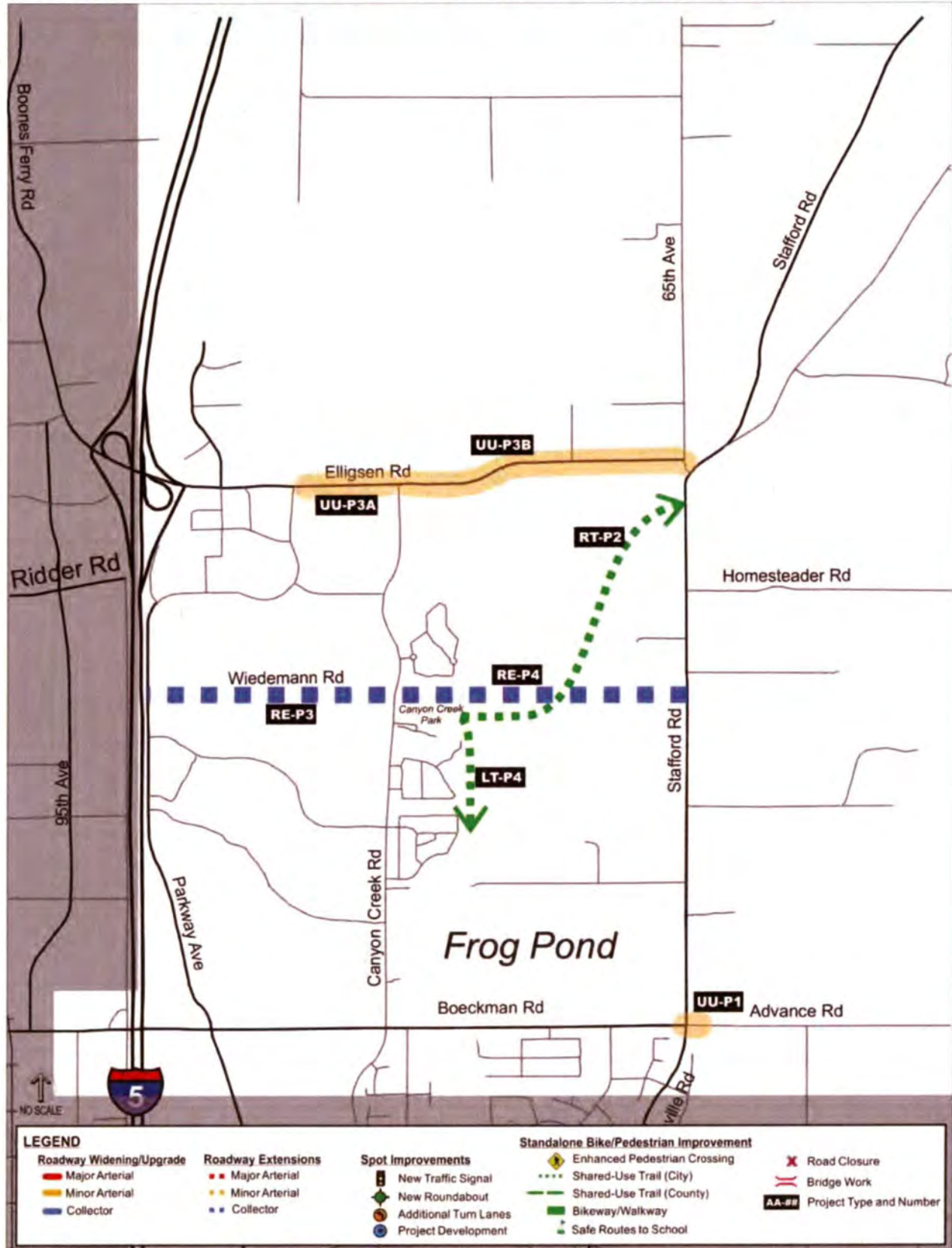


Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
<b>Roadway Extensions</b>				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	\$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	\$8,800,000
<b>Urban Upgrades</b>				
UU-P1	Advance Road Urban Upgrade	Upgrade Advance Road east of Stafford Road (section within City limits) to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Upgrades will become more critical as growth occurs east of the city, particularly in conjunction with the anticipated school site	\$300,000
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	\$6,000,000 (Partial Federal funding)
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000



FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)



**Table 5-11. Additional Planned Projects (Southwest Quadrant)**

Project	Description	Why Not Higher Priority?	Cost
<b>Urban Upgrades</b>			
UU-P2B Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited additional connectivity benefits due to alternative parallel routes (i.e., Kinsman Road extension); project would become more beneficial once bike and pedestrian bridge is built over I-5 connecting Barber Street to Town Center Loop West	\$5,900,000
<b>Spot Improvements</b>			
SI-P1 Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road	Potential improvement need expected to be triggered by future regional traffic traveling east-west through Wilsonville	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-P3 Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Not critical until land south of Wilsonville Road Develops	\$70,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>			
LT-P1 5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 <sup>th</sup> Street; also construct bike lanes and sidewalks on 5 <sup>th</sup> Street connecting the new bridge to Boones Ferry Road	High cost and recent improvements to Wilsonville Road Interchange have improved East/West pedestrian connectivity	\$6,400,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-P1 Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	Low priority as it is needed after other critical trail and pathway connections are completed (i.e. Ice Age Tonquin Trail)	\$260,000
RT-P3 Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate)	High cost; next step is to determine feasibility within planning horizon	\$14,000,000



**FIGURE 5-10. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUADRANT)**

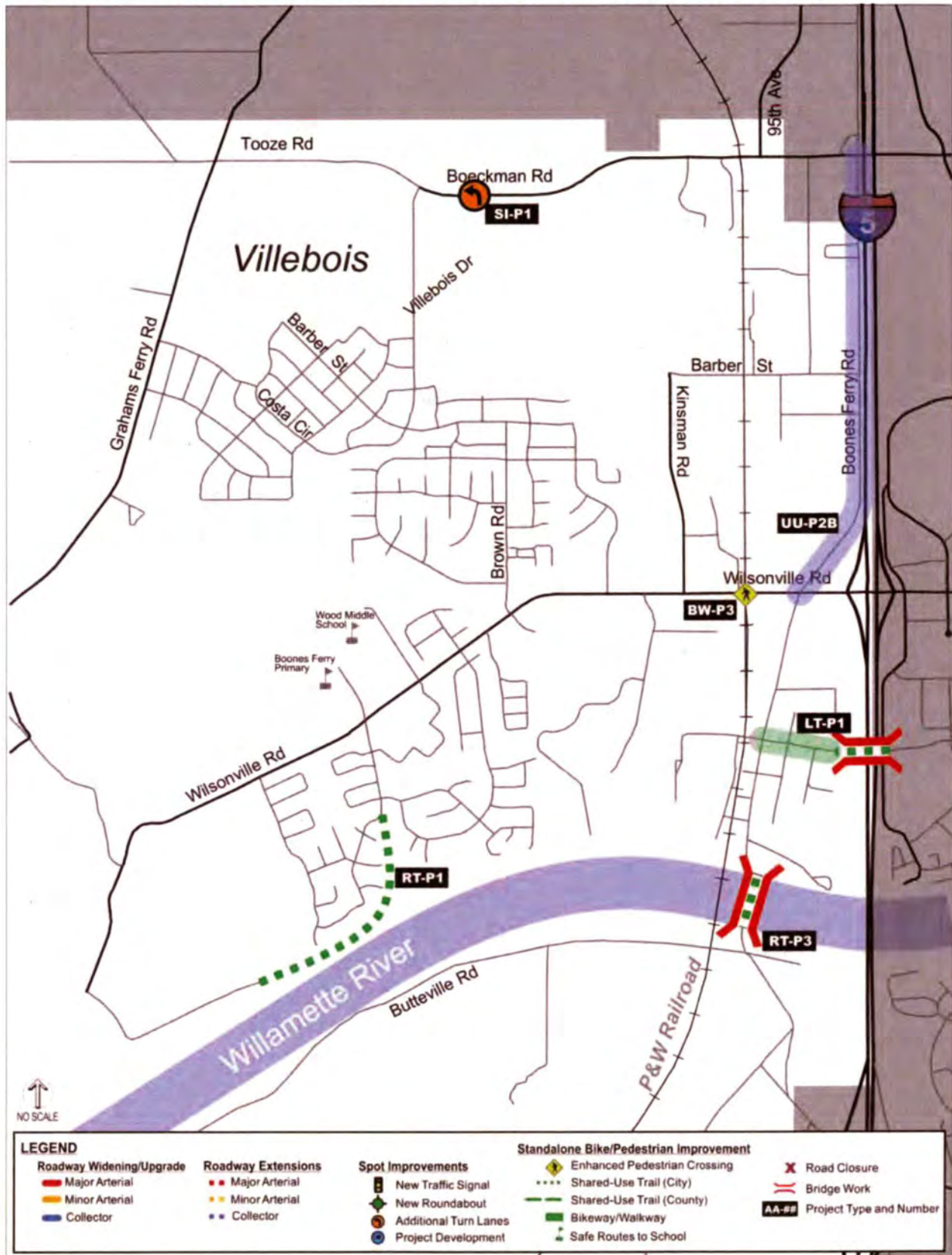


Table 5-12. Additional Planned Projects (Southeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
<b>Spot Improvements</b>				
SI-P3	Miley Road/I-5 Southbound Ramp Improvements	Install traffic signal and southbound left-turn lane	Outside City's jurisdiction (ODOT facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
SI-P4	Miley Road/Airport Road Intersection Improvements	Install traffic signal and northbound left-turn lane	Outside City's jurisdiction (Clackamas County facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>				
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane and nearby transit stops; potential crossing treatments include, but are not limited to, rectangular rapid flashing beacons (RRFBs), signage, etc.	Crossing need at this location is considered low at this time, and there is an existing pedestrian crossing and flasher to the west at Kolbe Lane that provides more direct access to Memorial Park and the Boeckman Creek Trail	\$50,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>				
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods	Medium priority due to existing connections; will become important when school and park are constructed	\$700,000
LT-P6	Park Access Trail	Low Volume Roadway accessed from Montgomery Way; would require extensive public process	Lower priority until after other critical trail and pathway connections are completed	\$20,000



**FIGURE 5-11. ADDITIONAL PLANNED PROJECTS (SOUTHEAST QUADRANT)**

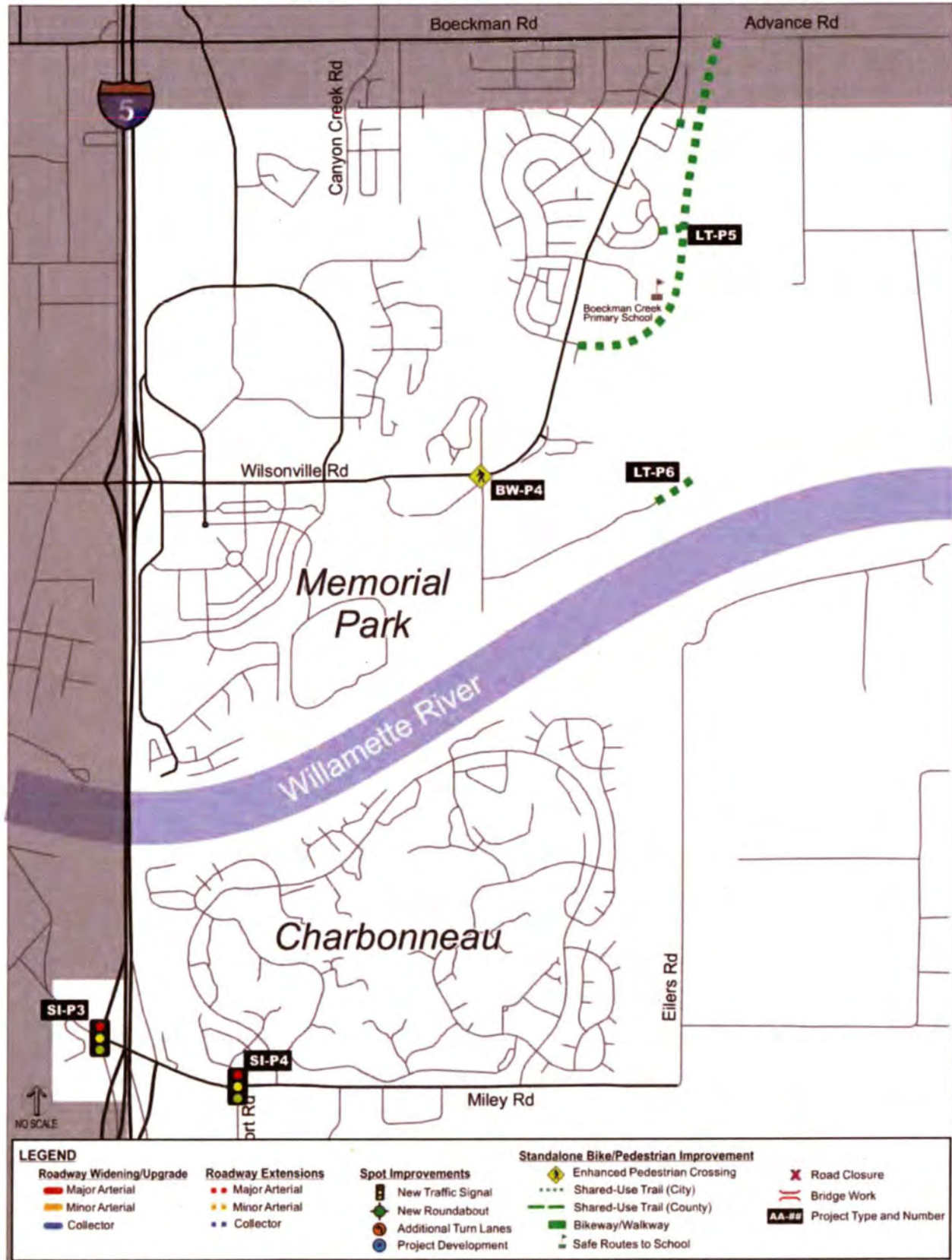


Table 5-13. Additional Planned Projects (Citywide)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
TI-P1	Bus Stop Amenities	Install bus shelters, benches, and bus seat poles on a case-by-case basis as needs are identified and funds are available	Funding has not been identified	\$450,000
TI-P2	SMART Buses	Replace old buses; also outfit each bus with a tracking system and provide real-time display boards at the SMART Central station and other key routes	Funding has not been identified	\$14,000,000

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*"It is very important we prepare now so that we don't have congestion in the future—or can at least manage the congestion. We can also prepare for connectivity so we can get places conveniently."*

*Nancy Kraushaar  
Community Development Director*

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# The Programs

## Chapter 6



Wilsonville's transportation programs play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

### TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

*Instead of trying to . . .*

- *Build its way out of congestion*

*Wilsonville's programs help the City . . .*

- *Extend the service life of infrastructure improvements and*
- *Increase the value of transportation investments.*





### CAPITAL IMPROVEMENT PROGRAM

Wilsonville's Capital Improvement Program (CIP) is a short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget, which enables the City to manage and use public dollars in the most efficient and productive manner possible.

Through its annual CIP efforts, the City considers which capital investments enable it to manage growth to boost the economy, protect the environment and public health, and enhance community vitality while working to preserve the special qualities of life in Wilsonville.

Wilsonville uses its Capital Improvement Program (CIP) to plan and prioritize its infrastructure investments in eight categories:

- Water
- Sewer
- Streets
- Streetscape/Bicycle
- Stormwater
- Transit
- Buildings
- Parks

The CIP program includes a 5-year project list, which provides a short-range plan of upcoming infrastructure improvement needs. These projects include new facilities, major repairs, replacement and improvements of roads, buildings, water systems (sanitary, drinking, storm), and parks. The City regularly packages multiple capital projects together (such as roads, sewer, and water) to maximize the cost effectiveness of City funds.

### PUBLIC INVESTMENT BENEFITS

From clean, safe drinking water to convenient transportation options, the City's public investment funds an improved quality of life. Benefits of investment into the City's Capital improvement Program include:

- Transportation facilities that provide capacity to support economic development
- Streets that are maintained and constructed to ensure safety and comfort for all users
- A multimodal transportation system that provides options to commuters and travelers
- Trails and green spaces that are maintained and enhanced, providing both wildlife habitat and a place for outdoor recreation
- Water and sewer maintenance and expansion for increased water quality, convenience and sanitation
- Stormwater improvements for safety and efficiency

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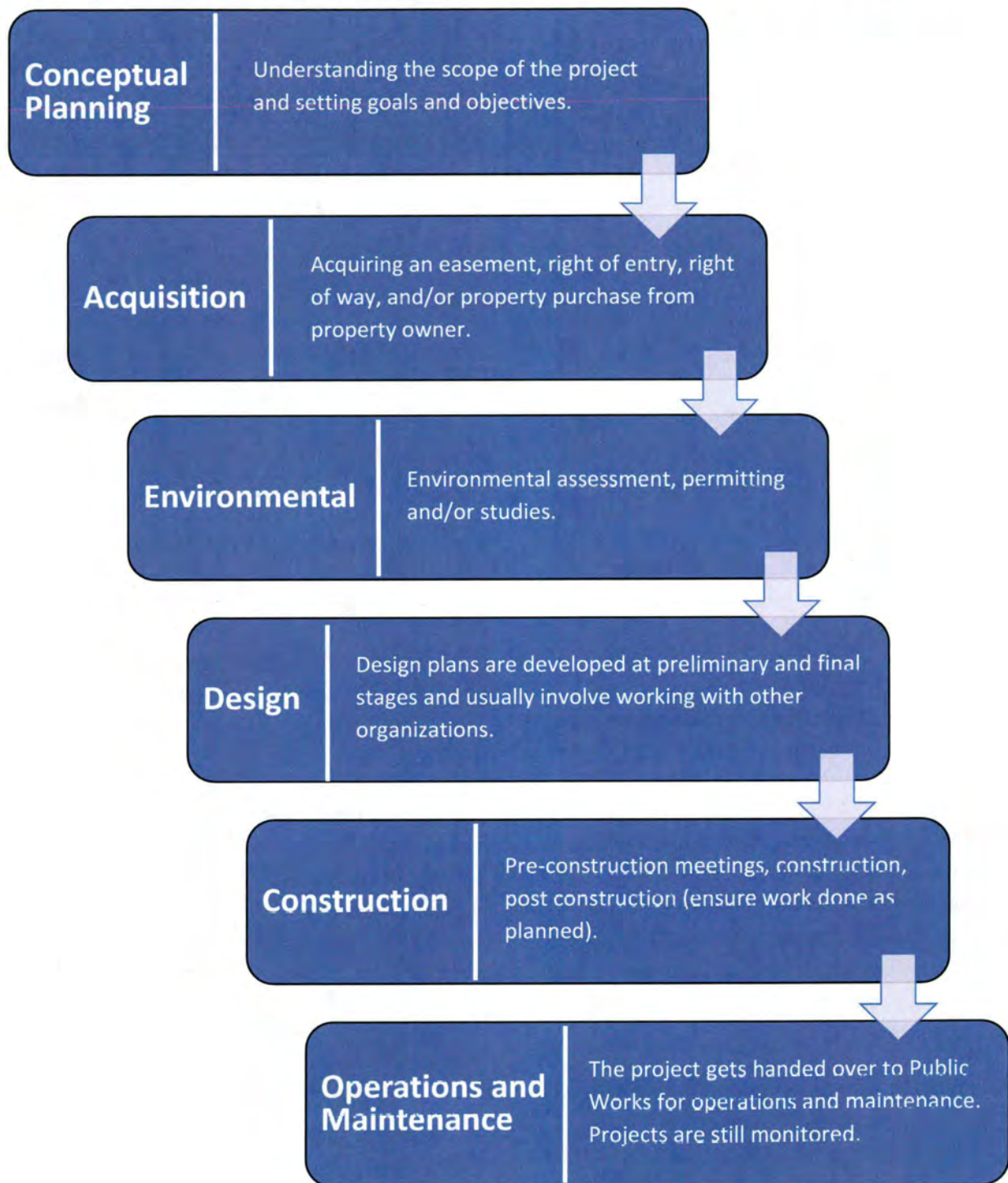
*"A city thrives when the vision for the community includes designing attractive, safe neighborhoods, protecting natural resources, stimulating economic growth, and maintaining existing infrastructure."*

*Tim Knapp  
Mayor*

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**FIGURE 6-1. MULTIPLE STAGES OF CAPITAL IMPROVEMENT PROJECT PROCESS**



**Notes:**

- Stages of the project often occur simultaneously and include engagement of surrounding property owners.
- Projects are reviewed by other City departments, regional partners (such as ODOT and Metro) ,and consultants.
- Staff is held accountable to City Council throughout the life of the project.
- The City's website is a helpful tool for sharing project information with the public.



### SAFETY

Transportation safety is an important goal of Wilsonville's transportation system. To ensure the well being of residents, employees, and visitors, the City follows the most current safety practices for the design, construction, operation, and maintenance of its transportation facilities.

Many of the City's transportation standards and improvement projects provide safety benefits. Access management, multimodal connectivity, cross-section and other design standards, and capacity improvements all contribute to improve safety.

Wilsonville will also benefit from a safety program founded on the five E's, listed at right. Specific actions of the safety program would include the following:

- **Construct Safety-Related Infrastructure Improvements** as identified in Chapter 4: The Projects, including Safe Routes to School projects.
- **Prepare and Distribute Education Materials** that effectively convey the best safety practices for all travel modes.
- **Coordinate Education Efforts with Local Partners** including West Linn-Wilsonville School District (Safe Routes to School programs for each school), local businesses, and neighborhood groups. Particular benefits will be realized from educating youth, new users, and those who express interest.
- **Collaborate with Regional and State Partners** by (1) developing relationships with the ODOT, Clackamas County, Washington County, and Metro staff members who oversee their agencies' safety efforts; (2) communicating the City's needs and limitations to these agencies as applicable; and (3) seeking ways to benefit from

### FIVE E'S (SAFETY PROGRAM)

Wilsonville's Safety Program will be most effective by addressing the five E's identified by the Metro Regional Transportation Safety Plan:

- **Educate** transportation users of all ages about bicycle, pedestrian, transit, and traffic safety skills and laws
- **Emergency Medical Service (EMS)** providers are supported by a highly organized transportation and information system that ensures prompt notification of the location and severity of a crash, timely dispatch of trained emergency care providers, use of evidence-based treatment protocols, and triage to an appropriate health care facility
- **Engineer** a safe and efficient multimodal transportation system that meets the needs of all users
- **Enforce** traffic laws, particularly those relating to safety, such as speeding and cell phone use while driving
- **Evaluate** program periodically to measure performance and adjust efforts as needed

These five E's encompass a broad group of solutions administered by a wide variety of stakeholders responsible for making the transportation system safe for all users. There is a similar set of five E's for Safe Routes to School programs, but "EMS" is replaced with "Encouragement."

regional and state resources, information, training, and publicity campaigns.

- **Coordinate with Law Enforcement Officers** regarding the enforcement and reporting of traffic safety issues.



## REGIONAL, STATE, AND NATIONAL SAFETY PLANS

Regional, state, and national safety plans serve as a helpful resource for Wilsonville's safety program:

- **Toward Zero Deaths: A National Strategy on Highway Safety** is a data-driven effort by the Federal Highway Administration (FHWA) to enhance national, state, and local safety planning and implementation efforts in identifying and creating opportunities for changing American culture as it relates to highway safety
- **ODOT's 2011 Transportation Safety Action Plan (TSAP)** is the safety element of the Oregon Transportation Plan (OTP) and provides guidance for safety-related investment decisions, including helpful information for local agencies, such as Wilsonville
- **Metro's 2012 Regional Transportation Safety Plan (RTSP)** is a data-driven framework and urban-focused safety plan intended to help the region reduce fatalities and serious injury crashes by 50 percent by 2035 (as compared to 2005)
- **Clackamas County Transportation Safety Action Plan (TSAP)** outlines a strategy for the county to build and implement a county-wide safety culture with the goal of reducing transportation-related fatalities and serious injuries by 50 percent over the next ten years

These plans are helpful resources that support the City's efforts to improve transportation safety.

*Wilsonville residents take to the streets during the City's Sunday Streets event in August 2012.*

*This special event focused on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with fun and interactive educational demonstrations, entertainment, music, physical activities, and food.*





### SAFE ROUTES TO SCHOOL

Wilsonville is helping to facilitate Safe Routes to School (SRTS) programs to improve the transportation system in the neighborhoods around its each of its public schools, whose locations are shown in Figure 6-2. These programs also incorporate five E's (shown at right), which include a combination of ongoing educational and outreach efforts as well as pedestrian and bicycle infrastructure improvements along routes used by school children. Federal funding is available for these programs and is administered by the Oregon Department of Transportation (ODOT).

The SRTS programs are intended to reduce school-related traffic congestion and provide numerous additional benefits, including improved safety, increased physical activity and related health benefits, increased sense of community, and reductions in transportation-related air pollution. To be successful, these programs require the coordinated effort and support of school officials, parents, residents, City planning and engineering staff, and law enforcement agencies.

*Students use the crosswalk on Wilsonville Road at the Willamette Way East traffic signal to walk and bike to Boones Ferry Primary School.*



### FIVE E'S (SAFE ROUTES TO SCHOOL)

The most successful Safe Routes to School programs incorporate five E's (which are similar to the five E's identified for Wilsonville's Safety Program but the "EMS" is replaced by "Encourage"):

- **Educate** students, parents, and drivers about bicycle, pedestrian, and traffic safety skills, laws, and educational programs
- **Encourage** participation through fun events and contests such as walk-to-school days
- **Engineer** walking and biking infrastructure improvements along school routes
- **Enforce** traffic laws, particularly relating to speeding and pedestrian safety
- **Evaluate** program periodically to measure performance and adjust efforts as needed

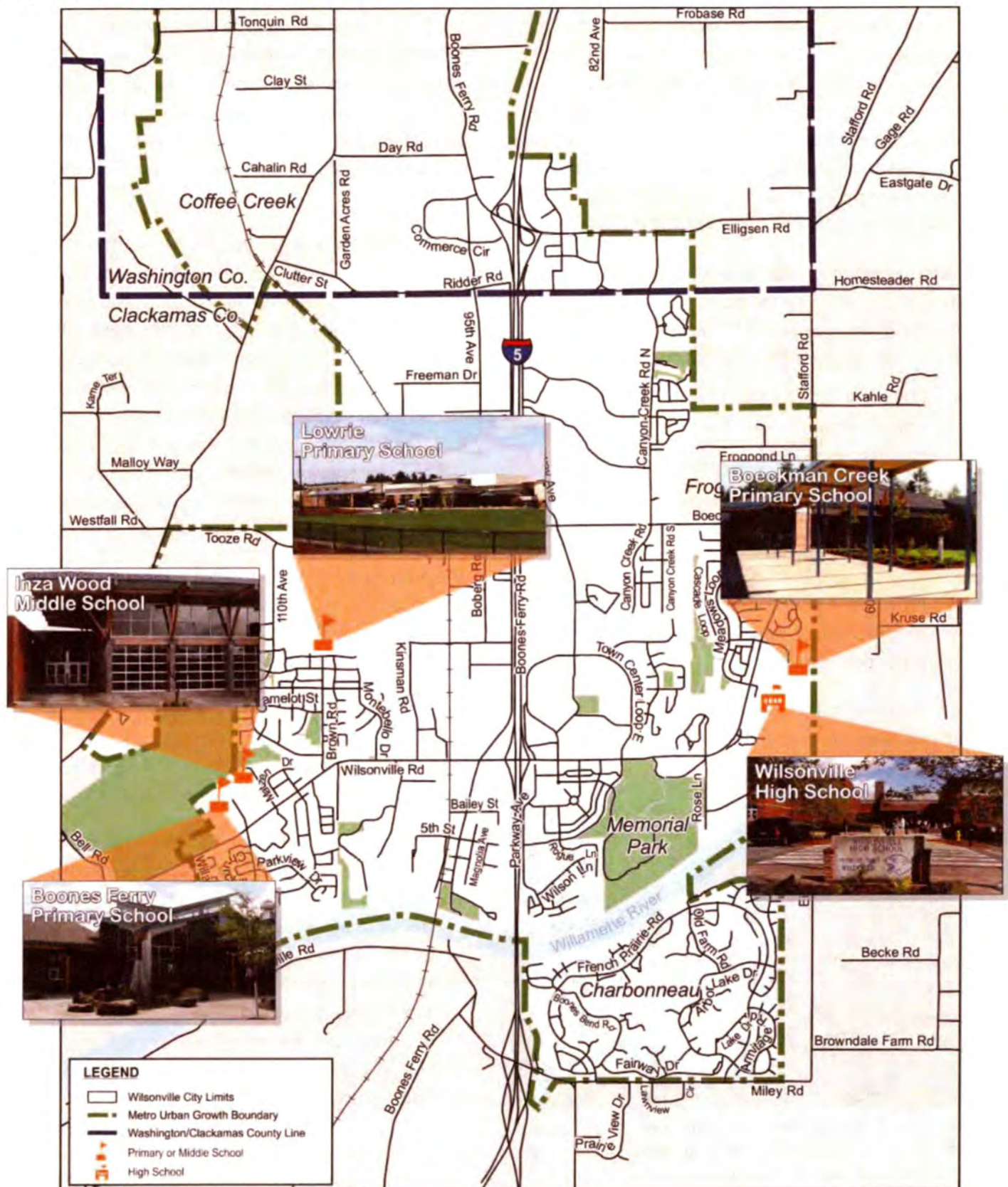
Each of the five E's has a range of possible interventions and must be tailored to suit each school's unique needs and challenges.



*Students use the bike lanes on Wilsonville Road to bike to Inza Wood Middle School.*



**FIGURE 6-2. WILSONVILLE SCHOOLS**





### ADA COMPREHENSIVE ACCESS

Wilsonville has a goal to provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region. The City can achieve this goal by addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).

Identifying and improving existing ADA-related deficiencies will be an ongoing effort to ensure that new facilities account for the needs of all users. There are four specific areas of focus:

- Providing ADA-compliant curb ramps and pedestrian push buttons at intersection and roadway crossings.
- Maintaining sidewalks and curb ramps to meet ADA accessibility guidelines, including slopes and accessible area.
- Providing sidewalk connectivity between neighborhoods, businesses, transit stops, and other destinations.
- Providing sufficient on-street and off-street disabled parking stalls.



*Curb ramps with gradual slopes and large transit pads at the SMART Central transit center can accommodate users in wheel chairs or with other special needs.*

### SMART TRANSIT

The City's transit service plays an important role in providing mobility for residents, employees, and students who travel to, from, and within Wilsonville. It provides an important connection to the region, particularly due to Wilsonville's strong employment base and central location between Portland and Salem.

South Metro Area Regional Transit (SMART) is a City department and operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare). SMART also provides Spanish language assistance regarding its services and on its website.

The primary transit hub in Wilsonville is the SMART Central at Wilsonville Station transit center, which provides connections to all SMART bus routes and TriMet's Westside Express Service (WES) commuter rail station. Wilsonville Station includes a 400-space park-and-ride lot and 48 bicycle lockers.

In the immediate future, SMART will benefit from focusing its efforts in five key improvement areas:

- **Transit Hubs** are key multimodal activity centers within the community that can most effectively provide efficient access and connections for transit users. Hubs include SMART Central/WES Commuter Rail station, Town Center Loop, Villebois Village Center, and other community and employment centers. By ensuring a high level of transit service is provided at these hubs, SMART can serve a greater number of transit riders most efficiently.





*A bus for Route 1X (servicing the Salem Transit Center) waits at its designated space in the SMART Central at Wilsonville Station transit center.*

- **Information Technology** is an important way for SMART to enhance transit efficiency and enhance customer service. Key investments in innovative technology will provide new venues to communicate with passengers, coordinate service in real-time with regional providers, and provide an enhanced understanding of operational metrics and measures.
- **Service Innovation** is an important way for Wilsonville to explore new transit service options or adjustments that can better meet the needs of its growing community. Possibilities include express service to downtown Portland and earlier peak commuter services for industrial and office uses that operate with an early morning shift. In addition, other service models can be considered, particularly relating to the integration of its various programs and services.

## OTHER TRANSIT REFERENCES

Wilsonville's transit system is also addressed in the following chapters:

- **Transit-Related Policies** (see Chapter 2: The Vision) are provided for land development coordination, transit services and facilities, pedestrian and bicycle access, and funding.
- **Transit Needs** (see Chapter 4: The Needs) include regional transit connections, service coverage and bus frequency, pedestrian and bike access, new buses, developer coordination, and rider education and outreach.
- **Transit Projects** (see Chapter 5: The Projects) include pedestrian access to transit, transit street improvements, bus stop amenities, and new buses.
- **Public Feedback Process** refinement would help SMART improve its efforts to respond to residents and employees regarding transit services, including bus routing and transit stop amenity decisions. This process should address both complaints and additional service requests while allowing an equal opportunity for input from those with opposing viewpoints. It should also give consideration to the needs of youth, seniors, people with disabilities, and environmental justice populations (including minorities and low-income families) due to the greater dependence that these citizens have on transit services for basic mobility.





### SMART OPTIONS AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

SMART Options is a program administered by SMART to help residents and employees in Wilsonville find the best way to get to work. By using other options besides traveling alone in personal automobiles during peak congestion times, Wilsonville will extend the service life of its infrastructure improvements. These efforts are referred to as Transportation Demand Management (TDM) and are an important component of a well-managed transportation system.

SMART Options can help individuals determine whether to take transit (bus, train, or commuter rail), carpool/vanpool, walk, or bike. SMART Options also can provide information about car sharing, park and rides, close-to-home commuting, teleworking, and creative work schedules to help individuals make informed decisions regarding their travel needs.

SMART Options also provides free assistance to Wilsonville businesses that set up transportation programs. They can organize vanpools, write articles

#### DEQ EMPLOYEE COMMUTE OPTIONS RULES

The Oregon Department of Environmental Quality (DEQ) Employee Commute Options Rules apply to all businesses within the Portland-metro area having more than 100 employees reporting to one work site. These businesses are required to:

- Receive approval from DEQ for a site specific trip reduction plan to reduce motor vehicle trips to their work site
- Survey and monitor progress at least every two years

SMART Options helps business comply with these rules.



*SMART Options staff participate in an information fair in the Town Center parking lot with education materials and a bus bike rack display.*

for employee newsletters, and hold transportation fairs. In addition, they are able to help with commuter surveys, trip reduction plan creation, and monitoring and compliance of the DEQ Employee Commute Options Rules, which apply to businesses with more than 100 employees.

The following additional TDM efforts will benefit the SMART Options program:

- **Mode Choice Surveys** performed on a consistent basis for residents and employees in each of the city's neighborhoods and commercial/industrial areas would allow the City to better understand what transportation choices are being made. This information would also allow the City to determine the impacts that its bicycle, pedestrian, and transit infrastructure improvements are having on the use of these facilities so that it can make improved decisions in the future.
- **Car Sharing Demand Monitoring** will be helpful for determining when sufficient interest is shown by residents and businesses to support a car sharing system.



## OTHER TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is the general term for implementing strategies that either reduce or shift the number of vehicles on the roadway (i.e., the “demand”). By managing transportation demand, Wilsonville will ensure more efficient use of the system’s available capacity and also support members of the community who may otherwise be increasingly burdened by the rising fuel prices.

The two primary methods for managing demand are to (1) reduce the overall number of vehicles on the roadway and (2) shift demand to less congested (i.e., off-peak) periods. These methods are best achieved by a combination of educational and outreach programs as well as supporting infrastructure and services (i.e., bicycle and pedestrian facilities and transit services).

In the past, the City has coordinated with large employers to schedule off-peak shift changes. This coordination was beneficial to both the City and the employers because it allowed development to occur even though there were capacity limitations at the Wilsonville Road interchange and the 95th Avenue/ Boones Ferry Road intersection. Traffic counts and observations suggest that the majority of these large employers still operate with off-peak shifts, but the City can improve its tracking and management.

There are three TDM improvements (in addition to the SMART Options program) that will benefit Wilsonville:

- **Off-Peak Shift Change Policies and Practices:** Develop consistent policies and practices to encourage, document, track, and manage off-peak shift changes, starting with employers who have already agreed to operate off-peak shifts. These efforts could be performed in conjunction with the SMART Options program. Because businesses that enact TDM measures may have lower traffic volumes (and associated system impacts) during peak congestion periods, these businesses may be

## PARKING MANAGEMENT PLANS

Parking management plans are a helpful way to inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

There are two key locations that would benefit from parking management plans:

- Town Center
- WES Station

eligible for reduced Transportation System Development Charges (SDCs). Efforts should be made to provide these employers with public transit options that accommodate their schedules.

- **Town Center Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, the identification of desired improvement strategies and policies, and car sharing considerations (additional explanation provided in the call-out box above). This parking management plan will be an important component of an overall concept plan, which would benefit the Town Center area by ensuring the highest and best uses are provided to support the nearby businesses and residents and to formulize the City’s vision for this area.
- **WES Station Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of desired strategies and policies (additional explanation provided in the call-out box above). These considerations should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.



### TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Transportation System Management and Operations (TSMO) is the general term for implementing various solutions that enhance the performance of existing and programmed transportation infrastructure. The focus of TSMO is to reduce congestion and save money by improving the transportation system's efficiency before expanding infrastructure. Improving efficiency requires a collaborative effort by system managers, operators, and users both prior to and during travel.

Four of the primary TSMO strategies include:

- **Access Management** strategies reduce traffic conflicts at intersections and driveways in order to improve traffic flow and safety (Addressed in Chapter 5: The Standards).
- **Safety Improvements** support the efficient use of existing infrastructure by reducing safety-related incidents.
- **Transportation Demand Management (TDM)** strategies encourage users to choose other transportation modes besides traveling alone in their vehicles or to travel at off-peak periods of the day.
- **Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

### INTELLIGENT TRANSPORTATION SYSTEM

The development and management of intelligent transportation system (ITS) solutions is one of the most important areas of recent transportation-related technological advancement. ITS strategies are a type of Transportation System Management and Operation (TSMO) strategy (additional explanation provided in the call-out box at left).

ODOT currently manages and operates the ITS infrastructure along the I-5 corridor. In addition, Clackamas County manages and operates the ITS infrastructure in and around Wilsonville. One of the basic ITS strategies is to effectively operate the City's traffic signals. Two of the signalized roadway corridors currently have coordinated signals that allow improved traffic flow:

- Wilsonville Road from Kinsman Road to Town Center Loop East
- Boones Ferry Road/Elligsen Road from Day Road to Parkway Center Drive

Additional ITS solutions will benefit Wilsonville:

- **Coordinate with Clackamas County** to ensure that projects include improvements consistent with those identified in the Clackamas County Intelligent Transportation System (ITS) Plan, particularly on Wilsonville Road and Elligsen Road near the two I-5 interchanges. Clackamas County is one of the agencies that is part of the Transport ITS working group made up of ITS professionals within the Metro boundary.
- **Install 3-Inch Conduit** as part of all Arterial and Collector roadway improvement projects to prepare the City for future fiber communications. This conduit can be used for fiber, traffic counters, and other ITS equipment. By connecting Clackamas County's fiber network to the City's traffic signals and traffic control cameras, Clackamas County will be able to transfer



information back to their operations center in order to more effectively monitor and operate the City's traffic signal system. This infrastructure will also support emergency responders in performing rapid incident detection and response. SMART would also benefit from improved integration with traffic operations by connecting its new service and operations center to Clackamas County's fiber.

- **Deploy Adaptive Signal Timing on Wilsonville Road** from Brown Road to Town Center Loop East consistent with Clackamas County's ITS Plan,

including the installation of video monitoring cameras and vehicle detection equipment to collect traffic counts and speeds.

- **Collect and Manage Transportation Data** to help the City evaluate the performance of its transportation system and to help travelers make more informed decisions regarding their choice of mode, departure time, and routing. The City will first need to evaluate ways to collect and distribute information in coordination with Clackamas County.

*The Clackamas County Traffic Management Center is located in Oregon City and is connected to Wilsonville via State, County, and City communication links. These links allow County staff to remotely manage and operate Wilsonville's traffic signals and ITS infrastructure.*



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*"Transportation is important for all of us whether you ride your bike around town, whether you walk, or whether you drive a car, take transit, or for that matter, drive a truck through town. It is very important for you to be able to get where you want to go and not have a lot of trouble doing so."*

*Nancy Kraushaar  
Community Development Director*

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### BIKE SMART AND WALK SMART

Wilsonville benefits from focusing staff resources on coordinating bicycle and pedestrian outreach and infrastructure planning, which it does primarily through its Bike Smart and Walk Smart programs. SMART and Community Development staff collaborate to lead the City's efforts.

Four ongoing efforts will help improve walking and biking in Wilsonville:

- Maintain an updated **bike and pedestrian map** that provides the current bicycle and pedestrians facilities that are available to Wilsonville residents for these mode choices.
- Expand **bike and pedestrian safety education and outreach** to the general public, focusing on clinics and workshops that communicate safety messages to particular audiences like children, motorists, and older pedestrians.
- Coordinate **group rides and walking tours** to identify street, trail, art and natural amenities that are available to residents.
- Staff an **Active Transportation Planner** that works for both Community Development and SMART and is tasked with development review, plan implementation and updates, safety education and outreach, and program support (Bike SMART, Walk SMART, and Safe Routes to Schools). This planner could also continue **regional coordination** efforts with other agency Active Transportation Plans and Metro.

*In 2011, Wilsonville was awarded the designation of being a Walk Friendly Community due to its commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. The Bronze Level designation indicates the City is "on the right track" but has several areas where it can continue to improve.*

### NATIONAL RECOGNITION AVAILABLE AS WALK FRIENDLY AND BIKE FRIENDLY COMMUNITY

Two national recognition programs have been developed in recent years to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking and bicycling environments. These programs evaluate current efforts and provide recommendations for improvement:

- **Walk Friendly Communities** designation is awarded at one of five levels (from lowest to highest): honorable mention, bronze, silver, gold, and platinum. Wilsonville was awarded a bronze designation in 2011. As additional pedestrian improvements are made throughout the city, Wilsonville may consider reapplying for a higher designation.
- **Bicycle Friendly Community (BFC) Campaign** is administered by the League of American Bicyclists and awards one of four designations (from lowest to highest): bronze, silver, gold, and platinum. Wilsonville has not yet applied for a BFC designation, but doing so will provide the City with recognition while also providing helpful recommendations for how it can continue to improve its bicycle network.





# The Performance

## Chapter 7



Wilsonville's transportation system plan (TSP) provides standards, projects, and programs that, when put into action, will improve the City's transportation system. By tracking specific performance measures with each successive TSP update, the City will learn if its planning efforts are leading to the desired outcomes and if additional improvements are needed. In this way, Wilsonville will make continued progress towards its transportation system vision and goals.

To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis.

Performance measurement is an approach to transportation planning that has been receiving increased national and regional attention. The new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transitions the nation towards performance-based, outcome-driven planning processes. In doing so, this law is not prescriptive regarding what the standards should be, but instead requires that states and metropolitan planning organizations (MPOs) establish their own targets and measures. This encourages the framework of performance measurement throughout the nation without requiring a one-size-fits-all approach.

*Performance measures allow Wilsonville to . . .*

- *Track the benefits of its efforts and*
- *Identify areas where additional improvements are needed*

*So that it can . . .*

- *Make more informed investment decisions and*
- *Best achieve its vision and goals.*





## PERFORMANCE MEASURES

Though it preceded MAP-21, Metro's Regional Transportation Plan (RTP) also focuses on performance targets and standards. While there are some performance targets specified by Metro, Metro requires each city to identify its own performance measures for five areas and then to evaluate them with each successive transportation system plan (TSP) update to check its progress.

Table 7-1 lists Wilsonville's performance measures, including the 2035 targets and how they will be

measured. The majority of these performance measures were selected because they are recommended by Metro and can be relatively easily measured using Metro's travel demand model, which is also the basis for Wilsonville's future travel demand forecasting. The one performance target that differs is safety. Because the City has such a low number of collisions, its target is to keep the collision rate below the statewide average.

**Table 7-1. Wilsonville Performance Measures**

Performance Area	2035 Performance Target <sup>a</sup>	How Measured
Safety	Maintain collision rates below the statewide average and zero fatalities	Analysis of ODOT, Washington County, and Clackamas County collision data
Vehicle Miles Traveled (VMT) Per Capita	Reduce VMT/capita by 10% compared to 2005 <sup>b</sup>	Estimate using travel demand model
Freight Reliability	Reduce vehicle hours of delay <sup>c</sup> for truck trips by 10% from 2005	Estimate using travel demand model for roadways on City's freight network
Congestion	Reduce vehicle hours of delay <sup>c</sup> (VHD) per person by 10% from 2005	Estimate using travel demand model
Walking, Biking, and Transit Mode Shares	Triple walking, biking and transit mode share from 2005	Use Metro mode split forecasts and provide qualitative assessment; supplement with SMART data

<sup>a</sup> Performance targets are for the 2035 horizon year. Performance tracking during intermediate years should be compared against interpolated values.

<sup>b</sup> Oregon House Bill 3543 codifies greenhouse gas emission reductions, and the Portland Metro area has set this regional target.

<sup>c</sup> Delay is defined in the 2035 RTP as the amount of time spent in congestion > than .9 V/C (see p.5-7 of RTP)

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*"The TSP is doing an excellent job addressing bicycle and pedestrian issues. Once the TSP is adopted, it is going to be a matter of following through to make these things happen."*

*Al Levit  
Planning Commission*

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**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  June 3, 2013		<b>Subject: Ordinance No. 719</b> Transportation System Plan Development Code Amendments  <b>Staff Member:</b> Katie Mangle <b>Department:</b> Community Development	
<b>Action Required</b> <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 6/3/13 <input checked="" type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: 6/3/13 <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<b>Advisory Board/Commission Recommendation</b> <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable <b>Comments:</b>	
<b>Staff Recommendation:</b>			
<b>Recommended Language for Motion:</b> I move the adoption of Ordinance 719,			
<b>PROJECT / ISSUE RELATES TO:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities Ensure efficient, cost effective and sustainable development and infrastructure.	<input checked="" type="checkbox"/> Adopted Master Plan(s) Update to the 2003 Transportation System Plan	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**

Amendments to the Development Code are needed to implement the revised policies of the proposed 2013 Transportation System Plan (TSP) and to comply with state and regional requirements.

## **EXECUTIVE SUMMARY:**

The TSP is the City's long-term policy and planning document for transportation improvements. It identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, and design standards for a system that operates reliably and safely, and is complementary to surrounding land uses. The Planning Commission held a public hearing on the proposed TSP on May 8<sup>th</sup>, and unanimously recommended it to Council for adoption.

The purpose of the proposed amendments to the Planning and Land Development Ordinance ("Development Code") is to update the requirements the City applies to new development so they are consistent with the new policies in Chapter 2 of the draft TSP, and consistent with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). The Ordinance for adopting the revised TSP is scheduled for first reading on June 3, 2013 contemporaneously with the implementing amendments to the Development Code. Chapter 2 of the draft TSP lists updated goals, policies, and implementation measures, which need to be coordinated with the transportation policies and implementation measures in the Comprehensive Plan. The transportation policies will be implemented through development review, capital projects, and SMART and public works operations. Amendments to the Development Code are necessary to affect City decisions on private development applications.

The proposed amendments reflect direction provided by the Planning Commission at the public hearing, and during Planning Commission and City Council work session discussions of the proposal. This report presents the proposed amendments in three formats:

- Attachment A, Exhibit 2: proposed underline / strikethrough edits to existing Code;
- Attachment A, Exhibit 3: "clean" version showing the proposed policies as they would appear in the final Code;
- Attachment B: a "commentary" version of the underline / strikethrough version explains the intent, affect, or reason for the key edits proposed to the Code.

The proposal was created by first identifying areas of the Code that are not in substantial compliance with state and regional policy. Wilsonville already has a strong policy of "transportation concurrency", i.e., requiring that new or expanded development projects provide the transportation infrastructure to support the new trips generated by the development. Additionally, Wilsonville's policies are already multimodal, meaning that development plans are reviewed to ensure they provide safe access to and from the site whether people are traveling by truck, automobile, bus, bicycle, or on foot. Many of the proposed amendments codify existing practices, or provide more detail as to how a plan will be evaluated against these same objectives of multimodal connectivity. Providing specific standards, with built-in flexibility as to how an applicant can meet those standards, will help applicants and staff ensure each development application meets the goals of transportation concurrency.

Much of the new Code text that is needed is borrowed from the state's Model Development Code for Small Cities, and in some cases from Wilsonville's code regulations for the Villebois Village zone. Planning, Engineering and Legal staff collaborated with the project consultant to explore alternative approaches and refine the draft to ensure the proposed Code will work for Wilsonville.



The proposal includes the following key policy changes:

- On-site pedestrian access and circulation standards (Section 4.154) are expanded to ensure safe and convenient walkability of new development sites. Some of these standards exist currently in the Code, but were moved to this section so all on-site pedestrian standards are in one place. These types of requirements are especially important for large sites, on which the existence of functional pathways could make it easier for people to walk from one site to another rather than drive.
- Additional design standards for large parking lots (Section 4.155). Lots over three acres in size will need to provide street-like features (curbs, sidewalks, street trees or planting strips, and bicycle facilities) along entrance drive aisles, to make large parking lots safer for cyclists and pedestrians also entering the site.
- New standards for the quantity, location, and design of short term and long term bicycle parking (Section 4.155(.04)). These standards are based on the City's existing bicycle parking requirements for the Village zone, but relaxed somewhat to apply to the rest of the community.
- New section (4.155(.06)) outlining the situations in which development may be required to construct SMART bus stop improvements. The City is able to require such improvements now, but adding the triggers and possible requirements into the Code will make the process more predictable for applicants and staff.
- New section to address property access and driveway development standards, and intersection spacing standards.

### **Planning Commission Recommendation**

On May 8, 2013, the Planning Commission held a public hearing on the proposed amendments. The proposed amendments to the Code were advertised as part of the citywide public notice for the TSP proposal; no testimony or comments on this application have been received. During the hearing, the Planning Commission refined the draft by making changes to the bicycle parking and on-site pedestrian access standards. The Commissioners present voted 4-1 to recommend the proposal to Council for adoption. Though Chair Altman voiced support for the overall package, he voted against it because he regretted the proposal did not include a statement that development applications would only be required to make findings of compliance with the Development Code.

### **EXPECTED RESULTS:**

Amendments to the Development Code are needed to coordinate with the TSP and comply with state and regional policy. Tables 1 and 2 in Attachment A, Exhibit 1 summarizes how the proposed amendments will fulfill the City's responsibility to implement a Development Code that complies with state and regional requirements.

### **TIMELINE:**

The grant that is funding the consultant work on this project will expire June 30, 2013. The City's deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

**CURRENT YEAR BUDGET IMPACTS:**

The TSP update, including the draft Code amendments to support TSP implementation, has been funded by a grant from ODOT's Transportation Growth Management program. Community Development staff has collaborated with Angelo Planning Group to perform the work. Staff time on the project is supported by the grant, which is factored into adopted budgets for each department. Any work on the proposal after the grant expires on June 30, 2013 will be conducted by staff. The project is on budget and schedule.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK Date: 5/22/2013

The Ordinance is approved as to form.

**COMMUNITY INVOLVEMENT PROCESS:**

The Planning Commission held two televised work sessions on the Code amendments; the City Council held one on May 6, 2013. The draft amendments were posted on the project website on April 3, 2013. On April 10, 2013, the City mailed a notification of the upcoming hearings, with a link to the project website, to every property owner in the city. The Planning Commission record for this application is included in Attachment C.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

The TSP update is an important project that sets the framework for the next 20 years of major transportation improvements. The proposed Code amendments are intended to support community livability and economic development by ensuring that new development pays for related infrastructure needed to create a connected, safe, and active community. Any changes to the Development Code will influence future applications for new development and redevelopment. None of the proposed amendments are anticipated to significantly affect the type and intensity of development that is allowed in Wilsonville.

**ALTERNATIVES:**

Council may direct staff to modify the proposal, or continue the hearing. Taking no action is not an option because the City needs to amend its Code to comply with several state and regional requirements by December 2013. However, there is flexibility as to how these requirements are met. Many alternative approaches were available from the different documents, and many were explored by staff and the Commission before arriving at the proposed amendments.

**CITY MANAGER COMMENT:**



**ATTACHMENTS**

- A. Ordinance No. 719 to adopt TSP-related Development Code amendments
  - Exhibit 1. Findings in Support of Approval of Application #LP13.04
  - Exhibit 2. Recommended Development Code amendments (underline/ strikeout version)
  - Exhibit 3. Recommended Development Code amendments (clean version)
- B. Commentary explanation of proposed amendments
- C. Casefile #LP13.04 Planning Commission Record

## **ORDINANCE NO. 719**

### **AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING THE PLANNING AND LAND DEVELOPMENT ORDINANCE TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN**

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to implement and coordinate with the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, updating the City of Wilsonville's Transportation System Plan ("TSP") included an update to the Planning and Land Development Ordinance ("Development Code") for consistency with the TSP; and

WHEREAS, the update includes TSP-related Development Code Amendments (proposed amendments); and

WHEREAS, the Wilsonville City Council held one work session on May 6, 2013 and a public hearing on June 3, 2013 to discuss and take public testimony concerning proposal; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 and a public hearing on May 8, 2013 to discuss and take public testimony on the proposed amendments; and

WHEREAS, the City provided Public Hearing Notices to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and posted the Notice in three locations throughout the City and on the City website; and

WHEREAS, the Wilsonville Planning Commission held a Public Hearing on May 8, 2013 on the proposed amendments and approved Resolution LP13-0004 recommending their adoption; and

WHEREAS, the City Council having conducted a public hearing on the proposed amendments on June 3, 2013, and duly considering the entire record, herein finds that the proposed Development Code amendments comply with applicable text amendment criteria and



are in the best interest of the community by providing for development to contribute to the creation of a safe and multi-modal transportation network;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. Findings. The Council adopts as findings and conclusions the foregoing recitals and the staff report in this matter hereto as Exhibit 1 and adopted as if set forth fully herein.
2. Amendments. The Council adopts the amendments to the Land Use and Development Code shown in Exhibit 2.
3. Directive. The City Council hereby authorizes and directs the City Recorder to make any conforming changes or formatting necessary to amend the Wilsonville Code in keeping with the adoption of these revisions.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the \_\_\_\_ day of \_\_\_\_, 2013, and scheduled for a second reading at a regular meeting of the Council on the \_\_\_\_ day of \_\_\_\_, 2013, commencing at the hour of 7:00 P.M. at the Wilsonville City Hall.

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the \_\_\_\_ day of \_\_\_\_, 2013 by the following votes:

Yes: \_\_\_\_ No: \_\_\_\_

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_ day of \_\_\_\_, 2013.

\_\_\_\_\_  
TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp -

Council President Starr -

Councilor Goddard -

Councilor Fitzgerald -

Councilor Stevens -

EXHIBITS:

- Exhibit 1: Findings
- Exhibit 2: Amendments (strikethrough format)
- Exhibit 3: Amendments (clean format)



**Attachment A, Exhibit 1:  
CONCLUSIONARY FINDINGS**

**In Support of Approval of Application #LP13.04  
Amendments to the Wilsonville Planning and Land Development Ordinance  
To Implement the 2013 Transportation System Plan**

**Section 4.032.      Authority of the Planning Commission.**

*(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:*

*B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;*

**Response:** The Planning Commission is the appropriate review body to provide the City Council with a recommendation on this package of amendments. **This criterion is met.**

**Section 4.033.      Authority of City Council.**

*(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:*

*B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.*

*E. Consideration of the recommendations of the Planning Commission.*

**Response:** The City Council will receive a recommendation from the Planning Commission on the Code amendments. The City Council is the final local authority regarding adoption of amendments to the Code, which will be adopted via Ordinance. **These criteria are met.**

*(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.*

*(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain*



*development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.*

**Response:** The Planning Commission held a public hearing on May 8, 2013 and made a recommendation that Council approve the proposal. City Council reviewed the proposal at a public hearing on June 3 2013, and had the opportunity to review the findings provided by the Planning Commission and modify the proposal. **At conclusion of the public hearing process, these criteria will be satisfied.**

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

*(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:*

- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair-of the Commission.*

The timing of the Planning Commission hearing on the proposal is coordinated with the public hearings on the draft TSP. Following public hearings before the Planning Commission, the Planning Director will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, this criterion will be satisfied.**

- B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:*

- 1. That the application was submitted in compliance with the procedures set forth in Section 4.008;*

Section 4.008 references application procedures in Sections 4.008 through 4.024. Most of the procedures apply to development applications, but the following procedures apply to this application:

- **Section 4.009. Who May Initiate Applications.**

*(.02) Applications involving large areas of the community or proposed amendments to the text of this Chapter or the Comprehensive Plan may be initiated by any property owner, business proprietor, or resident of the City, as well as by the City Council, Planning Commission, or Development Review Board acting by motion.*

*(.04) In the event that the City of Wilsonville is the applicant, the City Manager may authorize any City employee or consultant to act as the City's agent.*



The Planning Commission discussed the proposed amendments during two work sessions in 2013, and gave staff the direction to present the proposal at a public hearing. The Planning Director initiated the application for the proposed amendments on April 2, 2013. **This criterion has been met.**

- **Section 4.012. Public Hearing Notices.**

*(.01) Published Notice. The Planning Director shall have published in a newspaper of general circulation in the City of Wilsonville, prior to the date of the Planning Commission or Development Review Board meeting, a notice that the Commission or the Board will consider proposals, documents, or pending applications.*

*A. If the matter will require a public hearing, the notice shall be published at least ten (10) and not more than twenty-one (21) days before the first hearing.*

*B. The publication shall contain a brief description of the subject property, including either the street address or other common description of the site, and including the approximate geographic location such as a reference to nearby cross streets, the time and place that the City's decision-making body will consider the submitted documents, and the nature of the proposal, as well as other matters required by law. Failure to advertise as specified in this Section shall not invalidate any decisions or proceedings of the City if a good faith attempt was made to comply with the notice requirements of this Code.*

*(.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.*

The City published a notice in the Wilsonville Spokesman on April 24, 2013. The notice described the proposal, the dates of the Planning Commission and City Council hearings, and included language required by ORS 227.186 regarding possible impacts to private property. **This criterion has been met.**

2. *The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan;*

*GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

*Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

**Response:** The proposed amendments are necessary to implement the policies that are included in the proposed Transportation System Plan. During the course of the TSP update project, two public open houses and an on-line open house were held. The Planning Commission discussed the proposed amendments at two televised work sessions; the City Council discussed the proposed amendments at one work session. Interested parties also had the opportunity to view the draft proposal and provide feedback via a City-hosted project web page.

During 2012 and 2013, the City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP. These work sessions were open to the public.

The City mailed a notice of the public hearings on this proposal to all property owners in the City, as well as to agencies and interested individuals. **The above criteria have been met.**

*Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

**Response:** The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had two work sessions, and was posted on the City website for public review on April 3, 2013.

The proposed amendments are necessary to implement the proposed TSP policies, which were discussed at several Planning Commission and City Council meetings, and shared via an on-line open house. **This criterion is met.**

*GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.*

*Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

**Response:** The City has mailed a public notice to each property in the city, held televised work sessions, posted the draft proposal and Planning Commission meeting minutes on the City website. Since the hearing notice was mailed, approximately fifteen individuals have contacted Planning staff with questions about the proposal and staff has provided further information. The City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**



*GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

*Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

**Response:** The proposed amendments provide further detail on how development applications will be required to contribute to the transportation network and provide on-site access for all modes of transportation. Specifically, the proposal includes requirements for provision of pedestrian access through very large parking lots, bicycle parking, and parking lot access points that are designed for not only vehicular access but also bicycle and pedestrian movements. The proposed amendments also include new thresholds for triggering development to contribute to the improvements of transit improvements in the public right-of-way.

**The proposal supports the above criteria.**

*Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation*

**Response:** The proposed amendments are needed to implement the updated TSP, which describes a multi-modal system. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2). The existing Development Code includes many standards related to how development must contribute to the creation of a multi-modal transportation system. The proposed Code amendments add greater detail to this set of policies, with new triggers for transit improvements, more specificity regarding bike rack requirements, and new requirements for designing bicycle and pedestrian access through large parking lot sites. The overall purpose of the amendments is to ensure that development applications provide appropriate infrastructure to support multiple modes of access to each site and within large sites.

**This criterion is met.**

3. *The amendment does not materially conflict with, nor endanger, other provisions of the - text of the Code; and*

**Response:** The proposed amendments make modifications to existing policies and add new policies, but generally follow the existing Code's overall policy of requiring multimodal transportation concurrency. The proposal eliminates outdated placeholder sections that have been in the Code since approximately 2003. It also reorganizes existing policies related to on-site pedestrian access, so the requirements for transportation improvements are clearly defined for on-site and off-site locations. The proposed amendments do not conflict or endanger sections of the Code that are not proposed to be modified.

**This criterion is met.**

4. *If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.*

**Response:** Applicable state and regional requirements are addressed below.

## **OREGON TRANSPORTATION PLAN**

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

### *POLICY 1.2 – Equity, Efficiency and Travel Choices*

*It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

**Response:** The proposed code amendments implement the updated TSP and this OTP policy by such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

### *POLICY 4.1 - Environmentally Responsible Transportation System*

*It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

**Response:** The Wilsonville Development Code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements "the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway" and is intended to "achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00)." Transportation improvements are not prohibited in the SROZ, but



would need to comply with the SROZ requirements and be constructed so as to “minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04).”

The majority of the proposed amendments are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposal is consistent with Policy 4.1.**

*POLICY 7.1 – A Coordinated Transportation System*

*It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

**Response:** Among others, staff members from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, and ODOT were involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as these associated Code amendments have been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposal is consistent with Policy 7.1.**

## **OREGON HIGHWAY PLAN**

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon’s state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the proposed amendments are described below.

*Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.*

Response: Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.

Wilsonville Development Code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development applications to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E). Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposal is consistent with Policy 1B.**

#### **OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)**

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

#### *Section 660-012-0060 – Plan and Land Use Regulation Amendments*

Response: Proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**



## REGIONAL TRANSPORTATION PLAN

*The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If Code policies are consistent with the RTFP, Metro will find them to be consistent with the RTP.*

**Response:** A checklist of RTFP requirements and findings of compliance with these requirements is provided in Table 1. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements.

In support of the adoption of the proposed amendments to the Wilsonville Land Development Code, the following tables present findings of compliance with the Metro Regional Transportation Functional Plan (RTFP) and the Transportation Planning Rule (TPR). As established in the RTFP, demonstrating compliance with the RTFP constitutes compliance with the Regional Transportation Plan (RTP).

In Table 1 the left column relates to the RTFP requirements (and contains content that was prepared by Metro), and the right column documents how the City of Wilsonville meets the requirements through existing requirements, or how proposed amendments to the Land Development Ordinance (the "Development Code," Chapter 4 of the City Code) will meet the requirement upon adoption.

Table 2 includes findings of compliance for the TPR, OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references in sub-sections of the TPR to requirements in the RTFP.

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
Allow complete street designs consistent with regional street design policies (Title 1, Street System Design Sec 3.08.110A(1))	Existing code requirements meet these RTFP requirements in as follows:  Code Sections 4.177 (Street Improvement Standards, as revised to include requirements from 4.178 Sidewalk and Pathway Standards establish general standards for streets, sidewalks, and pathways in addition to other criteria established for streets, blocks, and pathways in land divisions in Code Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other). Otherwise, existing code (Section 4.177.02) defers to the Transportation System Plan (TSP) and Public Works Standards for specific roadway cross section design and dimensions.
Allow green street designs consistent with federal regulations for stream protection (Title 1, Street System Design Sec 3.08.110A(2))	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B (Title 1, Street System Design Sec 3.08.110A(3))	



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>Allow implementation of:</p> <ul style="list-style-type: none"> <li>• narrow streets (&lt;28 ft curb to curb);</li> <li>• wide sidewalks (at least five feet of through zone);</li> <li>• landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees;</li> <li>• Traffic calming to discourage traffic infiltration and excessive speeds;</li> <li>• short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;</li> <li>• opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110B)</b></p>	<p>Existing code and the proposed code amendments meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan and the Public Works Standards. <i>Note that the Public Works Standards defers to the TSP for street classification, and access and design standards (Section 201.1.03).</i> Proposed code modifications would clarify that sidewalks are required at a minimum to have a five feet wide unobstructed “through zone.” (Proposed new Section 4.177.03.) Existing code language in Section 4.177 requires all street improvements and intersections to conform to the Public Works Standards and to provide for “the continuation of streets through specific developments to adjoining properties or subdivisions,” unless there are substantial constraints posed by existing development or topographic or environmental conditions. Proposed code modifications would require a posted notification to indicate that a street will be extended in the future. (Additions to Section 4.177.02.D and Section 4.236. General Requirements - Streets.)</p> <p>Sections 4.177.03, .04. and .04 contain both new text that has been relocated and proposed text that address needed pedestrian and bicycle facilities within the public right-of-way, consistent with the RTFP requirements.</p> <p>Proposed new Section 4.154. On-site Pedestrian Access and Circulation includes new pedestrian access and circulation language to ensure connectivity through development sites and to community attractors.</p> <p>Currently, existing code requires Site Design Review for all new development in the city except single-family and two-family homes in residential zones and row houses and apartments in the Village zone. Site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421). Existing standards for streets, blocks, and pathways for land divisions in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other) further support circulation and connectivity in the city. Note that these requirements will serve to implement the TSP’s Safe Routes to School plan (TSP Chapter 6).</p>
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> <li>• provides full street connections with spacing of</li> </ul>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Before property over 2 acres in size can be developed it must be zoned in one of the Planned Development categories (PDR, PDC, PDI, etc.). Standards for residential zones, the Village Zone, the Holding Zone, the Public Facility Zone, and planned development in the city include:</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>no more than 530 feet between connections except where prevented by barriers</p> <ul style="list-style-type: none"> <li>• Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection)</li> <li>• provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers</li> <li>• limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections</li> <li>• includes no closed-end street longer than 220 feet or having no more than 25 dwelling units</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110E)</b></p>	<p><i>1. Maximum block perimeter: 1,800 feet.</i></p> <p><i>2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.</i></p> <p><i>3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.</i></p> <p>The City's subdivision standards require that all streets shall conform to the standards in Section 4.177 and the block size requirements of the zone (Section 4.236).</p> <p>Existing code Section 4.177.01.D (proposed to be renumbered to .02.D) limits dead-end streets and cul-de-sacs to 200 feet in length and restricts them to no more than 25 units, unless, respectively, there are significant constraints posed by existing development, major transportation facilities, or environmental conditions that prevent future street extension and connection, and it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units.</p>
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p><b>(Title 1, Street System Design Sec 3.08.110F)</b></p>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, requires that all street and access improvements conform to the Transportation System Plan; the draft TSP includes local street connectivity standards (TSP Chapter 3). Existing street improvement standards for general development address block size, maximum spacing, and dead-ends, and existing street improvement standards for land divisions (Section 4.236) require street plans and, in some cases, reserve strips and street plugs to preserve opportunities for good connections with potential future adjacent development.</p>
<p><u>Applicable to both Development Code and TSP</u></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features</p>	<p>Existing code meets these RTFP requirements as follows:</p> <p>In addition to the standards and requirements of Section 4.237 for land divisions and street improvement standards in Section 4.177, parcels wholly or partially within the Wilsonville Road Interchange Area Management Plan (IAMP) Overlay Zone are governed by the Access Management Plan in the Wilsonville Road Interchange Area Management Plan (Section 4.133.04. Access Management). The recent Wilsonville Road IAMP and current construction project has already improved the</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

<b>Regional Transportation Functional Plan Requirement</b>	<b>Development Code Compliance</b>
<p>including pedestrian crossings and on-street parking shall be allowed where appropriate. (Title 1, Street System Design Sec 3.08.110G)</p>	<p>Wilsonville Road interchange. ODOT spacing standards apply to development in the Elligsen Road interchange.</p> <p>Additions to Section 4.177 include text to address vehicular connectivity and access requirements, including references to TSP Table 3-2 Access Spacing Standards (TSP Chapter 3).</p>
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> <li>• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;</li> <li>• Provide safe, direct and logical pedestrian crossings at all transit stops where practicable.</li> </ul> <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> <li>• Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections;</li> <li>• Transit passenger landing pads accessible to disabled persons to transit agency standards;</li> <li>• An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider;</li> <li>• Lighting to transit agency standards at the major transit stop;</li> <li>• Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.</li> </ul> <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>	<p>Proposed amendments Development Code requirements meet these RTFP requirements as follows:</p> <p>In Section 4.177 the proposed Transit Improvements subsection incorporates development requirements related to transit facilities; proposed code language is consistent with Implementation Measure 3.6 from Transit Master Plan and bases required transit amenities on the number of PM peak hour trips expected to be generated by the proposed development. In addition, a new definition for “major transit street” is proposed that is consistent with the definition in the Transit Master Plan. Pursuant to amended code language, improvements at mid-block may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.</p>
<p><u>(Could be in Comprehensive plan or TSP as well)</u> As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> <li>• Sidewalk and accessway location and width;</li> </ul>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<ul style="list-style-type: none"> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130C)</b></p>	<p>A proposed new code section under Section 4.154, On-site Pedestrian Access and Circulation, addresses this requirement. Propose language is adapted from the State's <i>Model Development Code for Small Cities</i>.</p>
<p>Establish parking ratios, consistent with the following:</p> <ul style="list-style-type: none"> <li>• No minimum ratios higher than those shown on Table 3.08-3.</li> <li>• No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.</li> </ul> <p>Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance.</p> <p>Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for</p>	<p>The City's existing parking ratios (Section 4.155.03) comply with the minimum and maximum Zone B (for the rest of the region outside of highly transit and pedestrian accessible areas) standards established in the RTFP. Parking standards in the Village Zone (Table V-2) comply with parking ratios established in Zone A in the RTFP.</p> <p>The Development Review Board has authority to grant waivers to the parking, loading, or bicycle parking standards where the resulting development "will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section and is "in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code (Section 4.155.02)."</p> <p>Code Sections 4.155.02.D and 4.155.02.E require that parking be determined by summing the requirements for each use on a site or in a building. Only if the peak hours of the uses do not overlap and agreements are legally recorded can parking be jointly used and the required number of parking spaces be jointly determined. There is more flexibility for blending parking requirements in the Village Zone (Section 4.125.07).</p> <p>Existing code does allow for on-street parking to be credited toward parking space requirements (Section 4.155.03.B.7). Landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.; proposed language requires "street-like features" along principal drive isles in parking lots more than three acres in size.</p> <p>Proposed Section 4.177.09 (Approach and Driveway Development Standards, includes requiring driveways to align</p>

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.</p> <p>Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.</p> <p>Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.</p> <p>Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.</p> <p>Require on-street freight loading and unloading areas at appropriate locations in centers.</p> <p>Establish short-term and long-term bicycle parking minimums for:</p> <ul style="list-style-type: none"> <li>• New multi-family residential developments of four units or more;</li> <li>• New retail, office and institutional developments;</li> <li>• Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and</li> <li>• Bicycle facilities at transit stops and park-and-ride lots.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410)</b></p>	<p>with existing or planned streets on adjacent sites under prescribed conditions.</p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use (Table 5 Parking Standards). Pursuant to Table 5, a percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. Village Zone requirements include standards for short term and long term bicycle parking (Section 4.125.07.D.3). A new proposed Section 4.155.07 addresses short term and long term bicycle parking citywide. These changes in effect expand the detailed bicycle parking standards established in the Village Zone to other zones in the city.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in Development code or Comprehensive Plan)</u></p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>



Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> <li>• Sidewalk and accessway location and width;</li> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	
<p>When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.</p> <p>If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.</p> <p><b>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)</b></p>	<p>Existing code refers to and requires traffic impact studies or analyses; proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p>
<p><i>(Could be located in TSP or other adopted policy document)</i></p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall</p>	<p>The updated TSP addresses transportation needs and includes policies and requirements for the Town Center. Parking Management Plans are addressed in Chapter 6 of the TSP.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p>be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> <li>• By-right exemptions from minimum parking requirements;</li> <li>• Parking districts;</li> <li>• Shared parking;</li> <li>• Structured parking;</li> <li>• Bicycle parking;</li> <li>• Timed parking;</li> <li>• Differentiation between employee parking and parking for customers, visitors and patients;</li> <li>• Real-time parking information;</li> <li>• Priced parking;</li> <li>• Parking enforcement.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410I)</b></p>	



Table 2 includes findings of compliance for the Transportation Planning Rule (TPR), OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references to RTFP requirements and associated findings.

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

<b>OAR 660-012-0045 Implementation of the TSP</b>	<b>Findings of Compliance</b>
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	Section 4.005, Exclusions from Development Permit Requirement identifies the types of public facilities and improvements allowed outright without a development permit. Revised text identifies transportation facilities within the public right-of-way as exempt from development permit requirements.
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Proposed amendments to Section 4.012. Public Hearing Notices will ensure that governmental agencies potentially impacted by a local decision will have the opportunity to participate in the review of the proposed amendment. In addition, the following Development Code requirements help ensure a multi-jurisdictional review process as follows: <ul style="list-style-type: none"> <li>• Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications.</li> <li>• Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.</li> </ul>
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	The development code meets this requirement. General street requirements under Section 4.236.01 include the provision that land divisions must conform and “be in harmony” with the TSP.
(a) Access control measures.	The updated TSP and supporting existing code language meet this requirement. Block lengths and spacing standards are addressed by the new street design criteria in the TSP (TSP Chapter 3).  New development in the city (single-family and two family homes in residential zones and row houses and apartments in the Village zone excepted) is subject to design review pursuant to Section 4.020. Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).
(b) Standards to protect the future operations of roadways and transit corridors	<p>The existing code language meets this requirement. Mobility standards for roadways in the city are established in the OHP for state roadways, in the RTP and RTFP for regional roadways, and in the City TSP for local roadways (TSP Chapter 2, Policy 5).</p> <p>Requirements for conditional use permits (Section 4.184(.01)(A)(3)), zone changes (Section 4.197(.02)(D)), and comprehensive plan changes (Section 4.198(.01)(C)) specify that adequate public facilities must be available, or consistency with State goals and regulations (including transportation) must be demonstrated for the proposed actions. Land division application procedures (Section 4.210(.01)(B)(26)) require that a traffic study be submitted as part of the tentative plat application.</p> <p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at affected intersections (Section 4.140.09.J.2). Detailed traffic impact analysis requirements are established for the Wilsonville Road Interchange Area Management Plan Overlay Zone (Section 4.133.05.01).</p>
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to - 0045(1)(c).
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	City code authorizes decision makers to apply conditions of approval depending on the estimated impacts of the proposed action. Applying conditions of approval is acknowledged and authorized in provisions for general administration (Section 4.015), conditional use permits (Section 4.184), zone changes (Section 4.197), comprehensive plan



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	amendments (Section 4.198), and land divisions (Section 4.210 (.01)(C)(3)).
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to - 0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	<p>Existing Development Code requirements meet this requirement.</p> <p>Zone change proposals require findings that state that "primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development." Furthermore, the Planning Commission and Development Review Board "shall utilize any and all means to insure that all primary facilities are available and are adequately sized" (Section 4.197(.02)(D)).</p> <p>Comprehensive plan changes must be supported by findings that the amendment supports applicable Statewide Planning Goals (Section 4.198(.01)(C)) and that the proposed change "will not result in conflicts with any portion of the Comprehensive Plan (Section 4.198(.01)(D))."</p>
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	<p><b><i>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.1.</i></b></p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use. A percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. New proposed Section 4.155.07 addresses short term and long term bicycle parking citywide.</p>
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to	<p><b><i>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</i></b></p>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
<p>neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways</p>	<p>Pursuant to the draft TSP (Chapter 3.), bikeways are required along arterials and collectors and sidewalks are required along all streets. Roadway cross-sections shown in the 2013 draft TSP include bike lanes for all roads other than local streets and sidewalks for all roads.</p> <p>Proposed subsections under 4.177 Street Improvement Standards includes existing code language that requires that bicycle and pedestrian facilities be located “to provide a reasonably direct connection between likely destinations” and describes a “reasonably direct connection” as a route that minimizes out-of-direction travel (existing Section 4.178 Sidewalk and Pathway Standards). New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p> <p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421(.01)C. Drives, Parking and Circulation, under Criteria and Application of Design Standards: “With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.”</p> <p>Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).</p>
<p>(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors</p>	<p>Where off-site improvements are required, the existing roadway cross-sections will govern (TSP Chapter 3). The draft TSP currently requires pedestrian and bicycle facilities on arterials and collectors.</p>
<p>(e) Provide internal pedestrian circulation within new office parks and commercial developments</p>	<p><b><i>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</i></b></p> <p>Site Design Review is required for all new development except for single- and two-family dwellings, and non-residential development in the</p>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Village zone; site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).</p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p>
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	<p><b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b></p> <p>The proposed Transit Improvement subsection under Section 4.177 Street Improvement Standards incorporates development requirements related to transit facilities, consistent with the recommendations of the Wilsonville Transit Master Plan and this TPR requirement.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p>	<p><b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b></p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments consistent with the TPR requirement. Under Street Improvement Standards, Subsections 4.177.03, 0.04 and 0.05, includes existing and proposed text that addresses pedestrian and bicycle connectivity between and within proposed developments. Subsection 4.177.06 Transit Improvements, specifies connectivity requirements specific to transit streets and stops.</p>
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p>	<p><b><i>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</i></b></p> <p>Proposed additions to the Street Improvement Standards address transit improvements and access (Section 4.177.06), and include requirements to reasonably direct pedestrian connections between building entrances and transit facilities, as well as between buildings on the site and streets adjoining transit stops. Consistent with the Transit Master Plan, required transit amenities depend on the number of PM peak hour trips the proposed</p>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	development is expected to generate.
(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;	The City is not proposing to designate a pedestrian district at this time.
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	Proposed new Subsection 4.155.06 Carpool and Vanpool Parking Requirements satisfies this requirement.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	Proposed new Subsection 4.155 (.07 Parking Area Redevelopment satisfies this requirement.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	<i>Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130</i> Proposed new language under Section 4.177 Street Improvement Standards satisfies this requirement.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	Zoning along transit lines in Wilsonville is generally consistent with this TPR provision.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	See OAR 660-012-0045(4)(g) above. While not allowed on all land along transit routes in Wilsonville, there is a significant amount of mixed use zoning along the routes that will allow this type of development – in particular within Villebois/ Village Zone and the Town Center.
(b) Implements a demand management program to meet the measurable standards set in the TSP;	TDM program elements are included in TSP Chapter 6.
(c) Implements a parking plan which: (A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses; (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4) [reducing reliance on the automobile]; (C) Includes land use and subdivision regulations setting	The City will prepare a parking management plan for the Town Center as a future next step after TSP adoption. <ul style="list-style-type: none"> <li>Existing Development Code requirements address parking reduction objectives in the following sections: Off-street parking requirements for non-residential uses have been reduced from 1990 levels because Wilsonville adopted RTP parking ratios as part of its last TSP update.</li> <li>Off-street parking is allowed according to</li> </ul>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

<b>OAR 660-012-0045</b> <b>Implementation of the TSP</b>	<b>Findings of Compliance</b>
<p>minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and (D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p><b><u>OR</u></b></p> <p>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D) Exempt structured parking and on-street parking from parking maximums;</p> <p>(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and</p> <p>(F) Provide for designation of residential parking districts.</p>	<p>roadway cross-sections and Subsection 4.155 (.02) General Provisions make provisions for shared parking and off-street parking.</p> <ul style="list-style-type: none"> <li>• Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements.</li> <li>• Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums.</li> <li>• Section 4.155(.03)B sets standards for parking area landscaping; landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.</li> </ul>
<p>(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.</p>	
<b>OAR 660-012-0060</b> <b>Plan and Land Use Regulation Amendments</b>	<b>Findings</b>
<p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p>	<p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at applicable intersections (Section 4.140.09.J.2).</p> <p>Zone change proposals require findings that “primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development.” Furthermore, the Planning Commission and</p>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Development Review Board “shall utilize any and all means to insure that all primary facilities are available and are adequately sized” (Section 4.197(.02)(D)).</p> <p>Proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p> <p>The City also has specific traffic impact analysis requirements for development within the vicinity of the Wilsonville Road interchange (Section 4.133.05.01).</p>

## **GENERAL CONCLUSIONARY SUMMARY OF FINDINGS**

- The proposed amendments are consistent with the Wilsonville Development Code.
- The proposed amendments are consistent with the Regional Transportation Functional Plan.
- The proposed amendments are consistent with the Wilsonville Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP, and the proposed amendments are needed to implement those revised policies.
- The proposed amendments are consistent with the Oregon Highway Plan.
- The proposed amendments are consistent with the State Transportation Planning Rule.

As is evidenced by the staff report and findings contained herein, the proposal to amend the City’s Development Code to implement the revised TSP is consistent with all applicable criteria.



**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001 Definitions.**

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area established adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ~~insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of transportation facility ~~travel way~~ that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following: ~~Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.~~

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is ~~entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

BC. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

CD. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must "rejoin" the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also Multipurpose pathway or path.

*[New number/renumbering needed.]* Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.



*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

**Section 4.005      Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012.      Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.



- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118. Standards applying to all Planned Development Zones:**

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. minimum lot area;
2. lot width and frontage;
3. height and yard requirements;
4. lot coverage;
5. lot depth;
6. street widths;
7. sidewalk requirements;
8. height of buildings other than signs;
9. parking space configuration and drive aisle design;
10. minimum number of parking or loading spaces;
11. shade tree islands in parking lots, provided that alternative shading is provided;
12. fence height;
13. architectural design standards;
14. transit facilities;
15. on-site pedestrian access and circulation standards; and
- ~~15.~~ 16. solar access standards, as provided in Section 4.137.

**Section 4.125 V-Village Zone**

- (.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:

[...]

2. Intersections of streets:
  - c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
    - i. 1000 ft. for major arterials
    - ii. 600 ft. for minor arterials
    - iii. 100 ft. for ~~major~~ collectors

iv. 50 ft. for ~~minor collector~~ local streets

(.10) Sidewalk and Pathway Improvement Standards

- A. The provisions of Section 4.178 4.154 and 4.177(.03) shall apply within the Village zone.

**Section 4.154. ~~Bicycle, Pedestrian and Transit Facilities.~~ On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.)
  3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).



5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking

area. Shading shall be determined based on shadows cast on the summer solstice.

- c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- ~~d. e.~~ All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...
- ~~e. f.~~ Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
- ~~f. g.~~ In addition to the application requirements of section 4.035(.04)(6)(d), [...]

C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.

D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.

E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. ~~Tables 5, below,~~ shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:



4.1552.04)

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than six (6) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
  - c. At least 50 percent of the spaces shall be covered.

D. Covered Parking (Weather Protection):

1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments –</u> <u>Min. of 2</u>
[...]	[...]	[...]	[...]



(.045) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities;  
and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as



provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street.  
[Amended by Ord. # 674 11/16/09]
- E. ~~Access drives and travel lanes.~~



- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

FE. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

GF. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

HG. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board ~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.



[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

  - A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
  - B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.

  - A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
  - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

  - A. Development shall at a minimum provide:

    - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
    - 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
  - B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision



of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

C. In addition to the requirements of 4.177(.06)(A.)(2,) development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

D. In addition to the requirements of 4.177(.06)(A.)and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G:~~ (.08) of this Section.  
[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.



- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or
  - 3. Would be an extension of an existing or planned local street, or of another major driveway.



(.09) Minimum street intersection spacing standards.

A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.

B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

~~(.01) Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~

~~(.02) Pathways~~

~~A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~



~~(.04) Pathway Clearance.~~

- ~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
    - 4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission



and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and

- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

#### **Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the ~~Master Transportation System Plan or Map~~: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, ~~the Official Plan or Map and especially to the Master Street Plan.~~
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001     Definitions.**

4.     Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.
- [##]. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
  - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
  - B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
  - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
  - D. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
  - E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
  - F. See also: Multipurpose Pathway or Path.
- [##]. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.
- [##]. Major Transit Stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.
- [##]. Major Transit Street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.
- [##]. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.
- [##]. Through Zone: The width of unobstructed space on a sidewalk or pedestrian pathway.



**Section 4.005     Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012.     Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasi-judicial public hearings, the Planning Director shall ensure the following:
1. Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118.     Standards applying to all Planned Development Zones:**

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;
14. Transit facilities;
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

**Section 4.125.     V – Village Zone**

(.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village Zone:

[...]

2. Intersections of streets:

[...]

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. 1000 ft. for major arterials
  - ii. 600 ft. for minor arterials
  - iii. 100 ft. for collectors
  - iv. 50 ft. for local streets



**Section 4.154. On-site Pedestrian Access and Circulation.**

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).
  - 3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  - 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  - 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
  - 6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

- (.01) Purpose:  
[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.



- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - e. All parking lots viewed from the public right-of-way shall have a minimum twelve (12) foot landscaped buffer [...]
  - f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
  - g. In addition to the application requirements of Section 4.035(.04)(6)(d), [...]
- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. Table 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Table 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- H. Electrical Vehicle Charging Stations:
  - 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
  - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
  - 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

4.155

2. ~~Each motorcycle~~ space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than six (6) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).



- b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
- c. At least 50 percent of the spaces shall be covered.

**D. Covered Parking (Weather Protection):**

- 1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
- 2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
- 3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments – Min. of 2
[...]	[...]	[...]	[...]

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.



(.05) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (*i.e.*, less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

C. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

D. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the

Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations..

(.02) Street Design Standards

- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. Corner or clear vision area.



1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.
- F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.
- G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.
  1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
  2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
  3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.[Section 4.177(.01) amended by Ord. 610, 5/1/06]
- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
  - B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
  - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- A. Development shall at a minimum provide:
    - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
    - 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.



- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
  - C. In addition to the requirements of 4.177(.06)(A.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
  - D. In addition to the requirements of 4.177(.06)(A.) and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.
- (.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:
- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
  - B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
    - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
    - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
  - C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
  - D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.  
[Section 4.177(.02) added by Ord. 682, 9/1/10]
- (.08). Access Drive and Driveway Approach Development Standards.
- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
  - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.

- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or



staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or
  - 3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
  - A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:



1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
  2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
  3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
  4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
  5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and



- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236.     General Requirements - Streets.**

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements. [...]
- (.05) Topography. [...]
- (.06) Reserve Strips. [...]
- (.07) Future Expansion of Street. When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
[...]	[...]	[...]	[...]

The current parking standards in Table 5 require bicycle parking be provided for nearly every use. Increasing the minimum number of bicycle parking spaces required for multifamily developments is the only change to Table 5 that is needed to comply with the Regional Transportation Functional Plan Title 4, *Parking Management* Sec 3.08.410.



(.045) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.05) Minimum Off-Street Loading**

**Requirements.** The current policy (existing Section (.04), renumbered to (.05)) is revised to add a new process for allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and other mixed-use areas.

**(.06) Carpool and Vanpool Parking**

**Requirements.** This new section is needed to comply with state Transportation Planning Rule Section 0045(4). It would require that parking spaces be reserved for employee, student, and commuter use for new large commercial and industrial developments (those with 75 or more parking spaces), new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking.

This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule Section 0045(4).



(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**(.07) Parking Area Redevelopment.** This new section is required by OAR 660-12-0045(4), to Encourage the addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

**Section 4.177. Street Improvement Standards.**

This section has been modified for clarity, and to assemble all street improvement standards in one place. Subsection (.01) references the TSP and the City's responsibility to exact improvements according to established caselaw (Nolan, Dolan, et. al.).

(.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards~~ and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets

**(.02)B**

The existing code provides no flexibility that is needed for context-sensitive street design that supports local land uses. The new policy places appropriate decision-making authority with the City Engineer and adopted Public Works Standards.

DRB's authority to waive sidewalk standards has been moved to (.03)B.



~~shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.~~

- ~~1. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~

**C. Rights-of-way.**

1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.

- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~

**Subsection D**

A new requirement has been added to post notification of a future street extension. This sets clear expectations with surrounding property owners, and is required by Regional Transportation Functional Plan Title 1, Street System Design Sec 3.08.110B.

Subsection E has been moved and incorporated into 4.177.(08).

- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

FE. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

GF. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

HG. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the



recommendations of the City Engineer, regarding adequate structural quality to support an overlay.

2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

(.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.

B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

(.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

(.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.

**New Sections 4.177(.03), (.04), and (.05)** consist of existing requirements for sidewalks and pathways moved from Section 4.178.

Modifications made for clarity, consistency; to allow the City Engineer to make design decisions for reasons of safety, traffic operations, or safety; and to remove details that are more appropriately addressed in the Public Works Standards.



- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

(.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

A. Development shall at a minimum provide:

- 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
- 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

C. In addition to the requirements of 4.177(.06)(A.)(2,) development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

D. In addition to the requirements of 4.177(.06)(A.)and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

**A new Section 4.177(.06) Transit Improvements**, is a new section that implements the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR. Under the existing code, the City is able to require improvements to transit stops as part of mitigation for traffic impacts or as part of completing the street. Adding this section of thresholds and requirements will make this process more consistent and predictable for staff and applicants.



- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G~~, (.08) of this Section.  
[Section 4.177(.02) added by Ord. 682, 9/1/10]

- (.08). Access Drive and Driveway Approach Development Standards.
- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
  - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
  - C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
  - D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
  - E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
  - F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
  - G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
  - H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
  - I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
  - J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

**New Sections 4.177(.08), (.09), and (.10)** address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management.

**Section (.08)** language is based on *Oregon's Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

These sections are needed to comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.



- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or
  - 3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class

II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

**Section 4.178. Sidewalk and Pathway Standards.** This section has been incorporated into Section 4.177.

~~(.01) — Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~

~~(.02) — Pathways~~

~~A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

~~(.03) — Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out of direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) — Pathway Clearance.~~



- ~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
    - 4. 5. If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies

**Section 4.197. Zone Changes and Amendments To This Code – Procedures**  
*Related to TSP Policy 17.*

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

- C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
- D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).



**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the ~~Master~~ Transportation System Plan or Map: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, ~~the Official Plan or Map and especially to the Master Street Plan.~~
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Section 4.236. General Requirements - Streets.**  
*Related to TSP Policy 10.*  
Modifications to subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Posting a stub street is a formal way of informing the community that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.

**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001 Definitions.**

Note: Commentary is included in text boxes to explain the intent, effect of, or need for the amendments.

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area ~~established~~ adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ~~insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of transportation facility ~~travel way~~ that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.~~

~~CD. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.~~

~~DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.~~

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must "rejoin" the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also Multipurpose pathway or path.

*[New number/renumbering needed.]* Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.

**Section 4.001 Definitions.**

- Change to the definition of "access control strip," as requested by the County surveyor.
- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track", "through zone", and "driveway approach".
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.



*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

#### **Section 4.005 Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

#### **Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following: ~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on

**Section 4.005** The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed amendments modify existing code, clarifying that all transportation improvements are allowed outright, without additional land use approval.

**Section 4.012.** Proposed amendments to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

a pending application shall not invalidate an action or permit approval made by the City under this Code.

- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
  - C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
  - D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118. Standards applying to all Planned Development Zones:**

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:
- A. Waive the following typical development standards:
    - 1. minimum lot area;
    - 2. lot width and frontage;
    - 3. height and yard requirements;
    - 4. lot coverage;
    - 5. lot depth;
    - 6. street widths;
    - 7. sidewalk requirements;
    - 8. height of buildings other than signs;
    - 9. parking space configuration and drive aisle design;
    - 10. minimum number of parking or loading spaces;
    - 11. shade tree islands in parking lots, provided that alternative shading is provided;
    - 12. fence height;
    - 13. architectural design standards;

**Section 4.118.** The list of allowed waivers that may be approved by the DRB is modified to include some specific elements that have been introduced by this package of amendments.



- 14. transit facilities;
- 15. on-site pedestrian access and circulation standards; and
- ~~15.~~ 16. solar access standards, as provided in Section 4.137.

#### **Section 4.125 V-Village Zone**

##### **(.09) Street and Access Improvement Standards**

- A. Except as noted below, the provisions of Section 4.177 shall apply within the

Village zone:

[...]

##### **2. Intersections of streets:**

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. 1000 ft. for major arterials
  - ii. 600 ft. for minor arterials
  - iii. 100 ft. for ~~major~~ collectors
  - iv. 50 ft. for ~~minor collector~~ local streets

##### **(.10) Sidewalk and Pathway Improvement Standards**

- A. The provisions of Section ~~4.178~~ 4.154 and 4.177(.03) shall apply within the Village zone.

#### **Section 4.154. ~~Bicycle, Pedestrian and Transit Facilities.~~ On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

##### **(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.

##### **Section 4.125(.09)**

References to street classifications are updated to coordinate with the updated TSP.

**Section 4.154. (.01) Related to draft TSP Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42.**

4.154 has been a "placeholder" section for many years. All on-site pedestrian circulation standards are consolidated here.

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C.

2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
  - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
  - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
  - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
  - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.)
3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

The requirements to provide "reasonably direct connections between likely destinations" is moved from existing code in Section 4.179(.03).

The design standards for pathways and requirements to include signage is moved from Section 4.178.



**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
2. To the greatest extent possible, separate vehicle and pedestrian traffic.

B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:

**Section 4.155. Parking, Loading and Bicycle Parking.**  
*Amendments are related to TSP Policies 14, 37, and 42; also see Transportation Demand Management (TDM) section in TSP Chapter 6.*

A minor, more procedural amendment under this same subsection exempts structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).

- a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
- b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
- c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- ~~d. e.~~ All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...
- ~~e. f.~~ Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
- ~~f. g.~~ In addition to the application requirements of section 4.035(.04)(6)(d), [...]

The proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around.

- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of



motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. ~~Tables 5, below,~~ shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

Proposed new Subsections 4.155(.03) H and (.03)I address electric vehicle parking and motorcycle parking, which are not clearly addressed in the current code.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than six (6) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and standards for short-term and long-term bicycle parking from existing Village Zone [Section 4.125(.07)(D.)].

This section will comply with Regional Transportation Functional Plan Title 4, Parking Management Sec 3.08.410

OAR 660-12-0045(4)

The current Code includes requirements to provide bicycle parking in every zone, but no standards regarding placement or design. Long-term parking standards are new to areas outside of Villebois, in response to a regional requirement.

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

Short-term bicycle parking is already required for most uses, and must be located within 30 feet of the main building entrance. If over 10 spaces are required, 50% of them must be covered.



- c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
  - c. At least 50 percent of the spaces shall be covered.

D. Covered Parking (Weather Protection):

1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)

- 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions: when 10% of the auto parking is covered, for multifamily dwellings with more than 9 units, and when more than 6 bike parking spaces are required. The latter trigger will capture larger uses, such as a 24,000 sf retail or restaurant use, schools, and a 30,000 sf office.
- Of the required long-term parking, 50% must be covered but there are many ways to meet this standard (e.g., within a building, under an awning, in bike lockers, etc.).


**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  June 03, 2013	<b>Subject: Resolution No. 2419</b> Construction Contract for Segment 3b Water Transmission Pipeline (CIP 1055)  <b>Staff Member:</b> Eric Mende, Capital Projects Engineering Manager <b>Department:</b> Engineering	
<b>Action Required</b> <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> <b>Resolution 2419</b> <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>	
<b>Staff Recommendation:</b> Approve by Motion		
<b>Recommended Language for Motion:</b> I move to approve Resolution 2419.		
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:**

Action is requested to approve a Construction Contract with Kerr Contractors Oregon Inc. for the Segment 3b Water Transmission Pipeline (CIP 1055).



## **EXECUTIVE SUMMARY:**

The Segment 3b Water Transmission Pipeline project will construct approximately 2400 feet of 48" diameter water transmission pipeline and plus a pressure reducing valve (PRV) vault. This project will: a) complete the last remaining section of transmission pipeline necessary for the City of Sherwood to receive their full 5 million gallons per day (mgd) of allocated water rights from the Willamette River Water Treatment Plant, b) improve existing fire flow capabilities to commercial and industrial properties located in north and northwest Wilsonville, and c) allow for and facilitate future growth and the necessary expansion of the City of Wilsonville's distribution system.

This project was specifically authorized by Council through an Intergovernmental Agreement (IGA) with the City of Sherwood passed on March 04, 2013. The IGA specifies ownership and cost participation percentages party, documents Sherwood's commitment to advance the funding for the project, requires Wilsonville to maintain communication with Sherwood during design and construction, and contains "true-up" and repayment provisions addressing Wilsonville's portion of the project costs.

Four companies were prequalified to bid on this project, and four bids were received and opened on May 23, 2013. The low bid of \$2,456,730, from Kerr Contractors, was deemed responsive.

The IGA estimated a total construction cost (to be advanced by the City of Sherwood) of \$3.497 million. Based on this estimate, Sherwood City Council previously approved and set aside this amount. The IGA also requires Sherwood to deposit project funds with the City of Wilsonville equal to the bid amount of the lowest responsible bidder, plus 5 percent. This amount equals \$2,579,566 and is approximately 26 percent less than the original estimate. These funds have been received.

## **EXPECTED RESULTS:**

This project will complete the last segment of 48" diameter water transmission pipeline needed for Sherwood to receive their full 5 mgd water right. The project will also improve fire flow and pressure in the north half of Wilsonville's distribution system, and accommodate future growth in the Coffee Creek and Frog Pond areas.

## **TIMELINE:**

A Notice to Proceed will be issued as soon as Bonds and Insurance certificates are received. Construction is scheduled for June through November 2013, with final completion and commissioning by December 31, 2013.

## **CURRENT YEAR BUDGET IMPACTS:**

Based on the current IGA-specified cost split of 53.8 percent Wilsonville and 46.2 percent Sherwood, Wilsonville will need to reimburse Sherwood \$1,321,721 before the end of Fiscal Year 2013/2014. The 2013/2014 budgeted value of \$2,128,000 for Project 1055 is adequate to cover the expected costs.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: Cathy Rodocker Date: 5/22/13  
Project is budgeted as noted above.

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK Date: 5/22/13

The form of the Resolution and the form of the Construction Contract are approved. The easements necessary for the water line construction have been obtained. Sealed bids are scheduled to be opened May 23, 2013. The legal department will advise Engineering as needed on the award of contract to the lowest responsible bidder and on any protests in order to finalize the Resolution and award of contract for the June 3, 2013 Council meeting, wherein the City Council will be acting in its capacity as the Local contract Review Board.

**COMMUNITY INVOLVEMENT PROCESS:**

The project has received media attention numerous times over the years, and has also been before Council for approval of previous IGA's and contracts. The pipeline concept was also part of the open house presentations in 2011 for the Barber Street and Kinsman Road project(s). There have been no documented objections to the project.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups):

Construction will be in an undeveloped area and there will be no road closures or detours required, therefore, construction impacts on the community will be minimal. Long term, businesses and residents will benefit from the larger pipeline via improved fire flow and pressure and accommodation of future growth in the Coffee Creek and Frog Pond areas.

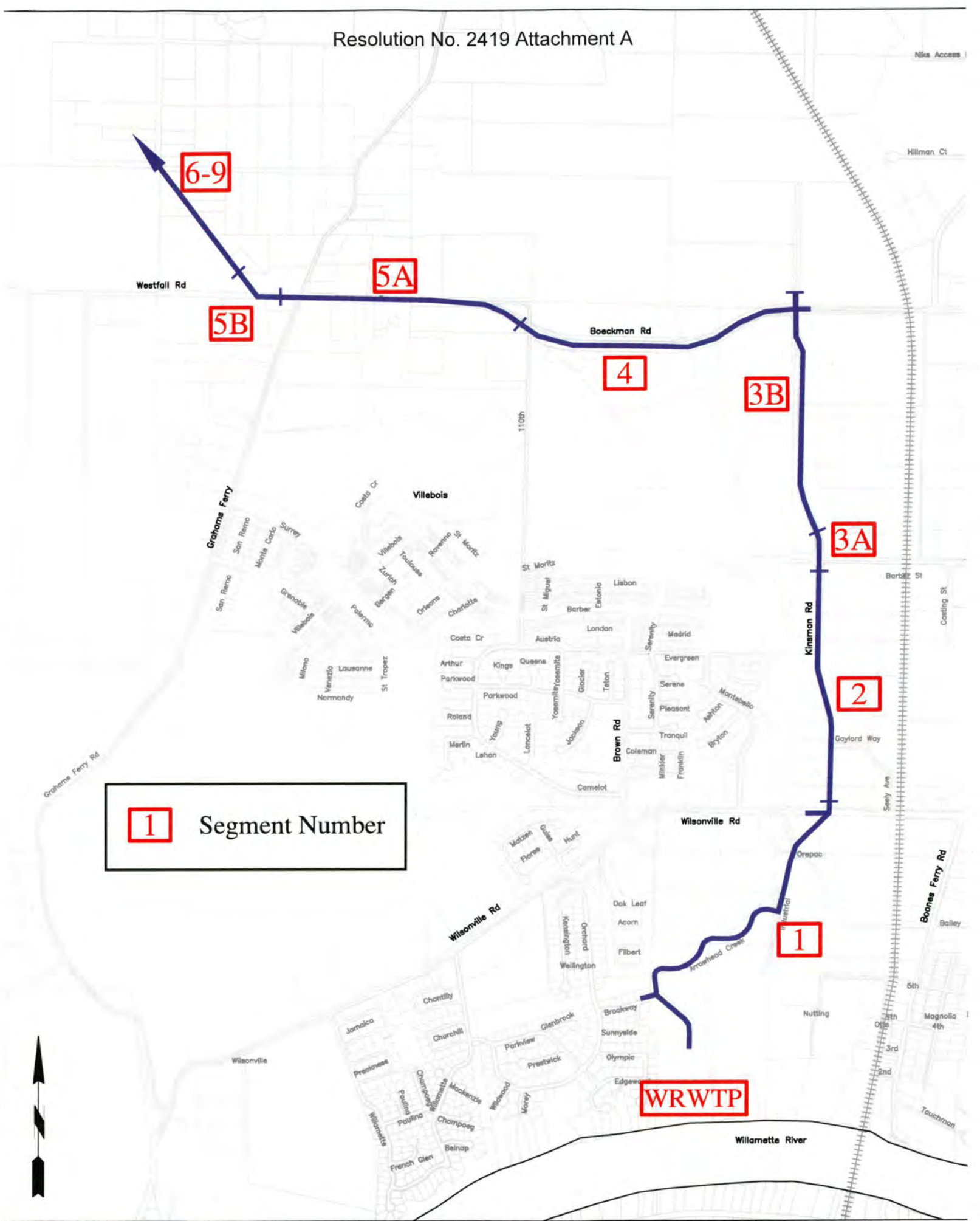
**ALTERNATIVES:**

None

**CITY MANAGER COMMENT:****ATTACHMENTS**

- A. Diagram of Water Transmission Line Segments
- B. Resolution 2419





## **RESOLUTION NO. 2419**

**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH KERR CONTRACTORS OREGON INC. FOR THE CONSTRUCTION OF THE SEGMENT 3B WATER TRANSMISSION PIPELINE PROJECT, CAPITAL IMPROVEMENT PROJECT #1055.**

WHEREAS, the City of Wilsonville has planned for, designed, and budgeted for the completion of Capital Improvement Project #1055, known as the "Segment 3b Water Transmission Pipeline", and solicited competitive bids from qualified Contractors consistent with State of Oregon Public Contracting Rules and the City of Wilsonville Municipal Code; and,

WHEREAS, Kerr Contractors Oregon, Inc. submitted a bid for the project on May 23, 2013 for \$2,456,730, and this bid was subsequently evaluated as the lowest responsible bid; and

WHEREAS, the City of Wilsonville and City of Sherwood previously entered into an Intergovernmental Agreement regarding construction, ownership, and operation of transmission Segment 3B, and regarding payment terms and schedules for advance deposits by the City of Sherwood to the City of Wilsonville to fund the construction effort; and,

WHEREAS, the City of Sherwood has met their obligation under the IGA to deposit funding with Wilsonville for the project equal to the lowest responsible bid cost, plus 5 percent, totaling \$2,579,566.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council authorizes the City Manager to enter into, on behalf of the City of Wilsonville, a Construction Contract with Kerr Contractors Oregon, Inc. for a stated value of \$2,456,730.
2. The City Council authorizes additional expenditures not to exceed a contingency amount of 5 percent of the Contract Value, totaling \$122,836, to cover unforeseen project expenses, consistent with the 5 percent contingency funding provided by the City of Sherwood.
3. This resolution becomes effective upon the date of adoption.



ADOPTED by the City Council of the City of Wilsonville at a meeting thereof this 3<sup>rd</sup> day of June, 2013, and filed with the Wilsonville City Recorder this date.

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Tim Knapp, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Starr

Councilor Fitzgerald

Councilor Goddard

Councilor Stevens

Attachments:

Exhibit 1 – Construction Contract

## **CITY OF WILSONVILLE CONSTRUCTION CONTRACT**

This Construction Contract for the Segment 3b Water Transmission Pipeline ("Contract") is made and entered into on this \_\_\_\_ day of \_\_\_\_\_, 2013 ("Effective Date") by and between the **City of Wilsonville**, a municipal corporation of the State of Oregon (hereinafter referred to as the "City" or "Owner"), and Kerr Contractors Oregon Inc., a(n) \_Oregon Corporation\_ (hereinafter referred to as "Contractor").

### **RECITALS**

WHEREAS, the City requires construction services which Contractor is capable of providing, under terms and conditions hereinafter described; and

WHEREAS, Contractor represents that Contractor is qualified to perform the construction services described herein on the basis of specialized experience and technical expertise; and

WHEREAS, Contractor is prepared to provide such services, as the City does hereinafter require.

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

### **AGREEMENT**

#### **Section 1. Contract Documents**

This Contract includes and incorporates by reference all of the following additional "Contract Documents": Invitation to Bid; Information for Bidders; Instructions to Bidders; Bid Form (including Schedule of Prices); Non-Collusion Affidavit; Bidders Checklist; First-Tier Subcontractor Disclosure form and instructions; Bid Bond form; Performance & Payment Bonds; BOLI Public Works Bond form, Certificate of Insurance & Additional Insured Endorsement; applicable Prevailing Wage Rates; Construction Contract, Conditions of Contract (General Conditions, Supplementary General Conditions, and other conditions); Full Size Drawings; Specifications; Appendixes; as well as all Addenda and any other documents contained in the Project Manual or referred to in the Bidding Documents. Any conflict or difference between the Contract Documents shall be called to the attention of the City by Contractor before proceeding with affected Work. All Contract Documents should be read in concert, and Contractor is required to bring any perceived inconsistencies to the attention of the City before executing this Contract. This Contract also incorporates by reference the 2006 City of Wilsonville Public Works Standards. Contractor must be familiar with all of the foregoing and comply with them. In the event a provision of this Contract conflicts with standards or requirements contained in any of the foregoing, the stricter provision or requirement more favorable to the City will apply.



## **Section 2. Substantial Completion and Contract Term**

The term of this Contract shall be from the date stated on the Notice to Proceed until all work required to be performed hereunder ("Work") is completed and accepted, unless earlier terminated in accordance herewith. Contractor shall diligently perform the Work according to the requirements and deliverable dates identified in the Work. Except in the event of an extension of time, agreed to in writing by the City, Substantial Completion shall occur no later two hundred three (203) days after the date of the Notice to Proceed. Except in the event of an extension of time, agreed to in writing by the City, the Contract Term shall be two hundred thirty-three (233) days after the date of the Notice to Proceed. If Work is not completed within the Contract Term, or as it may be extended, in writing, by the City, the Liquidated Damages provision of **Section 16** shall apply.

## **Section 3. Contractor's Work**

3.1. Contractor will perform the work, more particularly described in the Contract Documents ("Work") for the Segment 3b Water Transmission Pipeline project ("Project").

3.2. All written documents, drawings, and plans submitted by Contractor in conjunction with the Work shall bear the signature, stamp, or initials of Contractor's authorized Project Representative. Any documents submitted by Contractor which do not bear the signature, stamp, or initials of Contractor's authorized Project Representative, will not be relied upon by the City. Interpretation of plans and answers to questions regarding the Work given by Contractor's Project Representative may be verbal or in writing, and may be relied upon by the City, whether given verbally or in writing. If requested by the City to be in writing, Contractor's Project Representative will provide such written documentation.

3.3. Contractor will not be responsible for damages, be in default, or be deemed to be in default by reason of delays in performance due to reasons beyond Contractor's reasonable control, including but not limited to strikes, lockouts, severe acts of nature, or actions of unrelated third parties not under Contractor's direction and control that preclude Contractor from performing the Work ("Force Majeure"). In the case of the happening of any Force Majeure event, the time for completion of the Work will be extended accordingly by the City, in writing. Poor weather conditions, unless extreme, lack of labor, supplies, materials, or the cost of any of the foregoing shall not be deemed a Force Majeure event.

3.4. The existence of this Contract between the City and Contractor shall not be construed as the City's promise or assurance that Contractor will be retained for future services beyond the Work described herein.

3.5. Contractor shall maintain the confidentiality of any confidential information that is exempt from disclosure under state or federal law to which Contractor may have access by reason of this Contract. Contractor warrants that Contractor's employees assigned to work on the Work provided in this Contract shall be clearly instructed to maintain this confidentiality. All agreements with respect to confidentiality shall survive the termination or expiration of this Contract.



3.6. All other provisions of the General Conditions and Supplementary Conditions concerning Contractor's Work shall apply.

#### **Section 4. City's Rights and Responsibilities**

4.1. The scope of the City's rights and responsibilities, including those of the City's Project Representative, are as set forth in the General Conditions and Supplemental Conditions. The City will designate an Owner's Project Representative to facilitate day-to-day communication between Contractor and the City, including timely receipt and processing of invoices, requests for information, and general coordination of City staff and City consultants to support the Project.

4.2. The City hereby certifies that sufficient funds are available and authorized to finance the Contract Price set forth in **Section 5** of this Contract.

4.3. The City will pay the required Bureau of Labor and Industries fee of one-tenth of one percent (0.1%) of the Contract Price, or as required by statute.

4.4. The City reserves the right to reject any bid or to refuse delivery of materials or services at or from any manufacturer, supplier, or contractor with which the City has reasonable grounds to believe is or may be operating in violation of any local, state, or federal law or which is the subject of pending litigation.

4.5. If Contractor fails, neglects, or refuses to make prompt payment of any claim for labor or services furnished to Contractor or a subcontractor by any person in connection with the Contract as such claim becomes due, the City may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due Contractor by reason of the Contract. The payment of a claim in the manner authorized hereby shall not relieve Contractor or its surety from the obligation with respect to any unpaid claim. If the City is unable to determine the validity of any claim for labor or services furnished, the City may withhold from any current payment due Contractor an amount equal to said claim until its validity is determined, and the claim, if valid, is paid by Contractor or the City. There shall be no final acceptance of the Work under the Contract until all such claims have been resolved.

#### **Section 5. Contract Price**

5.1. Except as otherwise set forth in this **Section 5**, the City agrees to pay Contractor a not to exceed amount of Two Million Four Hundred and Fifty Six Thousand Seven Hundred and Thirty DOLLARS (\$2,456,730) for performance of the Work ("Contract Price"). Any compensation in excess of the Contract Price will require express written agreement by the City and Contractor.

5.2. During the course of Contractor's performance, if the City or its Project Representative specifically requests Contractor to provide additional services that are beyond



the Work, as described in the Contract Documents, Contractor shall provide such additional services and bill the City a reasonable agreed upon fee, pursuant to a Change Order executed in compliance with the provisions of **Section 23**.

5.3. Application for payment shall be made in accordance with Article 14 of the General Conditions, as amended by the Supplementary Conditions. Unless expressly set forth in the Work as a reimbursable expense item that is not included in the fixed Contract Price of **Subsection 5.1**, or as an additional charge for which a written Change Order has been approved, in accordance with **Subsection 5.2** and the requirements of **Section 23**, Contractor shall only be entitled to the Contract Price specified in **Subsection 5.1**.

5.4. Contractor will be paid for Work for which an itemized invoice is received by the City within thirty (30) days of receipt, less a five percent (5%) withholding for retainage. Retainage shall be as outlined in the Contract Documents and as specified under ORS 279C.550 to 279C.570. If the City disputes an invoice, the undisputed portion of the invoice will be paid by the City within the above timeframe. The City will set forth its reasons for the disputed claim amount and make good faith efforts to resolve the invoice dispute with Contractor as promptly as is reasonably possible, in accordance with the dispute resolution provisions of the General Conditions and Supplemental Conditions.

5.5. The Contract Price includes the cost of all required fees payable to governmental agencies, including but not limited to plan checking, land use, zoning, and all other similar fees required to perform the Work on the Project.

5.6. Contractor's Contract Price is all inclusive and includes, but is not limited to, salaries or wages plus fringe benefits and contributions, including payroll taxes, workers' compensation insurance, liability insurance, profit, pension benefits, and similar contributions and benefits.

5.7. Contract provisions regarding payment policies, progress payments, interest, etc. are as outlined in the General Conditions and in ORS 279C.570.

## **Section 6. Prevailing Wages**

This is a Contract for a Public Works Project ("Contract"), subject to ORS 279C.800 to 279C.870. Therefore, not less than the current applicable state prevailing wage must be paid on this Project. Wage rates for this project are those published by BOLI effective January 1, 2013 and all subsequent amendments. The BOLI prevailing wage rate for public works contracts can be found at the following web address: [http://www.oregon.gov/BOLI/WHI/PWR/Pages/PWR\\_Oregon\\_2013.aspx](http://www.oregon.gov/BOLI/WHI/PWR/Pages/PWR_Oregon_2013.aspx). Because this is a public works contract subject to payment of prevailing wage, each worker in each trade or occupation employed in the performance of the Work, either by Contractor, a subcontractor, or other person doing or contracting to do, or contracting for the whole or any part of the Work, must be paid not less than the applicable state prevailing wage for an hour's work in the same trade or occupation in the locality where such labor is performed, in accordance with ORS 279C.838 and 279C.840. Contractor must comply with all public contracting wages required by law. Contractor and any subcontractor,



or their sureties, shall file a certificate of rate of wage as required by ORS 279C.845. If the City determines at any time that the prevailing rate of wages has not been or is not being paid as required herein, it may retain from the moneys due to Contractor an amount sufficient to make up the difference between the wages actually paid and the prevailing rate of wages, and may also cancel the Contract for breach. Contractor shall be liable to the workers affected for failure to pay the required rate of wage in the amount of their unpaid wages, including all fringe benefits under ORS 279C.840(5). Contractor shall include a contract provision in compliance with this paragraph in every subcontract, and shall require each subcontractor to include in subcontract(s).

See Contractor Responsibilities below and other Contract Documents for additional requirements and responsibilities regarding compliance with wage and hour laws and regulations.

### **Section 7. Filing of Certified Statement**

As required in ORS 279C.845(7), Owner will retain twenty-five percent (25%) of any amount earned by Contractor under the Contract until Contractor has filed the certified statements required in ORS 279C.845(1). Owner will pay to Contractor the amount retained within fourteen (14) days after Contractor files the required certified statements. As required in ORS 279C.845(8), Contractor shall retain twenty-five percent (25%) of any amount earned by a first-tier subcontractor on the Project until the first-tier subcontractor has filed with Owner the certified statements required in ORS 279C.845(1). Before paying any amount retained, Contractor shall verify that the first-tier subcontractor has filed the certified statement. Within fourteen (14) days after the first-tier subcontractor files the required certified statement, Contractor shall pay the first-tier subcontractor any amount retained. Contractor shall require all other sub-subcontractors to file certified statements regarding payment of prevailing wage rates with Owner.

### **Section 8. City's Project Representative**

The City's Project Representative is Eric Mende, P.E., also referred to in the General Conditions as the Owner's Project Representative. The City's Engineer is Westech Engineering, Inc. The City shall give Contractor prompt written notice of any redesignation of its Project Representative or Engineer. The City's Project Representative retains full authority to delegate his responsibilities under this Contract to other City Staff or to Engineer as appropriate to facilitate the Work, but must notify Contractor in writing of the scope of such delegation.

### **Section 9. Contractor's Project Manager**

Contractor's Project Manager is \_\_\_\_\_. In the event that Contractor's Project Manager is changed, Contractor shall give the City prompt written notification of such redesignation. Contractor's Project Manager will not be changed without the written consent of the City, which consent shall not be unreasonably withheld. In the event the City receives any communication from Contractor that is not from Contractor's Project Manager, the City may



request verification by Contractor's Project Manager, which verification must be promptly furnished.

#### **Section 10. Project Information**

Except for confidential information designated by the City as information not to be shared, Contractor agrees to share Project information with, and to fully cooperate with, those corporations, firms, contractors, public utilities, governmental entities, and persons involved in the Project. No information, news, or press releases related to the Project, whether made to representatives of newspapers, magazines, or television and radio stations, shall be made without the written authorization of the City's Project Representative.

#### **Section 11. Duty to Inform**

If, at any time during the performance of this Contract, Contractor becomes aware of actual or potential problems, faults, environmental concerns, or defects in the Project or Work, or any portion thereof; or of any nonconformance with federal, state, or local laws, rules, or regulations; or if Contractor has any objection to any decision or order made by the City with respect to such laws, rules, or regulations, Contractor shall give prompt written notice thereof to the City's Project Representative. Any delay or failure on the part of the City to provide a written response to Contractor shall neither constitute agreement with nor acquiescence to Contractor's statement or claim, nor constitute a waiver of any of the City's rights.

#### **Section 12. Contractor's Responsibilities**

In addition to the Contractor Responsibilities set forth in the General Conditions and Supplementary Conditions, Contractor also agrees to the following, some of which may also be set forth in the General Conditions:

12.1. Except as otherwise mandated by state law, the performance of Work under this Contract is at Contractor's sole risk. Contractor is an independent contractor for all purposes and shall be entitled to no compensation other than the Contract Price provided for under **Section 5** of this Contract. Contractor will be solely responsible for determining the manner and means of accomplishing the end result of Contractor's Work. The City does not have the right to control or interfere with the manner or method of accomplishing said Work. The City, however, will have the right to specify and control the results of Contractor's Work so such Work meets the requirements of the Project.

12.2. The City understands and agrees that Contractor may request that some Work be performed on the Project by persons or firms other than Contractor, through a subcontract with Contractor. Contractor acknowledges that if such Work is provided to the City pursuant to a subcontract(s) between Contractor and those who provide such services, Contractor may not utilize any subcontractor(s), or in any way assign its responsibility under this Contract, without first obtaining the express written consent of the City. In all cases, processing and payment of billings from subcontractors is solely the responsibility of Contractor.



12.3. Contractor shall be responsible for, and defend, indemnify, and hold the City harmless against, any liability, cost, or damage arising out of Contractor's use of such subcontractor(s) and subcontractor's negligent acts, errors, or omissions. Unless otherwise agreed to, in writing, by the City, Contractor shall require that all of Contractor's subcontractors also comply with and be subject to the provisions of **Section 12** and meet the same insurance requirements of Contractor under this Contract.

12.4. Contractor shall make prompt payment for any claims for labor, materials, or services furnished to Contractor by any person in connection with this Contract, as such claims become due. Contractor shall not permit any liens or claims to be filed or prosecuted against the City on account of any labor or material furnished to or on behalf of Contractor. If Contractor fails, neglects, or refuses to make prompt payment of any such claim, the City may pay such claim to the subcontractor furnishing the labor, materials, or services, and offset the amount of the payment against funds due, or to become due, to Contractor under this Contract. The City may also recover any such amounts directly from Contractor.

12.5. Contractor must comply with all wage and hour laws. Contractor shall make all required workers compensation and medical care payments on time. Contractor shall be fully responsible for payment of all employee withholdings required by law, including but not limited to taxes, including payroll, income, Social Security (FICA), and Medicaid. Contractor shall also be fully responsible for payment of salaries, benefits, taxes, and all other charges due on account of any employees. Contractor shall pay all contributions or amounts due the Industrial Accident Fund from Contractor or subcontractor incurred in the performance of this Contract. Contractor shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167. All costs incident to the hiring of subcontractors or employees shall be Contractor's responsibility. Contractor shall defend, indemnify, and hold the City harmless from claims for payment of all such expenses. Unless otherwise expressly set forth in the Contract Documents as a reimbursable expense item, specific costs associated with items set forth in this subsection shall be deemed as fully and conclusively included in the rate upon which Contractor's Contract Price is based.

12.6. Contractor agrees to comply with all applicable laws in the performance of this Contract.

12.7. Contractor agrees that no person shall be discriminated against by Contractor or any subcontractor in the performance of this Contract on the grounds of sex, gender, race, color, creed, marital status, age, disability, or national origin. Any violation of this provision shall be grounds for cancellation, termination, or suspension of the Contract, in whole or in part, by the City. Contractor shall comply with all federal, state, and local laws, regulations, executive orders, and ordinances applicable to the Contract or to the implementation of the Project. Without limiting the generality of the foregoing, Contractor expressly agrees to comply with the following laws, regulations, and executive orders to the extent they are applicable to the Contract or the implementation of the Project: (a) all applicable requirements of state civil rights and rehabilitation statutes, rules, and regulations; (b) Titles VI and VII of the Civil Rights Act of 1964, as amended; (c) Sections 503 and 504 of the Rehabilitation Act of 1973, as amended; (d) the Americans with Disabilities Act of 1990, as amended, and



ORS 659A.142; (e) Executive Order 11246, as amended; (f) the Health Insurance Portability and Accountability Act of 1996; (g) the Age Discrimination in Employment Act of 1967, as amended, and the Age Discrimination Act of 1975, as amended; (h) the Vietnam Era Veterans' Readjustment Assistance Act of 1974, as amended; (i) all regulations and administrative rules established pursuant to the foregoing laws; and (j) all other applicable requirements of federal civil rights and rehabilitation statutes, rules, and regulations.

12.8. Pursuant with ORS 279C.505(2), by execution of this Contract, Contractor agrees to have an employee drug testing program in place at the time of executing the Contract, acknowledges that such a program will be maintained throughout the Contract period, including any extensions, and shall demonstrate to the City that such drug testing program is in place. The failure of Contractor to have, or to maintain, such a drug-testing program is grounds for immediate termination of the Contract. Contractor shall require each subcontractor providing labor for the Project to also comply with this drug testing program requirement.

12.9. Contractor agrees that the City shall not be liable, either directly or indirectly, in any dispute arising out of the substance or procedure of Contractor's drug testing program. Nothing in this drug testing provision shall be construed as requiring Contractor to violate any legal, including constitutional, rights of any employee, including but not limited to selection of which employees to test and the manner of such testing. The City shall not be liable for Contractor's negligence in establishing or implementing, or failure to establish or implement, a drug testing policy or for any damage or injury caused by Contractor's employees acting under the influence of drugs while performing Work covered by the Contract. These are Contractor's sole responsibilities, and nothing in this provision is intended to create any third party beneficiary rights against the City.

12.10. Contractor is solely responsible for ensuring that any subcontractor selection and substitution has been in accordance with all legal requirements. The City shall not be liable, either directly or indirectly, in any dispute arising out of Contractor's actions with regard to subcontractor selection and/or substitution. Contractor has not discriminated against minority, women, or small business enterprises in obtaining any subcontract.

12.11. By execution of this Contract, as required by ORS 305.385(6), Contractor certifies under penalty of perjury that to the best of Contractor's knowledge, Contractor is not in violation of any tax laws described in ORS 305.380(4).

12.12. Contractor agrees that if Contractor or a first-tier subcontractor fails, neglects, or refuses to make payment to a person furnishing labor or materials in connection with this Contract within thirty (30) days after receiving payment from the contracting agency or a contractor, Contractor or the first-tier subcontractor shall owe the person the amount due plus interest charges commencing at the end of the ten (10) day period within which payment is due under ORS 279C.580(3)(a) and ending upon final payment, unless payment is subject to a good faith dispute as defined in ORS 279C.580. The rate of interest on the amount due shall be calculated in accordance with ORS 279C.515(2). The amount of interest may not be waived.



12.13. Contractor agrees that if Contractor or a subcontractor fails, neglects or refuses to make payment to a person furnishing labor or materials in connection with this Contract, the person may file a complaint with the Construction Contractors Board, unless payment is subject to a good faith dispute as defined in ORS 279C.580

12.14. Contractor shall make payment promptly, as due, to any party furnishing medical, surgical, hospital, or other needed care and attention, incident to sickness or injury, to the employees of Contractor, of all sums which Contractor agreed to pay for the services or collected or deducted from the wages of employees pursuant to any law, contract, or agreement for the purpose of providing or paying for such service.

12.15. Contractor and all subcontractors shall comply with the provisions of ORS 279C.540 pertaining to maximum hours, holidays, and overtime. With certain exceptions listed below, Contractor shall not require or permit any person to work more than ten (10) hours in any one (1) day, or forty (40) hours in any one (1) week, except in case of necessity, emergency, or where public policy requires it, and in such cases the person shall be paid at least time and a half for:

12.15.1. All overtime in excess of eight (8) hours in any one (1) day or forty (40) hours in any one (1) week when the work week is five (5) consecutive days, Monday through Friday; or

12.15.2. All overtime in excess of ten (10) hours in any one (1) day or forty (40) hours in any one (1) week when the work week is four (4) consecutive days, Monday through Friday; and

12.15.3. All Work performed on the days specified in ORS 279C.540(1)(b) for public improvement contracts.

12.16. Contractor and all subcontractors shall comply with the provisions of ORS 279C.545 pertaining to time limitation on claims for overtime and requirements for posting circulars containing said provisions.

12.17. For personal/professional service contracts, as designated under ORS 279A.055, instead of 12.15.1 – 12.15.3 above, a laborer shall be paid at least time and a half for all overtime worked in excess of forty (40) hours in any one (1) week, except for individuals under these contracts who are excluded under ORS 653.010 to 653.261 or under 29 USC §§ 201 to 209 from receiving overtime.

12.18. Contractor shall follow all other exceptions, pursuant to ORS 279B.235 (for non-public improvement contracts) and ORS 279C.540 (for public improvement contracts), including contracts involving a collective bargaining agreement, contracts for services, and contracts for fire prevention or suppression.



12.19. Contractor must give notice to employees who work on a public contract, in writing, either at the time of hire or before commencement of Work on the Contract, or by posting a notice in a location frequented by employees, of the number of hours per day and days per week that the employees may be required to work.

12.20. The hourly rate of wage to be paid by any Contractor or subcontractor to employed workers or other persons doing or contracting to do all or part of the work contemplated by a public contract shall be not less than the applicable wage required by law.

12.21. Contractor, its subcontractors, and all employers working under the Contract are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017 and provide the required Workers' Compensation coverage, unless otherwise exempt under ORS 656.126. Contractor shall ensure that each of its subcontractors complies with these requirements.

12.22. Contractor shall comply with all applicable federal, state, and local laws, municipal codes, regulations, rules, and ordinances, including but not limited to those dealing with public contracts (ORS Chapter 279C) and with the prevention of environmental pollution and the preservation of natural resources (and avoidance of natural resource damages) in the performance of the Contract, including but not limited to ORS 279C.525. To the extent that known environmental and natural resource risks are specifically noted, shown, or specified in the Contract Documents or on the construction drawings, such risks are allocated to Contractor pursuant with ORS 279C.525(8)(a). If new or amended statutes, ordinances, rules, or regulations are adopted, or Contractor encounters a condition not referred to in the Contract Documents, not caused by Contractor, and that was not discoverable by reasonable site inspection, which requires compliance with federal, state, or local laws, codes, or regulations dealing with the preservation of the environment, both the City and Contractor shall have all the rights and obligations set forth in ORS 279C.525.

### **Section 13. Environmental Laws**

13.1. In compliance with the provisions of ORS 279C.525, the following is a list of federal, state, and local agencies, of which the City has knowledge, that have enacted ordinances or regulations dealing with the prevention of environmental pollution and the preservation of natural resources that may affect the performance of the Contract:

#### FEDERAL AGENCIES:

Forest Service	Agriculture, Department of
Defense, Department of	Soil Conservation Service
Environmental Protection Agency	Army Corps of Engineers
Bureau of Sport Fisheries and Wildlife	Interior, Department of
Bureau of Land Management	Bureau of Outdoor Recreation
Bureau of Reclamation	Bureau of Indian Affairs
Occupational Safety and Health Administration	Labor, Department of
Coast Guard	Transportation, Department of
	Federal Highway Administration

STATE AGENCIES:

Environmental Quality, Department of  
Forestry, Department of  
Human Resources, Department of  
Soil and Water Conservation Commission  
State Land Board

Agriculture, Department of  
Fish and Wildlife, Department of  
Geology and Mineral Industries, Department of  
Land Conservation and Development Commission  
State Engineer  
Water Resources Board

LOCAL AGENCIES:

County Court  
Port Districts  
County Service Districts  
Water Districts

City Council  
County Commissioners, Board of  
Metropolitan Service Districts  
Sanitary Districts  
Fire Protection Districts"

13.2. Contractor shall be liable for any fine imposed against Contractor, the City or the 'Project' as a result of a violation of any laws or permitting requirements by Contractor or any of its subcontractors or their sub-subcontractors or any suppliers.

13.3. Pursuant with ORS 279C.510(1), if this Contract calls for demolition work, Contractor shall salvage or recycle construction and demolition debris, if feasible and cost-effective.

13.4. Pursuant with ORS 279C.510(2), if this Contract calls for lawn or landscape maintenance, Contractor shall compost or mulch yard waste material at an approved site, if feasible and cost-effective.

#### **Section 14. Subcontractor Requirements**

14.1. Contractor's relations with subcontractors shall comply with ORS 279C.580. Pursuant with ORS 279C.580(3), each subcontract for property or services that Contractor enters into with a first-tier subcontractor, including a material supplier, for the purpose of performing a construction contract, shall include:

(a) a payment clause that obligates Contractor to pay the first-tier subcontractor for satisfactory performance under the subcontract within ten (10) days out of such amounts as are paid to Contractor by the contracting agency under the public improvement contract; and

(b) an interest penalty clause that obligates Contractor, if payment is not made within 30 days after receipt of payment from the contracting agency, to pay to the first-tier subcontractor an interest penalty on amounts due in the case of each payment not made in accordance with the payment clause outlined in (a) above. A contractor or first-tier subcontractor may not be obligated to pay an interest penalty if the only reason that the contractor or first-tier subcontractor did not make payment when payment was due is that the contractor or first-tier subcontractor did not receive payment from the contracting agency or contractor when payment was due. The interest penalty period shall begin on the day after the required payment date and end on the date on which payment of the amount due is made and shall be computed at the rate specified in ORS 279C.515(2).



14.2. Contractor shall include in each subcontract, as a condition of performance of such contract, a provision requiring the first-tier subcontractor to include a payment clause and interest penalty clause, conforming to the standards set forth in Section 14.1(a) and (b) above, in each of its subcontracts and requiring that the same clauses be included in any of the first-tier subcontractors' subcontracts with a lower-tier subcontractor or supplier.

14.3. Contractor shall certify that all subcontractors, as described in ORS 701.005(2), will be registered with the Construction Contractors Board or licensed by the State Landscape Contractors Board in accordance with ORS 701.035 or 701.026, respectively, before the subcontractors commence Work under the Contract.

## **Section 15. Indemnity and Insurance**

15.1. See General Conditions, Article 5, as amended by the Supplementary Conditions, for insurance requirements.

15.2. Evidence of insurance coverage must be submitted on current "ACORD" forms (or other insurance certificate containing similar language regarding cancellation of coverage) that EITHER includes a statement that "30 days cancellation notice shall be provided" so as to conform with General Conditions 5.03 OR Contractor's insurance agent shall submit a written letter certifying that new insurance certificates will be issued and sent to the City a minimum of every 30 days, throughout the term of the required insurance. The City and Westech Engineering Inc. must be named as additional insured, with the City being named as certificate holder. In addition, insurance or bond riders must be provided as required under the terms of any permit that Contractor must obtain from any city, county, service district, or stage agency with jurisdiction over the Work. This Contract shall not be effective until the required certificates and the Additional Insured Endorsements have been received and approved by the City.

15.3. See the General Conditions, Article 5, as amended by the Supplementary Conditions, for indemnity requirements.

## **Section 16. Liquidated Damages**

The City and Contractor recognize that time is of the essence of this Agreement and that the City will suffer financial loss and public detriment if the Work is not substantially completed within the time specified in the paragraph above, plus any extensions thereof granted, in writing, by the City. They also recognize the delays, expenses, and difficulties involved in proving in a legal proceeding the actual loss suffered by the City if the Work is not substantially completed on time. Accordingly, instead of requiring any such proof, the City and Contractor agree that as liquidated damages for delay (but not as a penalty), Contractor shall pay the City the amounts listed below for each and every day that expires after the time specified for Substantial Completion.



Liquidated damages shall apply against Contractor and accrue to the City at the rate of Five Hundred Dollars (\$500) for each day that expires after the time specified for Substantial Completion until the Work is substantially complete.

After Substantial Completion, if Contractor shall neglect, fail, or refuse to complete the remaining Work within the Contract Time or any proper extension thereof granted by the City, Contractor shall pay the City One Thousand Dollars (\$1,000) for each day that expires after the time specified above for the Work to be complete and ready for final payment.

The parties further agree that this amount of liquidated damages is a reasonable forecast of just compensation for the harm caused by any breach and that this harm is one which is impossible or very difficult to estimate. In addition to the liquidated damages above, Contractor shall reimburse the Engineer for all costs incurred by the Engineer for engineering, inspection, and project management services required beyond the time specified for Substantial Completion. Contractor shall also reimburse the Engineer for all costs incurred for inspection and project management services required due to punchlist items not completed within the time allotted for Final Acceptance. If Contractor fails to reimburse the Engineer directly, the City will deduct the cost from Contractor's final pay request.

#### **Section 17. Bonding Requirements**

17.1. Contractor shall obtain Payment and Performance Bonds, in the form contained in the Contract Documents and from a surety acceptable to the City, in the full amount of the Contract Price.

17.2. In addition to the Payment and Performance Bonds, before starting work on this Contract or any subcontract hereunder, Contractor and all subcontractors, unless exempt under ORS 279C.836(4), (7), (8), or (9), must have on file with the Construction Contractors Board a public works bond with a corporate surety authorized to do business in the State of Oregon in the amount of \$30,000. The bond must provide that the Contractor or subcontractor will pay claims ordered by the Bureau of Labor and Industries to workers performing labor upon public works projects. The bond must be a continuing obligation, and the surety's liability for the aggregate of claims that may be payable from the bond may not exceed the penal sum of the bond. The bond must remain in effect continuously until depleted by claims paid under ORS 279C.836, unless the surety sooner cancels the bond.

17.3. Contractor further certifies that Contractor will include in every subcontract a provision requiring a subcontractor to have a public works bond filed with the Construction Contractors Board before starting work on the Project, unless exempt under ORS 279C.836(4), (7), (8), or (9).

17.4. Any notice of claim on a payment bond or public works bond shall comply with the requirements of ORS 279C.605.



## **Section 18. Early Termination or Suspension; Default**

18.1. This Contract may be terminated early or suspended in accordance with Article 15 of the General Conditions, as amended by the Supplementary Conditions.

18.2. If the City terminates this Contract in whole or in part, due to default or failure of Contractor to perform Work in accordance with the Contract, the City may procure, upon reasonable terms and in a reasonable manner, services similar to those so terminated. In addition to any other remedies the City may have, both at law and in equity, for breach of contract, Contractor shall be liable for all costs and damages incurred by the City as a result of the default by Contractor, including, but not limited to all costs incurred by the City in procuring services from others as needed to complete this Contract. This Contract shall be in full force to the extent not terminated by written notice from the City to Contractor. In the event of a default, the City will provide Contractor with written notice of the default and a period of ten (10) days to cure the default. If Contractor notifies the City that it wishes to cure the default but cannot, in good faith, do so within the ten (10) day cure period provided, then the City may elect, in its sole discretion, to extend the cure period to an agreed upon time period, or the City may elect to terminate this Contract and seek remedies for the default, as provided above.

18.3. Termination under any provision of this section shall not affect any right, obligation, or liability of Contractor or the City that accrued prior to such termination. Contractor shall surrender to the City items of Work or portions thereof, referred to in **Section 22**, for which Contractor has received payment or the City has made payment.

## **Section 19. Suspension of Work**

The City may suspend, delay, or interrupt all or any part of the Work for such time as the City deems appropriate for its own convenience by giving written notice thereof to Contractor. An adjustment in the time of performance or method of compensation shall be negotiated as a result of such delay or suspension, unless the reason for the delay was within Contractor's control. The City shall not be responsible for Work performed by any subcontractors after notice of suspension is given by the City to Contractor.

## **Section 20. Assignments**

20.1. Any attempted assignment of this Contract without the written consent of the City shall be void.

20.2. The City shall have the right to enter into other agreements for the Project, to be coordinated with this Contract. Contractor shall cooperate with the City and other firms, engineers, or subcontractors on the Project so that all portions of the Project may be completed in the least possible time and within normal working hours. Contractor shall furnish other engineers, subcontractors, and affected public utilities, whose designs are fitted into Contractor's design, detail drawings giving full information so that conflicts can be avoided.



## **Section 21. Access to Records**

The City shall have access, upon request, to such books, documents, receipts, papers, and records of Contractor as are directly pertinent to this Contract for the purpose of making audit, examination, excerpts, and transcripts for a period of four (4) years, unless within that time the City specifically requests an extension. This clause shall survive the expiration, completion, or termination of this Contract.

## **Section 22. Property of the City**

Originals or certified copies of the original work forms, including but not limited to documents, drawings, tracings, surveying records, mylars, papers, diaries, inspection reports, and photographs, performed or produced by Contractor under this Contract shall be the exclusive property of the City and shall be delivered to the City prior to final payment. Any statutory or common law rights to such property held by Contractor as creator of such work shall be conveyed to the City upon request without additional compensation. Upon the City's approval, and provided the City is identified in connection therewith, Contractor may include Contractor's work in its promotional materials. Drawings may bear a disclaimer releasing Contractor from any liability for changes made on the original drawings and for reuse of the drawings subsequent to the date they are turned over to the City.

## **Section 23. Contract Modification/Change Orders**

Any modification of the provisions of this Contract shall not be enforceable or binding unless reduced to writing and signed by both the City and Contractor. Modifications to the Work or Contract Price must be made by Change Order as provided in Article 10 of the General Conditions, as amended by the Supplementary Conditions.

## **Section 24. Warranty**

24.1. Current State Law (ORS 12.135) provides for a ten (10) year period, from the time of Substantial Completion, for the Owner to file for repairs of defective Work due to the Contractor's improper use of materials and/or workmanship.

24.2. In addition to, and not in lieu of, any other warranties required under the Contract, Contractor shall make all necessary repairs and replacements to remedy, in a manner satisfactory to the City's Project Manager and at no cost to the Owner, any and all defects, breaks, or failures of the Work occurring within two (2) years following the date of completion due to faulty or inadequate materials or workmanship. Repair of damage or disturbances to other improvements under, within, or adjacent to the Work, whether or not caused by settling, washing, or slipping, when such damage or disturbance is caused, in whole or in part, from activities of the Contractor in performing his/her duties and obligations under this Contract, is also covered by the warranty when such defects or damage occur within the warranty period. The two (2) year warranty period shall, with relation to such required repair, be extended two (2) years from the date of completion of such repair.



24.3. If the Contractor, after written notice, fails within **ten (10) days** to proceed to comply with the terms of this section, the Owner may have the defects corrected, and the Contractor and Contractor's surety shall be liable for all expense incurred. In case of an emergency where, in the opinion of the City's Project Manager, delay would cause serious loss or damage, repairs may be made without notice being given to the Contractor, and the Contractor or Contractor's surety shall pay the cost of repairs. Failure of the City's Project Manager to act in case of an emergency shall not relieve the Contractor or Contractor's surety from liability and payment of all such costs.

24.4. In addition to the above, City of Wilsonville water line facilities installed by the Contractor under the Contract that require repair or replacement during the two (2) year maintenance period shall be repaired by the Owner, or under direct supervision of the Owner and the Contractor, and Contractor's surety will be liable for all expenses.

## **Section 25. Notices**

Any notice required or permitted under this Contract shall be in writing and shall be given when actually delivered in person or forty-eight (48) hours after having been deposited in the United States mail as certified or registered mail, addressed to the addresses set forth below, or to such other address as one party may indicate by written notice to the other party.

To City:                      City of Wilsonville  
                                    Attn: Eric Mende  
                                    29799 SW Town Center Loop East  
                                    Wilsonville, OR 97070

To Contractor:            \_\_\_\_\_  
                                    Attn: \_\_\_\_\_  
                                    \_\_\_\_\_  
                                    \_\_\_\_\_

## **Section 26. Miscellaneous Provisions**

26.1. Integration. This Contract, including all exhibits attached hereto, contains the entire and integrated agreement between the parties and supersedes all prior written or oral discussions, representations, or agreements. In case of conflict among these documents, the provisions of this Contract shall control.

26.2. Adherence to Law. Contractor shall adhere to all applicable federal and state laws, including but not limited to laws, rules, regulations, and policies concerning employer and employee relationships, workers' compensation, and minimum and prevailing wage requirements. Any certificates, licenses, or permits that Contractor is required by law to obtain or maintain in order to complete the Work shall be obtained and maintained throughout the term of this Contract.

26.3. Legal Effect and Assignment. This Contract shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors, and assigns. This Contract may be enforced by an action at law or in equity.

26.4. No Assignment. Contractor may not delegate the performance of any obligation to a third party unless mutually agreed, in writing. This Contract cannot be assigned without the written consent of the other party, but all claims for overcharges of goods or other anti-trust violations in connection with this Contract are assigned to the City of Wilsonville. Contractor warrants that its suppliers will also assign any such claims.

26.5. Governing Law. This Contract shall be construed in accordance with and governed by the laws of the State of Oregon. All contractual provisions required by ORS Chapter 279A and 279C to be included in public agreements are hereby incorporated by reference and shall become a part of this Contract as if fully set forth herein.

26.6. Jurisdiction. Venue for any dispute will be in Clackamas County Circuit Court.

26.7. Legal Action/Attorney Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Contract or to interpret or enforce any rights or obligations hereunder, the prevailing party shall be entitled to recover attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court or body at trial or on any appeal or review, in addition to all other amounts provided by law. If the City is required to seek legal assistance to enforce any term of this Contract, such fees shall include all of the above fees, whether or not a proceeding is initiated. Payment of all such fees shall also apply to any administrative proceeding, trial, and/or any appeal or petition for review.

26.8. Nonwaiver. Failure by either party at any time to require performance by the other party of any of the provisions of this Contract shall in no way affect the party's rights hereunder to enforce the same, nor shall any waiver by the party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this nonwaiver clause.

26.9. Severability. If any provision of this Contract is found to be void or unenforceable to any extent, it is the intent of the parties that the rest of the Contract shall remain in full force and effect, to the greatest extent allowed by law.

26.10. Modification. This Contract may not be modified except by written instrument executed by Contractor and the City.

26.11. Time of the Essence. Time is expressly made of the essence in the performance of this Contract.

26.12. Calculation of Time. All periods of time referred to herein shall include Saturdays, Sundays, and legal holidays in the State of Oregon, except that if the last day of any



period falls on any Saturday, Sunday, or legal holiday in the State of Oregon, the period shall be extended to include the next day which is not a Saturday, Sunday, or legal holiday.

26.13. Counting of Days. Whenever a time period is set forth in days in this Contract, the first day from which the designated period of time begins to run shall not be included. The last day of the period so computed shall be included, unless it is a Saturday or legal holiday, including Sunday, in which event the period runs until the end of the next day that is not a Saturday or legal holiday.

26.14. Headings. Any titles of the sections of this Contract are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

26.15. Number, Gender and Captions. In construing this Contract, it is understood that, if the context so requires, the singular pronoun shall be taken to mean and include the plural, the masculine, the feminine and the neuter, and that, generally, all grammatical changes shall be made, assumed, and implied to individuals and/or corporations and partnerships. All captions and paragraph headings used herein are intended solely for convenience of reference and shall in no way limit any of the provisions of this Contract.

26.16. Good Faith and Reasonableness. The Parties intend that the obligations of good faith and fair dealing apply to this Contract generally and that no negative inferences be drawn by the absence of an explicit obligation to be reasonable in any portion of this Contract. The obligation to be reasonable shall only be negated if arbitrariness is clearly and explicitly permitted as to the specific item in question, such as in the case of where this Contract gives the City "sole discretion" or the City is allowed to make a decision in its "sole judgment."

26.17. Other Necessary Acts. Each party shall execute and deliver to the other all such further instruments and documents as may be reasonably necessary to carry out this Contract in order to provide and secure to the other parties the full and complete enjoyment of rights and privileges hereunder.

26.18. Interpretation. As a further condition of this Contract, the City and Contractor acknowledge that this Contract shall be deemed and construed to have been prepared mutually by each party and it shall be expressly agreed that any uncertainty or ambiguity existing therein shall not be construed against any party. In the event that any party shall take an action, whether judicial or otherwise, to enforce or interpret any of the terms of the contract, the prevailing party shall be entitled to recover from the other party all expenses which it may reasonably incur in taking such action, including attorneys' fees and costs, whether incurred in a court of law or otherwise.

26.19. Defined Terms. Terms not otherwise defined herein shall have the meaning given to them in the General Conditions or Supplemental Conditions.

26.20. Entire Agreement. This Contract, all documents attached to this Contract, and all Contract Documents and laws and regulations incorporated by reference herein, represents the entire agreement between the parties.

26.21. Counterparts. This Contract may be executed in one or more counterparts, each of which shall constitute an original Contract but all of which together shall constitute one and the same instrument.

26.22. Authority. Each party signing on behalf of Contractor and the City hereby warrants actual authority to bind their respective party.

The Contractor and the City hereby agree to all provisions of this Contract, including all General Conditions, Supplementary Conditions, and all other Contract Documents.

**IN WITNESS WHEREOF**, the parties hereto have executed or caused to be executed by their duly authorized officials, this Contract in four (4) copies, each of which shall be deemed an original on the date first above written. Each party represents by signing below that he/she has authority to sign this agreement and to fully bind the principals thereto.

**CONTRACTOR:**

Kerr Contractors Oregon Inc.

By: \_\_\_\_\_

(Print Name) Alan Aplin

As Its: Vice President

Employer I.D. No. 90-0592910

**CITY:**

CITY OF WILSONVILLE

By: \_\_\_\_\_

(Print Name) Bryan Cosgrove

As Its: City Manager

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Barbara A. Jacobson, Assistant City Attorney  
City of Wilsonville, Oregon

**ATTESTED TO:**

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder  
City of Wilsonville, Oregon



King, Sandy

---

**From:** Straessle, Linda  
**Sent:** Tuesday, May 14, 2013 1:18 PM  
**To:** Jacobson, Barbara; Cosgrove, Bryan; Ottenad, Mark; Planning; King, Sandy; Kohlhoff, Mike; Kraushaar, Nancy; Ward, Mike; Adams, Steve  
**Cc:** 'Scott Mansur (smm@dksassociates.com)'; 'Brad Coy (bbc@dksassociates.com)'  
**Subject:** Wilsonville Transportation System Plan Update  
**Attachments:** LP1304 PC Notice of Decision.pdf; LP13.03 PC NoD.pdf

After conducting public hearings on May 8, 2013, the Wilsonville Planning Commission recommended to the City Council, the adoption of:

LP13-0003 Wilsonville Transportation System Plan (TSP) Update and Associated Comprehensive Plan text amendments, and  
LP13-0004 2013 TSP-related Development Code Amendments.

City Council Public Hearings on these two matters are scheduled for June 3, 2013.

*Linda Straessle*  
Administrative Assistant  
City of Wilsonville  
29799 SW Town Center Loop East  
Wilsonville OR 97070  
(503) 570-1571  
[straessle@ci.wilsonville.or.us](mailto:straessle@ci.wilsonville.or.us)

DISCLOSURE NOTICE: Messages to and from this Email address may be subject to the Oregon Public Records Law.



## **NOTICE OF DECISION**

### **PLANNING COMMISSION**

### **RECOMMENDATION OF APPROVAL TO CITY COUNCIL**

**FILE NO.:** LP13-0004

**APPLICANT:** City of Wilsonville

**REQUEST:** Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan (TSP).

After conducting two work sessions on March 13, 2013 and April 10, 2013, and a public hearing on May 8, 2013, to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code, the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0004.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.





## **NOTICE OF DECISION**

### **PLANNING COMMISSION**

### **RECOMMENDATION OF APPROVAL TO CITY COUNCIL**

**FILE NO.:** LP13-0003

**APPLICANT:** City of Wilsonville

**REQUEST:** Transportation System Plan (TSP) Update and  
Associated Comprehensive Plan Text Amendments

After conducting an extensive public involvement process including ten work sessions, three open houses (including one online open house), two joint work sessions with City Council, one work session in their role as the Committee for Citizen Involvement that has afforded all interested parties an opportunity to be heard on this subject, the Planning Commission conducted a duly-noticed public hearing on May 8, 2013, after which the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0003.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.



**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004).

The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal **on June 3, 2013, at 7:00 p.m.** after which it may **make the final decision.**

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.** A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

**Oregon State Law ORS 227.186.** The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted properties owners, as required by Oregon law.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies. The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

**The draft TSP includes:**

- City goals, policies and implementation measures related to the transportation system;
- An evaluation of the existing transportation system;
- Identification of capital improvement projects to address vehicles, bicycles, pedestrians, freight, transit and safety;
- Establishment of functional street classifications, connectivity, spacing and cross-section standards.

Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.

**How to Comment:** Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on May 8. Direct such written comments or testimony to:

**Chris Neamtzu, Planning Division**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

***Note:** Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*



**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**This is to notify you that the City of Wilsonville has proposed Land Use Regulations that may affect the permissible uses of your property and other properties.**

*(This notice required by ORS 227.186)*

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004). The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
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**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **June 3, 2013, at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

The City of Wilsonville has determined that the adoption of the TSP and related Code amendments may affect the permissible uses of your property and other properties in the affected zone and may change the value of your property.

The language in the above paragraph is required by Oregon state law ORS 227.186. The City has not determined that this particular proposal will reduce or otherwise impact either the value or use of your property. Any changes to permitted land uses may reduce or increase property values, depending on various factors.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies.

The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

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Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.



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**Chris Neamtzu, Planning Division,**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

*Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*



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CITY OF WILSONVILLE  
29799 SW TOWN CENTER LOOP E  
WILSONVILLE OR 97070-9454

5



City of Wilsonville  
June 3, 2013 City Council Meeting



SPEAKER CARD

NAME: Theonie Gilmore

ADDRESS: 24242 SW Daze Rd

TELEPHONE: 503-638-6933 E-MAIL Theonie@WilsonvilleArts.org

AGENDA ITEM YOU WANT TO ADDRESS: Thank Wilsonville for the Wilsonville Festival of Art

Please limit your comments to 3 minutes. Thank you.

**City of Wilsonville  
City Council Meeting  
June 3, 2013 Sign In Sheet**

[illegible]



# City of Wilsonville

## June 3, 2013 City Council Meeting Action Minutes

DATE: JUNE 4, 2013

LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR

Time Start: 5:10 P.M.

Time End: 10:35 P.M.

### ATTENDANCE LOG

COUNCILORS	STAFF	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Stephan Lashbrook	Nancy Kraushaar
Councilor Goddard	Mike Kohlhoff	Mark Ottenad	Chris Neamtzu
Councilor Starr	Jeanna Troha	Katie Mangle	Joanne Ossanna
Councilor Fitzgerald	Sandy King	Steve Adams	Stephan Lashbrook
Councilor Stevens	Eric Mende	Delora Kerber	Mike Ward
	Steve Munsterman	Stan Sherer	Andrea Villagrana
	Cathy Rodocker	Angela Handran	

AGENDA	ACTIONS
<b>WORK SESSION</b>	
<u>Council Concerns</u> Councilor Starr -- the metered on ramps to I-5 back traffic up onto Wilsonville Rd during rush hour.	
<u>TVWD Update</u> Kevin Hanway, City of Hillsboro and Todd Heidgerken, Tualatin Valley Water District.	The City of Hillsboro Utilities Commission selected the mid-Willamette water source option as their preferred choice for providing water to Hillsboro. TVWD also adopted the mid-Willamette option as their preferred alternative for an additional District source. The two agencies confirmed they would be conducting extensive public outreach and education about the project in all of the communities impacted by the future project.
<u>Memorial Park Pump Station Update</u>	Staff will come back to Council at the July 15 <sup>th</sup> meeting with additional site analysis for the pump station location.
<u>Dammasch Mental Health Trust Fund</u> The issue was raised by a citizen who was concerned about the Legislature reducing mental health trust funds.	Staff provided information on the background of the Trust Fund and that the issue is a statewide issue of providing housing for those with mental illness. Mr. Ottenad will send a follow-up letter to the citizen who originally expressed the concern.

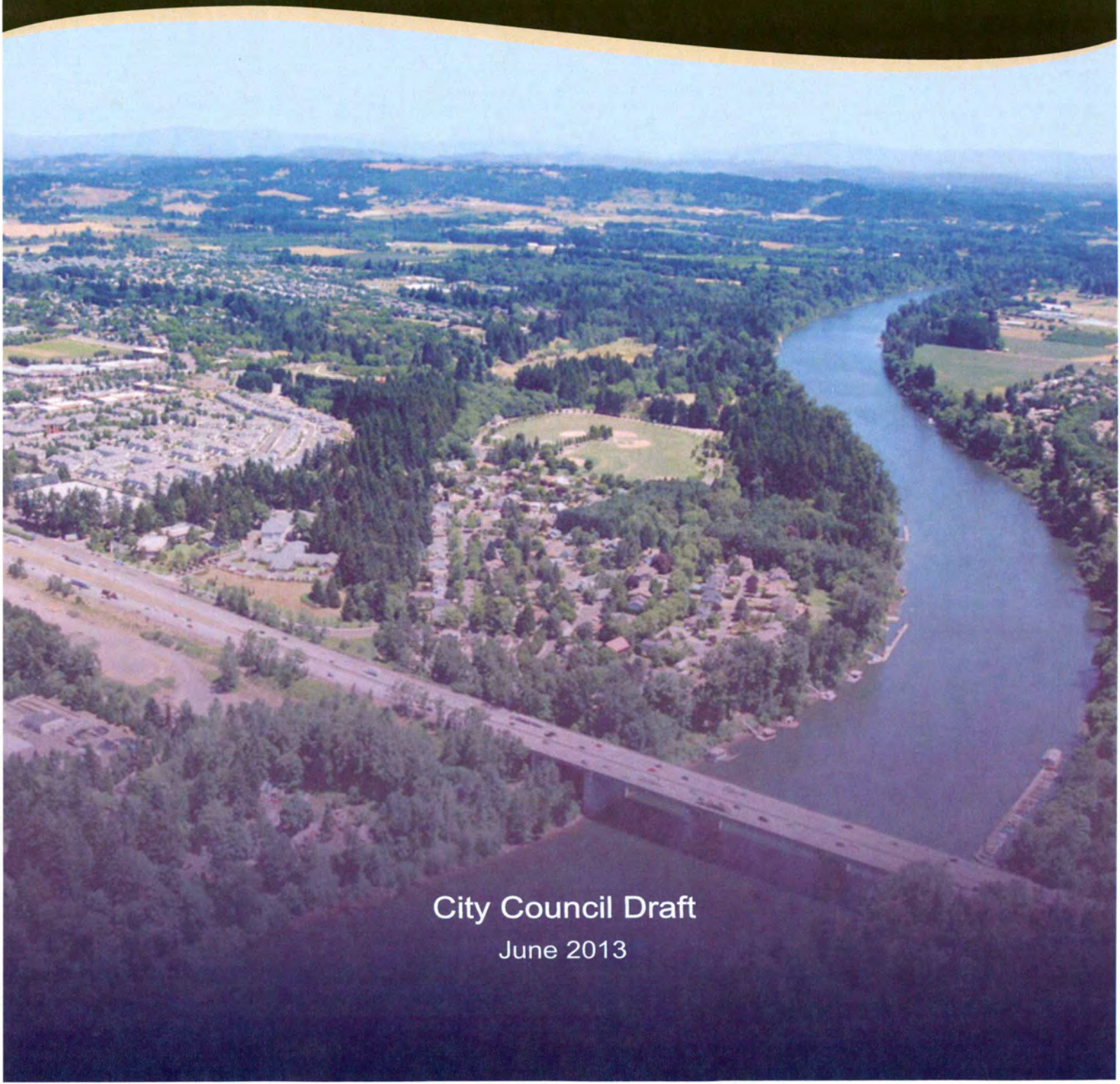
<u>Climate Smart Community Scenarios</u>	Staff gave a brief introductory presentation on the Climate Smart Communities Scenarios Project in preparation for the July 15 <sup>th</sup> joint work session with the Planning Commission and Metro representatives.
<b>REGULAR MEETING</b>	
<u>Mayor's Business</u>	
<ul style="list-style-type: none"> <li>Recognize Chief Nick Watt for his service to Wilsonville</li> </ul>	The Mayor presented Chief Watt a plaque in appreciation for his seven years of service in Wilsonville. Chief Watt will be returning to the CCSD.
<ul style="list-style-type: none"> <li>Introduce Stan Sherer, Parks and Recreation Director</li> </ul>	Mr. Cosgrove introduced the new Parks and Recreation Director to Councilors who welcomed him to the City of Wilsonville.
<u>Councilor Comments</u>	
<ul style="list-style-type: none"> <li>Library Board Appointment</li> </ul>	Councilors appointed <b>Caroline Berry</b> to the Library Board.
<u>Consent Agenda</u>	
<ul style="list-style-type: none"> <li>Resolution 2424 – approving construction contract to S-2 Contractors for 2013 street maintenance project</li> <li>May 20, 2013 Council meeting minutes</li> </ul>	Adopted 5-0.
<u>Public Hearing</u>	
<ul style="list-style-type: none"> <li>Resolution 2420 – adopting the FY 2013-14 budget</li> <li>Resolution 2421 – declaring city's eligibility to receive state shared revenues</li> <li>Resolution 2422 – declaring city's election to receive state shared revenues</li> <li>Resolution 2423 – authorizing supplemental budget adjustment for FY 2012-13</li> </ul>	Resolutions No. 2420, 2421, 2422, and 2423 adopted 5-0.
<ul style="list-style-type: none"> <li>Ordinance No. 718 – adopting the 2013 TSP</li> </ul>	Adopted 5-0 on first reading.
<ul style="list-style-type: none"> <li>Ordinance No. 719 – amending Planning and Land Development Code to implement 2013 TSP</li> </ul>	Adopted 4-1 on first reading Councilor Starr voting "no"
<u>New Business</u>	
<ul style="list-style-type: none"> <li>Resolution 2419 – authorizing execution of construction contract for Segment 3B water transmission pipeline</li> </ul>	Adopted 5-0
<b>Urban Renewal Agency Meeting</b>	
<u>Public Hearing</u>	
<ul style="list-style-type: none"> <li>URA Resolution No. 231 – adopting the Budget for FY 2013-14</li> </ul>	Adopted 5-0
<ul style="list-style-type: none"> <li>URA Resolution No. 232 – authorizing supplemental budget adjustment for FY 2012-13</li> </ul>	Adopted 5-0
<b>URA meeting adjourned at 10:35 pm</b>	

**RECORDED BY: SCK**






# **Wilsonville Transportation System Plan**



City Council Draft  
June 2013



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# Acknowledgements

This project was partially funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation, and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon Funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

This report was prepared through the collective effort of the following people:



## CITY OF WILSONVILLE

Chris Neamtzu  
Katie Mangle  
Nancy Kraushaar  
Steve Adams  
Mike Ward  
Linda Straessle  
Mark Ottenad  
Dan Knoll  
Dan Stark



## SMART

Stephan Lashbrook  
Steve Allen  
Jen Massa Smith  
Jeff Owen\*



## ODOT

Gail Curtis



## DKS ASSOCIATES

Scott Mansur  
Brad Coy  
Carl Springer  
Mat Dolata



## ANGELO PLANNING GROUP

Darci Rudzinski  
Shayna Rehberg

\* Former Employee

## TECHNICAL ADVISORY COMMITTEE

Caleb Winter, Metro  
Clark Berry, Washington County  
Larry Conrad, Clackamas County  
Aquilla Hurd-Ravich, City of Tualatin  
Julia Hajduk, City of Sherwood

## PLANNING COMMISSION

Ben Altman, Chair  
Eric Postma, Vice Chair  
Al Levit, CCI Chair  
Marta McGuire, CCI Vice Chair  
Amy Dvorak  
Peter Hurley  
Ray Phelps

## CITY COUNCIL

Tim Knapp, Mayor  
Scott Starr, Council President  
Richard Goddard  
Julie Fitzgerald  
Susie Stevens  
Celia Núñez\*\*  
Steve Hurst\*\*

\*\* Former City Councilor involved in the process prior to adoption



# How to Use This Plan

**The Wilsonville TSP consists of two parts:**

- **Main body**  
(This report)
- **Technical Appendix**  
(Separate document containing resources used to develop this plan)

**Various sections answer the following questions:**

- **Table of Contents**  
(What does the TSP include and where can I find it?)
- **Glossary of Terms**  
(What do the words and acronyms mean?)
- **Executive Summary**  
(What are the TSP's key findings?)
- **Chapter 2: The Vision**  
(What are the City's vision, goals, and policies?)
- **Chapter 3: The Standards**  
(What standards will guide improvements?)
- **Chapter 5: The Projects**  
(Which projects does the City expect to be able to fund in the 20-year planning horizon?)
- **Chapter 6: Programs**  
(What system management efforts is the City engaged in?)

## RELATIONSHIP TO OTHER CITY PLANS

The Wilsonville Transportation System Plan (TSP) replaces the 2003 TSP in its entirety. In addition, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence. However, there are many helpful details provided in the prior plans, which should be used for added clarity and direction.



## TSP CONTENT AND LAYOUT

The sections of these documents are listed in the Table of Contents. Following the Table of Contents, a **glossary of terms** is included to help the reader better understand the terminology used in the report. Then, the **executive summary** provides an overview of the TSP and the key findings of each chapter.

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system. They explain the planning **context** (Chapter 1), the City's overall **vision** and related goals and policies (Chapter 2), and the **standards** that support progress towards that vision (Chapter 3). The chapters then identify the existing and future transportation **needs** (Chapter 4), the **projects** to resolve infrastructure needs (Chapter 5), and the **programs** that support ongoing management of the transportation system (Chapter 6). Finally, the last chapter lists **performance** measures to help the City determine if its planning efforts are leading to the desired outcomes (Chapter 7).



# Table of Contents

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## EXECUTIVE SUMMARY

---

### CHAPTER 1: THE CONTEXT ..... 1-1

Transportation Planning History in Wilsonville .....	1-2
Current Transportation Planning Framework.....	1-4
Future Transportation Growth and Planning Needs .....	1-6
Funding Outlook.....	1-8



---

### CHAPTER 2: THE VISION ..... 2-1

Transportation Goals .....	2-2
Policies and Implementation Measures .....	2-3



---

### CHAPTER 3: THE STANDARDS ..... 3-1

Roadway Jurisdiction .....	3-2
Functional Classification .....	3-4
Connectivity and Spacing.....	3-6
Freight Routes .....	3-8
Bicycle Routes .....	3-10
Street Cross-Section Design .....	3-12
Access Management .....	3-20



---

### CHAPTER 4: THE NEEDS ..... 4-1

Multi-Modal Connectivity Gaps .....	4-2
Cross-Section Deficiencies .....	4-4
Capacity Deficiencies .....	4-6
Freight-Related Deficiencies .....	4-8
Bicycle and Pedestrian Needs .....	4-10
Transit Needs .....	4-12
Environmental Justice .....	4-14



Safety Needs .....	4-14
Rail Needs.....	4-16
Air Needs.....	4-16
Water Needs .....	4-16
Pipeline System .....	4-16
Transportation System Management & Operations Needs	4-17
Alternative Fuel Needs.....	4-18

## CHAPTER 5: THE PROJECTS..... 5-1

System Improvement Priorities .....	5-2
Project Evaluation Process.....	5-3
Higher Priority Projects .....	5-4
Additional Planned Projects.....	5-16



## CHAPTER 6: THE PROGRAMS ..... 6-1

Capital Improvement Program .....	6-2
Safety .....	6-4
Safe Routes to School .....	6-6
ADA Comprehensive Access .....	6-8
SMART Transit.....	6-8
SMART Options and Transportation Demand Management (TDM).....	6-10
Other Transportation Demand Management (TDM) .....	6-11
Intelligent Transportation System (ITS) .....	6-12
Bike and Walk Smart .....	6-14



## CHAPTER 7: THE PERFORMANCE..... 7-1

Performance Measures.....	7-2
---------------------------	-----



## APPENDIX (SEPARATE DOCUMENT)



## LIST OF TABLES

Table 1-1. Wilsonville Growth Forecasts .....	1-6
Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements .....	1-8
Table 2-1. Wilsonville's Transportation Goals .....	2-2
Table 3-1. Facility Spacing Guidelines .....	3-6
Table 3-2. Access Spacing Standards .....	3-20
Table 5-1. Higher Priority Project Costs .....	5-4
Table 5-2. Higher Priority Projects (Northwest Quadrant) .....	5-6
Table 5-3. Higher Priority Projects (Northeast Quadrant) .....	5-8
Table 5-4. Higher Priority Projects (Southwest Quadrant) .....	5-10
Table 5-5. Higher Priority Projects (Southeast Quadrant) .....	5-12
Table 5-6. Higher Priority Projects (Citywide) .....	5-14
Table 5-7. Higher Priority Project Funding Sources and Contributions .....	5-14
Table 5-8. Additional Planned Project Costs .....	5-16
Table 5-9. Additional Planned Projects (Northwest Quadrant) .....	5-18
Table 5-10. Additional Planned Projects (Northeast Quadrant) .....	5-20
Table 5-11. Additional Planned Projects (Southwest Quadrant) .....	5-22
Table 5-12. Additional Planned Projects (Southeast Quadrant) .....	5-24
Table 5-13. Additional Planned Projects (Citywide) .....	5-26
Table 7-1. Wilsonville Performance Measures .....	7-2

## LIST OF FIGURES

Figure 1-1. 2035 Growth Areas .....	1-7
Figure 3-1. Roadway Jurisdiction .....	3-3
Figure 3-2. Functional Class Designations .....	3-5
Figure 3-3. Desired Facility Spacing .....	3-6
Figure 3-4. Freight Routes .....	3-9
Figure 3-5. Bicycle Routes .....	3-11
Figure 3-6. Major Arterial Cross-Section .....	3-13
Figure 3-7. Minor Arterial Cross-Section .....	3-14
Figure 3-8. Collector Cross-Section .....	3-15

**LIST OF FIGURES (CONTINUED)**

Figure 3-9. Local Street Cross-Section .....	3-16
Figure 3-10. Low Impact Development (LID) Local Street Cross-Section .....	3-17
Figure 3-11. Shared-Use Path and Trail Cross-Sections.....	3-18
Figure 3-12. Bicycle Facility Design Options .....	3-19
Figure 3-13. Access Management Interest Areas .....	3-21
Figure 4-1. Roadway Cross-Section Deficiencies .....	4-5
Figure 4-2. Future 2035 Capacity Deficiencies .....	4-7
Figure 4-3. Freight-Related Deficiencies.....	4-9
Figure 4-4. Major Bicycle and Pedestrian Needs .....	4-11
Figure 4-5. Transit Service Coverage Gaps .....	4-13
Figure 4-6. Safety Deficiencies .....	4-15
Figure 5-1. Improvement Priorities.....	5-2
Figure 5-2. Higher Priority Projects.....	5-5
Figure 5-3. Higher Priority Projects (Northwest Quadrant).....	5-7
Figure 5-4. Higher Priority Projects (Northeast Quadrant).....	5-9
Figure 5-5. Higher Priority Projects (Southwest Quadrant).....	5-11
Figure 5-6. Higher Priority Projects (Southeast Quadrant).....	5-13
Figure 5-7. Additional Planned Projects .....	5-17
Figure 5-8. Additional Planned Projects (Northwest Quadrant) .....	5-19
Figure 5-9. Additional Planned Projects (Northeast Quadrant) .....	5-21
Figure 5-10. Additional Planned Projects (Southwest Quadrant) .....	5-23
Figure 5-11. Additional Planned Projects (Southeast Quadrant) .....	5-25
Figure 6-1. Multiple States of Capital Improvement Project Process .....	6-3
Figure 6-2. Wilsonville Schools .....	6-7



# Glossary of Terms

## A

**Access Management** is the use of various techniques to improve traffic flow and safety by reducing conflict points at intersections and driveways while providing reasonable access to individual properties.

**Additional Planned Project List** includes those projects that would contribute to the City's desired transportation system through 2035 but that were not included as "Higher Priority" projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

**Alternative Fuels** are transportation energy sources other than gasoline, including batteries (i.e., electric vehicles) and compressed natural gas.

**Americans with Disabilities Act (ADA)** is Federal legislation that seeks to remove and prevent barriers experienced by individuals with disabilities. With regards to transportation, it affects infrastructure design (especially curb ramps and sidewalks) as well as transit service requirements.

**Arterials** are roadways where a higher priority is placed on moving traffic rather than accessing individual parcels. The City has two arterial functional classifications: Major Arterial and Minor Arterial.

## B

**Buffered Bike Lanes** are on-street bike facilities that include a striped buffer between the bike lane and motor vehicle travel lane. When on-street parking is provided, the parking is located curbside, with the bike lane remaining adjacent to the motor vehicle travel lane.

**Bicycle Routes** are the designated on- and off-street bicycle facilities that connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas. They are intended to create a

network that supports bicycle travel by residents of varying physical capabilities, ages, and skill levels.

**Bicycle Friendly Community (BFC)** is a campaign administered by the League of American Bicyclists and awards cities one of four designations (from lowest to highest: bronze, silver, gold, and platinum) to recognize its efforts to improve its bicycle facilities.

## C

**Capital Improvement Program (CIP)** is the City's short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget.

**Collectors** are roadways intended to serve as a transition between mobility and access. They are the primary roadways that "collect" traffic from neighborhoods and deliver it to the arterial network.

**Comprehensive Plan** is the City's generalized, coordinated land use map and policy statement, which interrelates all functional and natural systems and activities relating to the use of lands, including sewer and water systems, transportation systems, recreational facilities, natural resources, and air and water quality management programs.

**Connectivity** refers to the ease of movement between the city's neighborhoods, schools, parks, and retail/industrial areas.

**Cycle Tracks** are a relatively new on-street bicycle facility type where additional separation is provided between motor vehicle travel lanes and the bicycle facility. When on-street parking is provided, the parking is located adjacent to the travel lane and the cycle track is moved adjacent to the curb. Cycle tracks can be one-way (similar to a buffered bike lane but



*with a physical separation) or two-way (where both directions are served on the same side of the street).*

### E

**Enhanced Pedestrian Crossings** are striped crosswalks that include additional crossing treatments, such as traffic signs, center median islands, flashing beacons, and/or other safety enhancements.

**Environmental Justice** is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (Source: U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

### F

**Freight Routes** are roads designated by the City to connect the city's industrial and commercial sites with I-5 and other regional facilities. They are a useful tool for improving the coordination between freight and other travel modes.

**Functional Classifications** are designations assigned to public roadways to provide a hierarchy for managing them practically and cost effectively. For example, they provide a framework for identifying which street elements to include in a street's design. Wilsonville's classifications include, Major Arterial, Minor Arterial, Collector, and Local Street.

### H

**Higher Priority Project List** includes the City's recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City's most important needs. These projects will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP).

### I

**Ice Age Tonquin Trail** is a partially-completed regional trail located in the southwestern portion of

the Portland metropolitan area that would span approximately 22 miles and travel through the communities of Wilsonville, Sherwood, and Tualatin. This trail would provide an active transportation link between the Willamette and Tualatin Rivers, while enhancing local pedestrian and bicycle connectivity connecting to neighborhoods, businesses, schools, and parks.

**Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

**Interchange Area Management Plans (IAMP)** are transportation and land use plans prepared jointly by the Oregon Department of Transportation and local jurisdictions to balance and manage transportation and land use decisions in freeway interchange areas to protect their function while also supporting the local street network.

**Implementation Measures** are City actions identified to put broader policies into action.

### L

**Level of Service (LOS)** is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays. LOS D and E are progressively worse, and LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity, which is typically evident in long queues and delays.

**Low Impact Development (LID)** is an approach to development and infrastructure improvements that works with nature to manage stormwater as close to the source as possible (i.e., adjacent to the roadway).



**Local Streets** are roadways where a higher priority is placed on local access rather than mobility. They are usually lower volume, lower speed streets with a narrow cross-section and numerous driveways.

## **M**

**Metro** is the elected regional government for the Portland metropolitan area and provides region-wide planning, policy making, and coordination to manage growth, infrastructure, and development issues that cross jurisdictional boundaries.

**Multimodal** refers to the integration of multiple travel modes, which include walking, bicycling, riding transit, or driving.

## **P**

**Parking Management Plans** inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

**Performance Measures** are quantitative tools (based on data) or qualitative tools (based on judgment) used to evaluate how effectively the transportation system is operating and/or progressing towards identified performance targets.

**Planning Horizon** is the future year (in this case, 2035) that is the basis of the Transportation System Plan's future needs assessment.

**Policies** are the principles or rules the City has developed to serve as its blueprint for making decisions regarding its transportation investments, including how the system is designed, constructed, operated, and maintained. The City's transportation policies guide actions relative to its development code, capital project investment, and other investments.

## **R**

**Regional Transportation Functional Plan (RTFP)** codifies the requirements that local plans must comply with to be consistent with the Regional Transportation Plan.

**Regional Transportation Plan (RTP)** is the long-range blueprint to guide transportation planning and investment in the region.

**Roadway Extensions** are new transportation facilities that begin at the termini of existing roads and connect neighborhoods to one another and to other important destinations.

## **S**

**Safe Routes to School (SRTS)** is a collaborative program between schools and local agencies that combines ongoing educational and outreach efforts with pedestrian and bicycle infrastructure improvements along routes used by school children.

**Shared-Use Paths** are a type of trail designed to be part of the transportation system that provide off-road routes for a variety of users, which principally include bicyclists and pedestrians.

**South Metro Area Regional Transit (SMART)** is a City department that operates several fixed bus routes serving Wilsonville and making connections to regional transit providers. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare).

**Spot Improvements** are isolated intersection and safety improvements throughout the city.

**System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles,



*inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.*

**System Development Charges (SDCs)** are a one-time fee charged to new developments based on land use and size. These funds are legally required to be used for capacity-related improvements.

**System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).

## T

**Technical Advisory Committee (TAC)** consisted of agency staff from the City of Wilsonville and other local, regional, and state agencies that provided feedback on the Transportation System Plan deliverables throughout the update process.

**Transportation Demand Management (TDM)** refers to the implementation of strategies that support other travel choices (including other travel modes and travel during off-peak periods) in order to reduce traffic congestion.

**Transportation System Management and Operations (TSMO)** refers to strategies that improve the safety and efficiency of the transportation system in order to optimize the use of existing infrastructure.

**Transportation System Plan (TSP)** is the City's long-term transportation plan that guides the construction and operation of its transportation system. It is an element of its Comprehensive Plan and includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding.

## U

**Urban Growth Boundaries (UGB)** are regional boundaries that restrict where urban growth can occur in order to reduce urban sprawl and protect nearby natural resources.

**Urban Renewal Districts (URD)** are "blighted" areas where private development has stagnated or is not feasible and public funds are needed (and are raised through tax increment financing) to stimulate economic development, usually through the construction of supporting infrastructure.

**Urban Upgrades** are projects that widen existing roadways to meet the City's cross-section standards and often improve multimodal connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

## V

**Volume to Capacity Ratio (V/C)** is a decimal representation (typically between 0.00 and 1.00) of the proportion of capacity being used at a turn movement, approach leg, or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. A ratio greater than 1.00 represents future conditions where demand is estimated to exceed capacity.

## W

**Walk Friendly Communities** is a national recognition program developed to encourage cities across the U.S. to establish or recommit to supporting safer walking environments. It awards cities one of five designations (from lowest to highest: honorable mention, bronze, silver, gold, and platinum).

**Westside Express Service (WES)** is a commuter rail line serving Beaverton, Tigard, Tualatin, and Wilsonville that runs during the weekday morning and afternoon rush hours and provides service to Wilsonville's SMART Central transit center.



# Executive Summary



## INTRODUCTION

The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding. The TSP's transportation planning story is outlined in the box at right, and the key findings of each TSP chapter are highlighted below.

## THE CONTEXT (SEE CHAPTER 1)

The 2013 TSP process built upon two decades of community planning to create a complete community transportation plan that integrates all travel modes. This update is needed to account for changing economic and social circumstances and to ensure consistency with state and regional planning policies. It also ensures the City will be prepared to support land use growth within the urban growth boundary through the 2035 planning horizon.

Most of the policies and projects come from prior adopted plans, including the Comprehensive Plan, 2003 TSP, 2006 Bicycle and Pedestrian Master Plan, and 2008 Transit Master Plan. While the TSP replaces the 2003 TSP in its entirety, it updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan. Where these documents may be in conflict, the new TSP takes precedence.

The City's future financial outlook was also evaluated to identify the City's forecasted resources and financial limitations. The City draws upon multiple funding sources to manage, operate, and improve its transportation system. For capital improvement projects, the City relies heavily on developer contributions and fees (including system development charges) and urban

## A TRANSPORTATION PLANNING STORY

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system:

- **Chapter 1: The Context** provides the background of the City's transportation planning efforts.
- **Chapter 2: The Vision** shares the City's visions of its desired transportation system.
- **Chapter 3: The Standards** outlines the standards the City is implementing to ensure ongoing progress towards its vision.
- **Chapter 4: The Needs** identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon.
- **Chapter 5: The Projects** explains the transportation improvement projects that will allow the City to meet its infrastructure needs.
- **Chapter 6: The Programs** describes the ongoing transportation programs that help the City manage its transportation system.
- **Chapter 7: The Performance** lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes.



renewal funds, which are primarily associated with new growth areas. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

## THE VISION (SEE CHAPTER 2)

As Wilsonville grows, it is essential for the community to work collaboratively toward its shared vision, which is summarized in the call-out box at right.

Transportation goals and policies form the bases for how the local transportation system will be developed and maintained through the TSP's 2035 horizon year. Wilsonville's seven transportation goals are identified in the table below. The City's vision and goals support a multimodal approach to transportation, which means that the system accommodates users of all travel modes.

### **WILSONVILLE'S TRANSPORTATION VISION**

*Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.*

*Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.*

## Wilsonville's Transportation Goals

Goals	Description
1 <b>Safe</b>	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 <b>Connected and Accessible</b>	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 <b>Functional and Reliable</b>	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 <b>Cost Effective</b>	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
5 <b>Compatible</b>	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 <b>Robust</b>	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 <b>Promotes Livability</b>	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.



## THE STANDARDS (SEE CHAPTER 3)

Wilsonville's transportation standards ensure the City develops and operates consistent with its goals and vision. Wilsonville's six types of transportation standards are listed in the call-out box at right.

How well a street serves its users ultimately depends upon which elements are included, their dimensions, and how they relate to each other (all of which are informed by the City's standards). For example, streets designed consistent with adjacent land uses can contribute to the identity and character of a neighborhood and increase property values. They can also affect traffic speeds, reduce environmental impacts, and allow for safe multimodal use.

## THE NEEDS (SEE CHAPTER 4)

Wilsonville's transportation standards and policies serve as a benchmark for determining what needs exist throughout the city. The city's needs are categorized as gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The TSP identifies the gaps and deficiencies that currently exist or are anticipated to arise through the 2035 horizon year as additional local and regional development occurs.

## THE PROJECTS (SEE CHAPTER 5)

Many of the city's existing and future transportation needs can be addressed through capital improvement projects. The projects needed through 2035 were principally based on prior City plans.

Constructing all identified transportation projects would cost approximately \$218.2 million, which exceeds the \$123.4 million forecasted to be available through 2035. Therefore, the transportation projects were separated into two lists:

- The "Higher Priority" project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest

## WILSONVILLE'S TRANSPORTATION STANDARDS

Wilsonville's six types of transportation standards support its management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for determining how streets should function and which street design elements to include.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

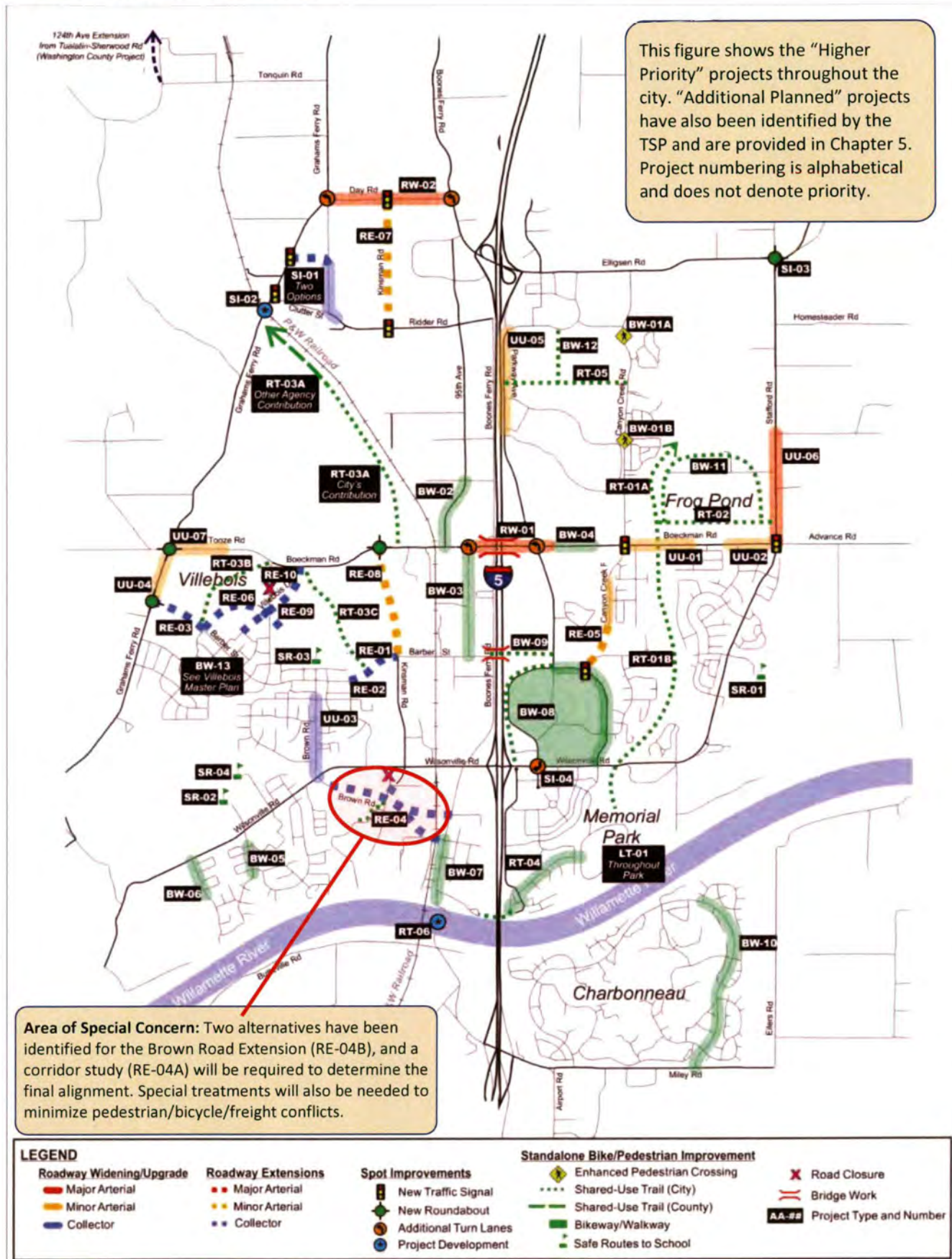
priority projects and will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP). These projects are identified in the following figure (page v) and table (page vi).

- The "Additional Planned" project list includes those projects that would contribute to the City's desired transportation system through 2035 but that are not considered "Higher Priority" projects due to estimated funding limitations. These projects are identified in Chapter 5 and should be pursued as funding opportunities are available.



## EXECUTIVE SUMMARY

### HIGHER PRIORITY PROJECTS





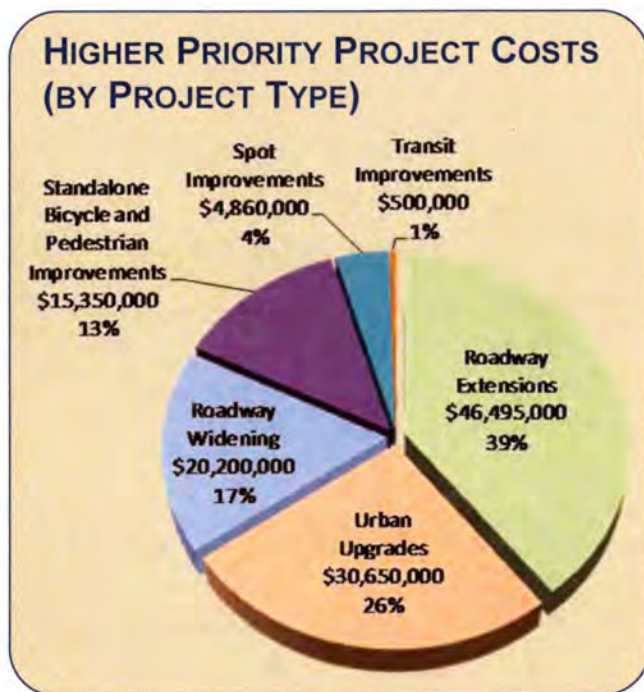
## HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT TYPE)

No.	Higher Priority Project
<b>Roadway Extensions (Multimodal Connectivity)</b>	
RE-01	Barber Street Extension
RE-02	Barber Street Extension (Part 2)
RE-03	Barber Street through Villebois
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (with Bailey Street or 5th Street Connection)
RE-05	Canyon Creek Road Extension
RE-06	Costa Circle Loop Extension
RE-07	Kinsman Road Extension (North)
RE-08	Kinsman Road Extension (South)
RE-09	Villebois Drive Extension
RE-10	Villebois Drive Extension (Part 2)
<b>Roadway Widening (Capacity)</b>	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
<b>Urban Upgrades (Multimodal Connectivity and Safety)</b>	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
<b>Spot Improvements (Transportation System Management/Operations)</b>	
SI-01	Clutter Road Improvements with Realignment or Grade Lowering
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements
<b>Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)</b>	
BW-01	Canyon Creek Road Enhanced Pedestrian A/B Crossings
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill

No.	Higher Priority Project
<b>Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued</b>	
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09	Town Center Loop Bike/Pedestrian Bridge
BW-10	French Prairie Drive Pathway
BW-11	Frog Pond Trails
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
<b>Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)</b>	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
<b>Local Trails (Standalone Pedestrian and Bicycle Improvements)</b>	
LT-01	Memorial Park Trail Improvements
<b>Regional Trails (Standalone Pedestrian and Bicycle Improvements/Safety)</b>	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-02	Frog Pond Trail
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedeman Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
<b>Transit Improvements</b>	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements



Wilsonville's "Higher Priority" project list includes several project types. The pie chart below provides the cost breakdown by project type. The highest costs would be incurred for the three roadway improvement types, which include facility improvements for all travel modes.



### Estimated Funding Available through 2035 for Capital Improvements

Funding Source	Estimated Capital Funding through 2035
Street System Development Charges (SDCs)	\$42 million
Developer Contributions	\$30 million
West Side Plan – Urban Renewal District (URD)	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	\$5 million
Park System Development Charges (SDCs)	\$0.7 million
Local/Regional Partnerships	\$2.9 million
Grants	\$3.2 million
State and Federal Funding	\$12.6 million
<b>Total Funds</b>	<b>\$123.4 million</b>

To fund its capital improvements projects, the City relies heavily on developer contributions and fees (including system development charges) and urban renewal funds, which are primarily associated with new growth areas. The table to the lower left lists the estimated funding available for capital improvements through the 2035 planning horizon year.

### THE PROGRAMS (SEE CHAPTER 6)

Wilsonville's transportation programs (listed below) also play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of the City's infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

#### TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

### THE PERFORMANCE (SEE CHAPTER 7)

Wilsonville's Transportation System Plan (TSP) provides policies, standards, projects, and programs that, when put into action, will improve the city's transportation system. By tracking appropriate performance measures in future TSP updates, the City can evaluate their progress.



# The Context

## Chapter 1



Wilsonville has a rich history as an important transportation connection between the north and south areas of the Willamette Valley. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

Prior to the arrival of non-indigenous settlers, the Willamette River served as a water route for Kalapuyan people. As settlers moved into the area in the early 1800's, the need arose for a way to cross the river. In 1847, Alphonso Boone, grandson of Daniel Boone, established Boones Ferry (located near the present day Boones Ferry Park) and an early settlement began providing needed support to the ferry.

Over time, steamboats, the railroad, and then Interstate-5 came to town—and Wilsonville continued to grow. In 1969, Wilsonville became a city. Shortly afterwards, the City began preparing planning documents to guide its development. As economic and social circumstances change and new state and regional planning policies are adopted, the City continues to improve and refine its planning efforts. In doing so, it takes a strategic approach to growth management.

By understanding the context surrounding its growth, the community can continue to build upon its rich history. The following pages provide a timeline of important events associated with Wilsonville's transportation planning history, current planning framework, and future growth. The City's future financial outlook is also provided to better frame the City's forecasted resources and challenges.

*By understanding its . . .*

- *Unique history,*
- *Current planning framework,*
- *Future growth areas, and*
- *Financial outlook,*

*Wilsonville can continue to . . .*

- *Manage growth,*
- *Serve its residents and business, and*
- *Be an important transportation connection for the region.*





### TRANSPORTATION PLANNING HISTORY IN WILSONVILLE

#### Early 1800's

Wilsonville area (traditional territory of the Kalapuyan people) was settled by people other than the indigenous Native Americans.



#### Early 1900's

Steamboats were used as the primary mode of shipping.



#### Pre-1960's

Before the construction of Interstate-5 and the Boone Bridge, personal automobiles had to be ferried across the Willamette River.

Early 1800's

1900

1910

1920

1930

1940

1950



1847

Alphonso Boone, grandson of Daniel Boone, established Boone's Ferry across the Willamette River.

1908  
Railroad comes to the area.

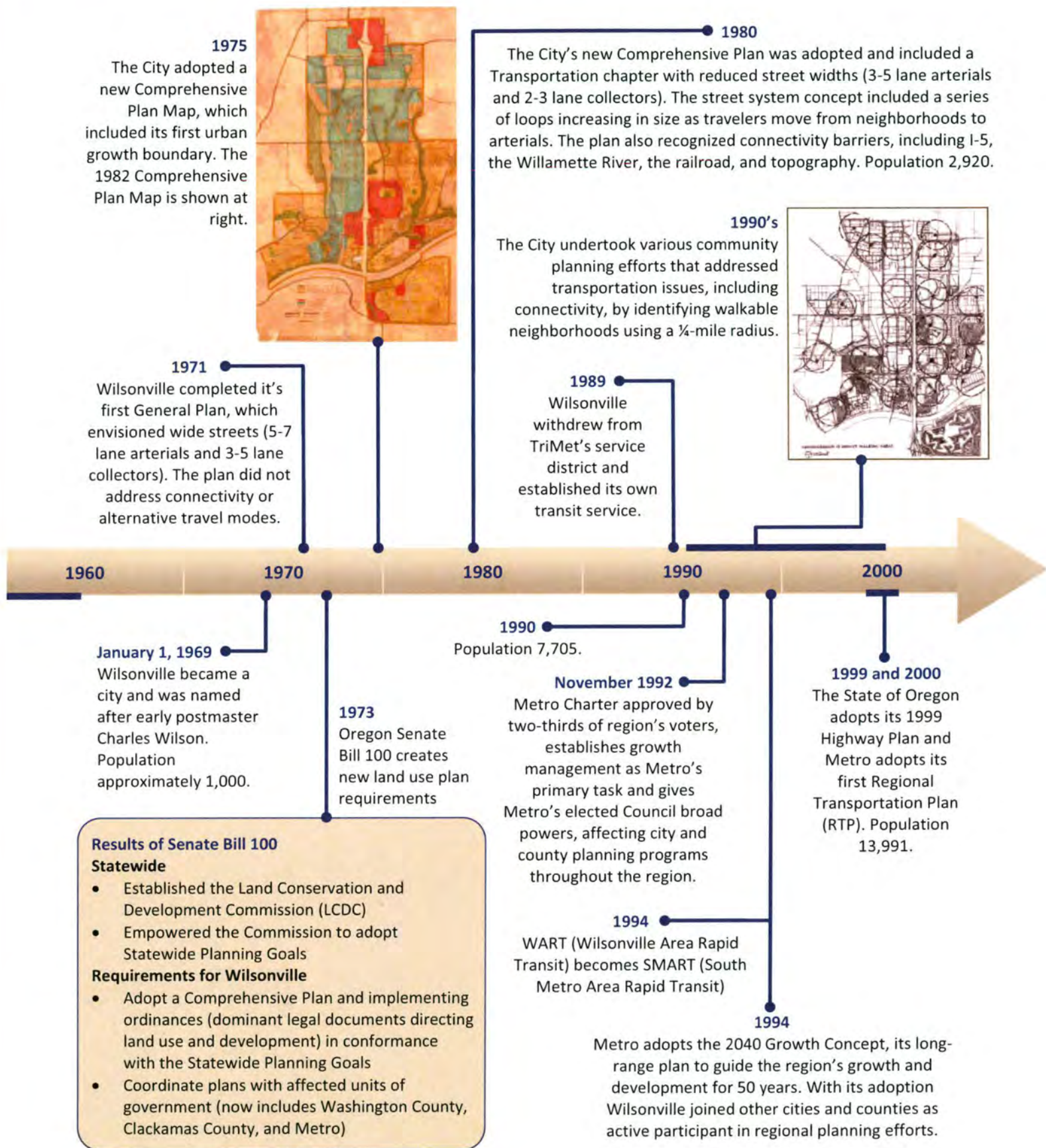


#### 1950's

The Interstate-5 freeway system was built.

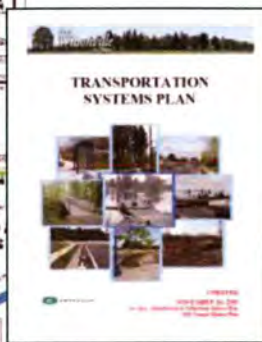








## CURRENT TRANSPORTATION PLANNING FRAMEWORK



### 2003 Transportation Systems Plan (TSP)

The City replaced the transportation chapter of its Comprehensive Plan to comply with state mandates, develop transportation standards, address problem areas, revise forecasts (2020 horizon year), and provide transportation planning guidelines for all travel modes.



### 2006 Bicycle and Pedestrian Master Plan

The City replaced the bicycle and pedestrian chapters of the 2003 TSP with new prioritized project lists providing community and regional connectivity between parks, neighborhoods, schools, and commercial and industrial areas.



### 2001 Villebois Village Master Plan

A Master Plan was prepared to guide the development of a 480-acre area on the west side of the city into an urban village based on the guiding principles of connectivity, diversity, and sustainability.

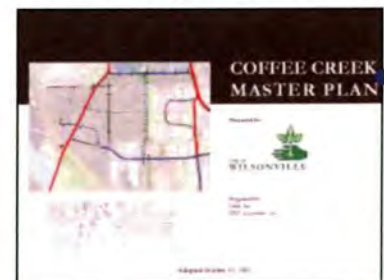
### 2006 Public Works Standards

Standards were provided for constructing public facilities, including streets, trails, and related infrastructure.



### 2007 Coffee Creek Master Plan

A Master Plan was prepared to guide development of 220-acre area on north side of city into industrial area.



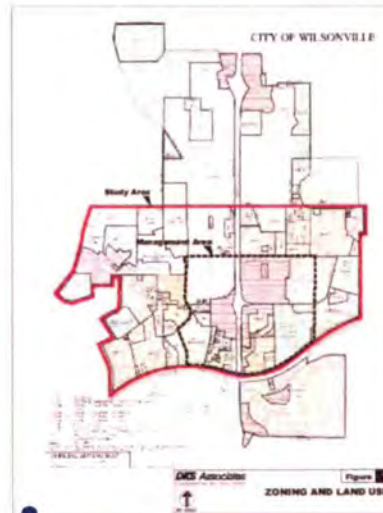
### 2007 Parks and Recreation Master Plan

The City prepared a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that promote connectivity throughout the city and support the 2006 Bicycle and Pedestrian Master Plan.



## 2008 Transit Master Plan

The City replaced the transit element of the 2003 TSP with new recommendations to increase and improve transit service and reduce the demand on roads and parking.

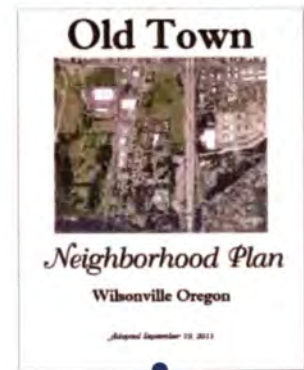


## 2009 Wilsonville Road Interchange Area Management Plan (IAMP)

A plan was prepared to identify how the City and ODOT will collaborate to improve the I-5 exit (#283) to serve planned growth. Population 17,940.

## 2011 Old Town Neighborhood Plan

A plan was prepared to ensure Old Town's unique character is maintained and enhanced.



**2009**  
TriMet begins operating its Westside Express Service (WES) commuter rail line, which has its southern terminus at Wilsonville's transit center.

2008

2009

2010

2011

2012

## 2010 Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)

Plans were prepared to provide a long-range blueprint for all modes of transportation throughout Portland region and support Metro's 2040 Growth Concept. The plans identified improvements focused on mobility corridors (e.g., Tigard/Wilsonville) and required compliance by local jurisdictions.

## 2012 Stormwater Master Plan

The City prepares a stormwater program that supports quality of life and meets regulatory requirements. The plan also includes resources for improved street cross-sections.

## 2012 Basalt Creek Transportation Refinement Plan

A plan was prepared to refine the major transportation improvements connecting I-5 to Tualatin-Sherwood Road through the unincorporated area to the north to support future development of the Basalt Creek area.



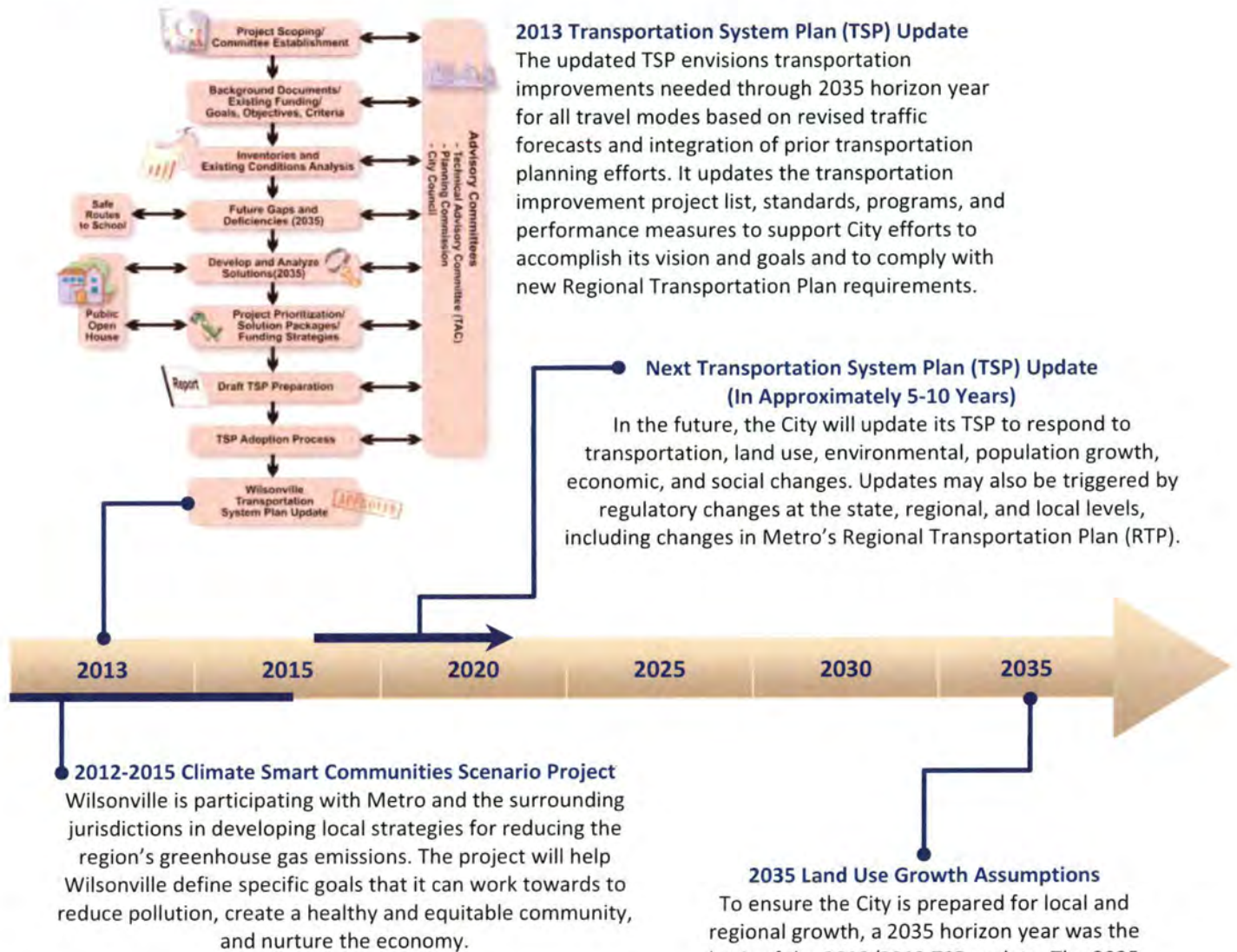
## 2012 Ice Age Tonquin Trail Master Plan

A plan was prepared to provide information needed to complete and connect 22 miles of trails within and between the cities of Wilsonville, Tualatin, and Sherwood. Approximately half of the 5 miles within Wilsonville City limits have already been completed.





# FUTURE TRANSPORTATION GROWTH AND PLANNING NEEDS



**Table 1-1. Wilsonville Growth Forecasts**

Land Use	Existing 2010 Land Use	Projected 2035 Land Use*
<b>Total Households</b>	<b>8,250</b>	<b>12,750</b>
<u>Employees</u>		
Retail Employees	2,500	3,600
Service Employees	4,900	9,200
Other Employees	11,000	19,050
<b>Total Employees</b>	<b>18,400</b>	<b>31,850</b>

\*Note: 2035 land use estimates consistent with Metro forecasts

## Wilsonville Growth From 2010 to 2035

- 50% More Households
- 75% More Employees



**FIGURE 1-1. 2035 GROWTH AREAS**





## FUNDING OUTLOOK

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Table 1-2 lists the sources, how they are used, and what estimated amounts would be available.

Approximately \$104 million is estimated to be available from City sources to fund transportation-related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional

Transportation Plan (RTP). Corresponding estimates are provided in Chapter 5 for specific projects. Detailed discussion of funding sources and the City's funding outlook by transportation expenditure are provided in the *Existing Funding* memorandum included in the Appendix.

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least \$170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

**Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements**

City Funding Source	Use	Estimated Capital Improvement Funding through 2035 <sup>a</sup>
Street System Development Charges (SDCs)	Capital improvement projects that increase transportation system capacity	\$42 million
Developer Contributions	Exactions related to development impacts, on-site facilities, and half-street frontage improvements	\$30 million
West Side Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the West Side Plan URD	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the Year 2000 Plan URD	\$5 million
Park System Development Charges (SDCs)	Bicycle and pedestrian projects between and through the City parks and the off-street trail system	\$0.7 million
Road Maintenance Regulatory Fund <sup>b</sup>	Major street repairs and reconstruction (including slurry seals and overlays)	None (for maintenance only)
Road Operating Fund <sup>b</sup>	Roadway operations and minor repairs (including signal lights, striping, curbs, gutters, and potholes)	None (focused on operations)
Street Lighting Fund <sup>b</sup>	Ongoing street light maintenance, operations, and infill	None (for ongoing costs)
Transit Fund <sup>b</sup>	Transit operations and programs	None (for operations and maintenance)
Community Development Fund <sup>b</sup>	Planning, engineering, and other administration (e.g., City staff and supply costs)	None (for administration)
<b>Total City Funds</b>		<b>\$104.7 million</b>

<sup>a</sup> Estimated funding amounts are planning-level approximations based on review of past ten years of City projects and budget estimates. They assume current fee structures remain in place through 2035 as all vacant land within the City's urban growth boundary (UGB) is developed. They also assume current urban renewal plans.

<sup>b</sup> Because roadway operations and maintenance are expected to be covered by related funds, no contributions from these funds are assumed to be available for capital improvements.



# The Vision

## Chapter 2



As Wilsonville grows, it will be essential for the community to work collaboratively toward a shared vision. Understanding the goals, and specific steps to achieve them, is the best and most cost-effective way to create a beautiful, functional transportation system.

To guide Wilsonville's transportation planning and investment decisions, the community has developed a new vision statement, transportation goals, policies, and implementation measures.

### **WILSONVILLE'S TRANSPORTATION VISION**

*Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Neighborhoods, employment centers, schools, shopping, and parks are connected by a network of streets and pathways that give residents options to easily get around town.*

*Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.*

*Wilsonville envisions a transportation system that is . . .*

- *Strategically designed,*
- *Collaboratively built,*
- *Safe,*
- *Convenient, and*
- *Cost effective.*

*The result will be . . .*

- *Mode and route choices,*
- *Quality of life,*
- *Economic health,*
- *Neighborhood connectivity, and*
- *Mobility.*





### TRANSPORTATION GOALS

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the city. This system should support the quality of life of residents and the economic vitality of businesses.

The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that achieves its seven goals, listed in Table 2-1.



*Wilsonville Road's landscaping and streetscape provides an attractive environment for all users.*

**Table 2-1. Wilsonville's Transportation Goals**

Goals	Description
<b>1 Safe</b>	Follow current safety practices for design, operations, and maintenance of transportation facilities.
<b>2 Connected and Accessible</b>	Provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
<b>3 Functional and Reliable</b>	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
<b>4 Cost Effective</b>	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city's social, economic, and environmental resources.
<b>5 Compatible</b>	Develop and manage a transportation system that is consistent with the City's Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
<b>6 Robust</b>	Encourage and support the availability of a variety of transportation choices for moving people and goods.
<b>7 Promotes Livability</b>	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.



## POLICIES AND IMPLEMENTATION MEASURES

Wilsonville's transportation policies serve as a blueprint for the City's investment in its transportation system. These policies cover a variety of areas, including how the system is designed, constructed, operated, and maintained.

The following policies all support the seven Transportation Goals. Each of the policy statements are supported by implementation measures that will guide City actions related to the development code, capital project investment, and other investments.

### System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

#### POLICY AREAS

- **System Design** (Policies 1-9)
- **Connectivity** (Policy 10)
- **Transportation System Management** (Policies 11-14)
- **Land Development Coordination** (Policies 15-16)
- **Agency Coordination** (Policies 17-21)
- **Goods Movement** (Policies 22-28)
- **Public Transit** (Policies 29-36)
- **Active Transportation: Pedestrians and Bicyclists** (Policies 37-42)
- **Interchange Management Areas** (Policy 43)
- **Transportation Funding** (Policies 44-46)

## RELATIONSHIP OF POLICIES AND IMPLEMENTATION MEASURES

The City's policies support its seven Transportation Goals. Each policy statement may be supported by several implementation measures that will guide City actions relative to the development code, capital project investment, and other investments. Specific implementation measures, requirements, or standards will be included either in the TSP, the Development Code, Public Works Standards, or other implementing documents.

#### Implementation Measure (Policy 1):

- 1.a. *Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.*

Policy 2. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

#### Implementation Measures (Policy 2):

- 2.a. *Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.*
- 2.b. *Refine the conceptual location of proposed new major streets identified in the TSP based on detailed engineering specifications, design considerations, and consideration of local impacts.*
- 2.c. *Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.*
- 2.d. *Dedicate all arterial and collector streets as public streets.*



- Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

**Implementation Measure (Policy 3):**

- 3.a. *Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.*

- Policy 4. Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.

**Implementation Measures (Policy 4):**

- 4.a. *Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.*
- 4.b. *Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

- Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council.

- Policy 6. Evaluate, minimize, and balance the environmental impacts of new transportation projects.

- Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

- Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.

- Policy 9. Enhance transportation connections and choices in and between all parts of the city as a means for preserving the function and capacity of the existing system.



*The recent Fred Meyer near the I-5/Wilsonville Road Interchange provides two electric vehicle charging stations for patrons to use for free to charge their vehicles while shopping.*



## Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

### **Implementation Measures (Policy 10):**

- 10.a. *Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.*
- 10.b. *Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.*
- 10.c. *Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.*



*A meandering sidewalk along Barber Street adjacent to the SMART Central at Wilsonville Station transit center supports connectivity by providing a safe and comfortable pedestrian environment with connections to transit.*

## Transportation System Management

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

### **Implementation Measures (Policy 11):**

- 11.a. *Continue to implement Transportation Demand Management measures through South Metro Area Regional Transit's SMART Options Program.*
- 11.b. *Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.*

Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.

Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.

Policy 14. On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.



### Land Development Coordination

Policy 15. Review all land use/development proposals for consistency with the TSP.

#### **Implementation Measures (Policy 15):**

- 15.a. *The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.*
- 15.b. *Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the City's concurrency policies may be denied unless mitigation measures are identified and provided.*
- 15.c. *Consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.*
- 15.d. *The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.*

Policy 16. Ensure new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

*Villebois Village is the region's largest residential development and provides a variety of housing choices in a dense setting with wide open spaces, parks, and trails. It is located just west of the SMART Central transit center and WES Commuter Rail station .*



*Old Town Square, located near the I-5/Wilsonville Road interchange, provides a well-connected network of sidewalks and crosswalks and accommodates SMART Transit Route 4, which loops through the site.*

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*"Connectivity is something I think is important within our transportation system. Having our schools not only connected to our neighborhoods, but neighborhoods connected to neighborhoods, and neighborhoods connected to retail and employment centers."*

*Marta McGuire  
Planning Commission*

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## Agency Coordination

Policy 17. Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions and transit agencies to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

### ***Implementation Measure (Policy 17):***

17.a. *Advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits implementation of the City's Transportation Plan.*

Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.

### ***Implementation Measure (Policy 19):***

19.a. *Consistent with the City's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road Interchange Management Area (IMA) shall be consistent with planned future transportation projects.*

19.b. *Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.*

19.c. *Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.*

Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Policy 21. Recognize the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville, while advocating that any expansion of the airport consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.

### Goods Movement

- Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve.
- Policy 23. Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.



Located along Interstate-5 just south of the Interstate-205 junction, Wilsonville is ideally situated as a freight hub in the region. The city is home to multiple distribution, manufacturing, and warehouse facilities.

- Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.
- Policy 25. Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes and consider the potential development of a new port or ports.
- Policy 26. Assist with efforts to improve the viability of the railroad for freight.
- Policy 27. Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.
- Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city's freight routes.

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*"A number of the companies that operate here in Wilsonville export outside the United States . . . that's why it is so important that we get to market as effectively and efficiently as possible as we can, but at the same time, our goal is to make it so transparent that the local residents are aware of it, but don't really have to deal with it."*

*Ray Phelps  
Planning Commission*

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## Public Transit

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

### **Implementation Measures (Policy 30):**

- 30.a. *Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.*
- 30.b. *Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.*
- 30.c. *Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.*

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses .

Policy 34. Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

Policy 36. Coordinate with other transit districts, including TriMet and Cherriots, to strengthen the efficiency and performance of the Wilsonville transit network.

### **Implementation Measures (Policy 36):**

- 36.a. *Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.*
- 36.b. *Advocate for the extension of WES to Salem.*



*Wilsonville's transit center, SMART Central at Wilsonville Station, is located at the corner of Baber Street and Kinsman Road. It is SMART's main transportation hub and includes a 400-stall park-and-ride lot, twelve bus bays, an operator break room, public restrooms, shelters, and a clock tower with security cameras. It also shares the site with TriMet's Westside Express Service (WES) commuter rail station. Wilsonville is WES's southern terminus.*



### Active Transportation: Pedestrians and Bicyclists

**Policy 37.** Provide facilities that allow more people to walk and bike, not only as low-impact transportation choices, but also to benefit the health and economy of the community.

#### **Implementation Measures (Policy 37):**

- 37.a. *Encourage a balance between housing, employment, and commercial activities within the city so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.*
- 37.b. *Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.*
- 37.c. *Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, walk, bicycle, and to drive less to meet daily needs.*
- 37.d. *Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.*
- 37.e. *Assist with efforts to improve the viability of rail for passenger service.*



*Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.*



*Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.*

- 37.f. *Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.*
- 37.g. *Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.*
- 37.h. *Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.*
- 37.i. *Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.*

**Policy 38.** Establish a Pedestrian and Bicycle Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding pedestrian and bicycle facilities.





*Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.*

**Policy 39.** Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.

**Policy 40.** Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.

**Policy 41** The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.

**Policy 42.** Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.

**Policy 43.** Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

## **Interchange Management Areas**

**Policy 44.** Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.

### ***Implementation Measures for I-5/Wilsonville Road IMA, subject to Interchange Area Master Plan (IAMP) (Policy 43) :***

- 44.a. Require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.*
- 44.b. Require bicycle and pedestrian connections within the IMA for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.c. Implement system operational improvements, including signal synchronization, transportation demand management measures and incident management within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*



*The Interstate-5/Wilsonville Road interchange serves as a key regional connection while also providing connectivity between east and west Wilsonville.*



- 44.d. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.*
- 44.e. *The City will approve development proposals in the I-5/Wilsonville Road IMA only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.*
- 44.f. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 44.g. *Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.*
- 44.h. *The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.*
- 44.i. *Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).*

**Implementation Measures for I-5/Elligsen Road Interchange (no adopted IAMP) (Policy 43 continued):**

- 44.j. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.*
- 44.k. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 44.l. *Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 44.m. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*
- 44.n. *Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.*

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*"One of Wilsonville's strengths is location with it's easy access to I-5. Almost any point in town is within easy access to one of the interchanges. Preserving the capacity of two interchange will be important for the City's future."*

*Katie Mangle*  
*Long Range Planning Manager*

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## Transportation Funding

Policy 45. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 46. The City will plan, schedule, and coordinate implementation of all transportation system improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing gaps and deficiencies and in upgrading the structural quality of the existing arterial system.

### **Implementation Measures (Policy 45):**

- 46.a. *The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.*
- 46.b. *The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.*



*SMART Transit's 21-passenger compressed natural gas (CNG) buses offer a clean burning fuel alternative to traditional diesel buses.*

- 46.c. *To ensure development of an adequate transportation system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide capacity service.*

Policy 47. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements, and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.



*A family rides bikes together on Canyon Creek Road.*





*Looking southwest towards farmland and forests beyond Metro's urban growth boundary as Interstate 5's Boone Bridge and Portland and Western's Oregon Electric line railroad bridge cross the Willamette River. Wilsonville is Metro's southernmost city and provides an important connection to the rest of the Willamette Valley.*

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*"Our city is great. We have done an excellent job in planning this community and being thoughtful, and maintaining that. But it is also important to look into the future and how we may grow and plan for that and find out what things continue to be a priority for our community."*

*Marta McGuire  
Planning Commission*

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# The Standards

## Chapter 3



Wilsonville's transportation standards ensure the city develops consistent with its vision of supporting a multimodal transportation system that is strategically designed for optimum community function and benefit. A street's design determines how it will look and function. How a street looks and functions is ultimately dependent upon which street elements are included, their dimensions, and how they relate to each other.

The standards are intended to ensure appropriate design and create a consistent approach throughout the city as development and redevelopment occurs. Since the design of a street is so closely tied to how it performs and how people experience the city, it is important for Wilsonville to carefully consider how it wants its streets to look and function and then to design them accordingly.

### OTHER CITY DOCUMENTS WITH TRANSPORTATION STANDARDS

The transportation standards in this chapter cover a variety of areas that help inform other City documents:

- Standard Detail Drawings
- Public Works Standards
- Planning and Land Development Ordinance

*Standards support the vision of a multimodal transportation system that is . . .*

- *Strategically designed and*
- *Collaboratively built,*

*Resulting in . . .*

- *Mode and route choices,*
- *Safe and convenient local accessibility, and*
- *Quality of life and economic health.*





### HOW STANDARDS BENEFIT THE TRANSPORTATION SYSTEM

The transportation standards included in this chapter support the City's management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for managing public roadways practically and cost effectively. They provide a framework for identifying which street elements to include in a street's design.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the city's industrial and commercial sites with I-5 and other regional facilities and improve the coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

*Looking north at Boones Ferry Road north of Day Road. Washington County recently received jurisdiction of this roadway from ODOT and will be constructing improvements that include roadway widening, bike lanes, and sidewalks.*

### ROADWAY JURISDICTION

A roadway's jurisdiction affects who will have the ultimate authority over improvements and what standards apply. In the Wilsonville vicinity, there are four agencies with jurisdiction:

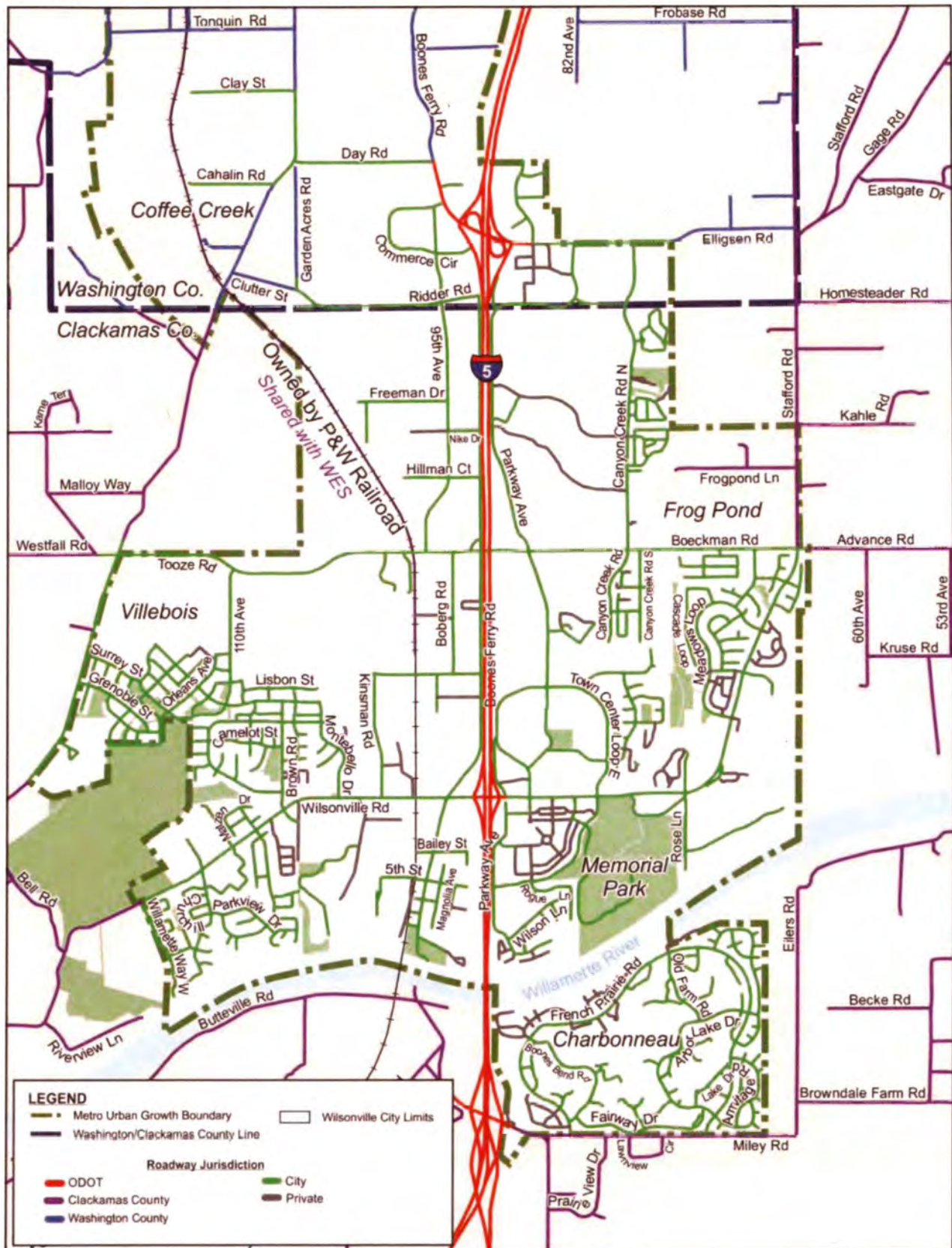
- **City of Wilsonville** has the majority of roadways within City limits.
- **Washington County** roadways are on the outskirts to the north of the city.
- **Clackamas County** roadways are on the outskirts to the east, west, and south of the city.
- **ODOT** has jurisdiction of Interstate-5, the corresponding interchange ramps, the portions of Elligsen Road and Boones Ferry Road between the Parkway Avenue and Day Road, and Wilsonville Road between Town Center Loop West and Boones Ferry Road.

As the City expands, it is expected that the county roadways in the immediate vicinity of the city will transfer jurisdictions to the City of Wilsonville. These roadways include Stafford Road, Advance Road, Elligsen Road, Frog Pond Lane, Clutter Street, and Grahams Ferry Road.





**FIGURE 3-1. ROADWAY JURISDICTION**





### FUNCTIONAL CLASSIFICATION

The City's street functional classification system is an important tool for managing public roadways. It is based on a hierarchical system of roads (see diagram at right) where streets with a higher classification, such as arterial streets, emphasize a higher level of mobility for through-movement. They look and function very differently than a street with a lower classification, such as local streets, which emphasize the land access function.

Wilsonville has four functional classes:

- **Major Arterials** primarily connect the I-5 interchanges with major activity centers (i.e., Town Center and Argyle Square) but also include the key connections requiring additional travel lanes (i.e., Boeckman Road bridge over I-5 and Stafford Road). They generally have four or more travel lanes, bicycle lanes, and limited access (preferably connecting with minor arterials).
- **Minor Arterials** serve as the direct connections through town and usually do not penetrate identifiable neighborhoods. They generally have two or three travel lanes, bicycle lanes, and consolidated access to larger developed areas and neighborhoods.
- **Collectors** provide traffic circulation within residential, commercial, and industrial areas and serve to funnel traffic from neighborhoods to the arterial street network. They have two or three travel lanes, bicycle lanes, optional on-street parking, and minor access restrictions.
- **Local Streets** are located within residential, commercial, and industrial areas and discourage through movement. They allow on-street parking and ensure that every parcel is accessible for all modes.

The roadway classifications throughout the city are shown in Figure 3-2. These classifications provide a vision of how these roadways should be designed and constructed as improvements are made.



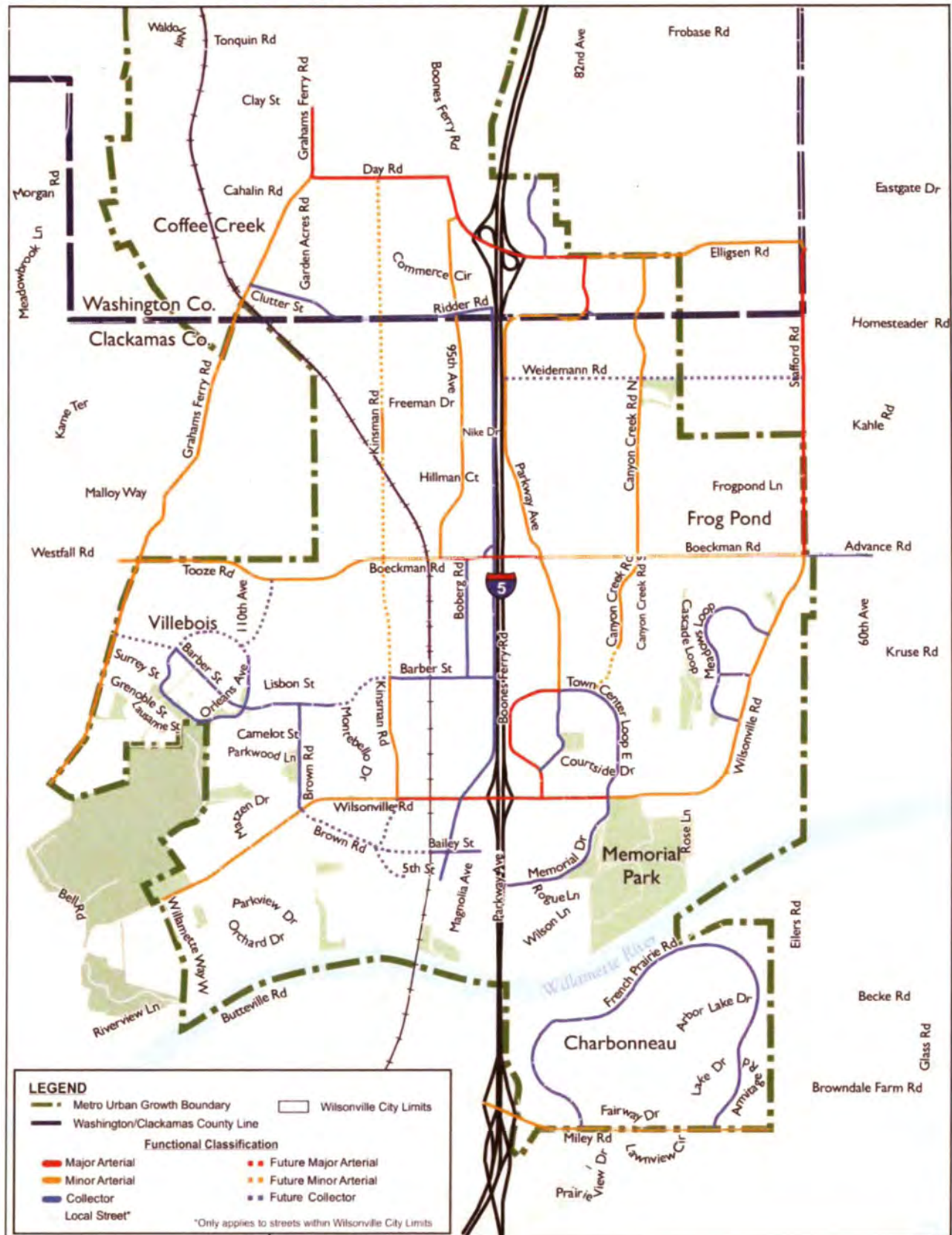
### FUNCTIONAL CLASSIFICATION AS A FRAMEWORK FOR STANDARDS

Functional classification provides a helpful framework for managing the City's transportation system and supporting the following standards:

- **Connectivity and Spacing Standards** indicate how far apart roadways of different functional classifications should be spaced to ensure a balanced approach to mobility and land access throughout the city.
- **Freight Routes and Transit Streets** primarily use higher classification roads to serve freight and/or transit vehicles due to the wider cross-sections and greater focus on mobility.
- **Cross-Section Standards** vary by functional classification to meet user needs. However, functional class is not the only factor in determining street design.
- **Access Management Standards** are more stringent for higher class roadways, which are intended to emphasize mobility.



FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS





## CONNECTIVITY AND SPACING

One of Wilsonville's goals is to improve connectivity by constructing parallel facilities spaced at regular intervals throughout the city. These facilities provide multiple alternatives and more direct routes between both local and regional destinations, including neighborhoods, parks, schools, employment centers, and retail areas.

Table 3-1 lists the desired spacing of each facility type throughout Wilsonville to ensure a high level of connectivity. Figure 3-3 illustrates the desired spacing for the arterial and collector street network. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas.

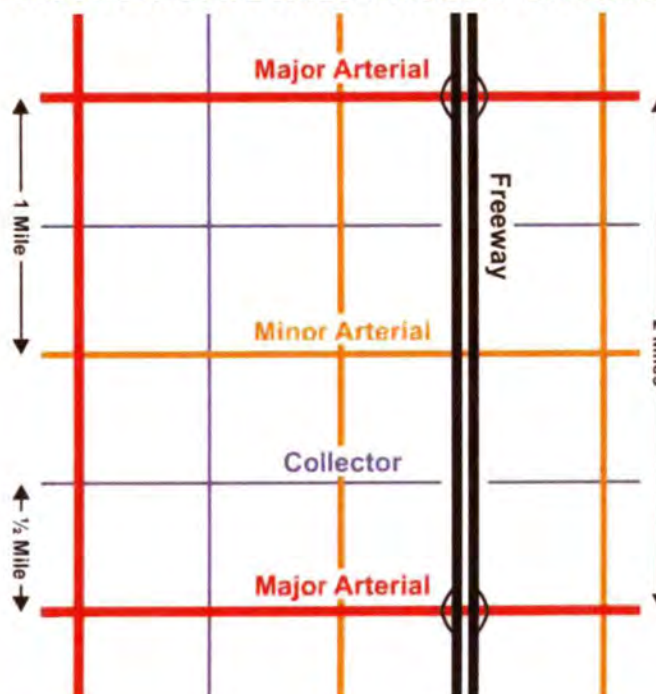
Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.

**Table 3-1. Facility Spacing Guidelines**

Facility Type	Desired Spacing <sup>a</sup>
Major Arterial	1 - 2 mi
Minor Arterial	1 mi
Collector	1/4 - 1/2 mi
Local Street	300 - 500 ft
Bicycle and Pedestrian Facilities	300 ft

<sup>a</sup> Desired Spacing refers to distance between facilities with same or higher functional classification.

**FIGURE 3-3. DESIRED FACILITY SPACING**



## BENEFITS OF CONNECTIVITY

Connectivity provides all transportation system users with multiple benefits:

- Increased mobility by distributing traffic over multiple connected streets rather than forcing all traffic onto the City's arterial street system
- More equitable access for all businesses and neighborhoods throughout the city
- Improved walking, biking, and transit use due to more direct connections and less out of direction travel between neighborhoods, schools, transit stops, retail centers, employment centers, and recreational areas
- Reduction in short auto trips between adjacent neighborhoods and land uses





*Villebois Village Master Plan was designed to provide a high level of connectivity for all travel modes using short blocks arranged in a grid pattern, numerous pathways, and a diversity of land use.*

---

*"Connectivity is important because you want to be able to have options for how you move through your community. I don't personally always want to drive my car places, especially when I have my children with me. I want us to get out and be active and to be able to bike to the store. We have stores that are really close to us, but it's not always safe and convenient for us to ride our bike there. Which is why having bike lanes and sidewalks that are designed to accommodate these other options are critical to enhance our livability."*

*Marta McGuire  
Planning Commission*

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### FREIGHT ROUTES

Wilsonville's freight routes connect the city's industrial and commercial sites with I-5 and other regional facilities. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Improvement projects should be coordinated to facilitate freight needs while balancing the needs of other users.

Some of the key truck routes that provide important truck connections to Washington County include Boones Ferry Road, Kinsman Road, and Tonquin Road. In addition, the Portland and Western Railroad runs through Wilsonville and serves freight traffic, and the Willamette River has the potential for handling barge traffic. These routes are identified in Metro's *Regional Freight Plan* (June 2010).

As a major employment center and industry hub along I-5, Wilsonville will benefit from ensuring that its freight routes are designed to accommodate the needs of its industrial and commercial sites. At the same time, Wilsonville's residential neighborhoods should be protected from freight traffic. The call-out box at right lists multiple freight coordination improvements resulting from having freight routes.

### IMPROVED FREIGHT COORDINATION

By having designated freight routes, various City efforts regarding freight and non-freight users will be improved:

- **Roadway and Intersection Improvements** can be designed for freight vehicles with adjustments for turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.
- **Bicycle and Pedestrian Improvements**—such as buffered bike lanes, enhanced pedestrian crossings, and other safety improvements—can be identified to reduce freight impacts to other users (particularly along bikeways and walkways).
- **Roadway Durability** can be increased by using concrete instead of asphalt.
- **Railroad Connections** can be coordinated to support businesses that ship goods by rail, particularly in areas where railroad sidings can be provided along the Portland and Western Railroad track.
- **Willamette River Port** can be considered to support businesses that ship goods using barges on the Willamette River.
- **Coordination with Businesses and Adjacent Jurisdictions** can ensure that local and regional freight traffic uses the City's freight routes to travel within the city.

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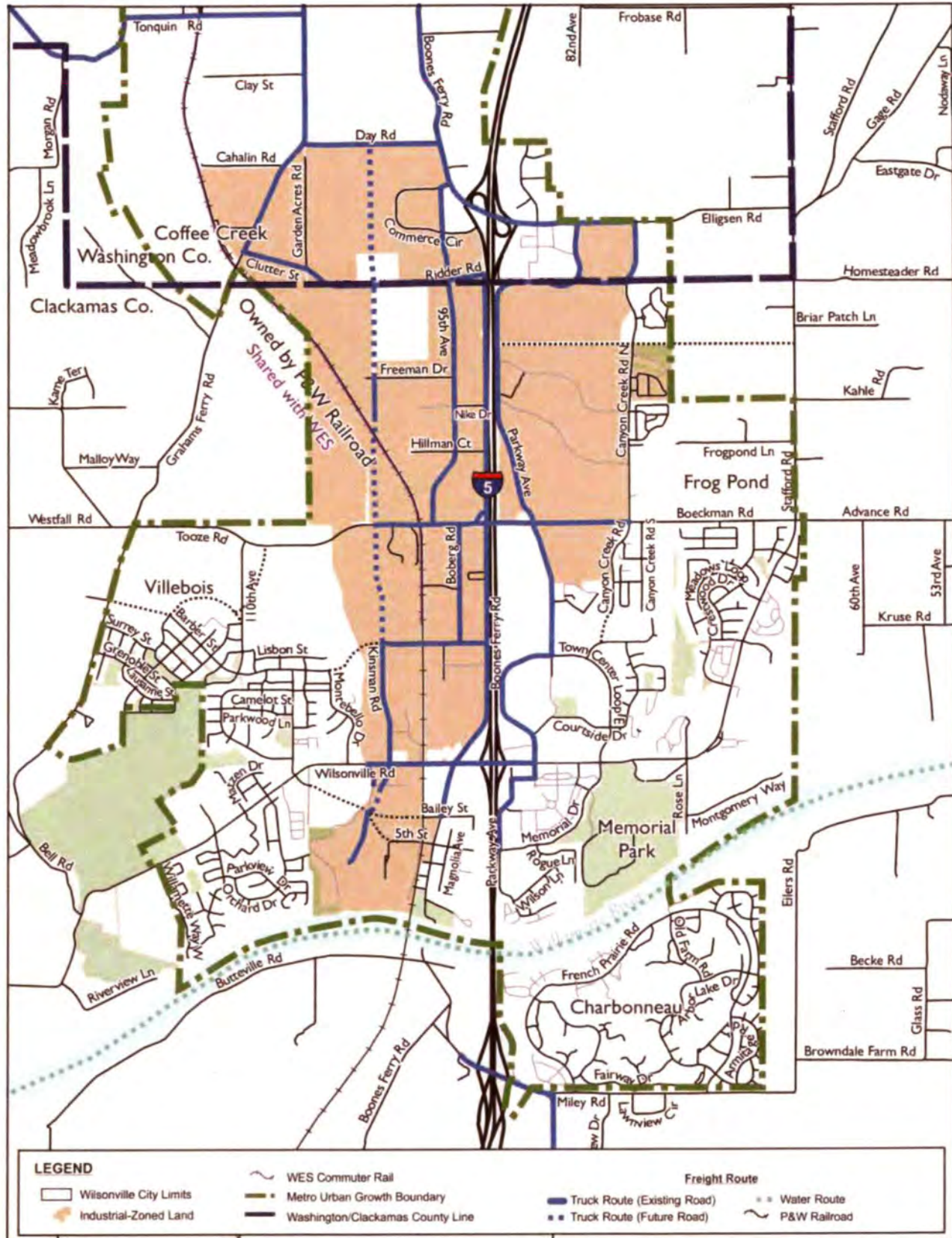
*"We have a significant number of large manufacturing companies because we have an efficient freight mobility process where our trucks can get in and out of town with the least amount of interference from local traffic. For the part of the transporter, that's very important in as much as it costs money for these trucks, even when they are not moving. Secondly, the local resident doesn't want to have to be disrupted by freight transportation."*

*Ray Phelps  
Planning Commission*

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FIGURE 3-4. FREIGHT ROUTES





### BICYCLE ROUTES

Bicycle routes are provided throughout Wilsonville and connect to neighborhoods, schools, parks, community centers, business districts, and natural resource areas. The City's bicycle network serves multiple users of varying physical capabilities, ages, and skill levels.

Figure 3-5 identifies the City's bicycle routes, which include three facility types:

- **Shared-Use Paths** are 10-foot to 12-foot wide pathways that have minimal conflicts with automobile traffic and may have their own right-of-way (cross-section standards shown in Figure 3-11). Shared-use paths serve multiple non-motorized users: bicyclists, pedestrians, wheelchair users, skaters, and others. Many of the shared-use paths throughout Wilsonville are part of the regional trail network, which traverses large sections of the city and connects to neighboring jurisdictions and regionally significant destinations. These regional trails are designed to meet state and federal guidelines, which make them eligible for state and federal transportation funding.
- **Bike Lanes** are provided on Arterial and Collector streets throughout Wilsonville. They are usually 6 feet wide and adjacent to motor vehicle travel lanes (cross-section standards shown in Figures 3-6, 3-7, and 3-8). Buffered bike lanes and one-way or two-way cycle tracks may be used instead of bike lanes and include buffers between the bike and motor vehicle travel lanes (cross-section standards shown in Figure 3-12).
- **Local Street Bikeways** are streets designated as important bicycle connections where bicyclists share the travel lane with motor vehicle traffic. Even though all Local Streets allow bicyclists to share the travel lane (cross-section standards shown in Figures 3-9 and 3-10), Local Street Bikeways are intended to serve a greater number

of bicyclists. They typically are provided on low-volume, low-speed residential streets that serve as important connections to nearby bike lanes, shared-use paths, and key destinations.

Modifications—such as sharrows, traffic calming devices, or wayfinding signage—may be made to these streets to emphasize their use as bicycling facilities and increase the comfort and confidence of bicyclists.

### KEY BICYCLE FACILITIES

The following existing and future bicycle facilities (which are included in Figure 3-5) provide important connections throughout the city:

#### Regional Trails

- Ice Age Tonquin Trail (through West Wilsonville with connections to Tualatin and Sherwood)
- Waterfront Trail (along the Willamette River)
- Boeckman Creek Trail (along Boeckman Creek in East Wilsonville)
- Stafford Spur Trail (connecting to regional destinations in Northeast Wilsonville)

#### Shared-Use Paths

- Primarily near schools, parks, transit hubs, retail centers, and other pedestrian areas

#### Bike Lanes

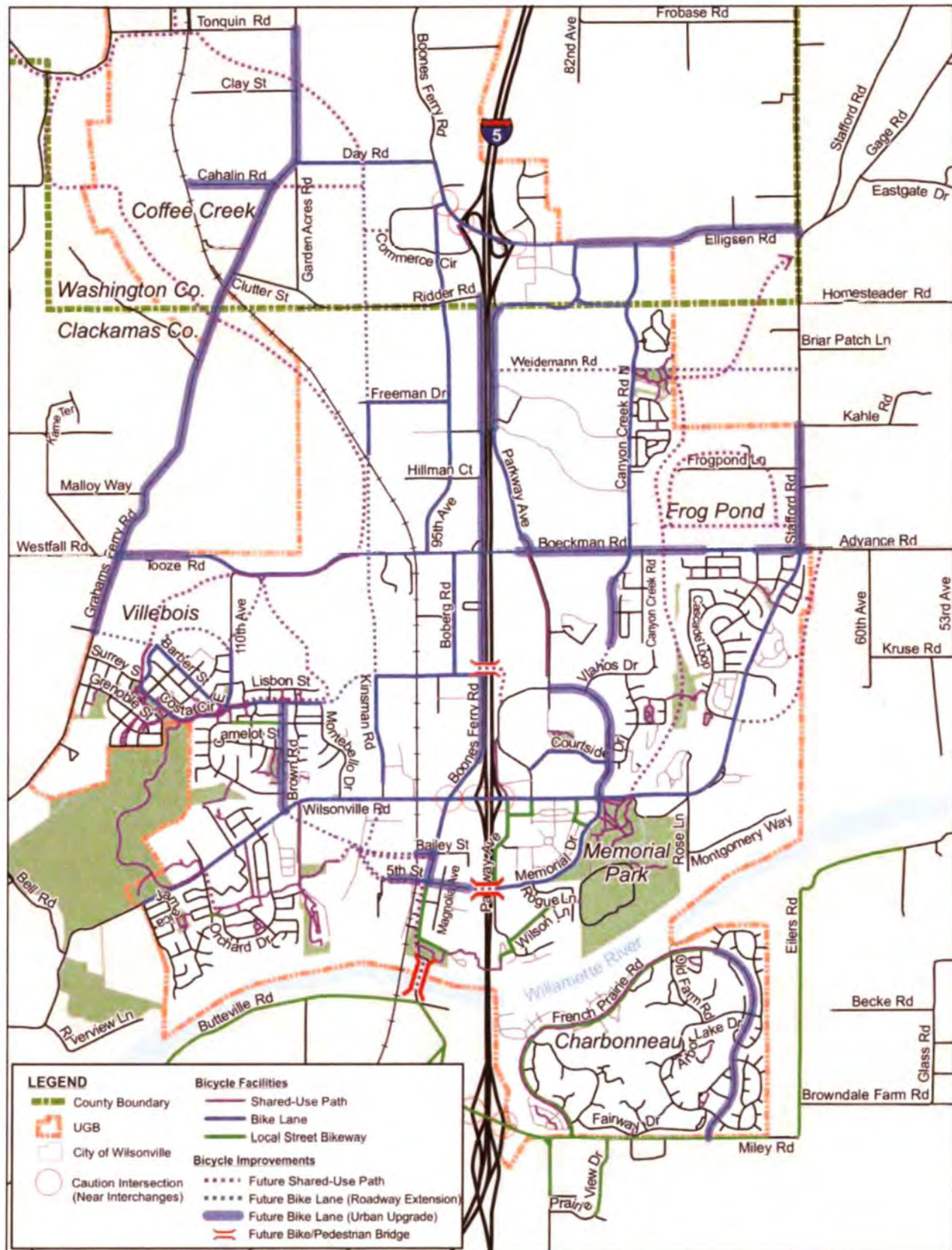
- On Arterial and Collector streets

#### Local Street Bikeways

- Boones Ferry Road south of 5th Street to connect to future Willamette River bridge
- Parkway Avenue connecting to Wilsonville Road to the nearby neighborhood
- Wilson Lane, Metolius Lane, and Kalyca Drive connecting Memorial Park to the Waterfront Trail near where it passes underneath the I-5 Boone Bridge



**FIGURE 3-5. BICYCLE ROUTES**





### STREET CROSS-SECTION DESIGN

Since different streets serve different purposes, a functional classification system—which is a hierarchy of street designations—provides a framework for identifying the size and type of various street elements to consider including in a street's design. Not all elements are included on all streets and so they must be carefully selected based on multimodal needs.

While a street's functional classification does not dictate which street elements to include, it does facilitate the selection of multimodal facilities and widths that will help ensure the roadway can meet its intended multimodal function. Adjacent land uses and available right-of-way width also influence which elements are included in a specific segment.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. Low impact development (LID) standards may also be used throughout the City at the City's discretion.

#### FACILITY TYPES

Cross-section standards are provided for the following facilities:

- Major Arterials
- Minor Arterials
- Collectors
- Local Streets
- Low Impact Development (LID) Local Streets (similar modifications may be made to other streets regardless of classification)
- Shared-Use Paths and Trails
- Bicycle Facility Design Options



*Example of a Major Arterial - Boeckman Road looking west towards Boberg Road and 95th Avenue*



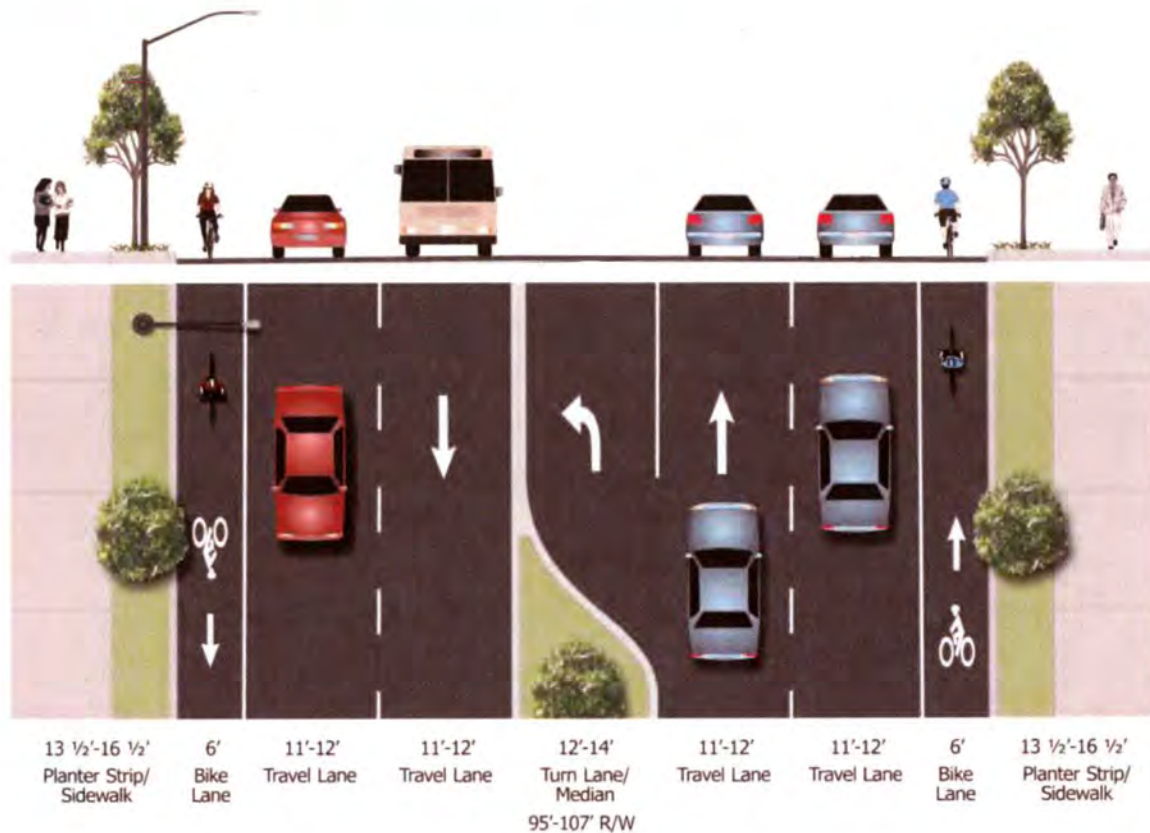
*Example of a Collector - Barber Street looking east near SMART Central at Wilsonville Station transit center*



*Example of a Local Street - Rogue Lane looking east near Memorial Park*



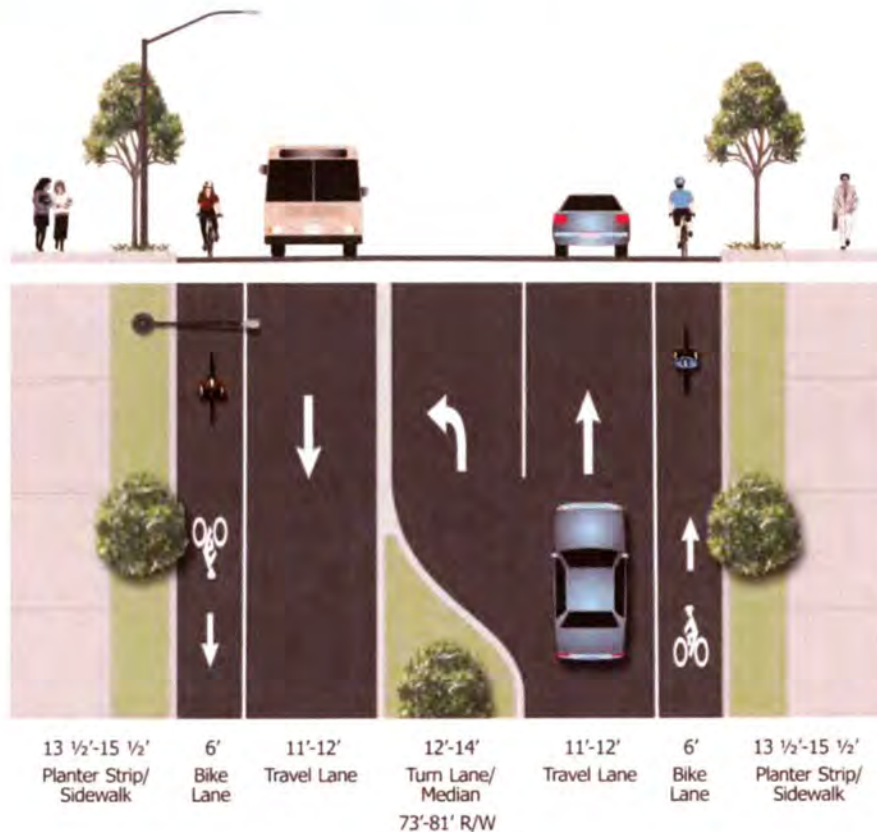
**FIGURE 3-6. MAJOR ARTERIAL CROSS-SECTION**



**Notes:**

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planter strip may be combined in commercial/retail areas for a total width of 13½ to 16½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½-foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on major arterials (especially freight routes).

FIGURE 3-7. MINOR ARTERIAL CROSS-SECTION

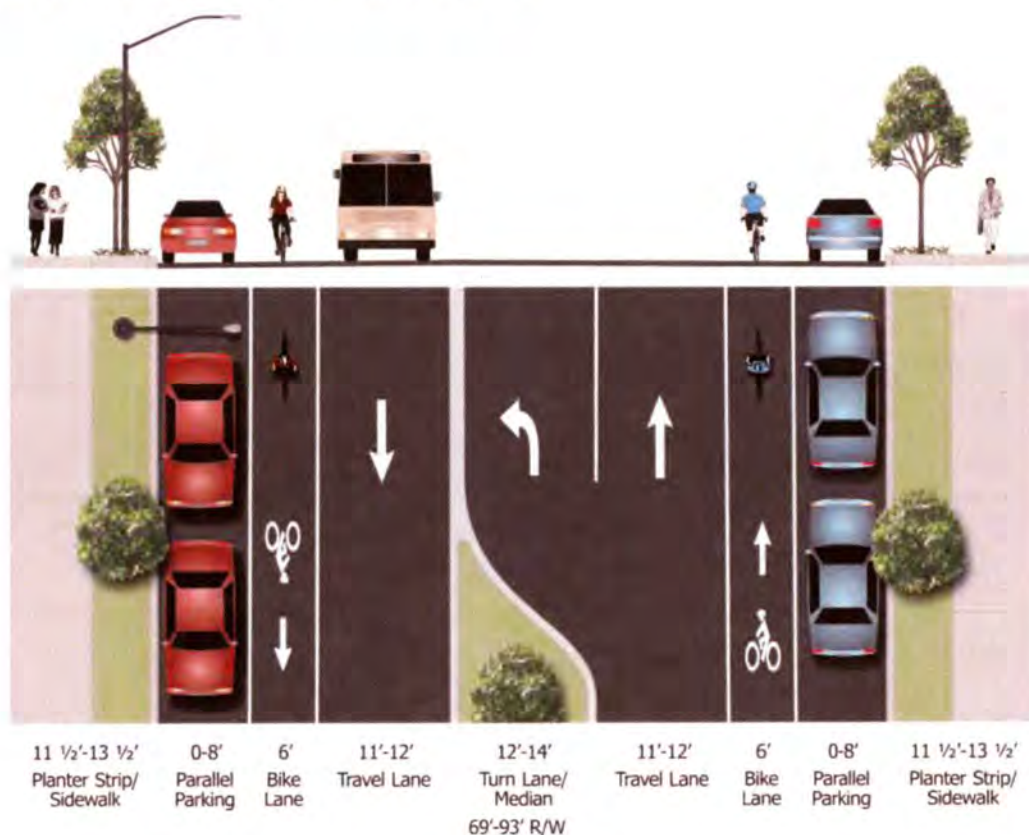


Notes:

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planter strip may be combined in commercial/retail areas for a total width of 13½ to 15½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½ foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on minor arterials (especially freight routes).



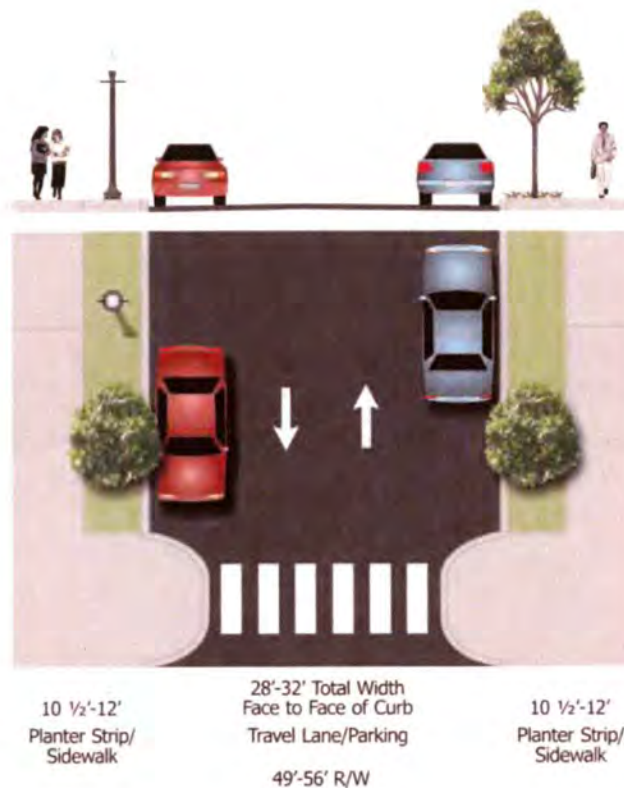
**FIGURE 3-8. COLLECTOR CROSS-SECTION**



**Notes:**

1. Collector right-of-way varies between 59 to 89 feet as determined by Community Development Director based on surrounding planned development of residential, commercial or industrial and need for on-street parking and/or turn lane/median.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 11½ to 13½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
4. Curb width of ½ foot is included in the sidewalk/planter strip width.
5. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
6. Travel lane and turn lane/median widths as determined by Community Development Director. Turn lane/median may be eliminated.
7. Striping and signage as required in the PW Standards.
8. On-street parking on one or both sides is allowed.
9. Transit stop locations to be determined by Transit Director.
10. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
11. New streets shall incorporate low impact development design as practicable.

FIGURE 3-9. LOCAL STREET CROSS-SECTION

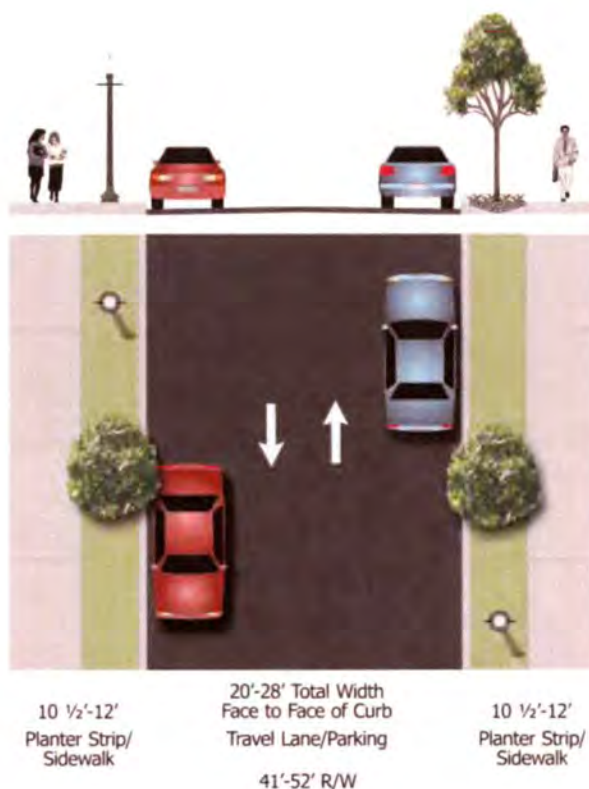


Notes:

1. Minimum right-of-way width of 47 feet (parking on one side) and 51 feet (parking on both sides). Providing parking on both sides is preferred unless constraints exist.
2. Minimum sidewalk width is 5 feet; minimum planter strip width is 5 feet.
3. Curb width of 1/2 foot is included in the planter strip width.
4. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
5. Street lights shall be located within the planter strip as required in the PW Standards.
6. No lane striping on street. Signage as required.
7. New streets shall incorporate low impact development design as practicable.



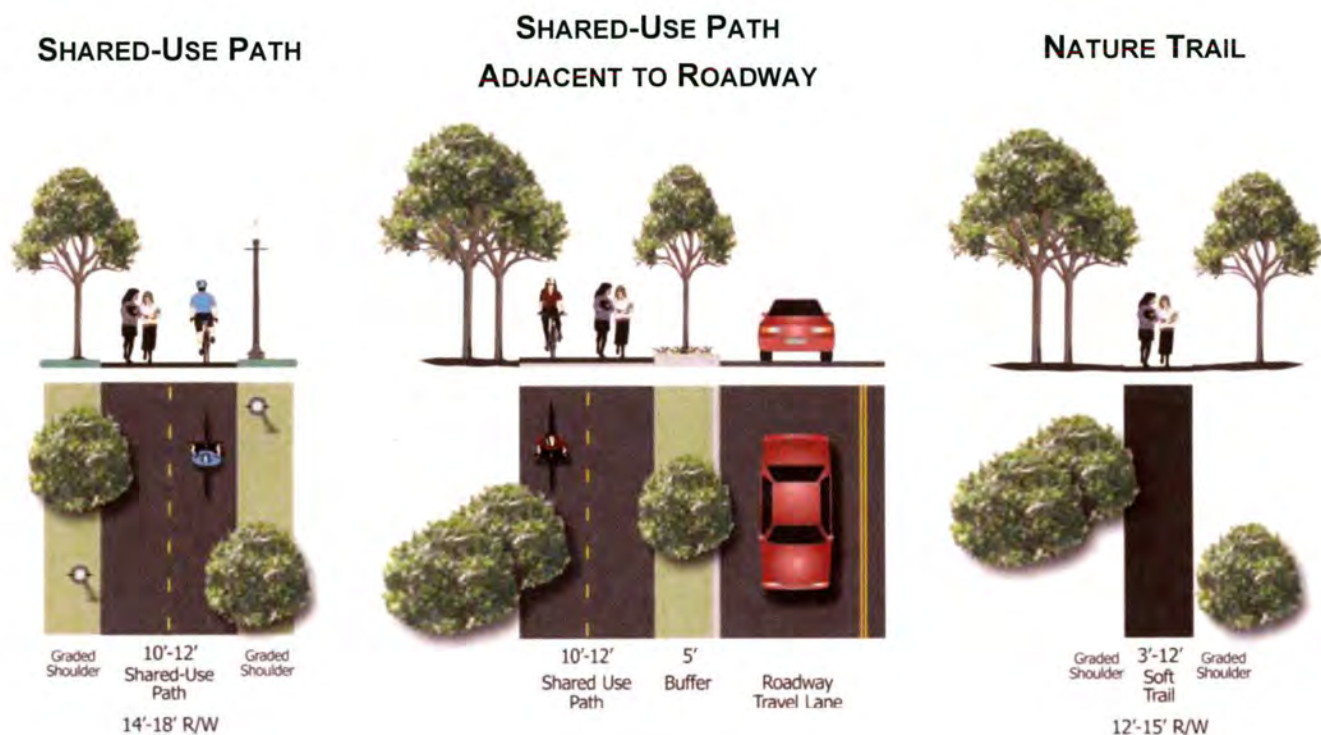
**FIGURE 3-10. LOW IMPACT DEVELOPMENT (LID) LOCAL STREET CROSS-SECTION**



**Notes:**

1. LID streets located as approved by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director.
3. Minimum landscape width of 6½ feet where a water quality swale is proposed.
4. Curb width of ½ foot is included in the planter strip width.
5. Stormwater control as required in the PW Standards.
6. Use of pervious surfaces as determined by Community Development Director.
7. Narrower streets as approved by Community Development Director and as permitted in the PW Standards.
8. 28-foot curb-to-curb street is intended to allow on-street parking on both sides.
9. 24-foot curb-to-curb street is intended to allow on-street parking on one side.
10. 20-foot curb-to-curb street would not allow on-street parking on either side.

FIGURE 3-11. SHARED-USE PATH AND TRAIL CROSS-SECTIONS



Notes:

1. Trail types and widths as approved by Community Development Director.
2. Typical cross section of shared-use path is 12 feet wide with 2-foot-wide compacted crushed stone shoulders.
3. Vertical separation between shared-use path and roadway may be used instead of 5' buffer as approved by Community Development Director.
4. Cross-section standards identified in the Ice Age Tonquin Trail Master Plan are required along the Ice Age Tonquin Trail.
5. Additional design standards are available in the Bicycle and Pedestrian Master Plan.



**FIGURE 3-12. BICYCLE FACILITY DESIGN OPTIONS**

### BUFFERED BIKE LANES AND CYCLE TRACKS

Buffered bike lanes (buffer between travel lane and bike lane) and cycle tracks (parking and/or other buffer between travel lane and one- or two-way bike facility) are two alternate bicycle facility options that are gaining popularity throughout the United States and have been implemented in other parts of the Portland Metro area. Therefore, the design options shown below have been provided to allow the City flexibility to consider these bicycle treatments on their Arterial and Collector streets in place of typical bike lanes.

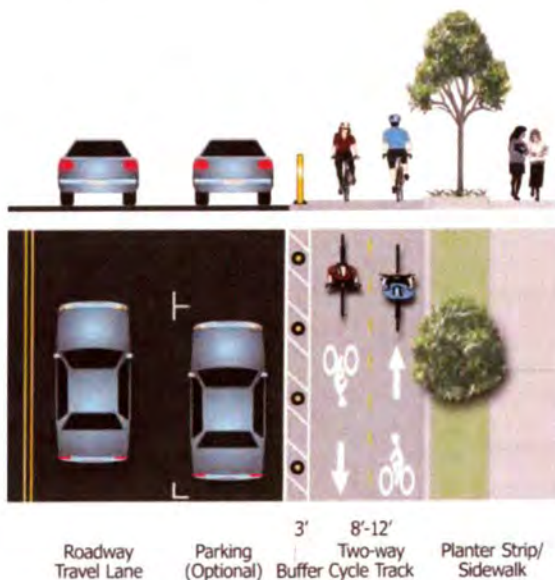


*One-Way Cycle Track on Cully Boulevard in Northeast Portland. Cycle tracks are typically protected from motor vehicle traffic by parked cars, raised curbs, or other physical buffers.*

### BUFFERED BIKE LANE OR ONE-WAY CYCLE TRACK



### TWO-WAY CYCLE TRACK



**Notes:**

1. Design option locations, widths, separation buffer features, and adjacent parking as approved by Community Development Director.
2. Additional design guidance can be obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide



## ACCESS MANAGEMENT

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city's transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2 lists the City's access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between Parkway Avenue and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.



*Looking east to the I-5/Wilsonville Road interchange. Interchange areas have the most restrictive access spacing standards to ensure safety and mobility.*

## ACCESS MANAGEMENT STRATEGIES

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City's access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or restricting turn movements to right-in/right-out.

**Table 3-2. Access Spacing Standards**

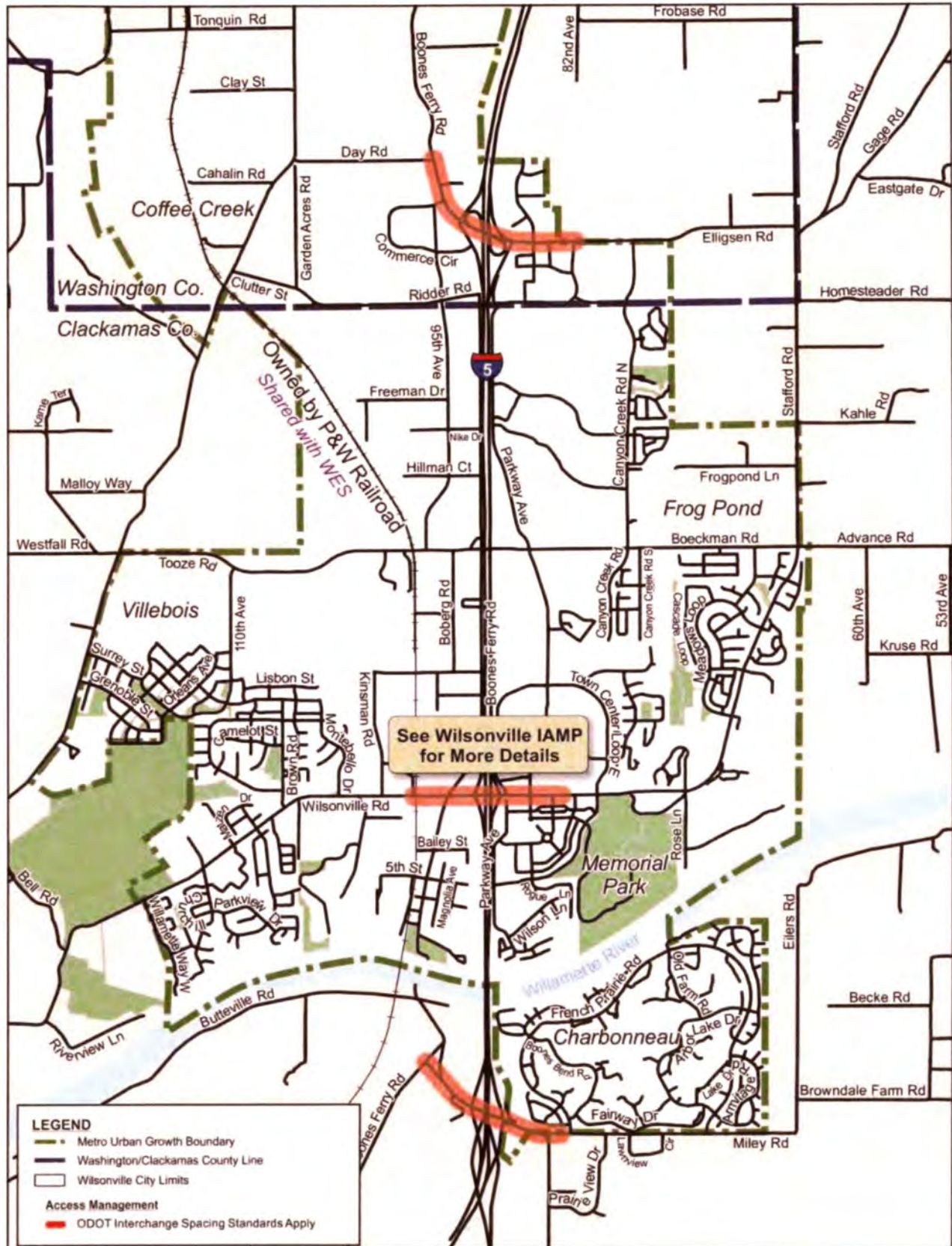
Functional Classification	Access Spacing Standards <sup>a</sup>	
	Desired <sup>b</sup>	Minimum
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

<sup>a</sup> Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

<sup>b</sup> Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.



**FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS**







*A colorful row of street trees along Wilsonville Road near Boones Ferry Primary School during a fall day. Street trees can provide both aesthetic and safety benefits. They improve the walking environment by creating a pleasing buffer between the motor vehicle and pedestrian facilities. They also provide visual cues to drivers that can result in reduced traffic speeds.*

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*“The City needs to have a Transportation System Plan to make sure we are prepared for how we get around the city in the future. This includes automobiles, freight, bikes, and pedestrians.”*

*Nancy Kraushaar  
Community Development Director*

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# The Needs

## Chapter 4



As a growing community, Wilsonville faces the challenge of addressing new and ongoing transportation system needs. These needs are categorized as either gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The City's transportation policies (see Chapter 2) and standards (see Chapter 3) serve as a framework for determining what gaps and deficiencies currently exist or are anticipated to arise through the 2035 horizon year as additional development occurs throughout the city and the region. The City's transportation improvement projects (see Chapter 5) and programs (see Chapter 6) address these needs and ensure Wilsonville's continued growth and prosperity.

### GAPS AND DEFICIENCIES

- **System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).
- **System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

*Wilsonville's transportation needs include . . .*

- *Gaps (missing connections or barriers)*
- *Deficiencies (shortcomings)*

*These needs will be addressed by . . .*

- *Improvement projects (Chapter 5)*
- *Programs (Chapter 6)*



Header Photo Source: OBEC

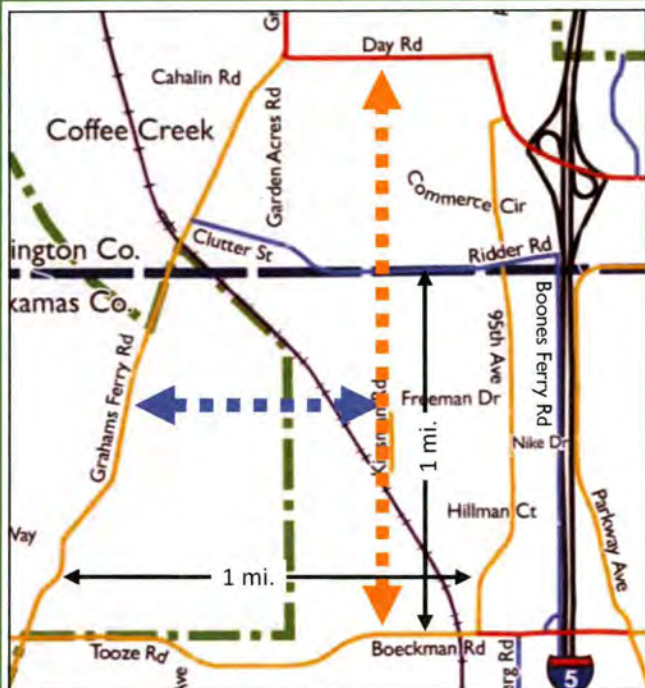


## MULTIMODAL CONNECTIVITY GAPS

Providing a well connected transportation system is one of the City's goals. In order to ensure this goal is achieved, the City has developed facility spacing standards to provide direct routes and travel options

for system users. Based on the street connectivity guidelines set forth in Chapter 3, there are system gaps in each of the city's four quadrants. However, there are also constraints and barriers that may make some connections infeasible.

### Northwest Quadrant Connectivity



Two connectivity gaps exist in this quadrant:

- A north-south gap exists between Day Road and Boeckman Road that increases congestion at the 95th Avenue/Elligsen Road intersection and the nearby I-5 interchange.
- An east-west gap exists between 95th Avenue and Grahams Ferry Road.

**North/south Minor Arterial and east/west Collector** would be needed as future development occurs to fill these gaps, provide additional travel options, and allow access to future development. However, these roads will be difficult to construct due to the P&W railroad track and Metro green space in this quadrant that are barriers. The new north/south roadway should be considered after 95th Avenue between Boeckman Road and Ridder Road no longer sufficiently serves this function.

### Northeast Quadrant Connectivity



There is a gap in the east west connectivity between Elligsen Road and Boeckman Road.

**An east/west Collector** from Parkway Avenue to Stafford Road would be needed to fill this gap. The City currently owns partial right-of-way along the west end of Wiedemann Road, which is a single-lane gravel road that runs east/west for a short distance east of Parkway Avenue.

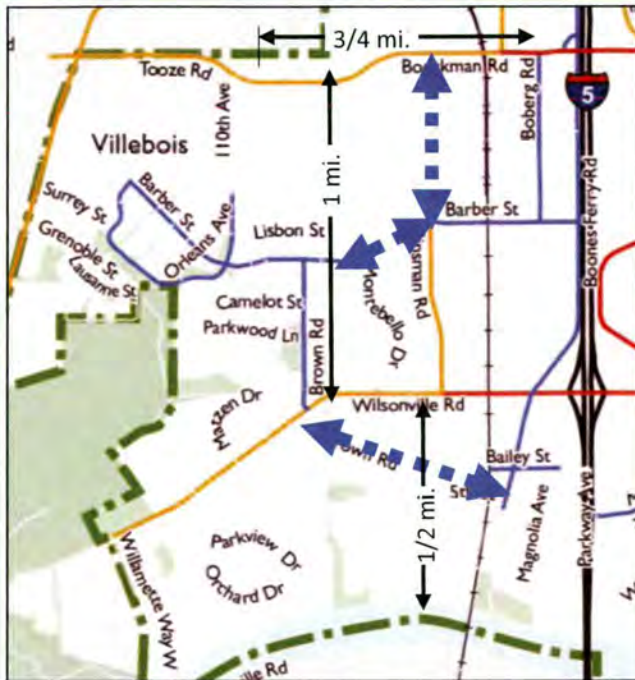
The following legend applies to each of the four quadrant images.

#### LEGEND

Functional Classification	New Connection Needed
<span style="color: red;">—</span> Major Arterial	<span style="color: orange;">—</span> Minor Arterial
<span style="color: yellow;">—</span> Minor Arterial	<span style="color: blue;">—</span> Collector
<span style="color: blue;">—</span> Collector	
<span style="color: grey;">—</span> Local Street*	



### Southwest Quadrant Connectivity



There are several gaps in east-west and north-south connectivity as follows:

- North/south and east-west gap exists between Wilsonville Road and Boeckman Road and between the Villebois development and the WES station.
- An east-west gap exists between the Willamette River and Wilsonville Road.

**North/south Minor Arterial and east/west Collector (north of Wilsonville Road)** streets are needed to fill these gaps. The Barber Street and Kinsman Road extensions are currently in the design phase that would satisfy these needs.

**An east/west Collector (south of Wilsonville Road)** would be needed as development occurs to provide the necessary connectivity. This roadway would also provide a secondary access option to and from Old Town (that is needed today), and the likely connection options are either 5th Street or Bailey Street.

### Southeast Quadrant Connectivity



There are two existing gaps in this quadrant as follows:

- A north-south gap exists between Boeckman Road and Town Center Loop that leads to additional traffic on Parkway Avenue and Wilsonville Road.
- An east-west gap exists between Canyon Creek Road and Meadows Loop.

**North/south Minor Arterial** extension of Canyon Creek Road is needed as soon as funding is available and would provide the connection to Town Center Loop. A major portion of this connection has already been constructed by adjacent development.

**An east/west Collector** from Canyon Creek Road to Meadows Loop would provide the connectivity needed. However, there are topographical, environmental, and development constraints that make this connection difficult. An existing trail and bridge provide pedestrian and bicycle connectivity.



### CROSS-SECTION DEFICIENCIES

To ensure Wilsonville's roadways adequately serve all modes, the City has cross-section standards that guide roadway design based on the street's functional classification with the acknowledgement that design elements shall be matched with the adjacent land use to provide safe transportation choices for users. The functional classifications and cross-section standards include number of motor vehicle travel lanes, sidewalks on both sides of the street, planter strips, and curbs (see Chapter 3: The Standards). In addition, the higher classification roadways also include bicycle facilities.

Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are

missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.

Figure 4-1 shows which City roadways do not meet their applicable cross-section standards. In some instances, all that is needed are sidewalks for improved pedestrian connectivity. In other instances, roadways may need to be widened to include center turn lanes or bike lanes. Many of these roads are adjacent to rural areas and will be brought up to meet standards as adjacent parcels develop. Others will require standalone improvement projects. Depending on the situation, these roadway sections will require urban upgrades, sidewalk infill, or bike lane infill improvements.

*Freeman Drive between 95th Avenue and businesses lacks sidewalks on the south side.*



*Parkway Avenue near the Xerox campus is a Minor Arterial but does not include bike lanes. There is a sidewalk on the east side, but it ends at the boundary with the vacant parcel to the north.*



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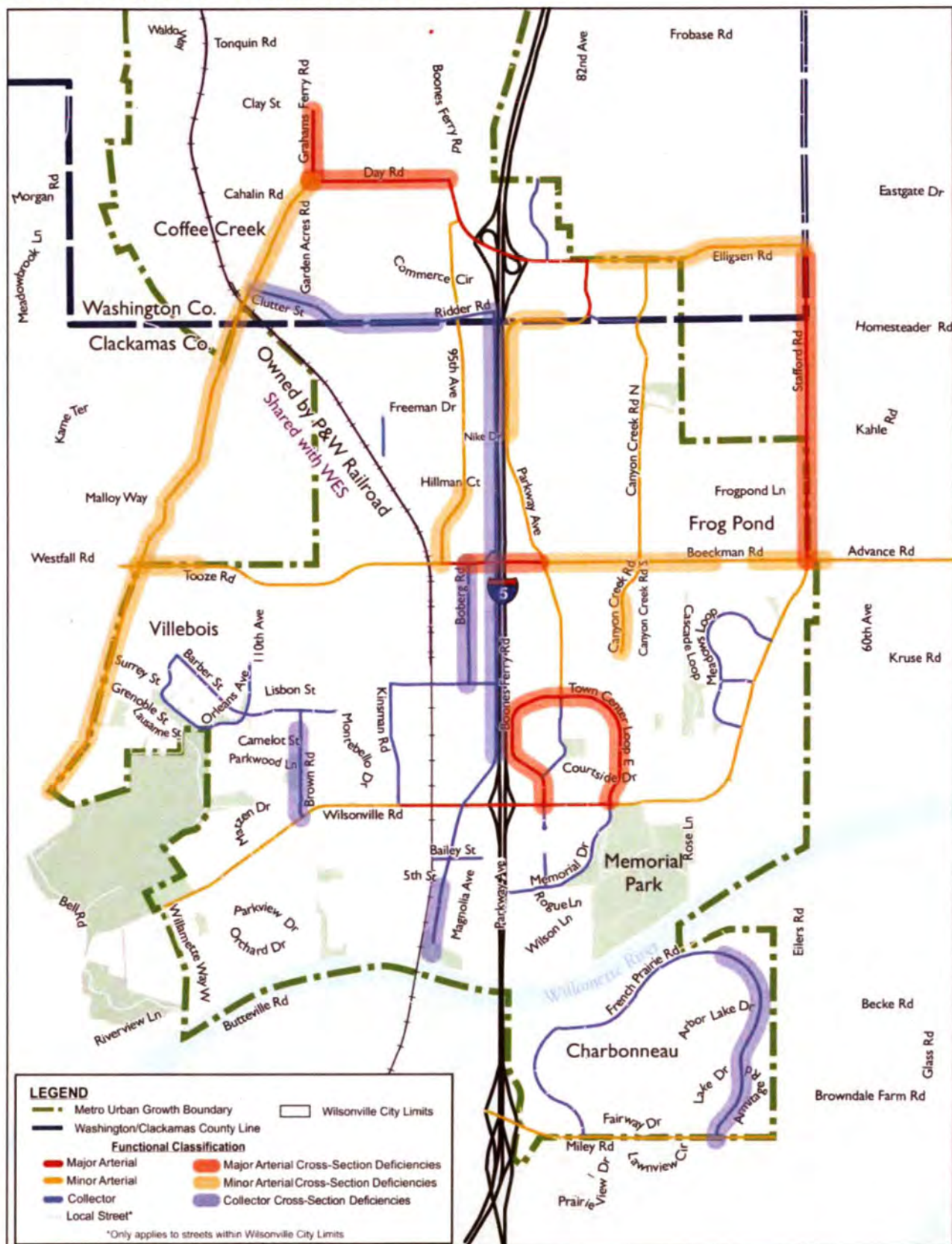
*"I-5 poses some challenges because it serves as a barrier in between the east and west sides of town. This puts a lot of pressure on the few existing connections that make it harder for people to walk between one place and another."*

*Katie Mangle  
Long Range Planning Manager*

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**FIGURE 4-1. ROADWAY CROSS-SECTION DEFICIENCIES**





### CAPACITY DEFICIENCIES

Capacity deficiencies for motor vehicles were identified throughout Wilsonville by evaluating traffic operations for a 2035 future scenario. The traffic forecasts were performed using a travel demand model based on Metro regional land use with the transportation network refined specifically for Wilsonville.

Due to the high level of detail, the Wilsonville travel demand model was able to more accurately represent local routing choices while also forecasting traffic pattern changes resulting from varying levels of congestion and delay expected for 2035. The model also assumed the completion of seven key roadway extensions (listed in the call-out box at right), as well as land use growth based on regional population and employment forecasts for the 2035 horizon year.

Figure 4-2 shows the 20 study intersections and five roadway segments that would not meet adopted mobility standards under the 2035 baseline scenario. These roadway capacity improvements would primarily be needed when the vacant land in their vicinity is developed.

The majority of the intersection and roadway deficiencies were identified in prior planning efforts and already included associated improvement projects. Therefore, many of the City's planned projects only required minor revisions, refinements, and prioritization adjustments. Along with minor changes to existing projects, a few new projects are also needed to meet the city's long term capacity needs.

### 2035 BASELINE ROADWAY EXTENSION ASSUMPTIONS

Various roadway extensions throughout the city satisfy critical connectivity needs and would be constructed as development occurs. To account for the resulting traffic patterns, the 2035 baseline capacity analysis assumed the completion of these projects:

- **Barber Street Extension** from Kinsman Road to Montebello Drive, connecting the WES Station to Villebois (Regional Transportation Plan Project 10153; design plans are currently in process)
- **Barber Street Extension** to Grahams Ferry Road (Key roadway in Villebois Master Plan Area)
- **Villebois Drive Extension** to Boeckman Road (Key roadway in Villebois Master Plan Area to replace existing 110th connection)
- **Kinsman Road Extension** from Barber Street to Boeckman Road (Regional Transportation Plan Project 10130; design plans are currently in process)
- **Kinsman Road Extension** from Ridder Road to Day Road (Regional Transportation Plan Project 10853; key roadway in Coffee Creek Master Plan Area)
- **Brown Road Extension** (Currently has partial preliminary design plans for two alternatives)
- **Canyon Creek Road Extension** to Town Center Loop East (Small segment remains to finish connection; eligible as one of final projects using East Side Urban Renewal funding)

These roadway improvements are included in Figure 4-2, which also shows with the 2035 capacity deficiencies.



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### FREIGHT-RELATED DEFICIENCIES

In the past, Wilsonville relied on county and Metro designated freight routes. As a major employment center and industry hub along Interstate-5 (I-5), the city and its freight community will benefit from adopting a local freight plan and freight routes. Wilsonville's residential areas will also benefit from designating freight routes that avoid neighborhoods. The community would also benefit from increased marine freight traffic on the Willamette River.

The plan is a result of outreach to identify the city roadways used by freight carriers, as well as the freight-related deficiencies and problem locations on these roadways. This outreach included distribution of surveys to the city's major freight carriers, and a meeting with the Allied Waste commercial and

#### FREIGHT CARRIER OUTREACH

Multiple freight carriers provided feedback on freight routes and deficiencies:

- Allied Waste Services of Wilsonville
- Coca-Cola Bottling of Oregon
- Eaton Corporation
- FLIR Systems, Inc.
- Mentor Graphics Corp
- OrePac Building Products
- Owens & Minor Distribution Inc
- Parker Johnstone's Wilsonville Honda
- Rite Aid Distribution Center
- Rockwell Collins Head-Up Guidance Systems
- SYSCO Food Services of Portland
- Tyco Electronics Medical Products/Precision Interconnect Corp.
- US Crane & Hoist, Inc.
- Vision Plastics, Inc.
- Wilsonville Concrete
- Wilsonville Toyota
- Xerox Corporation

residential drivers, who service the entire city and have a particularly extensive understanding of the city's freight needs.

Figure 4-3 identifies the key gaps and deficiencies that were identified based on the feedback received. It also identifies the streets where freight vehicles are present, though not all of these should become designated freight routes.

The following feedback, which is more general in nature, was also provided by the freight carriers:

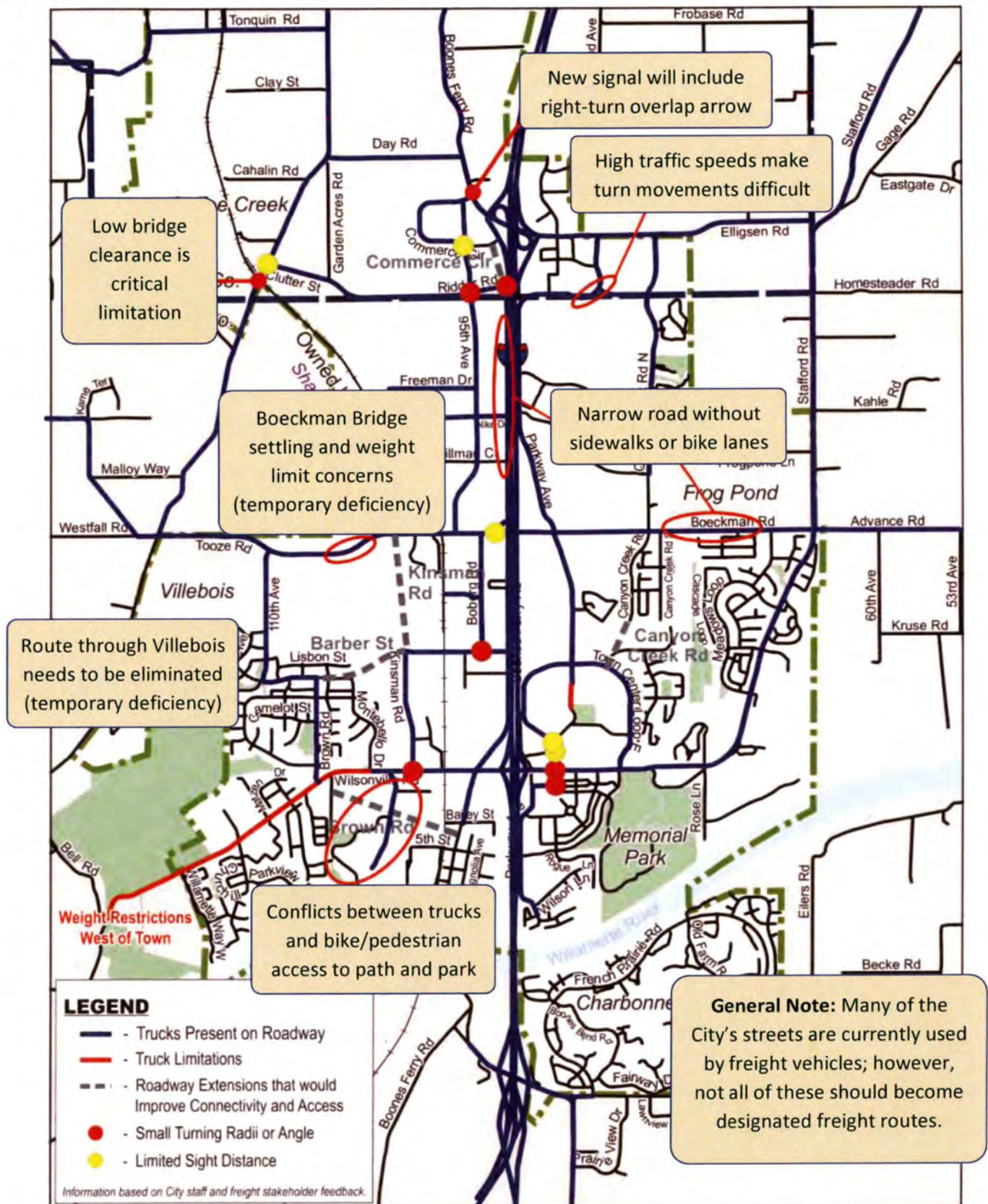
- Flashing yellow left-turn arrows at traffic signals are the preferable design treatment for protective/permissive phasing.
- Where possible, it is important to separate trucks from pedestrians and bicycles (especially on roadways and at tight intersection corners).
- There are inconsistent speeds on similar functioning roadways (for example, Boones Ferry Road versus Parkway Avenue).
- Trucks block traffic when they must wait off-site to access busy on-site loading docks.
- Improved loading areas and site access at retail establishments would aid delivery.
- There are limited direct routes for freight that exist between north and south Wilsonville.



*Roadway congestion and queuing on Elligsen Road leads to increased delay to freight movement.*



**FIGURE 4-3. FREIGHT-RELATED DEFICIENCIES**





### BICYCLE AND PEDESTRIAN NEEDS

Bicycle and pedestrian facilities support complete community connectivity and opportunities for work, play, shopping, and exercise. They also help reduce traffic congestion, vehicle-miles traveled, and greenhouse gas emissions, while increasing the vibrancy and connectedness of communities and improving the health of city residents.

Figure 4-4 shows the major bicycle and pedestrian gaps and deficiencies in Wilsonville. These needs are due to the various barriers in the system relating to natural areas, topography, and existing development.

There is also a need for improved street cleaning and related maintenance to remove debris from the I-5 interchange areas on Wilsonville Road and Elligsen Road, which are under ODOT jurisdiction. These facilities serve as primary connections over the city's



*The lack of continuous bike lanes on Brown Road north of Wilsonville Road requires cyclists to use the travel lane.*

### SAFE ROUTES TO SCHOOL

Additional bicycle and pedestrian gaps and deficiencies were identified as part of the Safe Routes to School assessment that the City performed in collaboration with the West Linn-Wilsonville School District and each of the city's primary and middle school. These needs are identified in Chapter 6: The Programs.

two most significant barriers (i.e., Interstate-5 and the Willamette River).

Another pedestrian and bicycle need that affects Wilsonville is regional access to the nearby communities. The Ice Age Tonquin Trail and Boones Ferry Road improvements north of Day Road are two examples of facilities that will provide regional connectivity. In addition, Clackamas County has identified the need to provide bicycle facilities on Stafford Road and 65th Avenue to the north and east of Wilsonville. A connection to the south over the Willamette River is also a critical need to link to Charbonneau and the Willamette River Heritage Area (including Champoege State Park and the Willamette Valley Scenic Bikeway).

To further enhance regional connectivity, the City should continue to coordinate with Clackamas County and Washington County to ensure that bicycle and pedestrian improvements on county roadways are identified in their county TSP updates and that these facilities connect to the city's bicycle and pedestrian systems.

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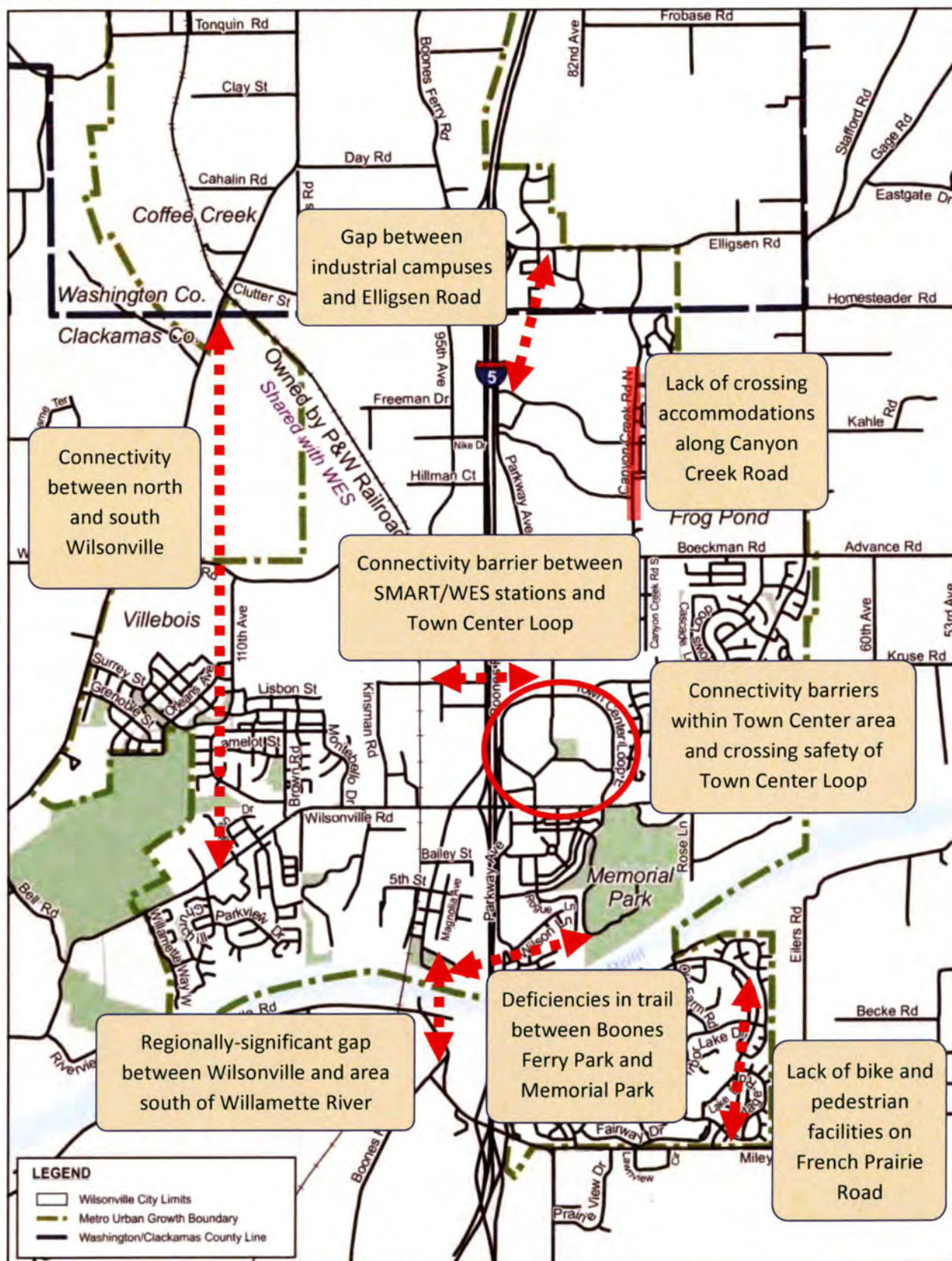
*"Right now there are many gaps where sidewalks end or cross into areas where there are no receiving facilities for them. So, the transportation system plan is looking at those gaps and will be trying to fill them."*

*Al Levit  
Planning Commission*

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**FIGURE 4-4. MAJOR BICYCLE AND PEDESTRIAN NEEDS**





### TRANSIT NEEDS

Wilsonville is unique among the cities within the Portland Metro area because it has its own transit system. While the rest of Metro is served by TriMet, Wilsonville has been operating South Metro Area Regional Transit (SMART) since it withdrew from TriMet's service district in 1988.

A locally run transit system provides many benefits for Wilsonville's residents and employees. Because it is not dependent upon another agency, SMART is able to determine its own bus routes, frequencies, and fares. It currently provides fare-free service within Wilsonville and supports other programs unique to Wilsonville, such as the SMART Options program. SMART is financially supported by payroll taxes from its strong employment base.

SMART also experiences various challenges, including six key transit needs:

- **Regional Transit Connections** are important for SMART due to Wilsonville's central location between two metropolitan areas (Portland Metro and Salem-Keizer) and its large employment base. While it has existing connections to TriMet (Portland Metro) and Cherriots (Salem-Keizer), these connections should be improved as opportunities arise. For example, expanded service hours and express service to downtown Portland would benefit a larger population of employees and residents of Wilsonville.
- **Service Coverage and Bus Frequency** require ongoing adjustments as demand and resources change. SMART should provide transit service within 1/4-mile of land uses throughout the city. Currently, there are only a few areas that do not fall within the 1/4-mile coverage radius, including Wilson Lane on the east, Willamette Way and Orchard Drive on the west, and the majority of Charbonneau. SMART will need to be responsive

to the desires of the public and all affected neighbors before providing or removing service from a given neighborhood. SMART will also need to expand its service as new development occurs in the areas of Coffee Creek, Villebois, and Frog Pond. To expand coverage and service, SMART may require additional buses.

- **Pedestrian and Bicycle Access to Transit** can help improve transit service by providing safe and convenient connections at either end of transit trips. Pedestrian and bicycle networks that provide access to transit stops and good connectivity to all destinations throughout the city are important. They encourage increased use of transit, walking, and bicycling, which are

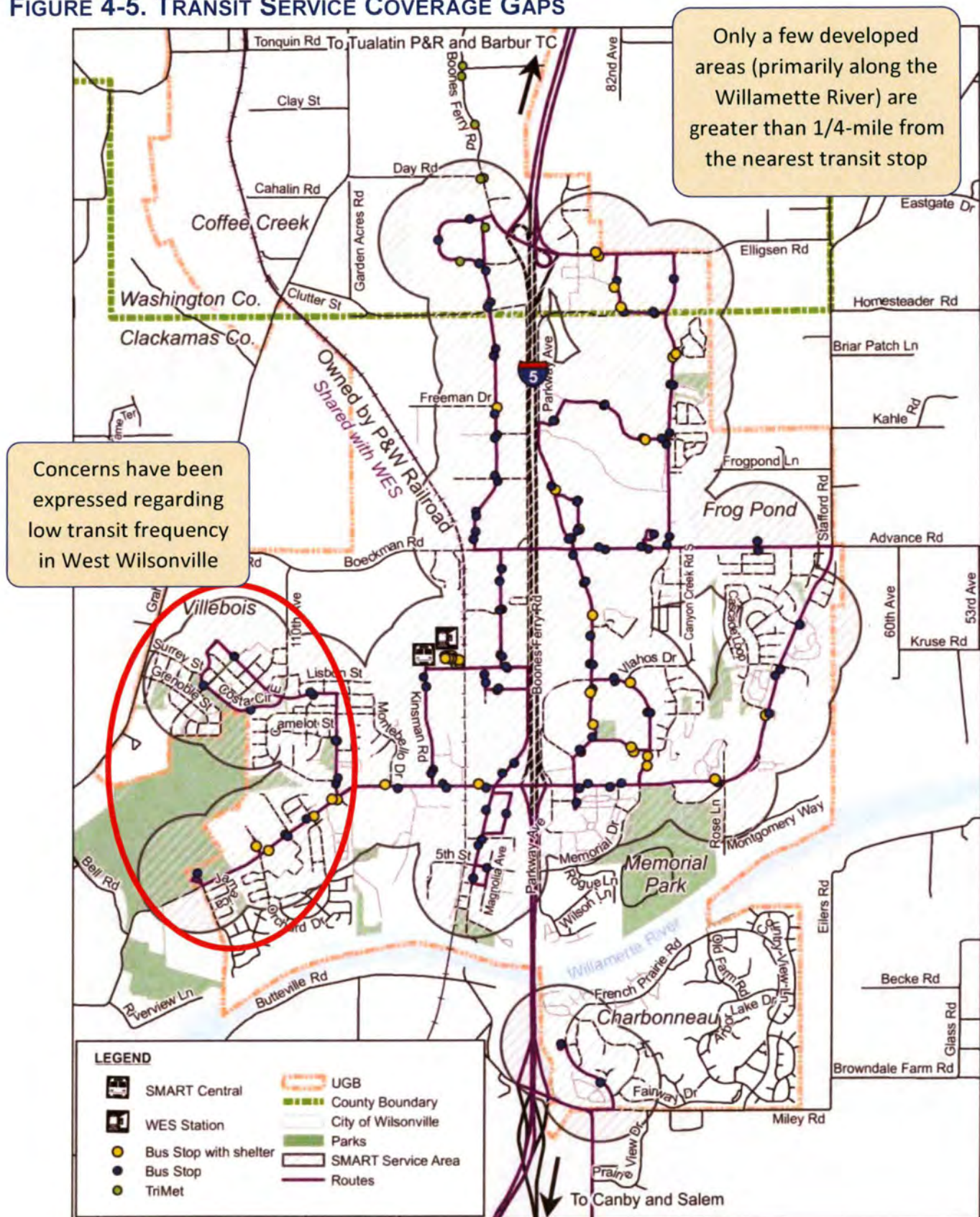
### RECENT TRANSIT IMPROVEMENTS

Since the prior 2008 Transit Master Plan was adopted, three major transit system improvements have been implemented that provide a backbone to the city's transit service:

- **SMART Central at Wilsonville Station** was constructed to act as SMART's main transportation hub and includes a 400 space park and ride lot, twelve bus bays, a new facility with an operator break room and public restrooms, shelters, and a clock tower with security cameras.
- **TriMet's Westside Express Service (WES) Commuter Rail** service began operating out of its new station located adjacent to the SMART Central at Wilsonville Station transit center.
- **SMART Bus Routes** changed to coordinate with WES train departures and arrivals.
- **SMART Operations Center** was built to house fleet and operations facilities, including administration offices, maintenance bays, and a bus parking area.



**FIGURE 4-5. TRANSIT SERVICE COVERAGE GAPS**





complementary travel modes and often used as part of the same trip. Some of the most important locations for access improvements include the Town Center Loop area and the Barber Street connection between Villebois Village and the SMART Central transit center. Other needs throughout the city should be addressed on an ongoing basis.

- **New Buses** are needed for SMART to maintain a quality transit fleet. Many of its buses are aging and require a greater amount of maintenance to keep them in operation. SMART can lower the amount of its budget that it spends on maintenance costs by replacing these buses. Additional buses will also be needed as growth occurs throughout the city. When possible, new buses should use alternative fuels, such as compressed natural gas. This will help SMART to reduce fuel costs and help meet regional and statewide goals for reducing greenhouse gas emissions.
- **Development Review** should address transit needs to ensure that transit users are accommodated as new development occurs in the city. SMART should be involved in the development review process to ensure that existing transit stops are improved and new stops, amenities or routes are provided as needed. In addition, when a new employment or commercial development occurs near a major transit stop, it should locate its building close to the transit stop.
- **Rider Education and Outreach** are ongoing needs that support and encourage transit ridership. One particular area where improvement is needed is adapting to new technology. This includes passenger access to 'real time' transit data and improved on-board amenities. Rider safety education is also an ongoing need.

### ENVIRONMENTAL JUSTICE

As stated by the Environmental Protection Agency, "Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" (U.S. EPA, Environmental Justice, Compliance and Enforcement, Website, 2007).

Within the context of the TSP, Environmental Justice is an effort to identify underserved and vulnerable populations so the City can improve transportation services while reduce future inequalities. Two areas of particular need are Charbonneau (due to the higher proportion of elderly residents) and a small area on the southern edge of Villebois (due to lower income housing).

### SAFETY NEEDS

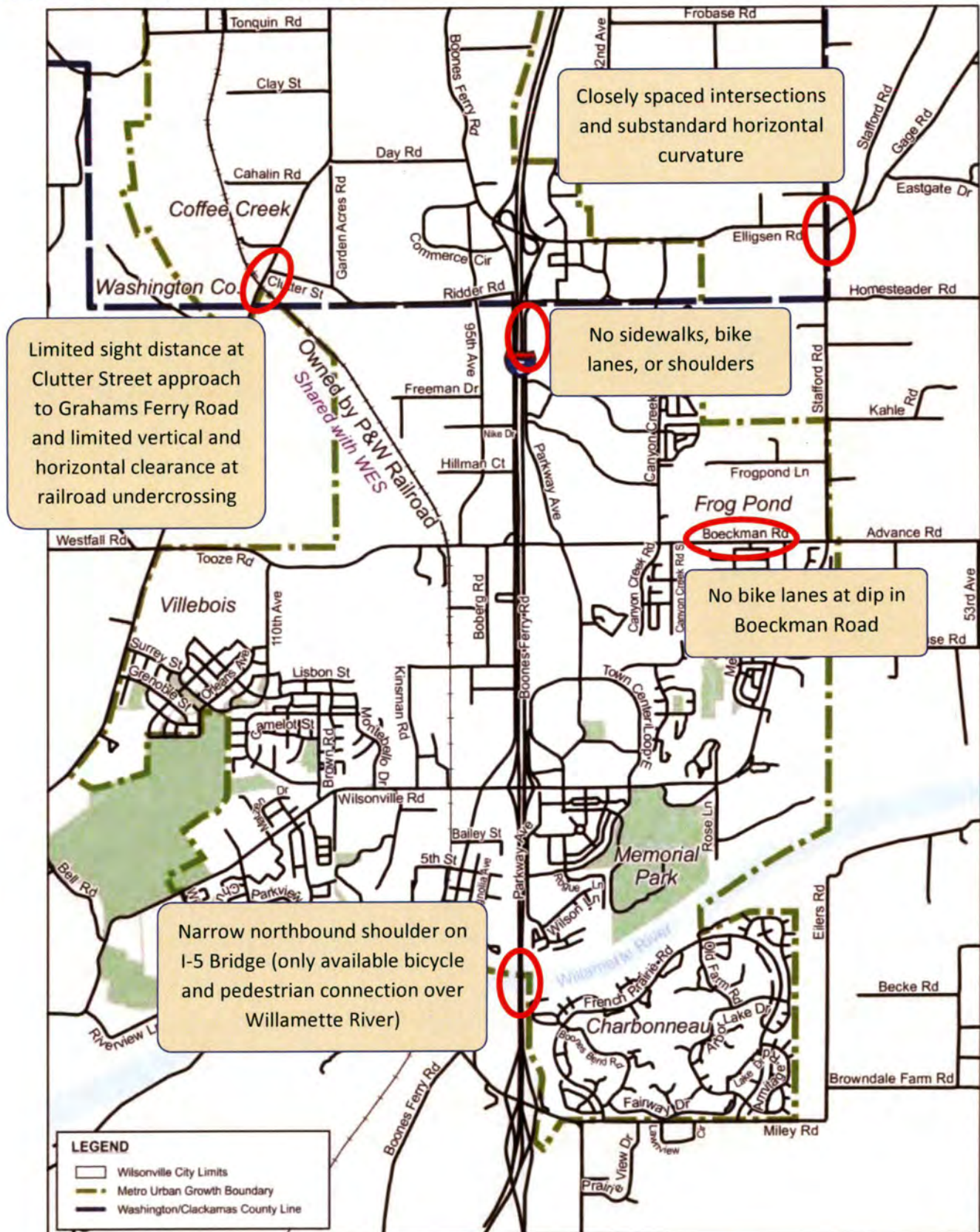
While there are no high-collision locations within Wilsonville, various safety-related deficiencies exist. Figure 4-6 shows five primary locations where there are existing safety concerns. Topography, roadway curvature, and nearby barriers (including I-5 and the railroad track) are key contributors.



*The railroad bridge over Grahams Ferry Road has limited horizontal and vertical clearance. This creates a safety hazard, particularly for bicyclists, pedestrians, and freight traffic.*



**FIGURE 4-6. SAFETY DEFICIENCIES**





### RAIL NEEDS

The primary rail-related deficiency in Wilsonville is the limited vertical and horizontal clearance that the railroad bridge over Grahams Ferry Road causes for trucks. This is also a safety deficiency.

ODOT Rail has a policy of not granting new at-grade crossings. Crossings may be relocated (i.e., a new one is provided but only if an old one is removed). Therefore, railroad tracks can pose a significant barrier to the transportation system due to the high cost of grade separated crossings. The primary location in Wilsonville where the railroad contributes to a roadway system gap is the potential Kinsman Road extension in the northwest quadrant (see the prior Multimodal Connectivity Gaps discussion in this chapter).

Another future item that may affect Wilsonville is that ODOT Rail is studying the feasibility of improving intercity rail service between Eugene and Portland (with the potential for developing a high-speed rail line). Portland and Western's Oregon Electric rail



*Portland and Western's Oregon Electric rail line runs north/south through Wilsonville and serves as an important freight and commuter rail corridor. However, it also creates a barrier to travel for other modes due to limited crossing locations.*

line, which runs through Wilsonville, is one of the existing rail alignments being studied. Depending on the outcome of this study, there may be additional passenger rail trains traveling through Wilsonville that would increase gate down time and rail related congestion for all modes of travel.

### AIR NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing the Aurora Airport. However, the City, concerned citizens, and local businesses have participated in the Oregon Department of Aviation's (ODA) development of an updated Master Plan for the airport. The City acknowledges the adoption of the Master Plan by ODA and will continue to monitor planned improvements at the airport and coordinate with ODA and Marion County, who have jurisdictional responsibilities.

The City also has two, potentially conflicting interests that must be balanced related to the airport. These include noise sensitivity for city residents and the reliance local businesses have on the airport for corporate travel.

### WATER NEEDS

The City of Wilsonville has no direct jurisdictional control or responsibility for managing activities on the Willamette River. However, it supports efforts by Corps of Engineers to maintain the following two activities, which are essential for the river to function over time as a viable transportation facility:

- Periodic dredging to maintain channel depth to support applicable river traffic
- Maintenance of the Locks at Oregon City

### PIPELINE SYSTEM

A high-pressure natural gas mainline pipe exists in the vicinity of the Interstate-5 corridor. The location of this pipeline may impact a project's feasibility or limit available improvement options in its vicinity.



## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS NEEDS

Transportation System Management and Operations (TSMO) improvements include integrated operations solutions that incorporate advanced technologies.

Due to the regional significance of TSMO improvements, Clackamas County and Metro have prepared their own plans. Some key needs include:

- **Arterial Corridor Management** for Boones Ferry Road, Elligsen Road, 65<sup>th</sup> Avenue, Wilsonville Road, and Stafford Road to improve reliability and traveler information along the corridors. Arterial Corridor Management includes installing fiber optic cable to allow communication with the ODOT/County Transportation Management and Operations Center as well as other intelligent transportation devices such as variable message signs, CCTV cameras, traveler information and adaptive traffic signal systems.
- **Transportation Demand Management (TDM)** by supporting the SMART Options Program, which works with Wilsonville area employers and residents to promote transit and other transportation options that reduce traffic congestion, such as carpool, vanpool, bike, walk, and telecommute.
- **Regional Fiber Network Connections** between Wilsonville's traffic signals and Clackamas County's fiber network (Clackamas County currently maintains and operates the City's traffic signals on its behalf).

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*"We have a new beautiful interchange with much more capacity, but we don't want to use up the capacity just to get from one side of town to the other."*

*Ben Altman, Chair  
Planning Commission*

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- **Adaptive Signal Timing** and associated video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East.
- **Closed Circuit Television Cameras** at the key locations along Wilsonville Road and I-5.
- **Video Monitoring Cameras and Vehicle Detection Equipment** (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road.
- **Railroad Crossing Alert System** at Portland and Western at-grade railroad crossings.

### RECENT TSMO PROJECTS

Through a collaborative effort by Wilsonville, Clackamas County, and ODOT, the following TSMO projects have already been implemented:

- **Wilsonville Road Traffic Signal Communications** were improved as part of the Wilsonville Road Interchange Improvements to help manage traffic operations.
- **I-5 Interchange Area CCTV Cameras** were installed by ODOT and linked to the ODOT Trip Check website to provide real time information to drivers traveling within and through Wilsonville.
- **Discover Wilsonville** was a one-year program to make sure every Wilsonville resident has all the information they need to use whatever travel options interest them.
- **Sunday Streets** was a special event focusing on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with physical activities, fun and interactive entertainment, music, and food.



### ALTERNATIVE FUEL NEEDS

Within Wilsonville and throughout the Portland Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). These vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it will use for its bus fleet.

The City could consider identifying various electrical vehicle stations at strategic locations that serve both residential and business users. Level II charging stations (input voltage of 240 volts, which requires two to four hours for charging) already exist at City Hall (2 stations) and the Fred Meyer parking lot (2 stations). Additional locations that may be considered for Level II charging stations are the SMART Central transit center and Town Center Loop.

The City of Wilsonville could also take advantage of its location at the southern tip of the Portland Metropolitan area to install (or coordinate with a willing business to install) a Level III (480 volt) fast charging station, which require only 20 to 40 minutes to complete the charge. An ideal location would be near one of the I-5 interchanges.

Another option to be ready for the transition to electric transportation would be to include provisions in residential, commercial, and industrial building codes for supporting the required infrastructure. It would be less expensive to require new buildings and parking lots to have the required electrical wiring and outlets to support future electric vehicle charging stations than it would be to retrofit older buildings and parking lots. By taking this preliminary step in preparing its infrastructure, a smoother transition could be made to alternative fuels for vehicles.



*Electric vehicle charging stations, such as those located at Fred Meyer (shown above) and Wilsonville City Hall (shown below), allow patrons, employees, and visitors to charge their vehicles while working, shopping, and visiting Wilsonville.*





# The Projects

## Chapter 5



Wilsonville is responsible for managing an efficient and effective transportation system that supports the quality of life of its residents and the economic vitality of its businesses. This is no easy task, but the City can succeed by implementing programs and projects that provide three primary benefits:

- Reduce rush hour traffic
- Improve operations and safety
- Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville should be engaged in these three activities simultaneously through a balanced effort of programs and projects to receive the greatest value from its infrastructure expenditures. This balanced approach can also guard against over-building roadway capacity.

The list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Constructing all of the identified transportation solutions would cost approximately \$218.2 million, which exceeds \$123.4 million, which is forecasted to be available through 2035 from both City and other funding sources. Therefore, Wilsonville must choose how to invest its limited resources to provide the greatest benefit to Wilsonville residents and businesses. The highest priority solutions to meet the most important transportation system needs are included in the “Higher Priority” project list, while all other projects are included in the “Planned” project list.

*Wilsonville will . . .*

- *Improve system efficiency,*
- *Reduce congestion, and*
- *Save money*

*By implementing programs and projects that . . .*

1. *Reduce rush hour traffic,*
2. *Improve operations and safety, and*
3. *Make strategic investments in new and expanded facilities to serve all modes*





## SYSTEM IMPROVEMENT PRIORITIES

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see Chapter 1: The Context). The City's prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon.

Because transportation funding is limited, Wilsonville recognizes the importance of being fiscally responsible in managing and improving its transportation system. The diagram at right illustrates cost-effective steps and associated solution areas to resolving transportation needs by following a multimodal, network-wide approach. These five steps were considered from top to bottom when evaluating Wilsonville's transportation projects:

- **Manage** the performance of congested locations with strategies that reduce traffic conflicts, increase safety, and encourage more efficient usage of the transportation system. Intersection operational improvements are considered to fall under this category.
- **Reduce** the driving demand at congested locations by ensuring safe and available walking, biking, and transit options.
- **Revisit** land use decisions and congestion thresholds to support shorter driving trips or modified travel decisions.
- **Extend** streets to increase connectivity and create parallel routes that reduce the driving demand on congested facilities.
- **Expand** existing streets or intersections to increase the driving capacity of congested facilities.

## COST-EFFECTIVE STEPS TO RESOLVING TRANSPORTATION NEEDS

Consider these steps from top to bottom until a viable solution is identified:

FIGURE 5-1. IMPROVEMENT PRIORITIES



*"We want to create a transportation system that has multiple choices . . . That way we are not heavily reliant on the car, which will still stay a key element to the system. But we want to make sure we are providing options for bicycles, pedestrians, and transit."*

*Ben Altman, Chair  
Planning Commission*



## PRIORITIZED SOLUTION AREAS

As illustrated in Figure 5-1, the City can best manage its transportation system by having plans, programs, and/or projects that address each of the following solution areas:

1. **Transportation System Management and Operations (TSMO)** strategies that improve the safety and efficiency of the current system, including Transportation Demand Management (TDM)
2. **Bicycle, Pedestrian, and Transit** system improvements that target key system gaps and safely accommodate all transportation users
3. **Land Use and Development Strategies** that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. **Connectivity** improvements that include motor vehicle, pedestrian, bicycle, and transit facilities to provide more direct routes for all transportation users between neighborhoods, schools, parks, and retail/industrial areas
5. **Motor Vehicle Capacity** improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

General preference should be given to those listed first, but only to the degree to which they are more cost-effective at supporting the City's vision and goals (i.e., a transportation system that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, and promotes livability). Many of the City's projects include elements that address multiple solutions.

## PROJECT EVALUATION PROCESS

Wilsonville's transportation improvement projects were also evaluated and prioritized to help select which projects to include in the Higher Priority project list. Many projects had been evaluated and prioritized in recently adopted mode-specific transportation plans. As a result, the TSP evaluation process varied for the different modes:

- **Motor Vehicle Projects:** The projects were ranked according to a point-based technical scoring methodology using evaluation criteria consistent with the City's transportation goals. This allowed for a consistent method to understand how well the projects would meet the City's transportation goals and policies. In addition, community input was considered when prioritizing the projects.
- **Bicycle, Pedestrian, and Transit Projects:** The project priorities in the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan were reviewed, and a few changes were made based on City staff and public input. The majority of the higher priority bicycle and pedestrian projects were included in the Higher Priority project list, even if it would require them to be constructed separately from associated motor vehicle projects.

Prioritizing the projects in this way allowed for them to be separated into two lists: the "Higher Priority" project list includes the highest priority solutions to meet the City's most important transportation system needs, while the "Additional Planned" project list includes all of the other projects.



## HIGHER PRIORITY PROJECTS

The “Higher Priority” project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City’s most important needs. These projects will inform the City’s yearly budget and 5-year Capital Improvement Plan (CIP). As shown in Table 5-1, the Higher Priority projects would cost a total of \$118.0 million, which is consistent with forecast available funding through 2035.

Figures 5-2 through 5-6 show locations of the projects, and corresponding project details are included in Tables 5-1 through 5-5 (project numbering is alphabetical). Some of the City’s Higher Priority projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-6. Additional project details are included in the appendix (where they are sorted by project type).

**Table 5-1. Higher Priority Project Costs<sup>a</sup>**

Project Type	2011 Cost Estimate
Roadway Extensions	\$46,495,000
Roadway Widening	\$20,200,000
Urban Upgrades	\$30,650,000
Spot Improvements	\$4,860,000
Standalone Bicycle and Pedestrian Improvements	\$15,350,000
Transit Improvements	\$500,000
<b>Total Higher Priority Project Costs</b>	<b>\$118,055,000</b>

<sup>a</sup> See Tables 5-2, 5-3, 5-4, 5-5, and 5-6 for individual project costs.

### PROJECT TYPES

**RE – Roadway Extensions (Multimodal Connectivity):**

New transportation facilities in Wilsonville will connect neighborhoods to one another and to other important destinations. Many of the bicycle and pedestrian improvements related to roadway extensions will fill important system gaps so that neighborhoods have improved non-motorized connectivity, while roadway extension projects are the key motor vehicle improvements that provide increased connectivity in Wilsonville. The roadway extensions help the City to meet the one-mile arterial and half-mile collector spacing standards, consistent with City and regional policy.

**RW – Roadway Widening (Capacity):** The roadway widening projects increase roadway capacity.

**UU – Urban Upgrades (Multimodal Connectivity and Safety):** The urban upgrade projects complete existing roadways, and often improve connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

These projects improve the roadways to meet the City’s cross-section standards.

**SI – Spot Improvements (Transportation System Management and Operations):** Spot improvements consist of isolated intersection improvements and safety improvements throughout the city.

**BW, SR, LT, and RT – Standalone Bicycle and Pedestrian Improvements (Multimodal Connectivity and Safety):** While many bicycle and pedestrian facilities will be constructed as elements of roadway extension and widening projects, there are a number of projects that the City should construct separately or as part of future development. These include the highest priority bikeways/walkways (**BW**), Safe Routes to School projects (**SR**), local trails (**LT**), and regional trails (**RT**).

**TI – Transit Improvements:** Transit projects are needed throughout the city to provide bus stop amenities and improve bicycle and pedestrian access to transit.



**FIGURE 5-2. HIGHER PRIORITY PROJECTS**

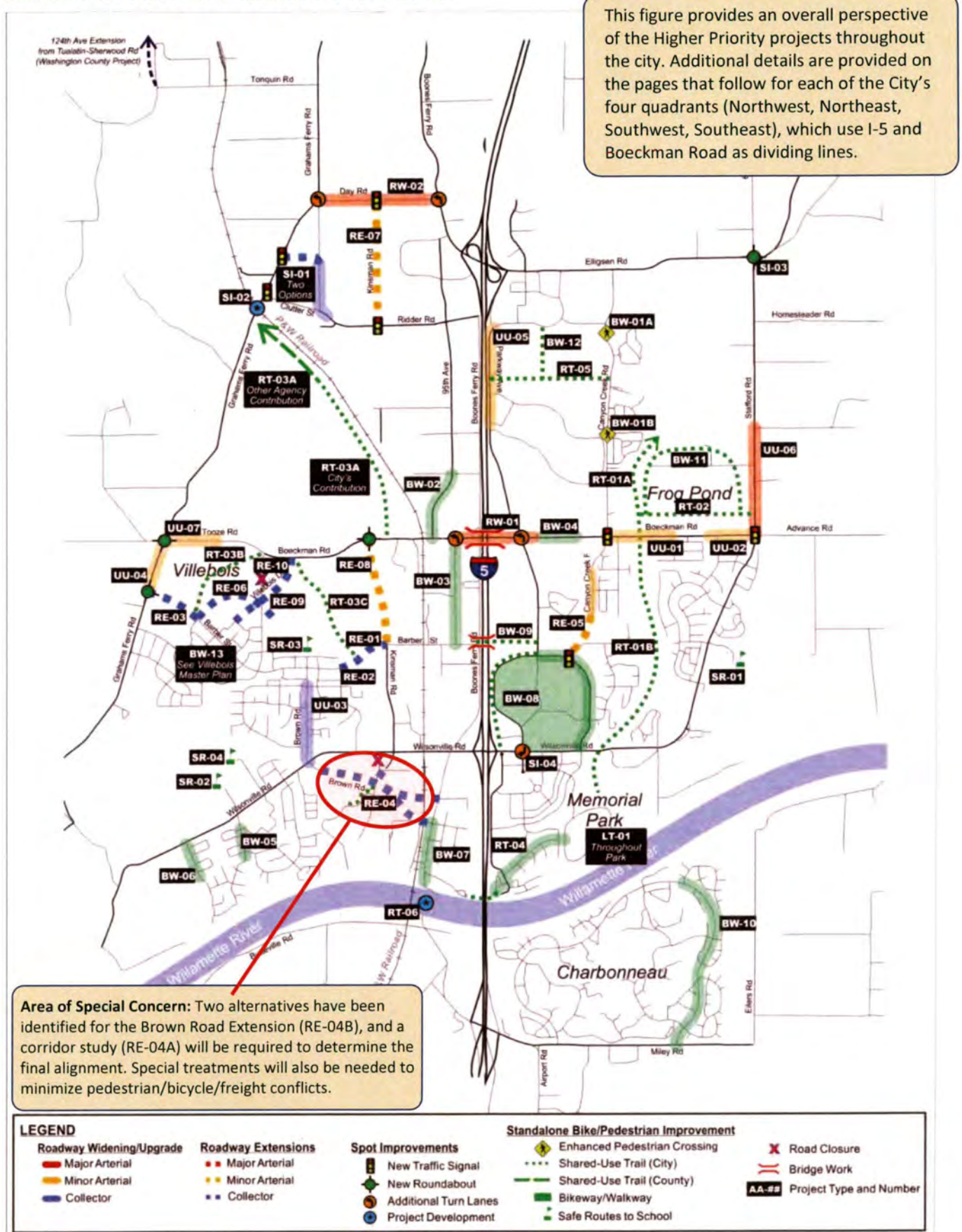




Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
<b>Roadway Extensions</b>			
RE-07	Kinsman Road Extension (North)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Ridder Road to Day Road when the area redevelops; project also includes traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections	\$6,500,000
<b>Roadway Widening</b>			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$6,600,000
<b>Spot Improvements</b>			
SI-01	Clutter Road Intersection Improvements with Realignment or Grade Lowering	Install traffic signal and turn lanes along with either lowering grade of intersection by approximately 5 feet (Option A) or realigning Clutter Road approximately 500 feet to the north (Option B); these two options have approximately equal cost estimates and selection will depend on compatibility with future redevelopment	\$1,860,000
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$85,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,040,000 (Partial Regional funding)



**FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)**

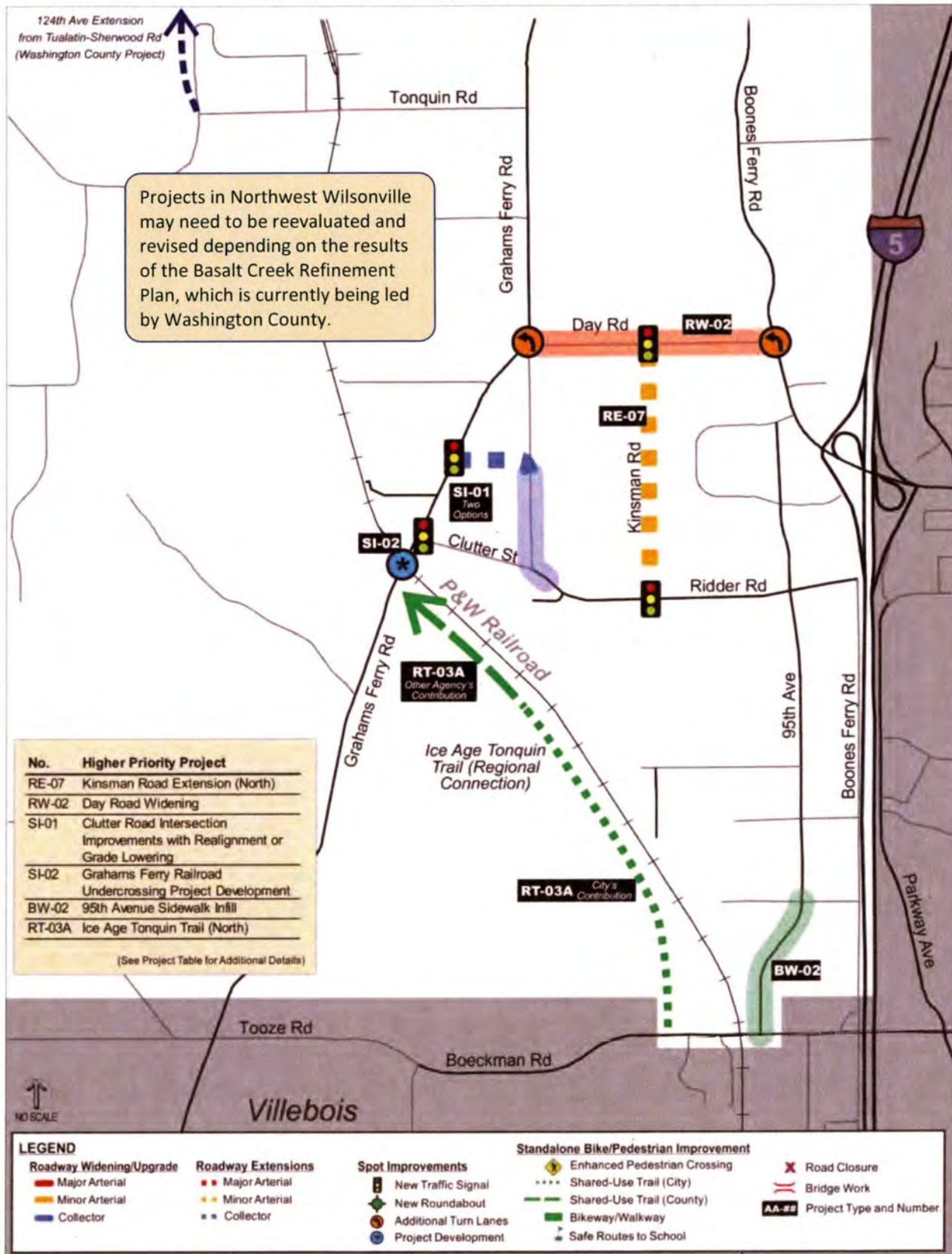




Table 5-3. Higher Priority Projects (Northeast Quadrant)

Project		Description	Cost
<b>Roadway Widening</b>			
RW-01	Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$13,600,000
<b>Urban Upgrades</b>			
UU-01	Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$5,850,000
UU-02	Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$2,100,000
UU-05	Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,000,000
UU-06	Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$3,900,000
<b>Spot Improvements</b>			
SI-03	Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,000,000 (Partial County funding)
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-01	Canyon Creek Road A/B Enhanced Pedestrian Crossings	Install two new pedestrian crossings of Canyon Creek Road that include rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final locations to be determined)	\$130,000
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$515,000
BW-11	Frog Pond Trails	Construct trail as part of Frog Pond development; with connections to three proposed parks and the proposed regional Boeckman Creek Trail	\$290,000
BW-12	Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedeman Road Trail) on the south	\$120,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-01A	Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$800,000
RT-02	Frog Pond Trail	Construct shared-use path through Frog Pond area (from Boeckman Creek Dip to Stafford Road) as part of development to provide an off-street alternative to Boeckman Road and link neighborhoods, schools, parks, and transit stops	\$290,000
RT-05	Wiedeman Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site	\$340,000



**FIGURE 5-4. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)**

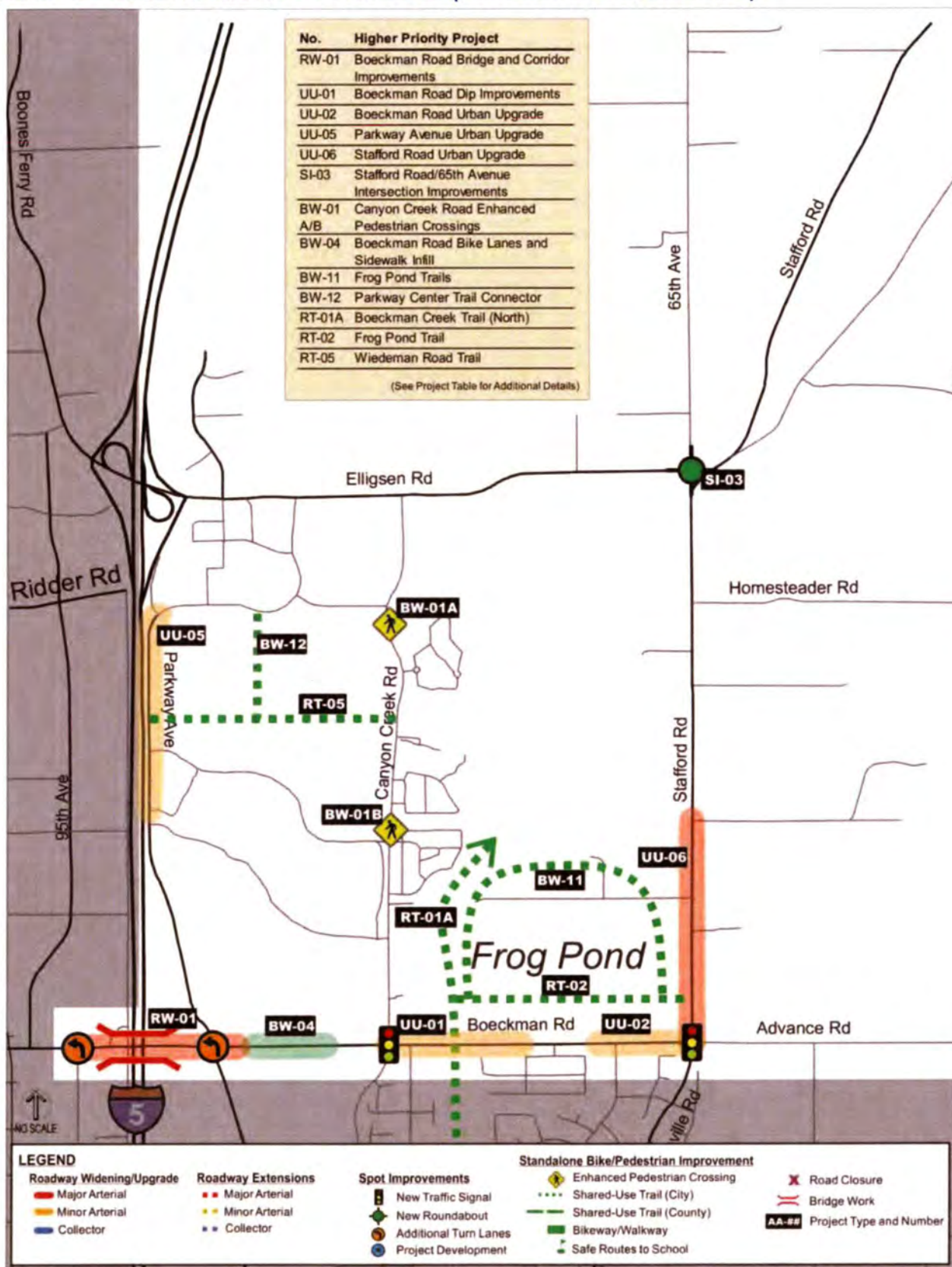




Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project		Description	Cost
<b>Roadway Extensions</b>			
RE-01	Barber Street Extension	Construct 2-lane roadway with bridge, bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Coffee Lake Drive to facilitate access and circulation to WES Station and Villebois	\$8,315,000
RE-02	Barber Street Extension (Part 2)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Montebello Drive to facilitate access and circulation to WES Station and Villebois	\$400,000
RE-03	Barber Street through Villebois	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Monte Carlo Avenue to Grahams Ferry Road	\$520,000
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment (i.e., connection at either Bailey Street or 5th Street)	\$20,000
RE-04B	Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$15,200,000
RE-06	Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,000,000
RE-08	Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,400,000
RE-09	Villebois Drive Extension	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Costa Circle to Coffee Lake Drive	\$390,000
RE-10	Villebois Drive Extension (Part 2)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Boeckman Road	\$250,000
<b>Urban Upgrades</b>			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	\$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
<b>Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)</b>			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street To future connections	\$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-03	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	\$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000 (Partial Regional funding)



FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)

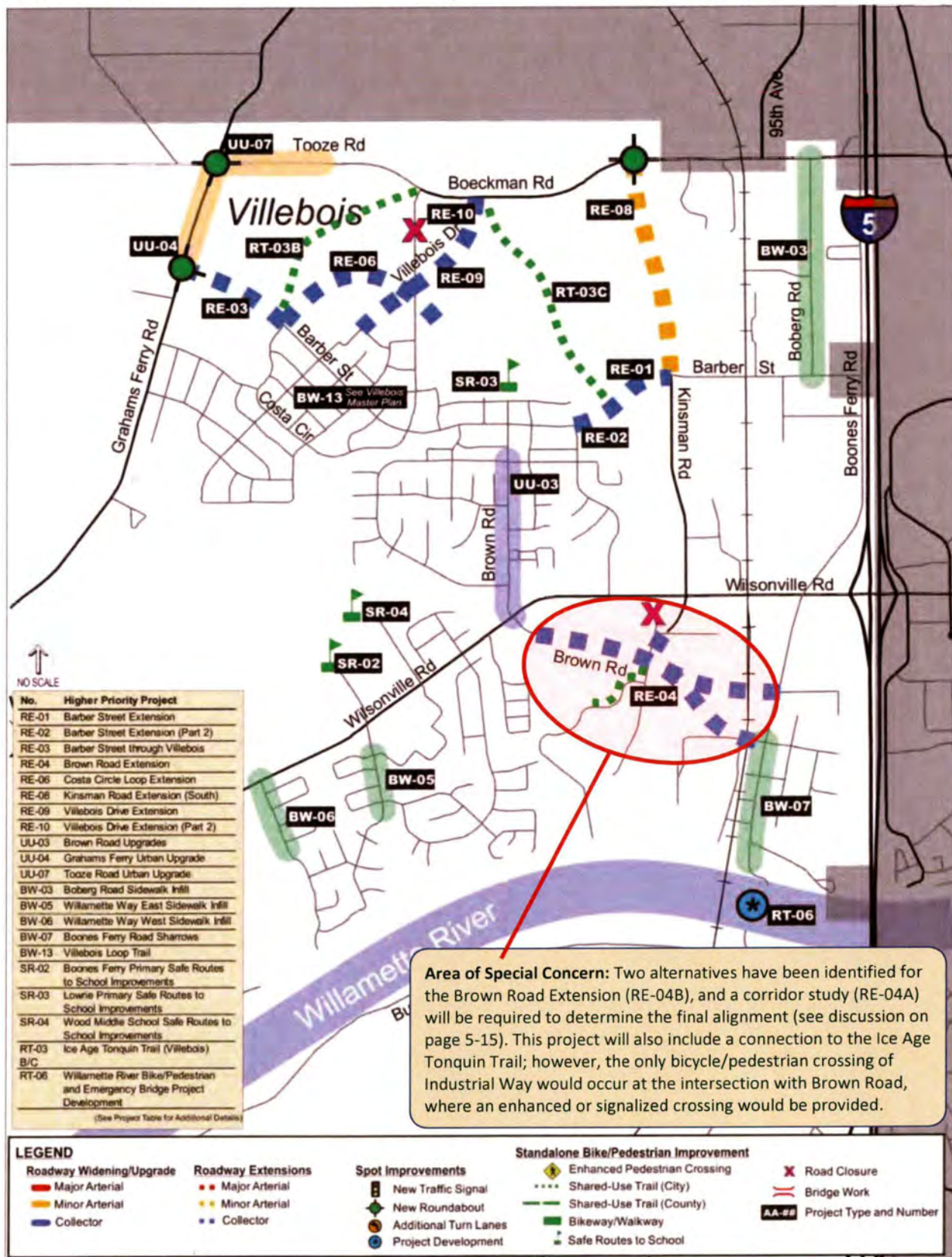


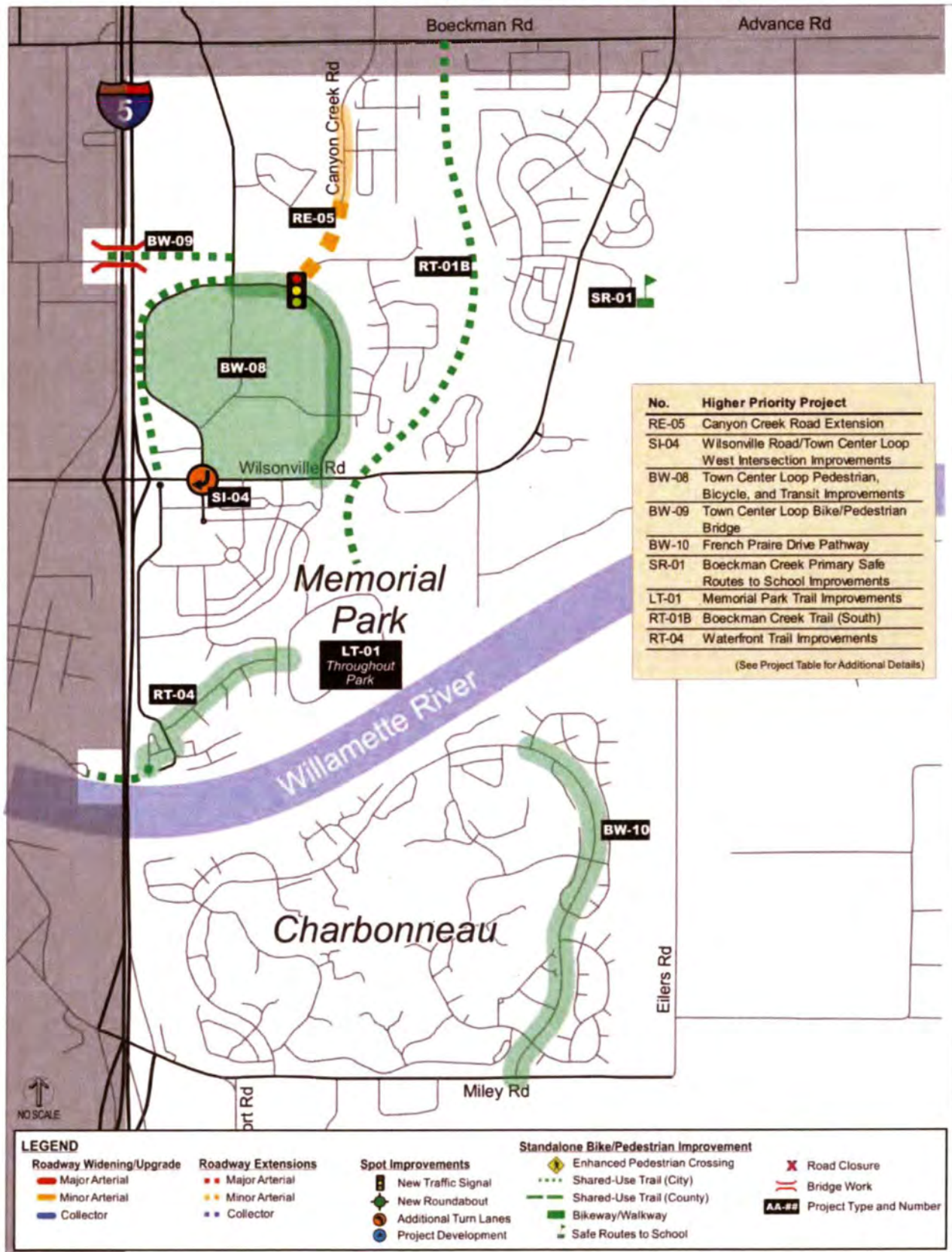


Table 5-5. Higher Priority Projects (Southeast Quadrant)

Project	Description	Cost
<b>Roadway Extensions</b>		
RE-05 Canyon Creek Road Extension	Construct remaining 3-lane roadway with bike lanes, sidewalks, and transit stop improvements from existing terminus to Town Center Loop East; project also includes realigning a portion of Vlahos Drive (so it intersects Canyon Creek Road) and installing a traffic signal at the Town Center Loop East/Canyon Creek Road intersection	\$3,500,000
<b>Spot Improvements</b>		
SI-04 Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes)	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>		
BW-08 Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09 Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$4,000,000
BW-10 French Prairie Drive Pathway	Construct 10-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,140,000
<b>Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)</b>		
SR-01 Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$65,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>		
LT-01 Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail	\$595,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>		
RT-01B Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,150,000 (Partial Regional funding)
RT-04 Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible	\$125,000



**FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)**





**Table 5-6. Higher Priority Projects (Citywide)**

Project	Description	Cost
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>		
BW-14 Wayfinding Signage	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city	\$65,000
<b>Transit Improvements</b>		
TI-01 Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops)	\$200,000
TI-02 Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval	\$300,000

Table 5-7 provides a side-by-side comparison of the estimated funding sources available and how much they would contribute to the Higher Priority projects. Additional cost information is provided in the

appendix. The planning level project costs are intended to cover a moderate level of unanticipated costs that may arise at the time the projects are constructed.

**Table 5-7. Higher Priority Project Funding Sources and Contributions**

Project Type	Capital Improvement Funding Estimates through 2035	
	Approximate Funding Available	Contributions to Higher Priority Projects
Street System Development Charges (SDCs) and Developer Contributions	\$72 million	\$68.6 million
West Side Plan – Urban Renewal District	\$27 million	\$26.6 million
Year 2000 Plan – Urban Renewal District	\$5 million	\$3.5 million
Park System Development Charges (SDCs)	\$0.7 million <sup>a</sup>	\$0.7 million
Local/Regional Partnerships	\$2.9 million <sup>a</sup>	\$2.9 million
Grants	\$3.2 million <sup>a</sup>	\$3.2 million
State and Federal Funding	\$12.6 million <sup>a</sup>	\$12.6 million
<b>Total</b>	<b>\$123.4 million<sup>a</sup></b>	<b>\$118.1 million</b>

<sup>a</sup> The approximate funding levels estimated for various sources were considered to be equal to the contributions due to the prior experience of how the City has been able to fund transportation projects. If the City is unable to obtain local/regional partnerships, grants, and/or state and federal funding, then the associated projects that assume these funding sources may have to be put on hold until other funding becomes available.



## BROWN ROAD EXTENSION ALTERNATIVES

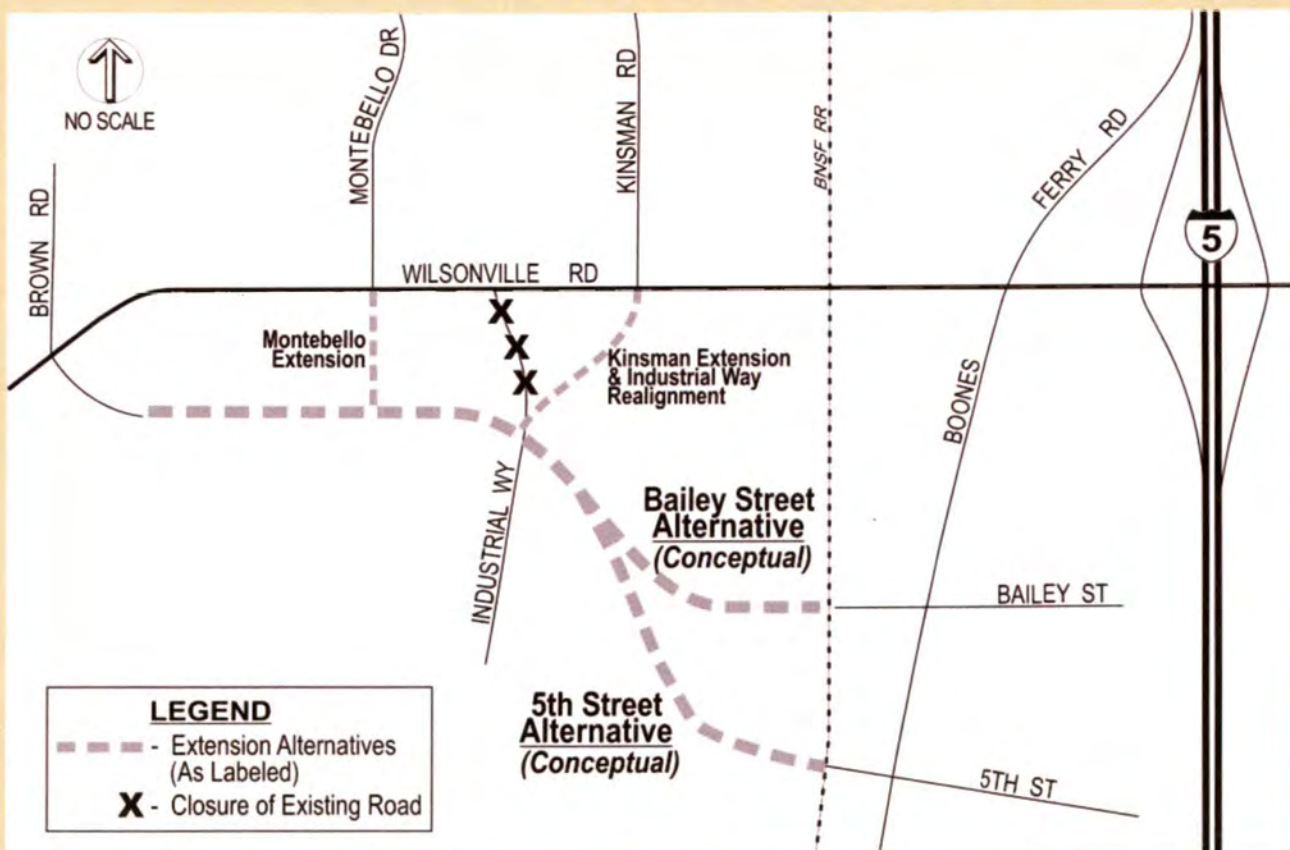
From a transportation planning standpoint, both Brown Road extension alternatives would provide comparable benefits to the transportation network. Selection of an alignment should be made during or prior to the master planning process for the large area south of Wilsonville Road and west of the railroad tracks.

The following factors should be considered as part of selecting a future alignment:

- Access
- Bicycle and pedestrian network connections
- Environmental impacts
- Freight benefits/impacts
- Future development plans and land use changes in the two areas most impacted by

the roadway extension: (1) west of the railroad tracks south of Wilsonville Road and (2) in Old Town, specifically along Boones Ferry Road

- Motor vehicle capacity
- Neighborhood/commercial connectivity
- Private property impacts
- Project costs
- Public input
- Railroad crossings
- Small business impacts
- Timing
- Traffic diversion
- Water and sewer utility issues





## ADDITIONAL PLANNED PROJECTS

The “Additional Planned” project list includes those projects that would contribute to the City’s desired transportation system through 2035 but that were not included as “Higher Priority” projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

The State stipulates that projects listed in the TSP form the legal basis for exacting developer-provided improvements. Together, the “Higher Priority” and “Additional Planned” project lists document all the City’s desired projects so that it is clear what improvements are needed to ensure that the City’s transportation network fully supports its continued growth.

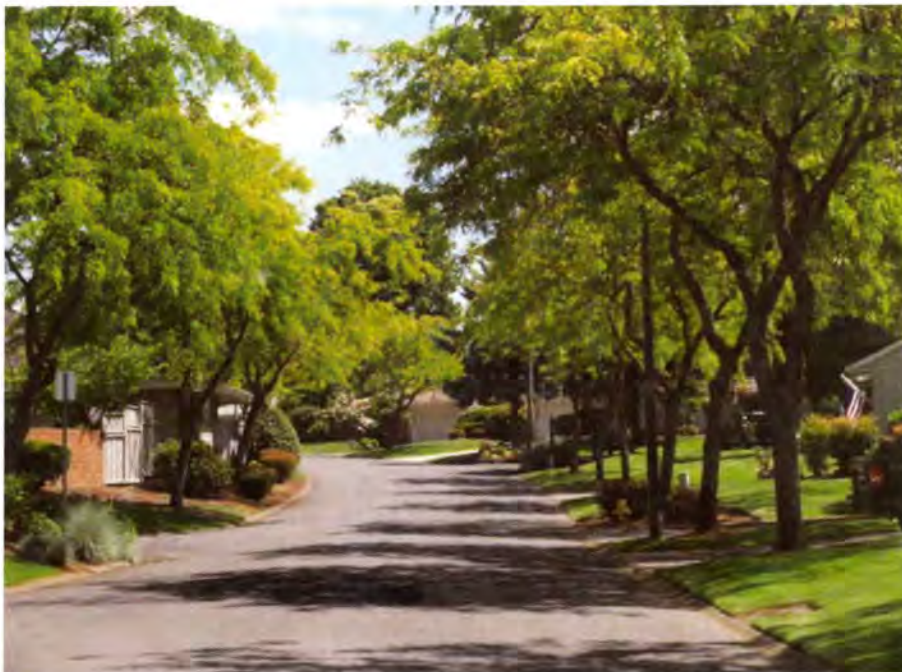
Even though the City should primarily focus on the projects included in the Higher Priority Solutions Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

As shown in Table 5-8, the “Additional Planned” projects would cost a total of \$100.1 million. Figures 5-7 through 5-11 show locations of the projects, and corresponding project details are included in Tables 5-8 through 5-12. Some of the City’s Additional Planned projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-13.

**Table 5-8. Additional Planned Project Costs<sup>a</sup>**

Project Type	2011 Cost Estimate
Roadway Extensions	\$27,200,00
Roadway Widening	\$7,000,000
Urban Upgrades	\$20,100,000
Spot Improvements	\$6,500,000
Standalone Bicycle and Pedestrian Improvements	\$24,860,000
Transit Improvements	\$14,450,000
<b>Total Additional Planned Project Costs</b>	<b>\$100,110,000</b>

<sup>a</sup> See Tables 5-9, 5-10, 5-11, 5-12, and 5-13 for individual project costs.



*Trees provide an aesthetically pleasing environment and shade along a street in Charbonneau, a private planned community in Wilsonville surrounding a 27-hole golf course. Because Charbonneau is on the southern bank of the Willamette River, it is separated from the remainder of the city and would benefit from a dedicated bicycle and pedestrian bridge.*



FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

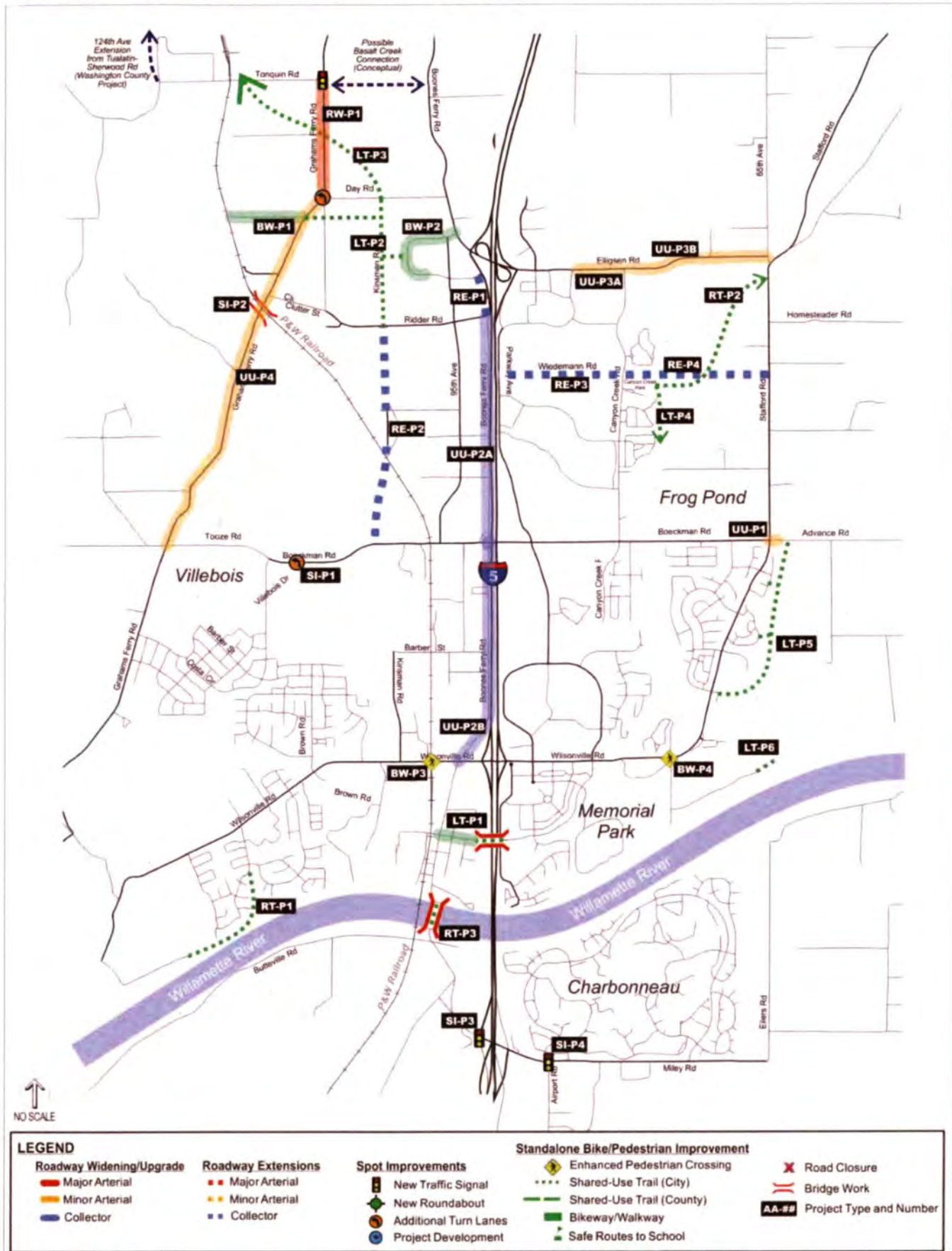




Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost
<b>Roadway Extensions</b>			
RE-P1 Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	\$2,100,000
RE-P2 Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	\$12,000,000
<b>Roadway Widening</b>			
RW-P1 Grahams Ferry Road Widening	Widen Grahams Ferry Road from Tonquin Road to Day Road to four lanes with bike lanes, sidewalks, and transit improvements; acquire the full five-lane right-of-way width to accommodate future left-turn lanes; also provide additional left-turn lanes at Tonquin Road and Day Road intersections	Located within Washington County and is only needed under certain scenarios of the pending Basalt Creek Refinement Plan	\$7,000,000
<b>Urban Upgrades</b>			
UU-P2A Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4 Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville	\$2,000,000
<b>Spot Improvements</b>			
SI-P2 Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-P1 Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	\$700,000
BW-P2 Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	Industrial area with no connectivity to other facilities	\$100,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>			
LT-P2 Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3 BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	\$500,000



**FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)**

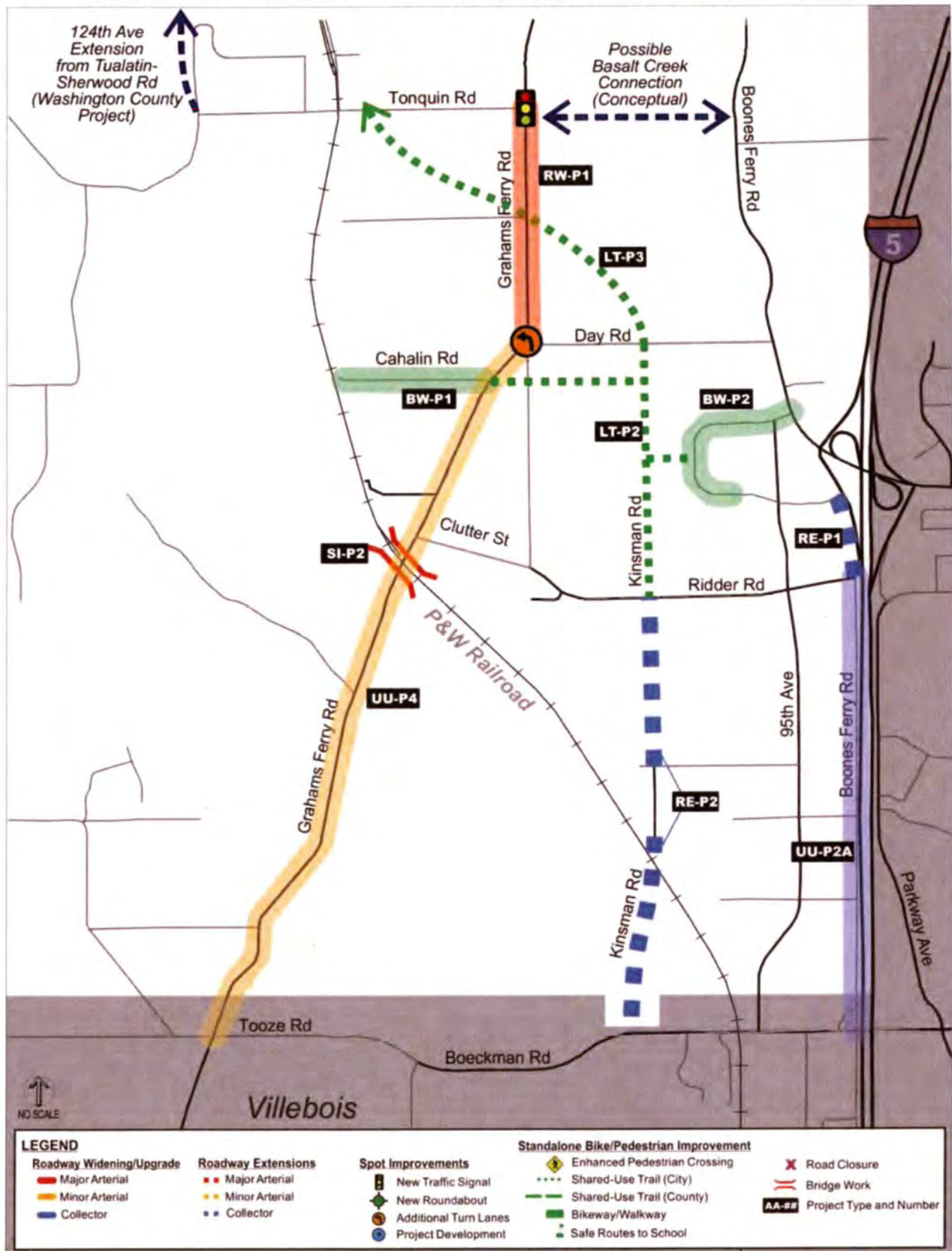


Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
<b>Roadway Extensions</b>				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	\$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	\$8,800,000
<b>Urban Upgrades</b>				
UU-P1	Advance Road Urban Upgrade	Upgrade Advance Road east of Stafford Road (section within City limits) to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Upgrades will become more critical as growth occurs east of the city, particularly in conjunction with the anticipated school site	\$300,000
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	\$6,000,000 (Partial Federal funding)
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000



FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)

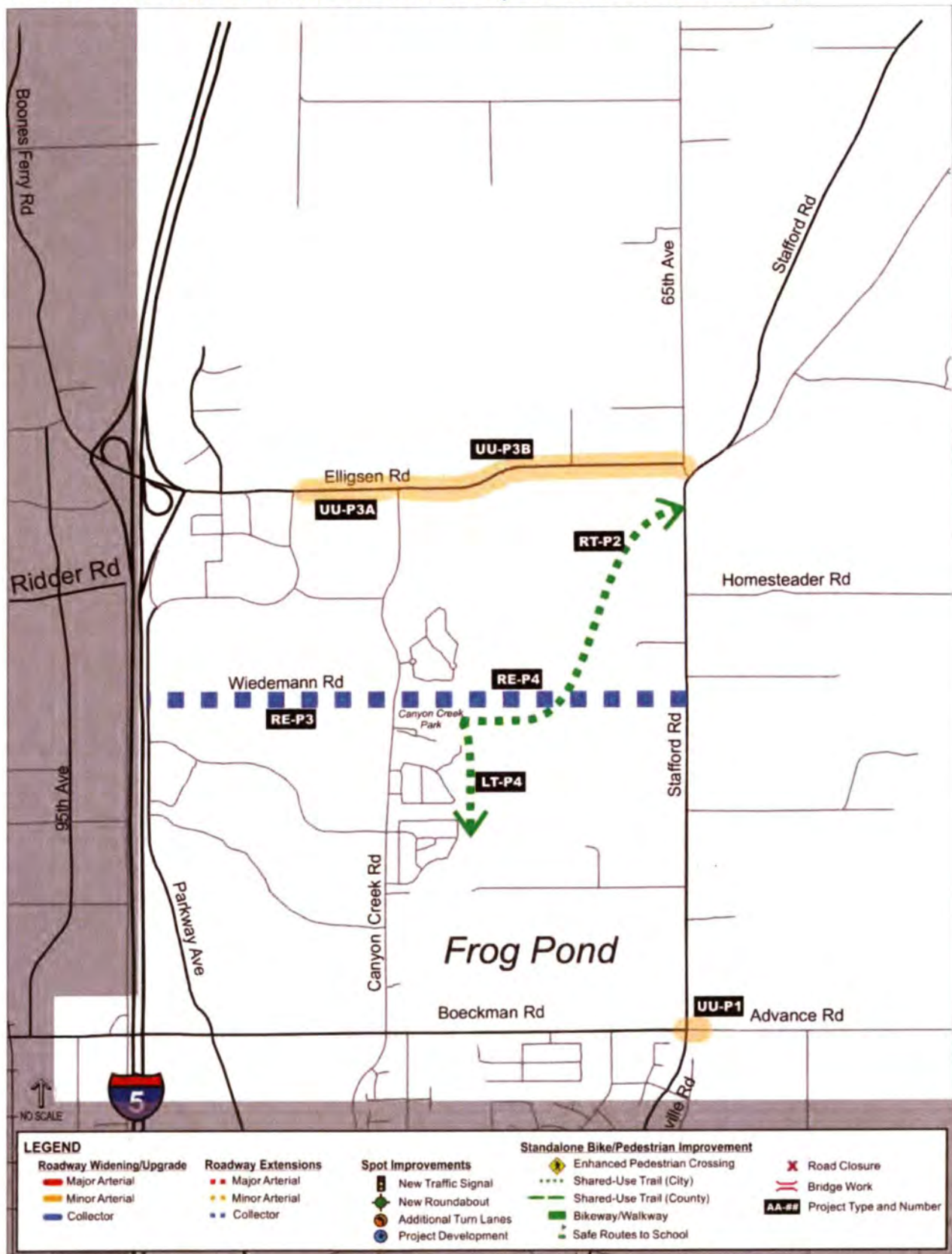


Table 5-11. Additional Planned Projects (Southwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost
<b>Urban Upgrades</b>			
UU-P2B Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited additional connectivity benefits due to alternative parallel routes (i.e., Kinsman Road extension); project would become more beneficial once bike and pedestrian bridge is built over I-5 connecting Barber Street to Town Center Loop West	\$5,900,000
<b>Spot Improvements</b>			
SI-P1 Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road	Potential improvement need expected to be triggered by future regional traffic traveling east-west through Wilsonville	\$500,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>			
BW-P3 Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Not critical until land south of Wilsonville Road Develops	\$70,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>			
LT-P1 5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 <sup>th</sup> Street; also construct bike lanes and sidewalks on 5 <sup>th</sup> Street connecting the new bridge to Boones Ferry Road	High cost and recent improvements to Wilsonville Road Interchange have improved East/West pedestrian connectivity	\$6,400,000
<b>Standalone Pedestrian and Bicycle Improvements (Regional Trails)</b>			
RT-P1 Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	Low priority as it is needed after other critical trail and pathway connections are completed (i.e. Ice Age Tonquin Trail)	\$260,000
RT-P3 Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate)	High cost; next step is to determine feasibility within planning horizon	\$14,000,000



**FIGURE 5-10. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUADRANT)**

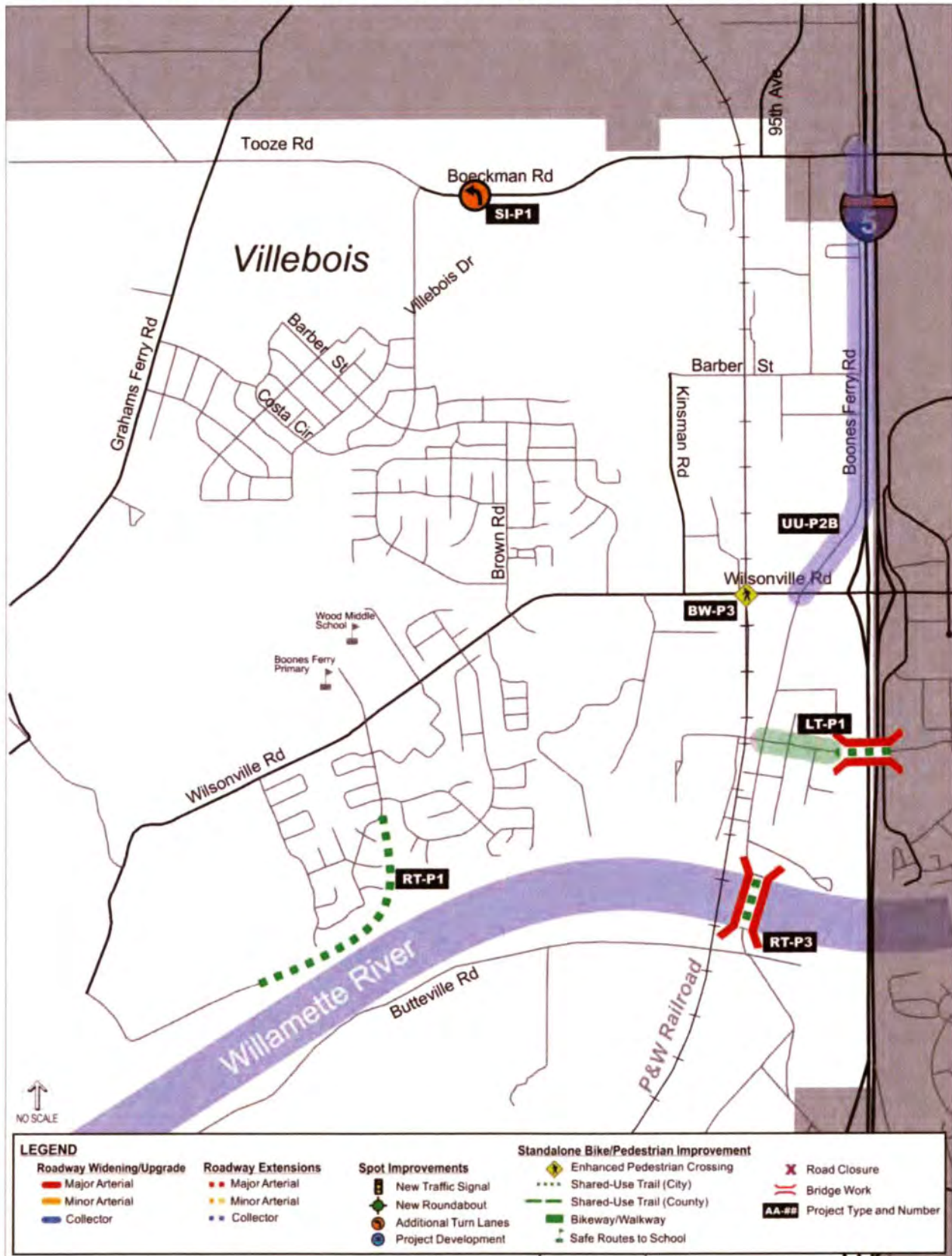


Table 5-12. Additional Planned Projects (Southeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
<b>Spot Improvements</b>				
SI-P3	Miley Road/I-5 Southbound Ramp Improvements	Install traffic signal and southbound left-turn lane	Outside City's jurisdiction (ODOT facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
SI-P4	Miley Road/Airport Road Intersection Improvements	Install traffic signal and northbound left-turn lane	Outside City's jurisdiction (Clackamas County facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
<b>Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)</b>				
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane and nearby transit stops; potential crossing treatments include, but are not limited to, rectangular rapid flashing beacons (RRFBs), signage, etc.	Crossing need at this location is considered low at this time, and there is an existing pedestrian crossing and flasher to the west at Kolbe Lane that provides more direct access to Memorial Park and the Boeckman Creek Trail	\$50,000
<b>Standalone Pedestrian and Bicycle Improvements (Local Trails)</b>				
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods	Medium priority due to existing connections; will become important when school and park are constructed	\$700,000
LT-P6	Park Access Trail	Low Volume Roadway accessed from Montgomery Way; would require extensive public process	Lower priority until after other critical trail and pathway connections are completed	\$20,000



**FIGURE 5-11. ADDITIONAL PLANNED PROJECTS (SOUTHEAST QUADRANT)**

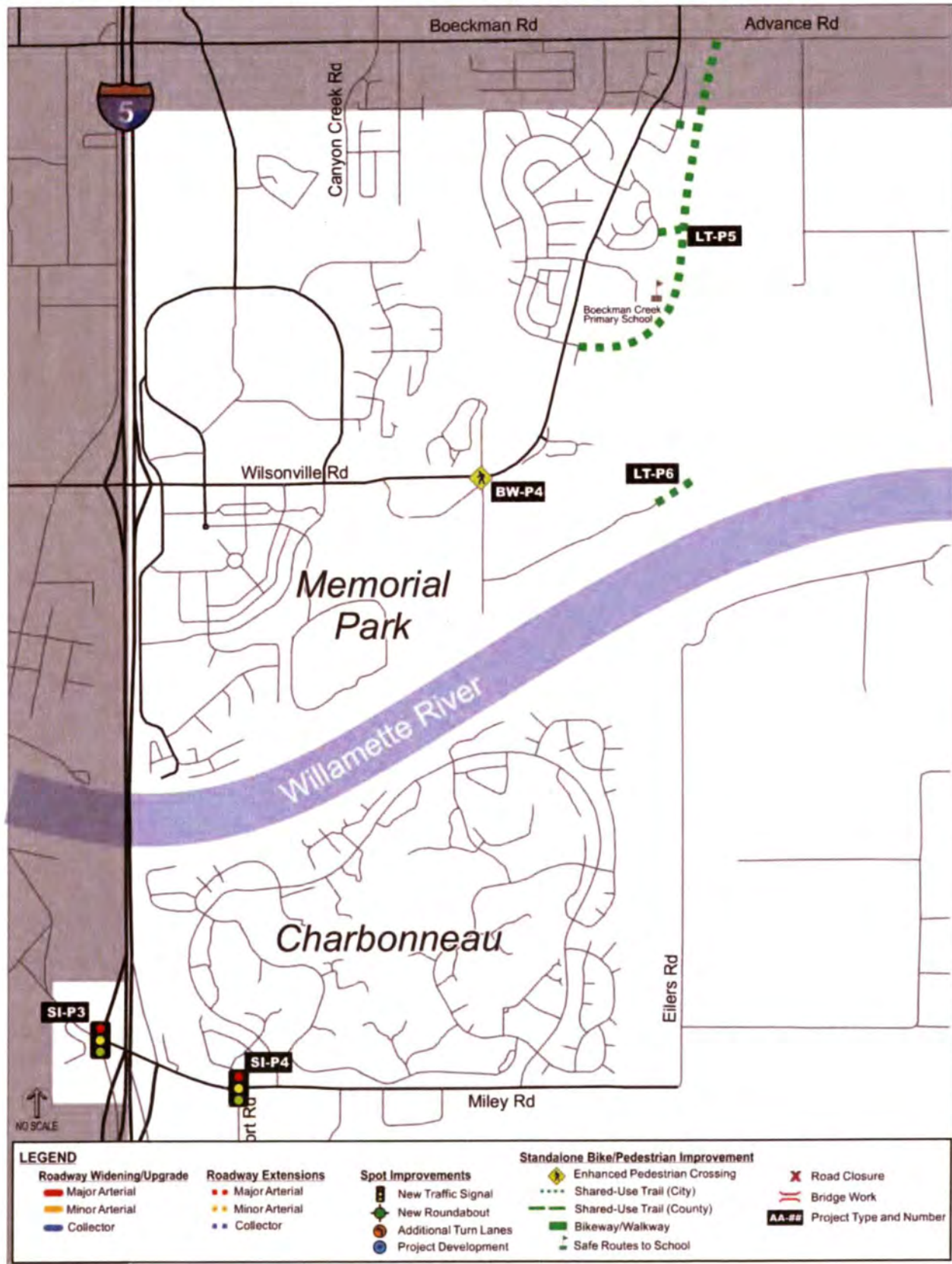


Table 5-13. Additional Planned Projects (Citywide)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
TI-P1	Bus Stop Amenities	Install bus shelters, benches, and bus seat poles on a case-by-case basis as needs are identified and funds are available	Funding has not been identified	\$450,000
TI-P2	SMART Buses	Replace old buses; also outfit each bus with a tracking system and provide real-time display boards at the SMART Central station and other key routes	Funding has not been identified	\$14,000,000

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*"It is very important we prepare now so that we don't have congestion in the future—or can at least manage the congestion. We can also prepare for connectivity so we can get places conveniently."*

Nancy Kraushaar  
Community Development Director

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# The Programs

## Chapter 6



Wilsonville's transportation programs play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

### TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

*Instead of trying to . . .*

- *Build its way out of congestion*

*Wilsonville's programs help the City . . .*

- *Extend the service life of infrastructure improvements and*
- *Increase the value of transportation investments.*





### CAPITAL IMPROVEMENT PROGRAM

Wilsonville's Capital Improvement Program (CIP) is a short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget, which enables the City to manage and use public dollars in the most efficient and productive manner possible.

Through its annual CIP efforts, the City considers which capital investments enable it to manage growth to boost the economy, protect the environment and public health, and enhance community vitality while working to preserve the special qualities of life in Wilsonville.

Wilsonville uses its Capital Improvement Program (CIP) to plan and prioritize its infrastructure investments in eight categories:

- Water
- Sewer
- Streets
- Streetscape/Bicycle
- Stormwater
- Transit
- Buildings
- Parks

The CIP program includes a 5-year project list, which provides a short-range plan of upcoming infrastructure improvement needs. These projects include new facilities, major repairs, replacement and improvements of roads, buildings, water systems (sanitary, drinking, storm), and parks. The City regularly packages multiple capital projects together (such as roads, sewer, and water) to maximize the cost effectiveness of City funds.

### PUBLIC INVESTMENT BENEFITS

From clean, safe drinking water to convenient transportation options, the City's public investment funds an improved quality of life. Benefits of investment into the City's Capital improvement Program include:

- Transportation facilities that provide capacity to support economic development
- Streets that are maintained and constructed to ensure safety and comfort for all users
- A multimodal transportation system that provides options to commuters and travelers
- Trails and green spaces that are maintained and enhanced, providing both wildlife habitat and a place for outdoor recreation
- Water and sewer maintenance and expansion for increased water quality, convenience and sanitation
- Stormwater improvements for safety and efficiency

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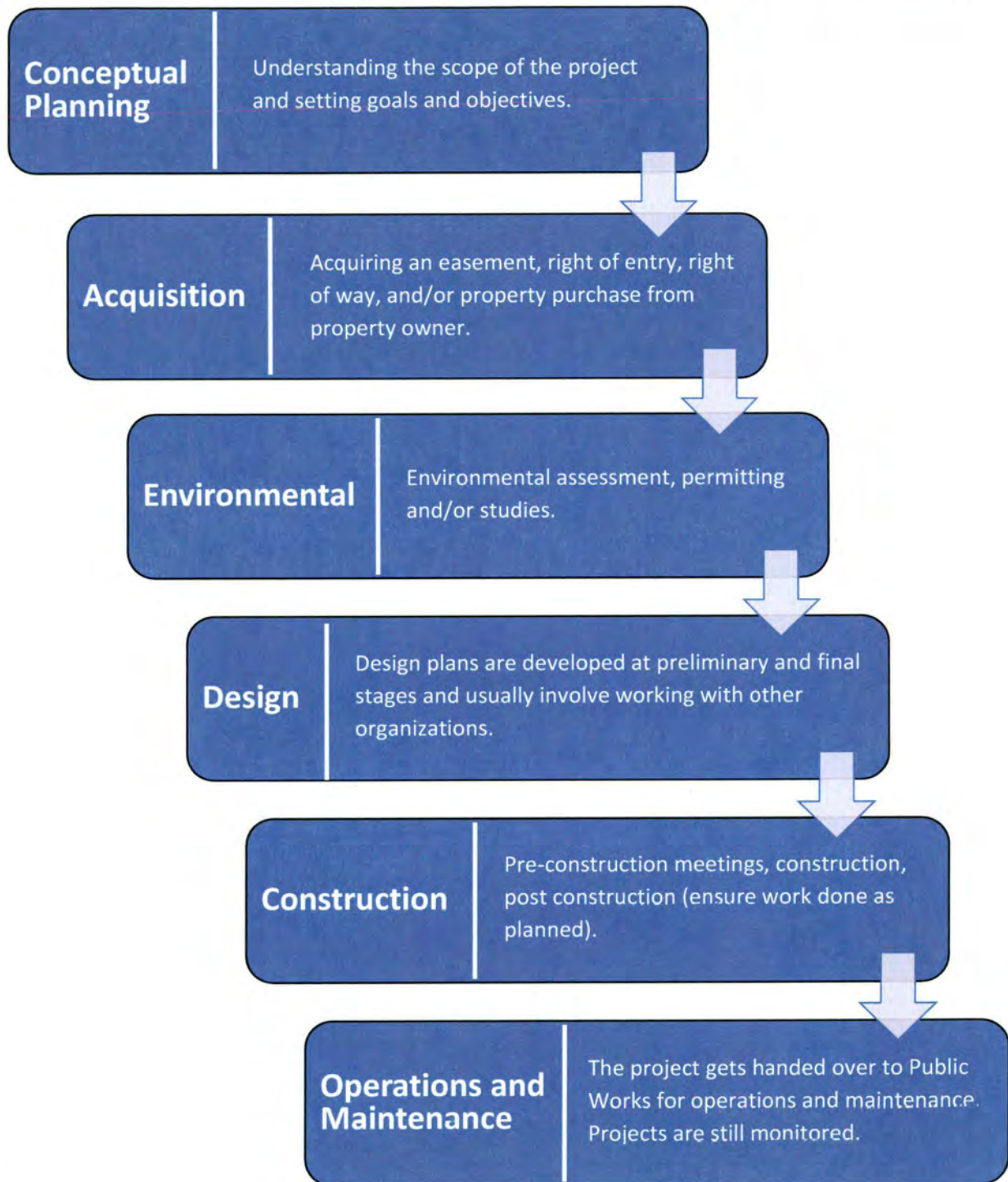
*"A city thrives when the vision for the community includes designing attractive, safe neighborhoods, protecting natural resources, stimulating economic growth, and maintaining existing infrastructure."*

*Tim Knapp  
Mayor*

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**FIGURE 6-1. MULTIPLE STAGES OF CAPITAL IMPROVEMENT PROJECT PROCESS**



**Notes:**

- Stages of the project often occur simultaneously and include engagement of surrounding property owners.
- Projects are reviewed by other City departments, regional partners (such as ODOT and Metro) ,and consultants.
- Staff is held accountable to City Council throughout the life of the project.
- The City's website is a helpful tool for sharing project information with the public.



### SAFETY

Transportation safety is an important goal of Wilsonville's transportation system. To ensure the well being of residents, employees, and visitors, the City follows the most current safety practices for the design, construction, operation, and maintenance of its transportation facilities.

Many of the City's transportation standards and improvement projects provide safety benefits. Access management, multimodal connectivity, cross-section and other design standards, and capacity improvements all contribute to improve safety.

Wilsonville will also benefit from a safety program founded on the five E's, listed at right. Specific actions of the safety program would include the following:

- **Construct Safety-Related Infrastructure Improvements** as identified in Chapter 4: The Projects, including Safe Routes to School projects.
- **Prepare and Distribute Education Materials** that effectively convey the best safety practices for all travel modes.
- **Coordinate Education Efforts with Local Partners** including West Linn-Wilsonville School District (Safe Routes to School programs for each school), local businesses, and neighborhood groups. Particular benefits will be realized from educating youth, new users, and those who express interest.
- **Collaborate with Regional and State Partners** by (1) developing relationships with the ODOT, Clackamas County, Washington County, and Metro staff members who oversee their agencies' safety efforts; (2) communicating the City's needs and limitations to these agencies as applicable; and (3) seeking ways to benefit from

### FIVE E'S (SAFETY PROGRAM)

Wilsonville's Safety Program will be most effective by addressing the five E's identified by the Metro Regional Transportation Safety Plan:

- **Educate** transportation users of all ages about bicycle, pedestrian, transit, and traffic safety skills and laws
- **Emergency Medical Service (EMS)** providers are supported by a highly organized transportation and information system that ensures prompt notification of the location and severity of a crash, timely dispatch of trained emergency care providers, use of evidence-based treatment protocols, and triage to an appropriate health care facility
- **Engineer** a safe and efficient multimodal transportation system that meets the needs of all users
- **Enforce** traffic laws, particularly those relating to safety, such as speeding and cell phone use while driving
- **Evaluate** program periodically to measure performance and adjust efforts as needed

These five E's encompass a broad group of solutions administered by a wide variety of stakeholders responsible for making the transportation system safe for all users. There is a similar set of five E's for Safe Routes to School programs, but "EMS" is replaced with "Encouragement."

regional and state resources, information, training, and publicity campaigns.

- **Coordinate with Law Enforcement Officers** regarding the enforcement and reporting of traffic safety issues.



## REGIONAL, STATE, AND NATIONAL SAFETY PLANS

Regional, state, and national safety plans serve as a helpful resource for Wilsonville's safety program:

- **Toward Zero Deaths: A National Strategy on Highway Safety** is a data-driven effort by the Federal Highway Administration (FHWA) to enhance national, state, and local safety planning and implementation efforts in identifying and creating opportunities for changing American culture as it relates to highway safety
- **ODOT's 2011 Transportation Safety Action Plan (TSAP)** is the safety element of the Oregon Transportation Plan (OTP) and provides guidance for safety-related investment decisions, including helpful information for local agencies, such as Wilsonville
- **Metro's 2012 Regional Transportation Safety Plan (RTSP)** is a data-driven framework and urban-focused safety plan intended to help the region reduce fatalities and serious injury crashes by 50 percent by 2035 (as compared to 2005)
- **Clackamas County Transportation Safety Action Plan (TSAP)** outlines a strategy for the county to build and implement a county-wide safety culture with the goal of reducing transportation-related fatalities and serious injuries by 50 percent over the next ten years

These plans are helpful resources that support the City's efforts to improve transportation safety.

*Wilsonville residents take to the streets during the City's Sunday Streets event in August 2012.*

*This special event focused on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with fun and interactive educational demonstrations, entertainment, music, physical activities, and food.*





### SAFE ROUTES TO SCHOOL

Wilsonville is helping to facilitate Safe Routes to School (SRTS) programs to improve the transportation system in the neighborhoods around its each of its public schools, whose locations are shown in Figure 6-2. These programs also incorporate five E's (shown at right), which include a combination of ongoing educational and outreach efforts as well as pedestrian and bicycle infrastructure improvements along routes used by school children. Federal funding is available for these programs and is administered by the Oregon Department of Transportation (ODOT).

The SRTS programs are intended to reduce school-related traffic congestion and provide numerous additional benefits, including improved safety, increased physical activity and related health benefits, increased sense of community, and reductions in transportation-related air pollution. To be successful, these programs require the coordinated effort and support of school officials, parents, residents, City planning and engineering staff, and law enforcement agencies.

*Students use the crosswalk on Wilsonville Road at the Willamette Way East traffic signal to walk and bike to Boones Ferry Primary School.*



### FIVE E'S (SAFE ROUTES TO SCHOOL)

The most successful Safe Routes to School programs incorporate five E's (which are similar to the five E's identified for Wilsonville's Safety Program but the "EMS" is replaced by "Encourage"):

- **Educate** students, parents, and drivers about bicycle, pedestrian, and traffic safety skills, laws, and educational programs
- **Encourage** participation through fun events and contests such as walk-to-school days
- **Engineer** walking and biking infrastructure improvements along school routes
- **Enforce** traffic laws, particularly relating to speeding and pedestrian safety
- **Evaluate** program periodically to measure performance and adjust efforts as needed

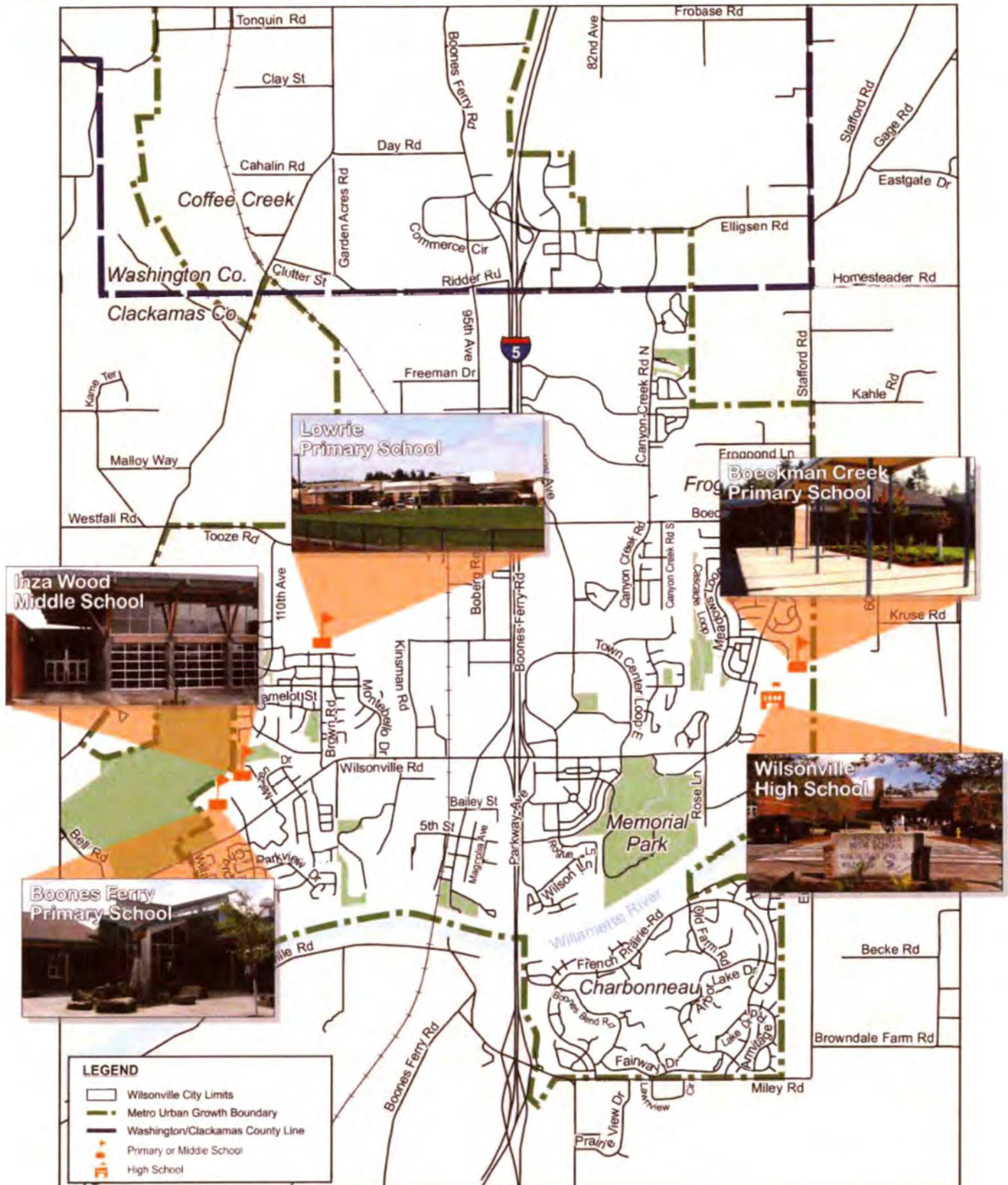
Each of the five E's has a range of possible interventions and must be tailored to suit each school's unique needs and challenges.



*Students use the bike lanes on Wilsonville Road to bike to Inza Wood Middle School.*



**FIGURE 6-2. WILSONVILLE SCHOOLS**





### ADA COMPREHENSIVE ACCESS

Wilsonville has a goal to provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region. The City can achieve this goal by addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).

Identifying and improving existing ADA-related deficiencies will be an ongoing effort to ensure that new facilities account for the needs of all users. There are four specific areas of focus:

- Providing ADA-compliant curb ramps and pedestrian push buttons at intersection and roadway crossings.
- Maintaining sidewalks and curb ramps to meet ADA accessibility guidelines, including slopes and accessible area.
- Providing sidewalk connectivity between neighborhoods, businesses, transit stops, and other destinations.
- Providing sufficient on-street and off-street disabled parking stalls.



*Curb ramps with gradual slopes and large transit pads at the SMART Central transit center can accommodate users in wheel chairs or with other special needs.*

### SMART TRANSIT

The City's transit service plays an important role in providing mobility for residents, employees, and students who travel to, from, and within Wilsonville. It provides an important connection to the region, particularly due to Wilsonville's strong employment base and central location between Portland and Salem.

South Metro Area Regional Transit (SMART) is a City department and operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare). SMART also provides Spanish language assistance regarding its services and on its website.

The primary transit hub in Wilsonville is the SMART Central at Wilsonville Station transit center, which provides connections to all SMART bus routes and TriMet's Westside Express Service (WES) commuter rail station. Wilsonville Station includes a 400-space park-and-ride lot and 48 bicycle lockers.

In the immediate future, SMART will benefit from focusing its efforts in five key improvement areas:

- **Transit Hubs** are key multimodal activity centers within the community that can most effectively provide efficient access and connections for transit users. Hubs include SMART Central/WES Commuter Rail station, Town Center Loop, Villebois Village Center, and other community and employment centers. By ensuring a high level of transit service is provided at these hubs, SMART can serve a greater number of transit riders most efficiently.





*A bus for Route 1X (servicing the Salem Transit Center) waits at its designated space in the SMART Central at Wilsonville Station transit center.*

- **Information Technology** is an important way for SMART to enhance transit efficiency and enhance customer service. Key investments in innovative technology will provide new venues to communicate with passengers, coordinate service in real-time with regional providers, and provide an enhanced understanding of operational metrics and measures.
- **Service Innovation** is an important way for Wilsonville to explore new transit service options or adjustments that can better meet the needs of its growing community. Possibilities include express service to downtown Portland and earlier peak commuter services for industrial and office uses that operate with an early morning shift. In addition, other service models can be considered, particularly relating to the integration of its various programs and services.

## OTHER TRANSIT REFERENCES

Wilsonville's transit system is also addressed in the following chapters:

- **Transit-Related Policies** (see Chapter 2: The Vision) are provided for land development coordination, transit services and facilities, pedestrian and bicycle access, and funding.
- **Transit Needs** (see Chapter 4: The Needs) include regional transit connections, service coverage and bus frequency, pedestrian and bike access, new buses, developer coordination, and rider education and outreach.
- **Transit Projects** (see Chapter 5: The Projects) include pedestrian access to transit, transit street improvements, bus stop amenities, and new buses.
- **Public Feedback Process** refinement would help SMART improve its efforts to respond to residents and employees regarding transit services, including bus routing and transit stop amenity decisions. This process should address both complaints and additional service requests while allowing an equal opportunity for input from those with opposing viewpoints. It should also give consideration to the needs of youth, seniors, people with disabilities, and environmental justice populations (including minorities and low-income families) due to the greater dependence that these citizens have on transit services for basic mobility.





### SMART OPTIONS AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

SMART Options is a program administered by SMART to help residents and employees in Wilsonville find the best way to get to work. By using other options besides traveling alone in personal automobiles during peak congestion times, Wilsonville will extend the service life of its infrastructure improvements. These efforts are referred to as Transportation Demand Management (TDM) and are an important component of a well-managed transportation system.

SMART Options can help individuals determine whether to take transit (bus, train, or commuter rail), carpool/vanpool, walk, or bike. SMART Options also can provide information about car sharing, park and rides, close-to-home commuting, teleworking, and creative work schedules to help individuals make informed decisions regarding their travel needs.

SMART Options also provides free assistance to Wilsonville businesses that set up transportation programs. They can organize vanpools, write articles

#### DEQ EMPLOYEE COMMUTE OPTIONS RULES

The Oregon Department of Environmental Quality (DEQ) Employee Commute Options Rules apply to all businesses within the Portland-metro area having more than 100 employees reporting to one work site. These businesses are required to:

- Receive approval from DEQ for a site specific trip reduction plan to reduce motor vehicle trips to their work site
- Survey and monitor progress at least every two years

SMART Options helps business comply with these rules.



*SMART Options staff participate in an information fair in the Town Center parking lot with education materials and a bus bike rack display.*

for employee newsletters, and hold transportation fairs. In addition, they are able to help with commuter surveys, trip reduction plan creation, and monitoring and compliance of the DEQ Employee Commute Options Rules, which apply to businesses with more than 100 employees.

The following additional TDM efforts will benefit the SMART Options program:

- **Mode Choice Surveys** performed on a consistent basis for residents and employees in each of the city's neighborhoods and commercial/industrial areas would allow the City to better understand what transportation choices are being made. This information would also allow the City to determine the impacts that its bicycle, pedestrian, and transit infrastructure improvements are having on the use of these facilities so that it can make improved decisions in the future.
- **Car Sharing Demand Monitoring** will be helpful for determining when sufficient interest is shown by residents and businesses to support a car sharing system.



## OTHER TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is the general term for implementing strategies that either reduce or shift the number of vehicles on the roadway (i.e., the “demand”). By managing transportation demand, Wilsonville will ensure more efficient use of the system’s available capacity and also support members of the community who may otherwise be increasingly burdened by the rising fuel prices.

The two primary methods for managing demand are to (1) reduce the overall number of vehicles on the roadway and (2) shift demand to less congested (i.e., off-peak) periods. These methods are best achieved by a combination of educational and outreach programs as well as supporting infrastructure and services (i.e., bicycle and pedestrian facilities and transit services).

In the past, the City has coordinated with large employers to schedule off-peak shift changes. This coordination was beneficial to both the City and the employers because it allowed development to occur even though there were capacity limitations at the Wilsonville Road interchange and the 95th Avenue/ Boones Ferry Road intersection. Traffic counts and observations suggest that the majority of these large employers still operate with off-peak shifts, but the City can improve its tracking and management.

There are three TDM improvements (in addition to the SMART Options program) that will benefit Wilsonville:

- **Off-Peak Shift Change Policies and Practices:** Develop consistent policies and practices to encourage, document, track, and manage off-peak shift changes, starting with employers who have already agreed to operate off-peak shifts. These efforts could be performed in conjunction with the SMART Options program. Because businesses that enact TDM measures may have lower traffic volumes (and associated system impacts) during peak congestion periods, these businesses may be

## PARKING MANAGEMENT PLANS

Parking management plans are a helpful way to inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding parking provision and management.

There are two key locations that would benefit from parking management plans:

- Town Center
- WES Station

eligible for reduced Transportation System Development Charges (SDCs). Efforts should be made to provide these employers with public transit options that accommodate their schedules.

- **Town Center Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, the identification of desired improvement strategies and policies, and car sharing considerations (additional explanation provided in the call-out box above). This parking management plan will be an important component of an overall concept plan, which would benefit the Town Center area by ensuring the highest and best uses are provided to support the nearby businesses and residents and to formulize the City’s vision for this area.
- **WES Station Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of desired strategies and policies (additional explanation provided in the call-out box above). These considerations should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.



### TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Transportation System Management and Operations (TSMO) is the general term for implementing various solutions that enhance the performance of existing and programmed transportation infrastructure. The focus of TSMO is to reduce congestion and save money by improving the transportation system's efficiency before expanding infrastructure. Improving efficiency requires a collaborative effort by system managers, operators, and users both prior to and during travel.

Four of the primary TSMO strategies include:

- **Access Management** strategies reduce traffic conflicts at intersections and driveways in order to improve traffic flow and safety (Addressed in Chapter 5: The Standards).
- **Safety Improvements** support the efficient use of existing infrastructure by reducing safety-related incidents.
- **Transportation Demand Management (TDM)** strategies encourage users to choose other transportation modes besides traveling alone in their vehicles or to travel at off-peak periods of the day.
- **Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operator staff so they can most effectively use and manage the transportation system.

### INTELLIGENT TRANSPORTATION SYSTEM

The development and management of intelligent transportation system (ITS) solutions is one of the most important areas of recent transportation-related technological advancement. ITS strategies are a type of Transportation System Management and Operation (TSMO) strategy (additional explanation provided in the call-out box at left).

ODOT currently manages and operates the ITS infrastructure along the I-5 corridor. In addition, Clackamas County manages and operates the ITS infrastructure in and around Wilsonville. One of the basic ITS strategies is to effectively operate the City's traffic signals. Two of the signalized roadway corridors currently have coordinated signals that allow improved traffic flow:

- Wilsonville Road from Kinsman Road to Town Center Loop East
- Boones Ferry Road/Elligsen Road from Day Road to Parkway Center Drive

Additional ITS solutions will benefit Wilsonville:

- **Coordinate with Clackamas County** to ensure that projects include improvements consistent with those identified in the Clackamas County Intelligent Transportation System (ITS) Plan, particularly on Wilsonville Road and Elligsen Road near the two I-5 interchanges. Clackamas County is one of the agencies that is part of the Transport ITS working group made up of ITS professionals within the Metro boundary.
- **Install 3-Inch Conduit** as part of all Arterial and Collector roadway improvement projects to prepare the City for future fiber communications. This conduit can be used for fiber, traffic counters, and other ITS equipment. By connecting Clackamas County's fiber network to the City's traffic signals and traffic control cameras, Clackamas County will be able to transfer



information back to their operations center in order to more effectively monitor and operate the City's traffic signal system. This infrastructure will also support emergency responders in performing rapid incident detection and response. SMART would also benefit from improved integration with traffic operations by connecting its new service and operations center to Clackamas County's fiber.

- **Deploy Adaptive Signal Timing on Wilsonville Road** from Brown Road to Town Center Loop East consistent with Clackamas County's ITS Plan,

including the installation of video monitoring cameras and vehicle detection equipment to collect traffic counts and speeds.

- **Collect and Manage Transportation Data** to help the City evaluate the performance of its transportation system and to help travelers make more informed decisions regarding their choice of mode, departure time, and routing. The City will first need to evaluate ways to collect and distribute information in coordination with Clackamas County.

*The Clackamas County Traffic Management Center is located in Oregon City and is connected to Wilsonville via State, County, and City communication links. These links allow County staff to remotely manage and operate Wilsonville's traffic signals and ITS infrastructure.*



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*"Transportation is important for all of us whether you ride your bike around town, whether you walk, or whether you drive a car, take transit, or for that matter, drive a truck through town. It is very important for you to be able to get where you want to go and not have a lot of trouble doing so."*

*Nancy Kraushaar  
Community Development Director*

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### BIKE SMART AND WALK SMART

Wilsonville benefits from focusing staff resources on coordinating bicycle and pedestrian outreach and infrastructure planning, which it does primarily through its Bike Smart and Walk Smart programs. SMART and Community Development staff collaborate to lead the City's efforts.

Four ongoing efforts will help improve walking and biking in Wilsonville:

- Maintain an updated **bike and pedestrian map** that provides the current bicycle and pedestrians facilities that are available to Wilsonville residents for these mode choices.
- Expand **bike and pedestrian safety education and outreach** to the general public, focusing on clinics and workshops that communicate safety messages to particular audiences like children, motorists, and older pedestrians.
- Coordinate **group rides and walking tours** to identify street, trail, art and natural amenities that are available to residents.
- Staff an **Active Transportation Planner** that works for both Community Development and SMART and is tasked with development review, plan implementation and updates, safety education and outreach, and program support (Bike SMART, Walk SMART, and Safe Routes to Schools). This planner could also continue **regional coordination** efforts with other agency Active Transportation Plans and Metro.

*In 2011, Wilsonville was awarded the designation of being a Walk Friendly Community due to its commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. The Bronze Level designation indicates the City is "on the right track" but has several areas where it can continue to improve.*

### NATIONAL RECOGNITION AVAILABLE AS WALK FRIENDLY AND BIKE FRIENDLY COMMUNITY

Two national recognition programs have been developed in recent years to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking and bicycling environments. These programs evaluate current efforts and provide recommendations for improvement:

- **Walk Friendly Communities** designation is awarded at one of five levels (from lowest to highest): honorable mention, bronze, silver, gold, and platinum. Wilsonville was awarded a bronze designation in 2011. As additional pedestrian improvements are made throughout the city, Wilsonville may consider reapplying for a higher designation.
- **Bicycle Friendly Community (BFC) Campaign** is administered by the League of American Bicyclists and awards one of four designations (from lowest to highest): bronze, silver, gold, and platinum. Wilsonville has not yet applied for a BFC designation, but doing so will provide the City with recognition while also providing helpful recommendations for how it can continue to improve its bicycle network.





# The Performance

## Chapter 7



Wilsonville's transportation system plan (TSP) provides standards, projects, and programs that, when put into action, will improve the City's transportation system. By tracking specific performance measures with each successive TSP update, the City will learn if its planning efforts are leading to the desired outcomes and if additional improvements are needed. In this way, Wilsonville will make continued progress towards its transportation system vision and goals.

To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis.

Performance measurement is an approach to transportation planning that has been receiving increased national and regional attention. The new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transitions the nation towards performance-based, outcome-driven planning processes. In doing so, this law is not prescriptive regarding what the standards should be, but instead requires that states and metropolitan planning organizations (MPOs) establish their own targets and measures. This encourages the framework of performance measurement throughout the nation without requiring a one-size-fits-all approach.

*Performance measures allow Wilsonville to . . .*

- *Track the benefits of its efforts and*
- *Identify areas where additional improvements are needed*

*So that it can . . .*

- *Make more informed investment decisions and*
- *Best achieve its vision and goals.*





## PERFORMANCE MEASURES

Though it preceded MAP-21, Metro's Regional Transportation Plan (RTP) also focuses on performance targets and standards. While there are some performance targets specified by Metro, Metro requires each city to identify its own performance measures for five areas and then to evaluate them with each successive transportation system plan (TSP) update to check its progress.

Table 7-1 lists Wilsonville's performance measures, including the 2035 targets and how they will be

measured. The majority of these performance measures were selected because they are recommended by Metro and can be relatively easily measured using Metro's travel demand model, which is also the basis for Wilsonville's future travel demand forecasting. The one performance target that differs is safety. Because the City has such a low number of collisions, its target is to keep the collision rate below the statewide average.

**Table 7-1. Wilsonville Performance Measures**

Performance Area	2035 Performance Target <sup>a</sup>	How Measured
Safety	Maintain collision rates below the statewide average and zero fatalities	Analysis of ODOT, Washington County, and Clackamas County collision data
Vehicle Miles Traveled (VMT) Per Capita	Reduce VMT/capita by 10% compared to 2005 <sup>b</sup>	Estimate using travel demand model
Freight Reliability	Reduce vehicle hours of delay <sup>c</sup> for truck trips by 10% from 2005	Estimate using travel demand model for roadways on City's freight network
Congestion	Reduce vehicle hours of delay <sup>c</sup> (VHD) per person by 10% from 2005	Estimate using travel demand model
Walking, Biking, and Transit Mode Shares	Triple walking, biking and transit mode share from 2005	Use Metro mode split forecasts and provide qualitative assessment; supplement with SMART data

<sup>a</sup> Performance targets are for the 2035 horizon year. Performance tracking during intermediate years should be compared against interpolated values.

<sup>b</sup> Oregon House Bill 3543 codifies greenhouse gas emission reductions, and the Portland Metro area has set this regional target.

<sup>c</sup> Delay is defined in the 2035 RTP as the amount of time spent in congestion > than .9 V/C (see p.5-7 of RTP)

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*"The TSP is doing an excellent job addressing bicycle and pedestrian issues. Once the TSP is adopted, it is going to be a matter of following through to make these things happen."*

*Al Levit  
Planning Commission*

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**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Planning Commission May 8, 2013 Final Actions**

- Notice of Decision
- Resolution No. LP13-0004
- Motion
- Minutes (Draft)

*Kate.*  
*Ord 719*

**Distributed at the May 8, 2013 Planning Commission Hearing**

- Exhibit 1: May 8, 2013 Addendum to the Proposed Amendments to the Wilsonville Development Code Related to the 2013 Transportation System Plan.
- Exhibit 2: An email string between Ben Altman and Chris Neamtzu ending May 7, 2013 regarding TSP-Code Amendments

**May 8, 2013 Planning Commission Public Hearing:**

- Draft Resolution No. LP13-0004
- Staff Report for Meeting Date May 8, 2013, for the Transportation System Plan Development Code Amendments, with the following Attachments:
  - Attachment A. Draft TSP-related Development Code amendments (strikeout)
  - Attachment B. Draft TSP-related Development Code amendments (clean)
  - Attachment C. Commentary on proposed Code amendments
  - Attachment D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
  - Attachment E. Case File #LP13.04 Index of Complete Record

**Documents distributed to Planning Commission prior to Public Hearings:**

**April 10, 2013 Work Session**

- Meeting Minutes Excerpt
- Staff Report regarding the Transportation System Plan Development Code Amendments with:
  - Attachment A: Draft TSP-related Development Code Amendments
  - Attachment B: Commentary on proposed amendments
  - Attachment C: Draft TSP-related Comprehensive Plan amendments
  - Attachment D: Matrix of Wilsonville Transportation Policies: Existing and Proposed

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013

**Located in the Planning Files:**

- Affidavit of Mailing Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice mailed to all property owners in the City of Wilsonville.
- United States Postal Service Form 3602-R1 – Postage Statement – Standard Mail.
- Affidavit of Emailing and Posting Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice.
- Community Newspapers Affidavit of Publication with attached Public Hearing Notice

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Planning Commission May 8, 2013 Final Actions**

- Notice of Decision
- Resolution No. LP13-0004
- Motion
- Minutes (Draft)



**NOTICE OF DECISION**

**PLANNING COMMISSION**

**RECOMMENDATION OF APPROVAL TO  
CITY COUNCIL**

**FILE NO.:** LP13-0004

**APPLICANT:** City of Wilsonville

**REQUEST:** Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan (TSP).

After conducting two work sessions on March 13, 2013 and April 10, 2013, and a public hearing on May 8, 2013, to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code, the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0004.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.

**PLANNING COMMISSION  
RESOLUTION NO. LP13-0004**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING  
THAT THE CITY COUNCIL ADOPT AMENDMENTS TO THE PLANNING AND  
LAND DEVELOPMENT ORDINANCE (WILSONVILLE'S DEVELOPMENT CODE)  
TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN (TSP).**

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to coordinate with and implement the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed 2013 TSP-related Development Code text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review the proposed TSP-related Development Code Amendments and to gather additional testimony and evidence regarding the Code Amendments; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

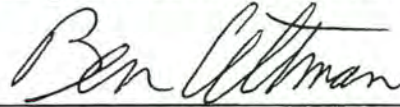
WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the Development Code Amendments to implement the 2013 TSP, as reviewed and amended by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

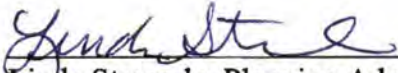


ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8<sup>th</sup> day of May and filed with the Planning Administrative Assistant on May 9, 2013.



Wilsonville Planning Commission

Attest:



Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:

Nay

Commissioner Eric Postma:

Aye

Commissioner Peter Hurley:

Absent

Commissioner Al Levit

Aye

Commissioner Marta McGuire:

Absent

Commissioner Phyllis Millan:

Aye

Commissioner Ray Phelps:

Aye

**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**MOTIONS**

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**VI PUBLIC HEARINGS**

- B. LP13-0004** – Adoption of amendments to the Planning and Land Development Ordinance (various sections) to implement the 2013 Transportation System Plan. (Mangle)

The following exhibits were entered into the record:

Exhibit 1: Addendum dated May 8, 2013 prepared by Staff in response to issues raised by City Council during work session and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards.

Exhibit 2: Email thread from Ben Altman dated May 3, 2013 and response from Planning Director Chris Neamtzu.

**Commissioner Postma moved to amend the Staff report as follows:**

- Include the changes specified in Exhibit 1, excluding the Note indicated on Page 1, the Commentary included on page 4, and the table on the final page.
- Revise the end of Section 4.154(.01)B.2 on page 18 of 71 of the Staff report to include, " public rights-of-way *and crosswalks*".
- Include the content of Section 4.177(.06)A on Page 26 of 71 immediately after (.06) Transit Improvements as one paragraph and renumber Subsections B, C, D, and E accordingly.

**Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0004 as amended. The motion was seconded by Commissioner Millan and passed 4 to 1 with Chair Altman opposed.**

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for  
Linda Straessle, Planning Administrative Assistant



**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**DRAFT Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:07 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Al Levit, Phyllis Millan, and City Councilor Julie Fitzgerald. Peter Hurley and Marta McGuire were absent. Eric Postma arrived after roll call.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle and Steve Adams

**VI. PUBLIC HEARINGS**

- B. LP13-0004** – Adoption of amendments to the Planning and Land Development Ordinance (various sections) to implement the 2013 Transportation System Plan. (Mangle)

The following exhibit was entered into the record and distributed to the Commission.

Exhibit 1: Addendum dated May 8, 2013 prepared by Staff in response to issues raised by City Council during work session and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards.

Chair Altman reviewed the Legislative Hearing Procedure and called the public hearing for LP13-0003 to order at 8:45 p.m.

Katie Mangle, Manager, Long Range Planning, stated she had been working with Darcy Rudzinski of the Angelo Planning Group to present the set of Development Code amendments that were intended to implement many of the policies in Chapter 2 of the draft TSP that would be going to Council for adoption.

- Many of the TSP policies would be implemented either in the Development Code, through the Public Work Standards, or directly through the City in its Capital Improvement Plan (CIP). Updating the Code to do this was one big step forward in starting to implement some of the TSP policies and setting the intent in motion. In fact, the 2003 TSP had been such a long process after seven years that the Development Code amendments to support some of it were never adopted. Placeholder language still existed within the Code that said “This Section to be updated when the TSP was adopted.”
- Staff wanted to be sure to follow up on that and not lose momentum on the project. It was not urgent that it be adopted that night, but keeping the momentum going was important. There had been two or three work sessions with the Planning Commission on the amendments, and a lot of the Planning Commission's comments had been incorporated into the draft TSP.



- A brief presentation would be given to explain what the amendments were about and what impact they might have. Generally, the reason for these types of amendments was, in addition to implementing the TSP, was to comply with some regional and state requirements that the City was obligated to fulfill. Most of the amendments built on really good policy the City had had for a very long time to ensure that development contributed to improving the pedestrian, bicycle and streetscape improvements and making sure development did that along the way. There were also specific things the City was being asked to comply with, which the amendments would help the City to do.
- There were some areas where housekeeping and organizational improvements had been done to make the TSP easier to use and make sure that as Staff spoke with developers, the City's onsite requirements were clear. For example, the City cared about the design for getting pedestrians from the parking lot to the headquarters of a corporation. Making sure the objectives were clear regarding on-street or in the right-of-way improvements and organizing those so it was clear which is which.

Darcy Rudzinski, Angelo Planning Group, reviewed the proposed Code language, referring to the examples of the key changes on Page 4 of 71. She characterized the changes made, mostly for the benefit of the record and to provide a higher level overview of the types of changes being considered for adoption in Wilsonville with these comments:

- The City should make sure its development standards reflect the standards and functional classifications in the TSP. Therefore, a few modifications were made to the existing requirements to ensure consistency between the TSP and the Development Code.
- Current practice also needed to be codified. The public hearing notice requirements was one example of where the City already notified roadway providers with potential authority over roadways within the city of potential development activities that might impact those facilities. The Code language had simply been modified to clarify that it was an expectation of the City.
- Other amendments increased safety, accessibility and connectivity for all modes. So, there was a new section focused on on-site, bicycle and pedestrian connectivity. Another new section also stated the standards for vehicular access and circulation.
- The last category of amendments focused on increasing the opportunity for multimodal travel.
  - Bicycle parking standards had been modified. Transit related requirements took a lot of the policy level recommendations from the Transit Master Plan and implemented it into the Development Code so that it actually became a requirement that transit amenities and facilities be provided with some level of development.
- She agreed with what Mr. Knapp had said about the TSP supporting the qualities they wanted to see in Wilsonville. The TSP should enable the type of community they desired to be. As Ms. Mangle stated, the TSP policies in Chapter 2 were implemented in part through the Development Code.
- Attachment C was a commentary sheet that described the changes to the ordinance and why they had been made. Attachment C had been updated as different versions of the proposed Code language were presented.
- She also agreed with Mr. Mansur's statement about the TSP capturing the latest and best practices and she believed the Code language should be viewed the same way. They had drawn upon model Code language developed and used by the State and modified for each jurisdiction's needs. They had also drawn on examples from other jurisdictions in the region, who were trying to enhance and clarify requirements, particularly around multimodal transportation.
- She briefly reviewed how the current version of the Code Amendment packet had changed since being presented in April. Staff had mostly made the amendments but the consultants had helped respond to the Commission's comments and suggested amendments from April.
  - One of the biggest changes had been to the access drive and driveway approach standards on Page 27 of 71 under Street Improvement Standards, which had previously been two separate sections. One had discussed driveway approach, where the driveway connects into the system. The other was access drives, which regarded the length of access drive connecting the property to the system. There were subtle differences between them. Because the two requirements were so



similar, they combined the requirements under one heading and added a definition for driveway approach to clarify what they were.

- Related to that, Section 4.118(.03) on Page 17 of 71 allowed waivers to the drive aisle design and on-site pedestrian access and circulation standards.

Ms. Mangle explained there had been several times where the Commission had discussed the need for some flexibility, and ensuring people could get waivers was the best way to allow flexibility. She clarified edits had been made to items 9 and 15.

- She noted Exhibit 1, which was distributed to the Commission, was prepared in response to Monday night's work session with City Council, addressing items raised by Council and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards with regard to proportionality. She described the changes made to these two sections for the Commission to consider. She noted the changes were indicated in green and red in the packet. Her comments were as follows:
  - The only real policy change with regard to bicycle parking involved the threshold at which long-term bicycle parking is triggered. The current proposal stated if more than four bicycle parking spaces were required by Table 5. Council had questioned if that threshold was too low; if it would capture too small of the proposed development.
  - She directed the Commission to the table on the last page of Exhibit 1, which was not proposed to be in the Code but was provided as background information. She considered the bicycle parking ratios in Table 5 and asked, for example, if the threshold was four, what kind of businesses or uses would be captured and the table in Exhibit 1 showed these results. A hotel, for example, with 20 or more rooms would be required to have four bicycle parking spaces; therefore, that use would trigger the need to meet the long-term bicycle parking standard. Less than four would be the size of uses that would trigger the bicycle parking standard. If the threshold were six, in the next column to the right, the table indicated the sizes of uses that would trigger the long term biking standard.
  - One question from the work session on Monday was where the bicycle parking standards had originated. Staff had erroneously answered that some of the standards were from Portland and Milwaukie, but they had actually come from Villebois. The difference between the two was that in Villebois the numbers for short-term and long-term bicycle parking spaces were listed. However, that approach was not being taken for the rest of the city, therefore a threshold needed to be defined. Staff recommended increasing the threshold to six, which would be for Planning Commission's discussion.
  - The other changes to the Bicycle Parking standards were basically structural, ensuring that bicycle parking spaces required general provisions; Section 4.155(.04) numbers 5 and 6 were moved up from the short term bicycle parking standards section because they describe how a bicycle parking space needed be designed and used, which is something that should apply to all bike parking spaces, not just short term spaces.
    - The covered parking section had also been moved and that section had been edited for clarity.

Commissioner Levit:

- Questioned how many dentist offices were 20,000 sq ft and suggested decreasing the sizes.
- Asked why there would never be a bicycle rack at a bowling alley.
  - Ms. Mangle responded the number of parking spaces were by lane. According to the table, it would have to be 100 lanes before bicycle parking would be triggered. It could not be changed because they were not reevaluating the entire parking table, but it could be noted as a deficiency.
- Stated although patrons may not be coming by bicycle, employees and visitors could.
  - Ms. Mangle believed there was a minimum of two bicycle parking requirements, but she would have to go back and review the table. Because no 100 lane bowling alleys would be built, the parking would never be triggered. She reiterated that reevaluating the entire table and parking



ratios would be a different project. More involved discussions and research were necessary for many of the parking standards for both bicycle and auto; though it might be good to note.

Commissioner Millan confirmed the table in Exhibit 1 would not be included in the adopted standards.

- Ms. Mangle responded the table was created as background for the Commission's consideration, if they wanted to change the threshold from four to six.

Commissioner Phelps confirmed the table was provided for informational purposes. He suggested inserting a column for minimum number of bicycle parking spaces, otherwise it was suggesting that some uses would never have bicycle parking capability, although two was the requirement.

- Ms. Mangle explained the purpose of the table was to evaluate if there was a threshold at which long-term bicycle parking would be required and what would be captured at that threshold. The question posed at Council was if the right things were being captured. The table was designed to be informational for the Commission. She believed four was a perfectly defensible answer and six would be a little bit of a higher threshold.

Ms. Mangle addressed another Council question about proportionality and whether too small of sites would trigger expensive improvements, specifically for transit stops. She believed it was not just a fair question for transit improvements but for any of them. She had discussed it with the City Attorney's office and the last line of the first paragraph of Section 4.177 stated, "The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to that impact," which was already included in the proposal and addressed all of that. The City Attorney believed that was enough and that any case law related to Nolan and Dolan overrode all of the City's responsibilities. However, he noted that Section 4.177(.01) had stated, "Such improvements shall be provided at the time of development," which was actually not the way it was done in Wilsonville. Developments in Wilsonville were allowed to make improvements within two years of the time of development, so that was the reference in Section 4.140 to clarify that.

Commissioner Levitt:

- Asked about Table 5 in Attachment A and whether everything was a minimum of two bike parking spaces.
  - Ms. Mangle clarified that most of Table 5 was not included in the draft because it was not being changed. She would need a copy of the table before she was able to answer the question.
- Had requested, on a couple of occasions, that language be included to require public access at corner lots from the corner and he did not see that language in the draft.
  - Ms. Mangle replied it had not been inserted because Staff had not been sure how to achieve that objective, where to insert it or how it would relate to the ability to place buildings on the corner in terms of how pedestrian access related to building placement and site design. The requirement that the pedestrian route be safe, direct and convenient had been included.
  - Ms. Rudzinski noted that would not preclude what he was discussing; it just did not dictate how it would happen.
- Knew of no place in Wilsonville with pedestrian access from the corner, which meant pedestrians were inconvenienced, especially when it was a parking lot. It was understandable if it was a building and a pedestrian was not going to walk into the building. However, if it was a parking lot with internal circulation for pedestrians, it should connect to a crosswalk.
  - Ms. Rudzinski noted they struggled with making the language too prescriptive.
- Stated it was either there or it was inconvenient. People would either cut through the shrubbery, which happens almost everywhere, or the City should make a path there.
  - Ms. Mangle responded if the language stated, "reasonably direct" that would be one of the routes that would be evaluated when looking at a site plan.



- Replied that although he and Staff agreed on that, it might never be done unless it was specifically written. However, if it was logical, he questioned why it was not being done already.
  - Chair Altman stated he works with that end of it a lot and explained that the parking lot is designed first and then pedestrian lengths are added, which is why they usually end up with them wherever access points are located. Perhaps pedestrian circulation should be designed first.
- Replied an internal pedestrian plan had to be done in conjunction, but currently, if people walk in any parking lot they walked in the middle of traffic because the parking lots were not designed safely for pedestrians.
  - Ms. Rudzinski believed the language provided the City with some tools to request that information be taken into consideration and to have modifications made in a site plan review if pedestrian access was indirect and did not make sense. She was leery of trying to anticipate all of the possible site design aspects because when referring to transit, that was a traction point they would want to have safe.
- Doubted it would happen.
  - Ms. Mangle suggested adding some language on Page 18 of 71 in Section 4.154(.01)B.2.b. "The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations" could be modified to say "destinations including..."
- Responded that although it named public rights-of-way, that could be 50 ft down the street.
  - Ms. Mangle replied that could say including the nearest public crosswalk or something similar, which would guide Staff during implementation; not just from the car to the building, or from building to building but also from the building to the nearest crosswalk or something like that to ensure that it was considered.
  - She clarified that in Table 5, there was a minimum of two bicycle spaces for every use and a minimum of six or four for certain uses. She confirmed the table purely regarded the threshold for long-term parking.
- Said the first time a copy of Table 5 had been provided, there had been something that struck him as being odd but could not recall what it was.
  - Ms. Mangle confirmed Table 5 would not be changed, however there was one change that was needed for regional compliance.

Chair Altman:

- Inquired about Section 4.155(.03)(E.) on page 20 of 71, the 12-ft landscape buffer being a new standard for buffering a parking lot.
  - Ms. Rudzinski believed that was made for consistency with what the City currently required.
- Did not recall a 12-ft buffer, adding there was always a buffer, but he did not recall it being that wide. He was concerned that as the City had more intense urban development, giving up 12-ft buffer for parking at the edge might be overkill. He agreed with Section 4.155(.03)(F.), which said if it works appropriately it would be included in storm treatment elements. He believed setting a standard of a 12-ft buffer for all parking lots was too wide. For example, Town Center would have a 12-ft wide buffer along its entire length on Wilsonville Road. The existing buffer was only about five or six ft, not 12 ft.
- Was also concerned with Section 4.177(.06)(C.) on Page 27 of 71, which assumed there was a bus stop anywhere near the project. He suggested including an alternative location or a contribution toward stops elsewhere. If there was no bus stop nearby, there was nothing to improve.
  - Ms. Mangle noted that Section 4.177(.06)(A.) stated it was triggered if on a major transit street to any bus stop located along the site's frontage, so it was only applicable if a bus stop was located there. The City could not require going offsite to improve a bus stop down the block.
- Responded it was done with trees, requiring developers to mitigate, paying into a tree fund and planting them elsewhere if they could not be planted on site. However, as long as it was related to an actual bus stop, he was okay with it.



Commissioner Phelps said he wanted to know what he was agreeing to when voting for this and all it said was "Shall be designed in accordance with the Public Works Standard". This language was used on Page 26 of 71 and several other places in the draft. He was concerned that the Public Works Standards might change and the language would not.

- Ms. Mangle clarified the Public Works Standards were the City's street design standards and should be included in the Public Works Standards instead of the Code. Therefore, items that stated things like, "The sidewalk should be brown concrete" had been extracted from the Code. That did not belong in the Zoning Code but in the Public Works Standards. For example, there was a part of the TSP with street cross sections and at the policy level of the TSP, the Planning Commission was approving design of what collector streets should look like. Having some flexibility had been discussed and the Public Works Standards might discuss four different kinds of collectors. The Public Works Standards provided another way of implementing some of that policy. Some of the other things in the Public Works Standards involved more details about the types of surfaces allowed, such as what a sidewalk could be built out of, such as asphalt or concrete. The Public Works Standards were easier to amend and update than the Code. The Public Works Standards are updated via a public Council discussion, but did not involve the whole land use process. The Staff could not make administrative changes to the Standards.
- Ms. Jacobson noted the last update to the Public Works Standards occurred in 2006. Provisions within the Standards allow the Planning Director to have some discretion, but the overall standards are adopted by Council.
- Ms. Mangle noted the Engineering Department was working on an update that would go to Council to update the TSP. She confirmed that some of the Standards were based on national engineering standards and often come from ODOT and other sources.

Commissioner Levit inquired about the transit improvements that began in (.06)(A.) on Pages 26 and 27 clearly stating that the sites are adjacent to a transit street, but (A.), (B.), (C.), (D.) and (E.) were all at the same structural level. He suggested making (B.), (C.) and possibly the others subsections of (A.).

Chair Altman suggested eliminating (A.) and making it a paragraph, so that everything under it would be a subcategory.

Commissioner Levit agreed that would work because in (C.), it was uncertain whether it was a transit street or not.

Ms. Mangle agreed. She clarified the 12-ft setback for the parking buffer was an existing standard, but only for parking lots in excess of 200 parking spaces.

Chair Altman expressed frustration that the Development Code still referred back to the Comprehensive Plan. He had been coordinating with Mr. Neamtzu and Ms. Mangle on the issue and it did not look like it would be resolved immediately because it was more complicated than imagined. He would like to see something eventually done where the TSP would be actually implemented through the Code, instead of constantly referring back to the Comprehensive Plan. He was concerned that they would now be bouncing between three documents, the Code, the Comprehensive Plan and the TSP, to make sure all the bases were covered, which was a structure he was not at all satisfied with.

Commissioner Postma entered the email thread from Ben Altman dated May 3, 2013 and response from Planning Director Chris Neamtzu into the record as Exhibit 2.

Chair Altman called for public testimony regarding LP13-0004. There was none.



Commissioner Postma noted Page 18 of 71 was where there had been a discussion about Commissioner Levit's concern regarding internal pathways. He suggested adding "and crosswalks" after "public rights-of-way" at the end of the Section 4.154(.01)(B.)(2.), to provide an additional potential indication that the City intended to get people to the corner crosswalks.

Commissioner Levit agreed the crosswalk was a good idea in the odd situation it could possibly be located in the middle of the block.

Commissioner Postma responded the advantage was that there would not be a "shall" so much as "please try to do this," which provided some design flexibility. The difficulty with removing the prior "and" was that a "shall" was still included at the beginning of that.

Commissioner Levit:

- Questioned what was wrong with that as they were trying to make Wilsonville a pedestrian-friendly community.
  - Ms. Rudzinski stated an alternate suggestion was that the pathway be reasonably direct, which meant it followed a route between destinations including nearest crosswalks or from destinations to nearest crosswalks.
- Responded it would still be a "shall" because it is subsection 2.

Chair Altman noted it was still a matter of defining reasonably direct as a "shall."

- Ms. Mangle noted "shall" was a way to get things done and an important word in code writing. She, Ms. Rudzinski and Mr. Neamtzu had thoroughly discussed the concern and concluded that the section had a lot of flexibility on how the requirement was met and how it was implemented and applied to specific sites. Without a "shall," it would not belong in the Code.

Commissioner Postma confirmed, "and crosswalks" would be inserted at the end of Section 4.154(.01)(B.)(2.) on page 18 of 71 of the Staff report after "public rights-of-way".

- In Section 4.177(.06)(A.) on Page 26 of 71, he noted the Commission discussed removing subsection (A.) and inserting that paragraph immediately after "transit improvements," and then renumbering (B.), (C.), (D.) and (E.) to (A.), (B.), (C.), and (D.). He believed that would provide clarity and go back to the notion of paying attention to transit improvements and adjacent developments.

Chair Altman closed the public hearing for LP13-0004 at 9:32 p.m.

**Commissioner Postma moved to amend the Staff report as follows:**

- **Include the changes specified in Exhibit 1, excluding the Note indicated on Page 1 and the table on the final page.**
- **Revise the end of Section 4.154(.01) (B.)(2.) on page 18 of 71 of the Staff report to include, "public rights-of-way and crosswalks".**
- **Include the content of Section 4.177(.06)(A.) on Page 26 of 71 immediately after (.06) Transit Improvements as one paragraph and renumber Subsections (B.), (C.), (D.) and (E.) accordingly.**

**Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0004 as amended. The motion was seconded by Commissioner Millan and passed 4 to 1 with Chair Altman opposed.**

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Distributed at the May 8, 2013 Planning Commission Hearing**

- Exhibit 1: May 8, 2013 Addendum to the Proposed Amendments to the Wilsonville Development Code Related to the 2013 Transportation System Plan.
- Exhibit 2: An email string between Ben Altman and Chris Neamtzu ending May 7, 2013 regarding TSP-Code Amendments



**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**May 8, 2013 Addendum**

Suggested revisions to the proposal

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than ~~four~~ (4) six (6) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. ~~There must be~~ An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

Note: Moved these 2 sections up to this section because they should apply to all bike parking spaces – long and short term.

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.

c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

~~d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.~~

~~e.~~

~~There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way~~

#### C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

2. Required long-term bicycle parking shall meet the following standards:

a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).

b. Locate the space within 100 feet of the entrance that will be ~~used~~ accessed by the intended users.

c. At least 50 percent of the spaces shall be covered.

#### ~~3. Bicycle Lockers, Racks and Cover~~

#### D. Covered Parking (Weather Protection):

~~a. Where~~ 1. When required, covered bicycle parking is, shall be provided in lockers, one of the lockers shall be securely anchored.

~~b. Covered bicycle parking, as required by this section, shall be provided~~ following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Moved the covered parking section to its own section, so these standards apply to long and short term parking.



**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be **provided constructed** at the time of development **or as provided by Section 4.140**, except as **modified or** waived by the City Engineer for reasons of safety or traffic operations.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). The current code includes requirements for bicycle parking, but no standards regarding placement or design. Long-term parking standards are new, in response to a regional requirement.

- Short-term bicycle parking must be located within 30 feet of the main building entrance, and if over 10 spaces are required, 50% of them must be covered
- Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)
  - 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions : when 10% of the auto parking is covered, for multifamily dwellings with more than 9 units, and when more than 6 bike parking spaces are required.
  - Of the required long-term parking, 50% must be covered but there are many ways to meet this standard (e.g., within a building, under an awning, in bike lockers, etc.).

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.



Min. bike parking spaces required (x)	Size of use that would trigger x bike parking spaces per Table 5		Villebois	10
	4	6		
hotel	20+ rooms	30+ rooms	always	50+ rooms
nursing home	24000 sf	36000 sf		60000 sf
hospital	80 auto pkg spaces	120 auto pkg spaces		200 auto pkg spaces
church	200 seats	300 seats	always	500 seats
museum	always	always	always	10000 sf
preschool	14000 sf	21000	always	35000 sf
elementary	always	always	always	always
high school	always	always	always	always
theater	always	240 seats	always	400 seats
bowling alley	never	never		never
gym	16000 sf	24000 sf	always	40000 sf
retail	16000 sf	24000 sf	always	40000 sf
large product retail	32000 sf	48000 sf	always	80000 sf
office	20000 sf	30000 sf		50000 sf
dental office	20000 sf	30000 sf		50000 sf
restaurant or bar	16000 sf	24000 sf	always	40000 sf
fast food	always	never		never
manufacturing	always	always	always	100000 sf
warehouse	80000 sf	120000 sf		200000 sf

---

**Subject:** RE: TSP - Code Amendments

**From:** Neamtzu, Chris  
**Sent:** Tuesday, May 07, 2013 2:14 PM  
**To:** Ben Altman  
**Cc:** Mangle, Katie; Kohlhoff, Mike; Jacobson, Barbara  
**Subject:** RE: TSP - Code Amendments

Good Afternoon Ben,

I thought about this over the weekend, and wanted to offer a couple of items. In a perfect world, we all recognize that the importance and appropriateness of the Code implementing the Plan. Staff has been working on tightening this up quite a bit over the years, and will continue to do so with each project. However, it is my feeling that we are not yet quite to the point where we can rely solely on the Code to implement all provisions of the Plan. The IM for increased density for special needs housing is one area that immediately comes to mind as not having code to back it up. There are other areas as well. The City would need a detailed code audit performed before we could rely solely on the Code to ensure the community doesn't lose the ability to implement important policies in the Comp Plan. I did correspond with Barbara and Mike on this and there was general discomfort for the reasons stated above, (i.e. the city would need to invest considerable time consuming work on the Code to make sure it accurately and completely tracked the Comp Plan in all respects). I have not had a chance to talk to Blaise or other current planners.

I understand that for applicants, writing findings on both documents has proven to be awkward at times, and I completely understand applicants' desire to not have to write findings in a circular manner or to perform work that is not necessary or helpful to the reviewer or the public. Perhaps this can be better addressed as an administrative issue, where the reviewing planners are more mindful of what it is they are asking for as part of completeness and there is a conversation around what sections are being asked for as it relates to what sections we know the code implements avoiding un-necessary findings. For example, if there are transportation findings that are needed for a case file, since we are going through a detailed process to write code to support the TSP, providing findings on the TSP would be un-necessary. I am always happy to assist in this conversation where I can be helpful.

Thanks, Ben.

Chris Neamtzu, AICP  
Planning Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
503.570.1574  
[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)

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**From:** Ben Altman [<mailto:baltman@sfadg.com>]  
**Sent:** Friday, May 03, 2013 11:43 AM



**To:** Neamtzu, Chris  
**Subject:** RE: TSP - Code Amendments

Thanks Chris.

**Ben Altman**  
Senior Planner/Project Manager

**SFA DESIGN GROUP, LLC**

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**From:** Neamtzu, Chris [<mailto:neamtzu@ci.wilsonville.or.us>]  
**Sent:** Friday, May 03, 2013 11:08 AM  
**To:** Ben Altman  
**Cc:** Mangle, Katie  
**Subject:** RE: TSP - Code Amendments

Thanks, Ben – Katie is out of town, we will chat next week about this and get back to you.

Have a great weekend,

Chris Neamtzu, AICP  
Planning Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
503.570.1574  
[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)

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**From:** Ben Altman [<mailto:baltman@sfadg.com>]  
**Sent:** Friday, May 03, 2013 8:25 AM  
**To:** Neamtzu, Chris; Mangle, Katie  
**Subject:** TSP - Code Amendments

Chris & Katie:

As you know I have been concerned about the general structure of the Code, which tends to refer back to the Comprehensive Plan, thus requiring applicants to address Comp Plan elements, rather than just Code provisions.

I would like to suggest one addition to the Code Amendment package as follows:

**Section 4.000. Administration - Purpose and Title.**

**Add: (.03)** The provisions specified within this Code including Zoning, Design Review, Land Division, Development Standard, and Approval Criteria, have been designed to implement the Comprehensive Plan, including the Transportation System Plan and other implementing Master Plans. Therefore findings of compliance with this Code for a proposed development represents compliance with the Comprehensive Plan, without need to specifically address elements of the Comprehensive Plan, except in the case of an application including a Comprehensive Plan amendment, zone change, or Variance.

If we can add this, or something similar, as approved by legal, I would be very pleased.

**Ben Altman**  
Senior Planner/Project Manager

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**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**May 8, 2013 Planning Commission Public Hearing:**

- Draft Resolution No. LP13-0004
- Staff Report for Meeting Date May 8, 2013, for the Transportation System Plan Development Code Amendments, with the following Attachments:
  - Attachment A. Draft TSP-related Development Code amendments (strikeout)
  - Attachment B. Draft TSP-related Development Code amendments (clean)
  - Attachment C. Commentary on proposed Code amendments
  - Attachment D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
  - Attachment E. Case File #LP13.04 Index of Complete Record

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, MAY 8, 2013**

**6:00 PM**

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### **VI. PUBLIC HEARINGS**

- B. **LP13-0004** - Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan. (Mangle)



**PLANNING COMMISSION  
RESOLUTION NO. LP13-0004**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING  
THAT THE CITY COUNCIL ADOPT AMENDMENTS TO THE PLANNING AND  
LAND DEVELOPMENT ORDINANCE (WILSONVILLE'S DEVELOPMENT CODE)  
TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN (TSP).**

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to coordinate with and implement the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed 2013 TSP-related Development Code text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review the proposed TSP-related Development Code Amendments and to gather additional testimony and evidence regarding the Code Amendments; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the Development Code Amendments to implement the 2013 TSP, as reviewed and amended by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8<sup>th</sup> day of May and filed with the Planning Administrative Assistant on May 9, 2013.

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Wilsonville Planning Commission

Attest:

---

Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:	_____
Commissioner Eric Postma:	_____
Commissioner Peter Hurley:	_____
Commissioner Al Levit	_____
Commissioner Marta McGuire:	_____
Commissioner Phyllis Millan:	_____
Commissioner Ray Phelps:	_____




**PLANNING COMMISSION MEETING  
 STAFF REPORT**

<b>Meeting Date:</b> May 8, 2013	<b>Subject:</b> Transportation System Plan Development Code Amendments  <b>Staff Member:</b> Katie Mangle <b>Department:</b> Planning
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 5/08/13 <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input 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  <b>Comments:</b> The Planning Commission action is in the form of a recommendation to the City Council.

**Staff Recommendation:** Conduct a public hearing on the proposed amendments to the Development Code to implement the proposed 2013 Transportation System Plan.

**Recommended Language for Motion:** The Planning Commission recommends approval of LP13.04, proposed amendments to the Wilsonville Development Code, to the City Council (with or without specific changes).

**PROJECT / ISSUE RELATES TO:** *[Identify which goal(s), master plans(s) issue relates to.]*

☒ Council Goals/Priorities  
 Ensure efficient, cost effective and sustainable development and infrastructure.

☒ Adopted Master Plan(s)  
 Update to the 2003 Transportation System Plan

☐ Not Applicable

## **ISSUE BEFORE THE COMMISSION:**

The proposing to adopt an update to its Transportation System Plan (TSP) in 2013. Amendments to the Development Code are needed to implement the revised policies of the TSP and to comply with state and regional requirements.

## **EXECUTIVE SUMMARY:**

The TSP is the City's long-term policy and planning document for transportation improvements. The TSP identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses. In addition, having a TSP in place is essential for the City to compete for regional, state, and federal funding for transportation projects. The Planning Commission will open public hearings on the proposed TSP May 8<sup>th</sup>, and the first public hearing before Council is scheduled for June.

Wilsonville, like most other cities in the region, needs to update its TSP to keep current with changes in regional transportation policy. Chapter 2 of the draft TSP lists updated goals, policies, and implementation measures. The transportation policies will be implemented through development review, capital projects, and SMART and public works operations. Amendments to the Development Code are necessary to affect City decisions on private development applications.

## **Development Code Amendments**

The proposed amendments to the City of Wilsonville Development Code would update City requirements to be consistent with the new policies in Chapter 2 of the draft TSP, and to be consistent with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). See Attachment A for an underline/ strikethrough version of the draft amendments; a "clean" version is included in Attachment B.

Key changes include the following:

- On-site pedestrian access and circulation standards, needed to ensure safe and convenient walkability of development.
- New on-site parking design standards to include parking location and street features for lots over three acres in size.
- Exemption from parking maximum allowance for structured parking and on-street parking.
- New standards for the quantity, location, and design of short term and long term bicycle parking.
- Consolidation of all street design standards that apply when private development is required to construct frontage and street improvements. Some existing standards have been moved. Some new standards have been added to be consistent with proposed TSP chapter 5 Standards.
- A new section outlining when development may be required to construct SMART bus stop improvements. The City is able to exact such improvements now, but adding the



triggers and possible requirements into the Code will make the process more predictable for applicants and staff.

- New section to address property access and driveway development standards, and intersection spacing standards.

The draft amendments contained in Attachments A (showing edits to existing Code) and B (“clean” version showing the policy upon adoption) reflect direction provided by the Planning Commission during worksession discussions of the proposal. Draft findings in support of approval are included at the end of this report. A commentary document explaining the purpose and effect of the amendments is included as Attachment C.

#### **EXPECTED RESULTS:**

Amendments to the Development Code are needed to coordinate with the TSP and comply with state and regional policy. Attachment D summarizes how the proposed amendments will help the City comply with state or regional requirements.

#### **TIMELINE:**

The hearing on the Code amendments may be continued to a date certain, after the City Council conducts a hearing and makes a decision on the TSP itself in June 2013. The state grant that is funding the consultant work on this project will expire June 30, 2013. The City’s deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

#### **COMMUNITY INVOLVEMENT PROCESS:**

The Planning Commission has held two worksessions on the Code amendments, the City Council will hold one on May 6, 2013. The draft amendments were posted on the project website on April 3, 2013. On April 10, 2013, the City mailed a notification of the upcoming hearings, with a link to the project website, to every property in the city. The full record for this application is included in Attachment E.

#### **ATTACHMENTS**

- A. Draft TSP-related Development Code amendments (strikeout)
- B. Draft TSP-related Development Code amendments (clean)
- C. Commentary on proposed Code amendments
- D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
- E. Casefile #LP13.04 Index of Complete Record

## CONCLUSIONARY FINDINGS

### ***Section 4.032.      Authority of the Planning Commission.***

*(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:*

*B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;*

**Response:** The Planning Commission is the appropriate review body to provide the City Council with a recommendation on this package of amendments. **This criterion is met.**

### ***Section 4.033.      Authority of City Council.***

*(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:*

*B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.*

*E. Consideration of the recommendations of the Planning Commission.*

**Response:** The City Council will receive a recommendation from the Planning Commission on the Code amendments. The City Council is the final local authority regarding adoption of amendments to the Code, which will be adopted via Ordinance. **These criteria are met.**

*(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.*

*(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.*

**Response:** Following public hearings before the Planning Commission, the Planning Director



will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, these criteria will be satisfied.**

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

*(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:*

- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair-of the Commission.*

The timing of the Planning Commission hearing on the proposal is coordinated with the public hearings on the draft TSP. Following public hearings before the Planning Commission, the Planning Director will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, this criterion will be satisfied.**

- B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:*

- 1. That the application was submitted in compliance with the procedures set forth in Section 4.008;*

Section 4.008 references application procedures in Sections 4.008 through 4.024. Most of the procedures apply to development applications, but the following procedures apply to this application:

- **Section 4.009. Who May Initiate Applications.**

*(.02) Applications involving large areas of the community or proposed amendments to the text of this Chapter or the Comprehensive Plan may be initiated by any property owner, business proprietor, or resident of the City, as well as by the City Council, Planning Commission, or Development Review Board acting by motion.*

*(.04) In the event that the City of Wilsonville is the applicant, the City Manager may authorize any City employee or consultant to act as the City's agent.*

The Planning Commission discussed the proposed amendments during two work sessions in 2013, and gave staff the direction to present the proposal at a public hearing. The Planning Director initiated the application for the proposed amendments on April 2, 2013. **This criterion has been met.**

- **Section 4.012. Public Hearing Notices.**

(.01) Published Notice. *The Planning Director shall have published in a newspaper of general circulation in the City of Wilsonville, prior to the date of the Planning Commission or Development Review Board meeting, a notice that the Commission or the Board will consider proposals, documents, or pending applications.*

- A. *If the matter will require a public hearing, the notice shall be published at least ten (10) and not more than twenty-one (21) days before the first hearing.*
- B. *The publication shall contain a brief description of the subject property, including either the street address or other common description of the site, and including the approximate geographic location such as a reference to nearby cross streets, the time and place that the City's decision-making body will consider the submitted documents, and the nature of the proposal, as well as other matters required by law. Failure to advertise as specified in this Section shall not invalidate any decisions or proceedings of the City if a good faith attempt was made to comply with the notice requirements of this Code.*

(.03) Mailed Notice for Legislative Hearings. *Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.*

The City published a notice in the Wilsonville Spokesman on April 24, 2013. The notice described the proposal and included language required by ORS 227.186 regarding possible impacts to private property. **This criterion has been met.**

- 2. *The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan;*

*GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

*Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

**Response:** The proposed amendments are necessary to implement the policies that are included in the proposed Transportation System Plan. During the course of the TSP update project, two public open houses and an on-line open house were held. The Planning Commission discussed the proposed amendments at two televised work sessions; the City Council discussed the proposed amendments at one work session. Interested parties also had the



opportunity to view the draft proposal and provide feedback via a City-hosted project web page.

During 2012 and 2013, the City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP. These work sessions were open to the public.

The City mailed a notice of the public hearing on this proposal to all property owners in the City, as well as to agencies and interested individuals. **The above criteria are supported by the Planning Commission process.**

*Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

**Response:** The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had two work sessions, and was posted on the City website for public review on April 3, 2013.

The proposed amendments are necessary to implement the proposed TSP policies, which were discussed at numerous Planning Commission and City Council meetings, and shared via an on-line open house. **This criterion is met.**

*GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.*

*Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

**Response:** The City has mailed a public notice to each property in the City, held televised work sessions, posted the draft proposal and Planning Commission meeting minutes on the City website. Since the hearing notice was mailed, approximately fifteen individuals have contacted Planning staff with questions about the proposal and staff has provided further information. The City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

*GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

*Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

**Response:** The proposed amendments provide further detail on how development applications will be required to contribute to the transportation network and provide on-site access for all modes of transportation. Specifically, the proposal includes requirements for provision of pedestrian access through very large parking lots, bicycle parking, and parking lot access points that are designed for not only vehicular access but also bicycle and pedestrian movements. The proposed amendments also include new thresholds for triggering development to contribute to the improvements of transit improvements in the public right-of-way.

**The proposal supports the above criteria.**

*Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation*

**Response:** The proposed amendments are needed to implement the updated TSP, which describes a multi-modal system. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2). The existing Development Code includes many standards related to how development must contribute to the creation of a multi-modal transportation system. The proposed Code amendments add greater detail to this set of policies, with new triggers for transit improvements, more specificity regarding bike rack requirements, and new requirements for designing bicycle and pedestrian access through large parking lot sites. The overall purpose of the amendments is to ensure that development applications provide appropriate infrastructure to support multiple modes of access to each site and within large sites.

**This criterion is met.**

3. *The amendment does not materially conflict with, nor endanger, other provisions of the - text of the Code; and*

**Response:** The proposed amendments make modifications to existing policies and add new policies, but generally follow the existing Code's overall policy of requiring multimodal transportation concurrency. The proposal eliminates outdated placeholder sections that have been in the Code since approximately 2003. It also reorganizes existing policies related to on-site pedestrian access, so the requirements for transportation improvements are



clearly defined for on-site and off-site locations. The proposed amendments do not conflict or endanger sections of the Code that are not proposed to be modified.

**This criterion is met.**

4. *If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.*

**Response:** Applicable state and regional requirements are addressed below and in Attachment D.

## **OREGON TRANSPORTATION PLAN**

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

### *POLICY 1.2 – Equity, Efficiency and Travel Choices*

*It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

**Response:** The proposed code amendments implement the updated TSP and this OTP policy by such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

### *POLICY 4.1 - Environmentally Responsible Transportation System*

*It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

**Response:** The Wilsonville Development Code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements “the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway” and is intended to “achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00).” Transportation improvements are not prohibited in the SROZ, but would need to comply with the SROZ requirements and be constructed so as to “minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04).”

The majority of the proposed amendments are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of



transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposal is consistent with Policy 4.1.**

*POLICY 7.1 – A Coordinated Transportation System*

*It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

**Response:** Among others, Staff from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, and ODOT were involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as these associated Code amendments have been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposal is consistent with Policy 7.1.**

## **OREGON HIGHWAY PLAN**

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the proposed amendments are described below.

*Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.*

**Response:** Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.

Wilsonville Development Code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development applications to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E).



Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposal is consistent with Policy 1B.**

## **OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)**

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

### *Section 660-012-0060 – Plan and Land Use Regulation Amendments*

**Response:** Proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**

## **REGIONAL TRANSPORTATION PLAN**

*The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If Code policies are consistent with the RTFP, Metro will find them to be consistent with the RTP.*

**Response:** A checklist of RTFP requirements and findings of compliance with these requirements is provided in Attachment D. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements.

## **GENERAL CONCLUSIONARY SUMMARY OF FINDINGS**

- The proposed amendments are consistent with the Wilsonville Development Code.
- The proposed amendments are consistent with the Regional Transportation Functional

Plan.

- The proposed amendments are consistent with the Wilsonville Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP, and the proposed amendments are needed to implement those revised policies.

As is evidenced by the staff report and findings contained herein, the proposal to amend the City's Development Code to implement the revised TSP is consistent with all applicable criteria.



**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001 Definitions.**

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area ~~established~~ adjacent to and paralleling a half street improvement, ~~or across the end of a street that is to be extended in the future, to insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.~~

~~CD. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.~~

~~DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.~~

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also Multipurpose pathway or path.

*[New number/renumbering needed.]* Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

**Section 4.005      Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012. Public Hearing Notices.**

(.01) Published Notice. [...]

(.02) Mailed Notice for Quasi-Judicial Hearings.

- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.



- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118. Standards applying to all Planned Development Zones:**

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. minimum lot area;
2. lot width and frontage;
3. height and yard requirements;
4. lot coverage;
5. lot depth;
6. street widths;
7. sidewalk requirements;
8. height of buildings other than signs;
9. parking space configuration and drive aisle design;
10. minimum number of parking or loading spaces;
11. shade tree islands in parking lots, provided that alternative shading is provided;
12. fence height;
13. architectural design standards;
14. transit facilities;
15. on-site pedestrian access and circulation standards; and
- ~~15.~~ 16. solar access standards, as provided in Section 4.137.

**Section 4.125~~(.09)~~ Street and Access Improvement Standards- V-Village Zone**

(.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:

[...]

2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. 1000 ft. for major arterials

- ii. 600 ft. for minor arterials
- iii. 100 ft. for ~~major~~ collectors
- iv. 50 ft. for ~~minor collector~~ local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities. On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.d.
  - 3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  - 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  - 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.



6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.



- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - ~~d.~~ e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...
  - ~~e.~~ f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
  - ~~f.~~ g. In addition to the application requirements of section 4.035(.04)(6)(d), [...]
- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. 8. Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- H. Electrical Vehicle Charging Stations:
- 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
  - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
- 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
  - 2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.
- (.04) Bicycle Parking:
- A. Required Bicycle Parking - General Provisions
- 1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
  - 2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
    - a. When 10% or more of automobile vehicle parking is covered.



- b. If more than four (4) bicycle parking spaces are required.
    - c. Multifamily residential development with nine or more units.
  - 3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
  - 4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
- B. Short-term Bicycle Parking**
  - 1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
  - 2. Required short-term bicycle parking shall meet the following standards:
    - a. Provide lockers or racks that meet the standards of this section.
    - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
    - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
    - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.
    - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way
- C. Long-term Bicycle Parking**
  - 1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
  - 2. Required long-term bicycle parking shall meet the following standards:
    - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
    - b. Locate the space within 100 feet of the entrance that will be used by the intended users.
    - c. At least 50 percent of the spaces shall be covered.
  - 3. Bicycle Lockers, Racks and Cover (Weather Protection):
    - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
    - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
[...]	[...]	[...]	[...]



(.045) Minimum Off-Street Loading Requirements:

A. [...]

B. Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces.
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the



development. Such improvements shall be provided at the time of development except as waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. ~~All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.~~
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. ~~Access drives and travel lanes.~~



- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

FE. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

GF. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

HG. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be



made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- B. Development shall at a minimum provide:
1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.



- 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
- D. In addition to the requirements of 4.177.06.B.2, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- E. In addition to the requirements of 4.177.06.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.
- (.027) Residential Private Access Drives shall meet the following standards:
  - A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
  - B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
    - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
    - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
  - C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
  - D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G.~~ (.08) of this Section.  
[Section 4.177(.02) added by Ord. 682, 9/1/10]
- (.08). Access Drive and Driveway Approach Development Standards.
  - A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
  - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
  - C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.



- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or



3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.09) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.
- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

- (.01) ~~Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~
- (.02) ~~Pathways~~
- A. ~~Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~
- ~~1. Bike lane.~~
  - ~~2. Shoulder bikeway.~~
  - ~~3. Shared roadway.~~
- B. ~~Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.~~
- C. ~~To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~
- D. ~~All pathways shall be clearly posted with standard bikeway signs.~~
- E. ~~Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~
- (.03) ~~Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and~~



~~safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) Pathway Clearance.~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
    - 4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed



- development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
  - H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

#### **Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the ~~Master Transportation System Plan or Map~~: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001     Definitions.**

4.     Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.
- [##]. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
  - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
  - B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
  - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
  - D. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
  - E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
  - F. See also: Multipurpose Pathway or Path.
- [##]. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.
- [##]. Major Transit Stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.
- [##]. Major Transit Street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.
- [##]. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.
- [##]. Through Zone: The width of unobstructed space on a sidewalk or pedestrian pathway.



**Section 4.005     Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012.     Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasi-judicial public hearings, the Planning Director shall ensure the following:
1. Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118. Standards applying to all Planned Development Zones:**

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;
14. Transit facilities;
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

**Section 4.125. V – Village Zone**

(.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village Zone:

[...]

2. Intersections of streets:

[...]

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. 1000 ft. for major arterials
  - ii. 600 ft. for minor arterials
  - iii. 100 ft. for collectors
  - iv. 50 ft. for local streets



**Section 4.154. On-site Pedestrian Access and Circulation.**

**(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).
  3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
  6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

- (.01) Purpose:**  
[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.



- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - e. All parking lots viewed from the public right-of-way shall have a minimum twelve (12) foot landscaped buffer [...]
  - f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
  - g. In addition to the application requirements of Section 4.035(.04)(6)(d), [...]
- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. Table 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Table 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- H. Electrical Vehicle Charging Stations:
  - 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
  - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
  - 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than four (4) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).



- b. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - c. At least 50 percent of the spaces shall be covered.
- 3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments – Min. of 2
[...]	[...]	[...]	[...]

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.



(.05) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (*i.e.*, less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

C. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

D. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

(.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the

Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be provided at the time of development except as waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. Corner or clear vision area.
  - 1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a



street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:

- a. Light and utility poles with a diameter less than 12 inches.
- b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
- c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
- d. Official warning or street sign.
- e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

(.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a

waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.

- B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
  - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
  - B. Development shall at a minimum provide:
    - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
    - 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
  - C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required



improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

- D. In addition to the requirements of 4.177(.06)(B.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- E. In addition to the requirements of 4.177(.06)(B.) and (C.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

(.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking,

require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.

- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.



- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or
  - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.09) Minimum street intersection spacing standards.
  - A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.
- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
  - A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and

2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
  3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
  4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
  5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that



insure that the project development substantially conforms to the applicable development standards.

- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements. [...]
- (.05) Topography. [...]
- (.06) Reserve Strips. [...]
- (.07) Future Expansion of Street. When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

## **Commentary on Proposed TSP Code Amendments**

April 30, 2013

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track," and "through zone."
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor.
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

#### **Section 4.005 Exclusions from Development Permit Requirement.**

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed modifies existing code, clarifying that all transportation improvements are allowed outright, without additional land use approval.

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with **OAR 660-12-0045(1)(c)**.

### **Zoning (Chapter 4, Sections 4.100-4.141)**

These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.



**Section 4.118. Standards applying to all Planned Development Zones**

The list of allowed waivers is modified to include some specific elements that have been introduced by this package of amendments.

**Section 4.125(.09) Street and Access Improvement Standards**

References to street classifications have been updated to coordinate with the updated TSP.

**General Development Regulations (Chapter 4, Sections 4.154 - 4.199)**

**Section 4.154. (.01) On-site Pedestrian Access and Circulation. *Related to draft TSP Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42***

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

**Section 4.155. Parking, Loading and Bicycle Parking. *Related to Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6***

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).

Proposed new Subsections .03.H and 03.I address electric vehicle parking and motorcycle parking, which are not clearly addressed in the current code.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions. Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and other mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new commercial and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly



uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**

This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

#### **Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. A new section, (.06) Transit Improvements, is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.08), (.09), and (.10) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.08) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to TSP Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. Related to TSP Policy 10**

Modifications to subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.



## Findings of Compliance with the RTFP and TPR

In support of the adoption of the proposed amendments to the Wilsonville Land Development Code, the following tables present findings of compliance with the Metro Regional Transportation Functional Plan (RTFP) and the Transportation Planning Rule (TPR). As established in the RTFP, demonstrating compliance with the RTFP constitutes compliance with the Regional Transportation Plan (RTP).

In Table 1 the left column relates to the RTFP requirements (and contains content that was prepared by Metro), and the right column documents how the City of Wilsonville meets the requirements through existing requirements, or how proposed amendments to the Land Development Ordinance (the "Development Code," Chapter 4 of the City Code) will meet the requirement upon adoption.

Table 2 includes findings of compliance for the TPR, OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references in sub-sections of the TPR to requirements in the RTFP.

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
Allow complete street designs consistent with regional street design policies (Title 1, Street System Design Sec 3.08.110A(1))	Existing code requirements meet these RTFP requirements in the following ways.
Allow green street designs consistent with federal regulations for stream protection (Title 1, Street System Design Sec 3.08.110A(2))	Code Sections 4.177 (Street Improvement Standards, as revised to include requirements from 4.178 Sidewalk and Pathway Standards establish general standards for streets, sidewalks, and pathways in addition to other criteria established for streets, blocks, and pathways in land divisions
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B (Title 1, Street System Design Sec 3.08.110A(3))	in Code Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other). Otherwise, existing code (Section 4.177.02) defers to the Transportation System Plan (TSP) and Public Works Standards for specific roadway cross section design and dimensions.
Allow implementation of: <ul style="list-style-type: none"> <li>• narrow streets (&lt;28 ft curb to curb);</li> <li>• wide sidewalks (at least five feet of through zone);</li> <li>• landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees;</li> <li>• Traffic calming to discourage traffic infiltration and excessive speeds;</li> <li>• short and direct right-of-way routes and shared-use paths to connect residences with</li> </ul>	Existing code and the proposed code amendments meet these RTFP requirements as follows:  Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan and the Public Works Standards. <i>Note that the Public Works Standards defers to the TSP for street classification, and access and design standards (Section 201.1.03).</i> Proposed code modifications would clarify that sidewalks are required at a minimum to have a five feet wide unobstructed "through zone." (Proposed new Section 4.177.03.)



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;</p> <ul style="list-style-type: none"> <li>opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110B)</b></p>	<p>Existing code language in Section 4.177 requires all street improvements and intersections to conform to the Public Works Standards and to provide for "the continuation of streets through specific developments to adjoining properties or subdivisions," unless there are substantial constraints posed by existing development or topographic or environmental conditions. Proposed code modifications would require a posted notification to indicate that a street will be extended in the future. (Additions to Section 4.177.02.D and Section 4.236. General Requirements - Streets.)</p> <p>Sections 4.177.03, .04. and .04 contain both new text that has been relocated and proposed text that address needed pedestrian and bicycle facilities within the public right-of-way, consistent with the RTFP requirements.</p> <p>Proposed new Section 4.154. On-site Pedestrian Access and Circulation includes new pedestrian access and circulation language to ensure connectivity through development sites and to community attractors.</p> <p>Currently, existing code requires Site Design Review for all new development in the city except single-family and two-family homes in residential zones and row houses and apartments in the Village zone. Site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421). Existing standards for streets, blocks, and pathways for land divisions in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other) further support circulation and connectivity in the city. Note that these requirements will serve to implement the TSP's Safe Routes to School plan (TSP Chapter 6).</p>
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> <li>provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers</li> <li>Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection)</li> <li>provides bike and pedestrian accessways in</li> </ul>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Before property over 2 acres in size can be developed it must be zoned in one of the Planned Development categories (PDR, PDC, PDI, etc.). Standards for residential zones, the Village Zone, the Holding Zone, the Public Facility Zone, and planned development in the city include:</p> <ol style="list-style-type: none"> <li><i>Maximum block perimeter: 1,800 feet.</i></li> <li><i>Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.</i></li> </ol>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>lieu of streets with spacing of no more than 330 feet except where prevented by barriers</p> <ul style="list-style-type: none"> <li>limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections</li> <li>includes no closed-end street longer than 220 feet or having no more than 25 dwelling units</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110E)</b></p>	<p><i>3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.</i></p> <p>The City's subdivision standards require that all streets shall conform to the standards in Section 4.177 and the block size requirements of the zone (Section Section 4.236).</p> <p>Existing code Section 4.177.01.D (proposed to be renumbered to .02.D) limits dead-end streets and cul-de-sacs to 200 feet in length and restricts them to no more than 25 units, unless, respectively, there are significant constraints posed by existing development, major transportation facilities, or environmental conditions that prevent future street extension and connection, and it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units.</p>
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p><b>(Title 1, Street System Design Sec 3.08.110F)</b></p>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan; the draft TSP includes local street connectivity standards (TSP Chapter 3). Existing street improvement standards for general development address block size, maximum spacing, and dead-ends, and existing street improvement standards for land divisions (Section 4.236) require street plans and, in some cases, reserve strips and street plugs to preserve opportunities for good connections with potential future adjacent development.</p>
<p><u>Applicable to both Development Code and TSP</u></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</p>	<p>Existing code meet these RTFP requirements as follows:</p> <p>In addition to the standards and requirements of Section 4.237 for land divisions and street improvement standards in Section 4.177, parcels wholly or partially within the Wilsonville Road Interchange Area Management Plan (IAMP) Overlay Zone are governed by the Access Management Plan in the Wilsonville Road Interchange Area Management Plan (Section 4.133.04. Access Management). The recent Wilsonville Road IAMP and current construction project has already improved the Wilsonville Road interchange. ODOT spacing standards apply to development in the Ellingsen Road interchange.</p>

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
(Title 1, Street System Design Sec 3.08.110G)	Additions to Section 4.177 include text to address vehicular connectivity and access requirements, including references to TSP Table 3-2 Access Spacing Standards (TSP Chapter 3).
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> <li>• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;</li> <li>• Provide safe, direct and logical pedestrian crossings at all transit stops where practicable.</li> </ul> <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> <li>• Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections;</li> <li>• Transit passenger landing pads accessible to disabled persons to transit agency standards;</li> <li>• An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider;</li> <li>• Lighting to transit agency standards at the major transit stop;</li> <li>• Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.</li> </ul> <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>	<p>Proposed amendments Development Code requirements meet these RTFP requirements as follows:</p> <p>In Section 4.177 the proposed Transit Improvements subsection incorporates development requirements related to transit facilities; proposed code language is consistent with Implementation Measure 3.6 from Transit Master Plan and bases required transit amenities on the number of PM peak hour trips expected to be generated by the proposed development. In addition, a new definition for "major transit street" is proposed that is consistent with the definition in the Transit Master Plan. Pursuant to amended code language, improvements at mid-block may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.</p>
<p>(Could be in Comprehensive plan or TSP as well)</p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> </ul>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<ul style="list-style-type: none"> <li>• Sidewalk and accessway location and width;</li> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130C)</b></p>	<p>A proposed new code section under Section 4.154, On-site Pedestrian Access and Circulation, addresses this requirement. Propose language is adapted from the State's <i>Model Development Code for Small Cities</i>.</p>
<p>Establish parking ratios, consistent with the following:</p> <ul style="list-style-type: none"> <li>• No minimum ratios higher than those shown on Table 3.08-3.</li> <li>• No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.</li> </ul> <p>Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance.</p> <p>Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking;</p>	<p>The City's existing parking ratios (Section 4.155.03) comply with the minimum and maximum Zone B (for the rest of the region outside of highly transit and pedestrian accessible areas) standards established in the RTFP. Parking standards in the Village Zone (Table V-2) comply with parking ratios established in Zone A in the RTFP.</p> <p>The Development Review Board has authority to grant waivers to the parking, loading, or bicycle parking standards where the resulting development "will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section and is "in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code (Section 4.155.02)."</p> <p>Code Sections 4.155.02.D and 4.155.02.E require that parking be determined by summing the requirements for each use on a site or in a building. Only if the peak hours of the uses do not overlap and agreements are legally recorded can parking be jointly used and the required number of parking spaces be jointly determined. There is more flexibility for blending parking requirements in the Village Zone (Section 4.125.07).</p> <p>Existing code does allow for on-street parking to be credited toward parking space requirements (Section 4.155.03.B.7). Landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.; proposed language requires "street-like</p>

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.</p> <p>Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.</p> <p>Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.</p> <p>Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.</p> <p>Require on-street freight loading and unloading areas at appropriate locations in centers.</p> <p>Establish short-term and long-term bicycle parking minimums for:</p> <ul style="list-style-type: none"> <li>• New multi-family residential developments of four units or more;</li> <li>• New retail, office and institutional developments;</li> <li>• Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and</li> <li>• Bicycle facilities at transit stops and park-and-ride lots.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410)</b></p>	<p>features” along principal drive isles in parking lots more than three acres in size.</p> <p>Proposed Section 4.177.09 (Approach and Driveway Development Standards, includes requiring driveways to align with existing or planned streets on adjacent sites under prescribed conditions.</p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use (Table 5 Parking Standards). Pursuant to Table 5, a percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. Village Zone requirements include standards for short term and long term bicycle parking (Section 4.125.07.D.3). A new proposed Section 4.155.07 addresses short term and long term bicycle parking citywide. These changes in effect expand the detailed bicycle parking standards established in the Village Zone to other zones in the city.</p>



Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in Development code or Comprehensive Plan)</u></p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> <li>• Sidewalk and accessway location and width;</li> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	<p>The City is proposing to adopt transit supportive code language consistent with RTPF Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>
<p>When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.</p> <p>If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.</p> <p><b>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)</b></p>	<p>Existing code refers to and requires traffic impact studies or analyses; proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in TSP or other adopted policy document)</u></p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> <li>• By-right exemptions from minimum parking requirements;</li> <li>• Parking districts;</li> <li>• Shared parking;</li> <li>• Structured parking;</li> <li>• Bicycle parking;</li> <li>• Timed parking;</li> <li>• Differentiation between employee parking and parking for customers, visitors and patients;</li> <li>• Real-time parking information;</li> <li>• Priced parking;</li> <li>• Parking enforcement.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410I)</b></p>	<p>The updated TSP addresses transportation needs and includes policies and requirements for the Town Center. Parking Management Plans are addressed in Chapter 6 of the TSP.</p>



Table 2 includes findings of compliance for the Transportation Planning Rule (TPR), OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references to RTFP requirements and associated findings.

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	Section 4.005, Exclusions from Development Permit Requirement identifies the types of public facilities and improvements allowed outright without a development permit. Revised text identifies transportation facilities within the public right-of-way as exempt from development permit requirements.
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Proposed amendments to Section 4.012. Public Hearing Notices will ensure that governmental agencies potentially impacted by a local decision will have the opportunity to participate in the review of the proposed amendment. In addition, the following Development Code requirements help ensure a multi-jurisdictional review process as follows: <ul style="list-style-type: none"> <li>• Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications.</li> <li>• Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.</li> </ul>
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	The development code meets this requirement. General street requirements under Section 4.236.01 include the provision that land divisions must conform and "be in harmony" with the TSP.
(a) Access control measures.	The updated TSP and supporting existing code language meet this requirement. Block lengths and spacing standards are addressed by the new street design criteria in the TSP (TSP Chapter 3).  New development in the city (single-family and two family homes in residential zones and row houses and apartments in the Village zone excepted) is subject to design review pursuant to Section 4.020.

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).</p> <p>Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).</p>
(b) Standards to protect the future operations of roadways and transit corridors	<p>The existing code language meets this requirement. Mobility standards for roadways in the city are established in the OHP for state roadways, in the RTP and RTFP for regional roadways, and in the City TSP for local roadways (TSP Chapter 2, Policy 5).</p> <p>Requirements for conditional use permits (Section 4.184(.01)(A)(3)), zone changes (Section 4.197(.02)(D)), and comprehensive plan changes (Section 4.198(.01)(C)) specify that adequate public facilities must be available, or consistency with State goals and regulations (including transportation) must be demonstrated for the proposed actions. Land division application procedures (Section 4.210(.01)(B)(26)) require that a traffic study be submitted as part of the tentative plat application.</p> <p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at affected intersections (Section 4.140.09.J.2).</p> <p>Detailed traffic impact analysis requirements are established for the Wilsonville Road Interchange Area Management Plan Overlay Zone (Section 4.133.05.01).</p>
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to -0045(1)(c).



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	City code authorizes decision makers to apply conditions of approval depending on the estimated impacts of the proposed action. Applying conditions of approval is acknowledged and authorized in provisions for general administration (Section 4.015), conditional use permits (Section 4.184), zone changes (Section 4.197), comprehensive plan amendments (Section 4.198), and land divisions (Section 4.210 (.01)(C)(3)).
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to -0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	Existing Development Code requirements meet this requirement.  Zone change proposals require findings that state that "primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development." Furthermore, the Planning Commission and Development Review Board "shall utilize any and all means to insure that all primary facilities are available and are adequately sized" (Section 4.197(.02)(D)).  Comprehensive plan changes must be supported by findings that the amendment supports applicable Statewide Planning Goals (Section 4.198(.01)(C)) and that the proposed change "will not result in conflicts with any portion of the Comprehensive Plan (Section 4.198(.01)(D))."
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-	<b><i>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.</i></b>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
ride lots	Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use. A percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. New proposed Section 4.155.07 addresses short term and long term bicycle parking citywide.
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	<p><b><i>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</i></b></p> <p>Pursuant to the draft TSP (Chapter 3), bikeways are required along arterials and collectors and sidewalks are required along all streets. Roadway cross-sections shown in the 2013 draft TSP include bike lanes for all roads other than local streets and sidewalks for all roads.</p> <p>Proposed subsections under 4.177 Street Improvement Standards includes existing code language that requires that bicycle and pedestrian facilities be located "to provide a reasonably direct connection between likely destinations" and describes a "reasonably direct connection" as a route that minimizes out-of-direction travel (existing Section 4.178 Sidewalk and Pathway Standards). New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p> <p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421(.01)C. Drives, Parking and Circulation, under Criteria and Application of Design Standards: "With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties."</p>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	Where off-site improvements are required, the existing roadway cross-sections will govern (TSP Chapter 3). The draft TSP currently requires pedestrian and bicycle facilities on arterials and collectors.
(e) Provide internal pedestrian circulation within new office parks and commercial developments	<p><b><i>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</i></b></p> <p>Site Design Review is required for all new development except for single- and two-family dwellings, and non-residential development in the Village zone; site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).</p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p>
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	<p><b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b></p> <p>The proposed Transit Improvement subsection under Section 4.177 Street Improvement Standards incorporates development requirements related to transit facilities, consistent with the recommendations of the Wilsonville Transit Master Plan and this TPR requirement.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be</p>	<p><b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b></p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments consistent with the TPR requirement. Under Street Improvement</p>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that about the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;	Standards, Subsections 4.177.03, .04 and .05, includes existing and proposed text that addresses pedestrian and bicycle connectivity between and within proposed developments. , Subsection 4.177.06 Transit Improvements, specifies connectivity requirements specific to transit streets and stops.
(C) In addition to (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection; (ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to disabled persons; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.	<b>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</b>  Proposed additions to the Street Improvement Standards address transit improvements and access (Section 4.177.06), and include requirements to reasonably direct pedestrian connections between building entrances and transit facilities, as well as between buildings on the site and streets adjoining transit stops. Consistent with the Transit Master Plan, required transit amenities depend on the number of PM peak hour trips the proposed development is expected to generate.
(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;	The City is not proposing to designate a pedestrian district at this time.
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	Proposed new Subsection 4.155.06 Carpool and Vanpool Parking Requirements satisfies this requirement.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	Proposed new Subsection 4.155 (.07) Parking Area Redevelopment satisfies this requirement.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	<b>Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130</b>  Proposed new language under Section 4.177 Street Improvement Standards satisfies this requirement.
(g) Along existing or planned transit routes, designation of	Zoning along transit lines in Wilsonville is generally



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
types and densities of land uses adequate to support transit.	consistent with this TPR provision.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	See OAR 660-012-0045(4)(g) above. While not allowed on all land along transit routes in Wilsonville, there is a significant amount of mixed use zoning along the routes that will allow this type of development – in particular within Villebois/ Village Zone and the Town Center.
(b) Implements a demand management program to meet the measurable standards set in the TSP;	TDM program elements are included in TSP Chapter 6.
<p>(c) Implements a parking plan which:</p> <p>(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;</p> <p>(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4) [reducing reliance on the automobile];</p> <p>(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and</p> <p>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p><b><u>OR</u></b></p> <p>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D) Exempt structured parking and on-street parking from parking maximums;</p>	<p>The City will prepare a parking management plan for the Town Center as a future next step after TSP adoption.</p> <ul style="list-style-type: none"> <li>Existing Development Code requirements address parking reduction objectives in the following sections: Off-street parking requirements for non-residential uses have been reduced from 1990 levels because Wilsonville adopted RTP parking ratios as part of its last TSP update.</li> <li>Off-street parking is allowed according to roadway cross-sections and Subsection 4.155 (.02) General Provisions make provisions for shared parking and off-street parking.</li> <li>Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements.</li> <li>Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums.</li> <li>Section 4.155(.03)B sets standards for parking area landscaping; landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3. Subsection 4.155.03.B.3</li> </ul>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

<b>OAR 660-012-0045 Implementation of the TSP</b>	<b>Findings of Compliance</b>
(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and (F) Provide for designation of residential parking districts.	
(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.	
<b>OAR 660-012-0060 Plan and Land Use Regulation Amendments</b>	<b>Findings</b>
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	<p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at applicable intersections (Section 4.140.09.J.2).</p> <p>Zone change proposals require findings that “primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development.” Furthermore, the Planning Commission and Development Review Board “shall utilize any and all means to insure that all primary facilities are available and are adequately sized” (Section 4.197(.02)(D)).</p> <p>Proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p> <p>The City also has specific traffic impact analysis requirements for development within the vicinity of the Wilsonville Road interchange (Section 4.133.05.01).</p>



**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Documents distributed to Planning Commission prior to Public Hearings:**  
**Located in the Planning Files:**

**April 10, 2013 Work Session**

- Meeting Minutes Excerpt (Draft)
- Staff Report regarding the Transportation System Plan Development Code Amendments with:
  - Attachment A: Draft TSP-related Development Code Amendments
  - Attachment B: Commentary on proposed amendments
  - Attachment C: Draft TSP-related Comprehensive Plan amendments
  - Attachment D: Matrix of Wilsonville Transportation Policies: Existing and Proposed

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013

**Affidavits of Mailing, Emailing, Posting and Publication**

- Affidavit of Mailing Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice mailed to all property owners in the City of Wilsonville.
- United States Postal Service Form 3602-R1 – Postage Statement – Standard Mail.
- Affidavit of Emailing and Posting Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice.
- Community Newspapers Affidavit of Publication with attached Public Hearing Notice

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**PLANNING COMMISSION  
WEDNESDAY, APRIL 10, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

Approved  
May 8, 2013

**Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Ray Phelps, Marta McGuire, Peter Hurley, Phyllis Millan, and City Councilor Julie Fitzgerald. Al Levit arrived shortly after Roll Call.

City Staff: Chris Neamtzu, Barbara Jacobson, and Katie Mangle

**VI. WORK SESSIONS**

**B. TSP Code Amendments (Mangle)**

Katie Mangle, Long Range Planning Manager, noted the TSP Code hearing would be held next month. A notice had been sent out to every property in the city, which would advertise the whole package of the TSP project -- the plan itself, as well as the related Comprehensive Plan and Development Code amendments. Although some Commissioner's seemed to oppose adopting all the amendments at the same time, the hearings would be opened on the same date in May and the Development Code amendments could be continued, if necessary. She reviewed the major changes made to the TSP Code since the Commission's March meeting.

Commissioner comments and questions regarding the proposed TSP amendments were as follows:

- The definitions for bikeway and bike lane conflicted in Section 4.001(4) on Page 6 of 64; the language should include bike lanes and shared roads, at present it was too limiting. Most people who ride bikes around the city would prefer a separated path.
- Section 4.125(.09). City Attorney Mike Kohlhoff has pointed out that the amendments were using the new TSP intersection spacing standards in the wrong context. The section addresses intersection spacing, whereas the TSP addresses spacing of the different types of streets. The existing standards, which are based on the urban design plan for Villebois, would remain and would only be updated to make sure the new street names or types of streets names were being used.
  - Section 4.125(.09)(2)(c)(iii) on Page 8 of 64 had an extra zero. Ms. Mangle would verify that the change made to 2.c.iv was correct.
  - This section involves offset intersections, not intersection spacing. If two intersections do not align, they must be 50 ft apart. When intersections are offset, the measurement is made center line to center line.
- Section 4.154(.01)(B) had no direct reference about providing access from the sidewalk to the corner of a corner lot, which was a failure for pedestrian access in the city.



- In Section 4.155(.03)(C) on Page 10 of 64, the noted ODOT standards essentially implemented the design of ADA spaces, which is addressed through the Building Code. The ODOT standards were linked to ADA.  
Section 4.155(.03)(B)(3) discussed new development with parking areas of more than 200 spaces, but Section 4.154(.01)(B)(d) on Page 9 of 64, which discussed internal bike and pedestrian pathways, was changed from 200 parking spaces to 3 acres.
  - The standard in (2)(d) was changed because the Metro standard was 3 acres, which was a higher threshold. There are approximately 100 to 150 parking spaces in an acre. Ms. Mangle agreed it was a good question.
- Section 4.154(.01)(B)(5) on Page 9 of 64 stated the pathway width should be no less than 5 ft, which was not consistent with Section 4.155(.03)(B)(3)(c) on the next page which required a minimum width of at least 6 ft.
  - Requirements regarding wheel stops for head in parking were part of the parking standards, but that section was not included in the Staff report.
- Section 4.155(.03)(D) on Page 10 of 64 regarding connecting parking areas on adjacent sites should also be comparable for pedestrian access. If two properties are going to be linked with a driveway, there should be a way for people to walk through as well. While not being excluding, such language often needs to be included so that it actually happens.
- Section 4.155(.03)(F) on Page 11 of 64 about on-street parking being counted seemed too undefined. A qualifier, such as 100 ft, was needed so spaces too far down the street could not be counted. New Section 4.155(.03)(I) which included language regarding motorcycle parking was distributed.
- In Section 4.155(.04)(B)(2)(d) on Page 12 of 64, the 2-ft wide bike parking space would be measured like a bubble around each parked bike. A manufacturer may state a bike rack holds nine bikes, but with the 2-ft Code requirement, only one bike in every other slot may be allowed, which would require more bike parking to be provided.
  - Commissioner Levit noted that bike racks should also be oriented properly, though he was uncertain how to capture that in the Code.
- In response to a question about berths, Planning Staff confirmed that berths, as noted in Section 4.155(.05) on Page 14, have always been interpreted not only to mean loading docks, but also parking spaces. Staff had not recalled this ever being an issue.  
With regard to Section 4.177(.02)(D) on Page 16 and 17, a central landscaped island with rainwater management made more sense in the curb line and not in middle of a dead end street because it could interfere with turning maneuvers.
  - Small children at play in the cul-de-sac could also be put in a more dangerous situation due to a narrow area, although traffic would move slower.
  - Having a central island could drive an increase in land area consumed. If a feature was not functional, it should not be encouraged. Experience had shown that encouraging a feature typically meant it was expected, especially before the DRB.
  - The green street element seemed out of context with what was being communicated in the section and should be included elsewhere, not just at the end of a cul-de-sac.
    - This language was already included in the current Code. The use of cul-de-sacs and dead end streets was briefly discussed.
- In Section 4.177(.01), the fourth line of the new text should be corrected to state, "shall *be* provided".
- Attachment B was the commentary of the Code amendments for readers to get an idea of the changes being made. It would continue to be updated.

Ms. Mangle asked the Commission to email her with any further comments or suggestions. She explained the TSP Code amendments would be seen in two forms at the hearings, which would take place separately but on the same night. The Code amendments would be presented in a table as an attachment to the TSP package and also as a ready-for-adoption version of the Development Code text with its own ordinance. The part in Appendix B would continue on with the TSP if the hearing on the



Code amendments was continued, or it could wait until the TSP was adopted. The Commission could have the hearing and act on the main ordinance simultaneously at the next meeting because there would be two hearings on two ordinances next month, either of which they could act on or continue.

The procedure for the upcoming hearing was reviewed.

Ms. Mangle next presented the Comprehensive Plan Amendments, noting the first page and a half were amendments to the narrative in the transportation section of the Comprehensive Plan. Those amendments updated the narrative with projects and to generally agree with the TSP. Only minimum changes were made to bring the narrative up to date.

- Beginning on Page 31 of 64, the policies and implementation measures from various documents, including the Comprehensive Plan, Bike Plan, Transit Plan and the old TSP, were edited to coordinate with the TSP. The goal was to still follow the format and approach used throughout the Comprehensive Plan, while still making sure the important ideas were included. Whatever was adopted or brought forward for adoption in the Comprehensive Plan would reflect the best state of the amendments to the TSP as well. Staff was still working to make this happen.
- A typo was corrected on the second line of Page 30, (20013)
- Generally, the policies and implementation measures were organized under the goals stated in the Comprehensive Plan, which was different from how they were organized in the TSP.

Commissioner comments and questions regarding the proposed Comprehensive Plan amendments were addressed as follows:

- The Comprehensive Plan Amendments would be adopted at the same time as the TSP. The Comprehensive Plan amendments and TSP could be adopted in one resolution recommending that the Council adopt the ordinance to codify the changes.
- The differences seen between the Wilsonville Transportation Policies beginning on Page 39 of 60 was intentional because the Comprehensive Plan was one of four sources used for the TSP update. Also some Comprehensive Plan policies that were not included in the TSP were not intended to be removed from the Comprehensive Plan.
  - Strong themes surfaced during Planning Commission discussion about the policies, such as not pitting modes against each other, and some Comprehensive Plan policies could be massaged to ensure they were consistent with the TSP without changing the underlying Comprehensive Plan policy.  
New policies added in the TSP would not all necessarily be added into the Comprehensive Plan. Staff's approach was to make the documents as consistent as possible, but to have a light footprint on the Comprehensive Plan, and doing that correctly was a delicate matter. Some new policies were important to put in the Comprehensive Plan, but some only belong in the TSP.
  - The Development Code would implement the Comprehensive Plan and the TSP, but only the TSP would have to be used as an implementation reference for development applications.
- Chair Altman stated he was always under the operating premise that as long as the ordinance implementing the Comprehensive Plan was followed, the Comprehensive Plan was met. But historically, Wilsonville has always had a structure where the Comprehensive Plan was continually referenced, so when an application is developed, both documents are addressed. Now the criteria for approval would have to be addressed in three documents: the Comprehensive Plan, TSP and Development Code, which should be avoided. Obviously, the entire Development Code could not be fixed, but addressing the issue in the TSP would help.  
Ms. Mangle agreed and offered to work on it, adding it might have more to do with the types of references in the Development Code.
- Implementation Measure 3.3.1.b discussed increasing housing in the Town Center area. Although the Metro was pushing the City to put higher densities at the edge, the language was fine as stated.



- The Town Center lacked a strong development plan. If Town Center never redeveloped that density would never be obtained. The language, "in or near" would address areas near Canyon Creek, for example.
- The Comprehensive Plan showed that the highest densities were in the center. However, the densities in and around the Town Center may need to be revisited to move some of the density.
- Implementation Measure 3.3.1.c on Page 32 of 64 would read better if it stated, "Plan for increased access ~~to~~ *for* alternative modes..."
- Implementation Measure 3.3.1.f on Page 33 of 64, it was unlikely that TriMet could be encouraged to have extended service on WES since the rail was used as a freight line as well.
  - Having a bus follow the WES route during off hours for people could get back to their vehicles would be more beneficial and likely better received by TriMet. The measure should not be limited just to service on WES; perhaps increasing service on the WES route would be better.
- In Implementation Measures 3.3.1.f and 3.3.1.g, "strongly encourage" was changed to "advocate" because Ms. Mangle believed strongly encourage was very passive. When the City was in a position to speak with TriMet, it would not be a passive discussion. This would also be a way to introduce discussion about high speed rail.
- The need for a Bike and Pedestrian Advocates was not included because this was not the final document. Staff was still in the process of updating the entire TSP to reflect the Planning Commission and City Council edits so the advocate had not been forgotten. Brad Coy of DKS & Associates made a list of questions for Staff, which had included the Bike and Pedestrian Advocate.
- Policy 37 on Page 53 of 64 did not appear in Implementation Measure 3.3.1, although that was not bad. Concern was expressed about the edit creeping into Measure 3.3.1 of the Comprehensive Plan. It seemed unnecessary, more editorial and out of character with how the update project was being done.
 

This change reflects edits DKS had made based on a recommendation from Staff at Metro as a way to acknowledge that encouraging walking and biking was not just about transportation, because other benefits exist. Ms. Mangle agreed the change was not the best way to achieve that and had since edited the policy again.
- Policy 36.a. on Page 53 of 64, advocated for TriMet, but not SMART advocating for Saturday service.
  - The policy was oriented toward WES. It seemed someone should advocate for the City to pay for that additional service. TriMet would do it, but not without funding to expand the present service level.
  - The biggest issue was non work hour transit service.
  - Language could be added to Measure 30.a on Page 51 of 64 about the areas and hours that are not currently served.
  - The Commission had to be careful about what are standard work hours; not everyone works 8:00 am to 5:00 pm Monday through Friday.
    - WES does not accommodate the employee work schedules of some of the largest employers in town. Their work schedules were set to minimize traffic flow.
  - Staff was asked to review the policies and push the envelope in general on transit regarding non normal work days and hours.
  - Increasing service was a matter of funding for both SMART and TriMet. Perhaps advocate was not the best verb to use, or funding sources needed to be explored for transit, which seemed to be the issue.



**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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**VI. WORK SESSIONS**

B. TSP Code Amendments (Mangle)



**PLANNING COMMISSION  
STAFF REPORT**

<b>Meeting Date: March 10, 2013</b>	<b>Subject: Transportation System Plan Development Code Amendments</b>  <b>Staff Member: Katie Mangle</b> <b>Department: Planning</b>
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>

**Staff Recommendation: Provide direction on how to prepare the draft documents for the public hearing on May 8, 2013.**

**Recommended Language for Motion: N/A**

**PROJECT / ISSUE RELATES TO:**

<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable
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**ISSUE BEFORE THE COMMISSION:**

Review two types of proposed amendments needed to support the Transportation System Plan. Amendments to the Development Code are needed to coordinate with the Transportation System Plan (TSP) and comply with state and regional policy. Amendments to the Wilsonville Comprehensive Plan are needed to coordinate with the draft TSP.



## **EXECUTIVE SUMMARY:**

### **Development Code Amendments**

The draft amendments contained in Attachment A have been updated to reflect the Commission's discussion at its March meeting. Changes made since the last meeting are shown in colored Tracked Changes. Staff is seeking guidance on further refinements needed to prepare the amendments for public hearing. An updated commentary explaining the amendments is included as Attachment B. Attachment A will be included, in the format presented here, in the Appendix to the TSP document. The amendments will also be prepared to be adoption-ready, as a stand-alone ordinance proposal.

### **Comprehensive Plan Amendments**

Staff is preparing the draft amendments to Comprehensive Plan, shown in Attachment B, for the same hearing as the TSP document. The intent is for Council to adopt both the TSP and the Comprehensive Plan amendments simultaneously. Some of the narrative in the Transportation section is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the TSP policies outlined in Chapter 2 of the TSP. Comments inserted to the right of the text note the relationship of each Comprehensive policy or measure to Chapter 2 of the TSP.

### **Public Hearings**

The hearings on this package of amendments will open on May 8<sup>th</sup>, and a notice has been mailed to every property in the city. The Planning Commission will hold two hearings on two TSP proposals on May 8. The TSP adoption package will include:

- TSP document with appendices
- Comprehensive Plan text amendments
- Draft Development Code amendments in the appendix

A second hearing will be held on the Development Code amendments that implement the TSP. As indicated by the Commission at its March meeting, the hearing on the Code amendments may be continued to a date certain, after the City Council has made a decision on the TSP itself.

## **ATTACHMENTS**

- A. Draft TSP-related Development Code amendments
- B. Commentary on proposed amendments
- C. Draft TSP-related Comprehensive Plan amendments
- D. Matrix of Wilsonville Transportation Policies: Existing and Proposed

This document provides draft implementing ordinances in support of adopting the draft Wilsonville Transportation System Plan. The following includes proposed amendments to the City of Wilsonville Development Code to update City requirements for consistency with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). Findings of compliance with these requirements are presented in table-format and are included as Appendix \_\_\_\_ in the draft TSP.

The proposed amendments are outlined in Table 1, with references to corresponding RTFP and TPR requirements. Following the table, draft code language is presented in adoption-ready format; the draft amendments are numbered consistent with the structure of the Development Code and proposed new language is underlined and recommended deletions are ~~struck through~~. In some cases adopting proposed new text will require re-numbering or re-lettering of subsequent Development Code subsections.

*Note: In addition to the proposed amended sections specified in this memorandum, the entire Development Code should be reviewed to ensure correct identification of all references pertaining to new or revised text related to the implementation of the updated Transportation System Plan.*

**Table 1: Summary of Proposed Development Code Amendments and Corresponding Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) References**

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION</b>	
1.	<b>Section 4.001 Definitions.</b> Definitions of access control strip modified. Definitions under bikeway modified to remove bike/pedestrian path and add cycle track. New definitions for major transit stop, major transit street, multiuse pathway, and through zone added.	Title 1, Street System Design Sec 3.08.110B Title 4, Parking Management Sec 3.08.410
2.	<b>Section 4.012. Public Hearing Notices.</b> New text in subsection (.02) Mailed Notice for Quasi-Judicial Hearings includes noticing governmental agencies potentially impacted by a local decision.	OAR 660-12-0045(1)(c)
	<b>CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING</b>	
3.	<b>(New) Section 4.114 Transportation Facilities in Zoning Districts.</b> New text identifies the types of transportation facilities allowed outright in all zones.	OAR 660-12-0045(1)(b)
4.	<b>Section 4.125(.09) Street and Access Improvement Standards</b> Update Village Zone standards to coordinate with new street classifications and spacing standards in TSP.	TSP consistency



	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS</b>	
5.	<b>Section 4.154. On-site Pedestrian Access and Circulation.</b> New section (.01) On-site Pedestrian Access and Circulation; text modified from State's <i>Model Development Code for Small Cities</i> .	Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems)
6.	<b>Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.</b> Modified Section (.03), Parking Requirements, to include parking location and street features for lots over 3 acres and to exempt structured parking and on-street parking from parking maximums. Proposed renumbering of existing text. <u>New subsections under (.03) include electrical vehicle charging stations and motorcycle parking.</u> New Section (.04), Bicycle Parking, to address quantity, location, and design of short term and long term bicycle parking. New Section (.05)B Exceptions and Adjustments to allow approval of loading areas adjacent to or within a street right-of-way if specific conditions exist. New Section (.06) Carpool and Vanpool Parking Requirements to include provisions for preferential location of carpool and vanpool parking New Section (.07) Parking Area Redevelopment to allow for the redevelopment of existing parking areas in order to accommodate or provide transit-related amenities or electric vehicle charging stations.	Title 4, Parking Management Sec 3.08.410 OAR 660-12-0045(4)
7.	<b>Section 4.177. Street Improvement Standards.</b> New introduction language; New Section (.01) clarifies applicability and compliance requirements. New Section (.02) Street Design Standards includes existing language and a new reference to the street standards in the TSP. Existing requirements for sidewalks have been moved. Added text to existing Subsection D includes a (new) requirement to post notification of a street extension. New Sections (.03), (.04), and (.05) feature text modified from existing Section 4.178 Sidewalk and Pathway Standards. New Section (.06) Transit Improvements includes requirements consistent with Transit Master Plan implementation measures. Section (.08) Access Drives and Travel Lanes is relocated from Section 4.177.01.E. New Sections (.09), (.10), and (.11) address access and driveway development standards and intersection spacing standards, as well as exception and adjustment procedures.	Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110G Title 1, Transit System Design Sec 3.08.120B(2) OAR 660-012-0045

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
8.	<b>Section 4.178. Sidewalk and Pathway Standards.</b> Recommended deletion of Section; text proposed as part of (new) Section 4.177.03, .04, and .05.	
9.	<b>Section 4.197. Zone Changes and Amendments To This Code – Procedures.</b> Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	OAR 660-12-0060
	<b>CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS</b>	
10.	<b>Section 4.236. General Requirements - Streets.</b> Added text in (.07) reflects a (new) requirement to post notification of a street extension.	Title 1, Street System Design Sec 3.08.110B



**Section 4.001 Definitions.**

4. Access Control Strip-Restriction: A reserve area established adjacent to and paralleling a half street improvement or across the end of a street that is to be extended in the future to ~~insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of travel-way that is designated for use by bicycles- that conforms to City standards and is separated from the street right-of-way. -Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

B. ~~Bike /Pedestrian Path~~: A ~~bike/pedestrian path~~ facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.

~~BC.~~ Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

~~CD.~~ Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

~~DE.~~ Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also multipurpose pathway or path.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.



**Section 4.005     Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private or public street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
have
1. pPublic hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agenciesroadway authority. At a minimum, the Planning Director shall notify the road authority if different than the City of Wilsonville. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.



**4.114 Transportation Facilities in Zoning Districts.**

For the purposes of providing needed public services, transportation facilities shall be permitted outright in City zoning districts. Transportation facilities shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within public rights-of-ways controlled by a public agency, consistent with the City TSP.

**Section 4.125(.09) Street and Access Improvement Standards****(.09) Street and Access Improvement Standards**

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:

2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
- i. 1000 ft. 1 mile for major arterials
  - ii. 600 ft. 1 mile for minor arterials
  - iii. 1,3200 ft. for ~~major~~ collectors
  - iv. 50300 ft. for ~~minor collector~~ local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities, On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. Development shall conform to all of the following standards:

1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
  - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is they are free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate



- ~~unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;~~
- b. ~~Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of unnecessary out-of-direction travel;~~
  - c. The pathway connects to all primary building entrances and is consistent with the Americans ~~w~~With Disabilities Act (ADA) requirements.
  - d. All parking lots ~~in excess of two hundred (200) parking spaces larger than three acres in size~~ shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.d.
3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface.- Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pPedestrian trails may have an alternative gravel, wood chip, or sawdust surface if not intended for all-weather use except as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

#### **Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]



## (.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
  - 3. ~~Parking lots more than three acres in size shall provide street-like features along private drives, including curbs, sidewalks, street trees or planting strips, and bicycle routes.~~
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. ~~Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:~~
  - a. ~~One (1) trees shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.~~
  - b. ~~Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.~~
  - c. ~~All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least six (6) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.~~
  - d. ~~Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.~~
  - ~~e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...~~

[Renumbering of subsequent sections needed.]

[...]

- C. 4. ~~Off Street Parking shall bBe designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.~~
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and



bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.

2. Redevelopment of existing parking spaces to accommodate electric vehicle charging stations on site does not require approval through Class II Administrative Review or a Planned Development Review application.

(.04) Bicycle Parking:

A. Purpose: Bicycle parking is required for most use categories to provide safe and convenient places to park bicycles for short and long stays.

1. Short term bicycle parking is intended to encourage shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

2. Long term bicycle parking is intended to provide employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

BA. Required Bicycle Parking - General Provisions

1. Required Bicycle Parking:

a. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.

b.2. A minimum of 50-% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:

ia. When 10% or more of automobile vehicle parking is covered.

ib. If more than four (4) bicycle parking spaces are required.

ic. Multifamily residential development with nine or more units.

e.3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.

d.4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

CB. Bicycle Parking Standards: Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.



2. ~~Short-term bicycle parking.~~ Required short-term bicycle parking shall meet the following standards:
- a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building ~~or other obstructions~~ to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

C. Long-term Bicycle Parking

1. ~~Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.~~
2. ~~Long-term bicycle parking.~~ Required long-term bicycle parking shall meet the following standards:
- a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - ab. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - bc. At least 50 percent of the spaces shall be covered.
3. Bicycle Lockers, Racks and Cover (Weather Protection):
- a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>



**(.045) Minimum Off-Street Loading Requirements:**

A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if

elimination would result in less space than is required to adequately handle the needs of the particular use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

**B Exceptions and Adjustments.**

1. The Planning Director or Development Review Board, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

**(.06) Carpool and Vanpool Parking Requirements:**

- A. Carpool and vanpool parking spaces shall be identified for the following uses: new commercial and industrial developments with seventy-five (75) or more parking spaces, new institutional or public assembly uses, and transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- B. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of handicapped-ADA parking spaces.
- C. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.07) Parking Area Redevelopment:**

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified ~~for the following:~~

~~A. To accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

~~B. To accommodate and provide one or more electric vehicle charging stations.~~

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.



(.01) ~~Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements~~Development shall provided transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development~~except as waived by the City Engineer for reasons of safety or traffic operations.~~

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.~~
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The ~~City Engineering Director~~ shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table x of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped



island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards.

Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

F. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

G. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

H. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the [Development Review Board](#) ~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.



2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the ~~City Engineering Director~~.
  - A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
  - B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the ~~City Engineering Director~~. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
  - A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
  - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the ~~City Engineering Director~~ will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.



(.06) Transit Improvements

A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the ~~Community Development Director~~ City Engineer for reasons of safety or traffic operations.

Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

B. Development shall at a minimum provide:

1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

~~32.~~ Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

D. In addition to the requirements of 4.~~154~~177.0306.B.32, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

E. In addition to the requirements of 4.~~154~~177.0306.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall ~~to~~ provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.

B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.

1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.

2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.

C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.

D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.01) G. of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]



(.08). Access Drives and Travel Lanes.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- D. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- E. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.

(.09) ~~Approach and Driveway Development Standards.~~ ~~Approaches and Driveways and associated approaches~~ shall conform to all of the following development standards:

- A. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street;
- B. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns;
- C. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s);
- D. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider;
- E. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street;
- F. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way;
- G. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians;
- H. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site;
- I. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings;



- J. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards;
- K. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets;
- L. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway:
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or
  - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.10) Minimum street intersection spacing standards.
  - A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum ~~and maximum~~ intersection spacing standards are provided in Transportation System Plan Table x.
- (.11) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.059) and (.0610) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

#### **Section 4.178. Sidewalk and Pathway Standards.**

- (.01) ~~Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~
- (.02) ~~Pathways~~
  - A. ~~Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be~~



~~used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

- ~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

- ~~(.04) Pathway Clearance:~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

#### **Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- ~~(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:~~

~~A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.~~

~~B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:~~

- ~~1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and~~
- ~~2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and~~
- ~~3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and~~
- ~~4. If applicable, the amendment is in compliance with applicable Statewide Land Use Planning Goals and related administrative rules; and~~
- ~~4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.~~



- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
  - H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).



**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Master Plan or Map: Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

## **Commentary on Proposed TSP Code Amendments**

## **Attachment B**

April 2, 2013

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track," and "through zone."
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor.
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

#### **Section 4.005 Exclusions from Development Permit Requirement.**

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed text largely codifies existing City practice but ostensibly clarifies and simplifies the land use approval process by clarifying that all transportation improvements are allowed outright, without additional land use approval.

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

### **Zoning (Chapter 4, Sections 4.100-4.141)**



These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.

#### **Section 4.125(.09) Street and Access Improvement Standards**

References to street classifications have been updated to coordinate with the TSP.

#### **General Development Regulations (Chapter 4, Sections 4.154 – 4.199)**

##### **Section 4.154. (.01) On-site Pedestrian Access and Circulation. *Related to (draft) Transportation Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42***

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

##### **Section 4.155. Parking, Loading and Bicycle Parking. *Related to (draft) Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6***

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4). Proposed new Subsections .03.H and 03.I address electric vehicle parking and motorcycle parking.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). Based on City of Milwaukie code, 50% of the total required bicycle



parking spaces would be for "long-term" use under specified conditions, rather than having to provide individual requirements for the number of long-term spaces by use. Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed use. The new bicycle parking standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new commercial and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**



This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

**Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. New Section (.06) Transit Improvements is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.09), (.10), and (.11) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.09) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to (draft) Transportation Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. *Related to (draft) Transportation Policy 10***

Modifications under subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.



**Proposed Amendments**  
**Wilsonville Comprehensive Plan**  
Draft April 3, 2013

**PUBLIC FACILITIES AND SERVICES**

**TRANSPORTATION**

...

**p. C-20**

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

...

**P. C-21**

In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, ten~~ years later, both interchanges again have capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area. The I-5/Wilsonville Road project ~~includes~~created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95<sup>th</sup>/ Commerce Circle /Boones Ferry Road intersections. ~~The planned improvements there will in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, and an additional left-turn lane from Boones Ferry Road to 95<sup>th</sup> Avenue, and an additional right-turn lane from 95<sup>th</sup> Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95<sup>th</sup> Ave thereby minimizing congestion at this intersection.~~

The City has a network of streets which serve the east side or the west side, with only three connection points east-west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

April 3, 2013

City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

## PAGE C-22

**NOTE:** The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see "Wilsonville Transportation Policies: Existing and Proposed" matrix) have not been added.

**Goal 3.2** To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

**Comment [MK1]:** Goals not included in the TSP

**Policy 3.2.1** To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

**Comment [MK2]:**

Implementation Measure 3.2.1.a ~~Plan and implement~~ Provide a safe, well-connected, and efficient network of streets and supporting ~~improvements~~ infrastructure for all applicable travel modes.

**Comment [MK3]:** Merged with 3.2.1.b in TSP to become TSP policy 1.

April 3, 2013



~~Implementation Measure 3.2.1.b Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).~~

**Comment [MK4]:** Merged with 3.2.1.a in TSP to become TSP policy 1.

**Policy 3.2.2** To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

**Comment [MK5]:** Not in TSP. similar to proposed TSP Policy 2 above, which is based on CP Policy 3.5.1

**Policy 3.2.3** If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

**Comment [MK6]:** Not in TSP verbatim, but idea is captured in Agency Coordination and IMA section

**Goal 3.3** To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

**Comment [MK7]:** Goals not included in the TSP

**Policy 3.3.1** The City shall ~~adopt standards for~~ provide facilities that allow people to reducing reliance on single occupant automobile use, particularly during peak periods.

**Comment [MK8]:** TSP policy 37

~~Implementation Measure 3.3.1.a. Improve the~~ Encourage a balance between housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. ~~in order to reduce commuting.~~

**Comment [MK9]:** TSP measure 37.a

~~Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.~~

**Comment [MK10]:** TSP measure 37.b

~~Implementation Measure 3.3.1.c. Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.~~

**Comment [MK11]:** Not in TSP - policy intent captured in other TSP implementation measures.

~~Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.~~

**Comment [MK12]:** TSP measure 37.c

~~Implementation Measure 3.3.1.e. Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.~~

**Comment [MK13]:** TSP measure 37.d

April 3, 2013

Implementation Measure 3.3.1.f. ~~Strongly encourage~~ Advocate for TriMet to provide full day and Saturday service for WES.

Comment [MK14]: TSP measure 36.a

Implementation Measure 3.3.1.g. ~~Continue to support~~ Advocate for the extension of WES to Salem.

Comment [MK15]: TSP measure 36.b

Implementation Measure 3.3.1.h. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Comment [MK16]: TSP measure 37.f

**Policy 3.3.2** The City shall work to improve accessibility for all citizens to all modes of transportation.

Comment [MK17]: TSP Policy 4

Implementation Measure 3.3.2.a. ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~  
Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Comment [MK18]: TSP Policy 4.a

Implementation Measure 3.3.2.b. ~~City street standards require e~~Concrete sidewalks will be provided on both sides of all streets. This standard can be unless waived only in cases where alternative provisions are found to adequately address pedestrian needs.

Comment [MK19]: Not in TSP.

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.

Comment [MK20]: Not in TSP.

Implementation Measure 3.3.2.d. ~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.~~ Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

Comment [MK21]: TSP measure 4.b

**Goal 3.4:** To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Comment [MK22]: Goals not included in TSP

**Policy 3.4.1** ~~The City will continue to u~~Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Comment [MK23]: TSP policy 27

April 3, 2013



Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

**Comment [MK24]:** Not included in TSP, update TSP will include a system of freight routes

**Policy 3.4.2** The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

**Comment [MK25]:** TSP policy 18

Implementation Measure 3.4.2.a. Consistent with the eCity's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

**Comment [MK26]:** TSP policy 19.a

**Goal 3.5** To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

**Comment [MK27]:** Goals not included in TSP

**Policy 3.5.1** ~~The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.~~ Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

**Comment [MK28]:** TSP policy 2

Implementation Measure 3.5.1.a. ~~The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources; provided that the intended function of the street is not altered. Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.~~

**Comment [MK29]:** TSP measure 2.a and 2b

Implementation Measure 3.5.1.b. ~~While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the~~

**Comment [MK30]:** TSP measure 2.c

April 3, 2013

~~Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. The Transportation Systems Plan shall be used to establish the Functional Street Classification System ~~and the physical design characteristics (right-of-way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Comment [MK31]: Not in TSP

Implementation Measure 3.5.1.d. ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

Comment [MK32]: TSP measure 15.d

Implementation Measure 3.5.1.e. All arterial and collector streets shall be dedicated public streets. ~~To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

Comment [MK33]: TSP measure 2.d

**Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.**

Comment [MK34]: TSP policy 15

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Comment [MK35]: Not in TSP – already codified

Implementation Measure 3.5.2.b. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~  
The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Comment [MK36]: TSP measure 15.a

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan ~~or Zoning Maps or existing zoning~~ that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Comment [MK37]: TSP measure 15.b

April 3, 2013



**Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

**Comment [MK38]:** TSP Measure 43

I-5/Wilsonville Road IMA:

**Comment [MK39]:** All of the following IMs are included in the TSP, no edits.

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

April 3, 2013

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

**Goal 3.6** To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

**Comment [MK40]:** Goals not in the TSP

**Policy 3.6.1** The City ~~is responsible for~~ will planning, scheduling, and coordinating implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

**Comment [MK41]:** TSP policy 45

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

**Comment [MK42]:** Not in TSP, similar to measure 45.b

Implementation Measure 3.6.1.b. ~~Maintenance of the developed City Street System is a public responsibility.~~ The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

**Comment [MK43]:** TSP measure 45.a

**Policy 3.6.2** Require each individual developments shall be responsible for providing all collector and local streets. ~~However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.~~

**Comment [MK44]:** TSP policy 44

**Goal 3.7** ~~To maintain~~ Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

**Comment [MK45]:** TSP policy 45

April 3, 2013



**Policy 3.7.1** ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

**Comment [MK46]:** Not in TSP. Duplicate of CP Policy 3.6.1

**Policy 3.7.12** To ~~insure~~ development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

**Comment [MK47]:** TSP measure 45.c

**Goal 3.8:** To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

**Comment [MK48]:** Captured by TSP policy 13

**Policy 3.8.1** The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

**Comment [MK49]:** TSP policy 17

**Implementation Measure 3.8.1.a.** ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits frustrate implementation of the City's Transportation Plan.~~

**Comment [MK50]:** TSP measure 17a

April 3, 2013

## Wilsonville Transportation Policies: Existing and Proposed

Updated: April 2013

The following table presents the draft Transportation policies in the context of existing adopted Wilsonville policy direction.

- “Existing Adopted Policies” = Verbatim existing adopted policy.
- “Source” = Source of the existing adopted policy, or source of new policy (i.e., outcome of 2012 TSP planning process, Metro requirement, etc.).
- “Proposed 2013 Policies” = Proposed updated policies. Underline / strikeout notations reflect editing to the existing policies in the first column.
- “Related Goals” = List of related proposed Transportation Goals that support the proposed policy.
- All existing transportation policies that are not proposed to be included in the 2013 TSP are listed at the end.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>System Design</b>			
Policy 1.	To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.	<i>Policy 3.2.1.a, Comprehensive Plan Transportation Element (updated)</i>	<del>To provide for</del> <u>provide a safe, well-connected, and efficient vehicular, transit, pedestrian and bicycle access and circulation system of streets and supporting infrastructure for all travel modes.</u>
Measure 1.a.		<i>New; outcome of Planning Commission discussion</i>	<u>Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.</u>
Policy 2.	The Transportation Systems Plan (TSP) shall establish policies and implementation measures to fulfill the City’s transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit	<i>Policy 3.5.1, Comprehensive Plan Transportation Element (same concept, updated to eliminate unnecessary information)</i>	<u>Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.</u>



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	to the city.		
Measure 2.a	The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.	<i>Implementation Measure 3.5.1.a.; policy updated.</i>	<u>Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.</u>
Measure 2.b	See above.	<i>Modified language from Implementation Measure 3.5.1.a.</i>	<u>Refine the conceptual location of proposed new major streets identified in the TSP based on detailed engineering specifications, design considerations, and consideration of local impacts.</u>
Measure 2.c	While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.	<i>Implementation Measure 3.5.1.b.; updated</i>	<u>Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.</u>
Measure 2.d	All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to	<i>Implementation Measure 3.5.1.e.; deleted text covered in System Management policies and/or has been implemented in code or</i>	<u>Dedicate All arterial and collector streets as public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.	<i>public works standards.</i>	<del>adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.</del>
3.		<i>New concept.</i>	<u>Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.</u>
Measure 3.a.		<i>New.</i>	<u>Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.</u>
4.	The City shall work to improve accessibility for all citizens to all modes of transportation.	<i>Policy 3.3.2, Comprehensive Plan Transportation Element (same concept, updated for clarity/ conciseness)</i>	<u>Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.</u>
Measure 4.a	The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.	<i>Implementation Measure 3.3.2.a.; updated.</i>	<u>Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.</u>
Measure 4.b	The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.	<i>Implementation Measure 3.3.2.d.; updated.</i>	<u>Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian</u>



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>facilities.</u>
5.	Design the City street system per the street standards set forth in this TSP and to meet (LOS) D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.	<i>Policy 4.1.1, 2003 TSP; policy updated for clarity</i>	Design <u>and manage</u> the <u>City</u> street system <del>per the street standards set forth in this TSP and to meet Level of Service (LOS) standard D, which is the standard in the City.</del> As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council <del>in permitted locations.</del>
6.	Evaluate and minimize the environmental impacts of all new public road projects.	<i>Policy 4.3.1, 2003 TSP.</i>	Evaluate, <u>and minimize, and balance</u> the environmental impacts of <del>all new public road</del> <u>transportation</u> projects.
7.	The City shall prioritize the implementation of Low Impact Development techniques and habitat-friendly development practices throughout the City for new development, redevelopment, and retrofitting existing development. The City shall incorporate Low Impact Development techniques into all new street and public works improvements as practicable.	<i>Policy LID-1, specifically measure LID-1c, 2012 Stormwater Master Plan.<sup>1</sup></i>	Design the transportation system to be <u>multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.</u>
8.		<i>New policy, needed to comply with RTFP, Title 2, Transportation Needs Sec 3.08.210.</i>	<u>Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and</u>

<sup>1</sup> Complies with RTFP, Title 1, Street System Design Sec 3.08.110A, B, and E.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>identify targets and improvements to meet the specific needs of these populations.</u>
9.		<i>New policy, from Planning Commission discussion.</i>	<u>Enhance transportation connections and choices in and between all parts of the city as a means for <b>preserving the function and capacity of the existing system.</b></u>
<b>Connectivity</b>			
10.	Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.	<i>Policy 4.1.4, 2003 TSP, updated to address all modes. Similar to Comp Plan Implementation Measures 3.3.1.e and 3.3.2.a. <sup>2</sup></i>	<u>Add system connections for all modes throughout the city's transportation system to improve access <b>between neighborhoods</b>, serve new development, and manage system performance.</u>
Measure 10.a		<i>New. Outcome of community involvement process.</i>	<u>Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.</u>
Measure 10.b		<i>New; Needed to meet RTFP, Title 1, Street System Design Sec 3.08.110E</i>	<u>Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.</u>
Measure 10.c		<i>New; outcome of Planning Commission discussion</i>	<u><b>Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.</b></u>

<sup>2</sup> Complies with Street System Design Sec 3.08.110C, D, E, F, and G; Title 1, Transit System Design Sec 3.08.120A; Title 1, Pedestrian System Design Sec 3.08.130A; Title 1, Bicycle System Design Sec 3.08.140; Title 1, Freight System Design Sec 3.08.150; Title 2, Sec 3.08.220 Transportation Solutions, RTFP, Title 1



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>Transportation System Management</b>			
11.	Design a transportation system that accounts for adjacent land uses, including accessibility and access management.	<i>Policy 3.2, 2003 TSP<sup>3</sup></i>	<u>Manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u>
Measure 11.a		<i>New solution.<sup>4</sup></i>	<u>Continue to implement Transportation Demand Management measures through <del>the</del>South Metro Area Regional Transit's SMART Options Program.</u>
Measure 11.b		<i>New.</i>	<u>Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.</u>
12.	Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.	<i>Policy 4.1.6, 2003 TSP, updated to reflect more current regional coordinating plan.<sup>5</sup></i>	<u>Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.</u>
13.		<i>New policy needed to address the regional nature of implementing transportation system management and operations (TSMO<sup>6</sup>) on arterials and highways. Similar to CP goal 3.8,</i>	<u>Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.</u>

<sup>3</sup> Complies with RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Transportation Needs Sec 3.08.210; Title 2, Performance Targets and Standards Sec 3.08.230; Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Sec 3.08.220 Transportation Solutions

<sup>4</sup> RTFP, Title 2, Performance Targets and Standards Sec 3.08.230. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM) p. 9-10.)

<sup>5</sup> RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160.

<sup>6</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Improvement Priorities, p. 3

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
14.		<i>New policy needed to comply with RTFP<sup>7</sup></i>	On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, <u>minimize impacts to traffic in the right-of-way</u> , and reduce environmental impacts. Over time as new development is planned in the Town Center, <u>area and the Westside Express Service (WES) commuter rail station area</u> , the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.
<b>Land Development Coordination</b>			
15.	Review all land use/development proposals with regards to consistency with the TSP transportation impacts.	<i>Policy 3.5.2, Comprehensive Plan Transportation Element; updated.</i>	Review all land use/development proposals <del>with regards to</del> for consistency with the TSP <del>transportation impacts</del> .
Measure 15.a.	Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.	<i>Implementation Measure 3.5.2.b.; updated.</i>	The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
Measure 15.b.	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.	<i>Implementation Measure 3.5.2.c.</i>	Any proposed change to the Comprehensive Plan or <u>Zoning Maps</u> <del>or existing zoning</del> that would result in additional trips above that allowed under the <u>City's</u> concurrency policies may be denied unless mitigation measures are

<sup>7</sup> RTFP, Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM), p. 11.)



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			identified and provided.
Measure 15.c.		<i>New; complies with state OAR 660-12-0060 (the Transportation Planning Rule)</i>	<u>The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.</u>
Measure 15.d.	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.	<i>Implementation Measure 3.5.1.d.; updated.</i>	<del>All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that t</del> <u>The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.</u>
16.	Promote land use patterns and development standards that support alternatives to the single-occupant vehicle and reduce reliance on the	<i>2003 TSP Policy 8.1.1; related to Policy 3, 2008 Transit Master Plan.<sup>8</sup></i>	<u>Ensure that new development and redevelopment provide connections to transit streets and facilities, providing</u>

<sup>8</sup> RTFP, Title 1, Transit System Design Sec 3.08.120A and B; Title 1, Pedestrian System Design Sec 3.08.130A and B; Note: define transit streets in TSP and code.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	automobile.		<u>protected street crossings and bus stop amenities, if needed.</u>
<b>Agency Coordination</b>			
17.	The City shall continue to work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.	<i>Policy 3.8.1, Comprehensive Plan Transportation Element.</i>	<del>The City shall continue to work</del> <u>Collaborate</u> with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions <u>and transit agencies</u> to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.
Measure 17.a.	The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.	<i>Implementation Measure 3.8.1.a.; updated.</i>	<del>The City shall advocate</del> <u>Advocate</u> for the State, <u>Metro, and Counties</u> to improve regional transportation facilities which, due to inadequate carrying capacities, <u>limits frustrate</u> implementation of the City's Transportation Plan.
18.	The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency,	<i>Policy 3.4.2, Comprehensive Plan Transportation Element.</i>	<del>The City will work</del> <u>Work</u> with ODOT, Metro, <u>TriMet, Cherriots</u> , and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.		requirements for concurrency, <u>transit connections</u> , continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.
19.	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, and Metro to provide improvements to regional transportation facilities.	<i>Policy 7.1.1, 2003 TSP.</i>	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, <u>Clackamas and Washington Counties, and Metro, and TriMet and Cherriots</u> to <u>provide improvements to improve regional transportation facilities and services.</u>
Measure 19.a	Consistent with the city's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.	<i>Implementation Measure 3.4.2.a.</i>	Consistent with the eCity's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road <u>Interchange Management Area</u> (IMA) shall be consistent with planned future transportation projects.
Measure 19.b		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will seek</del> <u>Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.</u>
Measure 19.c		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will</del> <u>Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>Regional Trails System Plan Map.</u>
20.		<i>New. Related to Basalt Creek Transportation Refinement Plan.</i>	<u>Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.</u>
21.		<i>New</i>	<u>Recognize the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville, while advocating that any expansion of the airport to consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.</u>
<b>Goods Movement</b>			
22.	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.	<i>Existing Policy 4.2.2, 2003 TSP<sup>9</sup></i>	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from <u>the</u> land uses <u>they</u> <del>serve requiring the use of commercial vehicles/trucks.</del>
23.		<i>New.</i>	<u>Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes.</u> <u>Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.</u>

<sup>9</sup> Complies with Title 1, Freight System Design Sec 3.08.150



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
24.		<i>New.</i>	<u>Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.</u>
25.	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking.	<i>Policy 7.2.1, 2003 TSP<sup>10</sup></i>	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes <u>and consider the potential development of a new port or ports.</u>
26.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP<sup>11</sup></i>	Assist <u>in</u> <del>with</del> efforts to improve the viability of the railroad, <del>not only</del> for freight, <del>but for passenger service as well.</del>
27.	The City will continue to upgrade and/or complete the street network on the west side of I-5, including the Coffee Creek area, to serve the warehousing, distribution, and other industrial uses located there.	<i>Policy 3.4.1, Comprehensive Plan Transportation Element</i>	<del>The City will continue to</del> <u>Upgrade and/or</u> complete the street network on the west side of I-5, including <u>in</u> the Coffee Creek <u>and Basalt Creek</u> areas, to serve the warehousing, distribution, and other industrial uses located there.
28.		<i>New policy needed to reinforce the newly-designated freight routes within Wilsonville.<sup>12</sup></i>	<u>Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only</u>

<sup>10</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40

<sup>11</sup> Passenger rail/service moved to implementation measures under "Active Transportation."

<sup>12</sup>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			toward the City's freight routes.
<b>Public Transit</b>			
29.	Increase public awareness of transit and other transportation options, so that customers can make informed decisions.	<i>Policy 1, 2008 Transit Master Plan; updated.</i>	Increase public awareness of transit and other transportation options, <u>such as walking and bicycling</u> , so that <del>customers</del> <u>individuals</u> can make informed decisions.
30.	Provide service which is coordinated, convenient, comfortable, and safe.	<i>Policy 2, 2008 Transit Master Plan; modified for clarity.</i>	Provide <u>transit</u> service which is coordinated, convenient, comfortable, and safe.
Measure 30.a.	Expand service to meet the demands of a growing population and employment base in Wilsonville.	<i>Policy 4, 2008 Transit Master Plan.</i>	<u>Maintain transit service and expand as necessary</u> to meet the demands of a growing population and employment base in Wilsonville.
Measure 30.b.		<i>New.</i>	<u>Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.</u>
Measure 30.c.		<i>New.</i>	<u>Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.</u>
31.	Create a sense of community ownership of the	<i>Policy 6, 2008 Transit Master Plan;</i>	Create a sense of community ownership of

<sup>12</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	transit system by encouraging citizen.	<i>policy updated.</i>	the transit system by encouraging citizen involvement <u>in the planning and development of transit facilities and services.</u>
32.		<i>New.</i>	Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing and transit stop amenities <del>amenity</del> decisions.
33.		<i>New.</i>	Guided by a transit-specific public feedback process, provide transit routes throughout the City so that <del>all residents and businesses who desire</del> transit stops service are <u>located</u> within one-quarter mile walking distance from <del>residents and businesses</del> <u>a transit stop.</u>
34.		<i>New.</i>	Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.
35.	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.	<i>Policy 5, 2008 Transit Master Plan; policy updated.</i>	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation <del>systems</del> <u>system</u> management.
36.		<i>New.</i>	<u>Coordinate with other transit districts, including TriMet and Cheriote, to strengthen the efficiency and performance of the Wilsonville transit network.</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
36.a.	Strongly encourage full day and Saturday service for WES.	<i>Implementation Measure 3.3.1.f.; updated.</i>	<del>Strongly encourage</del> Advocate for TriMet to provide full day and Saturday service for <u>its Westside Express Service</u> (WES) <u>commuter rail</u> .
Measure 36.b.	Continue to support the extension of WES to Salem.	<i>Implementation Measure 3.3.1.g.; updated.</i>	<del>Continue to support</del> Advocate for the extension of (WES) to Salem.
<b>Active Transportation: Pedestrians and Bicyclists</b>			
37.	The City shall adopt standards for reducing reliance on single occupant automobile use, particularly during peak periods.	<i>Policy 3.3.1, Comprehensive Plan Transportation Element, updated</i>	<del>The City shall adopt standards for</del> Provide facilities that allow more people to <del>reducing reliance on single occupant automobile use</del> walk and bike, particularly during peak periods. <u>Residents may deem these travel options to provide health and economic benefits.</u>
Measure 37.a.	Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.	<i>Implementation Measure 3.3.1.a.; updated.</i>	<del>Improve the</del> <u>Encourage a</u> balance between housing, employment, and commercial activities within the City <u>so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.</u>
Measure 37.b.	Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.	<i>Implementation Measure 3.3.1.b.</i>	Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.
Measure 37.c.	Continue use of the Planned Development process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.	<i>Implementation Measure 3.3.1.d.; updated.</i>	Continue use of the Planned Development/ <u>Master Plan</u> process to encourage developments that make it more convenient for people to use transit, <del>to</del> walk, <del>to</del> bicycle, and <del>to</del> drive less to meet daily needs.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.d.	Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other.	<i>Implementation Measure 3.3.1.e.; updated.</i>	<del>Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River</del> major drainage courses to the other.
Measure 37.e.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP; updated.</i>	Assist <del>in</del> with efforts to improve the viability of rail for passenger service.
Measure 37.f.	Continue to comply with Metro parking standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.	<i>Implementation Measure 3.3.1.h.; updated.</i>	<del>Continue to comply with Metro parking standards.</del> Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
Measure 37.g.		New. <sup>13</sup>	<u>Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.</u>
Measure 37.h.		New	<u>Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.</u>

<sup>13</sup> RTFP, Title 1, Bicycle System Design Sec 3.08.140; Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.i.		<i>New; outcome of Planning Commission discussion</i>	<u>Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.</u>
38.	Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.	<i>Policy 1, 2006 Bicycle and Pedestrian Master Plan; policy updated.</i>	<del>Continue to</del> improve and expand pedestrian and bicycle facilities, <del>as needed</del> throughout the community, with a focus on improved connectivity both within the <del>C</del> city and with the <del>Metro</del> Regional <del>B</del> bicycle and <del>S</del> systems.
39.	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.	<i>Policy 2, 2006 Bicycle and Pedestrian Master Plan.</i>	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, <u>recreation</u> , employment, and retail centers) and minimize conflicts with other modes of transportation.
40.	Improve pedestrian and bicycle connectivity and amenities to ensure they are viable commuting options.	<i>2003 TSP Policy 8.1.2. Replaced, resulting from Commission discussion.</i>	<u>The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.</u>
41. 		<i>New<sup>14</sup></i>	<u>Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.</u>

<sup>14</sup> Complies with RTP, Title 1, Street System Design Sec 3.08.110G; Title 1, Pedestrian System Design Sec 3.08.130A and B; Title 1, Transit System Design Sec 3.08.120B.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
42.	Participate in local and regional trip reduction strategies.	2003 TSP Policy 8.1.3. Also relates to Policy 1 and Policy 5, 2008 Transit Master Plan	Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.
<b>Interchange Management Areas</b>			
43.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.	Policy 3.5.3, Comprehensive Plan Transportation Element.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.
	<i>I-5/Wilsonville Road IMA, subject to Interchange Access Master Plan (IAMP)</i>		
Measure 43.a	The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.	Implementation Measure 3.5.3.a, Comprehensive Plan.	<del>The City will require</del> Require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.
Measure 43.b	Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	Implementation Measure 3.5.3.b, Comprehensive Plan.	<u>Require</u> bicycle and pedestrian connections within the IMA <del>will be required</del> for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.c	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	Implementation Measure 3.5.3.c, Comprehensive Plan.	<u>Implement</u> system operational improvements, including signal synchronization, transportation demand management measures and incident management <del>shall be implemented</del> within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			the interchange.
Measure 43.d	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.d, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.
Measure 43.e	The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.e, Comprehensive Plan.</i>	The City will approve development proposals in the I-5/Wilsonville Road <del>Interchange Management Area</del> (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.
Measure 43.f	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.f, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.g	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.	<i>Implementation Measure 3.5.3.g, Comprehensive Plan.</i>	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.
Measure 43.h	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.	<i>Implementation Measure 3.5.3.h, Comprehensive Plan.</i>	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.
Measure 43.i		<i>New.</i>	Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).
	<i>I-5/Elligsen Road Interchange (no adopted IAMP):</i>		
Measure 43.j	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.	<i>Implementation Measure 3.5.3.i, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.
Measure 43.k	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.j, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.l	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	<i>Implementation Measure 3.5.3.k, Comprehensive Plan.</i>	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.m	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	<i>Implementation Measure 3.5.3.l, Comprehensive Plan.</i>	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.
Measure 43.n		<i>New.</i>	Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.
<b>Transportation Funding</b>			

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
44.	Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets.	<i>Policy 3.6.2, Comprehensive Plan Transportation Element.</i>	<del>Require each Individual developments shall be responsible for to provide</del> ing all collector and local streets. However, there may be cases where collector streets are found to <u>unless the benefit to</u> the entire community <del>to a degree that warrants</del> public participation in funding those collector streets.
45.	The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.	<i>Policy 3.6.1, Comprehensive Plan Transportation Element; policy updated.</i>	The City <del>is responsible for</del> <u>will</u> planning, <del>scheduling,</del> and <del>coordinating</del> <u>implementation of</u> all street improvements through the on-going <u>five-year</u> Capital Improvements Plan. A priority is given to eliminating existing <u>gaps and</u> deficiencies and in upgrading the structural quality of the existing arterial system.
Measure 45.a.	Maintenance of the developed City Street System is a public responsibility. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.	<i>Implementation Measure 3.6.1.b.; updated.</i>	<del>Maintenance of the developed City Street System is a public responsibility.</del> The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
Measure 45.b.		<i>New.</i>	The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.
Measure 45.c.	To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.	<i>Policy 3.7.2, Comprehensive Plan Transportation Element; updated.</i>	To <del>insure</del> development of an adequate street system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide



**Attachment D**

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			capacity service.
46.	Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.	<i>Goal 3.7, Comprehensive Plan Transportation Element</i>	<u>M</u> aintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.

<b>Existing policies <u>not</u> to be included in 2013 TSP</b>				
	To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.	<i>Policy 3.2.2, Comprehensive Plan Transportation Element; similar to proposed Policy 2 above.</i>		
	If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.	<i>Policy 3.2.3, Comprehensive Plan Transportation Element; policy captured in Agency Coordination and Interchange Management Areas sections.</i>		
	Continue to plan, schedule, and coordinate all public street improvements through a Capital Improvements Program.	<i>Policy 4.2.1, 2003 TSP; reflected in Comprehensive Plan Policy 3.6.1.</i>		
	Minimize conflicts and facilitate connections between modes of transportation.	<i>Policy 7.3.1, 2003 TSP; reflected in Goals and emphasized in more detail in other policies.</i>		
	Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land division, or limited land use decision, on a roughly proportional bases of the developer's	<i>2003 TSP policy 4.1.2. broad policy intent already included elsewhere</i>		



	impacts to the benefits received.			
	Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.	Policy 4.1.3, 2003 TSP; addressed under related to connectivity.		
	Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.	Policy 4.1.5, 2003 TSP; reflected in Comprehensive Plan Policy 3.5.3. Similar to IAMP policy.		
	Work with ODOT to improve the general community awareness of its access permitting authority.	Policy 4.4.1, 2003 TSP; reflected in proposed Transportation Goals		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from other agencies.	Policy 7.1.2, 2003 TSP		

Attachment D

	Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.	<i>Policy 4, 2006 Bicycle and Pedestrian Master Plan; this will incorporated in to the TSP as a performance measures.</i>		
	<b>Implementation Measures to be Deleted</b>			
	Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).	Comp Plan Implementation Measure 3.2.1.b. Redundant.		
	The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.	Comp Plan (Implementation Measure 3.5.1.c.; Functional Classification System found in the TSP.		
	Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.	Policy 3.1, 2003 TSP; action has been carried out as part of the TSP update.		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to adequately address pedestrian needs.	Comp Plan Implementation Measure 3.3.2.b; too detailed and not necessary to include.		
	Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.	Comp Plan Implementation Measure 3.3.2.c; too detailed and not necessary to include.		



# Attachment D

	Develop a program to implement Intelligent Transportation Systems and tie in with the ODOT I-5 ITS system. ITS projects will be prioritized and included in the Capital Improvement Program.	Policy 4.1.6, 2003 TSP; updated with proposed Implementation Measure 11.a.		
	All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.	Implementation Measure 3.5.2.a; already codified.		
	Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.	Implementation Measure 3.4.1.a; updated TSP will include a system of freight routes.		
	Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.	Implementation Measure 3.3.1.c.; policy intent captured in other implementation measures.		
		Implementation Measure 3.6.1.a.; not necessary.		
		Policy 3, 2008 Transit Master Plan; duplicative.		

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Documents distributed to Planning Commission prior to Public Hearings:**

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013



**PLANNING COMMISSION  
WEDNESDAY, MARCH 13, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**Approved  
April 10, 2013**

**Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Ray Phelps, Marta McGuire, Peter Hurley, Al Levit, and City Councilor Julie Fitzgerald. Phyllis Millan was absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle, and Jen Massa Smith

**VI. WORK SESSIONS**

**B. TSP Code Amendments (Mangle/APG)**

**Katie Mangle, Long Range Planning Manager**, explained that the draft Transportation System Plan (TSP) Code Amendments did not have to go forward in the TSP package. The Commission could determine whether more time is needed to work on the amendments following tonight's discussion. The TSP projects are implemented through the Capital Improvement Program (CIP) but the proposed Development Code amendments implement the TSP policies or big ideas in private development. The Code amendments would facilitate getting projects done and also address the need for City compliance with regional and state policies. Staff has been collaborating on the draft Code Amendments with Darci Rudzinski of Angelo Planning Group and sought the Commission's input about the current draft.

**Darci Rudzinski, Angelo Planning Group**, overviewed the package of proposed TSP Code Amendments, noting that the Commentary on Proposed TSP Code Amendments document on Page 1 of 30 in the Staff report overviewed the amendments and why they were being proposed. The TSP policies and standards are implemented through the development requirements to bring the Code into better compliance with the Transportation Planning Rule, the State requirements for implementing TSPs locally. The amendments also attempt to reflect some of the new goals and policies of the Regional Transportation Functional Plan, which has more detail than the State plan. Some proposed changes would help clarify or cleanup Code items associated with transportation requirements.

- Also included in the packet was the actual Development Code language formatted to show the proposed and deleted language as well as some of the rest of the text to give context. A table summarized which sections were being amended, as well as the corresponding requirement related to compliance.
- The bulk of the changes regarded general development requirements. The large sections of new text were primarily placeholders that would be completed once the TSP was adopted. Much of that language addressed internal pedestrian circulation.
- Similar to some of the new TSP policies, the amendments focused on the multi modal system. Historically, codes have done a good job making sure roadways and anything within the right of way is planned appropriately and consistently with the TSP, so not many visible changes were proposed there as the Development Code defers to the TSP. For example, Staff or a developer would use the TSP to find requirements regarding the updated cross-sections.



- The new language predominantly addressed some things that have not been in the Code historically.
- She noted Commissioner Levit had provided some comments which might bear some discussion.
- Some comment boxes were left in the draft that were predominantly between those that have been working on the plan. Most were placeholders for Staff and the consultants, many of which had already been addressed but a couple should not be forgotten as this was still a working draft. Although consultants are good at coming up with great model language, they really rely on local staff and commissioners to help them understand how they are implemented locally and where the appropriate language fits appropriately in the Code. It took a bit of back and forth and several drafts to get to the point where the document started to make sense.

Comments and questions regarding the TSP Code Amendments were addressed as follows:

- Using the term "shall" without appropriate contingency plans in place was a concern. It was important to be mindful of using "shalls" when development or other circumstances might make it impractical or simply not cost effective. The concern regarded the fact that alternatives were not being provided for something other than the "shall".
  - Ms. Rudzinski noted Staff has been sensitive to that as well when working on the Code language. There were areas where references to waiver provisions had been provided.
  - While waivers or variance processes might be a solution, but the preference was to avoid locking the City into things that could not be abided by. The Development Review Board often found themselves trying to fit square pegs into round holes simply because there were many "shalls" without a way to bail out on them.
- The definition section of the Development Code included the dimensions for a standard parking space, which is 9 ft by 18 ft. Developers are allowed to increase the standard size if they desire, such as was done at Costco. A compact space had a definition as well. Whether a definition was captured for motorcycle spaces was uncertain, but including such a standard, if available, might be beneficial to accommodate motorcycles and scooters.
  - The City relied on standard architectural practices, rather than setting its own parking space sizes. Reducing the size of compact spaces was discussed with City Council several years ago and was not well received. The revisions that would have resulted in a small reduction in the length of a compact space were rejected. The realization was that car models tend to get larger and almost never become smaller, which was a trend that lead to a reassessment of the proposal to Council.
    - Regardless of the model of car driven, many people believe that parking spaces are far too small because getting in and out of the vehicle was too difficult.
  - Land is expensive and parking standards take up a large amount of land. Having too many compact spaces causes people to be unhappy and results in less people frequenting certain locations. People have said they will not go to certain places in the community because it is too difficult to get in and out.
  - Wilsonville's 9 ft x 18 ft size is large compared to many other city codes, and seldom seen anymore; many cities have 8½ ft wide spaces.

Chair Altman believed addressing the proposed TSP Code amendments should follow fairly closely to the TSP's adoption or there would be implementation problems. He has been troubled for some time that a section in the Development Code directs one to the Comprehensive Plan.

Commissioner Postma suggested the Commission's work on the amendments should follow Council's adoption of the TSP by a month or two because any Council changes could cause further revisions of the Development Code.

The Commission reviewed and provided feedback about the proposed TSP Code Amendments with these key comments:

- Section 4.001 Definitions on Page 9 of 30 included new definitions to explain some of the proposed Code language; one such definition was "cycle track".



- It was recommended that multi modal be added to the section. However, if multi modal is used only in the TSP and not in the Development Code, it should not be defined in here.
- It was unclear whether an "access drive" would be equivalent to or different from an "alley" or if the term "alley" is defined in the Code. If so, the two terms should be differentiated.
- "Bikeway-multiuse pathway", noted on Page 1 of 30, was not defined in the Code draft, but would be defined as "Multiuse pathway".
- The "bikeway" definition included the word "bikeway" to define it. Staff would consider changing this existing language.
- Section 4.012(.02) Public Hearing Notices, the added language of (.02)(A.)(2) was procedural. The City did this anyway, but the language was seen consistently in codes and was advised as it offers comfort to the City's partners that they are also notified when changes are proposed to the transportation system.
  - Providing notice to tenants, not just property owners, was discussed. According to the current Code, the average citizen is not considered part of the City's landscape for noticing purposes. A Code provision should be added about tenants receiving equal consideration with regard to notice.
    - The City regularly goes above and beyond minimum State requirements for notice. The City's radius for notice is 250-ft, while many places are only at 100-ft. The requirement is to send notice to the property owner, but Staff considers the impact of a project and takes the initiative to notice a resident or uses a more generic approach for an apartment building. Consideration for notice was done on project-by-project and planner-by-planner. Currently, the City uses signs on the public right-of-way that give notice to general public.
  - The City uses four methods to post notice, but none of it was in the Development Code. Determining what is or is not a rental property was difficult and cumbersome to track. One way to capture some tenants is to send notice to the local address as well as the registered owner's address.
  - The City's current policy should be reflected in the Development Code.
- Section 4.114 Transportation Facilities in Zoning Districts includes the Significant Resource Overlay Zone (SROZ). A specific exemption category outlines all the various exemptions allowed to occur in a Significant Resource Overlay Zone (SROZ) and construction of roadways and utility work in SROZs are exempt from the regulation.
  - Discussion included whether Old Town was exempt due to the neighborhood's desire to not have sidewalks and curbs, which was addressed in the Old Town Neighborhood Plan. Last year, Staff held a community meeting to look at cross-sections that would be embedded into the Public Works' standards. Staff is proposing to design a rural roadway cross-section without curbs or sidewalks that would include a gravel edge for parking. The curbless section is internal to the residential section of Old Town, not along Boones Ferry Rd
    - Staff would consider whether the exemption needs to be referenced in this Code section.
  - This was a provision to make sure that public facilities are allowed in any zone. In other cities, the zone only extends to the right-of-way. The language states that whatever the type of facility, if it meets the requirements, the facility is allowed in that zone without additional process or land use approval.
- Section 4.125 Intersection Spacing, was unclear about the spacing where collectors connect in intersection. The arterial to arterial spacing made sense, but intersection collectors come between that and it was not clear how that is laid out.
  - This TSP standard was in the Code already and is just being updated to reflect the TSP update.
    - The provision for the adjustments was discussed, but what was missing was the reality that on an arterial, a collector might connect to that arterial in less than one mile, which was not necessarily wanted. Staff would review it.
- Section 4.154 On-Site Pedestrian Access and Circulation
  - The Development Code should require a direct pedestrian connection to the corner when development occurs on a corner property.



- Some type of transition, such as a concrete block, should be used so pedestrians do not have to walk through mud to access the road when the intermediate sidewalk dead ends because the adjacent property is not developed. The Code should make it convenient for the pedestrian.
- The issue was similar to dead end streets and involved offsite site improvements. Staff would consider what could be universally applied as a standard. The challenge was figuring out how to connect a pedestrian facility to something not designed for pedestrians. Requiring someone to lead one down a path toward a street might not be the best option and could potentially be a liability. Staff would consider and work on the issue.
- Section 4.154(.01)(B.) included a "shall" with many different requirements and subparts afterward.
- This was also tricky because there would be interpretations about what is reasonably direct and convenient. The language came from model code and has been modified and tweaked over the years to fit within the Wilsonville's TSP Code. More flexibility was available than the "shall" might imply as there would be ways to meet the standard without the provision being completely prescriptive.
- Referencing some method of maximizing the ability to comply with each section would be especially beneficial when speaking with developers. The City should not appear unfriendly to those the City wants to create development in Wilsonville.
- Removing the numerous requirements and subparts, such as those regarding a reasonably direct and continuous pathway, would result in more dead end streets, no sidewalks and lack of connectivity.
  - Telling the developer to pay for a temporary improvement, such as a connection to a roadway that may not be in a safe place, potentially creates a liability issue. The system needs to have flexibility to avoid certain situations should they arise.
- Ms. Rudzinski clarified the subject section addressed onsite access and circulation. The requirement was to have a safe system. The language was developed so that connections to buildings internal to a site or to transit or a public roadway or right-of-way would not just be perfunctory. If they are not safe or do not make sense, these provisions point to the fact that the connections need to be reasonably direct. Have an internal system that was not logical and did not get pedestrians where they might want to go was not helpful. While wordy, the provision makes internal circulation for pedestrians a reasonable requirement and has some specificity to make it practical, safe, usable and logical.
- However, in some instances, the subparts conflict; continuity might conflict with safety in some situations and then what happens.
  - The Type II Administrative Review was added to the address specific circumstances (Page 22). Cross referencing the provision to waiver sections or other review provisions might address the problem.
  - Reordering Items 4.154(.01)(B.)(2.)(a), (b) and (c) could be to set the priorities. Having (b) "Pedestrian pathways are designed primarily for pedestrian safety..." first would make safety the first criteria to consider, and then (c) "The pathway connects all primary building entrances..." would be second, and (a) regarding reasonably direct pathways, third. Structure the provisions so the order states the priorities as mentioned in first sentence "provide for safe, reasonably direct, and convenient pedestrian access..."
  - Citing the waiver provision would then provide a mechanism to consider that hierarchy.
- The word "shall" provides the flexibility needed and this section is of critical importance in terms of the future transportation system, because some existing developments have significant issues with internal circulation onsite. The language was a great step forward in addressing such circulation for future development.
- The preference was not to remove all "shalls", but "shalls" are an issue when potentially conflicting provisions exist and no contingencies allow for alternatives.
- If "shalls" are used, why allow a waiver, which seems to be a contradiction. Providing a waiver for a "shall" undoes the "shall". Using "should" rather than "shall" ought to be considered because this practice was inconsistent.



- In Section 4.155 General Regulations – Parking, Loading and Bicycle Parking.
  - In Section 4.155(.03)(C.), was at least one ADA accessible parking space required when providing 50 parking spaces or was there an option for more? The City might want to require additional ADA spaces for certain businesses, but would not want to take up too much space either. In terms of policy, would the City want to allow the option for more?
    - Staff would confirm whether the City was implementing the federal ADA standard.
    - As noted by Commissioner Levit, Staff would consider whether something was missing with regard to, "Parking shall be designed for safe and convenient access to building entrances." A citizen had noted that the ADA parking spot at LA Fitness is quite a distance from the entrance. Adding more language to be more specific about where to locate ADA spaces made sense and Staff would look into that.
  - Section 4.155(.03)(A.)(3.), Staff confirmed the provision regarded private drives internal to a development.
    - Creating more of a street-like system rather than typical parking lot driving lanes would improve areas like the Town Center should it redevelop.
      - The Town Center was not the best example because a three-acre parking lot was not desired there. The provision regarded three-acre industrial-like parking lots and treating the access way like the through route it is and defining where cars go and people walk or bike.
      - Something similar was done at Argyle Square, which was a terrible place to walk and drive.
    - The language, "street-like features" was unclear; including graphic examples might provide further explanation. The idea seemed to emphasize pedestrian flow versus just straight parking and drive lanes.
  - Section 4.155(.04)(B.)(1)(b)(i) regarded automobile parking and was one of three possible triggers.
  - Section 4.155(.04)(B.)(1)(c) regarded accessory building, which is defined in the Code definitions under accessory building or use. The provision used standard planning language.
    - The Commission discussed what buildings are considered to be accessory or primary buildings. Mentor Graphics communications building was an accessory building to the main campus building. The Jory Trail Apartment Complex is the primary building and the club house would be an accessory-use building. Parking garages are clearly accessory buildings.
  - In Section 4.155(.04)(C.)(1)(d) the language "or other obstruction" should be added.
    - Language regarding long term bike parking geared toward employees versus short term bike parking should be made clearer. For example, people would not go to Rockwell Collins on a short term basis, so providing Code language regarding office building-type environments would be beneficial. Covered bicycle parking should be provided to the side of the building rather than right at the front door, resulting in more parking for the company, while not tripping up pedestrians. At Goodwill, parking was provided in the rear for employees and also in front for patrons/visitors.
    - Covered bike parking or possibly lockers should be provided for employees, leaving the front bike spaces for the coming and going patrons/visitors.
      - In Section 4.155(.04)(C.)(2), the duplicate (a) on Page 14 of 30 required that bike parking be within 100-ft of an entrance that would be used by intended users.
  - Section 4.155(.04)(C.)(1) states, "bicycle parking shall meet" and subsection (b) states, "Locate within 30-ft of main entrance to the building or inside a building." Some reference to the waiver section might be needed for some semblance of flexibility.
  - Purpose sections seem to invite additional understandings of definitions, rather than what is in the definition section. Substantially trimming the purpose section was suggested, placing the definitions in Section 4.155(.04)(C.) in the front along with the small purpose sections. Give the definition and then address the requirements and standards following that. Structurally, it would eliminate excess language which could be an invitation for unwanted interpretations. Combining Section



4.155(.04)(C.) with Section 4.155(.04)(A.) and then proceeding to the requirements was the suggestion.

- While new language was available defining the standards for long term bicycle parking, Section 4.155(.04) Bicycle Parking was structured the same as the Village Zone. The purpose, general provisions and bicycle parking standards were all in the Village section of the Code for the Village Zone, which might be why it reads differently. Changing the structure of Section 4.155(.04) would result in changes to the Village Zone. The purpose statement, in working to describe what was happening in Villebois, may have been expeditious at the time those amendments were made. Keeping Wilsonville's Code updated in a coordinated comprehensive way was difficult.
- This section was modeled off of an existing Code section. That needs to be kept in mind and it would be looked at again. Changing the purpose statement and the definitions to a definitions section could be done. Having the general provisions before the specific short term/long term provisions made sense.
- Staff has struggled with the new concept of long-term bicycle parking. Bicycle parking standards and codes have existed in the Metro area for a while, but this refinement was new, and while it seemed to bear explanation, not including that explanation in the Code made sense.
- The intent of the purpose statement was that it applied to the intended user, such as how the spaces would be used or who they would be used by, whether long or short term, and then it speaks to where they are located because that makes a difference.
- Section 4.155(.04)(C.)(2) on Page 14 included two letter (a)s; however both (a)s might be incompatible.
  - The required number of short-term bicycle spaces was provided in the table. Of those requirements, 50% of the total must be long term as described and referenced under Section 4.155(.04)(B.)(1)(b).
  - Concern was expressed about the security of bike parking 100 ft away but the options to provide lockers or a detached bike garage were available.
- Table 5 Parking Standards on Page 15 of 30 had only two changes. The first set a minimum of two bicycle spaces for apartment buildings in the first line; otherwise the number standards start at nine units. The bicycle parking minimum was also changed for churches on Page 16 of 20.
- Section 4.155(.045) on Page 20 of 30 should include an option for smaller facilities that do not require a loading dock. Smaller facilities do not use truck docks at all; offices have UPS type deliveries. A recently approved fast food restaurant was approved where the delivery trucks park in the drive lane and work around parking for a short period of time. Offering a clear option for situations where a truck dock is not needed would be beneficial.
  - Adding the Type II adjustment option was helpful.
- Section 4.155(.045)(B.) on Page 21 of 30 regarded exceptions and adjustments specific to off street loading. The required off street loading language included an option of not having to provide that physical space onsite, but rather to use the right-of-way for loading.
- Section 4.155(.06) included two subsection (B.)s. The second subsection (B.) did not provide an option for short-term visitor parking closest to the door. Concern was expressed about a building owner balking at that or trying to do something different. While premium carpool and vanpool parking was encouraged, flexibility should be available for building owners.
  - The phrase "employee, student or commuter" is not intended to exclude visitors, so a clarification would be made.
- Section 4.155(.07)(B.). Electric vehicle charging stations are to be encouraged, but reducing the parking that might be needed for a site by 10% was questioned. Ways should be found to encourage electric vehicle charging without congesting parking lots. Having a charging station would not reduce the number of other cars. Typically, parking is reduced where transit exists because fewer cars are expected. Subsection (B.) did not make sense, but Subsection (A.) was fine.
  - Section 4.155(.07) (A.) was included partially because only a certain amount of space is available for parking and providing a transit option like a bus stop would reduce that total area. In addition,



amenities were being provided that would encourage a different mode of transportation. The language was incentivizing people to charge vehicles.

- The electric vehicle charging station still requires a parking space. It did not make sense to reduce parking for one electric vehicle station and penalize another person without a parking space.
  - Developers might install the charging stations because the incentive to the developer is to reduce the cost of providing more physical parking. It is incentivizing providing a charging station even if there is no direct correlation to minimizing people driving to the site.
- Incentivizing electric vehicles over other forms of transportation was questioned and involved a more philosophical discussion, but it did reflect the TSP and regional goals to reduce vehicle miles traveled, greenhouse gas emissions, etc. A correlation does exist and the provision creates an opportunity for a different type of amenity, as well as encouraging people to use it. If the charging station is there, people would be thinking about it and it would be convenient so they might purchase a hybrid electric car.
- State requirements would begin to require local governments to address greenhouse gas emissions reductions, which will be addressed, in part, through transportation planning, so this was an opportunity to get a head start on that.
- As written, Section 4.155(.07) would provide no incentive for redevelopment if the parking lot had more than the minimum number of parking spots for the intended use and either (A.) or (B.) occurred. The minimum parking requirement could be reduced by 10% and the project could still have more than the minimum requirement. No net gain would be realized as far as the Code is concerned.
  - If a larger building or another pad site is planned that could not be done because of parking requirements, this might offer more flexibility to create more spaces.
  - The incentive was only one angle of looking at the provision, the other was how to deal with new charging stations in existing parking lots, and whether a site design review was needed to modify the parking site plan to put the facility in. The current Code was not clear about how that would count against their parking ratio.
  - Rather than framing this as an incentive, perhaps there as a better way for addressing the issue. Encouraging private and public citing of alternative fueling stations is a TSP policy, and this was one ways to allow for it. In that case, it belonged under (.07), but maybe not under the reduction.
  - Another approach would be to allow existing parking lots to add electric charging stations without a re-review of parking standards, minimums and maximums, parking space locations or bike parking as long as an electrical permit is acquired. The City should penalize someone wanting to install electric charging stations if nothing else is changed.
    - This would be almost like an exemption, which made sense and would be a more direct way to address it.
- Section 4.177 Street Improvement Standards. Section 4.177(.02) referenced the TSP for the actual widths so the flexibility in the TSP is implemented through the Development Code.
  - Section 4.177(.02)(A.)(1) was a big piece that had been missing in the Town Center in particular, because no connection exists between Frye's and the theater so one has to go back out onto the street to get across the lot. Adding a provision for cross easements was important.
    - There was no (A.)(2); perhaps (A.)(1) should be numbered accordingly.
- Section 4.177(.05) on Page 24 of 30, Public Works' standards would dictate the construction of the multiuse pathways and whether they were to be paved, though it was not stated directly. Staff was working to separate the onsite improvements and right-of-way improvements currently combined in the current Code. This provision addressed facilities in the public rights-of-way and the responsibility of private development in the right-of-way when the improvements could not be accommodated. For example, if a pedestrian/bicycle connection was still needed, it could be separated from the roadway.
- Although the definition was not clear about whether multiuse paths needed to be paved, Ms. Rudzinski believed they would be because they are supposed to function as if they were in the public right-of-way.

- Section 4.177(.06) Transit Improvements had some typos that needed to be addressed.
  - Adding "to" the second line of Section 4.177(.06)(A.) to state, "provide improvements as described in this section ~~to~~ any bus stop," should clarify any confusion regarding the proximity of bus stops.
    - Major transit streets and major transit stops are defined, so it was not every street or every bus stop.
    - The Transit Director can decide whether a connection or stop is required, which would tie it all back together.
  - The missing item (2) in Section 4.177(.06)(B.) was inadvertently placed under Section 4.177(.06)(E.) and would be corrected.
- Section 4.177(.07) regarding residential private access drives and Section 4.177(.08) regarding access drives and travel lanes needed clarification regarding whether alleys were included.
- Section 4.177(.11) on Page 27 of 30 might incorrectly reference subsections (.05) and (.06). Staff would confirm the correct references were included.
- Section 4.178 on Page 27 of 30 had been moved and modified, it was not deleted.

Ms. Mangle thanked the Commission for their detailed and philosophical comments and questions. Staff would continue working on the draft and return for another work session. She confirmed that the Commission was comfortable getting the TSP Code amendments done soon after the adoption of the TSP to allow time for any needed changes from Council. The best available draft would become an appendix of the TSP because it was important to make findings on compliance headed in that direction. The draft would just be an appendix, not adopted as ordinance. Staff would return to the Commission with it so Council could see it in that form.



## **Commentary on Proposed TSP Code Amendments**

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- new definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track", and "through zone"
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor,
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "bikeway - multiuse pathway"

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

### **Zoning (Chapter 4, Sections 4.100-4.141)**

#### **Section 4.114      Transportation Facilities in Zoning Districts. *(New Section)***

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed text largely codifies existing City practice but ostensibly clarifies and simplifies the land use approval process by identifying what types of transportation improvements are allowed outright, without additional land use approval. A "blanket" allowance in Section 4.114 is proposed so that permitted use lists in every base zone do not have to be modified. **Section 4.125(.09) Street and Access Improvement Standards**

These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.

**General Development Regulations (Chapter 4, Sections 4.154 - 4.199)**

**Section 4.154. (.01) On-site Pedestrian Access and Circulation.** *Related to (draft) Transportation Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42*

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

**Section 4.155. Parking, Loading and Bicycle Parking.** *Related to (draft) Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6*

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). Based on City of Milwaukie code, 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions, rather than having to provide individual requirements for the number of long-term spaces by use. Long-term



bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed use. The new bicycle parking standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new office and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**

This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

**Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. New Section (.06) Transit Improvements is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.09), (.10), and (.11) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.09) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to (draft) Transportation Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.



**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. *Related to (draft) Transportation Policy 10***

Modifications under subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.

This document provides draft implementing ordinances in support of adopting the draft Wilsonville Transportation System Plan. The following includes proposed amendments to the City of Wilsonville Development Code to update City requirements for consistency with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). Findings of compliance with these requirements are presented in table-format and are included as Appendix \_\_\_\_ in the draft TSP.

The proposed amendments are outlined in Table 1, with references to corresponding RTFP and TPR requirements. Following the table, draft code language is presented in adoption-ready format; the draft amendments are numbered consistent with the structure of the Development Code and proposed new language is underlined and recommended deletions are ~~struck through~~. In some cases adopting proposed new text will require re-numbering or re-lettering of subsequent Development Code subsections.

*Note: In addition to the proposed amended sections specified in this memorandum, the entire Development Code should be reviewed to ensure correct identification of all references pertaining to new or revised text related to the implementation of the updated Transportation System Plan.*

**Table 1: Summary of Proposed Development Code Amendments and Corresponding Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) References**

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION</b>	
1.	<b>Section 4.001 Definitions.</b> Definitions of access control strip modified. Definitions under bikeway modified to remove bike/pedestrian path and add cycle track. New definitions for major transit stop, major transit street, multiuse pathway, and through zone added.	Title 1, Street System Design Sec 3.08.110B Title 4, Parking Management Sec 3.08.410
2.	<b>Section 4.012. Public Hearing Notices.</b> New text in subsection (.02) Mailed Notice for Quasi-Judicial Hearings includes noticing governmental agencies potentially impacted by a local decision.	OAR 660-12-0045(1)(c)
	<b>CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING</b>	
3.	<b>(New) Section 4.114 Transportation Facilities in Zoning Districts.</b> New text identifies the types of transportation facilities allowed outright in all zones.	OAR 660-12-0045(1)(b)
4.	<b>Section 4.125(.09) Street and Access Improvement Standards</b> Update Village Zone standards to coordinate with new street classifications and spacing standards in TSP.	TSP consistency



	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS</b>	
5.	<b>Section 4.154. On-site Pedestrian Access and Circulation.</b> New section (.01) On-site Pedestrian Access and Circulation; text modified from State's <i>Model Development Code for Small Cities</i> .	Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems)
6.	<b>Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.</b> Modified Section (.03), Parking Requirements, to include parking location and street features for lots over 3 acres and to exempt structured parking and on-street parking from parking maximums. Proposed renumbering of existing text. New Section (.04), Bicycle Parking, to address quantity, location, and design of short term and long term bicycle parking. New Section (0.5)B Exceptions and Adjustments to allow approval of loading areas adjacent to or within a street right-of-way if specific conditions exist. New Section (.06) Carpool and Vanpool Parking Requirements to include provisions for preferential location of carpool and vanpool parking New Section (.07) Parking Area Redevelopment to allow for the redevelopment of existing parking areas in order to accommodate or provide transit-related amenities or electric vehicle charging stations.	Title 4, Parking Management Sec 3.08.410 OAR 660-12-0045(4)
7.	<b>Section 4.177. Street Improvement Standards.</b> New introduction language; New Section (.01) clarifies applicability and compliance requirements. New Section (.02) Street Design Standards includes existing language and a new reference to the street standards in the TSP. Existing requirements for sidewalks have been moved. Added text to existing Subsection D includes a (new) requirement to post notification of a street extension. New Sections (.03), (.04), and (.05) feature text modified from existing Section 4.178 Sidewalk and Pathway Standards. New Section (.06) Transit Improvements includes requirements consistent with Transit Master Plan implementation measures. Section (.08) Access Drives and Travel Lanes is relocated from Section 4.177.01.E. New Sections (.09), (.10), and (.11) address access and driveway development standards and intersection spacing standards, as well as exception and adjustment procedures.	Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110G Title 1, Transit System Design Sec 3.08.120B(2) OAR 660-012-0045
8.	<b>Section 4.178. Sidewalk and Pathway Standards.</b> Recommended deletion of Section; text proposed as part of	

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
	(new) Section 4.177.03, .04, and .05.	
<b>9.</b>	<b>Section 4.197. Zone Changes and Amendments To This Code – Procedures.</b> Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	<b>OAR 660-12-0060</b>
	<b>CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS</b>	
<b>10.</b>	<b>Section 4.236. General Requirements - Streets.</b> Added text in (.07) reflects a (new) requirement to post notification of a street extension.	<b>Title 1, Street System Design Sec 3.08.110B</b>



**Section 4.001 Definitions.**

4. Access Control Strip Restriction: A reserve area established adjacent to and paralleling a half street improvement or across the end of a street that is to be extended in the future to insure ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of travel way that is designated for use by bicycles. Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

BC. Recreation Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

~~CD. Shared Roadway~~: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

**Comment [S1]:** Bikeway is defined in existing City code definitions (#32). A definition for cycle track has been added; it is based on ODOT's 2011 Bicycle and Pedestrian Design Guide.

**Comment [S2]:** Keep this pathway as is (reserved for ped use only) and add a definition for multi-use path (above).

**Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
  - A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
    - 1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
    - 2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies. At a minimum, the Planning Director shall notify the road authority if different than the City of Wilsonville. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
  - B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
  - C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
  - D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**4.114 Transportation Facilities in Zoning Districts.**

For the purposes of providing needed public services, transportation facilities shall be permitted outright in City zoning districts. Transportation facilities shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within public rights-of-ways controlled by a public agency, consistent with the City TSP.

**Section 4.125(.09) Street and Access Improvement Standards**

- (.09) Street and Access Improvement Standards
  - A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:



## 2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. ~~4000 ft.~~ 1 mile for major arterials
  - ii. ~~600 ft.~~ 1 mile for minor arterials
  - iii. ~~1,3200~~ ft. for ~~major~~ collectors
  - iv. ~~50300~~ ft. for ~~minor collector~~ local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities. On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;
    - b. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans With Disabilities Act requirements.
    - d. All parking lots in excess of two hundred (200) parking spaces shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.
  - 3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.

**Comment [MK3]:** Allow this to be eligible for waiver

4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Pedestrian trails may have a gravel, wood chip, or sawdust surface if not intended for all weather use.
6. All pathways shall be clearly marked with standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.****(.01) Purpose:**

[...]

**(.02) General Provisions:**

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

**(.03) Minimum and Maximum Off-Street Parking Requirements:**

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  2. To the greatest extent possible, separate vehicle and pedestrian traffic.
  3. Parking lots more than three acres in size shall provide street-like features along private drives, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- ~~C.~~ 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- ~~D.~~ 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- ~~E.~~ 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.



- F. 7. On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. 8. ~~Tables 5, below,~~ shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- (.04) Bicycle Parking:
- A. Purpose: Bicycle parking is required for most use categories to provide safe and convenient places to park bicycles for short and long stays.
1. Short-term bicycle parking is intended to encourage shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Long-term bicycle parking is intended to provide employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
- B. General Provisions
1. Required Bicycle Parking:
- a. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
- b. A minimum of 50 percent of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
- i. When 10% or more of vehicle parking is covered.
- ii. If more than four (4) bicycle parking spaces are required.
- iii. Multifamily residential development with nine or more units.
- c. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
- d. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
- C. Bicycle Parking Standards:
1. Short-term bicycle parking. Required short-term bicycle parking shall meet the following standards:
- a. Provide lockers or racks that meet the standards of this section.
- b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
- c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
- d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building to use the rack properly.

- e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way
- 2. Long-term bicycle parking. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - a. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - b. At least 50 percent of the spaces shall be covered.
- 3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.



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Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
2. Apartments of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm)	No Limit	1 per D.U.
3. Manufactured or mobile home park	2 spaces/unit	No Limit	1 per D.U.
4. Manufactured or mobile home subdivision	1 per D.U.	No Limit	1 per D.U.
<b>b. Commercial Residential</b>			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.	No Limit	1 per 20 parking spaces Min. of 2
<b>c. Institutions</b>			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
<b>d. Places of Public Assembly</b>			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	<del>1 per 50 seats</del> 1 per 10,000 sq ft Min. of 2
2. Library, reading room, museum, art gallery	2.5 per 1000 sq. ft.	No Limit	1 per 1000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 <sup>nd</sup> grade)



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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
			K – 2 <sup>nd</sup> grade: 1 per 3500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6 College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7 Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes, Min. of 2
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1000 sq. ft.	6.5 per 1000- sq. ft.	1 per 4000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1000 sq. ft.	1.5 per 1000 sq. ft.	1 per court Min. of 2
<b>e. Commercial</b>			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1500 sq. ft. gross floor area or less	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
2. Commercial retail, 1501 sq. ft. or more	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000sq. ft. Min. of 2

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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Service or repair shops	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000sq. ft. Min. of 2
5. Office or flex space (except medical and dental)	2.7 per 1000 sq. ft.	4.1 per 1000 sq. ft.	1 per 5000sq. ft. Min. of 2
Bank with drive-thru	4.3 per 1000 sq. ft.	6.5 per 1000 sq. ft.	
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments	15.3 per 1000 sq. ft.	23 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 4
Fast food (with drive-thru)	9.9 per 1000 sq. ft.	14.9 per 1000 sq. ft.	
Other			
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2



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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>f. Industrial</b>			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1000 sq. ft.	.5 per 1000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
<b>g. Park &amp; Ride or Transit Parking</b>	As needed	No Limit	10 per acre, with 50% in lockable enclosures

**Comment [MK4]:** For further discussion: Need standards for parks & sports

**(.045) Minimum Off-Street Loading Requirements:**

A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if



elimination would result in less space than is required to adequately handle the needs of the particular use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

**B. Exceptions and Adjustments.**

1. The Planning Director or Development Review Board, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

**(.06) Carpool and Vanpool Parking Requirements:**

- A. Carpool and vanpool parking spaces shall be identified for the following uses: new commercial and industrial developments with seventy-five (75) or more parking spaces, new institutional or public assembly uses, and transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- B. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of handicapped parking spaces.
- C. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.07) Parking Area Redevelopment**

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified for the following:

- A. To accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.
- B. To accommodate and provide one or more electric vehicle charging stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

**Comment [MK5]:** Q for APAG: is this required? We will need to explain where this comes from

**Comment [d6]:** Model code language to address TPR -0045 (4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:  
d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

**Comment [MK7]:** APG: Is this an outright allowance?

**Comment [d8]:** Note that this provision was originally drafted to provide for transit: -0045(4)(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, or similar facilities, where appropriate;

**Comment [MK9]:** APG: Add similar provision allowing electronic charging stations to be added

**Comment [S10]:** Since the heart of changes to this section occur in the amendments originally proposed below in subsections (.05), (.06), and (.07) but are now proposed for addition to Section 4.177, we suggest not proposing any amendments to Section 4.167.

- (.01) ~~Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10]~~ Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan. Development shall provide transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development except as waived by the City Engineer or Development Review Board.

(.02) Street Design Standards

- A. ~~All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.~~
1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The Engineering Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table x of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac



design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

F. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

G. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

H. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Planning Commission, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.

2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the Engineering Director.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the Engineering Director. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the Engineering Director will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements



A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section any bus stop located along the site's frontage, unless waived by the Community Development Director. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

B. Development shall at a minimum provide:

1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
3. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

D. In addition to the requirements of 4.154.03.B.3, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

E. In addition to the requirements of 4.154.03.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall to provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.01) G. of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drives and Travel Lanes.

**Comment [MK11]:** APG notes: 20 ft max setback limit isn't included in this list. This conflicts with the 30' front setback in the Industrial zone. It required for the city to adopt this standard everywhere? Delete. Could add to Stage II or Site Design Review considerations if this standard is important to add somewhere.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
  - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
  - C. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
  - D. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
  - E. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.
- (.09) Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following development standards:
- A. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street;
  - B. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns;
  - C. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s);
  - D. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider;
  - E. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street;
  - F. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way;
  - G. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians;
  - H. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site;
  - I. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings;



- J. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards;
  - K. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets;
  - L. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway:
    - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
    - 2. Intersects with an existing or planned arterial or collector street; or
    - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.10) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum and maximum intersection spacing standards are provided in Table x.
- (.11) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.05) and (.06) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

- (.01) — Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.
- (.02) — Pathways
- A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:

1. Bike lane.

2. Shoulder bikeway.

3. Shared roadway.

B. Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.

C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.

D. All pathways shall be clearly posted with standard bikeway signs.

E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.

- (.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.

- (.04) Pathway Clearance:

A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]

#### **Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    4. The amendment is in compliance with applicable Statewide Land Use Planning Goals and related administrative rules; and
    4. 5. If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:



- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
- B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
- C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
- D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Master Plan or Map: Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the

Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.

- (.02) Relation to Adjoining Street System.

[...]

- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.

- (.04) Creation of Easements: [...]

- (.05) Topography: [...]

- (.06) Reserve Strips: [...]

- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.







AIRD TED & JOYCE, 7250 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 AKERVALL JAN A & KRISTIN M, 10780 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 AL KADER SHRINE TEMPLE AAONMS, 8651 SW SALISH LN, WILSONVILLE, OR 97070  
 AL KADER SHRINE TEMPLE AAONMS, 4949 SW MACADAM STE 1, PORTLAND, OR 97239-3912  
 ALBERTS RICHARD S & HALEY D, 30740 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 ALBRIGHT CORY & RENADA, 29184 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 ALDRICH MITCH, 8595 SW MIAMI, WILSONVILLE, OR 97070-9798  
 ALDRICH RICHARD E, 10875 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ALDRICH STEPHANIE C, 56935 BESSON RD, BEND, OR 97707-2079  
 ALEXANDER DIANA K, 10589 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 ALEXANDER ERIC J & KELLY M, 28341 SW MORGAN CT, WILSONVILLE, OR 97070-6796  
 ALEXANDER GARRETT A & ERICA E, 29545 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 ALEXANDER KAREN E, 28980 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 ALEXANDER ROBERT A & TINA A, 28630 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 ALEXANDER VINCENT P TRUSTEE, 29611 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 AL-JARWAN AHMED RASHID, 11236 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 ALLEN ALLIE N, 29291 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 ALLEN DAVID & HOLLY, 30895 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6764  
 ALLEN DAVID T & DEBRA R, 11591 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 ALLEN EVELYN L, 32305 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 ALLEN JAMES M, 31077 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 ALLGOOD JOHN E & CHRISTINE M, 10899 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 ALLIANCE TAX ADVISORS, 433 E LAS COLINAS BLVD STE 980, IRVING, TX 75039-5513  
 ALLISON JAMES WILLIAM & LISA, MARIE7045 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 ALLISON JOHN DARREL, 7773 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 ALMQUIST KATHY A, 30406 SW RUTH ST UNIT 80, WILSONVILLE, OR 97070-6678  
 ALTGELT RUDOLPH E TRUSTEE, 8535 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8446  
 ALTON ROBERT C CO-TRUSTEE, 7228 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 ALVARADO GRACIELA, 10470 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 ALVAREZ CATHERINE S CO-TRUSTEE, 31415 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 ALVERSON CHRISTINA A & JEFFREY N, 10530 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 ALWEN JANE WESTBROOK, 32205 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 ALWEN JOHN S TRUSTEE, 7208 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 AMERICAN LEGION DEPT OF OR, PO BOX 1730, WILSONVILLE, OR 97070-1730  
 AMMANN MARY M, PO BOX 1250, WILSONVILLE, OR 97070-1250  
 AMUNDSON ARLO K & JOYCE B, 32545 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 ANCELL RUSSELL M TRUSTEE, 7210 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 ANDERSEN LARRY E, 102 DICKINSON ST, PHILADELPHIA, PA 19147-6108  
 ANDERSEN NANCY S, 10669 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 ANDERSEN ROBERT L TRUSTEE, 28516 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 ANDERSON BRUCE C, 6177 SE TAYLOR CT, PORTLAND, OR 97215-2827  
 ANDERSON DELORES JACKELINE, 27146 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 ANDERSON DONALD & JANET, 7530 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 ANDERSON ERIC J & GEORGIA, 7528 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 ANDERSON ERIK F & JILL C, 28571 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 ANDERSON EVA M, 7875 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 ANDERSON GARY C & LINDA J, 7005 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 ANDERSON GEORGE F TRUSTEE, 32100 SW FRENCH PRAIRIE DR 106, WILSONVILLE, OR 97070  
 ANDERSON GEORGIANNE E, 11120 SW DAVOS LN, WILSONVILLE, OR 97070-3100  
 ANDERSON GROUP INC, 9500 SW BOECKMAN RD, WILSONVILLE, OR 97070-9207  
 ANDERSON JAMES V, 28711 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 ANDERSON JASON L, 7661 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 ANDERSON JAY R & SUSAN N, 32200 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 ANDERSON LEE H & BARBARA J, 8250 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 ANDERSON LEONARD WILLIAM TRUSTEE, 31903 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 ANDERSON LESLIE E, 11307 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 ANDERSON MARIA J & DANNY H, 10857 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ANDERSON MARILYN J, 32220 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 ANDERSON MARK E & LISA M, 29620 SW VOLLEY ST UNIT 48, WILSONVILLE, OR 97070-6577  
 ANDERSON ROBERT B TRUSTEE, 8422 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 ANDERSON ROBERT D & BARBARA A, 8024 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 ANDERSON ROBERT N TRUSTEE, PO BOX 1049, TUALATIN, OR 97062-1049  
 ANDERSON STEPHEN F & BORNGY A, 8590 SW MIAMI, WILSONVILLE, OR 97070-9798  
 ANDRE JEFFREY A, 31050 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 ANDREWS JOHN R & JEAN L GAUMER, 31025 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414



ANDREWS JOSEPH R TRUSTEE, 28048 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 ANDRUS ROBYN J, 32080 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 ANDUIN TERRACE LLC, 16615 MAPLE CIR, LAKE OSWEGO, OR 97034-5625  
 ANGEL JOSEPH W II, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 ANNESTRAND STIG A TRUSTEE, 32461 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 ANNIS DONNA GRAVILLE TRUSTEE, 32532 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 ANSLEY GREGORY H & KEIKO K, 29856 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 ANTHONY THERESA ANN & LANE WILCOX, 28549 SW ASH MEADOWS BLVD UNIT I, WILSONVILLE, OR 97070-7801  
 ANTONSON MARK A & CONNIE C, 32075 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 APETROAEI VIOREL VASI, 29995 SW BROWN RD, WILSONVILLE, OR 97070-8905  
 APLAND KAREN, 11319 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 APLAND KENNETH J & MARLENE J, 31155 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 APPEGARTH SALLY POWELL TRUSTEE, 32660 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 APPT JULIA R, 7658 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 ARABAK KELLIE M, 12743 ALTO PARK, LAKE OSWEGO, OR 97034-1578  
 ARABAK SKYLER M, 28819 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 ARAUJO STEVEN R & MARY JANE, 6538 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 ARB ALAN D, 32581 SW JULIETTE DR, WILSONVILLE, OR 97070-7442  
 ARBON GEORGENE REV LIV TRST, 29571 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 ARBOR CROSSING HOMEOWNERS ASSN, 15500 SW JAY ST, BEAVERTON, OR 97006-6018  
 ARBOR LAKE HOME OWNER ASSN, 6760 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 ARBOR LAKE TOWNHOME ASSN, PO BOX 949, WILSONVILLE, OR 97070-0949  
 ARBOR LAKE TOWNHOUSE ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 ARBOR VILLEBOIS LLC, 735 SW 158TH AVE, BEAVERTON, OR 97006-4952  
 ARCE DEBORAH JOAN, 7865 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 ARCHIBALD PATRICK N, 10844 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 ARCOT BINNY P, PO BOX 131, WEST LINN, OR 97068-0131  
 ARGYLE CAPITAL LLC, 999 LAKE DR, ISSAQUAH, WA 98027-8990  
 ARGYLE CAPITAL LLC, BY COSTCO PROP TAX 766999 LAKE DR, ISSAQUAH, WA 98027-8990  
 ARGYLE CAPITAL LLC, BY STEPHEN M GROSS 4800 SW MEADOWS RD, STE 475, LAKE OSWEGO, OR 97035-5275  
 ARGYLE CAPITAL LLC, BY STEPHEN M GROSS 4949 SW MEADOWS RD #330, LAKE OSWEGO, OR 97035-3162  
 ARMENTROUT SANDRA, 4455 GIBRALTAR DR, RENO, NV 89509-5621  
 ARMSTRONG COLIN A & BRITTANY L, 30950 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 ARNDT ROGER, 11225 SW DAVIES RD APT 706, BEAVERTON, OR 97007-7681  
 ARNOLD JAMES K & BONNIE E TAYLOR, 7742 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 ARNOLD NICOLE A, 11185 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 ARNOLD PAUL D & PATTI, PO BOX 642, WILSONVILLE, OR 97070-0642  
 ARNOLDY MARTY & JUNE, 28579 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 ARNOLDY MARTY M & JUNE, 28579 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 ARP CLINTON & KATRIN, 11986 SE BECKMAN AVE, MILWAUKIE, OR 97222-4527  
 ARRITOLA BRENT J & AMY S, 10914 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 ARSENAULT CORY, 29621 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 ARTACHE GERARDO, 28539 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 ARTHUR DYLAN & DEBORAH, 32050 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 ARTMAN GREGORY M, 11099 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 ARZIE STEVEN L & MARILYN L, 29495 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 ASCH LEE J & JILL S, 31625 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 ASH MEADOWS HOMEOWNERS ASSN, 278 SW ARTHUR, PORTLAND, OR 97201-4745  
 ASHLEY P KENNETH & SHARYL L, 7724 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 ASHLEY TREVYN D & BRENN A E, PO BOX 288, CANBY, OR 97013-0288  
 ASHLOCK MYCHELLE, 7069 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 ATKIN DENNIS L TRUSTEE, 32065 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 ATKINSON ROBERT B & DEBRA J, 10465 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 AUBE BRYAN T & CHRISTINE Q, 28263 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 AUFENTHIE KAYLYN, 7953 SW COURTSIDE DR, WILSONVILLE, OR 97070-9443  
 AUFENTHIE STEVE & CONSTANCE, 31115 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 AUFENTHIE STEVEN M & CONSTANCE M, PO BOX 2359, WILSONVILLE, OR 97070-2359  
 AUFENTHIE TIM A & RENEE E, 8660 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 AUSTIN GREG E, 6623 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 AUSTIN J CRAIG & CHERYL FRENCH, 10241 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 AUTUMN PARK RENEWAL LP, 2316 SE WILLARD ST, MILWAUKIE, OR 97222-7740  
 AUXIER PATRICIA L TRUSTEE, 32055 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 AVALOS LUIS A CARDENAS & OMayRA, CARUSO 29510 SW VOLLEY ST UNIT 77, WILSONVILLE, OR 97070-6533  
 AWBREY GLORIA R, 28636 SW ASH MEADOWS BLVD UNIT 20, WILSONVILLE, OR 97070-7800



AWDRY JULIAN A N & SUSAN L, 28664 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 AZADPOUR MAZIAR, 6953 SW CEDAR POINTE LN, WILSONVILLE, OR 97070-7856  
 AZIZI WASEEL & RUQIYA B, 28620 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 B A DEVELOPMENT, 29895 SW KINSMAN RD, WILSONVILLE, OR 97070-9288  
 BABLER MARK T, 30410 SW REBEKAH ST UNIT 30, WILSONVILLE, OR 97070-6665  
 BACHMAN DONALD G & ELIZABETH A, 22365 SW 103RD AVE, TUALATIN, OR 97062-7203  
 BACHOFNER JOHN S 1/2, 9265 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 BACKEBERG LINDA A, PO BOX 880, MANZANITA, OR 97130-0880  
 BACON DANNY L, 10910 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BACON STEVEN G & SUSANNA N, 2079 WELLINGTON DR, WEST LINN, OR 97068-3663  
 BACON URSULA & ARTHUR THOM, 7205 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BADLEY DON, 29860 HARVEST DR SW, ALBANY, OR 97321-9416  
 BAGLEY BRUCE R, 28749 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 BAILEY DAVID S, 29560 SW VOLLEY ST UNIT 53, WILSONVILLE, OR 97070-7434  
 BAILEY RANDALL R & SUSAN D, 11223 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 BAIRD CORY L & NINA L, 7500 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8869  
 BAIRD JANICE TRUSTEE, 7544 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 BAIRD ROBERT & SHARON, 31939 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 BAKER DOROTHY, 78499 IRON BARK DR, PALM DESERT, CA 92211-2625  
 BAKER JERRY R & JEANIE C, 7569 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 BAKER JOHN G, 10919 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 BAKER LINDA & PATRICK, 10598 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 BAKER RICHARD T, 29490 SW COURTSIDE DR UNIT 14, WILSONVILLE, OR 97070-7431  
 BAKER SCOTT D & LISA L, 7662 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 BAKER STEPHEN G TRUSTEE, 13700 SW BELL RD, SHERWOOD, OR 97140-9023  
 BAKER STEPHEN G TRUSTEE, 1567 TOWER GROVE DR, BEVERLY HILLS, CA 90210-2141  
 BAKER TWILA J, 28705 SW ROGER BLVD UNIT 78, WILSONVILLE, OR 97070-7720  
 BAKKE STEVE C & RHONDA, 7185 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 BALDERRAM CARMEN L TRUSTEE, 28921 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8752  
 BALES F MICHAEL & LAURA J, 8019 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 BALL JENNIFER L, 10949 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 BALLEW RUSSELL A & TARANEH, 1944 GOLDFINCH WAY, MANTECA, CA 95337-7907  
 BALSIGER W EDWIN & JOANNA B, 7560 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 BALTAZAR HECTOR, 31249 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 BANDY STEVE E & SHANNON C, 28484 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 BANES MICHAEL A JR, 29785 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 BANG DARRELL R & MARGARET G, 6806 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 BANY TROY, 22621 SW ULSKY RD, WEST LINN, OR 97068-9133  
 BARAJAS MARIA ELENA, 28358 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 BARBER JANE H TRUSTEE, 29467 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 BARCKMANN LEE, 27170 SW WOOD AVE, WILSONVILLE, OR 97070-6538  
 BARKER BYRON, 29627 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 BARKER DANIEL JAMES, PO BOX 668, WILSONVILLE, OR 97070-0668  
 BARKER ROSALIE, 32150 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 BARKLEY DAVID & MELINDA, 7273 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BARLOW DEBORAH E, 8440 SW CURRY DR #A, WILSONVILLE, OR 97070-8424  
 BARNES ERIN D, 7860 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 BARNES JAMES N & CONNIE DELAINE, 8468 SW WILSON LN, WILSONVILLE, OR 97070-7735  
 BARNEY LEE A TRUSTEE, 10979 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 BARNUM ROBERT E & CHERYL N, 8125 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 BARR LAURIE, 29303 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7312  
 BARRACLOUGH JAMES & TAMRA, 29036 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 BARRAM JEFFREY P, 28955 SW COSTA CIR E, WILSONVILLE, OR 97070  
 BARRERO FRANKLIN & ROZANNA RUTH, 31121 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 BARRETT ROBERT & SHIRLEY, 7070 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 BARRETT THOMAS M & ELIZABETH H, 32275 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BARRY SEAN P, 10823 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 BARSKEY STEVEN A & AUDREY L, 10955 SW FLORES ST, WILSONVILLE, OR 97070-7516  
 BARTEL CYNTHIA A, 28576 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 BARTEL LYNDA J, 29491 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 BARTHOLEMY MARK & ALISA, 11380 SW PAULINA DR, WILSONVILLE, OR 97070-8550  
 BARTHOLF JOHN, 6770 SW MOLALLA BEND DR, WILSONVILLE, OR 97070-6444  
 BARTHOLOMEW RICHARD W & SUZANNE, M29453 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 BARTLETT JAMES B & HEATHER M, 31100 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BARTLETT JOHN WILLIAM & KELLY, 11692 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331



BARTLOW HOWARD & CAROL, 1211 TORREY LN, NAMPA, ID 83686-5664  
 BARTON BRUCE K & ROSEMARY T, 7290 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7749  
 BARTON DENNIS L & KATHIE L, 32570 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 BASARABA THEODORE & BEVERLY, 11255 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BASEL MARK S & FLORENCE, DICKERSON32545 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 BASSETT ANDREW J & KAREN J, 28525 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 BATES WENDY, 10898 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 BATES WILLIAM L & SHARI L, 32305 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 BATHULA KOTIBABU, 12031 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 BATRA-SHARMA RAAKHI, 7050 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7854  
 BATTE ROBERT E & SANDRA E, 32345 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 BATTILEGA ANDREINA, 11615 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 BAUER WILLIAM LEE, 11351 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 BAUGH LARRY M & R KAY, 32075 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 BAUGHMAN MARILOU A TRUSTEE, 27109 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 BAUHOFFER DONALD N, 250 NW FRANKLIN AVE STE 204, BEND, OR 97701-2814  
 BAUM FREDRICK & HEIDI, 11442 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 BAUMANN JEAN, 17 AQUINAS, LAKE OSWEGO, OR 97035-2332  
 BAXTER HAVEN S & MARGERY A, 8985 SW CEDARWOOD LN, PORTLAND, OR 97225-3527  
 BAXTER LINDA L, 28593 SW ASH MEADOWS BLVD UNIT 16, WILSONVILLE, OR 97070-7814  
 BAXTER MARYANN TRUSTEE, 31955 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 BAXTER TERRY A & KATHLEEN M, 28037 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 BAYER CORPORATION, 100 BAYER RD, PITTSBURGH, PA 15205-9707  
 BAZELEY PAUL & REBECCA, 23115 NE AIRPORT RD #9, AURORA, OR 97002-8503  
 BAZZANO RICHARD A & D M MELVILLE, 7053 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 BC-GFS BOULDER CREEK LLC, PO BOX 847, CARLSBAD, CA 92018-0847  
 BEACH DAVID R & JANET T, 30800 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 BEACH MARK, 32335 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BEAL WESTON R & LUIS R, 7673 SW VLAHOS DR, WILSONVILLE, OR 97070-6474  
 BEAN DOUGLAS L 1/2, 1016 SW MYRTLE DR, PORTLAND, OR 97201-2269  
 BEAN ERIC S & LINDA ELLEN, 7508 SW MURRAY ST, WILSONVILLE, OR 97070-6537  
 BEAN JON C & JENNIFER S, 28915 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 BEARD VERNON D TRUSTEE, 32539 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 BEASON TOM LEE & CHRISTIE A, 30920 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 BEATON JULIE M, PO BOX 764, WILSONVILLE, OR 97070-0764  
 BEATTY PHILIP E & JEANETTE L, 7058 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 BEAVERS-GREEN BEVERLY G TRUSTEE, 8150 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 BECKER ARLINE V TRUSTEE, 731 NW 209TH ST, RIDGEFIELD, WA 98642-5706  
 BECKER BERNADINE H, 32678 NE CORRAL CREEK, NEWBERG, OR 97132-7006  
 BECKER LARRY A & ANN E, 7732 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 BECKLEY KEVIN & ANGELA, 6764 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 BEER VIVIAN, 29663 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 BEISEL CRAIG & MARY, 7031 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 BEISIEGEL DAVID K, 6400 NE PETTIBONE DR, CORVALLIS, OR 97330-9677  
 BEITEL RONALD A, 10884 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 BEKINS MARGARET E TRUSTEE, 32095 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 BELL MICHAEL W & DIANE M, 10871 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 BELL ORVILLE M TRUSTEE, 6884 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 BELL RON, 29720 SW COURTSIDE DR UNIT 50, WILSONVILLE, OR 97070-7484  
 BELL WILLIAM L & SHARON L, 32560 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 BELLOCK STEVEN T, 27163 SW WOOD AVE, WILSONVILLE, OR 97070-6539  
 BELTRAN JAIMY L, 29484 SW MILANO LN, WILSONVILLE, OR 97070-7325  
 BELTZ JAMES R & LETITIA E, 10845 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 BENEDETTO TRUST, 7140 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 BENGE CHARIS R, 28740 SW PARKWAY AVE UNIT C3, WILSONVILLE, OR 97070-9764  
 BENNETT BRADLEY JOSHUA, 28612 SW ASH MEADOWS BLVD UNIT 33, WILSONVILLE, OR 97070-7810  
 BENNETT BRUCE ERIK TRUSTEE, 16840 SW PARRETT MTN RD, SHERWOOD, OR 97140-8553  
 BENNETT JENNIFER A, 28615 SW ASH MEADOWS BLVD UNIT 9, WILSONVILLE, OR 97070-7812  
 BENNETT MICHAEL S & CANDACE JO, 29628 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 BENNETT SARA L, 7959 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 BENNETT VIRGINIA & THOMAS GUYETTE, PO BOX 2177, WILSONVILLE, OR 97070-2177  
 BENNETT WILLIAM & PAMELA, 30966 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BENNISH MICHAEL D & MARY TERESE, 32020 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BENSON RAYMOND M & CHRISTINE A, PO BOX 9019, CALEXICO, CA 92232-9019  
 BENSON STEVEN C, 8525 SW WILSON LN, WILSONVILLE, OR 97070-9737



BENVENISTE MICHAEL, 7366 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 BEPLER MARK & KIMBERLY, 30654 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 BERGMANS HUBERT E & BARBARA J, 9250 SW 4TH ST, WILSONVILLE, OR 97070-6758  
 BERGQUIST WAYNE E TRUSTEE, 28631 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 BERLIN ROBERT N & SHIRLEY, 10864 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 BERNARD DOROTHY B, 28475 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 BERNARD JOHN & LANNAH, 29081 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 BERNARD JOSEPH & SHIRLEY BENSON, 29721 SW CAMELOT ST, WILSONVILLE, OR 97070-8544  
 BERNARD R M TRUSTEE, 31530 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 BERNARD RUTH, 7762 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 BERNERT JOE, PO BOX 37, WILSONVILLE, OR 97070-0037  
 BERNERT THOMAS L, PO BOX 37, WILSONVILLE, OR 97070-0037  
 BERNERT THOMAS L, PO BOX 7, WILSONVILLE, OR 97070-0007  
 BERNERT THOMAS L TRUSTEE, PO BOX 603, WILSONVILLE, OR 97070-0603  
 BERNERT TODD, 8194 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 BERREY INVESTMENT LLC, 6305 SW ROSEWOOD ST #D, LAKE OSWEGO, OR 97035-5388  
 BERRY DARRELL GLENN & DEBORAH, ANN5055 UPPER RIDGE RD, SANTA ROSA, CA 95404-1267  
 BERRY LESLEY R, 10668 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 BERRY MICHAEL D & KATRINA M, 31460 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 BERSCHAUER LINDSAY & REGAN, 29008 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7393  
 BERTHOLET LORRAINE, 25132 CAMINO DEL MAR #E, LAGUNA NIGUEL, CA 92677-8007  
 BERTRAND PAUL N & SUSAN ROBINSON, 10320 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 BEST CHRISTOPHER R, 10488 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 BEST WESTERN, 30800 SW PARKWAY AVE, WILSONVILLE, OR 97070-9738  
 BETTS GARY L & VIRGINIA L BLAKELOCK, 10305 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 BEYER CHERYL JANE, PO BOX 2863, WILSONVILLE, OR 97070-2863  
 BF2H PROPERTIES LLC, 24979 SW QUARRYVIEW DR, WILSONVILLE, OR 97070-6825  
 BHAGWAN KADAM & JAİMİNİ K, 11840 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 BHGAPK WILSONVILLE LLC, 8840 SW HOLLY LN, WILSONVILLE, OR 97070-9800  
 BIBLE SALLY S, 32680 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 BICKEL SARA LYNN STEENHUIS, 7578 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 BIG BROWN LAB LLC, PO BOX 3885, WILSONVILLE, OR 97070-3885  
 BIGELOW GREGORY N & CYNTHIA J, 804 RHONDA DR, GRANTS PASS, OR 97527-8743  
 BIGGI VINCE L & LISA K, 11605 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 BIONDI MARK, 30958 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BIPPES BRIAN MARK & LISA, LORRAINE7090 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 BIRENBAUM HENRY J TRUSTEE, 29536 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 BISCHOFF DONALD E, 16300 SW 192ND AVE, SHERWOOD, OR 97140-8744  
 BISHOP MICHAEL L & L LAJOIE-BISHOP, 11274 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 BISHOP ROGER L & JOANNE H, 11266 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BISTOLAS JOHN M, 8380 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 BIT HOLDINGS FIFTY-SEVEN INC, TWO HOPKINS PLAZA STE 804, BALTIMORE, MD 21201-2920  
 BITAR BROS RBT A BITAR CORP, 2929 E BURNSIDE ST, PORTLAND, OR 97214-1831  
 BITTLE ROBERT M, 10543 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 BITZ BENNIE D, 11315 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 BIZON PAUL MARTIN, 31480 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8452  
 BL & DJ LLC, PO BOX 728, BEAVERTON, OR 97075-0728  
 BLACK JERRY C II & VALERIE D, 28784 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 BLACKBURN ERIC, 11121 SW ST MORITZ LOOP, WILSONVILLE, OR 97070  
 BLACKBURN RICHARD, 10400 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 BLACKSMITH KENNETH & PAMELA, 29769 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 BLACKSTONE, 345 PARK AVE, NEW YORK, NY 10154-0004  
 BLACKSTONE INVEST PROPERTIES III LLC, PO BOX 5846, PORTLAND, OR 97228-5846  
 BLAIR LUCINDA, 7485 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 BLAIR THOMAS K & MARY ANN, 28635 SW ROGER BLVD UNIT 66, WILSONVILLE, OR 97070-7779  
 BLAKE BRENTON R TRUSTEE, 10415 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 BLAKE KARRI, 8445 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5406  
 BLAKER ALLAN G, 7067 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 BLAKLEY BYRON, 28676 SW ASH MEADOWS BLVD UNIT 34, WILSONVILLE, OR 97070-7896  
 BLANCHARD CANDICE S, 29700 SW COURTSIDE DR UNIT 25, WILSONVILLE, OR 97070-5433  
 BLANCHARD LUIS R & LOREEN W, 21545 S WISTERIA RD, WEST LINN, OR 97068-7229  
 BLASE ROBERT W, 29819 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 BLEDY AARON D, 7739 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 BLEVINS G DREW & LINDA S, 31695 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 BLISS DEREK J, 11205 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597



BLISS TROY C, 8501 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 BLOHN DAVID G & SUSAN M, 10754 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 BLOUCH BRADLEY ALAN, 29700 SW COURTSIDE DR #45, WILSONVILLE, OR 97070-5434  
 BNSF RAILWAY COMPANY, 820 CENTRAL BLDG, SEATTLE, WA 98104  
 BOBERG PROPERTY LLC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 BODIE SHANNON M, 12022 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 BODYFELT JANET LUCILE, 29110 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 BOECKMAN BETH ANN, 28500 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6720  
 BOEHM MARTIN J & SUSAN A, 28640 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 BOEHR DAVID I TRUSTEE, 31262 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 BOEHRER ROLAND & PENG FU, 12015 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 BOGDANOW CHRISTINE, 32075 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BOGUE CAYE R, 8413 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 BOHARD ERIC K & JERRI L, 30975 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BOHN ROBIN A, 11254 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 BOHRINGER WILLIAM, 7580 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 BOLAND ARTHUR J, 10798 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 BOLDT GEORGE B TRUSTEE, 6590 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 BOLEN DOLORES A, 32200 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7888  
 BONHAM JAMES E, 29582 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 BONN THEODORE J, PO BOX 863, WILSONVILLE, OR 97070-0863  
 BONNELL DION P & TERESA D PETRIE, 29503 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 BONNELL EVELYN, 8610 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 BONNEVILLE PROJ US DEPT INT, 1002 NE HOLLADAY, PORTLAND, OR 97232  
 BOOK LINDSEY E, 29150 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 BOONE MARGARET A CO-TRUSTEE, PO BOX 2510, WILSONVILLE, OR 97070-2510  
 BOONES FERRY/ANGEL LLC, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 BOOZIER CHARLES W TRUSTEE, 28531 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 BORBON MIKA K, PO BOX 1195, SHERWOOD, OR 97140-1195  
 BORDNER JOAN LOUISE, 32400 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 BORGAN ALLEN J, 27260 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 BORUD MARY CAROL, 31995 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 BOSCH ROGER HEINZ, 28389 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 BOSTER JAMES & ANNE HENDRICKSON, 26779 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 BOSWELL JEFF & SUSAN, 32528 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 BOTTEMILLER TED A & JULIE L, 11135 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 BOUCHARD SHANNON T, 11637 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 BOUMANN MICHAEL J, 29325 SW COURTSIDE DR, WILSONVILLE, OR 97070-6470  
 BOUTIN JOSEPH M & JANETTE L, 7660 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 BOUTON EUGENE M, 29485 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 BOUTWELL K B, 31175 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BOWDEN ROBERT M, 7195 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BOWEN JOHN F JR & DEBRA A, 11623 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 BOWEN LAWRENCE T & CHERI JO, 31050 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 BOWER ALLEN J TRUSTEE, 6810 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 BOWER PAUL V & TERESA, 29097 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 BOWER ROBERT D TRUSTEE, 32260 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 BOWLES SCOT D & ANDREA, 7690 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 BOWMAN CHRIS J & JILA, 6903 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 BOWMAN DIANA S, 8279 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 BOWMAN EKATERINA, 3341 AVONDALE PL, PHILOMATH, OR 97370-9423  
 BOWMAN FAMILY LLC, 26898 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 BOWMAN JILA, 6903 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 BOWMAN RACHEL R, 8500 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8447  
 BOX ROBERT A, 7460 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 BOYD PATRICK G & RHONDA M, 7663 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 BOYD SUSAN M TRUSTEE, PO BOX 3153, WILSONVILLE, OR 97070-3153  
 BOYER AKBAR H & JACKIE A, 31188 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 BOYER FRANKLIN J & JANET L, 6591 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 BOYLES ROBERT E TRUSTEE, 7685 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 BRACKEN MARVIN J & DIANE, 8555 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 BRADFORD JOYCE I, 32505 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 BRADLEY HALEY M & JOSH, 6564 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 BRADLEY LINDA A, 30326 SW RUTH ST UNIT 54, WILSONVILLE, OR 97070-6671  
 BRADLEY SUSAN C TRUSTEE, 617 MOJAVE AVE, LIVERMORE, CA 94550-5334



BRAMAN MARK JAMES, PO BOX 493, BONITA, CA 91908-0493  
 BRAMLEY VALERIE A, 30486 SW RUTH ST, WILSONVILLE, OR 97070-8692  
 BRANCH DEAN G, PO BOX 1239, FERNDALE, WA 98248-1239  
 BRANDSTROM CHARLES H & DOROTHY J, 8635 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5420  
 BRANDT RENEE L, 11844 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 BRANDT THEODORE & CELIA, 7185 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BRANTLEY TIMOTHY D & MARSHA C, 11271 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BRAS PATRICK J & WINONA F, 29560 SW VOLLEY ST UNIT 54, WILSONVILLE, OR 97070-7434  
 BRATTON DAWN LYNN, 7553 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 BRAU CHARLES F & TERRY E, 28128 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 BRAULT JEAN D TRUSTEE, 32125 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 BRAUN MARY A, 29650 SW COURTSIDE DR UNIT 12, WILSONVILLE, OR 97070-7482  
 BRAUN STEVEN, 7740 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 BRAUN STEVEN C, 7749 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 BRAWLEY DEBORAH A, PO BOX 1338, WILSONVILLE, OR 97070-1338  
 BRAY GREGORY & LEANNE, 10963 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 BRAY WILLIAM B TRUSTEE, 7395 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 BRAYSON-WORK GLORIA, 7417 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 BRAZELTON CAROLYN A, 31935 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 BRECK JAMES H & MARIE M, 28656 SW ASH MEADOWS BLVD UNIT 24, WILSONVILLE, OR 97070-7895  
 BREHM CHRIS & ERIKA, 29829 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 BRECHLEY ESTATES PARTNERS LP, 1111 MAIN ST STE 750, VANCOUVER, WA 98660-2990  
 BRENNAN ASHLEY NICOLE, 29084 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 BRENNAN MICHELLE, 7266 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BRENNEMAN JOHN D & JANET K, 8031 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 BRESHEARS BRENT S, 28610 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 BRESNAHAN DENNIS, 11730 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 BRETZMAN CARL & LAUREL, 28787 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8754  
 BREUER CHARLES F, 4700 SW MACADMA AVE UNIT 102G, PORTLAND, OR 97239-4265  
 BREUNDERMAN MARY, 31090 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 BRICKER NICHOLAS D & NANCY F, 28160 SW CANYON CREEK RD, WILSONVILLE, OR 97070-7742  
 BRICKNER JERIE A & CLARICE J, 32145 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 BRIDGES CONSTANCE, 29750 SW COURTSIDE DR #6, WILSONVILLE, OR 97070-7485  
 BRIDGES JUDY ANN, 8645 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8435  
 BRIDGES SHANE G & JENNIFER L, 32605 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 BRIGGLER CLEMENS V TRUSTEE, 31523 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 BRIN JACQUELINE KLEIN, 28755 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 BRINSER MELISSA, 4694 NW RAINIER TER, PORTLAND, OR 97229-2359  
 BRITSCH JERRY W & BARBARA J, 28477 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 BRITSCH TYLER, 11180 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 BRITT RODERICK G, PO BOX 3618, WILSONVILLE, OR 97070-3618  
 BROADWAY INVESTMENTS LLC, 4346 NE 38TH AVE, PORTLAND, OR 97211-8222  
 BROBST DOUG F & SARAH E, 4101 MILTON WAY, LIVERMORE, CA 94551-0117  
 BROCKI LEIGHANNE, 8415 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5405  
 BROGAN JOHN L, 10150 SW BRYTON CT, WILSONVILLE, OR 97070-7573  
 BRONSON SHANNON IDA, 6601 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 BROOKENS BEVERLY J, 13148 SANDALWOOD CT, LAKE OSWEGO, OR 97035-6767  
 BROOKENS DONN & OLIVIA M, 28575 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 BROOKS ROYAL H TRUSTEE, 31115 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 BROOKS TAMMY & JOSE MORALES SANCHEZ, 7601 SW ROANOKE DR, WILSONVILLE, OR 97070-6808  
 BROWER VERNICE L, 31566 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 BROWN BRYAN C & BARBARA J, 10359 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 BROWN DAVID C, PO BOX 1997, WILSONVILLE, OR 97070-1997  
 BROWN DONALD & GAYLE, 13334 SW TAPADARA ST, BEAVERTON, OR 97008-7241  
 BROWN JAMES W, 29590 SW VOLLEY ST UNIT 30, WILSONVILLE, OR 97070  
 BROWN JASMIN S, 29620 SW VOLLEY ST UNIT 45, WILSONVILLE, OR 97070-6577  
 BROWN MARK A & MARY KAY, 28127 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 BROWN MARTIN & MARGARET, 7624 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 BROWN MARTIN C, 30533 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 BROWN MICHAEL GENE, 7370 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 BROWN ROBERT K & LISA D, 8670 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 BROWN RYAN N, 32240 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 BROWN SIDNEY A TRUSTEE, 29623 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 BROWN STEVEN R & PAMELA B, 11362 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 BROWN VICKI JEAN TRUSTEE, 12007 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381



BROWNING ADAM & ALLISON, 11284 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 BROWNING RONALD, 32265 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BROWNLOW CAROL J, 32275 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 BROXSON LOIS R, 30326 SW RUTH ST UNIT 55, WILSONVILLE, OR 97070-6671  
 BRUCK EARL R TRUSTEE, 29665 SW 35TH DR, WILSONVILLE, OR 97070-9715  
 BRUCK RODNEY L, 10470 JUAN CALLE, CLIVE, IA 50325-6523  
 BRUGATO CHRISTOPHER J, 28202 SW FLYNN ST, WILSONVILLE, OR 97070-8875  
 BRUGH DONALD L & LINDA M, 31135 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BRUMLEY EDWARD N & JOANNE L, 7663 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 BRUN WILLIAM A & MARGARET T, 8285 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 BRUNE HOWARD E & CAROLYN C, 31875 SW OLD FARM RD, WILSONVILLE, OR 97070-8463  
 BRUNE M GILLIAN, 29836 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 BRUNMEIER ELAINE V TRUSTEE, 7355 SW FAIRWAY LOOP, WILSONVILLE, OR 97070  
 BRUNSTROM RAYMOND E JR TRUSTEE, 7088 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 BRUSSE MATTHEW & LORI R, 29271 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 BRYANT FRANCIS WAYNE TRUSTEE, 30075 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 BRYANT WILLIAM J & RONDA I, 11237 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 BRYCK FRED J TRUSTEE, 31086 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 BRZEZINSKI ANNA A, 1673 CHERRY LN, LAKE OSWEGO, OR 97034-6317  
 BUCCIERI VICTOR R & MARIA C, 29279 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 BUCCINO JOAN L, 31825 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 BUCHANAN CAROLYN R, 29700 SW COURTSIDE DR UNIT 32, WILSONVILLE, OR 97070-7483  
 BUCHANAN JACK, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 BUCHANAN KIMBERLY, 28625 SW ASH MEADOWS BLVD UNIT 15, WILSONVILLE, OR 97070-7802  
 BUCHANAN ROBERT P & BOBBI LYNN, 10886 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BUCK LINDA MERRIHEW, 10889 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BUCK ROBERT H & WENDY V, 31445 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 BUDDRIUS DAVID R & EDNA L, 8170 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 BUDIAO JOHN S & KATHERINE L, 31065 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 BUELNA LARRY F, 17112 SW ARKENSTONE DR, PORTLAND, OR 97224-7683  
 BUGGS HOSPITALITY GROUP LLC, PO BOX 1670, WILSONVILLE, OR 97070-1670  
 BUHROW WILLIAM C & DONNA K, 28511 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 BULLOCK JOHN A & AMELIA C, 31369 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 BUNN PAUL E & KATHERINE A KUBICK, 7251 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 BURDA GARY A & BARBARA J, 7250 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 BURDETT ROB E & JAMIE L, 29185 BERGEN LN, WILSONVILLE, OR 97070-7692  
 BURDG DAVID F, 10896 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 BURDON MARCIA L, 28740 SW PARKWAY AVE UNIT C6, WILSONVILLE, OR 97070-9765  
 BURGER KATHERINE L & CHRISTIAAN, G26748 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 BURGESS DAVID A, PO BOX 671528, CHUGIAK, AK 99567-1528  
 BURGHARDT WILLIAM S TRUSTEE, 31774 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 BURHOP MOLLY A, 27249 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
 BURKE DENNIS & LISA, 10895 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BURKE JOHN M & SALLY E, 26938 SW MCLEOD ST, WILSONVILLE, OR 97070-6818  
 BURKE MURIEL H TRUSTEE, 12705 SE RIVER RD APT 605-D, MILWAUKIE, OR 97222-9754  
 BURKE MYRLANE J TRUSTEE, 7420 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 BURKE ROBERT B, 11966 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 BURKHEAD RICHARD A & DEBRA A, 7655 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 BURNS GERALD T & KIM J, 31025 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 BURNS HELEN E, 6850 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-5771  
 BURNS JANET M, 7125 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 BURNS KATHLEEN, 29700 SW COURTSIDE DR APT 24, WILSONVILLE, OR 97070-5433  
 BURNSIDE CAROLE A, 32000 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BURNS-SMITH LESLYE & LARRY SMITH, 28549 SW ASH MEADOWS BLVD UNIT 5, WILSONVILLE, OR 97070-7801  
 BURR FRED A & ELSA M, 31575 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 BURR TIMOTHY ROBERT, 14074 SW GLASTONBURY LN, TIGARD, OR 97224-1998  
 BURRELL JOHN E III, 7260 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 BURRELL PAUL E & MARTHA R, 7257 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BURRIGHT THOMAS & DEBBI, 31512 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 BURRIS RICHARD D, 14570 SW 144TH AVE, TIGARD, OR 97224-1445  
 BURTON JEAN & STEVEN T, 7823 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 BURTON MATTHEW J, PO BOX 538, DONALD, OR 97020-0538  
 BUSCH SCOTT R & DEANNE M, 31538 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 BUSCHER GEORGE RICHARD, 10634 TITAN LN, TIGARD, OR 97224-4321



BUSEY JOHN C & CATHERINE L, 10963 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 BUSH ROBERT C, 32495 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 BUSSEMEIER FRANKLIN E & JUDY D, 31432 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 BUTLER DONALD R & MYRNA H, PO BOX 2148, WILSONVILLE, OR 97070-2148  
 BUTLER JAMES, 8060 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 BUTLER MARVIN TRUSTEE, 28745 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 BUTLER NICHOLAS J & TRACI C, 31269 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 BUTSCH JAMES F TRSTE, 7877 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 BUTTERFIELD LANA M & BRADLEY A, 31502 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 BUTTERWORTH RALPH TRUSTEE, 8285 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 BUXTON DANIEL, 30574 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 BUZO MANUEL DAVID TRUSTEE, 28650 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 BYCRAFT RANDALL P & DIANE M, 30406 SW RUTH ST UNIT 77, WILSONVILLE, OR 97070-6678  
 BYGLAND JAMES D & CONNIE S, 28089 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 BYRD KRISTYN R, 29570 SW VOLLEY ST UNIT 35, WILSONVILLE, OR 97070-7433  
 BYUN SANG-YOON, 28689 SW COSTA CIR, WILSONVILLE, OR 97070-7313  
 CADY RHODA TRUST &, HARRIS CAROL MAE TRUST 27 BLACKSWAN, IRVINE, CA 92604-4501  
 CAGE ROBERT CO-TRUSTEE, 1315 NE KINNEY, HILLSBORO, OR 97124-4088  
 CAGNONI ADRIAN, 7908 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 CAIN DOUGLAS J & JILL E, 31018 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 CALCAGNO ANTHONY J & MICHELLE H, 30588 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 CALL GERALD W, 11993 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 CALVERT SCOTT D, 7160 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 CALVI CAROL J TRUSTEE, 7432 SW LAKESIDE DR, WILSONVILLE, OR 97070-8400  
 CAMARENA BARBARA, 30765 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 CAMERON DONALD F & NANCY A, 7047 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 CAMERON JEFFERY, 10541 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 CAMPBELL JOYCE M & ROBERT S, 7550 SW BOECKMAN RD, WILSONVILLE, OR 97070-6727  
 CAMPBELL JUDI R, 11090 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 CAMPBELL MARIO, 8705 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8436  
 CAMPBELL MIKE L, 12280 SW WHEATLAND DR, SHERWOOD, OR 97140-8464  
 CAMPBELL SYLVIA R, PO BOX 1878, WILSONVILLE, OR 97070-1878  
 CAMPBELL WILEY LEIGH, 7360 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 CANFIELD THEODORE K & ELISABETH, C7375 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 CANJA SAFRON S & JUDITH A, 32415 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 CANYON CK MEADOW HMOWNR ASN, 5000 SW MEADOWS RD #151, LAKE OSWEGO, OR 97035-2229  
 CANYON CREEK RPO LLC, PO BOX 3228, PORTLAND, OR 97208-3228  
 CAO KIET A, 29151 SW COSTA CIR E, WILSONVILLE, OR 97070  
 CAPITAL REALTY CORP, 29100 SW TOWN CENTER LOOP W STE 140, WILSONVILLE, OR 97070-9315  
 CAPRI DONNA MARILYN, 32465 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 CARBS ROBERT K & NANCY E, 8230 SW MAXINE LN UNIT 55, WILSONVILLE, OR 97070-7783  
 CARBONE SANDRA K, 7270 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 CARDER WILLIAM L, 7774 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 CARDOZA DOUGLAS A, 29505 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7580  
 CARL ROBERT W CO-TRUSTEE, 7915 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 CARLEY ANITA L & WILLIAM W, 28635 SW ROGER BLVD UNIT 70, WILSONVILLE, OR 97070-7779  
 CARLI BENJAMIN G & ERIN C, 6894 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 CARLILE CYNTHIA, 10363 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 CARLSON DAVID S & JOAN S, 7564 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 CARLSON JAMES & DEBBIE GARRETT, 7108 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 CARLSON JERRY A & PAMELA K, 32155 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 CARLYLE GROUP, 4 ORINDA WAY STE 170D, ORINDA, CA 94563-2509  
 CARMAN LISA A & BRYCE D, 10968 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 CARMEN ROY R, 19363 WILLAMETTE DR #233, WEST LINN, OR 97068-2010  
 CARNAHAN KAREN L, 7681 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 CARNEY PATTY M, 30424 SW RUTH ST UNIT 83, WILSONVILLE, OR 97070-6679  
 CARPENTER JOSH, 7751 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 CARPENTER KENNETH J & DEBI, 32062 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 CARR DANIELLE, 29176 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 CARR WILLIAM T & SHARON F, 7234 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 CARRIAGE OAKS CANYON CRK HMWNRS ASSN, 4230 GALEWOOD ST, LAKE OSWEGO, OR 97035-2497  
 CARRILLO ROBERT THOMAS, PO BOX 4335, WILSONVILLE, OR 97070-4335  
 CARROLL DANIEL C, 30734 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 CARROLL KIMIE & JOHN, 11655 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 CARSKADON BRIAN & ARLENE H, 31401 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534



CARTER KEVIN C TRUSTEE, 7902 SW CINNABAR ST, WILSONVILLE, OR 97070-6844  
 CARUSO SAMUEL J A, 31394 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 CARY JOHN P & SUSAN L, 7062 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 CARY RICHARD R & KAREN J, 32513 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 CASE BRIAN T, 11226 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 CASE PAULETTE, 8540 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5411  
 CASE THEODORE J & NICOLE K, 29264 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 CASE THOMAS L & ROSANNE C, 9150 SW 4TH ST, WILSONVILLE, OR 97070-9742  
 CASHMAN JOSEPH & GAYLEN, 7034 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 CASLIS BRIAN M & SANDRA M, 7030 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 CASON JOYCE M, 6594 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 CASSEL DIANNE, 8550 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8430  
 CASTEEL DENISE M, 29342 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 CASTELAN LINDSEY, 11665 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 CASTILLO DENNIS A & HEATHER R, 7595 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 CATANIA SONJA L, 31393 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 CATERINA FRED J TRUSTEE, 31153 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 CATES TERRIE, 8280 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 CAVALLUCCI WAYNE J & JEANETTE L, 19900 ROAN CIR, WEST LINN, OR 97068-2232  
 CAVANAUGH KATHLEEN A, 10500 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7570  
 CAVARNO ALAN W & JENNIFER, 6605 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 CAZINHA JAMES JOSEPH TRUSTEE, 7621 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 CB RICHARD ELLIS INVESTORS, PO BOX 638, ADDISON, TX 75001-0638  
 CEDAR POINTE PLANNED COMMUNITY, ASSN7100 SW HAMPTON STE 103, TIGARD, OR 97223-8363  
 CERDAN MIGUEL A & SANDRA L, 6778 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 CERNITZ NEIL A & SYLVIA C, 12011 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CERNY JOSEPH A & BILLIE JO, 11680 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331  
 CETACEA HOLDINGS LLC, 8995 SW MILEY RD, WILSONVILLE, OR 97070-5484  
 CH REALTY III/PORTLAND INDUSTRIAL LLC, PO BOX 4900, SCOTTSDALE, AZ 85261-4900  
 CHAFF DAVID A, 29791 SW KINSMAN RD, WILSONVILLE, OR 97070-6751  
 CHAM JOHN & KIMBERLY, 29533 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 CHAMBRON KELAN C & JULIE A, 29196 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 CHAN DONNA L & JAMES R, 7598 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CHAN JOSEPH L, 23156 BLAND CIR, WEST LINN, OR 97068-9203  
 CHAN SR JAMES R & DONNA, 7598 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CHANDLER LEEANNE, PO BOX 226, NEWPORT, OR 97365-0019  
 CHANDLER SANDRA S & L W LINGSCHUIT, 32200 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 CHANDLER STEPHEN & CHERRY L, 31635 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 CHAPMAN LYNDA, PO BOX 574, WEST LINN, OR 97068-0574  
 CHAPMAN TIMOTHY & PHYLLIS, 27236 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 CHARB VLG CTR CONDO ASSOC, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU COUNTRY CLUB, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 CHARBONNEAU COUNTRY CLUB, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU GOLF CLUB INC, 32020 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU HOMEOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU VII HMOWN ASSOC, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARPENTIER ROBERT J III & MARY, K7603 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 CHASE ARNOLD W & JUDITH A, 29510 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 CHASE MICHELLE L, 28740 SW PARKWAY AVE UNIT A3, WILSONVILLE, OR 97070-9764  
 CHASE RICHARD W & DIANA L, 28440 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 CHASE SCOTT & LESLIE C, 28625 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 CHATTOPADHYAY SANDIP CO-TRUSTEE, 7541 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 CHAUDHURI BIRE, 11004 GENOA AVE, LUBBOCK, TX 79424-3838  
 CHAY SONIA, 29720 SW COURTSIDE DR UNIT 55, WILSONVILLE, OR 97070-7484  
 CHEN GANG, 11824 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 CHEN MING, 4064 ORCHARD DR, LAKE OSWEGO, OR 97035-2406  
 CHERNABAEFF ALEX M, 31506 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 CHERVIN KATHRYN H TRUSTEE, 8075 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 CHESHIRE DIANA L, 12026 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 CHESTER BARBARA ANN & RODNEY L, 31020 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414  
 CHILLI LLC, 14795 SW 144TH, TIGARD, OR 97224-1419  
 CHIOVARO JOSEPH C & AMY L, 28378 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 CHONG CHRISTOPHER A, 8174 SW SEMINOLE TRL, TUALATIN, OR 97062-9111  
 CHORUBY LARRY N TRUSTEE, 14076 SW BENCHVIEW TER, TIGARD, OR 97224-1590  
 CHOU JACK, 28721 SW COSTA CIR E, WILSONVILLE, OR 97070-7337



CHRISMAN DEVELOPMENT & MGMT INC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 CHRISMAN DEVELOPMENT & MGMT INC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 CHRISS MARK S, 25350 SW GARDEN ACRES RD, SHERWOOD, OR 97140-9562  
 CHRIST ROBERT M TRUSTEE, 31535 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 CHRISTENSEN DOUGLAS L & PAMELA J, 7585 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 CHRISTENSEN KARI M & ERIC A, 28069 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 CHRISTENSEN RANDALL T TRUSTEE, 31343 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 CHRISTIAN LINDA, PO BOX 3805, TUALATIN, OR 97062-3805  
 CHRISTIAN MISSIONARY ALLIANCE, PO BOX 3020, WILSONVILLE, OR 97070-3020  
 CHRISTIANSEN GREGORY A, 29449 SW COURTSIDE DR, WILSONVILLE, OR 97070-6462  
 CHRISTIANSEN ROBERT L & BARBARA, A7983 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 CHRISTIE RYAN D, 24495 BUTTEVILLE RD NE, AURORA, OR 97002-9666  
 CHRISTLER LLC, 30150 SW PARKWAY AVE, WILSONVILLE, OR 97070-6837  
 CHUDEK JEFF & EMILY, 29135 SW COSTA CIR E, WILSONVILLE, OR 97070  
 CHURCH MARK W JR & LINDA D, 7678 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 CHURCH OF CHRIST, PO BOX 606, MOLALLA, OR 97038-0606  
 CITY OF WILSONVILLE, ATTN: SANDY KING 29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 CITY OF WILSONVILLE URBAN RL, 29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 CLACKAMAS COMMUNITY COLLEGE, DISTRICT 19600 S MOLALLA AVE, OREGON CITY, OR 97045-8980  
 CLANCY PATRICK J & JANA, 32425 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 CLANCY TIMOTHY CURTIS II & JULIE ANN, 6550 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 CLANCY WENDY A & JESSE K, 10820 SW LONDON LN, WILSONVILLE, OR 97070-3030  
 CLAPP ARLENE E TRUSTEE, 32200 FRENCH PRAIRIE RD B100, WILSONVILLE, OR 97070-7466  
 CLARE STANN WILLIAM, 29459 SW YOSEMITE ST, WILSONVILLE, OR 97070-8504  
 CLARK ELIZABETH L, 29470 SW VOLLEY ST UNIT 64, WILSONVILLE, OR 97070-6532  
 CLARK GORDON T & JERIS L, 7079 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 CLARK JANIS H, 30330 SW REBEKAH ST UNIT 3, WILSONVILLE, OR 97070-6667  
 CLARK JULIE MARGARET, 31782 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 CLARK JULIE MARIE, 12032 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CLARK MATTHEW D, 7278 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8866  
 CLARK PROFESSIONAL BUILDING LLC, 7940 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 CLARK ROGER K JR & ADRIENNE L, 31192 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070  
 CLARK TERRENCE A TRUSTEE, 31460 SW ISLE WAY LN, WEST LINN, OR 97068-9408  
 CLARKE JONATHAN A & LAURIE E, 28499 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 CLARKE RICHARD T, 29266 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 CLARKSON JAMES C & EILEEN M, 29669 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 CLAUSEN WENDY TRUSTEE, 29286 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 CLAY CECIL G TRUSTEE, 7200 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 CLAYWORTH JANICE K, 8610 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5418  
 CLEAR CHANNEL WORLDWIDE, 715 NE EVERETT ST, PORTLAND, OR 97232-2724  
 CLEM MARK A, 8230 SW MAXINE LN UNIT 53, WILSONVILLE, OR 97070-7783  
 CLEMENS JAY & J COLETTE, 7909 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 CLEMENT RAMON & FRANCES, 877 E 62 AVE, VANCOUVER, BC V5X2G  
 CLENDENIN MARY J & PATRICK J, 9270 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 CLENDENIN TRACIE E, 7045 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 CLINTON RODGER & LINNETTE ORTIZ ROLDAN, 11243 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 CLOSE JAMES R SR & HELEN, 31426 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 CLOUSE BRIAN J, 30370 SW REBEKAH ST UNIT 22, WILSONVILLE, OR 97070-6669  
 CLYNE WAYNE C & MEGAN H, 29785 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 COBB JANET, 30384 SW RUTH ST UNIT 72, WILSONVILLE, OR 97070-6676  
 COBBLE JEFFREY A TRUSTEE, 1315 E ANDREW JOHNSON HWY STE 5, GREENEVILLE, TN 37745-5827  
 COCHRAN KEITH I & SUSAN LYNN, 29099 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 COCKMAN CRAN DALE & ROZZANA, 10160 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 COGDILL LOREN D & KAREN, 61164 LODGEPOLE DR, BEND, OR 97702-2880  
 COGGESHALL JOYCE M TRUSTEE, 7923 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 COGSWELL KATHERINE A TRUSTEE, 8700 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 COHEN JONATHAN W & TRACY LEE, 28425 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 COHN GARY S & HOLLY BROCK-COHN, 6114 LASALLE AVE #296, OAKLAND, CA 94611-2802  
 COHN PHILLIP W, 7225 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 COLE ROBERT W, 31728 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 COLE WILLIAM R TRUSTEE, 10345 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 COLEMAN SUSAN K, 7500 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 COLLETT WENDY, 7564 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 COLLIER ADAM S & KELLEN S, 29298 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 COLLINGHAM JEFF D & MICHELE M, 10172 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554



COLLINS CALVIN W & STEPHANIE J, 373 S SUNSHINE LN, WEST LINN, OR 97068-9342  
 COLLINS JAMES T, 28571 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 COLLINS JULIE M, 11209 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 COLLINS LOIS ANNE TRUSTEE, 32585 SW JULIETTE DR, WILSONVILLE, OR 97070-7442  
 COLLINS VICTOR C & DENISE E, 28897 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 COLLINS VINCENT R, 32549 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 COLUMBIA STATE BANK, PO BOX 2156, TACOMA, WA 98401-2156  
 COLVIN JASON C & REBECCA L, 7253 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 COLYER BRENDAN C, 7750 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 COMBES DANIEL & LAURA, 1740 E 5TH AVE, ANCHORAGE, AK 99501-2839  
 COMBS TRENTON L SR & DIANE L, 26857 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 COMISKEY JOHN J & PATRICIA L, 29435 SW ST TROPEZ AVE, WILSONVILLE, OR 97070-7336  
 COMMERCE CENTER SOUTH LLC, BY WILLIAM FELTON 166 KINGS HIGHWAY N, WESTPORT, CT 06880-2423  
 COMPTON CHRISTOPHER A & ANGELIA, K28520 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 COMPTON JEAN TRUSTEE, 9920 SW REGAL DR, PORTLAND, OR 97225-4960  
 CONDON DAVID J, 12023 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CONDON ROBERT J & LINDA R, 7250 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 CONNELL ASHLEIGH & TREVOR, 10788 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 CONNELL JENNIFER A, 7448 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 CONNOR JOSEPH S & MICHELLE K, 7589 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CONNOR MICHAEL D TRUSTEE, 1120 SUFFOLK CT, LOS ALTOS, CA 94024-5564  
 CONOVER SHEA RUE TRUSTEE, 5232 SW BUDDINGTON ST, PORTLAND, OR 97219-7374  
 CONRAD BRANDON, 29092 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 CONROY TREVOR D & JENNIFER L, 28685 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 CONTI DANIEL A & NANCY J, 7711 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 CONTINENTAL TRUCK BROKERS INC, 8890 SW HOLLY LN, WILSONVILLE, OR 97070-8746  
 CONWAY KENNETH J TRUSTEE, 29704 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 CONWAY MORRISON & LAURELEI M, 18722 E AMARADO CIR, RIO VERDE, AZ 85263-5029  
 CONWAY MORRISON A III TRSTE, 28283 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 CONWAY THOMAS E & CHERYL M, PO BOX 2402, TUALATIN, OR 97062-2402  
 COOK IRENE M TRUSTEE, 32360 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 COOK JOHN M JR TRUSTEE, PO BOX 5119, BROOKINGS, OR 97415-0095  
 COOK RAYMOND & BETTY, 31580 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 COOKE MICHAEL R & MARY ADA HINDS, 11299 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 COOLEY DOUGLAS L, 7565 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 COONS DAVID C & CAROL A, 10866 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 COOPER CORY M, 7762 SW LOVE CT, WILSONVILLE, OR 97070-6472  
 COOPER ELROY W & CAROL J, 5802 S REATHA CT, HUBBARD, OR 97032-9701  
 COOPER ERIC J, 28299 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 COOPER FRANK M & CHRISTINA M, 7000 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 COOPER FRANK P, 11779 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 COOPER GLENN O & GRACE E, 28937 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 COOPER KENNETH R & PHYLLIS M, 29800 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 COOPER MICHAEL P, 7052 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 COOPER MITCHELL E & EILEEN J, 28540 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 COOPER PAUL & ELAINA PIIMAUNA, 10766 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 COPISAROW RICHARD & WENDY, 317 SIDNEY BAKER S UNIT 400-265, KERRVILLE, TX 78028-5948  
 COPPING RITA Y, 30924 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 CORCORAN DAN & RITA, 10533 SW FOREST RIDGE PL, BEAVERTON, OR 97007-8224  
 CORCORAN THOMAS & BARBARA COOPER, 29536 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 CORDELL BRIAN DANIEL & SARAH ANNE, 27158 SW WOOD AVE, WILSONVILLE, OR 97070-6538  
 COREY CHARLES A & ELIZABETH W, 28516 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 COREY MATTHEW W, 28516 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 CORIA TABITHA L, 8615 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8433  
 CORLL DAVID J, 29292 SW TOWN CENTER LOOP E # B, WILSONVILLE, OR 97070-9491  
 CORNWELL FAM LTD PRTRNSHP, PO BOX 214, WOODBURN, OR 97071-0214  
 CORP PRES BSHP CH JESUS CHRIST LDS, 50 E NORTH TEMPLE ST 22 FLR, SALT LAKE CITY, UT 84150-0001  
 CORREA RICKY L, 7121 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 CORTRIGHT ROBERT S TRUSTEE, 32580 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 CORWIN SCOTT C & VIBIANA A, 31534 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 COSIER DEBORAH E, 29510 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 COSTA PACIFIC HOMES LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 COSTELLO JOSEPH A & MELISSA J, 30723 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 COSTELLO MALCOLM ADRIAN & KAREN, 6953 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 COTNER RAYMOND E, 29159 SW SAN REMO CT, WILSONVILLE, OR 97070-7373



COUNCELL THOMAS S & MARILYN J, 32685 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 COUNTS BRIAN, 3995 SW FIR GROVE RD, WILSONVILLE, OR 97070-6882  
 COUPE BRANDON T & CHRISTINE A, 7183 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 COURSON BARBARA M, 6883 SW GREENWICH DR, PORTLAND, OR 97225-6052  
 COURTWOOD PROPERTIES LLC, 7040 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 COWAN CHAD D & JOLENE K, 28645 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 COWAN DANIELLE A, 11843 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 COX CODY L & WANDA G, 28525 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 COX RONALD E & DEBRA A, 30950 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 COX SHERRY, 29464 SW MILANO LN, WILSONVILLE, OR 97070-7325  
 COX TIFFANY R & WILLIAM B, 29080 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 COYLE BERNARD A & LORETTA C, 8324 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 CRACE GEORGE M & DONNA M, 28430 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 CRAFT ROBERT MICHAEL & PAMELA, KAYE28590 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 CRAIN ELISA B, 12012 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CRAMER THOMAS D & SANDRA L, 29749 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 CRAWFORD JANET L, 32625 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 CRAWFORD JOSEPH V & SONIA H, 10883 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 CRAWFORD SHANE M & STACIA J, 29715 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 CREW ROBERTA L & WILLIAM L, 8605 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 CROFT ED, 8371 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 CROFT ED L, 7415 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8740  
 CRONKRITE JOHN R & TRACI F, 8004 SW EDGEWATER E, WILSONVILLE, OR 97070-9484  
 CROSBY STEVEN SCOTT & LEIGH ANN, 30872 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 CROSS KEVAN, 31959 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 CROSS TERRY W, 29620 SW VOLLEY ST UNIT 44, WILSONVILLE, OR 97070-6577  
 CROW CAROL L TRUSTEE, 8145 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 CROW ROBERT E TRUSTEE, 7104 E MARIOLA CT, GOLD CANYON, AZ 85118-5339  
 CROWELL KATHIE, 8315 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8441  
 CROWLEY KENNETH C & TERRI L, 6813 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 CROWLEY TIMOTHY N & DONIELLE L, 29054 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 CRP/HOLLAND BRENCHLEY ESTATES II, LP4 ORINDA WAY STE 170D, ORINDA, CA 94563-2509  
 CRUCCHIOLA ROBERT B, 7130 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 CRUM JACK E, 7130 SW GABLE PARK RD, PORTLAND, OR 97225-2626  
 CRUZ JUAN F, 29118 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 CRYSTAL EDWARD J & DIANE M, 28822 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 CUDABACK NORMAN D & L D, PFLUM-CUDABACK11639 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 CUDAHY MICHAEL J, 7110 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 CUDO DAVID & CATHERINE, 2690 NW GLENWOOD DR, CORVALLIS, OR 97330-3134  
 CUEVA NANCY, 11692 SW PALERMO ST, WILSONVILLE, OR 97070-7339  
 CUEVAS CRISTIAN R & BARBARA A, 28067 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 CULVER JAMES H & BARBARA N, 31600 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8476  
 CUMIFORD JULIE, 10532 S COLEMAN LOOP, WILSONVILLE, OR 97070-5526  
 CUMMINGS STEPHAN A & KRYSTAL D, 11275 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 CUMMINS C LYLE JR & NORMA JEAN, 7733 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 CUNNINGHAM SUSAN E, 28500 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 CUPPOLETTI BREE RALPH, 9155 SW BARBER ST, WILSONVILLE, OR 97070-9202  
 CURRIER BARBARA L, 11169 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 CURTIS DAVID, 6825 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8449  
 CURTIS LINDA C TRUSTEE, 32548 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 CURTIS MARILYN J, 7705 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 CURTIS MILO & BETHANY A, 10389 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 CUTLER JANICE I, 8660 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 CUTLER ROBERT D & NANCY J, 10897 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 CZAR CATHERINE C TRUSTEE, 8155 SW FAIRWAY DR, WILSONVILLE, OR 97070-6430  
 D G O INC, 7445 CROSBY RD NE, WOODBURN, OR 97071-9703  
 D THOMPSON PROPERTIES LLC, PO BOX 11272, PORTLAND, OR 97211-0272  
 DAGUIAR CAITLIN M, 11576 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 DAHLE DANIEL J & ELLEN, 7256 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 DAHLQUIST DAVID E, 11282 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 DAHM SARAH, 12008 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 DAHSADEGHI MOHAMMAD HOSSEIN, CO-TRUSTEE23023 SW 112TH, SHERWOOD, OR 97140-9537  
 DAIKER JEAN K TRUSTEE, 278 SUNSHINE WAY, TURLOCK, CA 95382-7377  
 DAILEY JULIE A, 29479 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 DALE RODERIC M K & WALKER ROBIN GAY, 9775 SW COMMERCE CIR C-6, WILSONVILLE, OR 97070-9602



DALGLISH JOSHUA, 10127 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 DALY MARK D & LINDA K, 11251 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 DAMELIO KEITH & JAIME, 28123 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 DAMRON JAMES & VIOLA M, 8085 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 DANAHY JOHN, 11806 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 DANFORD MARGARET JEAN & WILLIAM, 31680 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 DANGELO JERRY P & ANNA MARIE, 8615 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 DANGELO MICHAEL, 59 WOODBERRY RD, DEER PARK, IL 60010-3641  
 DANIELS RANDALL W & DENISE, 31080 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 DANIELSON CHRISTINE A, 11584 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 DARROW MAUREEN, 8427 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 DART KEITH B TRUSTEE, 8565 SW MIAMI, WILSONVILLE, OR 97070-9798  
 DAUPHINAIS LAWRENCE P & NANCY J, 8515 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5414  
 DAVENPORT LINDA, 32140 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 DAVENPORT MARK R & DEBORAH L, 11655 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 DAVEY F A & MARY V, 8062 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 DAVEY JANET S, 11663 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 DAVIDSON LAURA E, 7581 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 DAVIDSON THOMAS E, 29285 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 DAVIDSON WILLIAM G & DIXIE L, 8915 SW COMMERCIAL, TIGARD, OR 97223-6241  
 DAVIES KEVIN & STEPHANIE, 31710 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 DAVIES ROBERT M & DOROTHY M, 31121 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 DAVILLA RICKY D TRUSTEE, PO BOX 869, DEPOE BAY, OR 97341-0869  
 DAVIS ARTHUR & FRANCES H, 8260 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 DAVIS BENJAMIN T, 29490 SW COURTSIDE DR UNIT 15, WILSONVILLE, OR 97070-7431  
 DAVIS CHRISTIN, 11200 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 DAVIS DIANNA L, 29650 SW COURTSIDE DR UNIT 16, WILSONVILLE, OR 97070-7482  
 DAVIS GARY L & JULIANNE, 28515 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 DAVIS JOHN C & SARAH B, 10857 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 DAVIS KIRK C & MARSHA, 7730 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 DAVIS LACEY, 7085 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 DAVIS LARRY A TRUSTEE, 367 MAVIS DR, LOS ANGELES, CA 90065-5013  
 DAVIS MARSHA, 29010 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7393  
 DAVIS MARY E, 27111 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 DAVIS MICHAEL W & BARBARA F, 32320 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 DAVIS MICHAEL W & JANECE A, 30577 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DAVIS RICHARD A & MONICA G, 7576 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 DAVIS RICHARD C & MELISSA S, 30599 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DAVIS RICHARD D, 30670 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 DAVIS VERNE A, 7435 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 DAVOL ALAN A, 29170 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 DAWSON JANICE M, 7245 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 DAY CHRISTOPHER & CARA PEPPER, 31349 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 DAY DREAM RVR EST HMOWNRS, PO BOX 957, WILSONVILLE, OR 97070-0957  
 DAY JOHN ALAN & CATHERINE M, 28028 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 DAY SUSAN J, 29532 SW YOSEMITE ST, WILSONVILLE, OR 97070-8506  
 DEAHL JACK E & DOROTHY C, 10136 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 DEAHL RAND P & TRACIE L, 30757 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 DEAN DAN, PO BOX 5669, BEND, OR 97708-5669  
 DEAN JEFFREY L & GRETCHEN, 7460 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 DEAN RONALD E JR & TRACY L, 31413 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DEARMOND D KATHRYN, 31840 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 DEATON JARVIS R TRUSTEE, 31429 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DECKER MARGARET, 7049 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 DECKER MICHAEL S, 10390 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7566  
 DEDERIAN MICHAEL T & M R SCHEMBRE, 30050 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DEFRANCISCO LEONARD A & SUSAN S, 32245 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 DEGRYSE NORYCE L TRUSTEE, 29091 SW COSTA CIR E, WILSONVILLE, OR 97070  
 DEHAAN JOHN H, 31135 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 DEHART DAVID F & WENDY J, 7647 LOWRIE LN, WILSONVILLE, OR 97070-6566  
 DEHONEY JOHN M, 8229 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 DELAO KARIN & AUDON DELAO TORRES, 31253 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 DELINT DANIELLE M, 29343 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 DELKER CARON, 29560 SW VOLLEY ST UNIT 49, WILSONVILLE, OR 97070-7433  
 DEMAGGIO CHRISTINE TRUSTEE, 7723 SW EMERY CIR, WILSONVILLE, OR 97070-6562



DEMERS JOHN, 7564 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 DEMERS RICHARD E TRUSTEE, 7510 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 DEMPSEY ROBERT A & MICHELE S, 30999 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 DENNIS BRETT T & KRISTIN A, 31398 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 DENNIS GARY R, 28625 SW ASH MEADOWS BLVD APT 13, WILSONVILLE, OR 97070-7802  
 DENT CHARLA TRUSTEE, 31095 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 DEO ANEET & SUKHJINDER, 10702 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 DEPRATER FRANCES M, 30930 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 DEPROSPERO JAMES W & JANE W, 7375 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8740  
 DEPT OF HOUSING & URBAN DEVELOPMENT, 4400 WILL ROGERS PKWY STE 300, OKLAHOMA CITY, OK 73108-1870  
 DEPT OF THE INTERIOR, PO BOX 3621-MMLC, PORTLAND, OR 97208-3621  
 DERBY JOHN A & PATRICIA A, 32465 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 DERNONCOURT JANET M, 8440 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8424  
 DERRY THOMAS F, 11631 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 DESHIKAN SRINIVASA R, 28989 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 DESKINS GARRY B & HELEN A, 28617 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 DESTEFANO DENNIS WAYNE & STACIE, 11218 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 DEVER SHAW W & LINDSAY A POND, 28300 SW MCGRWAVE AVE, WILSONVILLE, OR 97070-6886  
 DEVILLE ROGER P & JUDITH E, PO BOX 1862, WILSONVILLE, OR 97070-1862  
 DEVINCENZI CHRISTOPHER E & S J, 28793 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 DEVINCENZI GILBERT L & LYNNE K, 3382-6 BRITTON AVE, SAN CARLOS, CA 94070-3422  
 DEVINE JAMES E TRUSTEE, PO BOX 921, WILSONVILLE, OR 97070-0921  
 DEVRIES SCOTT & MICHELLE, 31521 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 DEWALD CLIVE E & JUDY K, 32335 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 DEWIG MICHAEL E & DEBORAH J, 11638 SW PRAIRIEVIEW, WILSONVILLE, OR 97070-9567  
 DEY EDWIN WINTHROP CO-TRUSTEE, 32150 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 DEY GARY L, 28705 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 DICK FAMILY TRUST, 32655 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 DICKERSON STEPHEN & LINDA, 28589 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 DICKEY CAROL B, 6107 SW MURRAY BLVD #426, BEAVERTON, OR 97008-4421  
 DICKEY GORDON & MARY ANN, 31555 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 DICKEY GORDON E & MARY ANN, 7824 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 DIEDERICH DAVID A, 29625 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 DIEHL ROBERT & ALICE ANNE, 31424 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DILLENBURGER KARIN, 4405 SW TUNNELWOOD ST, PORTLAND, OR 97221-3750  
 DILLIN JOHN JR, 31392 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 DILLMAN ERIC MILLER & GAYLE LEE, 10908 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 DILLON JAMES W, 4620 E RUSSELL RD, COLBERT, WA 99005-9711  
 DILTZ WILLIAM K, 31533 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 DINARDO JOHN A, 7658 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 DINH JESSICA B & DAT T DUONG, 7040 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 DINNELL VICKIE LYNN, 8405 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8420  
 DISCH GEOFFREY A TRUSTEE, 738 PARADISE VALLEY CT N, DANVILLE, CA 94526  
 DISCH GERALD & JAMIE, 31035 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 DISCHNER SHERYL E, 28962 SW ORLEANS AVE, WILSONVILLE, OR 97070-7341  
 DITTO DAVID J, 32048 SW GUISS WAY, WILSONVILLE, OR 97070-8570  
 DIX PAUL J & DOROTHY E, PO BOX 953, WILSONVILLE, OR 97070-0953  
 DIXON DANIEL W TRUSTEE, 12013 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378  
 DIXON DONALD H & ELIZABETH B, 7215 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 DIXON NOELANI, 31233 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 DOBLIE JEREMY S, 7324 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8867  
 DODGION LARRY H, 7567 SW LOWRIE LN, WILSONVILLE, OR 97070-6565  
 DODRILL JEDEDIAH L, 31373 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 DOEPKEN LIVING TRUST, 31665 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 DOHERTY JAMES P & PAMELA E, 29450 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7578  
 DOHERTY JENNIFER E, 28615 SW ASH MEADOWS BLVD UNIT 7, WILSONVILLE, OR 97070-7803  
 DOLAND HAROLD D JR & LINDA J, 7586 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 DOLLAR CHRISTY M, 29570 SW VOLLEY ST UNIT 36, WILSONVILLE, OR 97070-7433  
 DOLLAR MICHAEL J & MICHELE D, 7083 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 DOLLINGER DANIEL & YINAN QU, 28652 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 DON STARR & JAMES P, 30626 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DONALD MILLER LLC, 7445 CROSBY RD, WOODBURN, OR 97071-9703  
 DONALDSON MARGARETANN M, 32265 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 DONOVAN JAMES L TRUSTEE, 32525 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 DOORNINK JUSTIN D & CHRISTY A, 31139 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546



DORAN MARTHA, 31219 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 DOREY PENNY L, 31010 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 DORMAN GUY L & CHERYL L, 28668 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 DORMAN LORI, 30740 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9750  
 DORMAN MICHAEL WARREN, 6871 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 DORR MICHAEL SHAWN & JULIE ANN, 10868 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 DOTHAN MICHAEL URI, PO BOX 220, WILSONVILLE, OR 97070-0220  
 DOTY JAMES A & JUDY FLEMING-DOTY, 9210 SW 4TH ST, WILSONVILLE, OR 97070-6758  
 DOTY LOREN D & DENISE L, PO BOX 275, WILSONVILLE, OR 97070-0275  
 DOUGHERTY JOSHUA T & DEVIN L, 28248 SW FLYNN ST, WILSONVILLE, OR 97070-8875  
 DOUGLAS ALLAN D TRUSTEE, 28701 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 DOUGLAS MARK D, 10725 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 DOUGLAS STEVEN R & LORENE T, 5016 SW ALASKA ST, SEATTLE, WA 98116-4046  
 DOUTHIT JANET K, 7211 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 DOWLING KATHLEEN C, 32135 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 DOWNER-VALDEZ MELISSA & J F VALDEZ, 11323 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 DOWNIE HAROLD L & DOROTHY M, 32330 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 DOWNS GERALD D & CLEO J, 28205 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6723  
 DOWNS JILL ANN, 28209 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6839  
 DOWNS KAREN L, 9180 SW 4TH ST, WILSONVILLE, OR 97070-9742  
 DOYLE IDAMAE TRUSTEE, 31780 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 DRANEY JODY K & WENDY R, 7311 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 DREISSE BRIAN, 8192 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 DRISCOLL PAUL J, 32160 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 DRISCOLL SCOTT M & SANDRA WICHT, 32229 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 DRISCOLL TIMOTHY N & SUZANNE, 28461 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 DRUCKREY DARYL D, 7638 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 DSOUZA JAYANT, 7575 SW LOWRIE LN, WILSONVILLE, OR 97070-6566  
 DSR HOLDINGS LLC, PO BOX 13, CANBY, OR 97013-0013  
 DUBAY ROBERT N, 12001 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378  
 DUBE GREG E & DONNA M, 6940 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 DUBENKO MICHAEL & RITA, 23520 BUTTE LN NE, AURORA, OR 97002-9615  
 DUCK COUNTRY APARTMENTS LLC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 DUCKWORTH BEATRICE E TRUSTEE, 9400 SW TAUCHMAN ST SPACE 26, WILSONVILLE, OR 97070-7769  
 DUDLEY JAMES E TRUSTEE, 8233 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 DUDLEY STEPHEN B & NANCY J, 31650 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 DUEMLING DAVID A &, DUEMLING SUE ELLEN LEHNERTZ 8600 SW SALISH LN SUITE ONE, WILSONVILLE, OR 97070-9632  
 DUFF DANIEL P & HEATHER, 7737 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 DUFFIN STEVEN R & JOANNE S, 11631 SW LAUSANNE ST, WILSONVILLE, OR 97070-7332  
 DUGAN DENNIS J, 28056 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 DUNCAN CANDICE S, 32130 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 DUNCAN CLAUDIA, 8180 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 DUNCAN TODD B, 0123 SW CANBY ST, PORTLAND, OR 97219-2959  
 DUNDY MICHAEL W & MELANIE R, 31990 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 DUNHAM HELEN E TRUST, 7895 SW FAIRWAY DR, WILSONVILLE, OR 97070-6433  
 DUNN DORIS M, 12260 ROLLING HILLS RD, MONMOUTH, OR 97361-9758  
 DUNN JAMES, 11796 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 DUNN LYNN A, 11242 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 DUNN STEVEN L & TRACY L, 31537 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 DUONG THAO K, 29280 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 DUPRAU MILDRED LUCILLE TRUSTEE, 32561 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 DUQUETTE GARRY G & CAROL, 7585 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 DURIG JOHN RANDOLPH & CARRIE, 11197 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 DUVAL TODD E, 29082 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 DUVAL BRIAN K, 11830 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 DVERSDAL JON O, PO BOX 67, HUBBARD, OR 97032-0067  
 DVERSDAL NORMAN O TRUSTEE, 31874 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 DWD FAMILY INVESTMENTS LLC, 3535 DEL WEBB AVE STE 100, SALEM, OR 97301-7499  
 DYKSTRA JULIE A TRUSTEE, 6090 S HWY 211, HUBBARD, OR 97032-9462  
 DYKZEUL MICHAEL J & CARIN D, 10753 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 EARLY KEVIN J, 7710 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 EARNI RAGHU R, 11659 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 EARNSHAW STANLEY R, 28816 SW CASCADE LOOP, WILSONVILLE, OR 97070-8750  
 EASTERLY DANIEL L & ANNE M B, 8510 SW WILSON LN, WILSONVILLE, OR 97070-7736



EASTMAN EDWARD R & BARBARA E, 32086 SW CHARBONNEAU DR UNIT 10B, WILSONVILLE, OR 97070-5479  
 EATON CORPORATION, 1111 SUPERIOR AVE, CLEVELAND, OH 44114-2522  
 EATON ROGER G & SUSAN B, 7490 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 EATON TIMOTHY N & DANA L, 28713 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 EAVE BARBARA M, 30995 SW OTTO LN, WILSONVILLE, OR 97070-9775  
 EAVE SCOTT S & MICHELE L, 31433 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 EBERLE JUDY M TRUSTEE, 16100 SW CENTURY DR APT 110, SHERWOOD, OR 97140-6220  
 EBINGER NICOLE M, 29640 SW VOLLEY ST UNIT 40, WILSONVILLE, OR 97070-6531  
 EBNER DARIUS W, 31526 SW OLD FARM RD, WILSONVILLE, OR 97070-6425  
 EBS COMPANY LLC, 9475 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7522  
 EBY INVESTMENTS LTD, 1660 SW ADVANCE RD, WEST LINN, OR 97068-9678  
 EBY MARGARET M, 11994 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 EDDY JAMES R & AMY KAUFMAN, 1221 W LIBERTY ST, ANN ARBOR, MI 48103-4331  
 EDELEN PHILIPPA J & BRETT L, 31533 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 EDGEWATER HM OWNER ASSN, CHARBONNEAU32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 EDMISTON CHRIS R & DANA, 7924 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 EDMONDS BLAISE, 7692 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 EDWARDS C SCOTT & AIMEE, 28448 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 EDWARDS DENO F & CYNTHIA L, 8685 SW MIAMI, WILSONVILLE, OR 97070-9758  
 EDWARDS FORREST A & DEANNA M, 7555 SW KOLBE LN, WILSONVILLE, OR 97070-9599  
 EDWARDS JOHN C & DELLA M, 261 HYLO RD SE, SALEM, OR 97306-9543  
 EDWARDS RICHARD AUSTIN & DEBRA E, 11687 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 EDWINSON PAUL M & CAROLINE, 31090 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 EGGER JANET NADINE, 28643 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 EGGERT MATTHEW & MEREDITH, 8715 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5423  
 EGGLESTON CHARLES A, 7875 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 EGGLESTON TODD K & JANICE L, 28105 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 EGHAMI CYRUS & MEHRNAZ, 10065 SW COMMERCE CIR, WILSONVILLE, OR 97070-8888  
 EGHAMI CYRUS O & MEHRANAZ, 0836 SW CURRY ST #1500, PORTLAND, OR 97239-4529  
 EGLOFF JEFFREY S & STEPHANIE A, 7590 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 EGLOFF PAMALA, 12002 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 EHRENSHAFT LYNDA, 31203 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 EHRSTINE JOHN W TRUSTEE, 8400 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8418  
 EICHENBERGER JOHN A & MARY T, 11090 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 EICHER BRUCE & KATIE M, 8545 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 EILERTSON VIOLET L TRUSTEE, 32531 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 EISCHEN LARRY D CO-TRSTE, 31127 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 EISENBRANDT TIM & JONI, 10505 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 EIXENBERGER KARRIE L, 6979 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 ELDER CHARLOTTE M S, 32360 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 ELDER STEWART M & L MAGDALENE, 31145 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 ELDRIDGE ESTHER P, 8615 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8433  
 ELLIGSEN RALPH H & SHIRLEY L, 7485 SW ELLIGSEN RD, TUALATIN, OR 97062-9623  
 ELLINGHOUSE JERRY W, 7155 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 ELLIOTT & ASSOCIATES, 901 NE GLISAN ST, PORTLAND, OR 97232-2730  
 ELLIS GENE A, 8170 SW MAXINE LN UNIT 62, WILSONVILLE, OR 97070-7785  
 ELLIS HUSTON IV, 29129 SW MEADOWS LOOP, WILSONVILLE, OR 97070-5761  
 ELLISON JASON P, 7558 SW ROANOKE DR N, WILSONVILLE, OR 97070-6801  
 ELMANHAWY WAEEL & ABEER ABOUELELLA, 7664 SW ROANOKE DR S, WILSONVILLE, OR 97070-6810  
 EMBERLIN RANDALL D TRUSTEE, 15212 NW EUGENE LN, PORTLAND, OR 97229-7884  
 EMBURY GLEN R & GLADYS, 31045 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 EMERSON LAWRENCE A, 8376 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 EMERY RYAN, 29730 SW BROWN RD, WILSONVILLE, OR 97070-7556  
 EMIGH STUART GRANT, 7560 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 EMMETT JAMES R & ALICE S, 28439 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 EMORY JUSTIN O, 29523 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7329  
 ENGDALL CHRISTOPHER TRUSTEE, 7355 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 ENGEL CLIFFORD V & SYLVIA J, 8180 SW FAIRWAY DR, WILSONVILLE, OR 97070-6430  
 EPPING GARY J TRUSTEE, 11166 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 EPSTEIN DONALD B TRUSTEE, 7360 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 EQUITY TRUST COMPANY CUSTODIAN, 10914 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 ERATH RICHARD C, 19926 NE FAIRVIEW DR, DUNDEE, OR 97115-9115  
 ERB WILLIAM F & JOANNE S, 10905 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 ERICHSEN EILEEN TRUSTEE, 32445 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 ERICKSON GALE D, 32535 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441



ERICSON NELS B & CATHLEEN A, 6709 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 ERKUS WILLIAM D, 27165 SW WOOD AVE, WILSONVILLE, OR 97070-6539  
 ERNST KENNETH J, 7552 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 ERTLE MARK F & SONYA L, 31526 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 ERWIN JULIAN T & NANCY S, 7289 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 ESKANDARI JOSEPH & VALIA MASIHI, 10978 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 ESPINOZA EMMA L, 32465 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 ESSIG WILLIAM R & LAURIE K, 11620 SW PALERMO ST, WILSONVILLE, OR 97070-7338  
 ETTNER JANELLE F TRUSTEE, 5 FARRINGTON CIR, LINCOLNSHIRE, IL 60069-2501  
 ETZEL DONALD V & LINDA K, 7510 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 ETZEL JULANNE I, 29158 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 EUSTERMAN JOSEPH H & MARY C, 32220 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 EVANS ADELE L & JOHN W JR, 32031 SW GUISS WAY, WILSONVILLE, OR 97070-7518  
 EVANS DALE N & TONI M, 31023 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 EVANS JACOB W, 7085 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 EVANS JEANNE K & ERNEST W, 7500 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 EVANS JOHN E & CATHERINE E, 32512 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 EVANS MARYANN, 12801 ST ANDREW DR, KANSAS CITY, MO 64145-1229  
 EVANS TALMA L, 8695 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 EVENS RYAN & AMICIA, 10325 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 EVERETTS CLAUDIA G, 8510 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5409  
 EVERGREEN RESORT LLC, 8855 SW CITIZENS DR, WILSONVILLE, OR 97070-8485  
 EXNER MARY E, 29509 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 FABIS BOWMAN PROPERTIES INC, PO BOX 982, CANBY, OR 97013-0982  
 FADDEN GERALD F JR & SVETLANA A, 31500 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 FADLING JOEL E, 10483 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 FAHLGREN GREGORY D & LORA L, 28963 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 FAHY CATHERINE E, 32498 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 FAIMAN CRAIG, 10903 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 FAIRCHILD JORDAN R & LESLIE J, 6581 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 FAIRPLAY FUNDING NW LLC, 5260 CARILLON POINT, KIRKLAND, WA 98033  
 FAIRWAY VILLAGE CONDO ASSOC, 31780 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 FALCONER ANNIE F & MICHAEL, 28130 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7742  
 FALOTICO ROCCO R & JEAN L, 8325 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-7423  
 FAMILIA PROPERTIES, PO BOX 145, WILSONVILLE, OR 97070-0145  
 FANGER DAVID A, 29420 SW SERENITY WAY, WILSONVILLE, OR 97070-7569  
 FARIS BROOKS B & PATRICIA A, 29890 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 FARO ARTHUR & TAMARA, 10887 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 FARR PATRICIA SHANNON, 11608 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 FARR RUSS E & AMY A, 28555 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 FARRELL DAVID A & JEAN M, 11431 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 FARRELL SEAN, 29750 SW COURTSIDE DR UNIT I, WILSONVILLE, OR 97070-5435  
 FARRIER KATHLEEN M, 29444 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 FASANO FAMILY LLC, 10129 SW WASHINGTON ST, PORTLAND, OR 97225-6947  
 FASHANA DIANE G, 7560 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 FAVELUKE ALEX & LISA M, 7547 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 FAY KAREN, 29199 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 FEE CADENCE H & SEAN W, 28367 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 FEERST DAVID, 31105 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 FEHSENFELD JUDEE L, 7520 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 FEIST LEONARD C & AMY J, 13820 S 44TH ST APT 1103, PHOENIX, AZ 85044-4856  
 FELDMAN KEN, PO BOX 2359, WILSONVILLE, OR 97070-2359  
 FELDMAN KENNETH N II & GAIL A, 29653 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 FELL SALLY S, 8240 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 FELLEKE GETACHEW T, 7599 LOWRIE LN, WILSONVILLE, OR 97070-6566  
 FELLOWS JANE E, 1260 NW NAITO PKWY UNIT 407, PORTLAND, OR 97209-3152  
 FENDER KENT & JUDITH, 7927 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 FENNELL ANGELA, 29510 SW VOLLEY ST UNIT 76, WILSONVILLE, OR 97070-6533  
 FERGUSON GLEN E, 32175 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 FERGUSSON KENT D TRUSTEE, 8013 SW EDGEWATER E, WILSONVILLE, OR 97070-9484  
 FERNANDEZ ROBERT M, PO BOX 2510, WILSONVILLE, OR 97070-2510  
 FERNANDO RODNEY JOSEPH, 7538 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 FERRIS DIANE, 32678 NE CORRAL CREEK, NEWBERG, OR 97132-7006  
 FERTIG ELSA IVY ALLEN TRUSTEE, 32529 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 FEUERHERDT STEFAN & DONNA, 9930 SW KILLARNEY LN, TUALATIN, OR 97062-7509



FIAMENGO ALISON C, 7305 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 FIEGENBAUM MICHAEL F & DIANE P, 7356 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 FIELD MARY E TRUSTEE, 32475 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 FINA CELINA, 1543 AUDREY WAY, WOODBURN, OR 97071-3646  
 FINCH WILLIAM E & JUDY, 30410 SW REBEKAH ST UNIT 34, WILSONVILLE, OR 97070-6665  
 FINGERUT MICHAEL B & PEGGY J, 8084 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 FINK MARGARET M FAMILY TRUST, 32546 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 FINNIGAN CAROLINE A & TIMOTHY M, 10894 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 FINSETH GARY A & ROBYN, 32506 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 FIORANTE MARY ANN, 8405 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8420  
 FISCUS NOAH MATTHEW & MELANIE L, 10260 SW GREENBURG RD STE 170, PORTLAND, OR 97223-5511  
 FISH DONALD ROBERT TRUSTEE, 7400 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 FISH JODIE & JANA, 10592 SW COLEMAN DR, WILSONVILLE, OR 97070-5526  
 FISHER FLOYD LAVERN TRUSTEE, 7145 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 FISHER RONALD R, 32215 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 FISKE STEVEN E TRUSTEE, 8500 SW MIAMI, WILSONVILLE, OR 97070-9798  
 FISTER CHAD J & MARCI, 29563 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8508  
 FITCH JAMES H JR, 29395 SW CAMELOT ST, WILSONVILLE, OR 97070-8540  
 FITTERER RICHARD S & DARLENE E, 31760 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 FITZGERALD RONALD C CO-TRST, PO BOX 2124, LAKE OSWEGO, OR 97035-0642  
 FITZGERALD TINA L, 28769 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 FITZKE JON A & KIMBERLY S, PO BOX 3035, WILSONVILLE, OR 97070-3035  
 FITZSIMONS PATRICK C, 81670 RICOCHET WAY, LA QUINTA, CA 92253-9063  
 FLAGG DENNIS N & MARIA ROSARIO, 7063 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 FLAHERTY JAMES, 28468 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 FLAIG JASON, 7736 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 FLANNERY AARON & JULIE A, 10555 SW ARNOLD CLUTTER RD, SHERWOOD, OR 97140  
 FLECK CHRISTOPHER & JULIANA R, 7925 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 FLERCHINGER DONALD P & CAROLE A, 31603 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 FLETCHER JERRY L & SUSAN K, 32475 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 FLETCHER RHONDA, 30990 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 FLINT GREGORY B & MARGARET G, 8715 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5424  
 FLIR SYSTEMS INC, 27700A SW PARKWAY AVE, WILSONVILLE, OR 97070-8238  
 FLOMER ARDATH L, 7330 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 FLOOD MICHAEL E & JOANNE, 7960 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 FLORES MERCED, 31432 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 FLYNN PATRICIA L, 31975 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 FOCHT PHYLLIS, 522 FOUNTAIN CT N, KEIZER, OR 97303-7438  
 FODGE JEANINE A, 10250 SW ASHTON CIR, WILSONVILLE, OR 97070-7575  
 FOLDEN ADRIA, 29639 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 FOLKMAN DARREN K, 28465 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 FOLSKE KEITH A, 28340 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 FOLTZ ANDREW, 57 OUTER OCTAGON, UNIVERSAL CITY, TX 78148-5605  
 FORBES ROSS C, 6549 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 FORD BRIAN C, 8515 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5413  
 FORDICE SANDRA K, 32508 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 FOREMAN VICTORIA, 7084 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 FORESTER ROBERT & AMANDA, 7045 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 FORGIONE FRANK & LAURA, 5396 VIA RAMON RD, YORBA LINDA, CA 92887-2546  
 FORNOF STEVEN R & NANCY A, 31225 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 FORSBERG CHRISTINE G & WILLIAM B, 28083 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 FORSBERG GAYLAND E, 7674 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 FORSETH DEAN, 7900 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 FORSYTH MICHELLE L, 29400 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 FORTIER TAMMY LAINE, 32390 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 FOSTER GORDON HAROLD TRUSTEE, 3401 E PICKERING RD, SHELTON, WA 98584-8844  
 FOSTER NORMAN L & PATRICIA J, 32000 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 FOSTER SCOTT N, 10100 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 FOSTER THOMAS V & MARGARET A, 7030 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 FOUNTAIN LKS HMOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 FOUNTAINLAKES HOMEOWNERS, 31960 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7863  
 FP PROPERTIES LLC, 2105 SE 9TH AVE, PORTLAND, OR 97214-4653  
 FPI-WILSONVILLE LLC, 2759 CASIANO RD, LOS ANGELES, CA 90077-1525  
 FRANCIS JEFFREY R, 30330 SW REBEKAH ST UNIT 8, WILSONVILLE, OR 97070-6667  
 FRANCIS JOHN L & JOELYN M, 12477 SW KAME TERRACE CT, SHERWOOD, OR 97140-8454



FRANK PAUL N & ROBIN C, 10501 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 FRANK SARA C TRUSTEE, 7087 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 FRANKLIN GRIFFITH LLOYD & LUCY-AVIS, PO BOX 1655, LAKE OSWEGO, OR 97035-0570  
 FRANKLIN TREVOR M J & RACHEL J, 29770 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 FRATES DENNIS M & JUDITH A, 10759 SW WELLINGTON LN, WILSONVILLE, OR 97070-7532  
 FRAUTSCHI HELEN L, 29750 SW COURTSIDE DR UNIT 4, WILSONVILLE, OR 97070-7485  
 FRAZER JAMES H TRUSTEE, 32245 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 FRAZIER GUYOT & PATRICIA D, 2125 FIRST AVE STE 2602, SEATTLE, WA 98121-2121  
 FRAZIER LATIMER C, 8605 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5419  
 FRECK WILLIAM B & JUDITH M, PO BOX 190, WILSONVILLE, OR 97070-0190  
 FRED MEYER STORES INC, PO BOX 42121, PORTLAND, OR 97242-0121  
 FRED MEYER STORES INC, 1014 VINE ST PROP TAX 7TH FL, CINCINNATI, OH 45202  
 FREEMAN BRAIDON, 29208 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 FREEMAN EUGENE D & MARY C, 31995 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 FREEMANTLE PAUL & KAREN, 31117 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 FREGOSO JESSICA & RONALD WHITE, 10475 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 FREGOSO JORGE & MARIA C, 32071 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 FRENCH JAMES N & JEAN A, 32536 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 FRENCH PRAIRIE VILLAGE, 4380 SW MACADAM AVE STE 380, PORTLAND, OR 97239-6406  
 FREY MICHAEL, 11985 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 FRIEDHOFF JEFFREY & MOJGON, 22835 SW ENO PL, TUALATIN, OR 97062-7358  
 FRIEDMAN LAVON M, 27220 SW WOOD AVE, WILSONVILLE, OR 97070-6542  
 FRIEDMAN MORRIS TRUSTEE, 8350 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 FRIESEN FAMILY PROPERTY TRUST, BY CLARENCE & E DORIS FRIESEN TR11131 SE 57TH ST, BELLEVUE, WA 98006-2603  
 FRINELL JAMES L, 7905 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 FRITSCHI DAVID R JR TRUSTEE, PO BOX 694, GLEN ELLEN, CA 95442-0694  
 FRITZ JACK V & NORMA R, 7660 SW EMERY CIR, WILSONVILLE, OR 97070-6563  
 FRITZ LINDA K TRUSTEE, 8050 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 FROCHEN MERRA H, 7150 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 FROLOV ANDREY & TATIANA, 28438 SW WAGNER ST, WILSONVILLE, OR 97070-6782  
 FRUIN CHRISTINE A, 29239 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 FUCHS NADINE K, 11003 SW PRESTWICK CT, WILSONVILLE, OR 97070-5510  
 FUJIMI CORPORATION, 11200 SW LEVETON DR, TUALATIN, OR 97062-8094  
 FULBRIGHT BARBARA A, 6944 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 FULLER CLARENCE A TRUSTEE, 28008 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 FULLER GAYLE W TRUSTEE, 8276 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-6410  
 FULLER MARIE TRUSTEE, 30900 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 FULLER TIMOTHY J & KATHLEEN S, 32139 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 FULLMAN GERALD J TRUSTEE, 7899 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 FULLMER JEFFREY DAVID & NATALIE, 28670 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8775  
 FULTON MARIA E TRUSTEE, 7581 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 FULTON ROBERT R & KRIS S, 7625 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 FUNDERHIDE MARIANNE, 8320 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 FUNK GREG L & CARRIE LYNN, 28576 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 FURROW TIMOTHY N FAMILY TRUST, BY MARY A FURROW TRPO BOX 2117, WILSONVILLE, OR 97070-2117  
 FYAN BETTY LEE TRUSTEE, 31850 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 GADWOOD CORY, 29720 SW COURTSIDE DR #53, WILSONVILLE, OR 97070-7484  
 GAERISCH DEVIN, 31015 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 GAGE CHRISTIAN S, 10811 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 GAGNIER WILLIAM H & SALLY A, 8399 SW WILSON LN, WILSONVILLE, OR 97070-6741  
 GAHAN GREG, 7060 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 GAIBLER DENNIS & KATHLEEN, 7872 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 GAIL JON C, 11432 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 GAINES REGINALD KEITH & LYRIC S, 7261 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8873  
 GALBRAITH BRYAN M & CARLA A, 29460 SW TETON WAY, WILSONVILLE, OR 97070-7560  
 GALBRAITH WILLIAM H, 29490 SW COURTSIDE DR UNIT 16, WILSONVILLE, OR 97070-7431  
 GALE XAN D, 30350 SW REBEKAH ST UNIT 12, WILSONVILLE, OR 97070-6670  
 GALLACHER JEAN S TRUSTEE, 31505 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 GALLEGOS RONALD W & KIMBERLY J, 3179 N POLO DR, APTOS, CA 95003-4131  
 GALLUP STEVEN D & MARA E, 7682 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 GAMEZ REBECCA NANCE, 7634 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 GANGLE MICHAEL L & MARYROSE K, 28558 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 GANRY OLIVIER, 14909 SW 88TH AVE, TIGARD, OR 97224-5738  
 GARCIA EDWARD & MAVOURNEEN CALLAHAN, 11923 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328



GARCIA FRANK JR & LESLIE D, 10576 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 GARCIA MARJORIE E, 10567 COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 GARCIA ROBERT & DONNA M, 10472 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 GARDEN HOMES CHARBONNEAU, TWNHM ASSN32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 GARDINER RICHARD G TRUSTEE, 29650 SW COURTSIDE DR UNIT 18, WILSONVILLE, OR 97070-7482  
 GARDINER ROBERT J, 6827 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 GARDNER MERLE ALAN & BARBARA LEE, 32385 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 GARDNER NOLAN T TRUSTEE, 7575 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 GARDNER SARA ANNE TRUSTEE, 525 SE MARION ST #14, PORTLAND, OR 97202-7078  
 GARDNER TOM L TRUSTEE, 6602 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 GARG ARVIND K, 10585 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 GARG SANDEEP, 10765 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 GARNER WENDELL A & PEGGY K, 28975 SW COSTA CIR E, WILSONVILLE, OR 97070  
 GARNETT JAMES M & HEIDI K, 28814 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 GARRETSON ROGER R & ROBIN R, 32125 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 GARRISON TIMOTHY A & LUCINDIA LAMB, 31663 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 GARZA LORENA, 1267 LAKESIDE DR #1078, SUNNYVALE, CA 94085-1027  
 GASS TED L, 30888 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 GATTO JAMES G & RACHEL A, 7141 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 GAUDE AGOSTINO, 29975 S BARLOW RD, CANBY, OR 97013-9565  
 GAUDE AGOSTINO, 31895 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 GAYLORD EDSON C TRUSTEE, 8015 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 GEARHART LENLY M & LYNN H, 6803 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 GEARHART ROLF E & LAUREN M, 10673 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 GEARY STREET LLC, 1145 MAPLE ST SW, ALBANY, OR 97321-2532  
 GEDUSKY JOHN B, 11468 SW ZURICH ST, WILSONVILLE, OR 97070-7345  
 GEE DEBORA K, 8230 SW MAXINE LN UNIT 54, WILSONVILLE, OR 97070-7783  
 GEILMANN BLAKE R & DEBORAH K, 29687 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 GEM CAPITAL INVESTMENTS LLC, 7300 SW CHILDS RD #B, TIGARD, OR 97224-7772  
 GEMINI INVESTMENTS LLC, PMB 31916869 SW 65TH AVE, LAKE OSWEGO, OR 97035-7865  
 GENECE RICHARD & NADINE J, 28644 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 GENESIS ASSETS, 18450 SW CORRAL CREEK RD, NEWBERG, OR 97132-9319  
 GENGLER JOHN E & LINDA L, 6873 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 GENTRY A P, 23765 SW SANDERS TER, SHERWOOD, OR 97140-9311  
 GEORGE EDWARD S, 7256 SHEPARD MESA DR, CARPINTERIA, CA 93013-3130  
 GEORGE JAMES & CRISTINA GEORGEM, 29030 TOWN CENTER LOOP E STE 202-44, WILSONVILLE, OR 97070-9490  
 GEORGE KEELEY E, 10278 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 GERLICHER PHILIP J & DEBRA L, 32550 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 GERNHARDT JOHN P & DOROTHY A, 32547 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 GERRETSEN KRISTIN ELIZABETH & KEVAN ERIC31189 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 GERSON EVELYN, 29103 SW MEADOWS LOOP, WILSONVILLE, OR 97070-5761  
 GERSTNER MARK S & PENNY L, 29735 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 GERTZ KENNETH E & CHERYL L, 19200 SW 46TH AVE, TUALATIN, OR 97062-8770  
 GESSLER BRANDON K & BRIDGET P, 11207 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 GEVURTZ BRAD, 2 CENTERPOINTE DR STE 450, LAKE OSWEGO, OR 97035-8631  
 GHEGAN JAMES D & CATHY L, 30863 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 GIACOMELLI LANA S, 29105 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 GIBBONS JAMES H & KATHLEEN A, 32400 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 GIBBONS STEPHANIE, 11234 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 GIBSON CORNELIA TRUSTEE, 10904 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 GIBSON EDWIN G JR & MARTHAJANE H, 15500 NW FERRY RD #F, PORTLAND, OR 97231-1355  
 GIBSON KENNETH C & ANGELA R, 32096 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 GIEBER LAWRENCE E & JULIE A, 10558 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 GIESE DOUGLAS E & LAURA E, 8655 SW MIAMI, WILSONVILLE, OR 97070-9758  
 GILBERT GLENN R & LYDIA M, 29020 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 GILBERT GREGORY C & THERESA L, 30657 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 GILFILLAN WARREN C TRUSTEE, 31682 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 GILLESPIE PROPERTIES LLC, 27676 SW PARKWAY AVE, WILSONVILLE, OR 97070-9287  
 GILLETT TERRY L & JEANNE L, 8200 SW MAXINE LN UNIT 57, WILSONVILLE, OR 97070-7784  
 GILLETTE W MICHAEL, 8745 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8438  
 GIPSON GARY D & KAY, 28452 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 GIRON KATHERINE & CESAR F, 7360 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 GIROUX MICHELLE L, 32460 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 GJURGEVICH DAN & JUSTINE, 7263 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 GLAUNER JACK W & KATHARINE M, 29363 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316



GLAZE JOANN L, 8330 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 GLAZE KRISTINA M & GREG D, 10413 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 GLB CANYON CREEK LLC, 11393 SW RIVERWOOD RD, PORTLAND, OR 97219-8446  
 GLEASON JANET I TRUSTEE, PO BOX 446, DEPOE BAY, OR 97341-0446  
 GLEESON CARSTEN A, 30555 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 GLEESON CATHIE E TRUSTEE, PO BOX 99, WILSONVILLE, OR 97070-0099  
 GLENNON-RUSHING G A TRUSTEE, 7475 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 GLOCK BRIAN DANIEL, 29562 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 GLOS DEREK, 29484 SW MILANO, WILSONVILLE, OR 97070-7325  
 GO DUCKS LLC, 1019 PACIFIC AVE STE 916, TACOMA, WA 98402-4492  
 GODDARD RICHARD J & NANCY M, 28635 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 GODFREY KURT J & DAWN SHULTZ, 10502 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 GODLEWSKI JOHN S TRUSTEE, 3017 ELGIN PL, ORANGE, CA 92869-5133  
 GOFF JOSHUA S, 29074 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 GOFF LARRY D & SHELLEY A, 29858 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 GOH MENG W, 28072 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 GOINS TINA, 28823 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 GOLDADE LARRY E & LAURA J, PO BOX 3437, WILSONVILLE, OR 97070-3437  
 GOLDMAN RICHARD L, 29242 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GOLDSMITH DAVID P & ANGELA K, 10856 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 GOMEZ JOSE M & MARIA CHAVARIN, 29765 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 GOMEZ LINDA, 28740 SW PARKWAY AVE UNIT D6, WILSONVILLE, OR 97070-9765  
 GONZALES FRANK R & NAOMI, 30825 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 GONZALES LESLIE, 28525 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 GONZALEZ JOSE E & MARISA J, 11426 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 GOOD RAYMOND G & DARLENE J, 6705 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 GOODMAN FINANCIAL SERVICES INC, PO BOX 847, CARLSBAD, CA 92018-0847  
 GOODNESS RAYMOND & JILL-ANNA DOLBY, 32125 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 GOODSPEED CARL N TRUSTEE, 32330 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 GOODWILL IND OF THE COLUMBIA, WILLAMETTE 1943 SE 6TH AVE, PORTLAND, OR 97214-4508  
 GOODWILL ROBERT & LINDA PATRICK, 7210 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6452  
 GOODWIN CARL & KATHERINE LUITEN, 4220 SW HOMESTEADER RD, WILSONVILLE, OR 97070-9719  
 GOODWIN MICHAEL & MELISSA K, 29265 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 GOODWIN STEVEN C, 12009 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 GOOLD JOHN J, 16869 SW 65TH AVE STE 174, LAKE OSWEGO, OR 97035-7865  
 GORDILLO AQUILES RUEDA, 29862 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 GORDON DAVID F & LORI J, 867 LAKEWOOD DR, SUNNYVALE, CA 94089-2041  
 GORDON SUZANNE I, 29720 SW COURTSIDE DR UNIT 51, WILSONVILLE, OR 97070-7484  
 GORE GEOFFREY, 31182 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 GORE RANDALL D & CHERYL L, 7255 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 GORILLA CAPITAL CL 4 LLC, 1400 HIGH ST STE B-2, EUGENE, OR 97401-4192  
 GORNBEIN GORDON J, 4484 N PLACITA COAHUILA, TUCSON, AZ 85749-6107  
 GORSLINE RICHARD L & CHRISTINE B, 32540 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 GOSSACK BARBARA J, 8760 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 GOSWAMI DHIRAJ & POMPY, 28592 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 GOUGH JASON S & KRISTEN L, 10584 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 GOULD JAMES R JR & EVELYN Y, 29082 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 GOVAERTS RENE JACQUES & MARY JANE, 31167 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 GOVRO KEVIN T, 29570 SW VOLLEY ST UNIT 31, WILSONVILLE, OR 97070-6576  
 GPM LLC, 21531 SW ATHEY RD, WEST LINN, OR 97068-9710  
 GR CUDWORTH LLC, 5475 E HIDDEN VALLEY DR, RENO, NV 89502-9666  
 GRACE CHAPEL, 28925 SW BOBERG RD, WILSONVILLE, OR 97070-8218  
 GRAHAM LAURA J, 29322 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 GRAHAM ROBERT B, 32493 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 GRAHAM ROBERT G, 11694 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 GRAHAM ROBERT G & PATRICIA A, 32105 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 GRANSTROM DALE ALLEN TRSTEE, 29530 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 GRANT DOUGLAS F, 10375 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 GRANT GLEN T & CHRISTINE S, 7422 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 GRANTOM CAROL V, 28636 SW ASH MEADOWS BLVD UNIT 21, WILSONVILLE, OR 97070-7800  
 GRASER JOHN A & EILEEN M, 30722 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 GRASVIK NICHOLAS, 28601 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 GRAVATT TOM L TRUSTEE, PO BOX 404, WILSONVILLE, OR 97070-0404  
 GRAVES CATHERINE, 27217 SW WOOD AVE, WILSONVILLE, OR 97070-6540  
 GRAVES CYNTHIA M & ROBBIE J, 10270 SW ASHTON CIR, WILSONVILLE, OR 97070-7575



GRAVES FLOYD L, 32082 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-5479  
 GRAY DOROTHY M TRUSTEE, 7120 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 GRAYBEAL KIMBERLY J, 28507 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 GREEN JOSEPH W, PO BOX 759, PORTLAND, OR 97207-0759  
 GREEN MONICA, 32279 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 GREENBERG MICHAEL & ROSEANNA, 6850 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 GREENBERG STEVEN J & KATHRYN S, 28487 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 GREENE JAMES MICHAEL, 28480 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 GREENE JAMES R TRUSTEE, 31700 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 GREENFIELD GERALD R & KATHLEEN A, 7698 SW EMERY CIR, WILSONVILLE, OR 97070-6568  
 GREENHALGH JAMES MALCOLM, 31120 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 GREENLEAF BRIAN K, 29272 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GREENLEY RONALD A, 10516 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 GREENTREE ENTERPRISES INC, 8655 SW CITIZENS DR STE 201, WILSONVILLE, OR 97070-7695  
 GREENTREE PROFESSIONAL LLC, 8655 SW CITIZENS DR STE 201, WILSONVILLE, OR 97070-7695  
 GREGG GERALD A & KATHLEEN M, 10910 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 GREGORY DAVID T & DIANE L, 10621 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 GREGORY WILLIAM A, 7755 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 GREGSON KENNETH R, 6975 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 GREGSON KENNETH R SR TRUSTEE, 6815 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 GRENING KAY L, 3501 E RANSOM ST UNIT 302, LONG BEACH, CA 90804-2610  
 GRIDER ANNETTE D, 29498 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 GRIFFIN ANDREW J, 29273 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GRIFFIN ROY LEE 1/2, 7226 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 GRIFFITHS KRISTEN J, 7626 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 GRIGGS MARTHA J TRUSTEE, 6875 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 GROMAN EDWARD S TRUSTEE, 7280 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-6454  
 GROOMER GARY J TRUSTEE, 11712 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 GROSHONG SPENCER L & ROBIN L, 31775 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 GROVER C JOSEPH TRUST, 10 PINE CREST DR, LA GRANDE, OR 97850-1300  
 GROW RICHARD G & MARSHA L, 8090 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 GRUBBS DANIEL M JR TRUSTEE, 964 LEONARDS WAY, EUGENE, OR 97404-7011  
 GRUBSTEIN DAWN C, 10124 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 GRUEN FRANK, 11832 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 GRUNDMAN DAVID W, 32057 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 GSB II LLC BY GREG WENTWORTH, WILSONVILLE CHEVROLET INC26051 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9250  
 GUAN DAVID & NGA L, 1080 S MAYFAIR AVE, DALY CITY, CA 94015-3549  
 GUENTHER CAREY & ADAM, 28169 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 GUERRERO JUANA, 10440 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 GUILLE GREGORY M & CAROL J, 8665 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 GUISS ALLEN M, 11330 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 GULBRANDSON DARREN M & JENNIFER, 17712 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 GULKA RONA L, 8540 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5412  
 GUNDEN JUSTIN, 7702 SW ROANOKE DR, WILSONVILLE, OR 97070-6811  
 GUNNELL REID W & DIANE, 31428 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 GUNNER LLC, PO BOX 626, WILSONVILLE, OR 97070-0626  
 GUNTER MARSIA A, 27100 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 GUPTA RAKESH & MONICA R, 7655 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 GURNICK JOHN D & JANELL S BEALS, 11964 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 GUSINDE NORMAN D TRUSTEE, 32200 SW FRENCH PRAIRIE RD A104, WILSONVILLE, OR 97070-7465  
 GUSTAFSON MARK & TRACI, 8138 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 GUSTAFSON VALENTINA, 106 EAST LN, BARRINGTON, IL 60010-1958  
 GUTTRIDGE JENNIFER CURRIN & SHANE, 7186 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 GUTTRIDGE RONALD D, 7710 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 GWYTHYER JANIS R, 29750 SW COURTSIDE DR UNIT 9, WILSONVILLE, OR 97070-7485  
 H D LEGACY LLC, 13440 SE 30TH ST, BELLEVUE, WA 98005-4439  
 HAAS THOMAS J & LINDA A, PO BOX 1787, WILSONVILLE, OR 97070-1787  
 HAASE DANA L, 30870 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 HACK ROBERTA J & BRUINE RUSSELL, 11655 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 HACKETT JOSH A & AMY J DVORAK, 29190 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 HADDEN JASON AND JENNIFER L, 11142 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 HAENER DANIEL M, 7384 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 HAFNER ADDRIENE D TRUSTEE, PO BOX 1693, WILSONVILLE, OR 97070-1693  
 HAGEN GREGORY E & JENNIFER L, 11607 SW JAMAICA, WILSONVILLE, OR 97070-9563



HAGER PATRICK G III, 6792 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 HAGLER CHARLES S & ANN B, 2330 E MADRONA LN, CANBY, OR 97013-2522  
 HAGMAN ANDREW R, 28757 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 HAIR RUTH M TRUST, 2951 SW MOSSY BRAE RD, WEST LINN, OR 97068-9312  
 HAITHCOCK CLIFFORD R, 30502 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 HALE CAROLYN I, 7310 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 HALE KOA II LLC, 18016 S SKYLANDS CIR, LAKE OSWEGO, OR 97034-6452  
 HALL DENNIS R, 7655 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 HALL JOHN A, 29247 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 HALL LARRY C TRUSTEE, 31660 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 HALL LINDA M, 31425 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 HALL STEPHEN, 7238 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HALL TRICIA S & JEFFREY R, 7400 SW BOECKMAN RD, WILSONVILLE, OR 97070-6727  
 HALLANDER DOUGLAS C & DEBORAH R, 29818 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 HALLIN JEFFREY J & KELLY M, 31501 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 HALPIN FRANCIS J, 8720 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 HALSTEAD CHARLES E & KRISTINE L, 7633 SW LOWRIE LN, WILSONVILLE, OR 97070-6566  
 HALSTEAD CHARLES E TRUSTEE, 7572 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 HALSTED WILLIAM G & VELVA J, 7951 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 HALTER ANDREW J & LARA S, 28628 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 HALTER RONALD L TRUSTEE, 7885 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 HALVERSON GARY L & LESLEY A, 32480 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 HAMALAINEN JOHN R & DEBBIE R, 7264 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 HAMBLEN RUSSELL P & CHRISTINE A, 31025 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 HAMILTON DONALD R, 32305 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 HAMM KATHERINE, 29554 SW MILANO LN, WILSONVILLE, OR 97070-7324  
 HAMMER ANN M, 8455 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8445  
 HAMMETT DALE & SUZANNE W, 28524 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 HAMMOCK DONNA L, 28965 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 HAMMON BERNIECE, 29170 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 HAMMOND NED P & JANET A, PO BOX 925, SHERWOOD, OR 97140-0925  
 HAMPTON JAMES R & CAROLYN RAE, 7020 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 HAMPTON VICKI C, 7572 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 HANCOCK BILL A, 31196 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 HAND JEAN E, 28012 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 HANDEGARD ROBERT E & FRAN E, 10980 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 HANDEWITH DONALD HUGH TRUSTEE, 6800 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 HANKS JOHN & MARY, 31399 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 HANLON LAWRENCE E & OINNA P, 32560 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 HANNA JAMES J & CAROLE R, 8230 SW MAXINE LN UNIT 52, WILSONVILLE, OR 97070-7783  
 HANNI GERALD & KAYE, 10656 SW PARKWOOD LN, WILSONVILLE, OR 97070-8512  
 HANSEN BRADLEY A TRUSTEE, 6869 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 HANSEN JOHN CHARLES & BETTY A, 8388 SW WILSON LN, WILSONVILLE, OR 97070-7735  
 HANSEN RICHARD C & JEAN A, 7465 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 HANSEN STEVEN PETER & SHARON SUE, 11398 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 HANSON AARON P & LORRAINE S, 32145 SW ARMITAGE RD, WILSONVILLE, OR 97070-7451  
 HANSON CAROL K, 32165 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 HANSON MAXINE A, 8020 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 HANSON MICHAEL W & LINDA J, 29686 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 HAO XIN, 10913 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 HARDIE RICKY E & PATRICIA J, 29517 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 HARDIE RUTH A, 6905 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 HARDING WALLACE E TRUSTEE, 7244 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HARDING WALLACE E TRUSTEE, 7244 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HARDMAN CAROL ANN, 29041 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 HARGADINE CAROL L, 32220 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 HARLAND ROBERT, 8100 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9420  
 HARMS DAVID N, 10941 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 HARMS STEPHEN D & THEREASA A, 28034 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 HARMS STUART R & JENNIFER M, 11436 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HARP WALLACE G, 32300 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 HARPER JACK W & SHIRLEY, 7488 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 HARPER MARY ELIZABETH, 30605 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 HARPER NORMA D TRUSTEE, 7197 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 HARR DARREN S & AMIEE M, 7525 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468



HARRELL DIANE E & STEPHEN R, 8550 SW WILSON LN, WILSONVILLE, OR 97070-7736  
 HARRINGTON JOHN & PATRICIA, 209 N HURON ST, YPSILANTI, MI 48197-2515  
 HARRINGTON MARGARET E, 7240 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 HARRIS ALAN E CO-TRUSTEE, 32554 JULIETTE DR, WILSONVILLE, OR 97070-7443  
 HARRIS BRADLEY & SHAWNA SAWYER, 31254 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 HARRIS EWELL R & CLAUDIA, 27141 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 HARRIS MARK L & LINDA J, 7881 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 HARRIS RONALD R & AMANDA V, 7550 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 HARRIS STEVEN T & JULIE L, 29520 SW VOLLEY ST UNIT 60, WILSONVILLE, OR 97070-5437  
 HARRISON PATRICK D & SUSAN W, 29786 SW LEHAN WAY, WILSONVILLE, OR 97070-8578  
 HART DICK & NANCY, 28616 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 HART RANDAL W TRUSTEE, 31090 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 HARTENBERGER JASON LUCAS, 7532 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 HARTFORD ROBERT, PO BOX 740, CARSON CITY, NV 89702-0740  
 HARTFORD RYAN C & JENNIFER L, 29729 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 HARTJE WILLIAM G, 7701 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
 HARTLEY DIANE C, 30344 SW RUTH ST UNIT 64, WILSONVILLE, OR 97070-6672  
 HARTMAN WILLIAM & MAUREEN, 31421 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HARTSON KIMBERLY A, 11227 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 HARTWICK JOSEPH TRUSTEE, 1359 MILLER DR, LOS ANGELES, CA 90069-1419  
 HARTZLER STUART D, 11355 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 HARVEY MARTIN L & NANCY A, 28695 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 HARVEY MELINDA, 8425 SW CURRY DR #A, WILSONVILLE, OR 97070-8421  
 HARVEY RAYMOND D TRUSTEE, 32300 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 HARVEY TIMOTHY K & LUCILLE L, 30705 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 HARWOOD CHERYLE R TRUSTEE, 32250 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 HASKIN ARVILLA M CO-TRUSTEE, 7420 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 HASLER SIDNEY S & SUSAN L, 6889 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 HASTY TODD W, 28815 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 HATCH DAVID S & BERNICE M, 2777 NINA PL, HUBBARD, OR 97032-8508  
 HATCH JOHN J, 29109 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 HATHAWAY COURT LLC, 9500 SW BARBUR BLVD #300, PORTLAND, OR 97219-5436  
 HATHAWAY STEVEN J & JULIA A, 10773 SW PARKVIEW DR, WILSONVILLE, OR 97070-6590  
 HATHAWAY TOWNHOMES-28 LLC, 9500 SW BARBUR BLVD #300, PORTLAND, OR 97219-5436  
 HATTON ROBERT C & SUZANNE C, 7275 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 HAUGH MICHAEL F, 11202 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 HAUGH PHYLLIS M TRUSTEE, 32450 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 HAUSSERMAN ROBERT J & CARI L, 7914 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 HAVENS JOHN D & CHERYL D, 7114 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 HAWK MICHAEL B & SHOSHANA G, 10399 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 HAWKES BARBARA A TRUSTEE, 31757 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 HAWKINS KEVIN D, 11837 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 HAWKINS ROBERT W, 26895 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 HAWKINS WILLIAM D & DEBORAH J, 10756 SW WELLINGTON LN, WILSONVILLE, OR 97070-7532  
 HAWKS KIRSTEN, 29540 SW COURTSIDE DR UNIT 8, WILSONVILLE, OR 97070-5436  
 HAWKSWORTH RAND W & SUSAN M, 29558 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8507  
 HAWLEY RANDY P & ROSALIE D, 10419 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 HAYES LIAM & ARMIDA, 31393 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 HAYES RICHARD L & CHERRY L, 31081 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 HAYHURST JOHN O TRUSTEE, 7805 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 HAYHURST RONALD C & GRETCHEN A, 11651 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 HAYNES JUSTIN M & REBECCA T, 11810 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 HAYNES SANDRA K, 7483 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 HAY-ROE JENNIFER R & SCOTT R, 28418 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 HAYS STEVEN W & DEBORAH A, 28690 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 HAZELWOOD HOMEOWNERS ASSN, 32031 SW GUISS WAY, WILSONVILLE, OR 97070-7518  
 HEARD ODIST C JR & ELIZABETH E, 8060 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 HEATER BETTY J TRUSTEE, 7615 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 HEATH DANEN R & SANDRA G, 2563 AMETHYST WAY, REDDING, CA 96003-3484  
 HEATH STACIE M & GEORGE A JR, 28645 SW CANYON CREEK RD, WILSONVILLE, OR 97070-7743  
 HEATH STANLEY H TRUSTEE, 6970 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6498  
 HEBERLEIN RONALD E, 7325 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 HEDBERG ALAN S, 28508 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 HEDGES RITA KAE, PO BOX 3590, WILSONVILLE, OR 97070-3590  
 HEENK ROBERT P, 28621 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728



HEGSTROM TERRENCE J & JOY A, 32307 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 HEIDE KRISTY, 11970 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 HEIDELBERGER PETER A & SIGRID A, 29732 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 HEIL THELMA, 8055 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 HEILING MARILYN JANET TRUSTEE, 32550 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 HEINE DAROLD D & RUTH A, 6818 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 HEINEY ROBERT A III, 11583 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 HEINKE GARRY E & KAREN A, 31110 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 HEISE JOHN S & DANA W, 26720 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 HELLBERG JASON O & KRISTINE M, 31417 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HELLIGE MICHAEL J, 27106 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 HELMKE JULIE E, 28969 SW COSTA CIR E, WILSONVILLE, OR 97070  
 HELT BRADLEY L, 29542 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 HELZER WILLIAM C, 28593 SW ASH MEADOWS BLVD UNIT 19, WILSONVILLE, OR 97070-7814  
 HEMSON PAUL & SALLY, 28203 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 HENDERLONG ARTHUR D & CYNTHIA, 11386 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 HENDERSON BARBARA J TRUSTEE, 32345 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 HENDERSON DAVID D & TRACEY J, 29643 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 HENDERSON HUGH R III & NINA V, 1900 E 25TH AVE, EUGENE, OR 97403-1833  
 HENDERSON RICHARD M, 28391 SW MORNINGSIDES AVE, WILSONVILLE, OR 97070-6841  
 HENDERSON TRUDY A, PO BOX 2720, WILSONVILLE, OR 97070-2720  
 HENDREN TARA, 31075 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 HENDRICKS BRIAN F, 31437 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HENDRICKS RICHARD A & APRIL J, 29211 SW COURTSIDE DR, WILSONVILLE, OR 97070-6471  
 HENDRICKSON KARLA A & ROSS GREEN, 29689 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 HENDRIE THOMAS D & ELIZABETH L, 32117 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 HENDRIX BARRY CO-TRUSTEE, PO BOX 106, SEAL ROCK, OR 97376-0106  
 HENDRIX CURTIS W & TAMMY D, 28387 SW MORNINGSIDES AVE, WILSONVILLE, OR 97070-6841  
 HENDRY JAMES MILTON SR & DIANE J, 29262 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 HENEGAN ROY & DIANE, 7305 SW FAIRWAY LOOP, WILSONVILLE, OR 97070  
 HENERY JOSEPH J & RITA J, 10301 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 HENNESSY JASON B & JESSICA S, 10405 SW FRANKLIN LN, WILSONVILLE, OR 97070-5519  
 HENRIKSEN LYNN S TRUSTEE, PO BOX 4130, WILSONVILLE, OR 97070-4130  
 HENRY ELIZABETH A, 7310 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 HENRY ROBERT F & MELVINA JUNE, 32345 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 HENSON BARBARA E TRUSTEE, 8330 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 HENSON MICKEY, 28635 SW BOONES FERRY RD, WILSONVILLE, OR 97070-8216  
 HEPNER KEVIN L, 6605 SW MACADAM AVE #200, PORTLAND, OR 97239-3541  
 HEPNER TONI M, 7744 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 HERBERT MICHAEL D CO-TRUSTEE, 32565 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 HERMAN CAROL F TRUSTEE, 7580 SW LOWMERE DR, PORTLAND, OR 97225-1245  
 HERMEYER STEPHEN E & ROMELLE W, 10435 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 HERNANDEZ LUIS R, 6912 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 HERNES KAREN J, PO BOX 55761, PORTLAND, OR 97238-5761  
 HERNETT CHARLES X, 32620 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 HERRERA LILIA, 28992 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 HERRERA RORY, 29497 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 HERRICK ROBERT F & KATHY J, 31675 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 HERRMAN DENNIS J, 28385 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
 HERRO JESSE & IVETA, 29803 SW LANCELOT LN, WILSONVILLE, OR 97070-8553  
 HERRON DONALD H & SUZANNE E, 30384 SW RUTH ST UNIT 76, WILSONVILLE, OR 97070-6677  
 HERSHMAN JEFFREY & SHARI SANDERS, 7024 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 HEWITT LYNN R & ALICE M, 7970 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 HEWLETT CHAD & SARAH, 29700 SW COURTSIDE DR UNIT 33, WILSONVILLE, OR 97070-7483  
 HIBBARD KENNETH E, 7242 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 HICKEY ANITA W & JOHN A, 12020 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 HICKOK DEAN & TAMARA, 31309 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 HIDAY BRAD & MELINDA, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIDAY BRADLEY R & MELINDA R, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIDAY MELINDA & BRAD, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIEB MICHAEL J & LAURIE J, 11452 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HIGA HOLLY H, 29530 SW VOLLEY ST UNIT 25, WILSONVILLE, OR 97070-6530  
 HIGGINS DONALD E & SHIRLEY M, PO BOX 2270, WILSONVILLE, OR 97070-2270  
 HIGGINS JAMES P, PO BOX 2027, WILSONVILLE, OR 97070-2027  
 HIGGINS JOCELYN, 29290 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315



HIGGINS PETER C, 6790 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6444  
 HIGGINS THOMAS A & ANN O, 6760 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 HIGHT JEFFREY F & KATHY E, 11400 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 HILBERT PEGGY B & JOHN A, 28740 SW PARKWAY AVE UNIT D1, WILSONVILLE, OR 97070-9765  
 HILDENBRAND A R TRUSTEE, 7150 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 HILDERBRAND D A, PO BOX 490, BEAVERCREEK, OR 97004-0490  
 HILDRETH LYLE C TRUSTEE, 7015 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 HILDUM J CLARK & LESLIE E, 7119 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 HILGEDICK STEVEN K & DEBRA L, PO BOX 10021, PORTLAND, OR 97296-0021  
 HILL ANTOINETTE PASCUZZI, 7193 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 HILL CASEY, 11404 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 HILL DAVID L & CAROL J, 32601 SW BOONES BEND RD, WILSONVILLE, OR 97070-6423  
 HILL DIANE C, 7589 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 HILL EVERETT B JR & MARTHA M, 9710 SW DAY RD, SHERWOOD, OR 97140-7220  
 HILL GARY D TRUSTEE, 7641 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 HILL JOHN W, 8560 SW MIAMI, WILSONVILLE, OR 97070-9798  
 HILL JUDY A, 32445 CHURCH RD, WARREN, OR 97053-9781  
 HILL KATHERINE R, 7380 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 HILL MARTHA MARIE, 8610 "C" ONYX DR SW, LAKEWOOD, WA 98498-4877  
 HILL MELISSA J, 8325 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-7423  
 HILL RICHARD ALLEN, 10366 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 HILL RICHARD L & MEREDITH E, 8103 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6429  
 HILL ROBERT B JR & MARLENE JO, 15355 SE RIVERSHORE DR, VANCOUVER, WA 98683-5376  
 HILL STEPHEN S & JENNY L, 11449 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HILLAN JOHN R, 8170 SW MAXINE LN UNIT 64, WILSONVILLE, OR 97070-7785  
 HILLYER BRANDON & ANGIE, 28888 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 HILTY JOHN M, 1200 OVERLOOK DR APT 268, LAKE OSWEGO, OR 97034-6663  
 HILWEH NICHOLAS N, 6820 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 HIMMELBERG DOROTHY E CO-TRUSTEE, 31678 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 HINKLEY EMERY, 7610 NE EARLWOOD RD, NEWBERG, OR 97132-7109  
 HINNANT JENA J, 28039 SW CANYON CREEK RD S, WILSONVILLE, OR 97070  
 HITE MARCUS S TRUSTEE, 31525 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 HITE WILLIAM, 11055 S NAVAJO WAY, OREGON CITY, OR 97045-9765  
 HITE WILLIAM H & LEONA N, 29385 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 HITTLE GRETCHEN L, 28514 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 HIX SCOTT P & CORNELIA L, 10669 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 HMP INC, 15400 SW BOONES FERRY RD, LAKE OSWEGO, OR 97035-3429  
 HOCEVAR CARL J & BARBARA, 11831 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 HOCH VIRGINIA L, 28472 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 HOCHHALTER DOROTHY, 7725 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 HODGE LINDA L, 29520 SW VOLLEY ST UNIT 59, WILSONVILLE, OR 97070-5437  
 HODGES JOANNE D & JESSE H, 10466 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 HOEFLER MARK R TRUSTEE, 415 APPLETON RD, SIMI VALLEY, CA 93065-6006  
 HOEM ERIC E, 8301 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 HOFF PETER J, 7450 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 HOFFMAN JAMES R & JOSELYN L, 10878 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 HOFFMAN JOSEPH R TRUSTEE, 32355 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 HOFFMAN SUZANNE TRUSTEE, 1446 S FUN RIVER DR, LINCOLN CITY, OR 97367-9735  
 HOFFMAN WALTER L & RANAYE M, 12300 SW DUCHILLY CT, TIGARD, OR 97224-2925  
 HOFFMEYER REALTY LLC, 2855 MILLER ST, SAN LEANDRO, CA 94577-5620  
 HOGAN BRADLEY T & IVANETTA L, 11228 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 HOGE H GENE & SUE ANN, 31950 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-9434  
 HOLBROOK RONALD C & GINA C, 10532 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 HOLDEN BARBARA BURGESS, 32399 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 HOLDEN NATHAN W, 11750 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 HOLDER THOMAS E, PO BOX 2023, LAKE OSWEGO, OR 97035-0629  
 HOLLAND DONALD R & BLANCHE NADINE, 28867 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 HOLLAND KARLA, 29560 SW VOLLEY ST UNIT 52, WILSONVILLE, OR 97070-7434  
 HOLLEY JANICE M, 8216 SW MARINERS DR #47, WILSONVILLE, OR 97070-7455  
 HOLLEY JOHN C JR, 31447 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 HOLLISTER DEBORAH A TRUSTEE, 14640 UPLANDS DR, LAKE OSWEGO, OR 97034-2754  
 HOLLON CONSTANCE E, 28740 SW PARKWAY AVE UNIT B4, WILSONVILLE, OR 97070-9764  
 HOLLY SAMANTHA & BRADLEY, 27215 SW WOOD AVE, WILSONVILLE, OR 97070-6540  
 HOLM ROBERT L & PATRICIA A, 7200 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 HOLMAN JON E, 11106 SW FLORES ST, WILSONVILLE, OR 97070-8571



HOLMAN ROBERT KENT, 11143 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 HOLMES DENNIS & NICOLA, 7529 SW ROANOKE DR, WILSONVILLE, OR 97070-6803  
 HOLMES JAN R, 6810 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 HOLMES THOMAS L, PO BOX 111, CANBY, OR 97013-0111  
 HOLSEY DARREN P, 31385 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 HOLT ANDREW & CHRISTINE, 7907 SW SUMMERTON ST, WILSONVILLE, OR 97070-6851  
 HOLT ANTHONY & SUSANNE, 7670 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 HOME HARRY JAMES TRUSTEE, 2321 PALISADES CREST DR, LAKE OSWEGO, OR 97034-7503  
 HOME SCOTT T, 6500 HOLLISTER AVE, SANTA BARBARA, CA 93117-3011  
 HOMEOWNERS ASSOCIATION, PO BOX 498, NEWBERG, OR 97132  
 HOMEOWNERS ASSOCIATION, PO BOX 759, PORTLAND, OR 97207-0759  
 HOMESTREET BANK, 601 UNION ST STE 2000, SEATTLE, WA 98101-1378  
 HONDL SHAWN, 28024 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 HOOK ALFRED G JR & JUDAH J, 7561 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 HOOKER JANICE M, 28563 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 HOOKER THOMAS R, 10899 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 HOOPER TERESA L, 10392 SW FRANKLIN LN, WILSONVILLE, OR 97070-5521  
 HOOVER NATHAN A & EUGENIA S, 31055 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 HOPE FAMILY INVESTMENTS LLC, 5 BERNINI CT, LAKE OSWEGO, OR 97035-1237  
 HOPPER KENT H & ANGELA M, 31120 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 HORCH DAVID L & DELEA L, 10886 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 HORD MARGARET M, 32435 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 HORLER BRIAN L TRUSTEE, 7763 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 HORN DONNA MARIE TRUSTEE, 31365 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 HORTON GEOFF G & MELISSA A, 28390 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 HOSHINO ATSUSHI, 7001 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 HOSIE EDNA LOUISE TRUSTEE, 5 WAKE FOREST CT, RANCHO MIRAGE, CA 92270-3718  
 HOUGH JOSHUA P, 10355 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 HOUSER TODD & CHRISTI, 7168 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 HOUSING AUTHRTY CO CLACK, PO BOX 1510, OREGON CITY, OR 97045-0510  
 HOUSTON WILLIAM M III, 2650 SUZANNE WAY STE 130, EUGENE, OR 97408-7619  
 HOUTZ JEFFREY E & KAREN L, 28556 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 HOVING LINDA TRUSTEE, 7094 LENTZ RD, NEW TRIPOLE, PA 18066-4438  
 HOWE BRADFORD S & CHERYL E, 6911 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 HOWE BRIAN, 30350 SW REBEKAH ST UNIT 15, WILSONVILLE, OR 97070-6670  
 HOWE DANA, 30424 SW RUTH ST UNIT 87, WILSONVILLE, OR 97070-6679  
 HOWE SCOTT S & RACHEL K, 7784 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 HOWELL GEORGE A & LUCILLE, 7480 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 HOWSON BONNIE BELKY TRUSTEE, 3871 PIEDMONT AVE, OAKLAND, CA 94611-5378  
 HOYT JASON, 29460 SW VOLLEY ST UNIT 67, WILSONVILLE, OR 97070-5438  
 HSU YI-HWA & XIAOBIN LI, 29198 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 HUBBARD JAMES SHANNON & JODI R, 11435 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 HUBBARD ROBERT L & ANGELA, 29640 SW VOLLEY ST UNIT 38, WILSONVILLE, OR 97070-6531  
 HUCKEY LARRY DEAN & DELAINE JOYCE, PO BOX 598, WILSONVILLE, OR 97070-0598  
 HUDDLESTON JACKIE E TRUSTEE, 30870 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6763  
 HUDDLESTON JON G & JODENE L, 11063 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 HUDSON JONATHAN B, 2752 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 HUELSBECK FRED J & KRISTIN J, 7735 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 HUFF DORIS J TRUSTEE, 8200 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 HUFFMAN GARY, 28087 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 HUFFMAN WARD JENSEN & SHANNON D, 6670 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 HUGHES DANIEL, 32105 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 HUGHES PAUL C, 31786 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6477  
 HUGHES THOMAS W & DEBORAH R, 11267 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 HUI RAYMOND, 3206 W CANYON LAKES DR, KENNEWICK, WA 99337-2757  
 HULBERT ROGER & CARMEN, 28432 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 HULT NATHAN E & ANGELA E, 7675 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 HUMMELT DEVELOPMENT CO, 29911 SW BOONES FRY RD #3, WILSONVILLE, OR 97070-8239  
 HUMMELT HAROLD B TRUSTEE, 10836 SW MOREY LN, WILSONVILLE, OR 97070-9503  
 HUMPHERS DON E SR & LINDA A, 7731 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 HUMPHREY THOMAS H & LOIS ELLEN, 6576 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 HUMPHRIES BOBBI, PO BOX 1422, WILSONVILLE, OR 97070-1422  
 HUNT DAVE J & MARY JANE, 11212 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 HUNT DONNA M, 8505 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8422  
 HUNTER PATTY, 12025 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378



HUNTLEY GINA DEVER, PO BOX 3014, WILSONVILLE, OR 97070-3014  
 HURFORD JACQUELINE K, 8215 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 HURST STEVEN J, 28585 SW CASCADE LOOP, WILSONVILLE, OR 97070-7771  
 HUSBAND LYNN S CO-TRUSTEE, 7736 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 HUSS LAWRENCE D & NANCY O, 15702 W AVALON DR, GOODYEAR, AZ 85395-8104  
 HUTCHINS BRIAN & CHRISTINA M, 11124 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 HUTT LINDA L, 10907 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 HUWA GARY K & KATHRYN M, 10912 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 HUYNH BUU LAM & LUCILE HUYNH-GENER, 11968 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 HYLTON CLARKE E & LISA B, 11176 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 HYNDMAN ANNA TRUSTEE, 32524 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 IBARRA SAMUEL O & SUSAN M, 31133 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 IMEL LON & EUGENIA DIANE, 32525 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
 INCE SYLVIA G, 29479 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 INDUSTRIAL KNIFE & MACHINE, 9600 SW SEELY AVE, WILSONVILLE, OR 97070-6834  
 INFOCUS BUILDING, 6600 SW 92ND #160, PORTLAND, OR 97223-7193  
 INGALLS DIXON J & LINDA J, 7505 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 INGLE JAYANT & BHARATI, 9109 SW 180TH PL, BEAVERTON, OR 97007-6076  
 INLAND EMPIRE INVESTMENTS LLC, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
 INLAND PACIFIC PROPERTIES LLC, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
 INMAN GAYLE J TRUSTEE, 7229 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 INOUE KURTIS S & JENNY OGAWA, 31112 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 INTERSTATE DISTRIBUTOR CO, 11707 21ST AVE CT S, TACOMA, WA 98444-1236  
 IOSCO GARY J, 11759 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 IOSCO WAREHOUSING & DISTRIBUTION LLC, PO BOX 426, WILSONVILLE, OR 97070-0426  
 IRELAN LOUISE J, 30955 SW FIR AVE, WILSONVILLE, OR 97070-6765  
 IRVINE RICHARD S & PAULA F, 8700 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5422  
 IRVING LYNNELL, 6565 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 IRWIN JOHN A TRUSTEE, 31136 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 IRWIN JOHN I TRUSTEE, 32050 BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 ISAACSON LAURIE GOLDFUSS & DONALD, 11640 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 ISAAK DALE R & MARIN E, 11075 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 ISLES ROBERT W & MARY ANN, 11645 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 J BERNERT TOWING CO INC, PO BOX 37, WILSONVILLE, OR 97070-0037  
 J C REEVES CORP, 100 3RD ST, LAKE OSWEGO, OR 97034-3018  
 J&A FUEL CO, PO BOX 37, WILSONVILLE, OR 97070-0037  
 J&A PROPERTIES LLC, 31369 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 JABLONOWSKI THOMAS E, 11955 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
 JABLONSKI DENNIS E & SHERRY L, 8076 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 JABS SANDRA K, 28153 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 JACKSON CLIFFORD WAYNE, 8080 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 JACKSON CLIFFORD WAYNE & FRIEDA FULLER, 31620 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 JACKSON MARK & PENNY, 7590 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 JACKSON PAUL SR & JANET, 8079 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 JACOB ELMER A III & PAMELA S, 7720 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
 JACOB RAYMOND W & PATRICIA K, 29764 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
 JACOBS RICHARD D, 28547 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 JACOBS THOMAS C & LOUISE M, 32195 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 JACOBSON COLLEEN, 7565 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 JACOBSON LUVERNE A & PATRICIA M, 32250 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 JACOBSON TAYLOR L, 7709 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 JACONELLI ANTONY, 29620 SW VOLLEY ST UNIT 43, WILSONVILLE, OR 97070-6577  
 JAKOBSON ANDRZEJ, 11219 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 JAKOVENKO ELIZABETH, 1641 SE 10TH AVE, CANBY, OR 97013-7816  
 JALLO LEON T, 31283 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 JAMES ANDREW S, 11976 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 JAMES COLIN & KATHRYN, 26680 SW COLVIN LN, WILSONVILLE, OR 97070-6819  
 JAMES DONALD A & LESLIE A, 7260 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 JAMES DOUGLAS A & EILEEN, 30366 SW RUTH ST UNIT 70, WILSONVILLE, OR 97070-6673  
 JAMES DUSTIN R & LAURA R, 12030 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 JAMES KENNETH G & TAMMY M, 7050 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 JAMES RYAN J, 28451 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 JAMES RYAN JOHN, 28451 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 JAMES SUSAN KAY, 4565 SW JOSHUA ST, TUALATIN, OR 97062-7704  
 JAMES WHITNEY L, 28528 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838



JAMESON JOHN B & NANCY J, 2309 WAYFARER DR, DISCOVERY BAY, CA 94505-9225  
 JANDRON DAVID J, 31090 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 JANKOVICH BILL, 29755 SW CAMELOT ST, WILSONVILLE, OR 97070-8563  
 JANROW PROPERTIES LLC, 3102 SW RIVERFRONT TER, WILSONVILLE, OR 97070-9716  
 JANSEN HENRY G CO-TRUSTEE, 32185 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 JAPPIE EZZAT, 31199 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
 JARMAN LARA E, 51913 SW 4TH ST, SCAPPOOSE, OR 97056-3722  
 JAROCH YARISA & ERIC J, 31070 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 JASZEWSKI ANDREW JOHN & JULIE K, 31103 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 JAVG INVESTMENTS LLC, 30045 SW PARKWAY AVE, WILSONVILLE, OR 97070-9735  
 JAYCOX GREGORY D, 32295 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 JAYNE JOHN L CO-TRUSTEE, PO BOX 810, WILSONVILLE, OR 97070-0810  
 JEFFERIES PETER T, 29086 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 JEFFREY CLINTON A & JEANNE-MARIE, 10976 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 JENKINS KIMBERLEE D, PO BOX 12, TUALATIN, OR 97062-0012  
 JENKS JAMES E & JANET M, 7325 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 JENNINGS BARBARA, 8156 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 JENNINGS DONNA, 31778 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 JENNINGS JOHN L TRUSTEE, 6980 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 JENSEN HEATHER MELLEN, 31070 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 JENSEN JACOB V, 11303 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 JENSEN JARED K & DANIELLE J, 7698 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 JENSEN TIFFANY J, 11856 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 JENSON MARK & LESLIE ANNE, 10886 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 JENTZSCH NORMAN R, 29590 SW COURTSIDE DR UNIT 4, WILSONVILLE, OR 97070-7430  
 JEPPSON BROOKE, 11172 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 JEPSER MICHELE, 29490 SW COURTSIDE DR UNIT 13, WILSONVILLE, OR 97070-7431  
 JERSEY FLOYD E & MARJORIE J, 7495 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 JEWITT PHILLIP J, 11672 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 JHAJ SUKHWANT & JASJEET, 8200 SW MAXINE LN UNIT 59, WILSONVILLE, OR 97070-7784  
 JIACOLETTI BARBARA TRUSTEE, 8720 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8439  
 JIACOLETTI DANA A, 7669 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 JIN DALAI & RENGONG MENG, 133 CRESTRIDGE CT, HERCULES, CA 94547-1990  
 JINDRICH EDWARD S & JUDITH M, 26817 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 JKLM FAMILY LLC, 11742 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 JOE BERNERT TOW INC, PO BOX 7, WILSONVILLE, OR 97070-0007  
 JOE BERNERT TOWING CO INC, PO BOX 37, WILSONVILLE, OR 97070-0037  
 JOHANSEN ELDON RAY & JUDITH JANE, 29685 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 JOHNSON ALAN J & WENDY S, 11291 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 JOHNSON ALAN W & GWENDOLYN J, 31158 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 JOHNSON ARTHUR F TRUSTEE, 32390 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 JOHNSON BARBARA L & MICHAEL W, 32232 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 JOHNSON BETTY K, 7495 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 JOHNSON CAROL, PO BOX 1158, WILSONVILLE, OR 97070-1158  
 JOHNSON CAROL S, PO BOX 1158, WILSONVILLE, OR 97070-1158  
 JOHNSON DAVID RAY & E JEANNETTE, 8535 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8446  
 JOHNSON DENNIS L, 25000 LITTLE JOHN LN, PIONEER, CA 95666-9324  
 JOHNSON DOUGLAS J & CHRISTINA M, MAKI29383 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 JOHNSON EDGAR C & SYLVIA J, 10400 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 JOHNSON GARY VALLAE & DEANNA, VICTORIA28989 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 JOHNSON JESSICA, 16785 SW PARRETT MOUNTAIN RD, SHERWOOD, OR 97140-9005  
 JOHNSON KATHRYN J, 7731 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 JOHNSON KENNETH C & MARTHA A, PO BOX 992, PACIFIC CITY, OR 97135-0992  
 JOHNSON KEVIN D, 28549 SW ASH MEADOWS BLVD UNIT 4, WILSONVILLE, OR 97070-7801  
 JOHNSON LAUREN M, 6970 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 JOHNSON MARTIN C & PRISCILLA B, 31870 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 JOHNSON MATTHEW P & STACY D, 31529 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 JOHNSON MERLE L, 11165 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 JOHNSON R E TRUSTEE, 32455 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 JOHNSON REED A & KIMBERLY S, 31440 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 JOHNSON ROBERT E TRUSTEE, 3713 LAUREL WAY, REDWOOD CITY, CA 94062-3113  
 JOHNSON RODNEY R & PAULA M, 32103 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 JOHNSON RUTH MARILYN TRUSTEE, 32497 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 JOHNSON TODD S, 31056 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 JOHNSON TROY M, 7545 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574



JOHNSON VALERIE J, 30384 SW RUTH ST UNIT 71, WILSONVILLE, OR 97070-6675  
 JOHNSTON JEFFREY L & LEANNE M, 10981 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 JOHNSTON JOSEPH H & JULIE A, 7585 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 JOHNSTON JUDITH R, 7520 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 JONES BEVERLY J, PO BOX 2495, WILSONVILLE, OR 97070-2495  
 JONES BEVERLY J, 8635 A SW CURRY DR, WILSONVILLE, OR 97070-5420  
 JONES DAVID J TRUSTEE, 7600 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 JONES ELSIE, 32504 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 JONES JEFFREY S & KATHARINE L, 31835 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 JONES KENNETH D & DIANNE H, 28635 SW ROGER BLVD, WILSONVILLE, OR 97070-7779  
 JONES KIRK & JANICE DUNCAN, 7005 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 JONES LYN TERESA, 7923 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 JONES MELINDA A, 30410 SW REBEKAH ST UNIT 29, WILSONVILLE, OR 97070-6665  
 JONES ROBERT, PO BOX 750, WASHOUGAL, WA 98671-0750  
 JONES ROBERT STRATTON & SUSAN P, PO BOX 384, WILSONVILLE, OR 97070-0384  
 JONES ROBERT W & REBECCA L, 29380 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 JONES ROGER C & LINDA K, 5710 NE LOGAN RD, LINCOLN CITY, OR 97367-9477  
 JONES STEPHEN H, 11260 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 JONES STEVE & JO ANN, 3197 SW OLYMPIC DR, WILSONVILLE, OR 97070  
 JORDAN JAMES E & PATRICIA J, 2318 NW 28TH AVE, CAMAS, WA 98607-7336  
 JORGENSEN BRUCE E & ROBYN A, 28740 SW PARKWAY AVE UNIT C2, WILSONVILLE, OR 97070-9764  
 JOSEPHSON BARBARA D TRUSTEE, 7450 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 JOSLIN JOEL E & L M COOPER-JOSLIN, 7036 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 JOSLIN NANCY A, 26760 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 JOY JOEY J & CAROL L, 31118 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 JOYNER FREDERICK L & SHERRY L, 7569 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 JP WILSONVILLE LLC, 15 SW COLORADO AVE STE 320, BEND, OR 97702-1149  
 JRRG GENERAL PARTNERSHIP, 1916 CHEROKEE RD, STOCKTON, CA 95205-2721  
 JUAREZ MAXIMO OROPEZA, 11445 SW PAULINA DR, WILSONVILLE, OR 97070-8549  
 JUDAH GREGORY C & JEANNE M, PO BOX 2540, WILSONVILLE, OR 97070-2540  
 JUDSON ROBERT & SHARON, 28496 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 JUNTA MARY ELAINE TRUSTEE, 32675 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 JURANEK CHAD & KIM, 10940 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 JURMAN MARK A & KELLY J, 11170 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 JUSTICE JANICE T, 8715 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5423  
 JUZA THOMAS L TRUSTEE, 7788 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 K & M VENTURES LLC, 4198 SE AUGUSTA WAY, GRESHAM, OR 97080-8455  
 KADAJA JAMEY T, 30410 SW REBEKAH ST UNIT 31, WILSONVILLE, OR 97070-6665  
 KADAM SAMEER S, 7589 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 KAEI RICHARD M TRUSTEE, 31060 SW BOONES BEND RD, WILSONVILLE, OR 97070-6412  
 KAFTAN LUDWIG L & DEANA R, 29670 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 KAGEY LANE & DIANE, 6250 HAVERHILL CT, WEST LINN, OR 97068-4911  
 KAHLE FAROL L TRUSTEE, 7545 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 KAISER FOUNDATION HOSPITALS, 500 NE MULTNOMAH AVE #100, PORTLAND, OR 97232-2031  
 KALAVAI SRIDHAR & MANJARI D TERU, 29041 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 KALEIKILO CHRIS T, 11352 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 KALIK ERIC M & DONNA J, PO BOX 2087, WILSONVILLE, OR 97070-2087  
 KALLFELZ TERRENCE J, 32610 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 KALLIEN KURTIS F, 16235 SW GOSHAWK ST, BEAVERTON, OR 97007-7229  
 KALUGIN KORNILY A, 30380 SW REBEKAH ST UNIT 25, WILSONVILLE, OR 97070-6668  
 KAMMERER PAMELA L, 10382 SW LISBON ST, WILSONVILLE, OR 97070-3010  
 KAMPFER RAY E TRUSTEE, 29626 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 KANE DANIEL L & STACI L, 28509 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 KANE MICHAEL C & JANE A, 10405 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 KANGAS ARLEY E, 16875 NW TORREY PINES CT, BEAVERTON, OR 97006-8356  
 KAO PROPERTIES LLC, PO BOX 2436, WILSONVILLE, OR 97070-2436  
 KAPLAN MARVIN IRWIN & LOUISE SANDE, 28630 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 KARL CHARLES JACOB II & SHERRY LEE, 7595 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 KARLSON DOUGLAS & CAROL E, 11457 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 KARMEI BARBARA M, PO BOX 1047, CANBY, OR 97013-1047  
 KARP JON & BUFFY DOERING-KARP, 31513 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 KARR ANDREW T & CAROLYN L, 7700 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 KASSAB MARK TRUSTEE, 28911 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 KATAFIAS JAN H, 10184 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 KATZ MELONIE, 8405 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8420



KAUFFMAN DEAN-STEPHEN, 8235 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 KAUPPILA CHARLENE, 31419 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 KAYS DAVID C & KRISTA R, 31404 SW KENSINGTON DR, WILSONVILLE, OR 97070-7818  
 KC EVEREST PROPERTIES LLC, 29174 SW TOWN CENTER LOOP W STE 201, WILSONVILLE, OR 97070-9309  
 KEDDIE REGINALD L & ANN, 31988 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 KEENAN MONICA K, 9460 SW 4TH ST, WILSONVILLE, OR 97070-9768  
 KEENON WADE R & KERRY LEE, 10851 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 KEES NITA KATHLEEN, 29790 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 KEEVIL DEREK, 10418 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 KEHOE CINDY, 8535 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8423  
 KEIL ARTHUR W & KRISTINE H, 7252 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 KEITH CHRISTOPHER, 10890 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 KEITH ROBERT A & LENKA M, 31126 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 KEITH WILLIAM B, 30406 SW MINKLER LN, WILSONVILLE, OR 97070-6678  
 KELBER MICHAEL W TRUSTEE, 3906 TAYSIDE ST S, SALEM, OR 97302-6810  
 KELLER CASEY J & NANCY J, 31098 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 KELLER DENNIS RAY TRUSTEE, 11982 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 KELLER PAUL W & GAEDIN A, 29720 SW COURTSIDE DR UNIT 49, WILSONVILLE, OR 97070-7484  
 KELLISON JAMES W & JANET L, 14199 CONWAY DR, OREGON CITY, OR 97045-7011  
 KELLS VICTORIA W, 4428 DELORES DR, UNION CITY, CA 94587-4815  
 KELLY MICHAEL W & MICHELLE N, 32450 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 KELSCH DENISE I, 6766 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 KELSO DAVID T, 28450 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 KELSO ERIC M, 7568 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 KELSO JERRY A TRUSTEE, 10435 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 KEMNITZ STEVEN J & NANCY M, 29411 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 KEMP RYAN C, 7182 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 KEMPER CHARLES C TRUSTEE, 7595 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 KENCZKA JEANNE RAE, 30366 SW RUTH ST UNIT 65, WILSONVILLE, OR 97070-6673  
 KENNEDY ROBERT E & KATHRYN A, 11346 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 KENNEDY RONALD K & SUSAN K, 10406 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 KENNEY JAMES A & CONSTANCE B, 30965 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 KENT DANA E D & BRYAN T, 8828 SW KALYCA ST, WILSONVILLE, OR 97070-7808  
 KENT LARRY & DOROTHY P, 32255 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 KENT TERRY E CO-TRUSTEE, 28501 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 KENYON KATHERINE ANNE, 10872 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 KEPPEL WILLIAM H CO-TRUSTEE, 7220 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 KERN EUGENIA A, PO BOX 1695, LAKE OSWEGO, OR 97035-0574  
 KERN MICHAEL F & EMMA C, 7075 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 KERSTEN DAVE L, 28600 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6719  
 KESSLER CRAIG J & SHEILA R, 7010 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 KESSLER KELLY, 30560 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 KESTER TERRY & JAN, 29573 SW CAMELOT ST, WILSONVILLE, OR 97070-8542  
 KESWICK KRISTEN & BRIAN, 11813 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 KEYLOCK IRVING F & MILDRED B, 32400 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 KEYS RENTAL HOLDING COMPANY LLC, 17933 NW EVERGREEN PKWY STE 300, BEAVERTON, OR 97006-7660  
 KHAMVONGSA VILAPONG A & ASHLEY C, 31277 SW KENSINGTON DR, WILSONVILLE, OR 97070-7530  
 KHAWAJA M SAMI, PO BOX 1383, LAKE OSWEGO, OR 97035-0539  
 KIEFER RALPH W TRUSTEE, 28604 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 KILGORE CAROL L, 17306 SW GALEWOOD DR, SHERWOOD, OR 97140-7912  
 KILINSKI DIANA K & DANIEL T, 7177 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 KILLELEA JOHN A & MARY M, 10992 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 KIM ALBERT, 11515 SW TOULOUSE ST, WILSONVILLE, OR 97070-7394  
 KIM CHONG DAE & YOUNG SOOK, 6621 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 KIM CHRIS J & JU Y, 7420 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 KIM JINCHUL, 26880 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 KIM JONG OK, 30245 SW PARKWAY AVE, WILSONVILLE, OR 97070-7734  
 KIM SUNG RYONG, 29530 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 KIM WON S & HYUN K, 11089 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 KIMBALL KORY & JULIE A, 6843 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 KIME JENNIE & DANIEL J, 28990 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 KINDORF CRISSELLA B TRUSTEE, 32350 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 KING DANIEL J & PASCALE A, 10220 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 KING DOUGLAS W & DONNA J, 11446 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 KING KAREN M, 8715 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5424



KING MICHAEL ALLEN, 14740 SW 83RD, PORTLAND, OR 97224-7896  
 KING WILLIAM H & JANE C, 32475 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 KINGMAN LOUIS & PATRICIA LOUISE, 11241 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 KINGSTON SALLY ANNE TRUSTEE, 7140 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 KINNEY SCOTT L & VAN T B, 9999 SW AVERY ST, TUALATIN, OR 97062-9517  
 KINSELLA MICHAEL & DARCI, 29700 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 KIPE BRIAN D & MYUNG C, 29555 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 KIPP RONALD WADE, 540 ASPEN DR, PARK CITY, UT 84098-5135  
 KIRA HIDEMI & TOMOKO, 15455 S HIGHLAND RD, OREGON CITY, OR 97045-8759  
 KIRBY BRIAN G, 10903 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 KIRK ALAN J & PENNY K, 7926 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 KIRK BEN E, 10350 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 KIRKPATRICK DAVID C TRUSTEE, 11093 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 KISLYAK MAKSYM L & ANTONINA, 10525 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 KISSELMAN THUY T, 8200 SW MAXINE LN UNIT 60, WILSONVILLE, OR 97070-7784  
 KITTS DERRICK & KELLY, 2181 NW 3RD AVE, HILLSBORO, OR 97124-4211  
 KITZMILLER MARGARET K, 28523 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 KJD PROPERTIES LLC, 4131 IMPERIAL DR, WEST LINN, OR 97068-3655  
 KJOS JENNIE V, 10330 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 KLASSY KENNETH CURTIS & KAREN ROSE, 11054 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 KLECKNER PATRICIA R & ROBERT G, 7434 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 KLEIN FAMILY LLC, 342 MEADOWLARK CT, MARCO ISLAND, FL 34145-3851  
 KLEIN HEIDRUN, 8735 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5425  
 KLEIN HOWARD, 11710 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 KLEIN TRACY, 10501 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 KLEINER DANIEL A & JULIEKAY M, 10531 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 KLEINERT JAN & MICHAELA, 11068 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 KLEMM PAUL T & SUSAN L HALE, 10630 SW PARKWOOD LN, WILSONVILLE, OR 97070-8512  
 KLEPAK STEPHEN E & CARRIE SUE, 32112 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 KLEPPER BRIANNE A & STEVE, 29110 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 KLIESE GUENTER H & WALTRAUD, 10650 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7504  
 KLOSTERMAN DONALD F & VERALYN J, 7225 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 KLUPENGER KEVIN J & KIMBERLY L, 11240 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 KLUPENGER LISA A, 11646 SW PRAKNESS, WILSONVILLE, OR 97070-9567  
 KLYM MICHAEL A & LOU ANN RONDORF, 11676 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 KNAPP DANIEL K & ANGELA M, 30590 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 KNAPP JEFFREY J & CATHY J, 28450 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6721  
 KNAPP TIMOTHY E & MELODEE JEAN, 11615 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 KNIERIM DAVID L, 10305 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 KNIFFIN CLAUDIA J & JOHN M, 29782 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 KNIGHT NATHAN E, 11973 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 KNIPPEL DAVID P, 8305 SW CURRY DR #B, WILSONVILLE, OR 97070-8417  
 KNOBEL GERALD D & LORETTA Y, 28635 SW ROGER BLVD UNIT 69, WILSONVILLE, OR 97070-7779  
 KNOKEY ALAN M & JOANN J, 29461 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 KNOPP-CASTRO LLC, 5318 E SECOND ST PMB 247, LONG BEACH, CA 90803-5324  
 KNORR CHARLES V & PATRICIA A, 28275 SW CANYON CREEK RD, WILSONVILLE, OR 97070-6723  
 KNORR JAMES R, 28155 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6722  
 KNOWLES CHAD J & MELYNDA, 7848 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 KNOWLES JEFFREY, 11359 E JENAN DR, SCOTTSDALE, AZ 85259-3121  
 KNUDSEN GEOFFREY P & ELIZABETH B, 3737 77TH AVE SE, MERCER ISLAND, WA 98040-3449  
 KNUTSON DENISE A, 7190 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 KNUTSON JODY G, 6845 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 KOBIELSKY MARVIN R & GLORIA J, 7004 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 KOCH MICHAEL R, 2214 NE 45TH AVE, PORTLAND, OR 97213-1344  
 KOCH WALLY D & LUCINDA J, 32035 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 KOEHLER DAVID R, 7029 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 KOENIG HEATHER A, 27118 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 KOENIG JASON M & JENNIFER L, 7720 SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 KOEROGHLIAN ERNIE, 6929 CEDAR POINT DR, WILSONVILLE, OR 97070-7851  
 KOFORD CARI J, 31329 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 KOFRON MATTHEW JARED, 7066 E NAPA PL, DENVER, CO 80237  
 KOHLHOFF MICHAEL E 1/2, PO BOX 706, WILSONVILLE, OR 97070-0706  
 KOHLS CHRISTA, 11343 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 KOLLU KISHORE V, 28715 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 KOMLOFSKE RANDY A, 5684 NW SKYCREST WAY, PORTLAND, OR 97229-2329



KOMP RONALD A & KYONG, 27955 S OGLESBY RD, CANBY, OR 97013-8593  
 KOMPERDA IRENA, 10453 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 KOMROSKY ELENA, PO BOX 1025, OLALLA, WA 98359-1025  
 KOOYMAN LINDA K & DOUGLAS J, 6965 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 KOPAI2 LLC, BY ED DOUGHERTY 12847 NE AIRPORT WAY, PORTLAND, OR 97230-1030  
 KORKEAKOSKI TIMOTHY & ANNA, 28317 SW MORGAN CT, WILSONVILLE, OR 97070-6796  
 KOSDERKA MATTHEW & EMILY, 30961 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 KOUNS ROBERT B & DORIS D, 31656 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 KOUSSA LINDA K, 28625 SW ASH MEADOWS BLVD UNIT 12, WILSONVILLE, OR 97070-7802  
 KOZIOL ZACHARY J, 29640 SW VOLLEY ST UNIT 42, WILSONVILLE, OR 97070-6531  
 KRAMER DONALD H TRUSTEE, 31615 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 KRAMER WILLIAM J & ANGELA J, 7161 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 KRAUSE ANDREW J & VICKI R, 29221 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 KRAUSE JANICE K, 7851 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 KRAUSE RICHARD H, 912 SW CORONADO ST, PORTLAND, OR 97219-7622  
 KRAXBERGER MARJORIE, 7265 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 KREBS ORVILLE ROBERT TRUSTEE, 32573 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 KRECKLOW MICHAEL & LISA, 10562 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 KREITZER DENNIS K & JOANN F, 7555 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 KREMERS JOSEPH A, 32115 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 KRESGE MARK R & CYNTHIA J, 6625 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 KRESSE PETER D TRUSTEE, 2375 NW NORTHUP #D, PORTLAND, OR 97210-2958  
 KRIEGSHAUSER LAWRENCE & LADONNA, 7887 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 KRIER JOHN L, 6825 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 KRIESKE DENNIS G & SHIRLEY, 32489 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 KRISTEN RYAN & ELIZABETH M, 7753 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 KRUEGER ERIC P, 1717 NW HOYT, PORTLAND, OR 97209-2226  
 KRUEGER LOLA A, 21 WATERFORD WAY, BUTTE, MT 59701-4374  
 KRUEGER MICHAEL R & MARY KATHLEEN, 10671 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 KRUG REGIS E, 30613 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 KRUGER WALTER A AND, KRUGER DONALD A25225 SW GRAHAM'S FRY RD, SHERWOOD, OR 97140-9024  
 KRUSE CHERYL LEE, 11647 SW PRAKNESS, WILSONVILLE, OR 97070-9567  
 KRYTENBERG NATHANIEL B, 8625 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8434  
 KSL PROPERTIES III LLC, 11730 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 KUDAS KENNETH, 28593 SW ASH MEADOWS BLVD UNIT 18, WILSONVILLE, OR 97070-7814  
 KUDLICKA MARK L & GEORGINA, 31640 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 KUEHL DAN N, 29348 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 KUELBS TRILBY, 1831 RIVER OAKS DR, WESTLAKE, TX 76262-8202  
 KUHN TYRONE Y TRUSTEE, 32375 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 KULINK KENNETH R & COLBY A, 31005 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 KUMMERMAN MICHAEL J & PAULINE V, 7094 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 KUNDERT JEFFREY S, 29149 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 KUNZE ELAINE R, 30344 SW RUTH ST UNIT 60, WILSONVILLE, OR 97070-6672  
 KUPILLAS SUE C, 1744 E MCANDREWS #H, MEDFORD, OR 97504-5576  
 KURSE KIRAN S, 28675 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 KUSICH SCOTT A & NANCY S, 29005 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8734  
 KUSYK PETER A, 16130 SW WHITEBIRD ST, BEAVERTON, OR 97007-8956  
 KUZMAN WALTER G & MARIJA, 7943 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 KWDS LLC, PO BOX 145, WILSONVILLE, OR 97070-0145  
 KYUNG JAMES H & JANET J, 30886 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 L MOORE PROPERTY MGMT, 14511 WESTLAKE DR #250, LAKE OSWEGO, OR 97035-7774  
 LABRECQUE ALAIN M & JOSEPH E, 30777 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 LABRIE-RIPPLE MICHELLE L & THOMAS A, 29851 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 LACEY EDWARD D TRUSTEE, 32525 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 LACKEY DAVID N, 32215 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 LACKIDES GREGORY TRUSTEE, 29079 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 LAHR DAVID W & PATRICIA A, PO BOX 976, WILSONVILLE, OR 97070-0976  
 LAKE DAVID B TRUSTEE, 10884 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LALIBERTE DAVID M & ARLENE K, 11228 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 LAM DAVID, 28316 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 LAM PHUOC & SUONG TRAN, 31447 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 LAM RONALD & HISAKO, 28012 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 LAM WAYNE KAM W & AMANDA SEUNG S, 31441 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 LAMA MICHAEL O & PATRICIA A, 7503 SW ROANOKE DR, WILSONVILLE, OR 97070-6802  
 LAMAR MICHELE M, 202 DODGE RIVER DR, LANSING, MI 48906-4370



LAMBOURNE JAMES R & KATHLEEN L, 27159 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 LAMM DEAN E & BEVERLY M, 28094 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 LAMMERMAN MARILYN B TRUSTEE, 7649 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 LAMOREAUX LEROY F CO-TRUSTEE, 32100 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 LANAN STEVEN G, 10250 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 LANCASTER GARDENS APARTMENTS LLC, 7885 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 LANDIER VERONIQUE O & PHILIPPE M, 1820 LUDWIG AVE, SANTA ROSA, CA 95407-6413  
 LANDIS ALLEN W & JAN L, 8065 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 LANDOVER HOMEOWNERS ASSN, PO BOX 1933, WILSONVILLE, OR 97070-1933  
 LANDOVER HOMEOWNERS ASSOC INC, 16325 SW BOONES FRY RD #203, LAKE OSWEGO, OR 97035-4297  
 LANDRE JOHN & LINDA I, 7900 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LANDY GRANT A & ANGELA N NURRE, 11238 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 LANEY MATTHEW ALAN & KATHLEEN P, 10525 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 LANG KELLY E & JULIE D, 28445 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 LANGE BERG IRWIN M & LISA K, 6992 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 LANGFORD ALLEN, 28667 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 LANPHERE PROPERTIES VI LLC, 12505 SW BROADWAY ST, BEAVERTON, OR 97005-2137  
 LAPLANTE GREGORY S, 7523 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 LAPOINT BUSINESS GROUP LLC, 10618 CROSBY RD, WOODBURN, OR 97071-9778  
 LAPP EVERETT & JEANNE E, 11192 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 LAPP KATIE L, 29121 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LAPP PHILIP W, 17400 SW BROOKMAN RD, SHERWOOD, OR 97140-8801  
 LARA JOSE, 30965 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 LARSEN ARNOLD B & NANCY A, 8067 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 LARSEN BARRY A & LAURA E, 10677 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 LARSEN KENDRA M, 26778 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 LARSEN MICHAEL JOHN & STASIA ANN, 10927 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 LARSON DONALD & COLEEN A, 32425 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 LARSON KEVIN & MEGAN MUTH-LARSON, 31108 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 LARSON LESTER G & DARLENE S, 14710 SE GAYLE CT, MILWAUKIE, OR 97267-3120  
 LARSON RONALD G & DONA LEE, 29101 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LARSON STEVEN P, 31143 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 LASCHOB DANIEL T & SANDI S, 31213 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
 LATHROP RUSSELL L, 30955 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LATOCKI PHYLLIS, 8625 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8434  
 LATTI PRUDENCE ANNE TRUSTEE, 7660 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 LAUBENSTEIN LAURIE & ROBERT CALLAN, 7260 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 LAUE J ROBERT & DEBI M, PO BOX 147, WILSONVILLE, OR 97070-0147  
 LAURITSEN SUSANNE M, 32237 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 LAVELLE CORY & WANEVA, 31045 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LAVIOLETTE NAOMI & JEFF, 10526 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 LAWRENCE JAMES NATHAN & SANDRA, 30555 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 LAWRENCE JEANNIE SORRELL TRUSTEE, 19191 LAWRENCE CANYON, SILVERADO, CA 92676-9731  
 LAWRENCE PATRICK N & LORI L, 29634 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 LAWSON WILLIAM, 32325 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 LAWSON WILLIAM E & KIMBERLY A, 31985 SW COUNTRYVIEW LN, WILSONVILLE, OR 97070-9492  
 LAYMAN GARY LEE & JEANETTE MARION, 11327 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 LAZZARETTO IRENE R TRUSTEE, 28433 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 LEADER TECHNOLOGIES INC, 27555 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9244  
 LEASURE DAN B & KAREN D, 11835 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 LEASURE STEVEN D & HEATHER A, 11864 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 LEATHERMAN DON V & IRMGARD, 32167 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 LEAVY EILEEN, 31078 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 LEBENZON SANDRA J, 32175 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 LEDEBOER SHERRITT A, 11654 SW PRAIRIEKNSS, WILSONVILLE, OR 97070-9567  
 LEE ADELE K, 28511 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 LEE ANNE L, 32025 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 LEE CATHERINE D, 11287 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 LEE CHANG Y & LISA Y, 11629 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 LEE GARY M, 19535 YELLOW WING CT, COLORADO SPRINGS, CO 80908-1321  
 LEE H & MARION B THOMPSON, FOUNDATION24130 SW GRAHAMS FRY RD, SHERWOOD, OR 97140-7218  
 LEE JEFFERY T, 30825 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 LEE PATRICIA A, 6765 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8429  
 LEE PHAN THANH & KIM A TRINH, 7990 SW BOECKMAN RD, WILSONVILLE, OR 97070-5769  
 LEE SANG T & GUK J, 21489 SW CHRISTENSEN CT, TUALATIN, OR 97062-8910



LEE SUK YOUNG & JUNG JA, 28541 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 LEE YUNAH J, 29232 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 LEEPER DOUGLAS L & IRENE E, 7487 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 LEEPER RONALD L & LESLIE D, 31555 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 LEGEND HOMES CORPORATION, 12755 SW 69TH AVE #100, PORTLAND, OR 97223-8373  
 LEGRESLEY ROBERT, 8550 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8430  
 LEHAN-CUMMINGS ADELE, 29849 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 LEHL RONALD D & MAXINE E, 32165 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 LEHNINGER JOSEPH, 29430 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7578  
 LEHR ROBERT JOSHUA, 28741 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 LEIGH NANCY L, 32170 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 LEINEN RICHARD A & DEBORAH E, 29652 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 LEINEWEBER ROBERT & ROBIN YORDE, 28660 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 LEITCH KARYN S, 28372 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 LEITZ GREGG A & DEBORAH G, 28168 SW FLYNN ST, WILSONVILLE, OR 97070-8876  
 LEMAN MICHAEL J & LISA L, 29660 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 LEMHENYI-HANKO ADRIANA, PO BOX 1401, KODIAK, AK 99615-1401  
 LEMM DOLORES P TRUSTEE, PO BOX 4037, WILSONVILLE, OR 97070-4037  
 LEMPert FRANK L TRUSTEE, 31600 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 LENHARDT LEE C, 3852 N GREEN VALLEY WAY, EAGLE, ID 83616-2664  
 LENNAR NORTHWEST INC, 2103 NE 129TH STE 100, VANCOUVER, WA 98686-3270  
 LEO EDIE A, 32515 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 LEONARD JEAN M, 7719 SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 LEONDAR ANDREW S & BARBARA ANDRUS, 10874 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LEOS-VALADEZ MARIA S, 29175 BERGEN LN, WILSONVILLE, OR 97070-7692  
 LERCH DALE A, 11826 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 LES SCHWAB TIRE CENTERS, PO BOX 5350, BEND, OR 97708-5350  
 LESH LUKE & ELIZABETH, 26675 SW COLVIN LN, WILSONVILLE, OR 97070-6819  
 LESTER JOHN R & PAMELA A, 12034 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 LETTENMAIER JAMES A, 1111 SE 3RD AVE SPACE 64, CANBY, OR 97013-4533  
 LEUENBERGER TRAVIS A & KATHRYN A, 7300 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8867  
 LEVESQUE PETER A & MARGARET A, 29059 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 LEVIN BURTON L & ADRIENNE E, 11989 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 LEVINGSTON SIDNEY E, 30915 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 LEVIS JAMES A & JULIA C, 6704 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 LEVIT ALBERT TRUSTEE, 11702 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 LEVITT MARGARET R TRUSTEE, 6970 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 LEW RANDALL & DEBORAH KOR, 7007 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 LEWALLEN KAREN J & MARVIN A, 28530 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6720  
 LEWIS KENNETH D TRUSTEE, 7375 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 LEWIS MORLAN B & APRIL H, 31695 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 LEWIS NATHAN J, 29175 SW COSTA CIR E, WILSONVILLE, OR 97070  
 LEWIS WAYNE L, 29492 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7327  
 LEWMAN PENELOPE H TRUSTEE, PO BOX 1163, GLENEDEN BEACH, OR 97388-1163  
 LEWTON MICHAEL C & GLORIA M, 466 SW HEBB PARK RD, WEST LINN, OR 97068-9400  
 LI JOHN P & YUN-CHIH S, 7691 SW EMERY CIR, WILSONVILLE, OR 97070-6568  
 LI NAN YONG, 124 D LONGVIEW DR, LOS ALAMOS, NM 87544  
 LIANG PING, 10422 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 LIDEN JOYCE M, 11412 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 LIEN MELVIN F & VIRGINIA ELAINE, 3609 STONEHAVEN DR SE, SALEM, OR 97302-4690  
 LIFFICK GLENN L & LYNN L, TRUSTEES 7040 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 LIGOCKI MATTHEW A, 10799 SW PARKVIEW DR, WILSONVILLE, OR 97070-6590  
 LIKE DAVID E, 10873 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LILLY FRANK J, 31179 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 LIM JEE Y TRUSTEE, 31460 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8452  
 LIN XIJIANG, 19772 BENNINGTON CT, WEST LINN, OR 97068-4837  
 LINDAMOOD BRIAN G, 28477 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 LINDQUIST JEREMY & SHELBI, 30995 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LINDSAY MARGARET, 8400 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8418  
 LINDSEY DALE ALLEN, 6422 WHITE HAWK LN, OLIVE BRANCH, MS 38654-6385  
 LINDSEY ROBERT J & ANDREA A, 30762 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 LINENBERGER MICHAEL C & S S STAHL, 7399 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 LING RICHARD A & LUCILLE D, 8605 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 LING RICHARD A JR, PO BOX 311, VANCOUVER, WA 98666-0311  
 LING ROBERT C & LAURA L C, 30960 SW SANDY CT, WILSONVILLE, OR 97070-9789



LINK MARY J, 32140 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 LINKER WENDY J, 8180 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 LINVILLE JOANN E, 8095 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 LIO CHRISTOPHER W & PAIGE L, 32084 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LIPPINCOTT STEVEN M, 17835 SW SNOWBERRY CT, SHERWOOD, OR 97140-8949  
 LISAC JOSEPH M & MARY L, 8435 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8444  
 LISLE EUGENE W, 8190 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 LISTER RAYMOND M & MARCI A, 32025 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LITTLE ANTHONY D & MONIQUE M, 28512 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 LITTLE TERENCE, 435 7TH ST, LAKE OSWEGO, OR 97034-2905  
 LITTS RICHARD W & KATHY L, 7854 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 LIU JUN, 7125 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 LIU MEI LING, 29455 SW ST TROPEZ AVE, WILSONVILLE, OR 97070-7336  
 LIVERMORE MICHAEL P, PO BOX 674, WILSONVILLE, OR 97070-0674  
 LIVESAY JAMES E TRUSTEE, 32279 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 LIVESAY JAMES EUGENE, 32279 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 LIVESAY JAMES M & MARCIA K, 29640 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 LIVINGSTON FARRAND M & JUDITH L, 7739 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 LIVINGSTON JAY SCOTT, 28837 SW CASCADE LOOP, WILSONVILLE, OR 97070-8750  
 LLOYD JOHN E & DEANNA J, 29259 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 LLOYD RICHARD L JR & CHANTEL, 2670 FURY CT, RENO, NV 89521-6230  
 LLOYD WILLIAM D & MARY ANN, 32530 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 LOCHMANN MARIA LUISE A, 30550 SW BOONES FERRY RD, WILSONVILLE, OR 97070-7745  
 LOCHNER TODD R & SUZANNA M, 7027 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 LOCKLING DENNIS J, 28772 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 LOCKYEAR DALE F & LINDA L, 10864 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 LOEN LORI M, 28237 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 LOFF DONALD D & JEAN C, 32514 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 LOFFINK LARRY E & CATHERINE E, 16423 SW LUKE LN, TIGARD, OR 97223-5709  
 LOGAN GARLENE O, PO BOX 189, HUBBARD, OR 97032-0189  
 LOGOS EQUITY PARTNERS LLC, PO BOX 2867, WILSONVILLE, OR 97070-2867  
 LOMELI CARLOS L, 30565 SW KENSINGTON DR, WILSONVILLE, OR 97070-7524  
 LONG DOROTHY, 11208 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 LONG JAMES H & PAMELA M, 6952 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 LONG JULIE A, 32045 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LONG VICTORIA S, 7170 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 LONGFELLOW-OTT BARBARA JEANNE, 14414 PFEIFER DR, LAKE OSWEGO, OR 97035-2408  
 LOOD PETER TRUSTEE, 31444 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 LOOMER CLINTON N, 11647 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 LOONEY CARL LEE, 29705 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 LOONSTYN WILLIAM HENDRIK &, COLLEEN D29114 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LORENTE SHANE, 8282 SW 74TH AVE, PORTLAND, OR 97223-9374  
 LORENZ LOIS G, 8170 SW MAXINE LN UNIT 61, WILSONVILLE, OR 97070-7785  
 LORENZ W RONN, 29150 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 LORIO MICHAEL B & DAWN M, 28122 SW FLYNN ST, WILSONVILLE, OR 97070-8876  
 LORTON CAROL A & CARL L JR, 32120 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070  
 LOUD PORTER T JR TRUSTEE, 31900 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 LOUGH WALTER A & ROBERTA M, 31038 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 LOUMENA MARTIN P, 7899 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LOUVONNE HOMEOWNERS ASSN, 55 SW YAMHILL ST #200, PORTLAND, OR 97204-3338  
 LOVELACE JEFFREY JOHN & LAURINE, PO BOX 3965, WILSONVILLE, OR 97070-3965  
 LOVELADY JANA M, 2161 SW YAMHILL ST APT 2, PORTLAND, OR 97205-1445  
 LOVELADY MICHAEL A, 7015 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 LOWERIE LARRY R, 10275 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 LOWERY SEAN M & ANDREA, 11171 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 LOWRIE KAREN M TRUSTEE, 8225 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 LOWRIE KENNETH W & TRINA M, 31045 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 LOWRY DON T, 8575 SW JESSICA ST UNIT 1304, WILSONVILLE, OR 97070-8613  
 LOYA CHRISTI L, 29750 SW COURTSIDE DR UNIT 8, WILSONVILLE, OR 97070-7485  
 LUBE MGMT CORP, 7430 S CREEK RD #200, SANDY, UT 84093  
 LUBY CHRISTOPHER R & KAREN L, 10218 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 LUCAS BARRY ALLAN, 635 NW KNIGHTS BRIDGE RD, CANBY, OR 97013-3340  
 LUCAS DAVID L & SHARON M, 32116 SW WILLAMETTE WY WAY E, WILSONVILLE, OR 97070  
 LUCAS DAVID W & LAURIE B, 29435 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 LUCAS SCOTT E & BARBARA L, 6615 SW LANDOVER DR, WILSONVILLE, OR 97070-6789



LUCHT TRACEY L, 29252 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 LUDLOW BROCK M, 23781 SCHULTZ RD NE, AURORA, OR 97002-8602  
 LUDLOW JOHN M, 29173 SW COURTSIDE DR, WILSONVILLE, OR 97070-6464  
 LUETH JOHN C & RHONDA M CAPRI, 30936 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 LUKAS IVO M, 12005 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 LULAY ADAM R & MEGAN D, 10881 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LULAY JEFFREY N & HELENA M, 7557 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 LULAY JOAN, 5024 FOOTHILLS RD APT A, LAKE OSWEGO, OR 97034-4136  
 LUMBERJACK LP, PO BOX 7458, MENLO PARK, CA 94026-7458  
 LUND BRENDA, 7558 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 LUND DOROTHY, 30366 SW RUTH ST UNIT 67, WILSONVILLE, OR 97070-6673  
 LUND ROYANN K, 8430 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5403  
 LUNDELL MARTIN E, 29620 SW VOLLEY ST UNIT 46, WILSONVILLE, OR 97070-6577  
 LUO KAILONG, 29253 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7311  
 LUOTO DERIC L & MOLLY M, 29690 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 LUPER CLAYTON, 29535 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 LUST JASON D, 7673 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 LUST JASON DENNIS, 29101 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 LUTH CORY D, 30542 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 LUTHER WESLEY R & JEANETTE M, 10255 SW GREENLEAF TER, TIGARD, OR 97224-4651  
 LUTKAVAGE TERRY, 11706 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 LUTTRELL DUANE F & WENDY D, 7850 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 LUTZ KATHLEEN ANNE, 28542 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 LY KHUONG H & LIEN N, 30885 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 LYNCH ANDREA B & ROBERT E JR, 29492 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 LYNN DION W, 29620 SW VOLLEY ST UNIT 47, WILSONVILLE, OR 97070-6577  
 LYNN JEFFREY C, 30645 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 LYNN LARRY J & SHANNON D, 7415 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 LYNN MICHAEL LANCE, 31040 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 LYNN PATRICIA L, 28740 SW PARKWAY AVE UNIT D5, WILSONVILLE, OR 97070-9765  
 LYNNE IRENE ANGEL FAMILY LP, 16500 NW BETHANY CT STE 150, BEAVERTON, OR 97006-6013  
 LYNNE IRENE ANGEL FAMILY LP, 1815 SW HIGH ST, PORTLAND, OR 97201-1739  
 LYON LEONARD S, 7923 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LYONS ANGELA C, 10993 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 LYONS CLARENCE R TRUSTEE, 32569 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 LYONS DANIEL G & MEGAN, 11002 SW PARKVIEW DR, WILSONVILLE, OR 97070-6594  
 LYONS JOY E, PO BOX 1524, WILSONVILLE, OR 97070-1524  
 LYONS TERRY B & JOY E, 7535 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 LYSHAUG ELIZABETH A TRUSTEE, 7910 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 MAAS GERALDINE, 7546 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 MACADAM GERALD G & TRUDY A, 29405 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 MACKELVIE KIM A, 28507 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 MACKIE JAY A, 7894 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 MACKIE STEPHEN C & CYNTHIA D, 7320 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 MACKS LISA L, 29590 SW COURTSIDE DR UNIT 6, WILSONVILLE, OR 97070-7430  
 MACLEAN THOMAS W TRUSTEE, 31005 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7462  
 MACLENNAN MARK A & KENDRA M, 11210 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 MACMILLAN SHIRLEY MAE TRUSTEE, 7315 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 MACOVSKY JAMIE L & LOUIS M, 28695 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 MADDOX LEWIS J & MARLENE L, 10615 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 MADDY DARIN B, 616 BAKER ST, MCMINNVILLE, OR 97128  
 MAGARO LORI P & PETER F, 10570 SW CITATION DR, BEAVERTON, OR 97008-0403  
 MAGEE MERRILYN A, 8665 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 MAGER STEVEN, 7970 SW BOECKMAN RD, WILSONVILLE, OR 97070-5769  
 MAGWIRE JANET JUDD CO-TRUSTEE, 32013 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 MAHER DAVID J & JUDY D, 28705 SW ROGER BLVD UNIT 79, WILSONVILLE, OR 97070-7720  
 MAHFOUZ RANDY & PAULETTE, 31947 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 MAHONEY TIMOTHY M & BARBARA S, 8545 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MAHOWALD KEVIN J & JANENE M, 10319 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 MAIXNER QUINN, 30636 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 MAIZELS MARKI, 7635 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 MAJID TARIQ & JENNIFER, 28042 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 MAKBAR LLC, PO BOX 4010, WILSONVILLE, OR 97070-4010  
 MALA MARGARET, 28687 SW ROGER BLVD UNIT 72, WILSONVILLE, OR 97070-8738  
 MALENSKY MEGHAN L & BRIAN J, 12027 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381



MALKUS MICHAEL CHARLES & HEATHER, F4200 FAIRMEADOWS DR, ROUND ROCK, TX 78665-1250  
 MALLERY RICHARD L, PO BOX 471, WILSONVILLE, OR 97070-0471  
 MALLON KEVIN & BETH, 29812 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 MALONE JAMES H & CATHERINE A, 29470 SW VOLLEY ST UNIT 65, WILSONVILLE, OR 97070-6532  
 MALONE LAVERNE, PO BOX 50, MAROA, IL 61756-0050  
 MALONEY WILLIAM T, 32105 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 MALOS BARBARA JEAN, 8265 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 MALOTT LUCINDA, 957 LA SENDA, SANTA BARBARA, CA 93105-4512  
 MANDICH STANLEY J TRUSTEE, 29761 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
 MANGOLD YVONNA P, 7785 SW FAIRWAY DR, WILSONVILLE, OR 97070-6435  
 MANN INVESTMENTS LLC, 1980 INDIAN TRL, LAKE OSWEGO, OR 97034-3602  
 MANN TIMOTHY L & KIMBERLY R, 10898 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 MANNING BRIAN S & MARY E, 31151 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 MANSER VIRGINIA L, 8100 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 MARCOTT MITCHELL J & SCHALADA L, 7706 SW THORNTON DR, WILSONVILLE, OR 97070-6544  
 MARCOUX HENRY H & MARIAN D, 32078 SW CHARBONNEAU DR UNIT 10D, WILSONVILLE, OR 97070-5479  
 MARCUS ROBIN L TRUSTEE, 12813 NW 50TH AVE, VANCOUVER, WA 98685-3357  
 MARELICH MARC C & ELISA, 28330 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 MARGINAL WAY PARTNERSHIP, 6600 SW 105TH AVE STE 175, BEAVERTON, OR 97008-8834  
 MARIE DENISE, 29480 SW VOLLEY ST UNIT 22, WILSONVILLE, OR 97070-7432  
 MARKLEY CARL N & LAURA H, 6736 1ST AVE NW, SEATTLE, WA 98117-4827  
 MARKMAN BRIAN J & ANGELICA, 28871 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 MARKS RYAN, 31431 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MARLER GARY EDWARD & VICKI MARIE, 28740 SW PARKWAY AVE UNIT C4, WILSONVILLE, OR 97070-9765  
 MARLIEB WILLIAM F & INA F, 8055 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 MARQUARD WILLIAM A TRUSTEE, 32225 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 MARQUARDT DAWN, 7524 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 MARQUEZ BERNICE J, 8710 SW CURRY DR, WILSONVILLE, OR 97070-8440  
 MARQUIS DAVID E & JONELLE L, 7885 SW ROAKOKE DR, WILSONVILLE, OR 97070  
 MARSHALL BRIAN T, 30955 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 MARSHALL LYNDA HUBER, 26879 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 MARSHALL NEIL C & SHARI M K, 7100 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MARSTON DANIEL, 7488 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 MARSTON MICHELLE, 28559 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 MARTEN TRANSPORT SERVICES LTD, 129 MARTEN ST, MONDOVI, WI 54755-1733  
 MARTENS RICHARD A & GAYLE M, 32400 SW DEL MONTE DR, WILSONVILLE, OR 97070-6479  
 MARTIN COREY B & DAVID S, 7674 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 MARTIN CRAIG A, 10577 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 MARTIN GENIA, 29243 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 MARTIN GRAHAME & LISA, 32080 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 MARTIN JAMES G & DEBORAH A, 8600 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 MARTIN JAMES L, 8550 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8430  
 MARTIN MARK L, 29458 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 MARTIN MICHAEL D & NIEDA L, 7862 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 MARTIN MITCHELL E, 11097 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 MARTIN NEIL G & JEAN A, 6823 SW GATE POST CT, WILSONVILLE, OR 97070-9474  
 MARTIN RALPH A & NONA L, 7805 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 MARTIN SCOTT D, 30925 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 MARTIN TERRY M, 32377 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 MARTIN VIRGINIA C TRUSTEE, 32518 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 MARTINEZ CLAUDIO H TRUSTEE, 28470 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 MARTINEZ JULIAN, 29530 SW VOLLEY ST UNIT 28, WILSONVILLE, OR 97070-6530  
 MARTINI GILDO J, 7640 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 MARTINI STEVEN W TRUSTEE, 7310 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 MARWALI MOHAMMAD & SELVY PANGKEY, 7181 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 MASH MICHAEL A & JANICE L, 29835 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 MASHAK MARY A TRUSTEE, 8340 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 MASNOV JESSE PATRICK & APRIL MAY, 6308 NE 106TH CIR, VANCOUVER, WA 98686-7013  
 MASON DONALD K & ROSEMARY R, 7766 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 MASON JAY E & TONIA J, 7365 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 MASON PHILIP R, 28926 SW ORLEANS AVE, WILSONVILLE, OR 97070  
 MASSEY FRANK L & KATHLEEN U, 8200 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MASSING ALAN DAVID & ELIZABETH H, 32060 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 MASSINGER MARGARET A TRUSTEE, 8670 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 MAST THEODORE, 10854 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510



MASTERS CAPITAL LLC, 27150 SW KINSMAN RD, WILSONVILLE, OR 97070-8246  
 MATHIS MICHAEL H & FLORENCE D, 31519 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 MATHISON BETTY C TRUSTEE, 7690 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 MATIN JERROLD C TRUSTEE, 31655 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 MATRIX DEVELOPMENT CORP, 12755 SW 69TH AVE STE 100, TIGARD, OR 97223-8373  
 MATSON BEN T, 10385 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 MATTHEWS BRIAN A & CHRISTINA, 31509 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 MATTHEWS RONALD B & KRISTIN L, 31428 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MAURER BERNARD & JENNIFER L, 10913 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 MAURICE BRYAN P & JENNIFER K, 11168 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MAUTZ ROBERT T TRUSTEE, 7550 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MAXWELL SHARI L, 28464 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 MAY CHRISTINE E & STANLEY E, 29574 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 MAYBEE JOE JR & JANET, 28610 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 MAYBERRY ROBERT & ANN, 7575 SW KOLBE LN, WILSONVILLE, OR 97070-9599  
 MAYER D J & ANN K, 2461 SW CRESTDALE DR, PORTLAND, OR 97225-3236  
 MAYER DONALD J & ANN K, 2461 SW CRESTDALE DR, PORTLAND, OR 97225-3236  
 MBA ROSEMARY C, 11033 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 MCBETH DARBY SARGENT, 28659 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 MCBRIDE GREGORY S & KIMBERLY M, 8685 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 MCBRIDE INVESTMENTS LLC, 28831 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 MCBRIDE INVESTMENTS LLC, 5335 MEADOWS RD STE 250, LAKE OSWEGO, OR 97035-3189  
 MCBRIDE JOYCE E, 8405 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8420  
 MCBRIDE MATTHEW C, 29169 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 MCCABE TIMOTHY J, 11141 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 MCCABE TIMOTHY J & JENNIFER R, 10352 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 MCCALL JUDY EARLINE, 8510 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5409  
 MCCANN DENNIS R & JUDY R, 32265 SW ARMITAGE RD, WILSONVILLE, OR 97070-7452  
 MCCANN EDWARD JAMES & MARYANN, 31062 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 MCCANN ELIZABETH C R, 29730 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 MCCANN MARY M TRUSTEE, 8495 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MCCARTHY BRIAN & BRENDA, 31517 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 MCCARTHY JAMES P & JULIE A, 7743 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 MCCARTHY LILA M A TRUSTEE, 7680 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8739  
 MCCARTHY MICHAEL E & ANNETTE C, 31116 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MCCAULEY JOHN R, 8224 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 MCCLELLAN ERIC L & LISA B, 31150 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 MCCLOUD JIM W & CYNTHIA J, 73 MILLAND DR, MILL VALLEY, CA 94941-4910  
 MCCLURE EARL & JUDI EICHMAN-MCCLURE, 7509 SW MURRAY ST, WILSONVILLE, OR 97070-6548  
 MCCONNEL MARY A, 11848 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 MCCONNELL BRUCE K TRUSTEE, 32523 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 MCCORD GLEN A & ELIZABETH A, 7893 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 MCCOSKEY TERESA ANN, 32530 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 MCCOY BENJAMIN D, 29650 SW COURTSIDE DR UNIT 21, WILSONVILLE, OR 97070-7482  
 MCCOY JANICE M, 32205 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 MCCOY KEVIN R, 7065 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCCracken JOHN W III & DEWANA M, 31625 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 MCCREADY CONNIE R, 29520 SW VOLLEY ST UNIT 58, WILSONVILLE, OR 97070-5437  
 MCCRUM RONALD R, 7520 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 MCCULLAUGH T MICHAEL, 8605 SW METOLIUS LN, WILSONVILLE, OR 97070-6742  
 MCCULLAUGH TIMOTHY G & STEPHANIE, A29072 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 MCCULLOUGH JOHN TRUSTEE, 32405 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 MCDANIEL STEVEN M & PHYLLIS, 9150 SW BLAKE, TUALATIN, OR 97062-9009  
 MCDIARMID LINDSAY A, 6920 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 MCDONALD GEORGE DUNCAN TRUSTEE, 10616 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 MCDONALD JOHN T & ALICE L, 28333 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 MCDONALD RICHARD A & BARBARA C, 7223 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 MCDONALD SCOTT & H RUDKEN-MCDONALD, 7085 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 MCDUGAL PETER W & WENDY K, 10962 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 MCELROY ROBERT L & DONNA LEE, 28699 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 MCELWAIN NANCY L TRUSTEE, 7235 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 MCENTEE TERRY E & JUDITH L, 7875 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 MCEWAN-COYER ANNETTE & L A COYER, 7078 SW CEDAR POINT DR, WILSONVILLE, OR 97070-7850  
 MCFALL PATRICK E TRUSTEE, 29558 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 MCFARLAND ANITA C, 32510 SW JULIETTE DR, WILSONVILLE, OR 97070-7445



MCGAFFEY MICHELE STEAGALL &, JERRY GUY8440 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8424  
 MCGARRIGLE ROGER W, 1630 SW HARBOR WAY D205, PORTLAND, OR 97201-5152  
 MCGARY ALICE A, PO BOX 3693, TUALATIN, OR 97062-3693  
 MCGATHEN THOMAS, 7709 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
 MCGILLIVARY JEFFREY S, 29078 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 MCGILLIVARY KENNETH B & HEATHER, 10886 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 MCGINNIS MICHAEL R & MARY K, 7215 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 MCGOWAN WILLIS E & INEZ, 8210 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MCGRANAHAN THOMAS T, 31119 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MCGRATH KATHLEEN M & TIMOTHY C, 31533 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 MCGRAW JAMES E, 8620 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 MCGREGOR BONNIE J TRUSTEE, 31377 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 MCGUIRE MATTHEW J, 11825 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 MCILMOIL CHRISTOPHER J & KAREN M, 31527 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 MCILROY JOAN E, 28527 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 MCINTIRE JOCELYN D, 30519 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 MCINTOSH DAVID D & MONIKA, 11575 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 MCINTOSH JOHN W JR & VICKI L, 903 S MCKINLEY ST, CASPER, WY 82601-3440  
 MCKAY ANDREW & ANGIE, 10139 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 MCKAY GLORIA TRUSTEE, 7574 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 MCKAY KAREN ANN, 8288 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 MCKENNA JAMES R TRUSTEE, 32060 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 MCKENNIE MICHAEL PATRICK, 8521 SW 168TH AVE, BEAVERTON, OR 97007-6876  
 MCKENNIE TRACI ANN, 7010 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCKENZIE GARY L, 7585 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MCKENZIE GRETCHEN, 8680 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 MCKENZIE KEVIN L & SUZANNE L, 28081 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 MCKEOWN XANDRA T, 11772 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 MCKESSON HBOC INC, ONE POST ST32ND FLOOR, SAN FRANCISCO, CA 94104  
 MCKILLIP BRADLEY A & JOYCE M, 8575 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MCKILLIP TERRY L, 10594 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 MCKINNEY BRENT & SANDRA K, 31836 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 MCKINNEY BRENT M & SANDRA K, 6768 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 MCKINNEY EDWARD J & ROSALYN S, 7798 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 MCKNIGHT SCOTT & ALYS, 28500 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 MCKOWN KIMBERLY A, 28811 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 MCLAUGHLIN PATRICK, 7120 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCLEOD LEA TRUSTEE, 32395 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 MCLEOD LOIS M, 7768 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 MCMANUS CRAIG K & MEGAN E, 28440 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 MCMICHAEL JOHN C JR & DIANNE H, 7685 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 MCMICHAEL KELLY A, 27245 SW WOOD AVE, WILSONVILLE, OR 97070-6541  
 MCMICHAEL RANDALL K, 7430 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 MCMILLEN MICHAEL S, 163 N HAYDEN BAY DR, PORTLAND, OR 97217-7975  
 MCMONAGLE DANIEL R, 29689 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 MCMULLEN JAMES L & KATHLEEN M, 7549 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 MCNAMARA JOLYNN, 30326 SW RUTH ST UNIT 53, WILSONVILLE, OR 97070-6671  
 MCNEANY MARIE, 28595 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 MCNEILL DOUGLAS M & FRANCES E, 11213 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 MCNERNEY JERRY O & CAROLE A, 7430 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 MCPHAIL DENISE M TRUSTEE, 7445 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 MCPHERSON TERRY A, 27231 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
 MCPHERSON THOMAS W & J M WALKER, 7475 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 MCQUOWN ROBERT C & RUTH A, 30424 SW RUTH ST UNIT 86, WILSONVILLE, OR 97070-6679  
 MCREYNOLDS CHRISTOPHER A & AMY M, 7264 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8866  
 MCVAY BARRY W & ROBIN J, 28558 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 MCVAY DONALD C TRUSTEE, 7415 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 MCVAY JEFFREY B & PAMELA, 28456 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 MCVAY KRISTIN L, 30710 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 MCVEY N LORRAINE, 8140 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MCVICKER MOLLY E, 11258 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 MEACHAM RICK, 23735 SW LADD HILL RD, SHERWOOD, OR 97140-5024  
 MEACHAM TONY, 6582 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 MEAD JAMES WALTER TRUSTEE, 8500 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8447  
 MEADE CHRISTOPHER P & MARY K, 10388 SW BARBER ST, WILSONVILLE, OR 97070-9305



MEADE JOHN T & HELEN C, 30366 SW RUTH ST UNIT 69, WILSONVILLE, OR 97070-6673  
 MEADWESTVACO PACKAGING SYS LLC, 8440 ALLISON POINTE BLVD STE 300, INDIANAPOLIS, IN 46250-4202  
 MEDEARIS TIMOTHY & VALORIE, 10211 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 MEDEMA-HOOK CYNTHIA G TRUSTEE, 8210 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 MEEK EDWARD COLTON JR & ELIZABETH J, 6970 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 MEEKER CATHERINE, 11247 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 MEEKINS DOUGLAS & ANA MARIA, 28013 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 MEGALE CYNTHIA, 24520 S CENTRAL POINT RD, CANBY, OR 97013-8745  
 MEIDL ANTONIA TRUSTEE, 13515 NW SHADYBROOK RD, NORTH PLAINS, OR 97133-8373  
 MEIER PAUL A & DONNA L, 7200 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 MEISCH SHIRLEY R, 8510 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5408  
 MEISLAHN TODD M & PENNI S, PO BOX 606, WILSONVILLE, OR 97070-0606  
 MEISNER ADAM, 31148 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 MEISNER RICHARD & LINDA, 32208 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 MEISTER DANIEL C & CASSANDRA D, 28982 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 MELETHIL PADMANABHAN K, 11221 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 MELLOR DYLAN S, 29650 SW COURTSIDE DR UNIT 17, WILSONVILLE, OR 97070-7482  
 MELOY JOAN L, 28646 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 MELTON SHARIDA J, 6607 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 MELUM BRENDA L, 6598 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 MELVIN KENNETH P, 7184 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 MELZER DOUGLAS C & CHERYL D, 31300 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7489  
 MENDELL DANTON & MARGARET JOHNSON, 6710 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 MENDENHALL BRADLEY & CLAUDIA ROLDAN, 31050 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 MENDENHALL DAVID L & VICTORIA J, 7486 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 MENELEY JENNIFER L, 22897 SW COWLITZ DR, TUALATIN, OR 97062-8386  
 MENG JASON R & BRANDY L, 11252 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 MENGELKOCH MICHAEL D TRUSTEE, 8490 SW MEMORIAL DR, WILSONVILLE, OR 97070-7830  
 MENNIS ROBIN C, 19441 WILDERNESS DR, WEST LINN, OR 97068-2005  
 MENTOR GRAPHICS CORP, 8005 SW BOECKMAN RD, WILSONVILLE, OR 97070-9733  
 MENTZER JOANNE K, 28740 SW PARKWAY AVE UNIT C1, WILSONVILLE, OR 97070-9764  
 MERIDIAN UNTD CH OF CHRIST, 6750 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 MERMIS JEFF T & JESSICA L, 10680 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 MERMIS PATRICIA J, 11986 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 MERRICK JOHN P & MICHELLE L, 29068 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 MERRILL KAREN N, 7340 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 MERRYFIELD OWNERS ASSN, 29835 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 METZ R CHARLENE, 11188 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MEYER JOYCE L, 29510 SW VOLLEY ST UNIT 74, WILSONVILLE, OR 97070-6533  
 MEYER ROBERT D & TERESA JOELLE, 11307 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 MEYERS JOHN MARK & DIANE DAVIS, 7809 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 MIBACH LAWRENCE A, 6797 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 MICHAELSON CONNOR & BOUL, 4400 WILL ROGERS PKWY STE 300, OKLAHOMA CITY, OK 73108-1870  
 MICKELSON STEVE & MARY, 31435 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MIEHER AVA KIEHM, 28497 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 MIKKELSON GAIL M TRUST, 7500 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 MIKLANCIC MARLA, 8841 APPLEBY LN, INDIANAPOLIS, IN 46256-1171  
 MILBURN GARY L, 11363 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 MILBURN MICHELLE & LLOYD, 7718 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 MILES ROBERT R, 7000 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6500  
 MILLER ANDREW W JR, 31161 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 MILLER DANIEL A TRUSTEE, 7025 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 MILLER DONALD M & JUDY A, 7335 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 MILLER EDWARD A & KATHLEEN G, 7555 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MILLER JEFFREY A & KELLI M, 30628 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 MILLER JOHN P & NANCY K, 11975 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
 MILLER KELLY P & BRIDGET E, 27127 SW WOOD AVE, WILSONVILLE, OR 97070-6536  
 MILLER LYNNE E, 14811 SW BELL RD, SHERWOOD, OR 97140-9038  
 MILLER MATTHEW F & SARAH H, 28639 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 MILLER MICHAEL A & LINDA D, 7945 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 MILLER PAINT CO INC, 12812 NE WHITAKER WAY, PORTLAND, OR 97230-1110  
 MILLER PATRICIA M CO-TRUSTEE, 759 PARK PLACE LOOP, HOOD RIVER, OR 97031-8794  
 MILLER RICHARD H & ANN E, 32535 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
 MILLER ROBERT A & DOROTHY M, 11599 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 MILLER ROBERT TRUST, 7143 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459



MILLER ROBERT W, 29600 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7576  
MILLER SCOTT F & MOLLY M, 7830 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
MILLER STEVEN J, 11279 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
MILLER VANCE, 3204 DUNNS CANYON RD, BELTON, TX 76513-1362  
MILLS CHARLES & LINDA, 31053 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
MILLS HOWELL S & MARLENE S, 7815 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
MILNE WILLIAM S & JANET C, 7675 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
MILROY DAVID A TRUSTEE, PO BOX 4353, SALEM, OR 97302-8353  
MILTON PHILIP L & SHELLEY M, 10920 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
MINDEN GERALDINE L, 4080 DEEPWOODS LN NW, SALEM, OR 97304-9540  
MINIHAN DEBORAH J & THOMAS J, 31489 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
MIRANDA PETER & NORMA, 11671 SW JAMAICA, WILSONVILLE, OR 97070-9563  
MISNER JOHN W & PATRICIA J, 32224 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
MISSAL PAUL, 30650 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6756  
MISSION HOMES NORTHWEST LLC, PO BOX 1689, LAKE OSWEGO, OR 97035-0889  
MISTOVICH BRIAN J & KERRI L, 28360 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
MISTRETTA JOSEPH L JR & BETH, 27229 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
MITCHELL JENNIE L, 29655 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
MITCHELL TAFT L & ROBERTA L, 6656 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
MITCHELL TERRY, 31305 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
MIYAKE CRYSTAL & JAMES DOWNIE, 11629 SW LAUSANNE ST, WILSONVILLE, OR 97070-7332  
MOBLEY TODD E & JERRIANN, 11695 SW JAMAICA, WILSONVILLE, OR 97070-9563  
MODELL LESLIE D & KRISTI C, 11342 SW BARBER ST, WILSONVILLE, OR 97070-7397  
MOEN THELMA I, 29580 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
MOHATT JOHN & JAN, 28579 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
MOHR JOSEPH T & MADELINE JILL, 7259 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
MOLD WALLACE D TRUSTEE, 1806 LINCOLN WAY, THE DALLES, OR 97058-2062  
MOLE DONALD W II & PENNY S, 31235 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
MOLESWORTH JOHN & TERE MAURER, 29070 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
MOLINE ANDREW A & JANA K, 32270 SW ESTATES CT, WILSONVILLE, OR 97070-8409  
MOLINSKY SERREN KEZIA & AARON T, 1000 EL CAMINO REAL, AHERTON, CA 94027-4300  
MOLISANI PAUL A TRUSTEE, 29572 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
MOLLER JAMES W, 7065 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
MOLTER CAROLYN M, 28091 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
MONROE MARY-LYNNE, 10205 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
MONROE ROBERT G TRUSTEE, 7220 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
MONTALVAN SANTIAGO & HALEY PERCELL, 28663 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
MONTEBELLO ASSOCIATES, PO BOX 490, ENTERPRISE, OR 97828-0490  
MONTELIUS I LAVON, 28519 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
MONTGOMERY DORIS R TRUSTEE, 32340 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
MONTGOMERY JAMES R & TERRI D, 30917 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
MONTGOMERY ROY E & MARCELLA A, 8530 SW WILSON LN, WILSONVILLE, OR 97070-7736  
MOODY BRUCE A & JULIE A, 7425 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
MOODY GLEN T, 10420 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
MOOMAW ANITA S & KEITH S, 31542 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
MOON NANETTE W, 10441 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
MOORE CAROL S, 32207 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
MOORE CHRISTOPHER P, 6750 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
MOORE DANIEL A JR & PATRICIA B, 28671 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
MOORE ERIC J & LAURA A, 10525 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
MOORE F WALTER TRUSTEE, 6769 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
MOORE JAMES D & TINA L, 31409 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
MOORE JANET K, 32219 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
MOORE RICHARD A, PO BOX 637, WILSONVILLE, OR 97070-0637  
MOORE THOMAS D & ALICIA, 6966 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
MOORE THOMAS DR &, PATRICIA BELTZ-MOORE PO BOX 304, WILSONVILLE, OR 97070-0304  
MOORE THOMAS R & PATTI A, 32105 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
MOOSE LODGE #1598, PO BOX 475, WILSONVILLE, OR 97070-0475  
MORAN MARK R & CYNTHIA J PETRIE, 28623 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
MOREY MICHAEL & LESLIE MACKENZIE, & CO-TRUSTEE 3300 SW RIVERFRONT TER, WILSONVILLE, OR 97070-6777  
MOREYS LANDING HMOWNRS ASSN, 7160 SW HAZELFERN #1100, TIGARD, OR 97224-7742  
MOREYS LANDING HMOWNRS ASSN, 11130 SW BARBUR BLVD, PORTLAND, OR 97219-8688  
MOREYS LANDING HMOWNRS ASSOC, 6900 SW HAINES RD #200, TIGARD, OR 97223-2513  
MOREYS LANDING HOMEOWNERS ASSN, 7000 SW HAMPTON ST STE 205, TIGARD, OR 97223-8362  
MOREYS LANDING HOMEOWNERS ASSN, PO BOX 23099, TIGARD, OR 97281-3099



MORGAN DEANNA R TRUSTEE, 7170 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 MORGAN JASON, 10890 SW MOREY CT, WILSONVILLE, OR 97070-5502  
 MORGAN Z STARLENE TRUSTEE, 29165 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 MORISHITA CLAYTON FORD & JOLENE, 7470 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 MORLAN MARVIN D CO-TRUSTEE, 32600 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 MORLEY IAN & SAUNDRA, 26919 SW MCLEOD ST, WILSONVILLE, OR 97070-6816  
 MORRILL PAUL S TRUSTEE, PO BOX 423, APTOS, CA 95001-0423  
 MORRIS MARTIN & DARLENE, 10955 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 MORRIS PHILIP T, 11784 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 MORRIS RICHARD MICHAEL, 8399 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 MORRIS ROY OWEN TRUSTEE, 7070 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 MORRISON ELEANOR M TRUSTEE, PO BOX 25007, YUMA, AZ 85367-1300  
 MORROW JOHN & MARISE, 1355 COPPER GLEN DR SE, SALEM, OR 97302-1733  
 MORROW LYNN M, 29750 SW COURTSIDE DR UNIT 10, WILSONVILLE, OR 97070-7485  
 MORSE STEVEN K, 13113 NE FOURTH PLAIN BLVD, VANCOUVER, WA 98682-4934  
 MORTON DONALD D SR TRUSTEE, 7900 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 MOSAR ROBERT, PO BOX 831, SISTERS, OR 97759-0831  
 MOSEY EDWARD F & ANNA ARNESEN, 32485 SW ARMITAGE RD, WILSONVILLE, OR 97070-8414  
 MOSEY EDWARD F TRUSTEE, 32485 SW ARMITAGE RD, WILSONVILLE, OR 97070-8414  
 MOSEY TRUDI, 31130 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 MOSS RONALD M & SALLY J, 28627 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 MOSTUL TERRY A & DEBBI C, 7585 SW HUNZIKER, TIGARD, OR 97223-8209  
 MOTA MARTIN, 11164 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MOTLAGH ABOLGHASEM & FATEMEH FAR, 29590 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 MOTTA DANIEL P & DELLA J, 31127 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MOUSER MARK D, 8505 SW CURRY DR A, WILSONVILLE, OR 97070-8422  
 MREEN JAMES R TRUSTEE, 15875 NE EILERS RD, AURORA, OR 97002-8508  
 MUBASHIR MUNEER & RUBINA GUNDROO, 28622 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 MUELLER KATHLEEN ANN, 7042 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 MUENCH DOUGLAS E & GRACE N, 30950 SW FIR AVE, WILSONVILLE, OR 97070-6765  
 MUENCH RONALD, PO BOX 1142, WILSONVILLE, OR 97070-1142  
 MUKHERJEE NILANJAN & PAROMITA, 28028 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 MULDROW JAMIE J & KAROLYN H, 7505 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 MULFORD RHONDA R, 11659 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 MULLER LEON ALFRED & SUSAN E, 28087 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 MULLER ROBERT L, 11152 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 MULLIGAN NORMA J TRUSTEE, 7785 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 MULLINS BURKE J, PO BOX 143, SNOQUALMIE, WA 98065-0143  
 MUNSEY CYNTHIA A, 29590 SW COURTSIDE DR UNIT 3, WILSONVILLE, OR 97070-7430  
 MUNSON LISA & TAL T, 7944 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 MURDZA J LARRY & JUDY J, 11360 SW PAULINA DR, WILSONVILLE, OR 97070-8550  
 MURPHY CONSTANCE M & TERRENCE J, 10893 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 MURPHY JULIE, 11192 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 MURRAY DIANE M & MICHAEL R, 32195 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 MURRAY IAN R & ELEANOR E, 31780 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 MURRAY NORBERT M & LEAH D, 28481 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 MURRAY WILLIAM N TRUSTEE, 7275 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 MURRILL KENNETH SCOTT & ANGELA M, 10865 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 MUSTAFA YAHYA M Z & EMAN BADWAN, 30700 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 MW WILSONVILLE LLC, 210 SW MORRISON STE 600, PORTLAND, OR 97204-3150  
 MYERS BARBARA J TRUSTEE, 32435 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 MYERS CHARLES D & KOLLEEN MEYER, 31131 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 MYERS CHRISTINA MARIE, 6865 SW COUNTRY VIEW CT N, WILSONVILLE, OR 97070-9495  
 MYERS GEORGE & CATHERINE, 32063 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 MYERS JAMES E, 29700 SW COURTSIDE DR UNIT 40, WILSONVILLE, OR 97070-7483  
 MYERS JAMES W & MARY K, 6783 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 MYERS JAY & KAREN, PO BOX 92, WILSONVILLE, OR 97070-0092  
 MYERS SCOTT J & TAMMY L, 28329 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-7704  
 MYERS SHERRY L, 7750 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 MYERS STEVEN L & LAURA K, 7307 SW CAPITOL HWY, PORTLAND, OR 97219-2430  
 NADA SAMY F & YARA Y AL ATAWY, 7650 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 NADEAU ANDRE R TRUSTEE, 27580 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 NAGY MICHAEL J & DONNA M, 29187 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 NAKASHIMA JON-KAI & STACIE, 28348 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 NANCE G RUSSELL TRUSTEE, 7100 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6411



NAPOLI DOUGLAS, 7120 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 NARAYAN JULIJANA, 7636 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 NASBURG CHARLES D, 8144 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 NASERY FOROZAN, 7549 SW ROANOKE DR, WILSONVILLE, OR 97070-6804  
 NASH SARA & CHRISTOPHER, 10500 SW BARBER ST, WILSONVILLE, OR 97070-9307  
 NATIONAL ADVERTISING CO, PO BOX 404, BROADWAY, NJ 08808-0404  
 NATIONAL CHRISTIAN COMM FOUNDATION, 7730 SW 31ST AVE, PORTLAND, OR 97219-2420  
 NATSCH GLORIA T, 31505 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 NAVARRO JAVIER GARCIA, 8814 SW KALYCA ST, WILSONVILLE, OR 97070-7808  
 NEAD LISA M, 30330 SW REBEKAH ST UNIT 4, WILSONVILLE, OR 97070-6667  
 NEAMTZU VICTOR TRUSTEE, 7380 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 NEBERT DANIEL & LUCIA JORGE-NEBERT, 31009 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7462  
 NEHRKORN VANESSA R & MATTHEW, 7510 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 NEISWANGER PHILIP DEAN TRUSTEE, 31674 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 NEITZ FRANCIS L TRUSTEE, 32544 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 NEJEDLO JAY J & DENISE L, 6876 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 NELSEN MARK R, 29720 SW COURTSIDE DR UNIT 52, WILSONVILLE, OR 97070-7484  
 NELSON ALBERT L, 29750 SW COURTSIDE DR UNIT 5, WILSONVILLE, OR 97070-7485  
 NELSON CRAIG E, 7348 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 NELSON CRAIG RICHARD, 10942 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 NELSON GUY & KIMBERLY M, 10870 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 NELSON MARTIN T & STACEY L, 6620 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 NELSON MARVIN D & SANDRA D, 7882 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 NELSON RAYMOND D SR, 28656 SW ASH MEADOWS BLVD UNIT 26, WILSONVILLE, OR 97070-7895  
 NELSON STEVEN JOHN, 7768 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 NELSON WILLIAM & JOANNA, 28612 SW ASH MEADOWS BLVD UNIT 32, WILSONVILLE, OR 97070-7810  
 NEMES BRUCE E & DEBRA J, 7315 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 NESS ALEXANDRA NICOLE, 8425 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8421  
 NESS JAMES S & MARGARET M, 31070 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 NETTESHEIM JOHN D, 2027 17TH AVE, SAN FRANCISCO, CA 94116-1245  
 NEUMEISTER CARLEIGH, 31424 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 NEW LIFE CHURCH, 27960 SW CANYON CREEK RD, WILSONVILLE, OR 97070-6717  
 NEWELL DOLORES M, 28811 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 NEWELL MARK L & BARBARA A, PO BOX 70, WILSONVILLE, OR 97070-0070  
 NEWKIRK ANTHONY & VALERIE, 7759 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 NEWTON JANET I, 8400 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8418  
 NGUYEN HENRY HOANG & LIEN KIEU THI, 28317 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 NGUYEN KHANH DUY & THUY NGOC PHAM, 29891 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 NGUYEN PETER, 11667 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 NGUYEN QUANG, 10895 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 NGUYEN TAM THANH & THANH THI BAC, 31374 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 NICHOLAS EVGENIA, 8315 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8441  
 NICHOLS ANTHONY W, 11670 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 NICHOLS BARBARA TRUSTEE, 28493 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 NICHOLS DAVID, 7395 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 NICHOLS MARY F TRUSTEE, 7666 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 NICHOLS MICHAEL L & BECKY, 11336 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 NICHOLSON DOUGLAS M TRUSTEE, 7270 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 NICHOLSON MERRILL S & MARY JANE, 7730 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 NICOLI ANTHONY M & DOREEN A, 32070 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 NIELSEN COREY W & JULIE M, 30944 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 NIELSEN JIM & MICHELLE S, 32100 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 NIERENGARTEN STEPHEN, 8435 SW CEDARCREST ST, TIGARD, OR 97223-8940  
 NIETING JENNIFER D, 10642 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 NIEUWSTRATEN DAVE J & BONNIE A, 28905 SW CASCADE LOOP, WILSONVILLE, OR 97070-5763  
 NIKKEL ROBERT E, 11984 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 NIKLAS JOAN, 23654 KLUPENGER RD NE, AURORA, OR 97002-8691  
 NILES AMANDA, 4640 SW MACADAM AVE #260, PORTLAND, OR 97239-4232  
 NILI INVESTMENTS LLC, 29735 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9774  
 NILI SHAWN S & DORNA, PO BOX 3120, AGOURA HILLS, CA 91376-3120  
 NIMAKO HENDRIX, 26858 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 NIRSCHL MARY, 32285 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 NISS MICHAEL, 8745 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8438  
 NOAKES NORMAN F & JUDITH A, 6309 S WHITE PL, CHANDLER, AZ 85249-3893  
 NOFFKE GLEN ALFERD TRUSTEE, 8250 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419



NOLL BRIAN T & KYLE M RITCHEY-NOLL, 28616 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 NORCO PROPERTY HOLDINGS LLC, 0918 SW COMUS ST, PORTLAND, OR 97219-7877  
 NORGART RANDALL E & STACEY L, 15785 NE EILERS RD, AURORA, OR 97002-8507  
 NORLIN ANDREW, 11245 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 NORMAN JOEL R TRUSTEE, 30406 SW RUTH ST UNIT 81, WILSONVILLE, OR 97070-6678  
 NORQUIST JACOB & MAYUMI, 7746 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 NORRIS KENNETH W TRUSTEE, 28447 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 NORTH MICHAEL L & LESLIE M, 26937 SW MCLEOD ST, WILSONVILLE, OR 97070-6818  
 NORTH WILSONVILLE ASSOCIATE, 2731 77TH AVE SE STE 206, MERCER ISLAND, WA 98040-2800  
 NORTHRUP RONALD R & JEAN W, 32560 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 NORTHWEST COMMUNITY MANAGEMENT, PO BOX 23099, TIGARD, OR 97281-3099  
 NORTHWEST HOUSING ALTERNATIVES INC, 2316 SE WILLARD ST, MILWAUKIE, OR 97222-7740  
 NORTHWEST WILSONVILLE PROPERTIES LLC, PO BOX 230819, TIGARD, OR 97281-0819  
 NOVAK CAROLE A, 32551 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 NOVITSKY DAVID & SALLY, 31389 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 NUNN JACK R II & LINDA L, 10756 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 NUNNENKAMP MICHAEL D & LINDY D, 7893 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 NUSTAD DOUGLAS & JANET, 31520 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 NUTBROWN LORI SUSAN, 14365 WALTON ST, BEAVERTON, OR 97006-5980  
 NYLANDER PETER S & GLADENA J, 11255 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 NYMAN MARK A & MONICA A, 30470 SW PARKWAY AVE, WILSONVILLE, OR 97070-7804  
 NYSTROM SUZANNE I, 8292 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 OAK VIEW CONDO HOMEOWNERS, NO MAILING ADDRESS, AVAILABLE,  
 OBERG FLORENCE E, 11990 SW RIVERVIEW LN, WILSONVILLE, OR 97070-7537  
 OBERG JAMES W, 8076 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 OBRIEN DANIEL B & GRETCHEN M, 8505 SW MIAMI, WILSONVILLE, OR 97070-9798  
 OCHS NEIL JON & DINA A, 10665 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 OCONNOR CHRISTINA L, 30725 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 OCONNOR JENNIE J, 12003 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 OCONNOR PATRICIA M, 7902 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 OCONNOR TIMOTHY K, 31333 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 ODIERNO PATRICK PHILLIP & SUSAN, E30788 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 ODOM MICHAEL W, 29810 SW LANCELOT LN, WILSONVILLE, OR 97070-8553  
 ODOWD BRENNAN, 7699 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 OESTERREICH LAWRENCE JR & ERICA, 30865 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 OFSTEDAHL LAWRENCE R CO-TRS, 7535 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 OGAN GARY S, 6855 SE 122ND DR, PORTLAND, OR 97236-5001  
 OGAN THOMAS M & TERRILL J, 31467 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 OH JONG, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 OHALLORAN MICHAEL & KAREN HOLLAND, 29407 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 OHL KATHLEEN MARIE TRUSTEE, 28520 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 OIEN LEE M & JILLIAN A, 28043 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 OLAREY TIMOTHY D & MARY ELLEN, 11410 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 OLDCASTLE PRECAST INC, PROPERTY TAX COMPLIANCE, INDIANAPOLIS, IN 46250  
 OLEBRING NILS H & MAJA V, 7700 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 OLELS RUSSELL C & KEELI M, 29087 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 OLESON ROBERT A & PATTI, 7465 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 OLMSTED LIVING TRUST, 8220 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 OLSEN RODERICK TRUSTEE, 12375 SW TOOZE RD, SHERWOOD, OR 97140-7205  
 OLSON ARNOLD BRUCE TRUSTEE, 31570 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 OLSON JAMES A & SHARON L D, 30610 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 OLSON JERRY D & MARY L THEDE-OLSON, 32235 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 OLSON KEITH D & NANCY L, 7540 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 OLSON MERLE & ANNA, 11242 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 OLSON VANESSA K & CHRISTOPHER L, 11765 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 OLSON WILLIAM R JR, 27600 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 OLYAEI ALI S, 10889 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 OLYMPIC INVESTMENTS INC, 7140 SW FIR LOOP STE 115, TIGARD, OR 97223-8062  
 ONEIL SHAWN M & YUMI M, 31153 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 ONEILL ELIZABETH J & MICHAEL H, 31017 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414  
 ONICH LLC, PO BOX 3884, WILSONVILLE, OR 97070-3884  
 ONISKO JOHN JR TRSTE, 6870 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 OPORTA VICTORINO A & FARA L, 11263 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 ORA MEMBER SERVICES INC, 8565 SW SALISH LANE #120, WILSONVILLE, OR 97070-9633  
 OREGON ASSN OF NURSRYMN INC, 29751 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9774



OREGON DENTAL ASSOCIATION, PO BOX 3710, WILSONVILLE, OR 97070-3710  
 OREGON GLASS CO, 10450 SW RIDDER RD, WILSONVILLE, OR 97070-8863  
 OREGON SCHOOL ACTIVITIES ASSOC, 25200 SW PARKWAY AVE, WILSONVILLE, OR 97070-9650  
 OREGON STATE OF DEPT OF CORRECTIONS, 355 CAPITAL ST NE, SALEM, OR 97301-3935  
 OREGON STATE OF DEPT OF TRANSPORTATION, RIGHT OF WAY SECTION MS#24040 FAIRVIEW INDUST DR SE, SALEM, OR 97302-1142  
 OREPAC BUILDING PRODUCTS, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
 ORLANDO MARY E, 30530 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 ORMAN ANDREW S & TIA E, 10610 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7847  
 ORR CAMILLA L, 30350 SW REBEKAH ST UNIT 10, WILSONVILLE, OR 97070-6670  
 ORTEGA DANIEL & KATHY, 7050 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 ORTON DEVELOPMENT INC, 1475 POWELL ST STE 101, EMERYVILLE, CA 94608-2026  
 OSBORN NATHAN SCOTT & MEGAN JOY, 7200 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 OSIKA-BARBUR CARMEN A, 6825 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 OSTLER SIMON C & BARBARA A, 6783 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 OSTOJA DAVID N, 30683 SW PEACH COVE RD, WEST LINN, OR 97068-9415  
 OSTOJA NICHOLAS J CO-TRUSTEE, 28655 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 OSTREM LEROY E & CLAUDIA K, 31443 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 OTT MERLE E & MARY E, 28444 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 OTTINGER AYLAND & JUDY, 31092 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 OTTUM SEAN A & MARIE E, 28936 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 OTV 1, 2, AND 3, LLC, 30625 SW BOONES FERRY RD STE B, WILSONVILLE, OR 97070-7862  
 OUR ASSOCIATES, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 OVERHOLT MATT & NANCY, 28592 SW CASCADE LOOP, WILSONVILLE, OR 97070-7771  
 OVERHOLT MATTHEW W & NANCY J, 28370 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 OVERTURF DONALD & CRISTY L, 31406 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 OWEN CHRISTOPHER P, 31000 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 OWEN DALE M & LINDA SUE, 31466 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 OWENS DANA E, 27650 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 OWENS DAVID W & GLORIA A, 6762 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 OWENS RICHARD W & SUSAN L, 8075 SW SPRUCE ST, TIGARD, OR 97223-8753  
 OWNERS CHARB VLG CTR CONDO, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 OYALA WILLIAM F & JOYCE S, 28625 SW ASH MEADOWS BLVD UNIT 13, WILSONVILLE, OR 97070-7802  
 PACE RONALD E & CONNIE J, 10862 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 PACIFIC NW PROPERTIES, LTD PARTNERSHIPPO BOX 2206, BEAVERTON, OR 97075-2206  
 PACIFIC NW PROPERTIES LP, 6600 SW 105TH AVE STE 175, BEAVERTON, OR 97008-8834  
 PACIFICORP PROPERTY MGMT, 825 NE MULTNOMAH ST STE 1900, PORTLAND, OR 97232-2151  
 PACIFICORP PROPERTY MGMT, 825 NE MULTNOMAH ST STE 1900, PORTLAND, OR 97232-2151  
 PACKARD JAMES W TRUSTEE, 32231 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 PADRICK KERRY, 30845 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 PADRICK KERRY L, 30845 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 PAGE JOHN D & KAZUKO O, 7054 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 PAGELS ROLF W TRUSTEE, 32271 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PAINE ERIC ALAN, 3416 VIA OPORTO STE 301, NEWPORT BEACH, CA 92663-3932  
 PAK LLC, 133 NE 5TH ST, MADRAS, OR 97741-1702  
 PALANDRI JERRY & CYNTHIA A, 11214 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 PALMER CALVIN N & JULIE, 28043 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 PALVE DINESH J & APARNA D, 28320 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 PANCK KENNETH E & RUTH ANN, 8530 SW MIAMI, WILSONVILLE, OR 97070-9798  
 PAOLO JASON M, 7853 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 PAPEN JEFFREY E, 35200 SW DEER PARK RD, WILSONVILLE, OR 97070-9509  
 PAPP KELSEY, 28656 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 PAQUE JOHN B & CATHERINE J, 32363 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 PARDO JUAN FERNANDO & CASEY BETTINA, 11127 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 PARGA LETICIA, 28740 SW PARKWAY AVE UNIT D2, WILSONVILLE, OR 97070-9765  
 PARHAM JAMES R & SHERRY D, 11008 SW PRESTWICK CT, WILSONVILLE, OR 97070-5510  
 PARIS JAMES M, 12028 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 PARISI G P & EVA D, 32241 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 PARK ALICE M, 8256 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 PARK ARTHUR L, 29246 SW VILLEBOIS DR, WILSONVILLE, OR 97070-7315  
 PARK HEUNG & SHIN, 1794 FUMIA PL, SAN JOSE, CA 95131-1621  
 PARK JEA WOO, 10513 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 PARK PAVILION LLC, 1780 SW ADVANCE RD, WEST LINN, OR 97068-9677  
 PARKER BARBARA A TRUSTEE, 7525 SW 163RD ST, MIAMI, FL 33157-3827  
 PARKER CYNTHIA J, 7658 SW ROANOKE DR, WILSONVILLE, OR 97070-6810



PARKER DEBRA & GARY, 31120 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 PARKER GREGORY H, 7060 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 PARKER HAROLD W TRUSTEE, 32216 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PARKER JACK M, 8745 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 PARKER JACK V & JUDY A, 8725 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 PARKER SHELLEY, 11211 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 PARKWAY OFFICES & K & B PKWY COURTYARDS, BY AVAMERE BETHANY COTTAGES 25117 SW PARKWAY STE F, WILSONVILLE, OR 97070-9697  
 PARROTT DALE E & SHIRLEY J, 7002 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 PARRY HAROLD V & SHARON M, 6877 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 PARRY JESSE N TRUSTEE, 31030 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 PASCOE BRIAN R & LISA A, 30950 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 PATARQUE PAMELA P & BENITO G, 2304 OSWEGO GLEN CT, LAKE OSWEGO, OR 97034-1548  
 PATCH DONALD L, 31480 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 PATEL ASHIT G & SONEL P, 11675 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 PATRICK ERIN S, 7945 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 PATTERSON BRIAN & DEBRA KAYE, 28208 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 PATTERSON CHARLES K & JUDITH M, 32574 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 PATTERSON JEREMIAH & JENNIFER, 11699 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 PATTERSON LILLIAN TRUSTEE, 31505 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 PATTERSON THOMAS EDWARD & JODI LYNN, 29155 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 PATTON THOMAS C, 11422 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 PAUL & NANCY LLC, 15025 SW 137TH PL, TIGARD, OR 97224-1542  
 PAULETTE COPPERSTONE, METRO COMPLIANCE COORDINATOR 600 NE GRAND, PORTLAND, OR 97232-2736  
 PAULI PAMELA E, 6890 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 PAULSEN RICHARD C P & JUDY, 28088 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 PAULSON CHARLES CO-TRUSTEE, 6740 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 PAULSON JAMEY L, PO BOX 4791, TUALATIN, OR 97062-4791  
 PAULSON MARTIN, 32460 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 PAULSON SALLIE TRUSTEE, 32460 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 PAULY DANIEL E, 30526 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 PAWLICKI JOSEPH P, 29542 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 PAXSON WILLIAM K, 31670 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 PAYNE DAVID P & SYLVIA R, 7549 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 PAYNE ELIZABETH, 7105 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 PAYNE JUDITH, 10709 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 PAYNE ZAN M, 5104 LINDA CT SE, SALEM, OR 97306-1789  
 PAYSANO SUSAN M, 29660 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 PAYTON MELANIE S TRUSTEE, 8123 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 PEAR NOLA, 7602 SW THORNTON DR, WILSONVILLE, OR 97070-6553  
 PEARCE ROBERT OLIVER & SHIRLEY A, 28600 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 PECK YVONNE M, 31202 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 PEDERSEN CARLENE J & DAVID R, 28600 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 PEDRO BRANDON C & DEIDRE M, 6910 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6445  
 PEDRO INVESTMENTS LLC, 9491 SW MORRISON ST, PORTLAND, OR 97225-6832  
 PEEL WILLIAM R, 32365 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 PEHKONEN LAURA, 4155 SUNSET HILLS DR SE, TURNER, OR 97392-9433  
 PEKALSKI ALEXANDER B, 7686 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 PELLATZ PAUL R & PATRICIA L, 30828 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 PELLICANO KATHLEEN M TRUSTEE, 6830 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 PENE ROBERT A & JOAN L, 7947 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 PENWARDEN KATHLEEN A, 7855 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 PENWARDEN RICHARD K, 7226 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 PERALA DENNIS G, 8070 SW HALL BLVD STE 200, BEAVERTON, OR 97008-6419  
 PEREZ ERNESTO, 7087 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 PERI PAUL F, 28635 SW ROGER BLVD UNIT 68, WILSONVILLE, OR 97070-7779  
 PERKINS MARK A CO-TRUSTEE, 28394 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 PERKINS T DON, 15995 NE EILERS RD, AURORA, OR 97002-8509  
 PERRAULT JOANN HATHAWAY TRUSTEE, 28687 SW ROGER BLVD UNIT 75, WILSONVILLE, OR 97070-8738  
 PERRENOUD CAROL, PO BOX 2840, WILSONVILLE, OR 97070-2840  
 PERROTT ROBERT W & ELSIE L, 8360 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 PERRY DOUGLAS K TRUSTEE, 28791 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 PERRY STEPHEN E TRUSTEE, 8274 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-6410  
 PETE HENRY O & MARY JANE, 8645 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 PETERKA ROBIN L, 7116 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879



PETERKIN LAWRENCE V CO-TRUSTEE, 32419 SW LAKE DR, WILSONVILLE, OR 97070-7409  
PETERS ANTONIA MARIA, 29480 SW VOLLEY ST UNIT 23, WILSONVILLE, OR 97070-7432  
PETERS RICHARD E & JACQUELINE J, 32485 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
PETERS RICHARD K II & ELIZABETH, A10230 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
PETERS SUE ANN TRUSTEE, 32481 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
PETERSEN DANIEL L & EMILY J, 7610 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
PETERSEN DUANE M TRUSTEE, PO BOX 367, WILSONVILLE, OR 97070-0367  
PETERSEN GREGORY L & CHRISTY L, 31427 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
PETERSEN JANICE K 1/2, PO BOX 367, WILSONVILLE, OR 97070-0367  
PETERSEN MICHAEL L TRUSTEE, 7715 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
PETERSEN PAUL C & JANET K, 29688 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
PETERSON CANDACE L, 32107 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
PETERSON DARRYL L & COLLEEN A, 31139 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
PETERSON HEINKA H & PATRICIA M, 7259 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
PETERSON JOAN I, 29113 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
PETERSON KEVIN J & SUSAN HOLMES, 31312 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
PETRIZZI JAMES V & JENNIFER D, 31530 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
PETRIANOS MATTHEW C, 32595 SW BOONES BEND RD, WILSONVILLE, OR 97070-6422  
PETROTTA ANTHONY J, 7849 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
PETRUNIN CHARLES G & YVONNE M, 6927 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
PETTIJOHN PAUL P & DEBORAH ANN, 18435 SW PACIFIC HWY, TUALATIN, OR 97062-7292  
PETTIT GLADYS BABLER, 16385 SW MEADOWOOD WAY, TIGARD, OR 97224-5562  
PFAENDLER THOMAS & CYNTHIA, 28481 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
PHADKE ARUN G & KUSUM ARUN, 10639 SW INVERNESS CT, PORTLAND, OR 97219-6399  
PHILIPS B SCOTT & SHERILYN LEANN, 11415 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
PHILLIPS CARLTON W & CAROL L, 30498 SW RUTH ST, WILSONVILLE, OR 97070-8692  
PHILLIPS RONALD G, 28636 SW ASH MEADOWS BLVD UNIT 22, WILSONVILLE, OR 97070-7800  
PHILLIS JEFFREY L & PAULA M, 29720 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
PICKETT DANIEL D TRUSTEE, 7105 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
PIEPER JEFFREY, 11214 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
PIERCE MARTHA L, 7935 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
PIETROK MARK L & PAULA BETH, 11149 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
PILEGGI ANTHONY W & JOYCE N, 30925 SW FIR AVE, WILSONVILLE, OR 97070-6765  
PINA DANIEL J & DAWN M, 8269G SW WILSONVILLE RD BOX 111, WILSONVILLE, OR 97070-0111  
PINTO DEAN G & CAREY L, 7002 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
PIPER DARREN & TERESA, 11419 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
PIPPERT MICHELLE, 29238 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
PITTS CARROLL A, 30748 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
PITTS JEFFREY H & ELIZABETH G, 7410 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
PLACE KURT L & WENDY, 7474 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
PLANT JOHN A & CANDACE C, 32355 SW ESTATES POST RD, WILSONVILLE, OR 97070-7449  
PLATT JEFFREY JOHN & JANELLE MARIE, 30695 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
PLEDGER MARK B & ANNIE L, 30850 SW SALMON ST, WILSONVILLE, OR 97070-6745  
PLEMMONS BRANDY LYNN, 29590 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
PLOVER PATRICK T TRUSTEE, 7390 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
PLUMEAU HENRY B & SHARON DEE, 28866 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
PLUMLEE WILBUR D & CAROLINE R FOLEY, 2706 NE 172ND ST, RIDGEFIELD, WA 98642-8620  
PMI DEVELOPMENT LLC, 29600 SW SEELY AVE, WILSONVILLE, OR 97070-9819  
POE PAULINE, 8455 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
POLEN JOE A & SHANNON R, 10891 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
POLING AARON & RACHAEL, 10266 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
POLING HARPER A TRUSTEE, 32025 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
POLITO CHANTELE & DAVID, 7748 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
POLLMAN LISA MARIE, 28380 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
POLUMARU KAMAL K, 28165 SW MORGAN ST, WILSONVILLE, OR 97070-6793  
POLYGON AT VILLEBOIS II LLC, 109 E 13TH ST STE 200, VANCOUVER, WA 98660-3229  
POLYGON AT VILLEBOIS III LLC, 11624 SE 5TH ST #200, BELLEVUE, WA 98005-3590  
POLYGON AT VILLEBOIS LLC, 109 E 13TH ST, VANCOUVER, WA 98660-3229  
POMEROY LYLE JAY, 22011 S PENMAN RD, OREGON CITY, OR 97045-7712  
POND JAMES A & BONNIE V, 7538 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
POND KARL S, 12035 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
POND SALLY D, 32552 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
PONTE LUCY & JORGE, 7913 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
POORMAN JAY CLIFFORD TRUSTEE, 657 LAKE BAY CT, LAKE OSWEGO, OR 97034-2860  
POPE KEITH A TRUSTEE, 29874 SW CAMELOT ST, WILSONVILLE, OR 97070-8545



POPE SUSAN C, 8186 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 POPPE GUY & SONIMAR, 11969 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
 PORATH RYAN & PEGGY REA, 11344 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 PORTER BRENDA L, PO BOX 2539, WILSONVILLE, OR 97070-2539  
 PORTER JANICE LEE TRUSTEE, 32287 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PORTER JOHN G, PO BOX 4156, WILSONVILLE, OR 97070-4156  
 PORTER JOINT REV TRUST, 30927 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 PORTERFIELD SHANE, 11746 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 PORTLAND GEN ELEC CO, 121 SW SALMON ST, PORTLAND, OR 97204-2908  
 PORTLAND PACIFIC ASSOC 3, 3640 BUCHANAN ST, SAN FRANCISCO, CA 94123-1709  
 POSS JOHN W C TRUSTEE, 32533 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 POSTMA ERIC & CARRIE, 31110 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 POTHETES EDWARD J & SALLY G, 7475 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 POTTER LYDIA M, PO BOX 1030, WILSONVILLE, OR 97070-1030  
 POTTER MAURICE PAUL & DEBRA JOAN, PO BOX 807, WILSONVILLE, OR 97070-0807  
 POTTLE RYAN K & BRITTANY J, 10645 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 POTTLE STEPHEN C, 10322 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 POWELL JOHN S TRUSTEE, 7235 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 POWELL SHIRLEY J TRUSTEE, 7669 SW EMERY CIR, WILSONVILLE, OR 97070-6563  
 POWELSON JEFFREY B & TRACY A, 11161 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 POWERS JO ANN, 13501 CEDARWOOD NE, AURORA, OR 97002-8408  
 PPC PROPERTIES II LLC, 250 NW FRANKLIN AVE STE 204, BEND, OR 97701-2814  
 PRAKKEN BETTY LOU, 8435 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8444  
 PRANZ MICHAEL D, 7562 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 PRATT LORETTA R, 11660 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 PRECISION COUNTERTOPS, PO BOX 387, WILSONVILLE, OR 97070-0387  
 PRECISION INTERCONNECT, 10025 SW FREEMAN CT, WILSONVILLE, OR 97070-9289  
 PREISING SANDRA M, 28636 SW ASH MEADOWS BLVD UNIT 36, WILSONVILLE, OR 97070-7800  
 PRENTICE ERIC W & APRIL H, 8445 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 PRENTICE LYNDE M, 29160 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 PREVIS ARTHUR L, 25655 SW MOUNTAIN RD, WEST LINN, OR 97068-9665  
 PREWETT RONALD L TRUSTEE, 7525 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 PRIMIANO MICHAEL P & LINDA K, 29460 SW VOLLEY ST UNIT 71, WILSONVILLE, OR 97070-7435  
 PRINCE JORDAN DANIEL, 10365 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 PRITCHETT JEFFREY D & DEBORAH L, PO BOX 4096, WILSONVILLE, OR 97070-4096  
 PROBST DUANE H & PATRICIA J, 28593 SW ASH MEADOWS BLVD UNIT 17, WILSONVILLE, OR 97070-7814  
 PROCTOR DRIGGERS LLC, PO BOX 990, MINNEAPOLIS, MN 55440-0990  
 PROCTOR DRIGGERS LLC, PO BOX 990, MINNEAPOLIS, MN 55440-0990  
 PROLOGIS, 26277 SW 95TH AVE #405, WILSONVILLE, OR 97070-8222  
 PROLOGIS TLF (PORTLAND) LLC, BY COLLIERS INTERNATIONAL 601 SW 2ND AVE #1950, PORTLAND, OR 97204-3172  
 PRONOVOST EUGENE P & ROBERTA J, 32349 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 PROPERTY OWNER, 28553 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 PROPERTY OWNER, 1000 SW 3RD AVE STE 927, PORTLAND, OR 97204-2939  
 PROPERTY OWNER, 28357 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 PROPERTY OWNER, 29164 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 PROPERTY OWNER, 29086 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 PROPERTY OWNER, 10544 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 PROPERTY OWNER, 8424 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 PROTEAU JACQUES TRUSTEE, 31493 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 PRUITT DON E & PAMELA S, 32562 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 PRUITT KATINA D, 10975 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 PRUNK BRUCE W & JANICE L, PO BOX 667, WILSONVILLE, OR 97070-0667  
 PRYOR JULIE A, 10865 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 PUFFINBURGER MYRNA L, 28549 SW ASH MEADOWS BLVD UNIT 2, WILSONVILLE, OR 97070-7801  
 PULHAM CHARLES E, 29331 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 PUPPO JAY & TAMMY, 10863 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 PURR JEFFREY A, 32160 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 PURVIS ROBERT FRANK & DARLA MARLENE, 7500 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 PURVIS RONALD J & ELIZABETH A, 11272 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 PUTNAM GEORGE, 7727 SW BOECKMAN RD, WILSONVILLE, OR 97070-7751  
 PUTNAM WILLIAM E JR & DEBORAH A, 32020 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 PYLE THOMAS W TRUSTEE, 32120 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 PYNE JUSTIN T, 11842 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 QU YINAN & DANIEL T DOLLINGER, 28652 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 QUENZER ROSS D & ANGELA B, 10585 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587



QUINN JAMIN A, 29550 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 QUINN JANET S, 123 NW 12 AVE APT 1326, PORTLAND, OR 97209-4151  
 QUIROZ MANUEL, 29650 SW COURTSIDE DR UNIT 11, WILSONVILLE, OR 97070-7482  
 RACHKO VALERIE BALD & DANIEL S, 29826 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 RACKOVAN JOHN JR, 11839 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 RADER PETER, 7529 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 RAFN G THOMAS, 7584 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 RAGAIN SEAN K & KIMBERLY C, 1275 SE 16TH AVE, CANBY, OR 97013-6369  
 RAGIN RUTH A, 29650 SW COURTSIDE DR UNIT 15, WILSONVILLE, OR 97070-7482  
 RAHE RICHARD H & SOHYON M, 7357 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 RAHLKE HANS D & ELKE, 7990 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 RAHSCHULTE TIMOTHY, 7340 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 RAIN GARDEN LP, 2740 SE POWELL BLVD, PORTLAND, OR 97202-2069  
 RAISH JAMES L & T CHRISTEN, 32410 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 RAJKUMAR DEVARAJ & DARCELLA LAWSON, 4800 SW PROSPERITY PARK RD, TUALATIN, OR 97062-6887  
 RAMAKRISHNAN BHASKAR & S SRINIVASAN, 28141 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 RAMAZZOTTI ADRIAN B, 115 PARKWOODS CT, HEALDSBURG, CA 95448-8063  
 RAMIREZ JUAN MANUEL, 10470 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 RAMIREZ KIMBERLY MARIE, 29560 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 RAMSEY RICHARD & ROSALIE, 89050 MANION DR, WARRENTON, OR 97146-7142  
 RAMSEY TERRY D & DANA S, 7724 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 RAND PAMELA H, 12016 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 RANDS PAUL J & SANDRA M, 8650 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 RANGER RICHARD J & CAROL, 31750 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 RAPPOLD SHANNEN M & TROY K, 28209 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 RAQUIER ANITA, 8530 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8443  
 RASCHKO LAWRENCE S, 8530 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8443  
 RASMUSSEN JOHN & MIRIAM, 31114 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 RASMUSSEN PROPERTIES LIMITED PAR, 720 NE GRAND AVE, PORTLAND, OR 97232-2744  
 RAUCH MATTIE L, 8300 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 RAWLINGS JIM & CAROL DROUET-RAWLINGS, 30711 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 RAWLINSON JANET L & BRADFORD KOPPS, 32145 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 RAWLINSON JOYCE, 31430 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 RAWLINSON RICHARD A TRUSTEE, 7280 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 RAWSON JEFFREY P & SHERRILYNN B, 11331 S FOREST RIDGE RD, OREGON CITY, OR 97045-7724  
 RAY ROBERT LEE, PO BOX 2418, WILSONVILLE, OR 97070-2418  
 RAYMOND BETTY J TRUSTEE, 8315 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8416  
 RAYMOND DEBORAH L & THOMAS, 29570 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8507  
 RB PETROLEUM LLC, 15786 SW UPPER BOONES FERRY RD, LAKE OSWEGO, OR 97035-4064  
 RC PETROLEUM LLC, 15786 SW UPPER BOONES FERRY RD, LAKE OSWEGO, OR 97035-4064  
 REBCO PROPERTIES LLC, 26700 SW 95TH AVE, WILSONVILLE, OR 97070-9206  
 REBERS ROBYN M, 10581 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RECKER JASON G & AMANDA L, 31443 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 RECONTRUST COMPANY NA, 400 NATIONAL WAY, SIMI VALLEY, CA 93065-6414  
 RECTOR KENNETH F, 29187 SW COSTA CIR E, WILSONVILLE, OR 97070  
 RECTOR KENNETH F & KRISTINE E, 7122 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 RED TIM M, 10351 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 REDDEMANN EUGENE E TRUSTEE, 29515 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 REDFIELD KYLE & STACY, 10393 SW FRANKLIN LN, WILSONVILLE, OR 97070-5521  
 REDING JEREMY PAUL, 11030 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 REDMON JEFFREY D & SUZANNE L, 11235 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 REE PAUL JOSEPH & KATHLEEN ANN, 28476 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 REECE GORDON H III & LEIGH H, 28605 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 REED JOHN M & PATRICIA R, 8725 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8437  
 REED LINDA J, 30500 SW KENSINGTON PL, WILSONVILLE, OR 97070-7500  
 REED MARJORIE E TRUSTEE, 11818 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 REED STEVEN C, 10876 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 REEDY ETHEL LAVERNE, 28612 SW ASH MEADOWS BLVD UNIT 28, WILSONVILLE, OR 97070-7810  
 REEVES CHARLES O & DONNA B L, 7285 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-7486  
 REEVES JERRY C, 100 3RD ST, LAKE OSWEGO, OR 97034-3018  
 REEVES JULIE ANN, 31115 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 REFVEM ABBE, 7575 SW THORNTON DR, WILSONVILLE, OR 97070-6556  
 REGAL CINEMAS INC, 7132 REGAL LN, KNOXVILLE, TN 37918-5803  
 REGAN JOSEPH E & SHIRLEY J, 31233 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-6407  
 REHDER STEVEN C & SHAWNA L, 7970 SW RACQUET CT, WILSONVILLE, OR 97070-9449



REHM BRIAN J, 10825 SW LONDON LN, WILSONVILLE, OR 97070-3030  
 REICHARD SCOTT C, 7554 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 REICHLE WILLIAM CLINTON & SARAH, L6655 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 REID TAMARA M BEAUDOIN, 28537 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 REIFF KATHERINE A, 10799 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 REILAND GEORGENE C TRUSTEE, 7605 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 REILING JENNIFER TAYLOR TRUSTEE, 31423 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 REILING NEAL TRUSTEE, 28777 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 REILLY THOMAS J & STEPHANIE G, 28480 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 REIMER MARLIN L TRUSTEE, 8365 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 REINCKE WARREN G & BARBARA J, 28519 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 REINMUTH CHRIS & DIANE M, 11213 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 REINMUTH JAMES E & MAREN I, 8610 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5417  
 REIS GEORGE & DONNA, 10290 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 REITBERGER MAXIMILIAN, 29241 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 REITER JOSH A & ALISA D, 28011 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 REITER RONALD V & DIANNE H, 32515 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 REMILY JARED M, 30370 SW REBEKAH ST UNIT 20, WILSONVILLE, OR 97070-6669  
 REMINGTON EVELYN H, 8357 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 RENAISSANCE COURT INC, 2740 SE POWELL BLVD, PORTLAND, OR 97202-2069  
 RENFRO ROBERT S & JULIE A FITZGERALD, 11812 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 RENTERIA VICTOR, 10471 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 RESCHKE IAN, 8685 SW HOLLY ST APT 307, WILSONVILLE, OR 97070-8641  
 REYES FRANCISCO, 8834 SW KALYCA ST, WILSONVILLE, OR 97070-7809  
 REYNOLDS CHRISTINE & MICHAEL, 7123 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 REYNOLDS RICK L, 1521 N JANTZEN AVE, PORTLAND, OR 97217-8100  
 REYNOLDS WALTER JAMES TRUSTEE, 7971 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 RHOADES JANICE R, 1578 VIEW LAKE CT, LAKE OSWEGO, OR 97034-3770  
 RHODES TONY L & GWEN E, 32190 SW ARMITAGE RD, WILSONVILLE, OR 97070-7452  
 RHUDY CLARK L TRUSTEE, 6815 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 RICE JOAN B, 32150 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 RICE KENNETH H & CATHY A, 29384 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 RICH CYNTHIA M & RICK F, 10510 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RICHARDS ERIC, 11218 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 RICHARDSON CORY & JENNIFER, 29700 SW COURTSIDE DR UNIT 48, WILSONVILLE, OR 97070-5434  
 RICHARDSON DENA M, 28551 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 RICHARDSON GORDON P TRUSTEE, PO BOX 345, AURORA, OR 97002-0345  
 RICHARDSON LUCINDA, 29253 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 RICHMOND J MICHAEL & DANA S, 7400 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 RICHMOND JEFFREY J & ROBYN REBERS, 28260 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 RICHTER GERHARD, 7332 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 RICHTER SCOTT, 7082 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 RICKEN GERARD P & ROSEMARY A, 8343 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 RICKETTS STEVE R, 10405 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 RIES JOHN P & LYNN E, 29798 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 RIESTERER ROSE M, 27129 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 RIEWALD DAVID J TRUSTEE, 7310 SW BOECKMAN RD, WILSONVILLE, OR 97070-9731  
 RIGGS AMY, 10593 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 RIGGS R WILLIAM, 8164 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 RIGGS RICHARD WILLIAM, 8164 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 RIGUTTO LINDA L, 2828 NE ROCKY BUTTE RD, PORTLAND, OR 97220-3612  
 RING JOSH C, 11430 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 RIPPEY JAMES, 13271 SW BULL MOUNTAIN RD, PORTLAND, OR 97224-2765  
 RIPPLE JENNIFER T, 10420 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 RIPPLE SCOTT R, 6582 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 RISCH KAREN E & ROGER L, 7053 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 RISCH ROGER L, 7053 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 RISKEDAH L RUTH ANNE & RAYMOND B, 29500 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 RITCHEY KARL JAY, 30760 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9750  
 RITE AID STORE #80, PO BOX 839, CAMP HILL, PA 17001-0839  
 RITTER JONATHAN, 35167 BALBOA PL, ALBANY, OR 97322-9751  
 RIVERGREEN HOMEOWNERS ASSN, 7360 SW HUNZIKER #106, TIGARD, OR 97223-2305  
 RIVERS CHRISTOPHER & GRETCHEN, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 RIVERWOOD BUSINESS CENTER LLC, 1501 SW TAYLOR ST STE #100, PORTLAND, OR 97205-1941  
 RIVERWOOD PARTNERS, 29911 SW BOONES FRY RD #3, WILSONVILLE, OR 97070-8239



ROBBEN CLIFFORD B, 8170 SW MAXINE LN UNIT 65, WILSONVILLE, OR 97070-7785  
 ROBBEN DAVID J & KIMBERLY B, 27248 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 ROBBINS GINGER, 8705 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8436  
 ROBERG JEFF W & ANN E, 16500 NE MOUNTAIN HOME RD, SHERWOOD, OR 97140-8584  
 ROBERTS BERNARD JAY & L PREISING, 31524 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 ROBERTS CHRISTOPHER L & K M FARACI, 7022 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 ROBERTS CRAIG H & KAREN K, 10255 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 ROBERTS KAREN L, 11990 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 ROBERTS SEAN M, 29170 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 ROBERTSON CHARLES H & CARLA J, 32445 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 ROBERTSON FREDRICK H, 32380 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 ROBERTSON JANET L, 32480 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 ROBERTSON WILLIAM COLIN & JENNIFER P, 28756 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 ROBERTZ TROY D, 3446 MILLCREST DR, LAKE ORION, MI 48360-1620  
 ROBINSON DOROTHY A TRUSTEE, 28441 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 ROBINSON FREDRIC B & LORI, 10877 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 ROBINSON GERALD S, 31313 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-6408  
 ROBINSON GERALD S & SHERYL L, 8121 SW EDGEWATER W W, WILSONVILLE, OR 97070-9480  
 ROBINSON HELEN S, 7220 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 ROBINSON JIM C, 7101 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 ROBINSON PAUL M & KELLEY O, 6840 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 ROBLES ROBB A & RUTH M, 29457 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 ROBSON WAYNE E, 28170 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 ROCCOGRANDI ANGELA & T V TINKLER, 29433 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 ROCHA DELORES, 8710 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8440  
 ROCHE CHRISTOPHER J & KRISTIN D, 28405 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 ROCHETTE LAURENT & NINA, 32535 SW ARMITAGE RD, WILSONVILLE, OR 97070-6528  
 ROCKMORE INTERNATIONAL INC, 10065 SW COMMERCE CIR, WILSONVILLE, OR 97070-8888  
 ROCKWELL COLLINS INTERNATIONAL, 27300 SW PARKWAY AVE, WILSONVILLE, OR 97070-9215  
 RODKEY ROBERT J TRUSTEE, 11988 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 RODRIGUEZ CESAR, 8620 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8431  
 RODRIGUEZ MANUEL & DONNA, 28236 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 ROEDEL CARSTEN M & JEANNE, 25828 SW CANYON CREEK RD #K201, WILSONVILLE, OR 97070-5650  
 ROESCH TERESA L TRUSTEE, 7248 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 ROGERS ALLAN L & DOROTHY D, 30935 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 ROGERS BARNES D & MARCIA A, 8100 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 ROGERS DAVID MARK & JEAN LYNN, 10854 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ROGERS JAMES C TRUSTEE, 32500 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 ROGERS MATTHEW S & AMANDA N, 30625 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 ROGERS RICHARD M TRSTE, 7445 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 ROHE ROBERT H & KATHERINE I, 6830 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 ROIC OREGON LLC, 81 MAIN ST STE 503, WHITE PLAINS, NY 10601-1725  
 ROISOM DANIEL T & SUSAN T, 7964 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 ROJEK MARK A & PAMELA I, 29790 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 ROLAN RANDY L & JUDY M WILSON-ROLAN, 6860 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 ROLLINS KERMIT A SR, 2902 E 2ND ST SPACE 46, NEWBERG, OR 97132-9626  
 ROLLINS LEASING CORP BY PENSKE TK LEASING, ROUTE 10 GREEN HILLSPO BOX 563, READING, PA 19603-0563  
 ROMANOWITZ TED, 28632 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 ROME BARBARA J, 32480 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 ROMERO ROBERT D & KATHRYN T LOONEY, 10601 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 RONDEAU ROBERT N CO-TRUSTEE, 32170 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 RONNING DAREN S, 3020-B 31ST AVE W, SEATTLE, WA 98199-2725  
 ROOKS DEBORAH G, 31254 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 ROOT TIMOTHY F, PO BOX 157, SILVERTON, OR 97381-0157  
 ROPKINS JAY & HUNTER TAYLOR, 7850 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 ROSE MICHAEL R, 3930 ARABIAN WAY, SHINGLE SPRINGS, CA 95682-9432  
 ROSEBROOK PHILLIP C, 28379 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 ROSENBERG CAROL J, 28740 SW PARKWAY AVE UNIT B5, WILSONVILLE, OR 97070-9764  
 ROSENBERG ELAINE & KRISTOPHER, 7588 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 ROSENBERG GLORIA H, 30733 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 ROSHAK TIMOTHY & KELCEY R, 28675 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 ROSIAK MICHAEL, 6827 MONERO DR, RANCHO PALOS VERDES, CA 90275-3103  
 ROSKA MARK P & VALERIE C, 28094 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 ROSS IRVING & JEANNETTE, 31594 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 ROSS JOHN & NOEL, 28875 SW COSTA CIR W, WILSONVILLE, OR 97070-7384



ROSSI STEPHEN J, 29493 SW VENEZIA LN, WILSONVILLE, OR 97070-7335  
 ROSSUS ALEXANDER M, 10923 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 ROSTAD KEMPER M, 32553 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 ROSVOLD RONALD RANDELL & CARELL KEATH, 8745 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8438  
 ROTH AMY T, 25149 NE BUTTEVILLE RD, AURORA, OR 97002-8534  
 ROTH FLOYD & ESTHER B, 10722 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 ROUKALOVA ELENA & ANDREY PUKALOV, 29319 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7312  
 ROUZA DAVID R & JOANN, 32180 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 ROVANG MERRILL J & EMMA M TRS, 8560 SW SALISH LN, WILSONVILLE, OR 97070-2906  
 ROVANI PIERO & ANNEKE, 7145 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 ROWAN MARK D & DOREEN E, 6872 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 ROWE DAVID A & DANETTE, 7450 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 ROWE DENNIS M & ELIZABETH M, 7070 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 ROWLAND WILLIS LEROY & JESSIE LEE, 8725 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8437  
 ROXAS JONATHAN & ELLEN, 10871 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 RTGT PROPERTY LLC, 122 NE 122ND AVE, PORTLAND, OR 97230-2103  
 RTGT PROPERTY LLC, 122 NE 122ND AVE, PORTLAND, OR 97230-2103  
 RUBIN JEFFREY N, 7700 SW THORNTON DR, WILSONVILLE, OR 97070-6544  
 RUDIS ALAN G, 11425 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 RUECKER RONALD C & ANN M, 28975 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8752  
 RUGG RANDY D & KATHLEEN A, 6852 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 RUHLER MICHAEL CO-TRUSTEE, 7255 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 RUIZ JUAN E, 29435 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 RUIZ LEONARDO, 10566 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 RULE KENNETH & KRIS, 10759 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 RUPP CHARLES B & GAIL D, 8460 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 RUPP CHRISTOPHER V & MIKELLE L, 6912 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 RUPP GARRETT A & HEIDI M, 29640 SW VOLLEY ST UNIT 39, WILSONVILLE, OR 97070-6531  
 RUSSO EDWARD & JO ANNE, 11025 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 RUST RUTH E, PO BOX 276, WILSONVILLE, OR 97070-0276  
 RUSTRUM DARRELL A & JULIE A, 28455 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 RUTTANAPAIBOONCHAROEN SURIN, 10554 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RUTTEN LOREN TRUSTEE, 7596 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 RUUD KENNETH S, 28597 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 RUVALCABA TONY, 30350 SW REBEKAH ST UNIT 13, WILSONVILLE, OR 97070-6670  
 RUYBALID DIANNA M, 29154 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 RYAN JOHN E & JENNIFER CARTER, 11338 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 RYAN NANCY J, 8645 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8435  
 RYAN ROBERT & PATRICIA, 32251 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 RYAN STEVEN G & ELIZABETH A, 6766 SW GATE POST CT, WILSONVILLE, OR 97070-9473  
 RYU JAE J & HYANG K, 30801 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 S & T CURRY DRIVE LLC, 7310 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 SABOL EMIL M & DORINE M, 31460 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 SACHS HEATHER, 8575 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 SAGOR JODI B, 7501 SW MURRAY ST, WILSONVILLE, OR 97070-6548  
 SAHLI MARK A & PATRICIA A CALLAGHAN, 31388 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
 SAIDI ABDALLAH, 27189 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 SALA RENE D & SHARON R, 7591 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 SALATA LAWRENCE R, 28503 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 SALEM KAMAL J, 11790 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SAMPSON SELWYN & DEIRDRE F, 7698 CHAMPOEG RD NE, SAINT PAUL, OR 97137-9525  
 SAMS CATHERINE A, 6968 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 SAMUELSON STEPHEN J, 10911 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 SANBORN RUSSELL LEE & KRISTEN LEE, 32465 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 SANCHEZ MELISSA & URIEL, 7895 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 SANDALL SHEENA M, 10925 SW WILSONVILLE RD, WILSONVILLE, OR 97070-8594  
 SANDELL RICHARD D TRUSTEE, 28753 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 SANDERS JOANNE MAY TRUSTEE, 7490 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 SANDERS SHARI A, 7025 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 SANDERSEN TERESSA M, 22100 SE CHESAPEAKE PL, SHERWOOD, OR 97140  
 SANDVOLD STEVEN RAY, 7579 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 SANFORD SUZANNE WUEPPER, 32055 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 SANTANA ALAINA, 11295 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 SANTIAGO BARBARA & JOHN F, 31528 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 SANTO DAVID, 10430 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525



SANTOS JOHN M & ROBIN D, 8043 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 SANTOS RENE C, 76380 SW CANYON CREEK RD #302, WILSONVILLE, OR 97070  
 SANVILLE DAVID K, 7165 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 SARIN BARRY STEVEN & ANNE MARIE, 30612 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SARIN LISABETH A, 6604 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 SARPARAST YASCHAR, 29522 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 SATTER STANLEY P & JULIA A, 28476 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 SAUCEDO ELY, 10425 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 SAULSBURY GREGORY, 29159 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 SAUVAIN CHARLES, 18325 RIVER EDGE LN, LAKE OSWEGO, OR 97034-5125  
 SAVAGE RILEY, 246 NE IRONCREEK TER, HILLSBORO, OR 97124-5151  
 SAVELSBERGH PAUL J & COLLEEN, 7028 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 SAWYER JENNA N, 31200 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 SAWYER KYLE D, 28648 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 SAWYER RICHARD G & JOANN M, 32447 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 SAYRE-SMITH CHRISTIAN M, 3295 TRIANGLE DR SE STE 105, SALEM, OR 97302-4566  
 SCHABER LEONARD D, 7730 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 SCHAECHER GERALD L, 28696 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 SCHAEFER DAVID, 30678 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SCHAEFFER CHARLES A & MAUREEN E, 31165 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SCHAFER DAVID G & MARGARET A, 30755 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 SCHAIN LORI A, 28855 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 SCHALK DAVID C & BEVERLY VANDYKE, 28400 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6721  
 SCHALLER DAVID P TRUSTEE, 32595 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 SCHALLES SALLY TRUSTEE, 7746 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 SCHATZ KURT A & R L LYONS-SCHATZ, 10885 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 SCHATZ PAUL P JR TRUSTEE, 7610 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 SCHAUR HERBERT M & VICKI L, 31464 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 SCHEFFEL ROBERT E & VERNA A, PO BOX 2986, WILSONVILLE, OR 97070-2986  
 SCHEID GARY J, 1984 NORTHGATE DR, MANTECA, CA 95336-7066  
 SCHEID ROBERTA TRUSTEE, 32100 SW FRENCH PRAIRIE RD #303, WILSONVILLE, OR 97070-7010  
 SCHELLENBERG BLAKE R & LINDA A, 31170 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SCHELLENGER CARL D & JULIE D, 29530 SW VOLLEY ST UNIT 32, WILSONVILLE, OR 97070-6530  
 SCHELLER LYNETTE ELIZABETH TRUSTEE, 28125 NE BELL RD, NEWBERG, OR 97132-6684  
 SCHENDEL RUBY F & JACK S, 7655 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 SCHENK DAVID F, 10423 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 SCHENK JOHN F & SUSAN B, 11010 SW MOREY CT, WILSONVILLE, OR 97070-7590  
 SCHILLING TED TRUSTEE, 6806 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 SCHIMLEY MAURA, 27171 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 SCHINDLER YVONNE, 10581 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 SCHLAADT MICHAEL R TRUSTEE, 28361 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 SCHLAMM ERIC D, 30370 SW REBEKAH ST UNIT 18, WILSONVILLE, OR 97070-6669  
 SCHMALL RODNEY A & VICKI L, 835 MARYLHURST CIR, WEST LINN, OR 97068-1813  
 SCHMEER BLAINE A & CAROLYN J, 31300 SW PEACH COVE RD, WEST LINN, OR 97068-8403  
 SCHMIDT JON MONTE & STEPHANIE J, 7150 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 SCHMIDT-IVERSON ALYSON J, 28740 SW PARKWAY AVE UNIT C5, WILSONVILLE, OR 97070-9765  
 SCHMIDTKE BRIAN, 1615 SW 3RD DR, GRESHAM, OR 97080-6702  
 SCHMITKE RICHARD W, 28633 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 SCHNEIDER FRED TRUSTEE, 7370 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 SCHNEIDER JOHN & LINDA A, 29883 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 SCHNEPP CURTIS & DIANE R, 7936 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 SCHOCK TERRY D, PO BOX 182, UKIAH, OR 97880-0182  
 SCHONELY WILLIAM W TRUSTEE, 7242 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 SCHOTT NORMA E, 31587 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 SCHRAMM CHARLES M TRUSTEE, 11000 SW MOREY CT, WILSONVILLE, OR 97070-7590  
 SCHRAMM JAMES D & DEBRA F, 8091 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 SCHRAMM STEVEN B & KATHERINE E, 11009 SW PARKVIEW DR, WILSONVILLE, OR 97070-6594  
 SCHROCK MICHAEL A & GLORIA L, 28620 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 SCHRODER GLENN L JR & DONNA D, 28200 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7742  
 SCHROEDER BRUCE C & MARY ANN, PO BOX 3468, WILSONVILLE, OR 97070-3468  
 SCHROEDER DAVID D & DIANNA Y, 11960 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 SCHROEDER JAMES W & MARIE J, 8244 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 SCHUH DARRELL G & CATHY R, 29795 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 SCHUHMANN ROBERT N JR TRSTE, 32490 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 SCHULDT BRADLEY P, 10580 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587



SCHULHERR DAVID R, 0541 SW FLORIDA ST, PORTLAND, OR 97219-2359  
 SCHULTE RICHARD W II, 10681 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 SCHULTZE LINDA TRUSTEE, 7240 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 SCHULWITZ LEONARD E SR & JANINE, 3380 NW 131ST PL, PORTLAND, OR 97229-7026  
 SCHULZE JOANNE FLORENCE, PO BOX 188, WILSONVILLE, OR 97070-0188  
 SCHWAB ALBERT J, 11641 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 SCHWAB RICHARD W, 28695 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
 SCHWARZ ESTELLE, 1200 OVERLOOK DR APT 122, LAKE OSWEGO, OR 97034-6610  
 SCHWARZER ROBIN L, 29507 SW VENEZIA LN, WILSONVILLE, OR 97070-7319  
 SCHWEIGERT ROBERT W, 14509 20TH AVE W, LYNNWOOD, WA 98087-5929  
 SCHWEIN JAKE & CAROL A, 30510 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 SCHWEIZER VICKIE D, 30560 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 SCHWELM JOHN G, 11738 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SCHWENK JENNIFER A, 10990 SW MOREY CT, WILSONVILLE, OR 97070-5554  
 SCHWINDT PAUL L & GLORIA J, 7991 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 SCHWINDT RANDAL J & COLLEEN M, 31175 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 SCOGGINS JORDAN & CATHY, 29465 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7579  
 SCOTT BRUCE A & WANITA R, PO BOX 8313, BLACK BUTTE RAN, OR 97759  
 SCOTT CHAD R, 11259 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 SCOTT CHARLES D & DOLORES C, 32170 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 SCOTT ERIK J & LISA E, 11715 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 SCOTT GARY R, 32385 SW ESTATES POST RD, WILSONVILLE, OR 97070-7449  
 SCOTT MICHAEL R & HELEN M, 7524 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 SCOTT MITCHELL PATTEN, 32370 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 SCOTT RICHARD J JR TRUSTEE, 7685 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 SCOTT RONALD L & LINDA D, 28721 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8754  
 SCOTT SYLVIA M TRUSTEE, 31680 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 SCOTT WADE E JR & PAMELA J, 11283 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 SCOTT-PLAVALA PENNY L & E J PLAVALA, 8645 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8435  
 SCOVIL GERALD G & MARGARET S, 7109 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 SCRIBNER HOLLY, 7500 SW ROANOKE DR N, WILSONVILLE, OR 97070-6801  
 SCRIVENS JACK B & SHIRLEY A, 7252 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 SCRUGHAM GEORGE R, 7350 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 SEABOURNE JOHN D & JENNA MCINTYRE, 30825 SW FIR AVE, WILSONVILLE, OR 97070-9769  
 SEAGREN MAUREEN A & GERALD W, 31830 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 SEALE DANIEL L & DELAYNE, 7669 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 SEALEY DAVID L & TERESA C, 28875 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 SEAMAN SHIREEN B CO-TRUSTEE, 1801 GULF DR N UNIT 276, BRADENTON BCH, FL 34217-2369  
 SEARS ROBERT & MARLENE, 7003 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 SEAVERT CLARK F, 11684 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 SEBASTIAN G EDWARD CO-TRUSTEE, 32360 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 SEBASTIAN RANDAL S & SANDRA ANN, 16771 BOONES FERRY RD, LAKE OSWEGO, OR 97035-4213  
 SEDLAK RICHARD J & ROBERTA K, 30636 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 SEE CAROLYN E, 11189 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 SEELEY EVELYN L TRUSTEE, 8329 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 SEELEY LINDA MAE, 6150 SW ALICE LN APT 103A, BEAVERTON, OR 97008-4688  
 SEELEY MARK R & GINA R, 31283 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 SEELY PROPERTY LLC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 SEEMA LLC, 1044 NW 9TH AVE, PORTLAND, OR 97209-3422  
 SELF DARYL W, 29710 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 SELF REBEKA A & JAMES NATHAN, 29088 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 SELLERS ELAINE M, 11331 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 SEMPET MADGE, 32135 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 SENIOR PARTNERS PORTFOLIO LLC, 500 STEVENS AVE STE 100, SOLANA BEACH, CA 92075-2055  
 SENNER CANDYCE ALICE CO-TRUSTEE, 7433 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 SEOK GENE K & JENNIE J H LEE, 31251 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 SERAFINI LORENZO, 7652 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 SEROWIK KAREN A, 28529 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 SERRAO LEVI, 7915 SW SUMMERTON, WILSONVILLE, OR 97070-6851  
 SERVIGNAT DONNA J, 29490 SW COURTSIDE DR UNIT 18, WILSONVILLE, OR 97070-7431  
 SEVERSON JAMES A JR & HILARY J, 11852 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 SEVERSON JAMES A JR & HILARY J, 29093 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 SEXTON FLORENCE M TRUSTEE, 32645 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 SF 30 INVESTORS LP, 1111 MAIN ST STE 500, VANCOUVER, WA 98660-2991  
 SHADBOLT KENNETH & EVELYN, 7635 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407



SHADRIN ZINA, 31090 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SHAFER JOYCE V, 32200 SW FRENCH PRAIRIE RD APT A107, WILSONVILLE, OR 97070-7465  
 SHAFIEE SOHEYL, 20992 SW MEADOW WAY, TUALATIN, OR 97062-7797  
 SHAHEEN MOHAMED YOUSSEF, 28298 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 SHAHIDI JILLEEN & SEAN, 7142 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 SHANGLE MICHAEL P & MAGGIE, 29220 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 SHANK JACOB L, 9337 SW 171ST AVE, BEAVERTON, OR 97007-6101  
 SHAPIRO GEOFFREY S & SHEILA G, 31800 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 SHAPIRO MORTON H & SANDRA G, 32425 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 SHARMA MANISH & POONAM, 11700 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SHARMA ROHIT, 26717 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 SHARP DOUGLAS S & PATRICIA L, 29073 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 SHARPE MICHAEL J & LOIS ANN MCKENZIE, 29442 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 SHARPSTEEN ALFRED J & C J GALGANSKI, 29125 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 SHAVERE R ANDREW & KARI S, 28991 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SHAW BRIAN J, 30344 SW RUTH ST UNIT 59, WILSONVILLE, OR 97070-6672  
 SHAW BURR C & LORI L WELCH, 7726 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 SHAW RICHARD S & KAREN K, 31154 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 SHAW THOMAS A & BRENDA P, 29003 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7723  
 SHAWLER CAROLE ANN TRSTE, 28504 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 SHEARER JOHN E, 6811 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 SHEBITZ RICHARD J & SUSAN M, 29245 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7311  
 SHECKLER DON W & THERESA R, 30865 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 SHEETS JOSEPH D, 31322 SW PARKWAY AVE, WILSONVILLE, OR 97070-7733  
 SHEFRIN DAVID K TRUSTEE, 29200 SW TOWN CENTER LOOP NW, WILSONVILLE, OR 97070  
 SHELDON DAVID J, 31546 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 SHELEY STEVEN J, 32440 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 SHELLANS STEPHEN JR TRUSTEE, 10824 SE OAK ST #269, MILWAUKIE, OR 97222-6694  
 SHELLEY BRADLEY E & ELLEN R, 6926 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 SHENG SHUO & YING HAN, 7598 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 SHEPANAK MICHAEL J, PO BOX 412, WILSONVILLE, OR 97070-0412  
 SHERRY THOMAS W & SHERRY K, 29570 SW VOLLEY ST UNIT 33, WILSONVILLE, OR 97070-6576  
 SHEVLIN WILLIAM J, 7615 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 SHIBLEY BRUCE E & CAMILLE M, 8535 SW MIAMI, WILSONVILLE, OR 97070-9798  
 SHIM STEVE A & JANET H, 14347 SW KOVEN CT, TIGARD, OR 97224-1082  
 SHIMADA MASAKI & SUSAN K, 32030 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 SHIN HYON WOO, 10744 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 SHINN GARLAND R JR & MARGIE K, 28533 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 SHINN SUSAN J, 11250 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 SHOEL H DUANE & CATHY L, 10881 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SHOOK JEREMY L & JULIE A, 6855 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 SHOOK MARY ANNE, 32080 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 SHORES ROBERT L TRUSTEE, 8441 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 SHORR JAMES W TRUSTEE, 11734 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SHOTOLA-HARDT CHRISTOPHER A & SUSANNE, 28702 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 SHULTZ ROBIN E, 8140 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 SIEGEL KAREN TRUSTEE, 32635 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 SIEMENS JERRY A & LAURA, 30853 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 SIENIA GINA D, 7515 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 SIERRA LOLA A, 29540 SW COURTSIDE DR UNIT 12, WILSONVILLE, OR 97070-5436  
 SIGNALNESS CHRIS R & BARBARA L, 29790 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 SIKORRA MARY J, 11640 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 SILLS MICHAEL C, 8415 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 SILSBY HEIDI, 30326 SW RUTH ST UNIT 56, WILSONVILLE, OR 97070-6671  
 SILVER CREEK COTTAGES LLC, 7710 NE VANCOUVER MALL DR, VANCOUVER, WA 98662-6485  
 SILVEY AMY M, 29096 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 SIMCOE DARRELL C JR, 11814 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 SIMMONS CAROL A & IAN R TEMPLETON, 1606 NW RIVERSCAPE ST, PORTLAND, OR 97209-1834  
 SIMMONS CLAIR A TRUSTEE, 8145 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 SIMMONS DOLORES & KEITH, 8525 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5441  
 SIMMONS MARK C, 29146 SW COURTSIDE DR, WILSONVILLE, OR 97070-6464  
 SIMMONS SCOTT W, 7840 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 SIMON MICHAEL C & JODI R, 11027 SW ONEIDA ST, TUALATIN, OR 97062-8155  
 SIMONDS FREDERICK S & NANCY C, 10225 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 SIMONE MICHAEL J, 30380 SW REBEKAH ST UNIT 24, WILSONVILLE, OR 97070-6668



SIMPSON DAGMAR H TRUSTEE, 11669 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 SIMPSON GLENN M & A TINA, 10842 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 SIMS BERNARD W & CAROL L, 7455 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 SIMS T DWIGHT, 522 SW 5TH 1110 YEON BG, PORTLAND, OR 97204  
 SINCLAIR COLIN E, 31380 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 SINCLAIR MARY E FAMILY TRUST, 10885 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 SINCOCK PAUL M, 29871 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 SINKUS CAROL A, 11800 PLEASANT RIDGE RD APT 252, LITTLE ROCK, AR 72223-2387  
 SISK CECIL MARY TRUSTEE, 11009 E SAN TAN BLVD, SUN LAKES, AZ 85248-7901  
 SITES CAROLYN A, 28729 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 SITTON CINDY C & D S GALLAGHER, 28619 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 SJOLUND JAMES A & MARILYN V, 8416 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 SKACH ALAN E, 11274 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 SKARMAS JACQUELYNNE, 8635 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5421  
 SKELTE MARK R & LIZABETH M DANEK, 30424 SW RUTH ST UNIT 88, WILSONVILLE, OR 97070-6679  
 SKENANDORE KELLIE M, 8600 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8432  
 SKIPPER CHRISTINA & JOSEPH, 30330 SW REBEKAH ST UNIT 7, WILSONVILLE, OR 97070-6667  
 SKITES PAUL J & SUSAN M, 10865 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SKREEN JEFFREY G TRUSTEE, 7265 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 SKREEN LAWRENCE S SR & MARY L, 31824 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 SLABAUGH FRED & SHARON, 10302 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 SLABY MICHAEL & MARILYN, 28889 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 SLACK SARA, 8650 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 SLAUGHTER ELIJAH & JULIE MCKIM, 28373 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 SLAUGHTER JAY B & SHARON J, 10843 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 SLETTA RONALD L & CAROLE M, 7288 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 SLINGER RYAN & ERIN, 8650 SW MIAMI, WILSONVILLE, OR 97070-9798  
 SLIVA BETTY J, PO BOX 1642, WILSONVILLE, OR 97070-1642  
 SLOPER MARK A, 28866 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 SLOTHOWER ERIC, 8645 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 SLR PROPERTIES LLC, 7700 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 SLUSS JOYCE CATTERALL TRUSTEE, 31505 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 SMALL MARK K, 6564 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 SMALLWOOD GLEN & TERESA K, 29640 SW VOLLEY ST UNIT 41, WILSONVILLE, OR 97070-6531  
 SMALLWOOD ROBERT H III, 32400 SW ESTATES CT S, WILSONVILLE, OR 97070-8408  
 SMEAD FRANK C JR & MARTA, 11624 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 SMIRNOV MAXIM & TATIANA, 7169 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 SMIT GREGORY MATHEW, 8630 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 SMITH ABRAHAM C, 14655 SW BONNIE BRAE ST, BEAVERTON, OR 97007-3614  
 SMITH BERNARD R, 29555 SW MILANO LN, WILSONVILLE, OR 97070-7323  
 SMITH BRANDEN E, 30935 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 SMITH BRYAN D & LISA M, 10890 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SMITH CHARLES A & KAREN L, 28651 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 SMITH DANIEL L, 29530 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 SMITH DENNIS R, 7885 SW DAYBREAK ST, WILSONVILLE, OR 97070-6846  
 SMITH DOUGLAS E & KATHRYN D, 7460 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 SMITH GERALDINE, 7710 SW ROANOKE DR S, WILSONVILLE, OR 97070-6811  
 SMITH HARLAN H & MICHELLE R, 30775 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 SMITH JAMES D & COLLEEN J, 7376 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 SMITH JASON M & KRISTIN P, 29143 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 SMITH JASON RYAN & JESSICA, 28446 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 SMITH JOHN T TRUSTEE, 10840 SW MOREY CT, WILSONVILLE, OR 97070-5502  
 SMITH JULIE MARIE, 32090 SW CHARBONNEAU DR UNIT 10A, WILSONVILLE, OR 97070-5479  
 SMITH KEITH R, 30824 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 SMITH KERRY WADE & ANNE HART, 28920 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 SMITH LEVI J, 32455 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 SMITH LINDA ANN, 114 SARONA CIR, PALM DESERT, CA 92211-1766  
 SMITH LYNN RUPPE TRUSTEE, 8550 SW ROGUE LN, WILSONVILLE, OR 97070-6744  
 SMITH MARGARET, 8645 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8435  
 SMITH MARTHA A, 30344 SW RUTH ST UNIT 61, WILSONVILLE, OR 97070-6672  
 SMITH PARKER JASON, 28701 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 SMITH REBECCA S, 10345 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 SMITH ROBERT ZANE, 28395 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
 SMITH ROGER A, 32538 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 SMITH ROSE ANN TRUSTEE, 7745 SW THORNTON DR, WILSONVILLE, OR 97070-6546



SMITH RYKER D & BROOKE D, 7057 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 SMITH SCOTT M & JUDITH B, 7185 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 SMITH SIDNEY E TRUSTEE, 28580 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 SMITH STEVEN A & DEBBIE D, 6795 SW GATE POST CT, WILSONVILLE, OR 97070-9473  
 SMITH STUART P, 7247 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8873  
 SMITH TIMOTHY & MARY TARKINGTON, 7576 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 SMITH WILLIAM DALE & LINDA DARLENE, PO BOX 335, NEWBERG, OR 97132-0335  
 SMITH-ABBOTT MARY A TRUSTEE, 11261 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 SMITHBERGER LUKE & AMANDA, 11301 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 SMITH-HALL INDUSTRIES INC, 8811 HUFF ST NE, SALEM, OR 97303-9722  
 SMYTH KENNETH D & LOIS P, 32100 SW FRENCH PRAIRIE RD APT 228, WILSONVILLE, OR 97070-7005  
 SNEATH CHRISTOPHER W, 7596 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 SNEED JOHN R & LINDA M, 6677 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 SNIDOW KATHLEEN L, 7750 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 SNYDER DANIEL E & LANI L, 30570 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 SNYDER DAVID A & THERESA L, 28489 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 SNYDER JEFFREY L & TERRY L DOSEK, PO BOX 1704, WILSONVILLE, OR 97070-1704  
 SNYDER MICHAEL A & CINDA REEVES, 28657 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 SODERLUND MICHAEL D & SARA JANE, 11418 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 SOLHEIM THOMAS F & BARBARA J, 11041 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 SOLI PROPERTIES LLC, 3660 SE 122ND AVE, PORTLAND, OR 97236-3403  
 SOLIVAN DANIEL V, 11118 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 SOLOMON NORMAN K & MARY L, 11616 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 SOMERSCALES PAUL A & JENNIFER S, 11631 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 SOMUSETTY PAVAN, 7825 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 SONDENAA JANNA MARIA, 10115 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 SONNEN PAUL & MELANIE, 6589 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 SONNEN PROPERTIES LLC, 23172 SW STAFFORD RD, TUALATIN, OR 97062-6785  
 SOONG LILLY, 10987 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 SOPER CONSTANCE M, 32180 SW ESTATES POST RD, WILSONVILLE, OR 97070-9402  
 SORENSEN THOMAS R & TERRI B, 11107 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 SOROKOVSKY RUTH, 7349 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 SOUDERS MITCHELL L, 10444 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 SOUTH JOHN L, PO BOX 2057, WILSONVILLE, OR 97070-2057  
 SOUTHWELL ALAN D TRUSTEE, 31685 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 SPEAR STUART L TRUSTEE, PO BOX 19537, PORTLAND, OR 97280-0537  
 SPEER JUDY L TRUSTEE, 6230 E AMBER SUN DR, SCOTTSDALE, AZ 85266-7218  
 SPEER ROBERT E, 7023 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 SPEIRN MARILYN & RUSSELL R, 10885 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 SPELLMEYER BRIAN G & SAMI MARTIN, 32135 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 SPENCE RICHARD T TRUSTEE, 8420 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5401  
 SPENCER AARON, 11239 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 SPENCER SANDRA J, 8435 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8444  
 SPENDLOVE KURK, 28950 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SPM-WILSONVILLE LLC, PO BOX 10638, EUGENE, OR 97440-2638  
 SPOHN DENNIS L TRUSTEE, 7630 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 SPOHN FRANCIS G, 7601 SW THORNTON DR, WILSONVILLE, OR 97070-6553  
 SPOONER KEITH E TRUSTEE, 1334 E CHANDLER BLVD STE 5, PHOENIX, AZ 85048-6268  
 SPRAGUE HAROLD & KAREN, 32557 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 SPRING ROBERT L & SHIRLEY P, 28700 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6718  
 SPRINGER FAMILY TRUST, 7400 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 SPRINGER JEREMY, 29777 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
 SPRINGER RICHARD A, 7540 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 SPRINGS LIVING LLC, 640 NE 3RD ST, MC MINNVILLE, OR 97128-4630  
 SPRINKLE ROBERT JOSEPH, 10724 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 SPRINT ELIZABETH J TRUSTEE, 7170 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 SPROLES KRAIG K, 11965 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 SSI SHREDDING SYSTEMS INC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 ST CYRIL CATHOLIC CHURCH, 9205 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 ST JOHN SALLY TRUSTEE, 8190 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 STAFFORD CORPORATE CENTER, ONE SW COLUMBIA ST STE 950, PORTLAND, OR 97258-2010  
 STAFFORD LIMITED PARTNERSHIP, 15325 SW BEAVERTON CREEK CT, BEAVERTON, OR 97006-5167  
 STAFFORD WOODS LLC, 25030 SW PARKWAY AVE #300, WILSONVILLE, OR 97070-9816  
 STAFSLIEN D & H J BLAIR-STAFSLIEN, 3231 43RD AVE W, SEATTLE, WA 98199-2436  
 STAHL JACKSON R, 8540 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5411



STAHL RONALD B & JOY L, 7888 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 STALDER KYLE D, 30380 SW REBEKAH ST UNIT 26, WILSONVILLE, OR 97070-6668  
 STANAWAY TATE, 26799 SW MCLEOD ST, WILSONVILLE, OR 97070-6817  
 STANCIL DANNY R & HELEN V, 28540 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 STANGE PATRICIA A, 31122 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 STANISLOWSKI BRIAN SCOTT & LUANN, 31402 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 STANTON HELEN M TRUSTEE, PO BOX 704, WILSONVILLE, OR 97070-0704  
 STANTON JEANICE MARIE, 26920 SW MCLEOD ST, WILSONVILLE, OR 97070-6816  
 STAPLES JEFFREY W, 29545 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 STAR SHERIE J, 7650 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 STARK EUGENE R & CAROL G, 7272 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 STARR CHRISTINA, 28859 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 STARR SCOTT A & TINA L, 28750 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 STATE OF OREGON, RIGHT OF WAY MS#2 FILE 17515, SALEM, OR 97302  
 STATE OF OREGON, STATE HWY BLDG RM 119, SALEM, OR 97310-0001  
 STATE OF OREGON, TRANSPORTATION BLDG, SALEM, OR 97310-0001  
 STATES WILLIAM G & JULEEN S, 7859 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 STATHEM THOMAS KEVIN & AIDA CATALINA, 18460 SW BOONES FERRY RD APT K302, TIGARD, OR 97224-7065  
 STAUCH DENNIS J, 11420 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 STAUDINGER DOLORES A, 8550 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8430  
 STAUFFER DONALD S, 32036 SW GUISS WAY, WILSONVILLE, OR 97070-8570  
 STAUFFER Nanci, 29675 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 STEAD DAVID B, 28492 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 STEARNS JEANNE M, 28615 SW ASH MEADOWS BLVD UNIT 8, WILSONVILLE, OR 97070-7803  
 STEARNS ROBERT F & JUDITH J, 6947 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 STEELE DOROTHY B TRUSTEE, 7636 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 STEELE DOUGLAS R TRUSTEE, 28568 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 STEELE WILLIAM R & SUSAN, 32355 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 STEFANELLI MARJORIE, 8200 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 STEIGER ALAN L & SHARON P, 7054 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 STEINMETZ SELENA A, 29117 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 STEITZER JOEL, 8515 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5413  
 STELL JAMES, 10903 SE ONEONTA DR, HAPPY VALLEY, OR 97086-6987  
 STENGER JAMES A, 7250 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 STENGER JAMES A & JUDY LUCILLE, 7250 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 STENSTROM DAVID A, 7306 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 STEPHENS CASEY H & KAREN A, 8475 SW MIAMI, WILSONVILLE, OR 97070-9798  
 STEVENS FAMILY FARMS LLC, 400 SW MARYLHURST DR, WEST LINN, OR 97068-1849  
 STEVENS MICHAEL B TRUSTEE, PO BOX 3527, WILSONVILLE, OR 97070-3527  
 STEVENS MICHAEL B TRUSTEE, 16920 SW WILSONVILLE RD, WILSONVILLE, OR 97070-9511  
 STEVENS SUSAN L & JOHN E DUNCAN, 10907 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 STEVENS WADE E & LESLIE, 28722 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 STEWART ANDREW D, 8410 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5400  
 STEWART BRADLEY J & MARGARET L, 7023 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 STEWART MARK K & MARY D, 28955 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 STEWART MARVIN D, 7330 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-5786  
 STEWART MICHAEL R, 29268 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 STEWART MILIAN J, 11106 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 STIBEL ELAINE M, 3 ALEXANDRIA CT, FAIRFIELD, CT 06824-7819  
 STIFFLER SYLVIA, 6923 NE NORTHRIDGE LN, LA CENTER, WA 98629-5218  
 STILES DON B, 9450 54TH AVE NE, SALEM, OR 97305-9720  
 STILLWELL DAVID A & JOYCE J, 31204 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 STITES DERRICK J & SHEILA J, 29036 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 STIXRUD NEAL ADLING & ANNETTE D, 8440 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 STODDARD GEORGE CAMERON & BOEL, PO BOX 3273, WILSONVILLE, OR 97070-3273  
 STOFFREGEN JOHN C II & ANGELA L, 28800 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 STOHR THEODORE R JR, 8675 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 STOKES KENNETH M TRUSTEE, 1640 8TH ST, COLUMBIA CITY, OR 97018-9700  
 STONE BRUCE L & LEI LANI, 8126 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9420  
 STONEBRAKER HERMAN R & DEBRA V, 8235 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 STONER DENNIS C TRUSTEE, 2992 KIAHUNA PLANTATION DR, KOLOA, HI 96756-8568  
 STOREY DOUGLAS E & CYNTHIA M, 30998 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 STORGAARD JUDY A, 28687 SW ROGER BLVD UNIT 74, WILSONVILLE, OR 97070-8738  
 STORM TERRY G & KAREN J, 11092 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 STOTT JAMES C TRUSTEE, 32111 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513



STOUT APRIL MARIE, 10837 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 STOUT DAVID W & APRIL M, 10837 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 STOUT MARY KATHLEEN, 7916 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 STOUT WILLIAM E TRUSTEE, 31965 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 STOVALL SUSAN, 31877 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 STOWELL JACK R TRUSTEE, 7689 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 STRADLEY SANDRA L, 8117 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6429  
 STRAIGHT-MILLAN PHYLLIS & M MILLAN, 29832 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 STREET GREG & DEBBIE, 31425 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 STRENG GREGORY L & SHERRY L, 10299 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 STRETCH KENNETH F, 32100 SW FRENCH PRAIRIE RD APT 217, WILSONVILLE, OR 97070-7009  
 STRINGER ROSE MARY, 29540 SW COURTSIDE DR UNIT 11, WILSONVILLE, OR 97070-5436  
 STROMBERG PAUL C, 7535 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 STRONG RUBEN G, 7594 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 STUART RENEE ANN, 29650 SW COURTSIDE DR UNIT 13, WILSONVILLE, OR 97070-7482  
 STUBB JUDITH L, 29460 SW SERENITY WAY, WILSONVILLE, OR 97070-7569  
 STUBBERFIELD LEROY L & CAMILLE A, 31475 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9422  
 STUBBLEFIELD JAMES MARION, 11567 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 STUCKER SUSAN, 3901 SONOMA SPRINGS AVE APT 1008, LAS CRUCES, NM 88011-7117  
 STUCKMAN PATRICIA A TRUSTEE, 7287 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 STUHLER BOB, 31095 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 STUMP WANDA G, 7570 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 STURTEVANT STEVEN R & CATHERINE, A28690 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 STURTEVANT WILLIAM D, 32567 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 STYCZYNSKI THOMAS E & CARLA, 29121 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 SUCHANSKI BRYAN, PO BOX 3204, WILSONVILLE, OR 97070-3204  
 SULLIVAN JEREMIAH KEVIN, 8545 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5416  
 SULLIVAN KATHERINE & LAWRENCE C, 11132 SW BARBER ST, WILSONVILLE, OR 97070-7304  
 SULLIVAN THOMAS J & DEBRA L IGUCHI, 7105 N MCKENNA AVE, PORTLAND, OR 97203-5127  
 SUMMERS DANIEL W & JOYCE K, 7576 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 SUMMERS JEREMY & MICHELLE, 30597 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SUMMERS KERMIT L, 31305 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 SUMMIT REAL ESTATE MGMT INC, 3811 SW BARBUR BLVD, PORTLAND, OR 97239-4381  
 SUMNER SAMUEL & T WATKINSON-SUMNER, 7894 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 SUNKLE BRENT A, 28996 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SUNKLE BRENT A & JUDITH M, 28996 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SUNTRUST MORTGAGE INC, 1001 SEMMES AVE FL 4TH, RICHMOND, VA 23224-2245  
 SUPARJO BAMBANG SUNARYO & FAUZIAH J, 7061 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 SUPER RAYMOND A & MERIDEE S, 28420 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 SURAN SANDRA A, 28677 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
 SUTTON BARBARA TRUSTEE, 7460 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 SUTTON MOREEN L, 29280 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 SVENDSEN ALAN & BONNIE, 32155 SW BOONES BEND RD, WILSONVILLE, OR 97070-9424  
 SW 95 LLC & POINTE WEST APTS LLC, HOLIDAY INN PORTLAND SOUTH 25425 SW 95TH AVE, WILSONVILLE, OR 97070-7201  
 SWAGGER JASON, 29560 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 SWALWELL SHIRLEY L, 29700 SW COURTSIDE DR UNIT 35, WILSONVILLE, OR 97070-7483  
 SWAN PETER NACHANT & JOYCE N, 7255 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 SWANSON MILLICENT L TRUSTEE, 32400 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 SWARTWOOD DAVID & KATIE, 29200 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7303  
 SWARTZ ALICE C TRUSTEE, 8620 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8431  
 SWICKARD HEIDI L, 28705 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 SWITZER SUSAN E, 14 ST HELENS CIR, LAKE OSWEGO, OR 97035-1924  
 SWOFFORD DANIEL L & TAMMY M, 28420 SW WAGNER ST, WILSONVILLE, OR 97070-6782  
 SWORD WILLIAM G & CORA A, 27130 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 SWYT JOSEPH F TRUSTEE, 6877 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 SYSCO/CONT FOOD SVS OF PTLD INC, ATTN: CONTROLLER PO BOX 527, WILSONVILLE, OR 97070-0527  
 SYSCO/CONTINENTAL FOOD SERV, PO BOX 527, WILSONVILLE, OR 97070-0527  
 T3BRE LLC, 9275 SW BARBER ST, WILSONVILLE, OR 97070-9203  
 TABOR STEVEN A & GAIL L, 11121 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 TALBOT NATHALIE O, 8605 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 TALUS DONNA J, 29650 SW COURTSIDE DR UNIT 22, WILSONVILLE, OR 97070-7482  
 TANG HUAXING & YUPING WANG, 7913 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 TANGEN ROYCE W & BONNIE M, 7630 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 TANKERSLEY JEAN A, 32249 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417



TARR ACQUISITIONS LLC, PO BOX 12570, PORTLAND, OR 97212-0570  
 TARR DENNIS D & LINDA S, 32325 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 TARYN LUST, 7650 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 TATE JULIET & BRADLEY, 29243 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 TATLOCK MICHAEL, 872 NW 1ST AVE, CANBY, OR 97013-3460  
 TAUCHMANN LLC, 6545 FAILING ST, WEST LINN, OR 97068-2614  
 TAYLOR CONNIE K, 31325 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 TAYLOR CRICKET C, 29480 SW VOLLEY ST UNIT 24, WILSONVILLE, OR 97070-7432  
 TAYLOR DAVID P, 28740 SW PARKWAY AVE UNIT B6, WILSONVILLE, OR 97070-9764  
 TAYLOR HENRY A & FRANCES T, 28451 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 TAYLOR JEAN, 31406 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 TAYLOR JEFFREY K TRUSTEE, 8315 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 TAYLOR LYNDA, 8092 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 TAYLOR THOMAS M TRUSTEE, 32517 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 TEEL GENE TRUSTEE, 32545 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 TEICH ANDREW C & LAURIE W, 3000 SW MOUNTAIN LN, WEST LINN, OR 97068-9500  
 TEICHERT-BALIN TAMI A & DAVID R BALIN, 11977 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 TELFER MALCOM M & IRJA M, 32200 SE FRENCH PRAIRIE RD #D106, WILSONVILLE, OR 97070  
 TELFER ROBERTA A, 32225 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 TELFER STEPHEN M & ROBERTA A, 32225 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 TELLEGEN KELLY F & PAULA D, 7755 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 TENLY PROPERTIES CORP, PO BOX 6839, BEND, OR 97708-6839  
 TENNYSON MARK J & TERESA D, 7729 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 TERRELL GARRICK & SUSAN, 32270 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 TERRY BESSIE IRENE TRUSTEE, 30384 SW RUTH ST UNIT 73, WILSONVILLE, OR 97070-6677  
 TERWAY INVESTMENT LLC, 124 NW 7TH #613, CORVALLIS, OR 97330-6346  
 TERWAY WILLIAM E, 7905 SW DAYBREAK ST, WILSONVILLE, OR 97070-6847  
 TERWAY WILLIAM K & LAURA K, 9101 SE SUNNYBROOK BLVD, CLACKAMAS, OR 97015-6612  
 TESSLER DEAN, 30900 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 TEUNON KENNETH A, 7668 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 TEWELL PATRICIA A & MICHAEL W, 8510 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5408  
 THALER JOSEPH J, 1114 NE SCHUYLER ST, PORTLAND, OR 97212-4382  
 THAPA DINESH, 28360 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 THARP LANA C, 8473 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 THATCHER JERRY L & LINDA M, 29659 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 THE DIOCESE OF OREGON, PO BOX 445, WILSONVILLE, OR 97070-0445  
 THE WILLIAM LANE BENNETT BUILDING LLC, 25375 SW PARKWAY AVE STE 200, WILSONVILLE, OR 97070-7893  
 THIBODEAU ROBERT D, 28784 SW ASHLAND LOOP UNIT 216, WILSONVILLE, OR 97070-8799  
 THOMAS ANDREW J & JACQUELINE Q, 28008 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 THOMAS DAVID F TRUSTEE, 10862 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 THOMAS DELBERT R & GEORGIA M, 32455 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 THOMAS DENNIS P & CARYL T, 6820 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 THOMAS GILBERT A, PO BOX 576, AURORA, OR 97002-0576  
 THOMAS LAURIE B, 29520 SW VOLLEY ST UNIT 56, WILSONVILLE, OR 97070-5437  
 THOMAS SHARON KAY, 8200 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 THOMAS TIMOTHY S & AELYN C, 6986 SW IRON HORSE ST, WILSONVILLE, OR 97070-8877  
 THOMASON JOHN D, 10470 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 THOMPSON DAVID B TRUSTEE, 32540 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 THOMPSON JONATHAN J, 11069 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 THOMPSON MICHAEL K & NANCIE L, 11259 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 THOMPSON MICHAEL S, PO BOX 2733, WILSONVILLE, OR 97070-2733  
 THOMPSON TOMMY N & WENDY L, 29622 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 THOMSON PEGGY LEE TRUSTEE, 32035 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 THORNTON LUCRETIA A, 30539 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 THURSTON JAMIE S, 9350 SW 5TH ST, WILSONVILLE, OR 97070-7721  
 THURSTON NANCY W, 11347 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 TIBOLT ROBERT E TRUSTEE, 32305 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 TIDBALL MICHAEL, 30812 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 TIENKEN EUGENE & MYRNA, 7650 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 TILLER BRUCE & MARITA E, 10410 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 TILLERY JERRY O TRUSTEE, 7760 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
 TIMBERLAND-SUNDIAL LLC, 2800 28TH ST #338, SANTA MONICA, CA 90405-6201  
 TIMM BRENT & KIMBERLEY, 7862 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 TIMM GARY D TRUSTEE, 7582 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 TINDALL VIRGINIA M, 7045 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458



TINKER JAY J & KRISTIN N, 7749 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 TISH EUGENE C & CAROL D, 8048 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 TITTERINGTON DONALD R & CONNIE S, 29165 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 TIZZARD FRANCES E TRUSTEE, 8205 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 TKG INVESTMENTS LLC, BY NORTHWEST GEOTECH INC9120 SW PIONEER CT #B, WILSONVILLE, OR 97070-9604  
 TLM HOLDINGS LLC, 14355 KEIL RD NE #11, AURORA, OR 97002-9411  
 TODD LYNN N & CANDI S, 29899 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 TODD MARTIN H, 27243 SW WOOD AVE, WILSONVILLE, OR 97070-6541  
 TOFTE JOHN K & M JUNE, 8142 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 TOLLSTRUP KENNETH R & JULIA D REV L-TRST, 10514 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 TOMAS GARY L & SHIRLEY A, 32509 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 TOMLINSON JACK B, 11718 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 TONQUIN WOODS AT VILLEBOIS HOA, 109 E 13TH ST, VANCOUVER, WA 98660-3229  
 TOOKER ROBERT W & JORGE ANN, 7115 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 TORO EVELYN F, 29351 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 TORRES JOSEPH G CO-TRUSTEE, 32280 SW ARMITAGE CT E, WILSONVILLE, OR 97070-8412  
 TORRES-ROBLES J&C, ARRANAGA-PICHARDO7870 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 TOSTI SAM JOSEPH SR TRUSTEE, 8400 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 TOTTEN TIMOTHY K & KELLY S, 38954 PROCTOR BLVD # 302, SANDY, OR 97055-8039  
 TOURANGEAU DONALD R TRUSTEE, 7030 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 TOWNCENTER PARK ASSOC LLC, 5125 SW MACADAM AVE STE 125, PORTLAND, OR 97239-3817  
 TRAFFAS GARY D & KRISTINA E, 28555 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 TREMBLAY DAVID, 28506 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 TRESE PAUL F & JOANNE M, 10858 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 TRICKER RAYMOND & HELENE, 32420 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 TRI-COUNTY MET TRANS DIST OF ORE, 710 NE HOLLADAY ST, PORTLAND, OR 97232-2168  
 TRIMBLE ASHLEY J & DWAYNE M, 8305 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8417  
 TROHA WILLIAM K & JEANNA L, 29557 SW CAMELOT ST, WILSONVILLE, OR 97070-8542  
 TROYER KENNETH A, 28465 SW BOBERG RD, WILSONVILLE, OR 97070-9280  
 TROYER VALERIE LEE & KENNETH A, 9715 SW IOWA DR, TUALATIN, OR 97062-7350  
 TRUITT RICHARD R & TONI AVERY, 8560 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 TRUNFIO KLYNN TRUSTEE, 28611 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 TRUONG KEVIN H & JESSICA Y, 7758 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 TRUPIANO DELORES WYBECK, 32580 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 TRUST FOR PUBLIC LAND, 806 SW BROADWAY STE 300, PORTLAND, OR 97205-3305  
 TRYBOM MISTY H, 11907 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 TRYTKO LINDA, 7037 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 TUALATIN VALLEY FIRE & RESCUE, 11945 SW 70TH AVE, TIGARD, OR 97223-9196  
 TUALATIN VALLEY WATER DISTRICT, 1850 SW 170TH, BEAVERTON, OR 97006-4211  
 TUCKER SHEPARD S & LYNDI K, 29773 SW LEHAN CT, WILSONVILLE, OR 97070-8578  
 TUFTS WILLIAM E TRUSTEE, 10941 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 TUNKS MAREN C & JEFF, 29530 SW VOLLEY ST UNIT 29, WILSONVILLE, OR 97070-6530  
 TURNER HOLLY E, 7750 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 TURNER LARRY R, 31172 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7478  
 TURNER MARTIN V & AMANDA K, 11258 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 TURNER RICHARD, 7255 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 TUSSING DAVID R & CARICE N, 30745 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 TUTTLE JAMES & MARY, 7026 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 TWEDT KENNETH W & ROSE MARY, 8007 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 TWINSTAR CREDIT UNION, PO BOX 718, OLYMPIA, WA 98507-0700  
 TWO BEARS CO, PO BOX 583, CARLTON, OR 97111-0583  
 TWOHAWKS DAVID, PO BOX 806, WILSONVILLE, OR 97070-0806  
 ULICSI DIANE, 27288 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 ULMER ELISE K, 31945 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 UMBERGER ARTHUR L & HELEN L, 30344 SW RUTH ST UNIT 63, WILSONVILLE, OR 97070-6672  
 UNITED STATES OF AMERICA, PO BOX 3621, PORTLAND, OR 97208-3621  
 UNVERZAGT ELSEBETH A, 7564 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 US BANK CORP RE, 2800 E LAKE ST, MINNEAPOLIS, MN 55406-1930  
 US BANK NATIONAL ASSN TRUSTEE, PO BOX 3977, SEATTLE, WA 98124-2477  
 US DEPT OF HUD, 520 SW 6TH AVE, PORTLAND, OR 97204-1535  
 US POSTAL SERVICE, 850 CHERRY AVE FSC551, SAN BRUNO, CA 94099  
 VACA RAFAEL, 269 ORANGE DR, OXNARD, CA 93036-1614  
 VACA ROSEANNE, 11131 SW BARBER ST, WILSONVILLE, OR 97070-7306  
 VAIL DEBBERA R & DEAN O, 11623 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 VALLEY CHRISTIAN CHURCH, 11188 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7588



VALO SHIRLEE J TRUSTEE, 7684 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 VAN BILSEN INVESTMENTS LLC, 3046 E NATURE DR, BOISE, ID 83706-6918  
 VAN DOMELLEN ALFRED H TRUSTEE, 7391 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 VAN GORDON JILL L TRUSTEE, 7612 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 VAN ROGER M & SHARON E, 6860 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 VANAUSTEN MOLLY W, 32210 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 VANBEEVER K F, 28628 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 VANDERBURGH J JANE, 29620 SW VOLLEY ST UNIT 43, WILSONVILLE, OR 97070-6577  
 VANDERHEY ELLEN L, 29560 SW VOLLEY ST UNIT 50, WILSONVILLE, OR 97070-7434  
 VANDOMELLEN DAVID A, 28612 SW ASH MEADOWS BLVD UNIT 30, WILSONVILLE, OR 97070-7810  
 VANGALA KRISHNA K & SARITHA SERU, 29080 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 VANGELDER MICHAEL E, 10820 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 VANHEUVEL MARK J & TRISTA S, 32549 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 VANLOON MARTIN GLASTRA, & ANGIE GLASTRA 10635 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 VANPATTAN RICHARD A TRUSTEE, 11742 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 VANTHIEL THOMAS GEORGE TRUSTEE, 10685 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 VANWECHER STEVEN L & MARY J, PO BOX 652, WILSONVILLE, OR 97070-0652  
 VARNUM PHILIP J, 7130 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 VARTY LEO B, 24885 NE PRAIRIE VIEW DR, AURORA, OR 97002-9546  
 VASQUEZ DANIEL A, 29078 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 VASQUEZ JERRY J & KERRY L, 7555 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 VASQUEZ JUAN & MICHELE, 11124 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 VATERNICK PAUL G, 16135 SW CATTAIL CT, TIGARD, OR 97223-2687  
 VAUDT JOHN & BETTE J, 32465 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 VAUGHAN ROBERT, 28638 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 VAUGHN EMILY L, 31369 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 VAVROSKY KELLIE R & TRACY LEE, 7003 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7855  
 VAZZANA PETER G & LARAIN C, 32125 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 VEDDER MURMAN L & JOAN M, 32380 SW ESTATES CT S, WILSONVILLE, OR 97070-8408  
 VEILLET RAYMOND G, 10864 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 VEITCH MARK, 8705 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8436  
 VELEZ GUSTAVO A, 29540 SW COURTSIDE DR UNIT 7, WILSONVILLE, OR 97070-5436  
 VELICHKO NATALIA B, 10260 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 VELIZ SAIDA G TRUSTEE, 10235 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 VELLA JOHN W & JEANINE K, 31105 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 VENTURE PROPERTIES, 4230 GALEWOOD ST, LAKE OSWEGO, OR 97035-2497  
 VERD BENJAMIN & SYDNEY R, 6622 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 VERGHIES JAMES P & VIOLA F, PO BOX 782, LAKE OSWEGO, OR 97034-0132  
 VERIZON NORTHWEST INC, PO BOX 1003, EVERETT, WA 98206-1003  
 VERMILYER ROBERTA L & KELLY D DODD, 6888 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 VERSAILLES PROPERTIES LLC, 1300 SE LAVA DR, MILWAUKIE, OR 97222-7417  
 VICKERS EUGENE B & LINDA, PO BOX 1004, NESKOWIN, OR 97149-1004  
 VIKI VALERIE DEANNA TRUSTEE, 62 SW CONDOLEA, LAKE OSWEGO, OR 97035-1008  
 VILLAGE AT MAIN ST PH I LLC, 30050 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-7596  
 VILLAGE AT OLD TOWN SQUARE LLC, 81 MAIN ST STE 503, WHITE PLAINS, NY 10601-1725  
 VILLAGE COMMERCIAL LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGE ESTATES LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGE GREEN HOMEOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 VILLAGE RESIDENTIAL LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGOMEZ JOSE M & KRISTIN L, 29496 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 VILLARREAL SHANTI, 30380 SW REBEKAH ST UNIT 23, WILSONVILLE, OR 97070-6668  
 VILLEBOIS LLC, 1022 SW SALMON ST STE 450, PORTLAND, OR 97205-2451  
 VILLEBOIS LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 VILLEBOIS VILLAGE CENTER LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 VILLENEUVE DONALD H & CAROLINE, CHEN 10841 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 VILLON ANA, 7738 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 VINCENT JOHN A & NICOLE E, BOURGEOIS 29190 SE BERGEN LN, WILSONVILLE, OR 97070  
 VIRK HOSPITALITY INC, BY LA QUINTA INN OF WILSONVILLE 8815 SW SUN PL, WILSONVILLE, OR 97070-9611  
 VIRK HOSPITALITY INC, 8815 SW SUN PL, WILSONVILLE, OR 97070-9611  
 VISION PLASTICS INC, 26000 SW PARKWAY CENTER DR, WILSONVILLE, OR 97070-9644  
 VISHKA EDWARD M & JANICE D, 7000 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 VITAS JOHN K TRUSTEE, 3550 SW BOND AVE UNIT 1902, PORTLAND, OR 97239-4724  
 VLAHOS BETTY L REV-TRUST, PO BOX 31549, SAINT LOUIS, MO 63131-0549  
 VLAHOS GEORGIA TRUSTEE, 7771 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 VOCE DICK & GAIL F MELENDREZ, 7110 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451



VOELTZ ERIKA L, 29640 SW VOLLEY ST UNIT 37, WILSONVILLE, OR 97070-6531  
 VOGT RUBY I TRUSTEE, 29745 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 VOIGT PATRICIA A & JOHN W HEATER, 8180 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 VOLDBAEK PATRICIA A, 29451 SW COURTSIDE DR, WILSONVILLE, OR 97070-6462  
 VOLLMER RICHARD L & KATHY M, 11607 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 VON WALTER G, 28625 SW ASH MEADOWS BLVD UNIT 14, WILSONVILLE, OR 97070-7802  
 VONCLEMM INVESTMENTS LLC, 5710 SW HEWETT BLVD, PORTLAND, OR 97221-2243  
 VONEGGERS DOROTHY J, 6567 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 VONEHRENKROOK MATTHEW & ELIZABETH, 29038 SW ORLEANS AVE, WILSONVILLE, OR 97070  
 VOSLOO MARILYN A TRUSTEE, 30410 SW REBEKAH ST UNIT 33, WILSONVILLE, OR 97070-6665  
 VOSPER FRED C & DEBRA K, 6835 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 VOSPER MATTHEW K & JILL L, 26839 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 VOWLES MARK L, 29697 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 VYMAZAL ANNA, 29470 SW VOLLEY ST UNIT 61, WILSONVILLE, OR 97070-6532  
 VYMAZAL ZDENEK, 29630 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7576  
 WADDELL JAMES M TRUSTEE, 7806 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 WADDELL MARK L & RICHELLE B, 29585 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8508  
 WADE CHARLES B, 8848 SW KALYCA ST, WILSONVILLE, OR 97070-7809  
 WADE SETON G & MARILYN G, 6978 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 WADLEY CHERYL A TRUSTEE, 8075 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 WADSWORTH MARSHA A TRUSTEE, 8520 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5410  
 WAGENER THOMAS EDWARD, 30800 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 WAGNER DANTON R & DIANE, 11003 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 WAGNER DAVID G, 6106 SW WOODS CT, PORTLAND, OR 97221-1330  
 WAGNER JESSICA ANN, 10724 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 WAGNER MARK A & EARLENE M, 30720 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 WAGNER MARK A & EARLENE M, 30690 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6756  
 WAGONER WILLIAM S & OLIVA S, 7748 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 WAHL TIMOTHY L & EVELYN J, 29804 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 WAIBLE AIRIKA L, 28537 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 WAITE RYAN & CYNTHIA, 7408 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 WALCH JONATHAN CHARLES TRUSTEE, 10271 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 WALDEN ELIZABETH L, 7755 SW MURRAY ST, WILSONVILLE, OR 97070-6569  
 WALDEN SARAH, 30424 SW RUTH ST UNIT 84, WILSONVILLE, OR 97070-6679  
 WALDO JANICE E & MARTIN K, 11270 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 WALDRON KENNETH R & RENA JO, 7995 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 WALDRON WESLEY W & KAYE M, 7996 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 WALGREEN CO, 104 WILMOT RD, DEERFIELD, IL 60015-5121  
 WALKER ANN LOUESE & EVERETTE E, 17668 SW CEDARVIEW WAY, SHERWOOD, OR 97140-8699  
 WALKER CHAREL A TRUSTEE, 32209 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 WALKER DELORES, 27125 SW WOOD AVE, WILSONVILLE, OR 97070-6536  
 WALKER DONALD R, 28635 SW ROGER BLVD UNIT 71, WILSONVILLE, OR 97070-7779  
 WALKER JOHN III, 31160 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 WALKER KRISTIN LARA, 3910 LAKEVIEW DR, LAKE OSWEGO, OR 97035-5549  
 WALKER SCOTT LEROY TRUSTEE, 31044 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 WALKER SHIRLEY B, 28525 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 WALL PAULINE B, 32537 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 WALL STANLEY J & KAROL I, 32440 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 WALLACE BRUCE M, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WALLACE JAMES L & ALICE A, 29650 SW COURTSIDE DR UNIT 14, WILSONVILLE, OR 97070-7482  
 WALLACE KENNETH R & MARTH ANN, 10240 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 WALLACE RAYMOND A, 8028 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 WALLACE SCHUYLER T & CAROL M, 32221 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 WALLER WILLIAM G & DONNA M, 19772 WILDWOOD DR, WEST LINN, OR 97068-5202  
 WALLING BARBARA TRUSTEE, PO BOX 3843, WILSONVILLE, OR 97070-3843  
 WALLS EDWARD S & GLENDA J, 31072 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 WALLS MADELINE J, 30406 SW RUTH ST UNIT 78, WILSONVILLE, OR 97070-6678  
 WALLULIS STANLEY G & DOROTHY N, 7725 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
 WALMSLEY KATHLEEN E, 32083 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WALSH JOSEPH C, 10908 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 WALSH JOSEPH C & MARIA E, 10908 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 WALSH MICHAEL L & JANETTE L, PO BOX 324, WILSONVILLE, OR 97070-0324  
 WALSH NEAL A TRUSTEE, 32095 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WALSH RICHARD E & KAREN L, 29160 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 WALTER BRENDA J, 29470 SW VOLLEY ST UNIT 66, WILSONVILLE, OR 97070-5438



WALTER BRENT E, 28933 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 WALTER STEPHEN J, 10858 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 WALTERS THEODORA S TRUSTEE, 2002 OLD CLAIRTON RD, JEFFERSON HILLS, PA 15025-3178  
 WANG ALBERT, 8 CHURCHILL DOWNS, LAKE OSWEGO, OR 97035-1412  
 WANG PENG & ZHENKUN REN, 13566 NW HOGAN ST, PORTLAND, OR 97229-4140  
 WANG XIAO-FENG, 29370 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WANG XIAOFENG & WEICHENG ZHOU, 29069 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 WANG YI HELEN, 32105 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 WANLESS LINDA S, 8130 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 WAPPES GARY W, 11688 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 WARD JEFF, 28627 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 WARD KARL MAX CO-TRUSTEE, 31223 SW KENSINGTON DR, WILSONVILLE, OR 97070-7530  
 WARD STEVEN P, 29550 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 WARD SYLVIA RVCBL LIVING TRUST AGRMNT, 29371 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WARDEN MATTHEW C, 29327 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WARDLE STEVE LAMAR, 6851 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 WARNER BRIAN J, 8625 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 WARNER DUANE A & DARLENE B, 1505 NW HEALY CT, BEND, OR 97701-5521  
 WARNER JUDITH A, 7698 SW THORNTON DR, WILSONVILLE, OR 97070-6550  
 WARNICK RYAN S & KERRIE E, 7086 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 WARNOCK CHESTER M, 32228 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 WARNS MARGARET H TRUSTEE, 7670 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 WARRELL SCOTT M & BELINDA, 7851 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 WARREN CYNTHIA G, 29540 SW COURTSIDE DR UNIT 10, WILSONVILLE, OR 97070-5436  
 WARREN THELMA J TRUSTEE, 8630 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 WARZYNSKI JOHN G & YVONNE D, 7618 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 WARZYNSKI SANDRA R, 31150 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 WARZYNSKI STEPHEN A, 31070 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 WASHINGTON COUNTY OREGON, 155 N 1ST AVE, HILLSBORO, OR 97124-3001  
 WASHINGTON FEDERAL SAVINGS, 425 PIKE ST, SEATTLE, WA 98101-3902  
 WASSOM JEFF, 8620 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8431  
 WATERS GREG & TRISH, 31313 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 WATKINS PETER MARSHALL TRUSTEE, 32575 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 WATKINSON TARA D & SAMUEL SUMNER, 7894 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 WATMAR I LLC, ATTN: W GRANT WATKINSON10000 SW COMMERCE CIR, WILSONVILLE, OR 97070-6613  
 WATSON KEITH BYRON, 8200 SW MAXINE LN UNIT 58, WILSONVILLE, OR 97070-7784  
 WATSON RANDY D, 30330 SW REBEKAH ST UNIT 1, WILSONVILLE, OR 97070-6667  
 WATSON WILLIAM & JANET, 7325 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 WATTON ANJIE, 6609 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 WATTY GARRETT & KERRY, PO BOX 250, SALYER, CA 95563-0250  
 WEAKLEY ESTHER E, 7855 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 WEAKLEY FAMILY LLC, PO BOX 368, WILSONVILLE, OR 97070-0368  
 WEAST BURTON & ANN, 38 SCHAFER MEADOW LN N, MONTESANO, WA 98563-9783  
 WEATHERLY J DENNIS & TERRI L, 11360 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 WEAVER DAVID M & TINA L, 10450 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 WEAVER ROBERT J & FRANCES B, 7058 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 WEAVER TERESA, 32275 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 WEBB BARRY W & DONNA M, 7730 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 WEBB CARMELLA A, 32325 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 WEBB CLIFFORD S, 32501 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 WEBB EDWARD W, 1239 NW MAYFIELD RD, PORTLAND, OR 97229-9102  
 WEBB MICHAEL G & HANNAH R, 10364 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 WEBBER BRUCE R & ANGELA LYONS, 11600 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331  
 WEBER DIETER, 11311 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 WEBER ELENA M & SHELDON L, PO BOX 915, WILSONVILLE, OR 97070-0915  
 WEBER LAWRENCE A TRUSTEE, 8232 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 WEBER LOIS, 7330 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 WEBER PETER, 7565 SW ROANOKE DR, WILSONVILLE, OR 97070-6805  
 WEEKLY NORMAN L & ARLENE M, 7700 SW FAIRWAY DR, WILSONVILLE, OR 97070-6749  
 WEHLER ESTATES HOMEOWNERS ASSOC, 6855 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 WEHLING DALE F & LINDA A, 8640 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 WEIDEMANN PARK APARTMENTS, 8532 SW ST HELENS DR STE 201, WILSONVILLE, OR 97070-9639  
 WEIGEL BETTE J L-EST, 6764 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 WEIGEL PAULA A C, 29700 SW COURTSIDE DR UNIT 23, WILSONVILLE, OR 97070-5433  
 WEIGEL SEAN A, 7900 SW RACQUET CT, WILSONVILLE, OR 97070-9449



WEIGEL STEVEN & PAULA CARROTHERS, 11371 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 WEIGEL ZACHARY J & TRICIA L, 10318 SW LISBON ST, WILSONVILLE, OR 97070-3010  
 WEIK ROB A JR, 29278 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 WEILAND STEVEN L, 31175 SW OTTO LN, WILSONVILLE, OR 97070-9775  
 WEILER INSURANCE PROP INC, 14217 SE FAIR OAKS LN, MILWAUKIE, OR 97267-1068  
 WEIS PETER N TRUSTEE, 28488 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 WEISER JAROLD A & BARBARA J, 31399 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
 WEISGERBER PATRICK J TRUSTEE, 7085 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 WEISS DAVID T, 11998 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 WEISS GARY C TRUSTEE 1/2, 7465 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 WEISS MICHAEL A TRUSTEE, 31045 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 WEISS-JOHNSON JULIE A, 30566 SW KENSINGTON PL, WILSONVILLE, OR 97070-7500  
 WELBERG DEANNE M & PATRICK C, 7146 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 WELCH DOUGLAS G & ERIN M NEUHAUSER, 28298 SW MORGAN CT, WILSONVILLE, OR 97070-6794  
 WELDON MICHAEL DONALD, 29220 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 WELLING PHILLIP E & BARBARA L, PO BOX 3888, WILSONVILLE, OR 97070-3888  
 WELLMAN NICK, 11210 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 WELLS DEAN A & LILA JEAN, 8245 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 WELLS FARGO HOME MORTGAGE, PO BOX 6000, FORT MILL, SC 29716-1930  
 WELLS FARGO NA, 600 CALIFORNIA ST FLR 19, SAN FRANCISCO, CA 94108-2710  
 WELLS STEVEN L & SANDRA K, 29861 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 WELSH AARON, 29700 SW COURTSIDE DR UNIT 27, WILSONVILLE, OR 97070-7483  
 WELSH GAYLE M, 11247 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 WELSH JOEL R, 29117 SW COSTA CIR E, WILSONVILLE, OR 97070  
 WELSH ROBERT W & MARY L, 9355 SW 5TH ST, WILSONVILLE, OR 97070-7721  
 WELSH RYAN A, 6935 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 WELTER LAWRENCE H TRUSTEE, 1446 STANLEY DOLLAR DR #1B, WALNUT CREEK, CA 94595-2845  
 WENDLER DENISE I & BRIAN W, 31402 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 WENDLER DENISE I & BRIAN W, 31402 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 WENDLING JOYCE TRUSTEE, 7480 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 WENIGMANN BRUCE A TRUSTEE, 7362 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 WENKE BURVILLE EDWARD TRUSTEE, 5882 W DEL LAGO CIR, GLENDALE, AZ 85308-6208  
 WENNER SHERMA D TRUSTEE, 65 6TH AVE, SEASIDE, OR 97138-6021  
 WENZ KENT L, 28055 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 WERNBERG DENNIS R, 10821 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 WERST DEAN C & JEAN, 1785 WILLAMETTE FALLS DR STE 6, WEST LINN, OR 97068-4568  
 WESNER THOMAS D, 6887 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 WEST JUSTINE, 8455 SW WILSON LN, WILSONVILLE, OR 97070-6741  
 WEST LINN-WILS SCH DIST #3J, 22210 SW STAFFORD RD, TUALATIN, OR 97062-7738  
 WEST MARK J & FRIEDA J C, 10888 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 WESTBURY R BRUCE TRUSTEE, 7575 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 WESTING JAMES S, 10904 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 WESTON INVESTMENT CO LLC, 2154 NE BROADWAY STE #200, PORTLAND, OR 97232-1561  
 WESTOVER BOYD K & CHERYL M, 7670 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 WETTSTEIN GUY W, 10898 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 WEYGINT JOHN R & NANCY, 7411 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 WH PORTLAND INDUSTRIAL LLC, 600 UNIVERSITY ST #2820, SEATTLE, WA 98101-1184  
 WHARTON KENNETH S & HEIDI LYNN, 31033 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 WHEATON DAVID & DEE ANN, 22822 PINEHURST, SHERWOOD, OR 97140-8887  
 WHEELAND RODNEY B, 7162 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 WHEELER BRIAN & NICOLE, 7004 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 WHEELER PAUL M & DONNA R, 10850 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 WHITAKER CLIFFORD II & CHRISTY LEE, 32015 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WHITCOMB REGINA, 28740 SW PARKWAY AVE UNIT A6, WILSONVILLE, OR 97070-9764  
 WHITCOMBE BRIGITTE, 7355 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 WHITE CAROL J, 32391 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 WHITE DARALYN R, 7660 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 WHITE ERIC J & JENNIFER E, 28585 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 WHITE GREGORY A & JILL C, PO BOX 40348, PORTLAND, OR 97240-0348  
 WHITE JOSEPH T TRUSTEE, 32490 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 WHITED THOMAS F & STEFFANIE M, 11230 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 WHITEHURST NORMAN A, 8740 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 WHITESSELL MATTHEW E SR, 31060 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 WHITFIELD DAVID S, 29590 SW COURTSIDE DR UNIT 5, WILSONVILLE, OR 97070-7430  
 WHITLOCK KATHLEEN A, 7147 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872



WHITMER NANCY B TRUSTEE, 32160 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WHITNEY REGINA S, 7609 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 WICHER GORDON & SANDRA M, 54 DANIEL LN, WALLA WALLA, WA 99362-7228  
 WICKIZER DIANA, 8540 SW MODOC CT, TUALATIN, OR 97062-9113  
 WIDEMAN KIMBERLY A, 30350 SW REBEKAH ST UNIT 11, WILSONVILLE, OR 97070-6670  
 WIDMAN LORRAINE B, 1000 SW PLUM DR, PORTLAND, OR 97219-4751  
 WIDMANN FRANCES E, 7237 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 WIDMER JUDY C TRUSTEE, 32559 SW ARMITAGE RD, WILSONVILLE, OR 97070-6528  
 WIEDEMANN FAMILY LLC, 5195 SW PROSPERITY PARK RD, TUALATIN, OR 97062-6708  
 WIEDEMANN HARRIETT M TRUSTEE, 10475 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7582  
 WIEDEMANN PARK APTS LTD PRTRNSHP, 3300 NW 185TH #222, PORTLAND, OR 97229-3406  
 WIEGAND JOHN D & JANE E, 28727 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 WIELAND JOSHUA LEE & JENNIE L, 7027 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 WIELEN MARY D VANDER, 8150 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 WIESE ROBERT M TRUSTEE, 32140 SW ARMITAGE RD, WILSONVILLE, OR 97070-7451  
 WIESENTHAL ROBERT L & MARGARET S, 7480 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 WIETGREFE SCOTT, 28656 SW ASH MEADOWS BLVD UNIT 23, WILSONVILLE, OR 97070-7895  
 WIGGER CHARLES W, 10544 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 WIGGER RONALD R & SUZANNE G, 29402 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 WIGLEY MARTIN TIMOTHY, 11259 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 WIKE JENNIFER, 7930 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 WIKSTROM CURTISS, PO BOX 500, OLGA, WA 98279-0500  
 WILBORN MARK & CAROL, 31290 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 WILBUR JOHN K & DAWN C, 30640 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 WILBUR MATTHEW J & CAROLINE A, 10880 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 WILCOX BRIAN K, 31400 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 WILCOX CLIFFORD R & VIVIAN E, 28058 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 WILCOX DANIEL C & JUDY E, 8025 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 WILCOX KENT G, 31735 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-6453  
 WILES THOMAS P TRUSTEE, 32520 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 WILEY DONN O & BRYN A, 29733 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 WILHELMS ANGELA, 30410 SW REBEKAH ST UNIT 32, WILSONVILLE, OR 97070-6665  
 WILKINSON EDMUND S JR, PO BOX 222, PALOS VERDES ESTATES, CA 90274-0222  
 WILKINSON PAUL H, 10242 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 WILLADSEN BEVAN C & VIOLA J, 8364 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 WILLAMETTE BANK TWNHSE ASSN, PO BOX 367, WILSONVILLE, OR 97070-0367  
 WILLAMETTE FACTORS INC, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 WILLAMETTE FACTORS INC, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 WILLAMETTE RESOURCES INC, BY REPUBLIC SERVICES PROPERTY TAX PO BOX 29246, PHOENIX, AZ 85038-9246  
 WILCOCK MELISSA D & MARK A, 11211 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 WILLETT MARK R & LISA K, 10850 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 WILLETT VIRGINIA M, 29490 SW COURTSIDE DR UNIT 17, WILSONVILLE, OR 97070-7431  
 WILLEY TONJA K, 11972 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 WILLIAMS ALAN, 6841 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 WILLIAMS BENJAMIN R & GENA L, 10570 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7570  
 WILLIAMS JAMES K & EDWINA K, 32585 SW BOONES BEND RD, WILSONVILLE, OR 97070-6422  
 WILLIAMS JAMES R, 11841 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 WILLIAMS JEFF, 11980 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 WILLIAMS MICHAEL J & CHRISTINA H, 7887 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 WILLIAMS ROBERT A, 29460 SW VOLLEY ST UNIT 72, WILSONVILLE, OR 97070-7435  
 WILLIAMS SHIRLEY M TRUSTEE, 32433 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 WILLIAMSON BENJAMIN D & MINDY, 7373 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 WILLIAMSON BONNIE L, 8455 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8445  
 WILLIAMSON KATHERINE F TRST, 31441 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 WILLIAMSON SUSAN I TRUSTEE, 1441 S IVY ST #1005, CANBY, OR 97013-4367  
 WILLIS ELIZABETH D, 8615 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8433  
 WILLMAN ALLAN P TRUSTEE, 10896 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 WILLMERT MCREA B & COLLEEN L, 31124 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 WILLSON JOHN D, 11718 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 WILSON ANTHONY K CO-TRUSTEE, 32470 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 WILSON CHARLES J, 29512 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 WILSON CHRIS N, 28740 SW PARKWAY AVE UNIT D4, WILSONVILLE, OR 97070-9765  
 WILSON DAVID & B J OSBORNE-WILSON, 29780 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 WILSON DONALD & MARILYN BLECHSCHMIDT, 7065 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 WILSON DOUGLAS H, 7410 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477



WILSON JEFFERY S & KAREN K, 7081 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 WILSON JEFFREY & JACQUELYN DANA, 28249 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 WILSON JEFFREY A, 8720 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8439  
 WILSON KAREN D, 3030 SW ADVANCE RD, WILSONVILLE, OR 97070-9711  
 WILSON KAREN L, 31205 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 WILSON MANDY L & WILLIAM M, 11639 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 WILSON MARGARET A TRUSTEE, 7795 SW FAIRWAY DR, WILSONVILLE, OR 97070-6435  
 WILSON MICKEY DENNIS, 11711 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 WILSON RANDY V, 30975 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 WILSON ROBERT D & CAROL E, 11559 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 WILSON SCOTT E & JOANNE M, 11440 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 WILSON SCOTT M & MARY L, 29808 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 WILSON STANLEY Y & ROSLYN C, 515 E 3950 N, PROVO, UT 84604-4609  
 WILSONVILLE 2006 NW LLC, 2731 77TH AVE SE STE 206, MERCER ISLAND, WA 98040-2800  
 WILSONVILLE CHEVROLET INC, 26051 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9250  
 WILSONVILLE DEVCO LLC, 4188 SW GREENLEAF DR, PORTLAND, OR 97221-3225  
 WILSONVILLE JUST STORE IT LLC, 14855 SE 82ND DR, CLACKAMAS, OR 97015-7624  
 WILSONVILLE LANES INC, 29040 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-5541  
 WILSONVILLE LTC PROPERTIES LLC, 4560 SE INTERNATIONAL WAY STE 100, MILWAUKIE, OR 97222-4628  
 WILSONVILLE RETAIL/ANGEL LLC, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 WILSONVILLE SHOPPING CENTER INC, PO BOX 2945, PORTLAND, OR 97208-2945  
 WILSONVILLE SHOPPING CENTER INC, 121 SW MORRISON STE 200, PORTLAND, OR 97204-3132  
 WILSONVILLE SUMMIT LLC, 25800 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9656  
 WILSONVILLE UNITED METH CH, 7355 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7758  
 WILSONVILLE URBAN RENEWAL AGENCY, 29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 WILSONVILLE VILLAGE LLC, 2083 NW JOHNSON ST #1, PORTLAND, OR 97209-1341  
 WINANS CARL N CO-TRUSTEE, 32440 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 WINDSCHIGL TERRY A, 31732 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 WINGARD MATTHEW, 28356 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 WINKELMAN CLARE, 8380 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 WINSLOW DENNIS P & K A, 29758 SW CAMELOT ST, WILSONVILLE, OR 97070-8563  
 WINSLOW FLOYD V & PATRICIA E, 32230 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 WINTHER MARY K TRUSTEE, 31323 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7487  
 WIRFS JOHN W & CYNTHIA L PETERSON, 31468 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 WISE CLARENCE L & MARIDEL JAYNE, 32521 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 WISE FRANKLIN GRIFFITH TRUSTEE, 7832 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 WISHERD JASON, 31353 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 WISMER MICHAEL L & REBECCA R, 10995 SW EVANS CT, TUALATIN, OR 97062-6041  
 WITHERS JUSTIN & VICTORIA, 11128 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 WITHERS ROBERT L, 32095 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 WOCHNICK ROBERT J & GLENNA ASHLEY, 29625 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 WOERNER JON L & JANET L, 7247 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 WOLCOTT JOHN J TRUSTEE, 32120 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WOLD RICHARD & JO ANN, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WOLFE DONNA J, 8275 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 WOLFE HERMAN L, 7958 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 WOLFE KENTON A & MARY K, 32100 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WOLFE MICHAEL W, 31142 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 WOLFENBARGER CHERYL I & MICHAEL, 7502 SW MURRAY ST, WILSONVILLE, OR 97070-6537  
 WOLFF RHODA L TRUSTEE, 28118 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 WOLFF RICHARD A II TRUSTEE, 31725 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 WOLFRAM PATRICK B & MURIEL L, 7577 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 WOLVERT ROBERT A CO-TRUSTEE, 31518 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 WOLVERT TERRY DOUGLAS & STEPHANIE, 28560 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 WONG GREGORY K & SHARON L, 29842 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 WOOD GREGORY LEE & SHAWN, 30543 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 WOOD LESLIE D & SHAWNA H, 30330 SW REBEKAH ST UNIT 5, WILSONVILLE, OR 97070-6667  
 WOODARD STEPHANIE, 29650 SW COURTSIDE DR UNIT 20, WILSONVILLE, OR 97070-7482  
 WOODCOCK DAVID R & DONNA L, 32566 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 WOODHOUSE JOHN D, 6930 SE CESAR E CHAVEZ BLVD, PORTLAND, OR 97202-7718  
 WOODIN JAMES J, 28954 SW ORLEANS AVE, WILSONVILLE, OR 97070-7341  
 WOODLE ROBERT C & JUDITH E, 7932 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 WOODLEAF APARTMENTS LLC, 4950 MAPLETON DR, WEST LINN, OR 97068-2145  
 WOODRUFF LEO A, 8255 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 WOODS AARON L, 28962 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769



WOODS PAMELA A, 6860 SW COUNTRY VIEW CT N, WILSONVILLE, OR 97070-9495  
 WOODY ERNEST E CO-TRUSTEE, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WOOLARD ELIZABETH L, 21602 SW MOLALLA CT, TUALATIN, OR 97062-9541  
 WOOLLEY BRIAN J & VALERIE A, 7124 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 WOOLWORTH SHEILA M TRUSTEE, 5020 SW EASTGATE DR, WILSONVILLE, OR 97070-6831  
 WORTH CARL D, 31405 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 WORTMAN RANDAL T & TERESA M, 11568 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 WREDE KIMBERLY, 29700 SW COURTSIDE DR UNIT 44, WILSONVILLE, OR 97070-5434  
 WRIGHT JAMES T, 2125 NW SAINT ANDREWS DR, MCMINNVILLE, OR 97128-2450  
 WRIGHT JEFFERY, 6778 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 WRIGHT JEFFREY A & KAREN W, 31267 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 WRIGHT JERALD V & VICKI M, 7060 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 WRIGHT JOAN M TRUSTEE, 30424 SW RUTH ST UNIT 85, WILSONVILLE, OR 97070-6679  
 WRIGHT KURT G & KATHLEEN L, 28948 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 WRIGHT SHARI LYNNE, 30538 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 WRIGHT TOD MICHAEL, 10884 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 WROBEL RICHARD & PENNY, 7050 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 WROLSTAD ERMA J, 31675 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 WROLSTAD ERMA J, 31675 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 WSW LLC, 29025 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9475  
 WU BO, 28608 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 WU JING KAE, 30602 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 WU LIN, 8817 NW HAZELTINE ST, PORTLAND, OR 97229-4174  
 WU MEE HING, PO BOX 3884, WILSONVILLE, OR 97070-3884  
 WU YUANSU, PO BOX 2292, WALNUT, CA 91788-2292  
 WYCKOFF MATTHEW D & KARLEE C, 11082 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 WYLY WILLIAM G & LYNDA M, 32293 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 WYMAN JAMES M, 28725 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 WYSONG MARK LEE & MARTI BOLTON, 32230 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 XEROX CORPORATION, XEROX SQUARE 040A, ROCHESTER, NY 14644-0001  
 YACOB BETSY, 6885 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 YACOB YOSEF, 28 PLAZA AVILA, LAKE ELSINORE, CA 92532-0132  
 YAGNIK SURESH K TRUSTEE, 6957 CORTE VERDE CT, PLEASANTON, CA 94566-8611  
 YAMAYEE ZIA A & MARLENE MOORE, 10641 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 YAMODIS NICOLAS D II & PATRICIA, E5020 EAGLE ST, GULFPORT, MS 39501-3702  
 YAMPOLSKY JULIE A, 590 E 46TH AVE, EUGENE, OR 97405-3900  
 YAQOUT MUHAMMAD MUBARAK MAILI &, K M MI0459 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 YARDLEY ARLEN R, 8705 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 YAVORSKY LORIE S TRUSTEE, 608 CANTERBURY LN, SAGAMORE HILLS, OH 44067-4115  
 YEAGER RICK K, 8580 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 YEZNACH ANTHONY, 29382 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 YODER ROBERT P, 30350 SW REBEKAH ST UNIT 14, WILSONVILLE, OR 97070-6670  
 YOKOYAMA ROBERT T, 28625 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 YOSHIDA MASANORI & NOBUKO, 28080 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 YOST DANIEL R, 29750 SW COURTSIDE DR UNIT 7, WILSONVILLE, OR 97070-7485  
 YOUNG ANNETTE J & JAMES E, 10308 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 YOUNG CHRISTOPHER D & ANN M, 28669 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 YOUNG D S & LEHAN DOROTHY, PO BOX 7, WILSONVILLE, OR 97070-0007  
 YOUNG DANIEL & JENNIFER, 10863 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 YOUNG DAVID S, PO BOX 7, WILSONVILLE, OR 97070-0007  
 YOUNG DAVID W, 7090 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6451  
 YOUNG FLORENCE MARY, 8230 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 YOUNG LARENZO J & LAURA A, 28949 SW COSTA CIR E, WILSONVILLE, OR 97070  
 YOUNG LISA M, 7772 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 YOUNG MAGDALENE YIN CHEONG, 30330 SW REBEKAH ST UNIT 2, WILSONVILLE, OR 97070-6667  
 YOUNG SUZANNE J, 10206 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 YOUNG VICTORIA L TRUSTEE, 8715 SW MIAMI, WILSONVILLE, OR 97070-9758  
 ZAGANIACZ KAREN L & GARY M, 10859 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 ZAKOVICS ZIG, 32211 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 ZALEC PAUL & MICHELLE, 7901 SW CINNABAR ST, WILSONVILLE, OR 97070-6844  
 ZAMBERLAN DEBORAH J, PO BOX 554, WEIRSDALE, FL 32195-0554  
 ZELL LEONARD TRUSTEE, 8137 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 ZELLER JEROME B & MARIE K, 8160 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 ZENITRAM PROPERTIES IV LLC, 16800 SE MCLOUGHLIN BLVD, MILWAUKIE, OR 97267-4956  
 ZHANG YANPING, 5618 NW SKYCREST PKWY, PORTLAND, OR 97229-2329



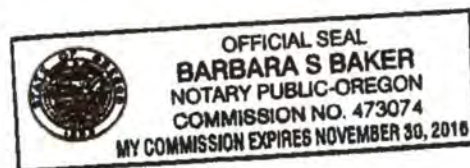
ZHANG ZHONG, 5012 GREENSBOROUGH CT, LAKE OSWEGO, OR 97035-8748  
 ZHOU YING, 3-2-12E GUAN CHENG, BEIJING, 10008  
 ZIEHL DONALD & ANITA, 29439 SW YOSEMITE ST, WILSONVILLE, OR 97070-8504  
 ZIERCHER ERIC L, 31439 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 ZIMEL MARK S, 11630 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 ZIMMERMAN EUGENE BRIAN, 28669 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 ZIMMERMAN JAMES E, 28620 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 ZIMMERMAN LIN A, 11931 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 ZINSLI LEROY & CAROL, 31550 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 ZINSLI LEROY DONALD TRUSTEE, 7490 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 ZITEK GLADYS JILL, 30825 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 ZOTOS KAMRYN J, 31175 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 ZOU WEI & BEI HUANG, 11969 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 ZUCKER LEONARD TRUSTEE, 32505 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
 ZUERCHER DAVID J & PAMELA A, 8680 SW MIAMI, WILSONVILLE, OR 97070-9758  
 ZUNDEL ROBERT E & DEBORAH Y, 8575 SW ROGUE LN, WILSONVILLE, OR 97070-6744  
 ZURCHER TIMOTHY SCOTT & LISA MARIE, PO BOX 2628, WILSONVILLE, OR 97070-2628  
 ZWEBER KENNETH D, 6303 SW ASH CREEK DR, PORTLAND, OR 97219-3182  
 ZWEIGART MELODY R & NEIL, 10450 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7583  
 Mildred Hill, 23885 SW 65th, Tualatin, OR 97062  
 Aquilla Hurd-Ravich, City of Tualatin 18880 SW Martinazzi Avenue, Tualatin, OR 97062  
 Attn: Development Review, ODOT 123 NW Flanders Street, Portland, OR 97209  
 Bill Ferber, Region Manager, Oregon Water Resources Department 725 Summer Street, NE, Salem, OR 97301  
 Bill Rhoades, West Linn/Wilsonville School District 3JT22210 SW Stafford Rd., Tualatin, OR 97062  
 Bobbi Burton, Community Coordinator, Facilities Division 2575 Center Street, NE, Salem, OR 97310  
 Brian Moore, Portland General Electric 9540 SW Boeckman Road, Wilsonville, OR 97070  
 Brian Tietz, United Disposal Services 10295 SW Ridder Road, Wilsonville, OR 97070  
 Caleb Winter, Metro 600 NE Grand Avenue, Portland, OR 97232  
 City Planner, City of Canby 182 N. Holly, Canby, OR 97013  
 Columbia Cable of Oregon, 14200 SW Brigadoon Ct., Beaverton, OR 97005  
 Jane Estes, ODOT Region 2 A6000 SW Raab Road, Portland, OR 97221  
 John Lilly, Department of State Lands 775 Summer Street, NE, Salem, OR 97301-1279  
 Lidwien Rahman, ODOT, Region 1 123 NW Flanders Street, Portland, OR 97209  
 Manager, Community Development, Metro Growth Management Services 600 NE Grand Avenue, Portland, OR 97232  
 Marah Danielson, ODOT, Region 1 123 NW Flanders Street, Portland, OR 97209  
 Oregon Dept of Environ Quality, 811 SW Sixth Avenue, Portland, OR 97204  
 Planning Director, City of Sherwood 22560 SW Pine Street, Sherwood, OR 97140  
 Ray Valone, Metro 600 NE Grand Avenue, Portland, OR 97232  
 Richard Ross, Department of Corrections 2575 Center Street NE, Salem, OR 97310  
 Saskia Dresler, West Linn/Wilsonville School District 3JT22210 SW Stafford Rd., Tualatin, OR 97062  
 Shelley Fenton, BPA, Realty Department PO Box 3621, Portland, OR 97208  
 Sherwood School Dist Admin Office, 23295 SW Main Street, Sherwood, OR 97140  
 Tom Simpson, NW Natural Gas 220 NW 2nd Avenue, Portland, OR 97209  
 Tualatin Valley Fire and Rescue, South Division 7401 SW Washo Court, Tualatin, OR 97062-8350  
 Tualatin Valley Fire and Rescue, 29875 SW Kinsman Road, Wilsonville, OR 97070  
 Tualatin Valley Water District, 1850 SW 170th Ave., Beaverton, OR 97005-4211  
 Wendy Buck, Portland General Electric 121 SW Salmon 1 WTC3, Portland, OR 97204  
 William Graffi, Unified Sewerage Agency 155 N. First Avenue, Room 270, Hillsboro, OR 97124

Witness my hand this 26<sup>th</sup> day of April 2013

  
 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 26<sup>th</sup> day of April 2013

  
 NOTARY PUBLIC STATE OF OREGON





**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**This is to notify you that the City of Wilsonville has proposed Land Use Regulations that may affect the permissible uses of your property and other properties.**

*(This notice required by ORS 227.186)*

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004). The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **June 3, 2013, at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

The City of Wilsonville has determined that the adoption of the TSP and related Code amendments may affect the permissible uses of your property and other properties in the affected zone and may change the value of your property.

The language in the above paragraph is required by Oregon state law ORS 227.186. The City has not determined that this particular proposal will reduce or otherwise impact either the value or use of your property. Any changes to permitted land uses may reduce or increase property values, depending on various factors.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies.

The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

**The draft TSP includes:**

- City goals, policies and implementation measures related to the transportation system;
- An evaluation of the existing transportation system;
- Identification of capital improvement projects to address vehicles, bicycles, pedestrians, freight, transit and safety;
- Establishment of functional street classifications, connectivity, spacing and cross-section standards.

Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.



## How to Comment:

Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on May 8<sup>th</sup>. Direct such written comments or testimony to:

**Chris Neamtzu, Planning Division,**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

*Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*



## Postage Statement - Standard Mail

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	ADVANCED POST & PRESS INC ADVANCED POST & PRESS 14419 SE McLOUGHLIN BLVD PORTLAND, OR 97267	503-239-9488			CITY OF WILSONVILLE 29799 SW TOWN CENTER LOOP E WILSONVILLE, OR 97070
	CAPS Cust. Ref. No. CRID		CRID		CRID

Mailing	Post Office of Mailing Portland, OR 97208	Processing Category <input checked="" type="checkbox"/> Letters <input type="checkbox"/> Catalogs <input type="checkbox"/> Flats <input type="checkbox"/> Marketing Parcels <input type="checkbox"/> Parcels - Machinable <input type="checkbox"/> Parcels - Irregular <input type="checkbox"/> CMM	Mailers Mailing Date Apr 10, 2013	Federal Agency Cost Code	Statement Seq. No. 113846	No. and Type of Containers 0 Sacks 9 1 ft. Letter Trays 5 2 ft. Letter Trays 0 EMM Letter Trays 0 Flat Trays 0 Pallets 0 Other
	Type of Postage <input checked="" type="checkbox"/> Permit Imprint <input type="checkbox"/> Precanceled <input type="checkbox"/> Stamps <input type="checkbox"/> Metered	Weight of a Single Piece 0.0138 pounds	Combined Mailing <input type="checkbox"/> Mixed Class <input type="checkbox"/> Single Class	Total # of Pieces in Mailing 4,632	Total Weight 63.9216	
	Permit # 1547	For Mail Enclosed within Another Class <input type="checkbox"/> Bound Printed Matter <input type="checkbox"/> Library Mail <input type="checkbox"/> Media Mail <input type="checkbox"/> Parcel Post	<input type="checkbox"/> Periodicals <input type="checkbox"/> Mailpiece is a product sample.	% samples.		

For Automation Pieces, Enter Date of Address Matching and Coding 03/31/2013	For Carrier Route Pieces, Enter Date of Address Matching and Coding 03/31/2013	For Carrier Route Pieces, Enter Date of Carrier Route Sequencing	For Pieces Bearing a Simplified Address Enter Date of Delivery Statistics File or Alternative Method
Move Update Method: <input type="checkbox"/> Ancillary Service Endorsement <input checked="" type="checkbox"/> NCOA <input type="checkbox"/> ACS <input type="checkbox"/> Alternative Method <input type="checkbox"/> Multiple <input type="checkbox"/> n/a Alternative Address Format <input type="checkbox"/> OneCode ACS			

Postage	Parts Completed (Select all that apply) <input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> H <input type="checkbox"/> L <input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> NSA	<input type="checkbox"/> Letter-size or flat mailpiece contains DVD/CD or other disk.	1	Subtotal Postage (Add Parts Totals)	\$978.18
	2	Price at Which Postage Affixed (Check one). Complete if the mailing includes pieces bearing metered/PC Postage or precanceled stamps. <input type="checkbox"/> Correct <input type="checkbox"/> Lowest <input type="checkbox"/> Neither	PCS. x \$	= Postage Affixed	-
	3	Incentive/Discount Flat Dollar Amount:			-
	4	Fee Flat Dollar Amount:			+
	5	Permit #	Net Postage Due (Line 1 +/- Lines 2, 3, 4)	\$978.18	

USPS Use	Additional Postage Payment (State reason)	
	For postage affixed, add additional payment to net postage due; for permit imprint add additional payment to total postage.	Total Adjusted Postage Affixed
	Postmaster: Report Total Postage in AIC 130 (Permit Imprint Only, Excluding Simplified Addressing (EDDM))	Total Adjusted Postage Permit Imprint
	Postmaster: Report Total Postage in AIC 208 (Simplified Addressing (EDDM), Permit Imprint Only)	Total Adjusted Postage Simplified Addressing (EDDM)

Certification	Incentive/Discount Claimed:	Type of Fee:
	The mailer's signature certifies acceptance of liability for and agreement to pay any revenue deficiencies assessed on this mailing, subject to appeal. If an agent signs this form, the agent certifies that he or she is authorized to sign on behalf of the mailer and that the mailer is bound by the certification and agrees to pay any deficiencies. In addition, agents may be liable for any deficiencies resulting from matters within their responsibility, knowledge, or control. The mailer hereby certifies that all information furnished on this form is accurate, truthful, and complete; that the mail and the supporting documentation comply with all postal standards and the mailing qualifies for the prices and fees claimed; and that the mailing does not contain any matter prohibited by law or postal regulation. I understand that anyone who furnishes false or misleading information on this form or who omits information requested on this form may be subject to criminal and/or civil penalties, including fines and imprisonment.	

Signature of Mailer or Agent	Printed Name of Mailer or Agent Signing Form ADVANCED POST & PRESS	Telephone 503-239-9488
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USPS Use Only To be completed in non-Postal/One/ sites	Weight of a Single Piece 0. pounds	Are postage figures at left adjusted from mailer's entries? If yes, reason: <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Total Pieces	Total Weight	
	Total Postage		
	Presort Verification Performed? (if required) <input type="checkbox"/> Yes <input type="checkbox"/> No I CERTIFY that this mailing has been inspected for each item below if required: (1) eligibility for postage prices claimed; (2) proper preparation (and presort where required); (3) proper completion of postage statement; (4) payment of annual fee; and (5) sufficient funds on deposit (if required)		
	USPS Employee's Signature		Print USPS Employee's Name
	Date Mailer Notified	Contact	Round Stamp (Required) Payment Date
	By (Initials)	Time AM PM	



# Standard Mail



## Part A Automation Letters

Check box at left if prices are populated in this section.

Letters 3.3 oz. (0.2063 lbs.) or less

Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
A1	None	5-Digit	\$0.247				
A2	None	3-Digit	0.266				
A3	None	AADC	0.266				
A4	None	Mixed AADC	0.282	287	80.934		80.9340
A5	DNDC	5-Digit	0.214				
A6	DNDC	3-Digit	0.233				
A7	DNDC	AADC	0.233				
A8	DNDC	Mixed AADC	0.249				
A9	DSCF	5-Digit	0.204	3830	781.320		781.3200
A10	DSCF	3-Digit	0.223	395	88.085		88.0850
A11	DSCF	AADC	0.223	73	16.279		16.2790

Letters Over 3.3 oz. up to 3.5 oz.

Entry	Price Category	Piece Price	Or Amount Affixed	No. of Pieces	Pieces Subtotal	Pound Price	Pounds	Pounds Subtotal	Subtotal Postage	Discount Total	Fee Total	Total Postage
A12	None	5-Digit	\$0.092			\$0.752						
A13	None	3-Digit	0.111			0.752						
A14	None	AADC	0.111			0.752						
A15	None	Mixed AADC	0.127			0.752						
A16	DNDC	5-Digit	0.092			0.591						
A17	DNDC	3-Digit	0.111			0.591						
A18	DNDC	AADC	0.111			0.591						
A19	DNDC	Mixed AADC	0.127			0.591						
A20	DSCF	5-Digit	0.092			0.543						
A21	DSCF	3-Digit	0.111			0.543						
A22	DSCF	AADC	0.111			0.543						

For affixed postage mailings as described in DMM 243, compute and enter the price for each piece in the Amount Affixed column, multiply by No. of Pieces and total in the Total column.

A23	Standard Mail Automation Letters Subtotal (Add lines A1-A22)	966.6180
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### Full Service Intelligent Mail Option

A24	Letters - Number of Pieces that Comply	x \$ 0.001 =
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Part A Total (Line A23 minus A24) 966.6180



**Standard Mail****Part B****Nonautomation Letters**

Check box at left if prices are populated in this section.

**Machinable Letters** 3.3 oz. (0.2063 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
B1	None	AADC	\$0.274					
B2	None	Mixed AADC	0.290	12	3.480			3.4800
B3	DNDC	AADC	0.241					
B4	DNDC	Mixed AADC	0.257					
B5	DSCF	AADC	0.231	35	8.085			8.0850

**Nonmachinable Letters** 3.3 oz. (0.2063 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
B6	None	5-Digit	\$0.408					
B7	None	3-Digit	0.503					
B8	None	ADC	0.537					
B9	None	Mixed ADC	0.632					
B10	DNDC	5-Digit	0.375					
B11	DNDC	3-Digit	0.470					
B12	DNDC	ADC	0.504					
B13	DNDC	Mixed ADC	0.599					
B14	DSCF	5-Digit	0.365					
B15	DSCF	3-Digit	0.460					
B16	DSCF	ADC	0.494					

**Nonmachinable Letters** Over 3.3 oz. but less than 16 oz.

	Entry	Price Category	Piece Price	Or Amount Affixed	No. of Pieces	Pieces Subtotal	Pound Price	Pounds	Pounds Subtotal	Subtotal Postage	Discount Total	Fee Total	Total Postage
B17	None	5-Digit	\$0.257				\$0.752						
B18	None	3-Digit	0.335				0.752						
B19	None	ADC	0.387				0.752						
B20	None	Mixed ADC	0.429				0.752						
B21	DNDC	5-Digit	0.257				0.591						
B22	DNDC	3-Digit	0.335				0.591						
B23	DNDC	ADC	0.387				0.591						
B24	DNDC	Mixed ADC	0.429				0.591						
B25	DSCF	5-Digit	0.257				0.543						
B26	DSCF	3-Digit	0.335				0.543						
B27	DSCF	ADC	0.387				0.543						

For affixed postage mailings as described in DMM 243, compute and enter the price for each piece in the Amount Affixed column, multiply by No. of Pieces and total in the Total column.

**Part B Total** (Add lines B1-B27) 11.5650

**AFFIDAVIT OF EMAILING AND POSTING NOTICE OF  
PUBLIC HEARING IN THE CITY OF WILSONVILLE**

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**STATE OF OREGON** )

**COUNTIES OF CLACKAMAS** )  
**AND WASHINGTON** )

**CITY OF WILSONVILLE** )

**I, Linda M. Straessle, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the original notice of said public hearing; that on April 10, 2013, I did cause to be emailed copies of such notice of said public hearing in the exact form hereto attached to the following people:**

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 Julie Fitzgerald, City Council, [fitzgerald@ci.wilsonville.or.us](mailto:fitzgerald@ci.wilsonville.or.us)  
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 Attn: Development Review, ODOT, [Region1DEVREVAApplications@odot.state.or.us](mailto:Region1DEVREVAApplications@odot.state.or.us)

Also: Emailed to 154 people signed up to receive eNews Public Hearing Notice notifications via the City web site.

**Also notice was posted at the following locations:**

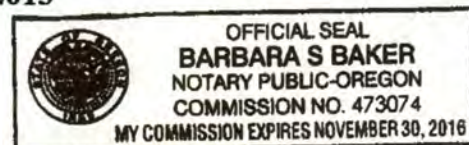
- Wilsonville City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Wilsonville Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site

Witness my hand this 12<sup>th</sup> day of April 2013

  
 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 12<sup>th</sup> day of April 2013

  
 NOTARY PUBLIC STATE OF OREGON





**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004).

The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **June 3, 2013, at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

**Oregon State Law ORS 227.186.** The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted properties owners, as required by Oregon law.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies. The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

**The draft TSP includes:**

- City goals, policies and implementation measures related to the transportation system;
- An evaluation of the existing transportation system;
- Identification of capital improvement projects to address vehicles, bicycles, pedestrians, freight, transit and safety;
- Establishment of functional street classifications, connectivity, spacing and cross-section standards.

Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.

**How to Comment:** Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on May 8. Direct such written comments or testimony to:

**Chris Neamtzu, Planning Division**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

***Note:** Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*





6605 SE Lake Road, Portland, OR 97222 • PO  
Box 22109, Portland, OR 97269-2109  
Phone: 503-684-0360 Fax: 503-620-3433  
E-mail: [legals@commnewspapers.com](mailto:legals@commnewspapers.com)

## AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS  
I, Charlotte Allsop, being the first duly sworn,  
depose and say that I am the Accounting  
Manager of the *Wilsonville Spokesman*, a  
newspaper of general circulation, published  
at Wilsonville, in the aforesaid county and  
state, as defined by ORS 193.010 and  
193.020, that

**City of Wilsonville**  
**Notice of Public Hearing – Update TSP**  
**WS109**

a copy of which is hereto annexed, was  
published in the entire issue of said  
newspaper for

1

week in the following issue:

**April 24, 2013**

*Charlotte Allsop*

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this  
April 24, 2013.

*René R. Muller*

NOTARY PUBLIC FOR OREGON

My commission expires

*Sept. 11, 2016*

Acct # 6821011

Attn: Linda Straessle

City of Wilsonville

29799 SW Town Center Loop

Wilsonville, OR 97070

Size: 2 x 13"

Amount Due: \$224.90\*

\*Please remit to the address above.

## NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION: UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP) and related amendments to the Development Code

### Planning Commission:

On Wednesday, May 8, 2013, beginning at 6:00 p.m., the  
Wilsonville Planning Commission will hold a public hearing  
regarding adoption of the Wilsonville Transportation System  
Plan and related Comprehensive Plan and Development Code  
amendments (Case File # LP13-0003 and LP13-0004). The  
Planning Commission will consider whether to recommend  
adoption of the amendment to the City Council. No additional  
mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission  
hearing, or
- Submit a request, in writing or by telephone, to the  
Planning Division.

### City Council:

The Wilsonville City Council is scheduled to hold a public  
hearing on the proposal on June 3, 2013, at 7:00 p.m. after  
which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799  
SW Town Center Loop East, Wilsonville, Oregon**. A complete  
copy of the relevant file information, including the staff report,  
findings, and recommendations, will be available for viewing  
seven days prior to each public hearing at Wilsonville City Hall  
and at the Wilsonville Public Library.

**Oregon state law ORS 227.186.** The City has not determined  
how or if this particular proposal will reduce or otherwise  
impact either the value or use of properties within Wilsonville.  
Any changes to permitted land uses may reduce or increase  
property values, depending on various factors. A written notice  
has been mailed to potentially impacted properties owners, as  
required by Oregon law.

### Summary of Proposal:

#### Updated Wilsonville Transportation System Plan

The Transportation System Plan (TSP) is a 20-year blueprint for  
Wilsonville's transportation system. The TSP update integrates  
and updates past master planning efforts for vehicular, bicycle  
and pedestrian, and transit improvements and programs into  
one new Plan. The TSP accounts for changing economic and  
social circumstances (including land use growth and revenue  
forecasts through the year 2035) to ensure consistency with state  
and regional planning policies.

The Transportation System Plan is a City-wide plan that guides  
transportation policies, including project selection and funding.





**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Planning Commission May 8, 2013 Final Actions**

- Notice of Decision
- Resolution No. LP13-0004
- Motion
- Minutes (Draft)

**Distributed at the May 8, 2013 Planning Commission Hearing**

- Exhibit 1: May 8, 2013 Addendum to the Proposed Amendments to the Wilsonville Development Code Related to the 2013 Transportation System Plan.
- Exhibit 2: An email string between Ben Altman and Chris Neamtzu ending May 7, 2013 regarding TSP-Code Amendments

**May 8, 2013 Planning Commission Public Hearing:**

- Draft Resolution No. LP13-0004
- Staff Report for Meeting Date May 8, 2013, for the Transportation System Plan Development Code Amendments, with the following Attachments:
  - Attachment A. Draft TSP-related Development Code amendments (strikeout)
  - Attachment B. Draft TSP-related Development Code amendments (clean)
  - Attachment C. Commentary on proposed Code amendments
  - Attachment D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
  - Attachment E. Case File #LP13.04 Index of Complete Record

**Documents distributed to Planning Commission prior to Public Hearings:**

**April 10, 2013 Work Session**

- Meeting Minutes Excerpt
- Staff Report regarding the Transportation System Plan Development Code Amendments with:
  - Attachment A: Draft TSP-related Development Code Amendments
  - Attachment B: Commentary on proposed amendments
  - Attachment C: Draft TSP-related Comprehensive Plan amendments
  - Attachment D: Matrix of Wilsonville Transportation Policies: Existing and Proposed

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013

**Located in the Planning Files:**

- Affidavit of Mailing Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice mailed to all property owners in the City of Wilsonville.
- United States Postal Service Form 3602-R1 – Postage Statement – Standard Mail.
- Affidavit of Emailing and Posting Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice.
- Community Newspapers Affidavit of Publication with attached Public Hearing Notice

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Planning Commission May 8, 2013 Final Actions**

- Notice of Decision
- Resolution No. LP13-0004
- Motion
- Minutes (Draft)





## **NOTICE OF DECISION**

### **PLANNING COMMISSION**

### **RECOMMENDATION OF APPROVAL TO CITY COUNCIL**

**FILE NO.:** LP13-0004

**APPLICANT:** City of Wilsonville

**REQUEST:** Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan (TSP).

After conducting two work sessions on March 13, 2013 and April 10, 2013, and a public hearing on May 8, 2013, to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code, the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0004.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.

**PLANNING COMMISSION  
RESOLUTION NO. LP13-0004**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING  
THAT THE CITY COUNCIL ADOPT AMENDMENTS TO THE PLANNING AND  
LAND DEVELOPMENT ORDINANCE (WILSONVILLE'S DEVELOPMENT CODE)  
TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN (TSP).**

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to coordinate with and implement the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed 2013 TSP-related Development Code text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review the proposed TSP-related Development Code Amendments and to gather additional testimony and evidence regarding the Code Amendments; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the Development Code Amendments to implement the 2013 TSP, as reviewed and amended by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.



ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8<sup>th</sup> day of May and filed with the Planning Administrative Assistant on May 9, 2013.

  
\_\_\_\_\_  
Wilsonville Planning Commission

Attest:

  
\_\_\_\_\_  
Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:	<u>Nay</u>
Commissioner Eric Postma:	<u>Aye</u>
Commissioner Peter Hurley:	<u>Absent</u>
Commissioner Al Levit	<u>Aye</u>
Commissioner Marta McGuire:	<u>Absent</u>
Commissioner Phyllis Millan:	<u>Aye</u>
Commissioner Ray Phelps:	<u>Aye</u>

**PLANNING COMMISSION  
WEDNESDAY, MAY 8, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**MOTIONS**

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**VI PUBLIC HEARINGS**

- B. LP13-0004** – Adoption of amendments to the Planning and Land Development Ordinance (various sections) to implement the 2013 Transportation System Plan. (Mangle)

The following exhibits were entered into the record:

Exhibit 1: Addendum dated May 8, 2013 prepared by Staff in response to issues raised by City Council during work session and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards.

Exhibit 2: Email thread from Ben Altman dated May 3, 2013 and response from Planning Director Chris Neamtzu.

**Commissioner Postma moved to amend the Staff report as follows:**

- Include the changes specified in Exhibit 1, excluding the Note indicated on Page 1, the Commentary included on page 4, and the table on the final page.
- Revise the end of Section 4.154(.01)B.2 on page 18 of 71 of the Staff report to include, " public rights-of-way **and crosswalks**".
- Include the content of Section 4.177(.06)A on Page 26 of 71 immediately after (.06) Transit Improvements as one paragraph and renumber Subsections B, C, D, and E accordingly.

**Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0004 as amended. The motion was seconded by Commissioner Millan and passed 4 to 1 with Chair Altman opposed.**

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for  
Linda Straessle, Planning Administrative Assistant



**PLANNING COMMISSION**  
**WEDNESDAY, MAY 8, 2013**  
**6:00 P.M.**

**Wilsonville City Hall**  
**29799 SW Town Center Loop East**  
**Wilsonville, Oregon**

**DRAFT Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:07 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Al Levit, Phyllis Millan, and City Councilor Julie Fitzgerald. Peter Hurley and Marta McGuire were absent. Eric Postma arrived after roll call.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle and Steve Adams

**VI. PUBLIC HEARINGS**

- B. LP13-0004** – Adoption of amendments to the Planning and Land Development Ordinance (various sections) to implement the 2013 Transportation System Plan. (Mangle)

The following exhibit was entered into the record and distributed to the Commission.

Exhibit 1: Addendum dated May 8, 2013 prepared by Staff in response to issues raised by City Council during work session and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards.

Chair Altman reviewed the Legislative Hearing Procedure and called the public hearing for LP13-0003 to order at 8:45 p.m.

Katie Mangle, Manager, Long Range Planning, stated she had been working with Darcy Rudzinski of the Angelo Planning Group to present the set of Development Code amendments that were intended to implement many of the policies in Chapter 2 of the draft TSP that would be going to Council for adoption.

- Many of the TSP policies would be implemented either in the Development Code, through the Public Work Standards, or directly through the City in its Capital Improvement Plan (CIP). Updating the Code to do this was one big step forward in starting to implement some of the TSP policies and setting the intent in motion. In fact, the 2003 TSP had been such a long process after seven years that the Development Code amendments to support some of it were never adopted. Placeholder language still existed within the Code that said "This Section to be updated when the TSP was adopted."
- Staff wanted to be sure to follow up on that and not lose momentum on the project. It was not urgent that it be adopted that night, but keeping the momentum going was important. There had been two or three work sessions with the Planning Commission on the amendments, and a lot of the Planning Commission's comments had been incorporated into the draft TSP.



- A brief presentation would be given to explain what the amendments were about and what impact they might have. Generally, the reason for these types of amendments was, in addition to implementing the TSP, was to comply with some regional and state requirements that the City was obligated to fulfill. Most of the amendments built on really good policy the City had had for a very long time to ensure that development contributed to improving the pedestrian, bicycle and streetscape improvements and making sure development did that along the way. There were also specific things the City was being asked to comply with, which the amendments would help the City to do.
- There were some areas where housekeeping and organizational improvements had been done to make the TSP easier to use and make sure that as Staff spoke with developers, the City's onsite requirements were clear. For example, the City cared about the design for getting pedestrians from the parking lot to the headquarters of a corporation. Making sure the objectives were clear regarding on-street or in the right-of-way improvements and organizing those so it was clear which is which.

Darcy Rudzinski, Angelo Planning Group, reviewed the proposed Code language, referring to the examples of the key changes on Page 4 of 71. She characterized the changes made, mostly for the benefit of the record and to provide a higher level overview of the types of changes being considered for adoption in Wilsonville with these comments:

- The City should make sure its development standards reflect the standards and functional classifications in the TSP. Therefore, a few modifications were made to the existing requirements to ensure consistency between the TSP and the Development Code.
- Current practice also needed to be codified. The public hearing notice requirements was one example of where the City already notified roadway providers with potential authority over roadways within the city of potential development activities that might impact those facilities. The Code language had simply been modified to clarify that it was an expectation of the City.
- Other amendments increased safety, accessibility and connectivity for all modes. So, there was a new section focused on on-site, bicycle and pedestrian connectivity. Another new section also stated the standards for vehicular access and circulation.
- The last category of amendments focused on increasing the opportunity for multimodal travel.
  - Bicycle parking standards had been modified. Transit related requirements took a lot of the policy level recommendations from the Transit Master Plan and implemented it into the Development Code so that it actually became a requirement that transit amenities and facilities be provided with some level of development.
- She agreed with what Mr. Knapp had said about the TSP supporting the qualities they wanted to see in Wilsonville. The TSP should enable the type of community they desired to be. As Ms. Mangle stated, the TSP policies in Chapter 2 were implemented in part through the Development Code.
- Attachment C was a commentary sheet that described the changes to the ordinance and why they had been made. Attachment C had been updated as different versions of the proposed Code language were presented.
- She also agreed with Mr. Mansur's statement about the TSP capturing the latest and best practices and she believed the Code language should be viewed the same way. They had drawn upon model Code language developed and used by the State and modified for each jurisdiction's needs. They had also drawn on examples from other jurisdictions in the region, who were trying to enhance and clarify requirements, particularly around multimodal transportation.
- She briefly reviewed how the current version of the Code Amendment packet had changed since being presented in April. Staff had mostly made the amendments but the consultants had helped respond to the Commission's comments and suggested amendments from April.
  - One of the biggest changes had been to the access drive and driveway approach standards on Page 27 of 71 under Street Improvement Standards, which had previously been two separate sections. One had discussed driveway approach, where the driveway connects into the system. The other was access drives, which regarded the length of access drive connecting the property to the system. There were subtle differences between them. Because the two requirements were so



similar, they combined the requirements under one heading and added a definition for driveway approach to clarify what they were.

- Related to that, Section 4.118(.03) on Page 17 of 71 allowed waivers to the drive aisle design and on-site pedestrian access and circulation standards.

Ms. Mangle explained there had been several times where the Commission had discussed the need for some flexibility, and ensuring people could get waivers was the best way to allow flexibility. She clarified edits had been made to items 9 and 15.

- She noted Exhibit 1, which was distributed to the Commission, was prepared in response to Monday night's work session with City Council, addressing items raised by Council and indicating changes to the Sections 4.155(.04) Bicycle Parking and Section 4.177 Street Improvement Standards with regard to proportionality. She described the changes made to these two sections for the Commission to consider. She noted the changes were indicated in green and red in the packet. Her comments were as follows:
  - The only real policy change with regard to bicycle parking involved the threshold at which long-term bicycle parking is triggered. The current proposal stated if more than four bicycle parking spaces were required by Table 5. Council had questioned if that threshold was too low; if it would capture too small of the proposed development.
  - She directed the Commission to the table on the last page of Exhibit 1, which was not proposed to be in the Code but was provided as background information. She considered the bicycle parking ratios in Table 5 and asked, for example, if the threshold was four, what kind of businesses or uses would be captured and the table in Exhibit 1 showed these results. A hotel, for example, with 20 or more rooms would be required to have four bicycle parking spaces; therefore, that use would trigger the need to meet the long-term bicycle parking standard. Less than four would be the size of uses that would trigger the bicycle parking standard. If the threshold were six, in the next column to the right, the table indicated the sizes of uses that would trigger the long term biking standard.
  - One question from the work session on Monday was where the bicycle parking standards had originated. Staff had erroneously answered that some of the standards were from Portland and Milwaukie, but they had actually come from Villebois. The difference between the two was that in Villebois the numbers for short-term and long-term bicycle parking spaces were listed. However, that approach was not being taken for the rest of the city, therefore a threshold needed to be defined. Staff recommended increasing the threshold to six, which would be for Planning Commission's discussion.
  - The other changes to the Bicycle Parking standards were basically structural, ensuring that bicycle parking spaces required general provisions; Section 4.155(.04) numbers 5 and 6 were moved up from the short term bicycle parking standards section because they describe how a bicycle parking space needed be designed and used, which is something that should apply to all bike parking spaces, not just short term spaces.
    - The covered parking section had also been moved and that section had been edited for clarity.

Commissioner Levit:

- Questioned how many dentist offices were 20,000 sq ft and suggested decreasing the sizes.
- Asked why there would never be a bicycle rack at a bowling alley.
  - Ms. Mangle responded the number of parking spaces were by lane. According to the table, it would have to be 100 lanes before bicycle parking would be triggered. It could not be changed because they were not reevaluating the entire parking table, but it could be noted as a deficiency.
- Stated although patrons may not be coming by bicycle, employees and visitors could.
  - Ms. Mangle believed there was a minimum of two bicycle parking requirements, but she would have to go back and review the table. Because no 100 lane bowling alleys would be built, the parking would never be triggered. She reiterated that reevaluating the entire table and parking



ratios would be a different project. More involved discussions and research were necessary for many of the parking standards for both bicycle and auto; though it might be good to note.

Commissioner Millan confirmed the table in Exhibit 1 would not be included in the adopted standards.

- Ms. Mangle responded the table was created as background for the Commission's consideration, if they wanted to change the threshold from four to six.

Commissioner Phelps confirmed the table was provided for informational purposes. He suggested inserting a column for minimum number of bicycle parking spaces, otherwise it was suggesting that some uses would never have bicycle parking capability, although two was the requirement.

- Ms. Mangle explained the purpose of the table was to evaluate if there was a threshold at which long-term bicycle parking would be required and what would be captured at that threshold. The question posed at Council was if the right things were being captured. The table was designed to be informational for the Commission. She believed four was a perfectly defensible answer and six would be a little bit of a higher threshold.

Ms. Mangle addressed another Council question about proportionality and whether too small of sites would trigger expensive improvements, specifically for transit stops. She believed it was not just a fair question for transit improvements but for any of them. She had discussed it with the City Attorney's office and the last line of the first paragraph of Section 4.177 stated, "The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to that impact," which was already included in the proposal and addressed all of that. The City Attorney believed that was enough and that any case law related to Nolan and Dolan overrode all of the City's responsibilities. However, he noted that Section 4.177(.01) had stated, "Such improvements shall be provided at the time of development," which was actually not the way it was done in Wilsonville. Developments in Wilsonville were allowed to make improvements within two years of the time of development, so that was the reference in Section 4.140 to clarify that.

Commissioner Levitt:

- Asked about Table 5 in Attachment A and whether everything was a minimum of two bike parking spaces.
  - Ms. Mangle clarified that most of Table 5 was not included in the draft because it was not being changed. She would need a copy of the table before she was able to answer the question.
- Had requested, on a couple of occasions, that language be included to require public access at corner lots from the corner and he did not see that language in the draft.
  - Ms. Mangle replied it had not been inserted because Staff had not been sure how to achieve that objective, where to insert it or how it would relate to the ability to place buildings on the corner in terms of how pedestrian access related to building placement and site design. The requirement that the pedestrian route be safe, direct and convenient had been included.
  - Ms. Rudzinski noted that would not preclude what he was discussing; it just did not dictate how it would happen.
- Knew of no place in Wilsonville with pedestrian access from the corner, which meant pedestrians were inconvenienced, especially when it was a parking lot. It was understandable if it was a building and a pedestrian was not going to walk into the building. However, if it was a parking lot with internal circulation for pedestrians, it should connect to a crosswalk.
  - Ms. Rudzinski noted they struggled with making the language too prescriptive.
- Stated it was either there or it was inconvenient. People would either cut through the shrubbery, which happens almost everywhere, or the City should make a path there.
  - Ms. Mangle responded if the language stated, "reasonably direct" that would be one of the routes that would be evaluated when looking at a site plan.



- Replied that although he and Staff agreed on that, it might never be done unless it was specifically written. However, if it was logical, he questioned why it was not being done already.
  - Chair Altman stated he works with that end of it a lot and explained that the parking lot is designed first and then pedestrian lengths are added, which is why they usually end up with them wherever access points are located. Perhaps pedestrian circulation should be designed first.
- Replied an internal pedestrian plan had to be done in conjunction, but currently, if people walk in any parking lot they walked in the middle of traffic because the parking lots were not designed safely for pedestrians.
  - Ms. Rudzinski believed the language provided the City with some tools to request that information be taken into consideration and to have modifications made in a site plan review if pedestrian access was indirect and did not make sense. She was leery of trying to anticipate all of the possible site design aspects because when referring to transit, that was a traction point they would want to have safe.
- Doubted it would happen.
  - Ms. Mangle suggested adding some language on Page 18 of 71 in Section 4.154(.01)B.2.b. "The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations" could be modified to say "destinations including..."
- Responded that although it named public rights-of-way, that could be 50 ft down the street.
  - Ms. Mangle replied that could say including the nearest public crosswalk or something similar, which would guide Staff during implementation; not just from the car to the building, or from building to building but also from the building to the nearest crosswalk or something like that to ensure that it was considered.
  - She clarified that in Table 5, there was a minimum of two bicycle spaces for every use and a minimum of six or four for certain uses. She confirmed the table purely regarded the threshold for long-term parking.
- Said the first time a copy of Table 5 had been provided, there had been something that struck him as being odd but could not recall what it was.
  - Ms. Mangle confirmed Table 5 would not be changed, however there was one change that was needed for regional compliance.

#### Chair Altman:

- Inquired about Section 4.155(.03)(E.) on page 20 of 71, the 12-ft landscape buffer being a new standard for buffering a parking lot.
  - Ms. Rudzinski believed that was made for consistency with what the City currently required.
- Did not recall a 12-ft buffer, adding there was always a buffer, but he did not recall it being that wide. He was concerned that as the City had more intense urban development, giving up 12-ft buffer for parking at the edge might be overkill. He agreed with Section 4.155(.03)(F.), which said if it works appropriately it would be included in storm treatment elements. He believed setting a standard of a 12-ft buffer for all parking lots was too wide. For example, Town Center would have a 12-ft wide buffer along its entire length on Wilsonville Road. The existing buffer was only about five or six ft, not 12 ft.
- Was also concerned with Section 4.177(.06)(C.) on Page 27 of 71, which assumed there was a bus stop anywhere near the project. He suggested including an alternative location or a contribution toward stops elsewhere. If there was no bus stop nearby, there was nothing to improve.
  - Ms. Mangle noted that Section 4.177(.06)(A.) stated it was triggered if on a major transit street to any bus stop located along the site's frontage, so it was only applicable if a bus stop was located there. The City could not require going offsite to improve a bus stop down the block.
- Responded it was done with trees, requiring developers to mitigate, paying into a tree fund and planting them elsewhere if they could not be planted on site. However, as long as it was related to an actual bus stop, he was okay with it.



Commissioner Phelps said he wanted to know what he was agreeing to when voting for this and all it said was "Shall be designed in accordance with the Public Works Standard". This language was used on Page 26 of 71 and several other places in the draft. He was concerned that the Public Works Standards might change and the language would not.

- Ms. Mangle clarified the Public Works Standards were the City's street design standards and should be included in the Public Works Standards instead of the Code. Therefore, items that stated things like, "The sidewalk should be brown concrete" had been extracted from the Code. That did not belong in the Zoning Code but in the Public Works Standards. For example, there was a part of the TSP with street cross sections and at the policy level of the TSP, the Planning Commission was approving design of what collector streets should look like. Having some flexibility had been discussed and the Public Works Standards might discuss four different kinds of collectors. The Public Works Standards provided another way of implementing some of that policy. Some of the other things in the Public Works Standards involved more details about the types of surfaces allowed, such as what a sidewalk could be built out of, such as asphalt or concrete. The Public Works Standards were easier to amend and update than the Code. The Public Works Standards are updated via a public Council discussion, but did not involve the whole land use process. The Staff could not make administrative changes to the Standards.
- Ms. Jacobson noted the last update to the Public Works Standards occurred in 2006. Provisions within the Standards allow the Planning Director to have some discretion, but the overall standards are adopted by Council.
- Ms. Mangle noted the Engineering Department was working on an update that would go to Council to update the TSP. She confirmed that some of the Standards were based on national engineering standards and often come from ODOT and other sources.

Commissioner Levit inquired about the transit improvements that began in (.06)(A.) on Pages 26 and 27 clearly stating that the sites are adjacent to a transit street, but (A.), (B.), (C.), (D.) and (E.) were all at the same structural level. He suggested making (B.), (C.) and possibly the others subsections of (A.).

Chair Altman suggested eliminating (A.) and making it a paragraph, so that everything under it would be a subcategory.

Commissioner Levit agreed that would work because in (C.), it was uncertain whether it was a transit street or not.

Ms. Mangle agreed. She clarified the 12-ft setback for the parking buffer was an existing standard, but only for parking lots in excess of 200 parking spaces.

Chair Altman expressed frustration that the Development Code still referred back to the Comprehensive Plan. He had been coordinating with Mr. Neamtzu and Ms. Mangle on the issue and it did not look like it would be resolved immediately because it was more complicated than imagined. He would like to see something eventually done where the TSP would be actually implemented through the Code, instead of constantly referring back to the Comprehensive Plan. He was concerned that they would now be bouncing between three documents, the Code, the Comprehensive Plan and the TSP, to make sure all the bases were covered, which was a structure he was not at all satisfied with.

Commissioner Postma entered the email thread from Ben Altman dated May 3, 2013 and response from Planning Director Chris Neamtzu into the record as Exhibit 2.

Chair Altman called for public testimony regarding LP13-0004. There was none.



Commissioner Postma noted Page 18 of 71 was where there had been a discussion about Commissioner Levit's concern regarding internal pathways. He suggested adding "and crosswalks" after "public rights-of-way" at the end of the Section 4.154(.01)(B.)(2.), to provide an additional potential indication that the City intended to get people to the corner crosswalks.

Commissioner Levit agreed the crosswalk was a good idea in the odd situation it could possibly be located in the middle of the block.

Commissioner Postma responded the advantage was that there would not be a "shall" so much as "please try to do this," which provided some design flexibility. The difficulty with removing the prior "and" was that a "shall" was still included at the beginning of that.

Commissioner Levit:

- Questioned what was wrong with that as they were trying to make Wilsonville a pedestrian-friendly community.
  - Ms. Rudzinski stated an alternate suggestion was that the pathway be reasonably direct, which meant it followed a route between destinations including nearest crosswalks or from destinations to nearest crosswalks.
- Responded it would still be a "shall" because it is subsection 2.

Chair Altman noted it was still a matter of defining reasonably direct as a "shall."

- Ms. Mangle noted "shall" was a way to get things done and an important word in code writing. She, Ms. Rudzinski and Mr. Neamtzu had thoroughly discussed the concern and concluded that the section had a lot of flexibility on how the requirement was met and how it was implemented and applied to specific sites. Without a "shall," it would not belong in the Code.

Commissioner Postma confirmed, "and crosswalks" would be inserted at the end of Section 4.154(.01)(B.)(2.) on page 18 of 71 of the Staff report after "public rights-of-way".

- In Section 4.177(.06)(A.) on Page 26 of 71, he noted the Commission discussed removing subsection (A.) and inserting that paragraph immediately after "transit improvements," and then renumbering (B.), (C.), (D.) and (E.) to (A.), (B.), (C.), and (D.). He believed that would provide clarity and go back to the notion of paying attention to transit improvements and adjacent developments.

Chair Altman closed the public hearing for LP13-0004 at 9:32 p.m.

**Commissioner Postma moved to amend the Staff report as follows:**

- **Include the changes specified in Exhibit 1, excluding the Note indicated on Page 1 and the table on the final page.**
- **Revise the end of Section 4.154(.01) (B.)(2.) on page 18 of 71 of the Staff report to include, "public rights-of-way and crosswalks".**
- **Include the content of Section 4.177(.06)(A.) on Page 26 of 71 immediately after (.06) Transit Improvements as one paragraph and renumber Subsections (B.), (C.), (D.) and (E.) accordingly.**

**Commissioner Millan seconded the motion, which passed unanimously.**

**Commissioner Postma moved to adopt Resolution LP13-0004 as amended. The motion was seconded by Commissioner Millan and passed 4 to 1 with Chair Altman opposed.**

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Distributed at the May 8, 2013 Planning Commission Hearing**

- Exhibit 1: May 8, 2013 Addendum to the Proposed Amendments to the Wilsonville Development Code Related to the 2013 Transportation System Plan.
- Exhibit 2: An email string between Ben Altman and Chris Neamtzu ending May 7, 2013 regarding TSP-Code Amendments



**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**May 8, 2013 Addendum**

Suggested revisions to the proposal

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

**(.04) Bicycle Parking:**

**A. Required Bicycle Parking - General Provisions**

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than ~~four~~ (six) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. ~~There must be an~~ aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

Note: Moved these 2 sections up to this section because they should apply to all bike parking spaces – long and short term.

**B. Short-term Bicycle Parking**

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.

c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.

~~e.~~

~~There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.~~

### C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

2. Required long-term bicycle parking shall meet the following standards:

a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).

b. Locate the space within 100 feet of the entrance that will be used accessed by the intended users.

c. At least 50 percent of the spaces shall be covered.

~~3. Bicycle Lockers, Racks and Cover~~

### D. Covered Parking (Weather Protection):

~~a. Where 1. When required, covered bicycle parking is, shall be provided in lockers, one of the lockers shall be securely anchored.~~

~~b. Covered bicycle parking, as required by this section, shall be provided following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.~~

2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Moved the covered parking section to its own section, so these standards apply to long and short term parking.



**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be provided constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). The current code includes requirements for bicycle parking, but no standards regarding placement or design. Long-term parking standards are new, in response to a regional requirement.

- Short-term bicycle parking must be located within 30 feet of the main building entrance, and if over 10 spaces are required, 50% of them must be covered
- Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)
  - 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions : when 10% of the auto parking is covered, for multifamily dwellings with more than 9 units, and when more than 6 bike parking spaces are required.
  - Of the required long-term parking, 50% must be covered but there are many ways to meet this standard (e.g., within a building, under an awning, in bike lockers, etc.).

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.



Min. bike parking spaces required (x)	Size of use that would trigger x bike parking spaces per Table 5		Villebois	10
	4	6		
hotel	20+ rooms	30+ rooms	always	50+ rooms
nursing home	24000 sf	36000 sf		60000 sf
hospital	80 auto pkg spaces	120 auto pkg spaces		200 auto pkg spaces
church	200 seats	300 seats	always	500 seats
museum	always	always	always	10000 sf
preschool	14000 sf	21000	always	35000 sf
elementary	always	always	always	always
high school	always	always	always	always
theater	always	240 seats	always	400 seats
bowling alley	never	never		never
gym	16000 sf	24000 sf	always	40000 sf
retail	16000 sf	24000 sf	always	40000 sf
large product retail	32000 sf	48000 sf	always	80000 sf
office	20000 sf	30000 sf		50000 sf
dental office	20000 sf	30000 sf		50000 sf
restaurant or bar	16000 sf	24000 sf	always	40000 sf
fast food	always	never		never
manufacturing	always	always	always	100000 sf
warehouse	80000 sf	120000 sf		200000 sf

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**Subject:** RE: TSP - Code Amendments

**From:** Neamtzu, Chris  
**Sent:** Tuesday, May 07, 2013 2:14 PM  
**To:** Ben Altman  
**Cc:** Mangle, Katie; Kohlhoff, Mike; Jacobson, Barbara  
**Subject:** RE: TSP - Code Amendments

Good Afternoon Ben,

I thought about this over the weekend, and wanted to offer a couple of items. In a perfect world, we all recognize that the importance and appropriateness of the Code implementing the Plan. Staff has been working on tightening this up quite a bit over the years, and will continue to do so with each project. However, it is my feeling that we are not yet quite to the point where we can rely solely on the Code to implement all provisions of the Plan. The IM for increased density for special needs housing is one area that immediately comes to mind as not having code to back it up. There are other areas as well. The City would need a detailed code audit performed before we could rely solely on the Code to ensure the community doesn't lose the ability to implement important policies in the Comp Plan. I did correspond with Barbara and Mike on this and there was general discomfort for the reasons stated above, (i.e. the city would need to invest considerable time consuming work on the Code to make sure it accurately and completely tracked the Comp Plan in all respects). I have not had a chance to talk to Blaise or other current planners.

I understand that for applicants, writing findings on both documents has proven to be awkward at times, and I completely understand applicants' desire to not have to write findings in a circular manner or to perform work that is not necessary or helpful to the reviewer or the public. Perhaps this can be better addressed as an administrative issue, where the reviewing planners are more mindful of what it is they are asking for as part of completeness and there is a conversation around what sections are being asked for as it relates to what sections we know the code implements avoiding un-necessary findings. For example, if there are transportation findings that are needed for a case file, since we are going through a detailed process to write code to support the TSP, providing findings on the TSP would be un-necessary. I am always happy to assist in this conversation where I can be helpful.

Thanks, Ben.

Chris Neamtzu, AICP  
Planning Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
503.570.1574  
[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

**From:** Ben Altman [mailto:baltman@sfadg.com]  
**Sent:** Friday, May 03, 2013 11:43 AM



**To:** Neamtzu, Chris  
**Subject:** RE: TSP - Code Amendments

Thanks Chris.

**Ben Altman**  
Senior Planner/Project Manager

**SFA DESIGN GROUP, LLC**

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**From:** Neamtzu, Chris [<mailto:neamtzu@ci.wilsonville.or.us>]  
**Sent:** Friday, May 03, 2013 11:08 AM  
**To:** Ben Altman  
**Cc:** Mangle, Katie  
**Subject:** RE: TSP - Code Amendments

Thanks, Ben – Katie is out of town, we will chat next week about this and get back to you.

Have a great weekend,

Chris Neamtzu, AICP  
Planning Director  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
503.570.1574  
[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)

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**From:** Ben Altman [<mailto:baltman@sfadg.com>]  
**Sent:** Friday, May 03, 2013 8:25 AM  
**To:** Neamtzu, Chris; Mangle, Katie  
**Subject:** TSP - Code Amendments

Chris & Katie:

As you know I have been concerned about the general structure of the Code, which tends to refer back to the Comprehensive Plan, thus requiring applicants to address Comp Plan elements, rather than just Code provisions.

I would like to suggest one addition to the Code Amendment package as follows:

**Section 4.000. Administration - Purpose and Title.**

**Add: (.03)** The provisions specified within this Code including Zoning, Design Review, Land Division, Development Standard, and Approval Criteria, have been designed to implement the Comprehensive Plan, including the Transportation System Plan and other implementing Master Plans. Therefore findings of compliance with this Code for a proposed development represents compliance with the Comprehensive Plan, without need to specifically address elements of the Comprehensive Plan, except in the case of an application including a Comprehensive Plan amendment, zone change, or Variance.

If we can add this, or something similar, as approved by legal, I would be very pleased.

**Ben Altman**  
Senior Planner/Project Manager

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**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**May 8, 2013 Planning Commission Public Hearing:**

- Draft Resolution No. LP13-0004
- Staff Report for Meeting Date May 8, 2013, for the Transportation System Plan Development Code Amendments, with the following Attachments:
  - Attachment A. Draft TSP-related Development Code amendments (strikeout)
  - Attachment B. Draft TSP-related Development Code amendments (clean)
  - Attachment C. Commentary on proposed Code amendments
  - Attachment D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
  - Attachment E. Case File #LP13.04 Index of Complete Record

## **PLANNING COMMISSION MEETING**

**WEDNESDAY, MAY 8, 2013**

**6:00 PM**

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### **VI. PUBLIC HEARINGS**

- B. **LP13-0004** - Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan. (Mangle)



**PLANNING COMMISSION  
RESOLUTION NO. LP13-0004**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE CITY COUNCIL ADOPT AMENDMENTS TO THE PLANNING AND LAND DEVELOPMENT ORDINANCE (WILSONVILLE'S DEVELOPMENT CODE) TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN (TSP).**

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to coordinate with and implement the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 to discuss and take public testimony concerning proposed revisions to the Wilsonville Development Code; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed 2013 TSP-related Development Code text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review the proposed TSP-related Development Code Amendments and to gather additional testimony and evidence regarding the Code Amendments; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the Development Code Amendments to implement the 2013 TSP, as reviewed and amended by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8<sup>th</sup> day of May and filed with the Planning Administrative Assistant on May 9, 2013.

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Wilsonville Planning Commission

Attest:

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Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:	_____
Commissioner Eric Postma:	_____
Commissioner Peter Hurley:	_____
Commissioner Al Levit	_____
Commissioner Marta McGuire:	_____
Commissioner Phyllis Millan:	_____
Commissioner Ray Phelps:	_____




**PLANNING COMMISSION MEETING  
STAFF REPORT**

<b>Meeting Date:</b> May 8, 2013	<b>Subject:</b> Transportation System Plan Development Code Amendments  <b>Staff Member:</b> Katie Mangle <b>Department:</b> Planning
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 5/08/13 <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input 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  <b>Comments:</b> The Planning Commission action is in the form of a recommendation to the City Council.

**Staff Recommendation:** Conduct a public hearing on the proposed amendments to the Development Code to implement the proposed 2013 Transportation System Plan.

**Recommended Language for Motion:** The Planning Commission recommends approval of LP13.04, proposed amendments to the Wilsonville Development Code, to the City Council (with or without specific changes).

**PROJECT / ISSUE RELATES TO:** *[Identify which goal(s), master plans(s) issue relates to.]*

☒ Council Goals/Priorities  
Ensure efficient, cost effective and sustainable development and infrastructure.

☒ Adopted Master Plan(s)  
Update to the  
2003 Transportation System Plan

☐ Not Applicable

**ISSUE BEFORE THE COMMISSION:**

The proposing to adopt an update to its Transportation System Plan (TSP) in 2013. Amendments to the Development Code are needed to implement the revised policies of the TSP and to comply with state and regional requirements.

**EXECUTIVE SUMMARY:**

The TSP is the City's long-term policy and planning document for transportation improvements. The TSP identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses. In addition, having a TSP in place is essential for the City to compete for regional, state, and federal funding for transportation projects. The Planning Commission will open public hearings on the proposed TSP May 8<sup>th</sup>, and the first public hearing before Council is scheduled for June.

Wilsonville, like most other cities in the region, needs to update its TSP to keep current with changes in regional transportation policy. Chapter 2 of the draft TSP lists updated goals, policies, and implementation measures. The transportation policies will be implemented through development review, capital projects, and SMART and public works operations. Amendments to the Development Code are necessary to affect City decisions on private development applications.

**Development Code Amendments**

The proposed amendments to the City of Wilsonville Development Code would update City requirements to be consistent with the new policies in Chapter 2 of the draft TSP, and to be consistent with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). See Attachment A for an underline/ strikethrough version of the draft amendments; a "clean" version is included in Attachment B.

Key changes include the following:

- On-site pedestrian access and circulation standards, needed to ensure safe and convenient walkability of development.
- New on-site parking design standards to include parking location and street features for lots over three acres in size.
- Exemption from parking maximum allowance for structured parking and on-street parking.
- New standards for the quantity, location, and design of short term and long term bicycle parking.
- Consolidation of all street design standards that apply when private development is required to construct frontage and street improvements. Some existing standards have been moved. Some new standards have been added to be consistent with proposed TSP chapter 5 Standards.
- A new section outlining when development may be required to construct SMART bus stop improvements. The City is able to exact such improvements now, but adding the



triggers and possible requirements into the Code will make the process more predictable for applicants and staff.

- New section to address property access and driveway development standards, and intersection spacing standards.

The draft amendments contained in Attachments A (showing edits to existing Code) and B (“clean” version showing the policy upon adoption) reflect direction provided by the Planning Commission during worksession discussions of the proposal. Draft findings in support of approval are included at the end of this report. A commentary document explaining the purpose and effect of the amendments is included as Attachment C.

#### **EXPECTED RESULTS:**

Amendments to the Development Code are needed to coordinate with the TSP and comply with state and regional policy. Attachment D summarizes how the proposed amendments will help the City comply with state or regional requirements.

#### **TIMELINE:**

The hearing on the Code amendments may be continued to a date certain, after the City Council conducts a hearing and makes a decision on the TSP itself in June 2013. The state grant that is funding the consultant work on this project will expire June 30, 2013. The City’s deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

#### **COMMUNITY INVOLVEMENT PROCESS:**

The Planning Commission has held two worksessions on the Code amendments, the City Council will hold one on May 6, 2013. The draft amendments were posted on the project website on April 3, 2013. On April 10, 2013, the City mailed a notification of the upcoming hearings, with a link to the project website, to every property in the city. The full record for this application is included in Attachment E.

#### **ATTACHMENTS**

- A. Draft TSP-related Development Code amendments (strikeout)
- B. Draft TSP-related Development Code amendments (clean)
- C. Commentary on proposed Code amendments
- D. Findings of Compliance with the Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR)
- E. Casefile #LP13.04 Index of Complete Record

## CONCLUSIONARY FINDINGS

### ***Section 4.032.      Authority of the Planning Commission.***

*(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:*

*B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;*

**Response:** The Planning Commission is the appropriate review body to provide the City Council with a recommendation on this package of amendments. **This criterion is met.**

### ***Section 4.033.      Authority of City Council.***

*(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:*

*B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.*

*E. Consideration of the recommendations of the Planning Commission.*

**Response:** The City Council will receive a recommendation from the Planning Commission on the Code amendments. The City Council is the final local authority regarding adoption of amendments to the Code, which will be adopted via Ordinance. **These criteria are met.**

*(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.*

*(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.*

**Response:** Following public hearings before the Planning Commission, the Planning Director



will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, these criteria will be satisfied.**

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

*(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:*

- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.*

The timing of the Planning Commission hearing on the proposal is coordinated with the public hearings on the draft TSP. Following public hearings before the Planning Commission, the Planning Director will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, this criterion will be satisfied.**

- B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:*

- 1. That the application was submitted in compliance with the procedures set forth in Section 4.008;*

Section 4.008 references application procedures in Sections 4.008 through 4.024. Most of the procedures apply to development applications, but the following procedures apply to this application:

- **Section 4.009. Who May Initiate Applications.**

*(.02) Applications involving large areas of the community or proposed amendments to the text of this Chapter or the Comprehensive Plan may be initiated by any property owner, business proprietor, or resident of the City, as well as by the City Council, Planning Commission, or Development Review Board acting by motion.*

*(.04) In the event that the City of Wilsonville is the applicant, the City Manager may authorize any City employee or consultant to act as the City's agent.*

The Planning Commission discussed the proposed amendments during two work sessions in 2013, and gave staff the direction to present the proposal at a public hearing. The Planning Director initiated the application for the proposed amendments on April 2, 2013. **This criterion has been met.**

- **Section 4.012. Public Hearing Notices.**

*(.01) Published Notice. The Planning Director shall have published in a newspaper of general circulation in the City of Wilsonville, prior to the date of the Planning Commission or Development Review Board meeting, a notice that the Commission or the Board will consider proposals, documents, or pending applications.*

- A. If the matter will require a public hearing, the notice shall be published at least ten (10) and not more than twenty-one (21) days before the first hearing.*
- B. The publication shall contain a brief description of the subject property, including either the street address or other common description of the site, and including the approximate geographic location such as a reference to nearby cross streets, the time and place that the City's decision-making body will consider the submitted documents, and the nature of the proposal, as well as other matters required by law. Failure to advertise as specified in this Section shall not invalidate any decisions or proceedings of the City if a good faith attempt was made to comply with the notice requirements of this Code.*

*(.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.*

The City published a notice in the Wilsonville Spokesman on April 24, 2013. The notice described the proposal and included language required by ORS 227.186 regarding possible impacts to private property. **This criterion has been met.**

- 2. *The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan;*

*GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

*Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

**Response:** The proposed amendments are necessary to implement the policies that are included in the proposed Transportation System Plan. During the course of the TSP update project, two public open houses and an on-line open house were held. The Planning Commission discussed the proposed amendments at two televised work sessions; the City Council discussed the proposed amendments at one work session. Interested parties also had the



opportunity to view the draft proposal and provide feedback via a City-hosted project web page.

During 2012 and 2013, the City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP. These work sessions were open to the public.

The City mailed a notice of the public hearing on this proposal to all property owners in the City, as well as to agencies and interested individuals. **The above criteria are supported by the Planning Commission process.**

*Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

**Response:** The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had two work sessions, and was posted on the City website for public review on April 3, 2013.

The proposed amendments are necessary to implement the proposed TSP policies, which were discussed at numerous Planning Commission and City Council meetings, and shared via an on-line open house. **This criterion is met.**

*GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.*

*Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

**Response:** The City has mailed a public notice to each property in the City, held televised work sessions, posted the draft proposal and Planning Commission meeting minutes on the City website. Since the hearing notice was mailed, approximately fifteen individuals have contacted Planning staff with questions about the proposal and staff has provided further information. The City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

*GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

*Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

**Response:** The proposed amendments provide further detail on how development applications will be required to contribute to the transportation network and provide on-site access for all modes of transportation. Specifically, the proposal includes requirements for provision of pedestrian access through very large parking lots, bicycle parking, and parking lot access points that are designed for not only vehicular access but also bicycle and pedestrian movements. The proposed amendments also include new thresholds for triggering development to contribute to the improvements of transit improvements in the public right-of-way.

**The proposal supports the above criteria.**

*Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation*

**Response:** The proposed amendments are needed to implement the updated TSP, which describes a multi-modal system. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2). The existing Development Code includes many standards related to how development must contribute to the creation of a multi-modal transportation system. The proposed Code amendments add greater detail to this set of policies, with new triggers for transit improvements, more specificity regarding bike rack requirements, and new requirements for designing bicycle and pedestrian access through large parking lot sites. The overall purpose of the amendments is to ensure that development applications provide appropriate infrastructure to support multiple modes of access to each site and within large sites.

**This criterion is met.**

3. *The amendment does not materially conflict with, nor endanger, other provisions of the - text of the Code; and*

**Response:** The proposed amendments make modifications to existing policies and add new policies, but generally follow the existing Code's overall policy of requiring multimodal transportation concurrency. The proposal eliminates outdated placeholder sections that have been in the Code since approximately 2003. It also reorganizes existing policies related to on-site pedestrian access, so the requirements for transportation improvements are



clearly defined for on-site and off-site locations. The proposed amendments do not conflict or endanger sections of the Code that are not proposed to modified.

**This criterion is met.**

4. *If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.*

**Response:** Applicable state and regional requirements are addressed below and in Attachment D.

## **OREGON TRANSPORTATION PLAN**

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

### *POLICY 1.2 – Equity, Efficiency and Travel Choices*

*It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

**Response:** The proposed code amendments implement the updated TSP and this OTP policy by such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

### *POLICY 4.1 - Environmentally Responsible Transportation System*

*It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

**Response:** The Wilsonville Development Code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements “the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway” and is intended to “achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00).” Transportation improvements are not prohibited in the SROZ, but would need to comply with the SROZ requirements and be constructed so as to “minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04).”

The majority of the proposed amendments are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of



transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposal is consistent with Policy 4.1.**

*POLICY 7.1 – A Coordinated Transportation System*

*It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

**Response:** Among others, Staff from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, and ODOT were involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as these associated Code amendments have been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposal is consistent with Policy 7.1.**

## **OREGON HIGHWAY PLAN**

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the proposed amendments are described below.

*Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.*

**Response:** Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.

Wilsonville Development Code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development applications to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E).



Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposal is consistent with Policy 1B.**

## **OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)**

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

### *Section 660-012-0060 – Plan and Land Use Regulation Amendments*

**Response:** Proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**

## **REGIONAL TRANSPORTATION PLAN**

*The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If Code policies are consistent with the RTFP, Metro will find them to be consistent with the RTP.*

**Response:** A checklist of RTFP requirements and findings of compliance with these requirements is provided in Attachment D. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements.

## **GENERAL CONCLUSIONARY SUMMARY OF FINDINGS**

- The proposed amendments are consistent with the Wilsonville Development Code.
- The proposed amendments are consistent with the Regional Transportation Functional

Plan.

- The proposed amendments are consistent with the Wilsonville Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP, and the proposed amendments are needed to implement those revised policies.

As is evidenced by the staff report and findings contained herein, the proposal to amend the City's Development Code to implement the revised TSP is consistent with all applicable criteria.



**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001 Definitions.**

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area ~~established~~ adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to insure ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* ~~32.~~ Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC.~~ Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

~~CD.~~ Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

~~DE.~~ Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also Multipurpose pathway or path.

*[New number/renumbering needed.]* Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

#### **Section 4.005      Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

#### **Section 4.012. Public Hearing Notices.**

(.01) Published Notice. [...]

(.02) Mailed Notice for Quasi-Judicial Hearings.

- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.



- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118. Standards applying to all Planned Development Zones:**

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:
- A. Waive the following typical development standards:
1. minimum lot area;
  2. lot width and frontage;
  3. height and yard requirements;
  4. lot coverage;
  5. lot depth;
  6. street widths;
  7. sidewalk requirements;
  8. height of buildings other than signs;
  9. parking space configuration and drive aisle design;
  10. minimum number of parking or loading spaces;
  11. shade tree islands in parking lots, provided that alternative shading is provided;
  12. fence height;
  13. architectural design standards;
  14. transit facilities;
  15. on-site pedestrian access and circulation standards; and
  - ~~15.~~ 16. solar access standards, as provided in Section 4.137.

**Section 4.125~~(.09)~~ Street and Access Improvement Standards- V-Village Zone**

- (.09) Street and Access Improvement Standards
- A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:
- [...]
2. Intersections of streets:
- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
- i. 1000 ft. for major arterials

- ii. 600 ft. for minor arterials
- iii. 100 ft. for ~~major~~ collectors
- iv. 50 ft. for ~~minor collector~~ local streets

**Section 4.154. ~~Bicycle, Pedestrian and Transit Facilities.~~ On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.d.
  - 3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4. below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  - 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  - 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.



6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.



d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.

~~d. e.~~ e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...

~~e. f.~~ f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]

~~f. g.~~ g. In addition to the application requirements of section 4.035(.04)(6)(d), [...]

C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.

D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.

E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.

2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.

2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:

a. When 10% or more of automobile vehicle parking is covered.



- b. If more than four (4) bicycle parking spaces are required.
- c. Multifamily residential development with nine or more units.
- 3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
- 4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

**B. Short-term Bicycle Parking**

- 1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
- 2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

**C. Long-term Bicycle Parking**

- 1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
- 2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - b. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - c. At least 50 percent of the spaces shall be covered.
- 3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
[...]	[...]	[...]	[...]



(.045) Minimum Off-Street Loading Requirements:

A. [...]

B. Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces.
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the



development. Such improvements shall be provided at the time of development except as waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. ~~All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.~~
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. ~~Access drives and travel lanes.~~



- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

~~FE~~. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

~~GE~~. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

~~HG~~. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be



made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- B. Development shall at a minimum provide:
1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.



- 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
- D. In addition to the requirements of 4.177.06.B.2, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- E. In addition to the requirements of 4.177.06.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.
- (.027) Residential Private Access Drives shall meet the following standards:
  - A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
  - B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
    - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
    - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
  - C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
  - D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G.~~ (.08) of this Section.  
[Section 4.177(.02) added by Ord. 682, 9/1/10]
- (.08). Access Drive and Driveway Approach Development Standards.
  - A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
  - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
  - C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.



- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
  - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
  - 2. Intersects with an existing or planned arterial or collector street; or



3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.09) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.
- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

- (.01) ~~Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~
- (.02) ~~Pathways~~
- A. ~~Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~
- ~~1. Bike lane.~~
  - ~~2. Shoulder bikeway.~~
  - ~~3. Shared roadway.~~
- B. ~~Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.~~
- C. ~~To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~
- D. ~~All pathways shall be clearly posted with standard bikeway signs.~~
- E. ~~Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all-weather use.~~
- (.03) ~~Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and~~



~~safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) Pathway Clearance.~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
    - 4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed



- development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
  - H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

#### **Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the ~~Master Transportation System Plan or Map~~: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, ~~the Official Plan or Map and especially to the Master Street Plan.~~
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Proposed Amendments to the Wilsonville Development Code  
Related to the 2013 Transportation System Plan**

**Section 4.001     Definitions.**

4.     Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.
- [##]. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
  - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
  - B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
  - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
  - D. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
  - E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
  - F. See also: Multipurpose Pathway or Path.
- [##]. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.
- [##]. Major Transit Stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.
- [##]. Major Transit Street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.
- [##]. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.
- [##]. Through Zone: The width of unobstructed space on a sidewalk or pedestrian pathway.



**Section 4.005     Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012.     Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasi-judicial public hearings, the Planning Director shall ensure the following:
1. Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**Section 4.118.     Standards applying to all Planned Development Zones:**

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;
14. Transit facilities;
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

**Section 4.125.     V – Village Zone**

(.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village Zone:

[...]

2. Intersections of streets:

[...]

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. 1000 ft. for major arterials
  - ii. 600 ft. for minor arterials
  - iii. 100 ft. for collectors
  - iv. 50 ft. for local streets



**Section 4.154. On-site Pedestrian Access and Circulation.**

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
    - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
    - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).
  - 3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
  - 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
  - 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
  - 6. All pathways shall be clearly marked with appropriate standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

- (.01) Purpose:  
[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.



- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - e. All parking lots viewed from the public right-of-way shall have a minimum twelve (12) foot landscaped buffer [...]
  - f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
  - g. In addition to the application requirements of Section 4.035(.04)(6)(d), [...]
- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. Table 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Table 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- H. Electrical Vehicle Charging Stations:
  - 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
  - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
  - 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - a. When 10% or more of automobile vehicle parking is covered.
  - b. If more than four (4) bicycle parking spaces are required.
  - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).



- b. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - c. At least 50 percent of the spaces shall be covered.
- 3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments – Min. of 2
[...]	[...]	[...]	[...]

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.



(.05) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (*i.e.*, less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

C. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

D. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

**Section 4.177. Street Improvement Standards.**

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the

Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be provided at the time of development except as waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. Corner or clear vision area.
  - 1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a



street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:

- a. Light and utility poles with a diameter less than 12 inches.
- b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
- c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
- d. Official warning or street sign.
- e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

(.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a



waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.

- B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

(.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

(.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.

- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

(.06) Transit Improvements

- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- B. Development shall at a minimum provide:
  - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
  - 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required



improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

- D. In addition to the requirements of 4.177(.06)(B.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- E. In addition to the requirements of 4.177(.06)(B.) and (C.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

(.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08) Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking,

require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.

- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.



P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.

1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
2. Intersects with an existing or planned arterial or collector street; or
3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.

B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:

A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.

B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:

1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and



2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
  3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
  4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
  5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that



insure that the project development substantially conforms to the applicable development standards.

- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.
- (.02) Relation to Adjoining Street System.
- [...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements. [...]
- (.05) Topography. [...]
- (.06) Reserve Strips. [...]
- (.07) Future Expansion of Street. When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

## **Commentary on Proposed TSP Code Amendments**

April 30, 2013

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track," and "through zone."
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor.
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

#### **Section 4.005 Exclusions from Development Permit Requirement.**

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed modifies existing code, clarifying that all transportation improvements are allowed outright, without additional land use approval.

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

### **Zoning (Chapter 4, Sections 4.100-4.141)**

These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.



**Section 4.118. Standards applying to all Planned Development Zones**

The list of allowed waivers is modified to include some specific elements that have been introduced by this package of amendments.

**Section 4.125(.09) Street and Access Improvement Standards**

References to street classifications have been updated to coordinate with the updated TSP.

**General Development Regulations (Chapter 4, Sections 4.154 - 4.199)**

**Section 4.154. (.01) On-site Pedestrian Access and Circulation. *Related to draft TSP Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42***

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

**Section 4.155. Parking, Loading and Bicycle Parking. *Related to Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6***

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).



Proposed new Subsections .03.H and 03.I address electric vehicle parking and motorcycle parking, which are not clearly addressed in the current code.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions. Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and other mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new commercial and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly



uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**

This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

#### **Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. A new section, (.06) Transit Improvements, is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.08), (.09), and (.10) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.08) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to TSP Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. Related to TSP Policy 10**

Modifications to subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTP Title 1, Street System Design Sec 3.08.110B.



## Findings of Compliance with the RTFP and TPR

In support of the adoption of the proposed amendments to the Wilsonville Land Development Code, the following tables present findings of compliance with the Metro Regional Transportation Functional Plan (RTFP) and the Transportation Planning Rule (TPR). As established in the RTFP, demonstrating compliance with the RTFP constitutes compliance with the Regional Transportation Plan (RTP).

In Table 1 the left column relates to the RTFP requirements (and contains content that was prepared by Metro), and the right column documents how the City of Wilsonville meets the requirements through existing requirements, or how proposed amendments to the Land Development Ordinance (the "Development Code," Chapter 4 of the City Code) will meet the requirement upon adoption.

Table 2 includes findings of compliance for the TPR, OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references in sub-sections of the TPR to requirements in the RTFP.

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
Allow complete street designs consistent with regional street design policies (Title 1, Street System Design Sec 3.08.110A(1))	Existing code requirements meet these RTFP requirements in the following ways.  Code Sections 4.177 (Street Improvement Standards, as revised to include requirements from 4.178 Sidewalk and Pathway Standards establish general standards for streets, sidewalks, and pathways in addition to other criteria established for streets, blocks, and pathways in land divisions in Code Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other). Otherwise, existing code (Section 4.177.02) defers to the Transportation System Plan (TSP) and Public Works Standards for specific roadway cross section design and dimensions.
Allow green street designs consistent with federal regulations for stream protection (Title 1, Street System Design Sec 3.08.110A(2))	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B (Title 1, Street System Design Sec 3.08.110A(3))	
Allow implementation of: <ul style="list-style-type: none"> <li>• narrow streets (&lt;28 ft curb to curb);</li> <li>• wide sidewalks (at least five feet of through zone);</li> <li>• landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees;</li> <li>• Traffic calming to discourage traffic infiltration and excessive speeds;</li> <li>• short and direct right-of-way routes and shared-use paths to connect residences with</li> </ul>	Existing code and the proposed code amendments meet these RTFP requirements as follows:  Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan and the Public Works Standards. <i>Note that the Public Works Standards defers to the TSP for street classification, and access and design standards (Section 201.1.03).</i> Proposed code modifications would clarify that sidewalks are required at a minimum to have a five feet wide unobstructed "through zone." (Proposed new Section 4.177.03.)



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;</p> <ul style="list-style-type: none"> <li>opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110B)</b></p>	<p>Existing code language in Section 4.177 requires all street improvements and intersections to conform to the Public Works Standards and to provide for “the continuation of streets through specific developments to adjoining properties or subdivisions,” unless there are substantial constraints posed by existing development or topographic or environmental conditions. Proposed code modifications would require a posted notification to indicate that a street will be extended in the future. (Additions to Section 4.177.02.D and Section 4.236. General Requirements - Streets.)</p> <p>Sections 4.177.03, .04. and .04 contain both new text that has been relocated and proposed text that address needed pedestrian and bicycle facilities within the public right-of-way, consistent with the RTFP requirements.</p> <p>Proposed new Section 4.154. On-site Pedestrian Access and Circulation includes new pedestrian access and circulation language to ensure connectivity through development sites and to community attractors.</p> <p>Currently, existing code requires Site Design Review for all new development in the city except single-family and two-family homes in residential zones and row houses and apartments in the Village zone. Site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421). Existing standards for streets, blocks, and pathways for land divisions in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other) further support circulation and connectivity in the city. Note that these requirements will serve to implement the TSP’s Safe Routes to School plan (TSP Chapter 6).</p>
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> <li>provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers</li> <li>Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection)</li> <li>provides bike and pedestrian accessways in</li> </ul>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Before property over 2 acres in size can be developed it must be zoned in one of the Planned Development categories (PDR, PDC, PDI, etc.). Standards for residential zones, the Village Zone, the Holding Zone, the Public Facility Zone, and planned development in the city include:</p> <ol style="list-style-type: none"> <li><i>Maximum block perimeter: 1,800 feet.</i></li> <li><i>Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.</i></li> </ol>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>lieu of streets with spacing of no more than 330 feet except where prevented by barriers</p> <ul style="list-style-type: none"> <li>limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections</li> <li>includes no closed-end street longer than 220 feet or having no more than 25 dwelling units</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110E)</b></p>	<p><i>3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.</i></p> <p>The City's subdivision standards require that all streets shall conform to the standards in Section 4.177 and the block size requirements of the zone (Section Section 4.236).</p> <p>Existing code Section 4.177.01.D (proposed to be renumbered to .02.D) limits dead-end streets and cul-de-sacs to 200 feet in length and restricts them to no more than 25 units, unless, respectively, there are significant constraints posed by existing development, major transportation facilities, or environmental conditions that prevent future street extension and connection, and it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units.</p>
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p><b>(Title 1, Street System Design Sec 3.08.110F)</b></p>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan; the draft TSP includes local street connectivity standards (TSP Chapter 3). Existing street improvement standards for general development address block size, maximum spacing, and dead-ends, and existing street improvement standards for land divisions (Section 4.236) require street plans and, in some cases, reserve strips and street plugs to preserve opportunities for good connections with potential future adjacent development.</p>
<p><u>Applicable to both Development Code and TSP</u></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</p>	<p>Existing code meet these RTFP requirements as follows:</p> <p>In addition to the standards and requirements of Section 4.237 for land divisions and street improvement standards in Section 4.177, parcels wholly or partially within the Wilsonville Road Interchange Area Management Plan (IAMP) Overlay Zone are governed by the Access Management Plan in the Wilsonville Road Interchange Area Management Plan (Section 4.133.04. Access Management). The recent Wilsonville Road IAMP and current construction project has already improved the Wilsonville Road interchange. ODOT spacing standards apply to development in the Ellingsen Road interchange.</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
(Title 1, Street System Design Sec 3.08.110G)	Additions to Section 4.177 include text to address vehicular connectivity and access requirements, including references to TSP Table 3-2 Access Spacing Standards (TSP Chapter 3).
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> <li>• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;</li> <li>• Provide safe, direct and logical pedestrian crossings at all transit stops where practicable.</li> </ul> <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> <li>• Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections;</li> <li>• Transit passenger landing pads accessible to disabled persons to transit agency standards;</li> <li>• An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider;</li> <li>• Lighting to transit agency standards at the major transit stop;</li> <li>• Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.</li> </ul> <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>	<p>Proposed amendments Development Code requirements meet these RTFP requirements as follows:</p> <p>In Section 4.177 the proposed Transit Improvements subsection incorporates development requirements related to transit facilities; proposed code language is consistent with Implementation Measure 3.6 from Transit Master Plan and bases required transit amenities on the number of PM peak hour trips expected to be generated by the proposed development. In addition, a new definition for "major transit street" is proposed that is consistent with the definition in the Transit Master Plan. Pursuant to amended code language, improvements at mid-block may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.</p>
<p>(Could be in Comprehensive plan or TSP as well)</p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2)), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> </ul>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>



**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<ul style="list-style-type: none"> <li>• Sidewalk and accessway location and width;</li> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130C)</b></p>	<p>A proposed new code section under Section 4.154, On-site Pedestrian Access and Circulation, addresses this requirement. Propose language is adapted from the State's <i>Model Development Code for Small Cities</i>.</p>
<p>Establish parking ratios, consistent with the following:</p> <ul style="list-style-type: none"> <li>• No minimum ratios higher than those shown on Table 3.08-3.</li> <li>• No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk from adjacent residential areas).</li> </ul> <p>Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance.</p> <p>Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking;</p>	<p>The City's existing parking ratios (Section 4.155.03) comply with the minimum and maximum Zone B (for the rest of the region outside of highly transit and pedestrian accessible areas) standards established in the RTFP. Parking standards in the Village Zone (Table V-2) comply with parking ratios established in Zone A in the RTFP.</p> <p>The Development Review Board has authority to grant waivers to the parking, loading, or bicycle parking standards where the resulting development "will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section and is "in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code (Section 4.155.02)."</p> <p>Code Sections 4.155.02.D and 4.155.02.E require that parking be determined by summing the requirements for each use on a site or in a building. Only if the peak hours of the uses do not overlap and agreements are legally recorded can parking be jointly used and the required number of parking spaces be jointly determined. There is more flexibility for blending parking requirements in the Village Zone (Section 4.125.07).</p> <p>Existing code does allow for on-street parking to be credited toward parking space requirements (Section 4.155.03.B.7). Landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.; proposed language requires "street-like</p>

**Table 1: RTFP Compliance of Wilsonville Development Code**

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.</p> <p>Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.</p> <p>Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.</p> <p>Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.</p> <p>Require on-street freight loading and unloading areas at appropriate locations in centers.</p> <p>Establish short-term and long-term bicycle parking minimums for:</p> <ul style="list-style-type: none"> <li>• New multi-family residential developments of four units or more;</li> <li>• New retail, office and institutional developments;</li> <li>• Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and</li> <li>• Bicycle facilities at transit stops and park-and-ride lots.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410)</b></p>	<p>features" along principal drive isles in parking lots more than three acres in size.</p> <p>Proposed Section 4.177.09 (Approach and Driveway Development Standards, includes requiring driveways to align with existing or planned streets on adjacent sites under prescribed conditions.</p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use (Table 5 Parking Standards). Pursuant to Table 5, a percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. Village Zone requirements include standards for short term and long term bicycle parking (Section 4.125.07.D.3). A new proposed Section 4.155.07 addresses short term and long term bicycle parking citywide. These changes in effect expand the detailed bicycle parking standards established in the Village Zone to other zones in the city.</p>



Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in Development code or Comprehensive Plan)</u></p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> <li>• A connected street and pedestrian network for the district;</li> <li>• An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;</li> <li>• Interconnection of pedestrian, transit and bicycle systems;</li> <li>• Parking management strategies;</li> <li>• Access management strategies;</li> <li>• Sidewalk and accessway location and width;</li> <li>• Landscaped or paved pedestrian buffer strip location and width;</li> <li>• Street tree location and spacing;</li> <li>• Pedestrian street crossing and intersection design;</li> <li>• Street lighting and furniture for pedestrians;</li> <li>• A mix of types and densities of land uses that will support a high level of pedestrian activity.</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130B)</b></p>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>
<p>When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.</p> <p>If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.</p> <p><b>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)</b></p>	<p>Existing code refers to and requires traffic impact studies or analyses; proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in TSP or other adopted policy document)</u></p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> <li>• By-right exemptions from minimum parking requirements;</li> <li>• Parking districts;</li> <li>• Shared parking;</li> <li>• Structured parking;</li> <li>• Bicycle parking;</li> <li>• Timed parking;</li> <li>• Differentiation between employee parking and parking for customers, visitors and patients;</li> <li>• Real-time parking information;</li> <li>• Priced parking;</li> <li>• Parking enforcement.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410I)</b></p>	<p>The updated TSP addresses transportation needs and includes policies and requirements for the Town Center. Parking Management Plans are addressed in Chapter 6 of the TSP.</p>



Table 2 includes findings of compliance for the Transportation Planning Rule (TPR), OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references to RTPF requirements and associated findings.

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

<b>OAR 660-012-0045 Implementation of the TSP</b>	<b>Findings of Compliance</b>
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	Section 4.005, Exclusions from Development Permit Requirement identifies the types of public facilities and improvements allowed outright without a development permit. Revised text identifies transportation facilities within the public right-of-way as exempt from development permit requirements.
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Proposed amendments to Section 4.012. Public Hearing Notices will ensure that governmental agencies potentially impacted by a local decision will have the opportunity to participate in the review of the proposed amendment. In addition, the following Development Code requirements help ensure a multi-jurisdictional review process as follows: <ul style="list-style-type: none"> <li>• Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications.</li> <li>• Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.</li> </ul>
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	The development code meets this requirement. General street requirements under Section 4.236.01 include the provision that land divisions must conform and "be in harmony" with the TSP.
(a) Access control measures.	The updated TSP and supporting existing code language meet this requirement. Block lengths and spacing standards are addressed by the new street design criteria in the TSP (TSP Chapter 3).  New development in the city (single-family and two family homes in residential zones and row houses and apartments in the Village zone excepted) is subject to design review pursuant to Section 4.020.

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).</p> <p>Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).</p>
(b) Standards to protect the future operations of roadways and transit corridors	<p>The existing code language meets this requirement. Mobility standards for roadways in the city are established in the OHP for state roadways, in the RTP and RTFP for regional roadways, and in the City TSP for local roadways (TSP Chapter 2, Policy 5).</p> <p>Requirements for conditional use permits (Section 4.184(.01)(A)(3)), zone changes (Section 4.197(.02)(D)), and comprehensive plan changes (Section 4.198(.01)(C)) specify that adequate public facilities must be available, or consistency with State goals and regulations (including transportation) must be demonstrated for the proposed actions. Land division application procedures (Section 4.210(.01)(B)(26)) require that a traffic study be submitted as part of the tentative plat application.</p> <p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at affected intersections (Section 4.140.09.J.2). Detailed traffic impact analysis requirements are established for the Wilsonville Road Interchange Area Management Plan Overlay Zone (Section 4.133.05.01).</p>
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to -0045(1)(c).



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	City code authorizes decision makers to apply conditions of approval depending on the estimated impacts of the proposed action. Applying conditions of approval is acknowledged and authorized in provisions for general administration (Section 4.015), conditional use permits (Section 4.184), zone changes (Section 4.197), comprehensive plan amendments (Section 4.198), and land divisions (Section 4.210 (.01)(C)(3)).
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to -0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	Existing Development Code requirements meet this requirement.  Zone change proposals require findings that state that "primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development." Furthermore, the Planning Commission and Development Review Board "shall utilize any and all means to insure that all primary facilities are available and are adequately sized" (Section 4.197(.02)(D)).  Comprehensive plan changes must be supported by findings that the amendment supports applicable Statewide Planning Goals (Section 4.198(.01)(C)) and that the proposed change "will not result in conflicts with any portion of the Comprehensive Plan (Section 4.198(.01)(D))."
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-	<b>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.</b>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
ride lots	Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use. A percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. New proposed Section 4.155.07 addresses short term and long term bicycle parking citywide.
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	<p><b><i>Addressed by RTPF, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</i></b></p> <p>Pursuant to the draft TSP (Chapter 3), bikeways are required along arterials and collectors and sidewalks are required along all streets. Roadway cross-sections shown in the 2013 draft TSP include bike lanes for all roads other than local streets and sidewalks for all roads.</p> <p>Proposed subsections under 4.177 Street Improvement Standards includes existing code language that requires that bicycle and pedestrian facilities be located "to provide a reasonably direct connection between likely destinations" and describes a "reasonably direct connection" as a route that minimizes out-of-direction travel (existing Section 4.178 Sidewalk and Pathway Standards). New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p> <p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421(.01)C. Drives, Parking and Circulation, under Criteria and Application of Design Standards: "With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties."</p>



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	Where off-site improvements are required, the existing roadway cross-sections will govern (TSP Chapter 3). The draft TSP currently requires pedestrian and bicycle facilities on arterials and collectors.
(e) Provide internal pedestrian circulation within new office parks and commercial developments	<b><i>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</i></b>  Site Design Review is required for all new development except for single- and two-family dwellings, and non-residential development in the Village zone; site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).  New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	<b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b>  The proposed Transit Improvement subsection under Section 4.177 Street Improvement Standards incorporates development requirements related to transit facilities, consistent with the recommendations of the Wilsonville Transit Master Plan and this TPR requirement.
(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below. (A) Walkways shall be provided connecting building entrances and streets adjoining the site; (B) Pedestrian connections to adjoining properties shall be	<b><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></b>  New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments consistent with the TPR requirement. Under Street Improvement



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;	Standards, Subsections 4.177.03, .04 and .05, includes existing and proposed text that addresses pedestrian and bicycle connectivity between and within proposed developments. , Subsection 4.177.06 Transit Improvements, specifies connectivity requirements specific to transit streets and stops.
(C) In addition to (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection; (ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to disabled persons; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.	<b>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</b>  Proposed additions to the Street Improvement Standards address transit improvements and access (Section 4.177.06), and include requirements to reasonably direct pedestrian connections between building entrances and transit facilities, as well as between buildings on the site and streets adjoining transit stops. Consistent with the Transit Master Plan, required transit amenities depend on the number of PM peak hour trips the proposed development is expected to generate.
(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;	The City is not proposing to designate a pedestrian district at this time.
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	Proposed new Subsection 4.155.06 Carpool and Vanpool Parking Requirements satisfies this requirement.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	Proposed new Subsection 4.155 (.07 Parking Area Redevelopment satisfies this requirement.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	<b>Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130</b>  Proposed new language under Section 4.177 Street Improvement Standards satisfies this requirement.
(g) Along existing or planned transit routes, designation of	Zoning along transit lines in Wilsonville is generally



**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
types and densities of land uses adequate to support transit.	consistent with this TPR provision.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	See OAR 660-012-0045(4)(g) above. While not allowed on all land along transit routes in Wilsonville, there is a significant amount of mixed use zoning along the routes that will allow this type of development – in particular within Villebois/ Village Zone and the Town Center.
(b) Implements a demand management program to meet the measurable standards set in the TSP;	TDM program elements are included in TSP Chapter 6.
<p>(c) Implements a parking plan which:</p> <p>(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;</p> <p>(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4) [reducing reliance on the automobile];</p> <p>(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and</p> <p>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p><b><u>OR</u></b></p> <p>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D) Exempt structured parking and on-street parking from parking maximums;</p>	<p>The City will prepare a parking management plan for the Town Center as a future next step after TSP adoption.</p> <ul style="list-style-type: none"> <li>Existing Development Code requirements address parking reduction objectives in the following sections: Off-street parking requirements for non-residential uses have been reduced from 1990 levels because Wilsonville adopted RTP parking ratios as part of its last TSP update.</li> <li>Off-street parking is allowed according to roadway cross-sections and Subsection 4.155 (.02) General Provisions make provisions for shared parking and off-street parking.</li> <li>Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements.</li> <li>Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums.</li> <li>Section 4.155(.03)B sets standards for parking area landscaping; landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3. Subsection 4.155.03.B.3</li> </ul>

**Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)**

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and (F) Provide for designation of residential parking districts.	
(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.	
OAR 660-012-0060 Plan and Land Use Regulation Amendments	Findings
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	<p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at applicable intersections (Section 4.140.09.J.2).</p> <p>Zone change proposals require findings that “primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development.” Furthermore, the Planning Commission and Development Review Board “shall utilize any and all means to insure that all primary facilities are available and are adequately sized” (Section 4.197(.02)(D)).</p> <p>Proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p> <p>The City also has specific traffic impact analysis requirements for development within the vicinity of the Wilsonville Road interchange (Section 4.133.05.01).</p>



**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Documents distributed to Planning Commission prior to Public Hearings:**  
**Located in the Planning Files:**

**April 10, 2013 Work Session**

- Meeting Minutes Excerpt (Draft)
- Staff Report regarding the Transportation System Plan Development Code Amendments with:
  - Attachment A: Draft TSP-related Development Code Amendments
  - Attachment B: Commentary on proposed amendments
  - Attachment C: Draft TSP-related Comprehensive Plan amendments
  - Attachment D: Matrix of Wilsonville Transportation Policies: Existing and Proposed

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013

**Affidavits of Mailing, Emailing, Posting and Publication**

- Affidavit of Mailing Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice mailed to all property owners in the City of Wilsonville.
- United States Postal Service Form 3602-R1 – Postage Statement – Standard Mail.
- Affidavit of Emailing and Posting Notice of Public Hearing in the City of Wilsonville with attached Public Hearing Notice.
- Community Newspapers Affidavit of Publication with attached Public Hearing Notice

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**PLANNING COMMISSION  
WEDNESDAY, APRIL 10, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**Approved  
May 8, 2013**

**Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Ray Phelps, Marta McGuire, Peter Hurley, Phyllis Millan, and City Councilor Julie Fitzgerald. Al Levit arrived shortly after Roll Call.

City Staff: Chris Neamtzu, Barbara Jacobson, and Katie Mangle

**VI. WORK SESSIONS**

**B. TSP Code Amendments (Mangle)**

Katie Mangle, Long Range Planning Manager, noted the TSP Code hearing would be held next month. A notice had been sent out to every property in the city, which would advertise the whole package of the TSP project -- the plan itself, as well as the related Comprehensive Plan and Development Code amendments. Although some Commissioner's seemed to oppose adopting all the amendments at the same time, the hearings would be opened on the same date in May and the Development Code amendments could be continued, if necessary. She reviewed the major changes made to the TSP Code since the Commission's March meeting.

Commissioner comments and questions regarding the proposed TSP amendments were as follows:

- The definitions for bikeway and bike lane conflicted in Section 4.001(4) on Page 6 of 64; the language should include bike lanes and shared roads, at present it was too limiting. Most people who ride bikes around the city would prefer a separated path.
- Section 4.125(.09). City Attorney Mike Kohlhoff has pointed out that the amendments were using the new TSP intersection spacing standards in the wrong context. The section addresses intersection spacing, whereas the TSP addresses spacing of the different types of streets. The existing standards, which are based on the urban design plan for Villebois, would remain and would only be updated to make sure the new street names or types of streets names were being used.
  - Section 4.125(.09)(2)(c)(iii) on Page 8 of 64 had an extra zero. Ms. Mangle would verify that the change made to 2.c.iv was correct.
  - This section involves offset intersections, not intersection spacing. If two intersections do not align, they must be 50 ft apart. When intersections are offset, the measurement is made center line to center line.
- Section 4.154(.01)(B) had no direct reference about providing access from the sidewalk to the corner of a corner lot, which was a failure for pedestrian access in the city.



- In Section 4.155(.03)(C) on Page 10 of 64, the noted ODOT standards essentially implemented the design of ADA spaces, which is addressed through the Building Code. The ODOT standards were linked to ADA.  
Section 4.155(.03)(B)(3) discussed new development with parking areas of more than 200 spaces, but Section 4.154(.01)(B)(d) on Page 9 of 64, which discussed internal bike and pedestrian pathways, was changed from 200 parking spaces to 3 acres.
  - The standard in (2)(d) was changed because the Metro standard was 3 acres, which was a higher threshold. There are approximately 100 to 150 parking spaces in an acre. Ms. Mangle agreed it was a good question.
- Section 4.154(.01)(B)(5) on Page 9 of 64 stated the pathway width should be no less than 5 ft, which was not consistent with Section 4.155(.03)(B)(3)(c) on the next page which required a minimum width of at least 6 ft.
  - Requirements regarding wheel stops for head in parking were part of the parking standards, but that section was not included in the Staff report.
- Section 4.155(.03)(D) on Page 10 of 64 regarding connecting parking areas on adjacent sites should also be comparable for pedestrian access. If two properties are going to be linked with a driveway, there should be a way for people to walk through as well. While not being excluding, such language often needs to be included so that it actually happens.
- Section 4.155(.03)(F) on Page 11 of 64 about on-street parking being counted seemed too undefined. A qualifier, such as 100 ft, was needed so spaces too far down the street could not be counted. New Section 4.155(.03)(I) which included language regarding motorcycle parking was distributed.
- In Section 4.155(.04)(B)(2)(d) on Page 12 of 64, the 2-ft wide bike parking space would be measured like a bubble around each parked bike. A manufacturer may state a bike rack holds nine bikes, but with the 2-ft Code requirement, only one bike in every other slot may be allowed, which would require more bike parking to be provided.
  - Commissioner Levit noted that bike racks should also be oriented properly, though he was uncertain how to capture that in the Code.
- In response to a question about berths, Planning Staff confirmed that berths, as noted in Section 4.155(.05) on Page 14, have always been interpreted not only to mean loading docks, but also parking spaces. Staff had not recalled this ever being an issue.  
With regard to Section 4.177(.02)(D) on Page 16 and 17, a central landscaped island with rainwater management made more sense in the curb line and not in middle of a dead end street because it could interfere with turning maneuvers.
  - Small children at play in the cul-de-sac could also be put in a more dangerous situation due to a narrow area, although traffic would move slower.
  - Having a central island could drive an increase in land area consumed. If a feature was not functional, it should not be encouraged. Experience had shown that encouraging a feature typically meant it was expected, especially before the DRB.
  - The green street element seemed out of context with what was being communicated in the section and should be included elsewhere, not just at the end of a cul-de-sac.
    - This language was already included in the current Code. The use of cul-de-sacs and dead end streets was briefly discussed.
- In Section 4.177(.01), the fourth line of the new text should be corrected to state, "shall *be* provided".
- Attachment B was the commentary of the Code amendments for readers to get an idea of the changes being made. It would continue to be updated.

Ms. Mangle asked the Commission to email her with any further comments or suggestions. She explained the TSP Code amendments would be seen in two forms at the hearings, which would take place separately but on the same night. The Code amendments would be presented in a table as an attachment to the TSP package and also as a ready-for-adoption version of the Development Code text with its own ordinance. The part in Appendix B would continue on with the TSP if the hearing on the



Code amendments was continued, or it could wait until the TSP was adopted. The Commission could have the hearing and act on the main ordinance simultaneously at the next meeting because there would be two hearings on two ordinances next month, either of which they could act on or continue.

The procedure for the upcoming hearing was reviewed.

Ms. Mangle next presented the Comprehensive Plan Amendments, noting the first page and a half were amendments to the narrative in the transportation section of the Comprehensive Plan. Those amendments updated the narrative with projects and to generally agree with the TSP. Only minimum changes were made to bring the narrative up to date.

- Beginning on Page 31 of 64, the policies and implementation measures from various documents, including the Comprehensive Plan, Bike Plan, Transit Plan and the old TSP, were edited to coordinate with the TSP. The goal was to still follow the format and approach used throughout the Comprehensive Plan, while still making sure the important ideas were included. Whatever was adopted or brought forward for adoption in the Comprehensive Plan would reflect the best state of the amendments to the TSP as well. Staff was still working to make this happen.
- A typo was corrected on the second line of Page 30, (20013)
- Generally, the policies and implementation measures were organized under the goals stated in the Comprehensive Plan, which was different from how they were organized in the TSP.

Commissioner comments and questions regarding the proposed Comprehensive Plan amendments were addressed as follows:

- The Comprehensive Plan Amendments would be adopted at the same time as the TSP. The Comprehensive Plan amendments and TSP could be adopted in one resolution recommending that the Council adopt the ordinance to codify the changes.
- The differences seen between the Wilsonville Transportation Policies beginning on Page 39 of 60 was intentional because the Comprehensive Plan was one of four sources used for the TSP update. Also some Comprehensive Plan policies that were not included in the TSP were not intended to be removed from the Comprehensive Plan.
  - Strong themes surfaced during Planning Commission discussion about the policies, such as not pitting modes against each other, and some Comprehensive Plan policies could be massaged to ensure they were consistent with the TSP without changing the underlying Comprehensive Plan policy.New policies added in the TSP would not all necessarily be added into the Comprehensive Plan. Staff's approach was to make the documents as consistent as possible, but to have a light footprint on the Comprehensive Plan, and doing that correctly was a delicate matter. Some new policies were important to put in the Comprehensive Plan, but some only belong in the TSP.
- The Development Code would implement the Comprehensive Plan and the TSP, but only the TSP would have to be used as an implementation reference for development applications.
- Chair Altman stated he was always under the operating premise that as long as the ordinance implementing the Comprehensive Plan was followed, the Comprehensive Plan was met. But historically, Wilsonville has always had a structure where the Comprehensive Plan was continually referenced, so when an application is developed, both documents are addressed. Now the criteria for approval would have to be addressed in three documents: the Comprehensive Plan, TSP and Development Code, which should be avoided. Obviously, the entire Development Code could not be fixed, but addressing the issue in the TSP would help.
  - Ms. Mangle agreed and offered to work on it, adding it might have more to do with the types of references in the Development Code.
- Implementation Measure 3.3.1.b discussed increasing housing in the Town Center area. Although the Metro was pushing the City to put higher densities at the edge, the language was fine as stated.



- The Town Center lacked a strong development plan. If Town Center never redeveloped that density would never be obtained. The language, "in or near" would address areas near Canyon Creek, for example.
- The Comprehensive Plan showed that the highest densities were in the center. However, the densities in and around the Town Center may need to be revisited to move some of the density.
- Implementation Measure 3.3.1.c on Page 32 of 64 would read better if it stated, "Plan for increased access ~~to~~ *for* alternative modes..."
- Implementation Measure 3.3.1.f on Page 33 of 64, it was unlikely that TriMet could be encouraged to have extended service on WES since the rail was used as a freight line as well.
  - Having a bus follow the WES route during off hours for people could get back to their vehicles would be more beneficial and likely better received by TriMet. The measure should not be limited just to service on WES; perhaps increasing service on the WES route would be better.
- In Implementation Measures 3.3.1.f and 3.3.1.g, "strongly encourage" was changed to "advocate" because Ms. Mangle believed strongly encourage was very passive. When the City was in a position to speak with TriMet, it would not be a passive discussion. This would also be a way to introduce discussion about high speed rail.
- The need for a Bike and Pedestrian Advocates was not included because this was not the final document. Staff was still in the process of updating the entire TSP to reflect the Planning Commission and City Council edits so the advocate had not been forgotten. Brad Coy of DKS & Associates made a list of questions for Staff, which had included the Bike and Pedestrian Advocate.
- Policy 37 on Page 53 of 64 did not appear in Implementation Measure 3.3.1, although that was not bad. Concern was expressed about the edit creeping into Measure 3.3.1 of the Comprehensive Plan. It seemed unnecessary, more editorial and out of character with how the update project was being done.
 

This change reflects edits DKS had made based on a recommendation from Staff at Metro as a way to acknowledge that encouraging walking and biking was not just about transportation, because other benefits exist. Ms. Mangle agreed the change was not the best way to achieve that and had since edited the policy again.
- Policy 36.a. on Page 53 of 64, advocated for TriMet, but not SMART advocating for Saturday service.
  - The policy was oriented toward WES. It seemed someone should advocate for the City to pay for that additional service. TriMet would do it, but not without funding to expand the present service level.
  - The biggest issue was non work hour transit service.
  - Language could be added to Measure 30.a on Page 51 of 64 about the areas and hours that are not currently served.
  - The Commission had to be careful about what are standard work hours; not everyone works 8:00 am to 5:00 pm Monday through Friday.
    - WES does not accommodate the employee work schedules of some of the largest employers in town. Their work schedules were set to minimize traffic flow.
  - Staff was asked to review the policies and push the envelope in general on transit regarding non normal work days and hours.
  - Increasing service was a matter of funding for both SMART and TriMet. Perhaps advocate was not the best verb to use, or funding sources needed to be explored for transit, which seemed to be the issue.



**PLANNING COMMISSION MEETING**

**WEDNESDAY, APRIL 10, 2013  
6:00 PM**

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**VI. WORK SESSIONS**

B. TSP Code Amendments (Mangle)



**PLANNING COMMISSION  
STAFF REPORT**

<b>Meeting Date: March 10, 2013</b>	<b>Subject: Transportation System Plan Development Code Amendments</b>  <b>Staff Member: Katie Mangle</b> <b>Department: Planning</b>
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>

**Staff Recommendation: Provide direction on how to prepare the draft documents for the public hearing on May 8, 2013.**

**Recommended Language for Motion: N/A**

**PROJECT / ISSUE RELATES TO:**

<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable
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**ISSUE BEFORE THE COMMISSION:**

Review two types of proposed amendments needed to support the Transportation System Plan. Amendments to the Development Code are needed to coordinate with the Transportation System Plan (TSP) and comply with state and regional policy. Amendments to the Wilsonville Comprehensive Plan are needed to coordinate with the draft TSP.



## **EXECUTIVE SUMMARY:**

### **Development Code Amendments**

The draft amendments contained in Attachment A have been updated to reflect the Commission's discussion at its March meeting. Changes made since the last meeting are shown in colored Tracked Changes. Staff is seeking guidance on further refinements needed to prepare the amendments for public hearing. An updated commentary explaining the amendments is included as Attachment B. Attachment A will be included, in the format presented here, in the Appendix to the TSP document. The amendments will also be prepared to be adoption-ready, as a stand-alone ordinance proposal.

### **Comprehensive Plan Amendments**

Staff is preparing the draft amendments to Comprehensive Plan, shown in Attachment B, for the same hearing as the TSP document. The intent is for Council to adopt both the TSP and the Comprehensive Plan amendments simultaneously. Some of the narrative in the Transportation section is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the TSP policies outlined in Chapter 2 of the TSP. Comments inserted to the right of the text note the relationship of each Comprehensive policy or measure to Chapter 2 of the TSP.

### **Public Hearings**

The hearings on this package of amendments will open on May 8<sup>th</sup>, and a notice has been mailed to every property in the city. The Planning Commission will hold two hearings on two TSP proposals on May 8. The TSP adoption package will include:

- TSP document with appendices
- Comprehensive Plan text amendments
- Draft Development Code amendments in the appendix

A second hearing will be held on the Development Code amendments that implement the TSP. As indicated by the Commission at its March meeting, the hearing on the Code amendments may be continued to a date certain, after the City Council has made a decision on the TSP itself.

## **ATTACHMENTS**

- A. Draft TSP-related Development Code amendments
- B. Commentary on proposed amendments
- C. Draft TSP-related Comprehensive Plan amendments
- D. Matrix of Wilsonville Transportation Policies: Existing and Proposed

This document provides draft implementing ordinances in support of adopting the draft Wilsonville Transportation System Plan. The following includes proposed amendments to the City of Wilsonville Development Code to update City requirements for consistency with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). Findings of compliance with these requirements are presented in table-format and are included as Appendix \_\_\_\_ in the draft TSP.

The proposed amendments are outlined in Table 1, with references to corresponding RTFP and TPR requirements. Following the table, draft code language is presented in adoption-ready format; the draft amendments are numbered consistent with the structure of the Development Code and proposed new language is underlined and recommended deletions are ~~struck through~~. In some cases adopting proposed new text will require re-numbering or re-lettering of subsequent Development Code subsections.

*Note: In addition to the proposed amended sections specified in this memorandum, the entire Development Code should be reviewed to ensure correct identification of all references pertaining to new or revised text related to the implementation of the updated Transportation System Plan.*

**Table 1: Summary of Proposed Development Code Amendments and Corresponding Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) References**

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION</b>	
1.	<b>Section 4.001 Definitions.</b> Definitions of access control strip modified. Definitions under bikeway modified to remove bike/pedestrian path and add cycle track. New definitions for major transit stop, major transit street, multiuse pathway, and through zone added.	Title 1, Street System Design Sec 3.08.110B Title 4, Parking Management Sec 3.08.410
2.	<b>Section 4.012. Public Hearing Notices.</b> New text in subsection (.02) Mailed Notice for Quasi-Judicial Hearings includes noticing governmental agencies potentially impacted by a local decision.	OAR 660-12-0045(1)(c)
	<b>CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING</b>	
3.	<b>(New) Section 4.114 Transportation Facilities in Zoning Districts.</b> New text identifies the types of transportation facilities allowed outright in all zones.	OAR 660-12-0045(1)(b)
4.	<b>Section 4.125(.09) Street and Access Improvement Standards</b> Update Village Zone standards to coordinate with new street classifications and spacing standards in TSP.	TSP consistency



	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
	<b>CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS</b>	
5.	<b>Section 4.154. On-site Pedestrian Access and Circulation.</b> New section (.01) On-site Pedestrian Access and Circulation; text modified from State's <i>Model Development Code for Small Cities</i> .	Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems)
6.	<b>Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.</b> Modified Section (.03), Parking Requirements, to include parking location and street features for lots over 3 acres and to exempt structured parking and on-street parking from parking maximums. Proposed renumbering of existing text. <u>New subsections under (.03) include electrical vehicle charging stations and motorcycle parking.</u> New Section (.04), Bicycle Parking, to address quantity, location, and design of short term and long term bicycle parking. New Section (0.5)B Exceptions and Adjustments to allow approval of loading areas adjacent to or within a street right-of-way if specific conditions exist. New Section (.06) Carpool and Vanpool Parking Requirements to include provisions for preferential location of carpool and vanpool parking New Section (.07) Parking Area Redevelopment to allow for the redevelopment of existing parking areas in order to accommodate or provide transit-related amenities or electric vehicle charging stations.	Title 4, Parking Management Sec 3.08.410 OAR 660-12-0045(4)
7.	<b>Section 4.177. Street Improvement Standards.</b> New introduction language; New Section (.01) clarifies applicability and compliance requirements. New Section (.02) Street Design Standards includes existing language and a new reference to the street standards in the TSP. Existing requirements for sidewalks have been moved. Added text to existing Subsection D includes a (new) requirement to post notification of a street extension. New Sections (.03), (.04), and (.05) feature text modified from existing Section 4.178 Sidewalk and Pathway Standards. New Section (.06) Transit Improvements includes requirements consistent with Transit Master Plan implementation measures. Section (.08) Access Drives and Travel Lanes is relocated from Section 4.177.01.E. New Sections (.09), (.10), and (.11) address access and driveway development standards and intersection spacing standards, as well as exception and adjustment procedures.	Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110G Title 1, Transit System Design Sec 3.08.120B(2) OAR 660-012-0045

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
8.	<b>Section 4.178. Sidewalk and Pathway Standards.</b> Recommended deletion of Section; text proposed as part of (new) Section 4.177.03, .04, and .05.	
9.	<b>Section 4.197. Zone Changes and Amendments To This Code – Procedures.</b> Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	OAR 660-12-0060
	<b>CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS</b>	
10.	<b>Section 4.236. General Requirements - Streets.</b> Added text in (.07) reflects a (new) requirement to post notification of a street extension.	Title 1, Street System Design Sec 3.08.110B



**Section 4.001 Definitions.**

4. Access Control Strip-Restriction: A reserve area established adjacent to and paralleling a half street improvement or across the end of a street that is to be extended in the future to ~~insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* ~~32.~~ Bikeway: Bikeway is a general term used to describe any type of travel-way that is designated for use by bicycles— that conforms to City standards and is separated from the street right-of-way. ~~-Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.~~

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B.~~ Bike /Pedestrian Path: ~~A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC.~~ Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

~~CD.~~ Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

~~DE.~~ Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also multipurpose pathway or path.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.



**Section 4.005      Exclusions from Development Permit Requirement.**

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

**Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
  2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agenciesroadway authority. At a minimum, the Planning Director shall notify the road authority if different than the City of Wilsonville. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.



**4.114 Transportation Facilities in Zoning Districts.**

For the purposes of providing needed public services, transportation facilities shall be permitted outright in City zoning districts. Transportation facilities shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within public rights-of-ways controlled by a public agency, consistent with the City TSP.

**Section 4.125(.09) Street and Access Improvement Standards****(.09) Street and Access Improvement Standards**

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:

2. Intersections of streets:

c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:

- i. 1000 ft. 1 mile for major arterials
- ii. 600 ft. 1 mile for minor arterials
- iii. 1,3200 ft. for major collectors
- iv. 50300 ft. for minor collector local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities. On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. Standards. Development shall conform to all of the following standards:

1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
  - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is they are free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate



- ~~unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;~~
- ~~b. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of unnecessary out-of-direction travel;~~
  - ~~c. The pathway connects to all primary building entrances and is consistent with the Americans wWith Disabilities Act (ADA) requirements.~~
  - ~~d. All parking lots in excess of two hundred (200) parking spaces larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.d.~~
3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface.- Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pPedestrian trails may have an alternative gravel, wood chip, or sawdust surface if not intended for all weather useexcept as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

#### **Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]



(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
  - 3. Parking lots more than three acres in size shall provide street-like features along private drives, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
  - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
  - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
  - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least six (6) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
  - d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
  - ~~d.~~ e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...

[Renumbering of subsequent sections needed.]

[...]

- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and



bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. 7. On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. Tables 5, ~~below~~, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.

2. Redevelopment of existing parking spaces to accommodate electric vehicle charging stations on site does not require approval through Class II Administrative Review or a Planned Development Review application.

**(.04) Bicycle Parking:**

A. Purpose: Bicycle parking is required for most use categories to provide safe and convenient places to park bicycles for short and long stays.

1. Short term bicycle parking is intended to encourage shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

2. Long term bicycle parking is intended to provide employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

BA. Required Bicycle Parking - General Provisions

1. Required Bicycle Parking:

a. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.

b. 2. A minimum of 50-% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:

ia. When 10% or more of automobile vehicle parking is covered.

ib. If more than four (4) bicycle parking spaces are required.

ic. Multifamily residential development with nine or more units.

e. 3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.

d. 4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

CB. Bicycle Parking Standards: Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.



2. ~~Short-term bicycle parking.~~ Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building or other obstructions to use the rack properly.
  - e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. ~~Long-term bicycle parking.~~ Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - ab. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - bc. At least 50 percent of the spaces shall be covered.
3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

<b>TABLE 5: PARKING STANDARDS</b>
-----------------------------------

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>



**(.045) Minimum Off-Street Loading Requirements:**

A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if

elimination would result in less space than is required to adequately handle the needs of the particular use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

**B Exceptions and Adjustments.**

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

**(.06) Carpool and Vanpool Parking Requirements:**

- A. Carpool and vanpool parking spaces shall be identified for the following uses: new commercial and industrial developments with seventy-five (75) or more parking spaces, new institutional or public assembly uses, and transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- B. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of handicapped-ADA parking spaces.
- C. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.07) Parking Area Redevelopment:**

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified for the following:

- A. To accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.
- B. To accommodate and provide one or more electric vehicle charging stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.



(.01) ~~Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall provided transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development except as waived by the City Engineer for reasons of safety or traffic operations.~~

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. ~~The City Engineering Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table x of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.~~
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped



island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

F. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

G. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

H. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board ~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.



2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineering Director.
  - A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
  - B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineering Director. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
  - A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
  - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineering Director will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.



(.06) Transit Improvements

- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the ~~Community Development Director~~ City Engineer for reasons of safety or traffic operations.

Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

- B. Development shall at a minimum provide:

1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

- ~~32. ———~~ Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

- C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

- D. In addition to the requirements of 4.154177.0306.B.32, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

- E. In addition to the requirements of 4.154177.0306.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall ~~to~~ provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.01) G. of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]



(.08). Access Drives and Travel Lanes.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- D. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- E. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.

(.09) ~~Approach and Driveway Development Standards. Approaches and Driveways and associated approaches shall conform to all of the following development standards:~~

- A. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street;
- B. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns;
- C. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s);
- D. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider;
- E. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street;
- F. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way;
- G. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians;
- H. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site;
- I. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings;



- J. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards;
  - K. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets;
  - L. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway:
    - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
    - 2. Intersects with an existing or planned arterial or collector street; or
    - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.10) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum ~~and maximum~~ intersection spacing standards are provided in Transportation System Plan Table x.
- (.11) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.059) and (.0610) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

- (.01) ~~Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~
- (.02) ~~Pathways~~
  - A. ~~Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be~~



~~used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

- ~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out of direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

- ~~(.04) Pathway Clearance:~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

#### **Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
  - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
    1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
    2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
    3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
    4. If applicable, the amendment is in compliance with applicable Statewide Land Use Planning Goals and related administrative rules; and
    4. 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.



- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
  - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
  - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
  - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
  - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
  - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
  - G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
  - H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).



**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Master Plan or Map: Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.
- (.02) Relation to Adjoining Street System.  
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

## **Commentary on Proposed TSP Code Amendments**

## **Attachment B**

April 2, 2013

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track," and "through zone."
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor.
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

#### **Section 4.005 Exclusions from Development Permit Requirement.**

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed text largely codifies existing City practice but ostensibly clarifies and simplifies the land use approval process by clarifying that all transportation improvements are allowed outright, without additional land use approval.

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

### **Zoning (Chapter 4, Sections 4.100-4.141)**



These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.

#### **Section 4.125(.09) Street and Access Improvement Standards**

References to street classifications have been updated to coordinate with the TSP.

#### **General Development Regulations (Chapter 4, Sections 4.154 - 4.199)**

##### **Section 4.154. (.01) On-site Pedestrian Access and Circulation. *Related to (draft) Transportation Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42***

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

##### **Section 4.155. Parking, Loading and Bicycle Parking. *Related to (draft) Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6***

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4). Proposed new Subsections .03.H and 03.I address electric vehicle parking and motorcycle parking.

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). Based on City of Milwaukie code, 50% of the total required bicycle



parking spaces would be for "long-term" use under specified conditions, rather than having to provide individual requirements for the number of long-term spaces by use. Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed use. The new bicycle parking standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new commercial and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**



This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

**Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. New Section (.06) Transit Improvements is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.09), (.10), and (.11) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.09) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to (draft) Transportation Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. *Related to (draft) Transportation Policy 10***

Modifications under subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.



**Proposed Amendments**  
**Wilsonville Comprehensive Plan**  
Draft April 3, 2013

**PUBLIC FACILITIES AND SERVICES**

**TRANSPORTATION**

...

**p. C-20**

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

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**P. C-21**

In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, 4~~ Ten years later, both interchanges again have capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area. The I-5/Wilsonville Road project includes created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95<sup>th</sup>/ Commerce Circle /Boones Ferry Road intersections. The planned improvements ~~there will in 2012~~ added an additional right-turn lane southbound off I-5 to Boones Ferry Road, ~~and an additional left-turn lane from Boones Ferry Road to 95<sup>th</sup> Avenue, and an additional right-turn lane from 95<sup>th</sup> Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95<sup>th</sup> Ave thereby minimizing congestion at this intersection.~~

The City has a network of streets which serve the east side or the west side, with only three connection points east-west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

April 3, 2013

City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

...

## PAGE C-22

**NOTE:** The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see "Wilsonville Transportation Policies: Existing and Proposed" matrix) have not been added.

**Goal 3.2** To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

**Comment [MK1]:** Goals not included in the TSP

**Policy 3.2.1** To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

**Comment [MK2]:**

Implementation Measure 3.2.1.a ~~Plan and implement~~ Provide a safe, well-connected, and efficient network of streets and supporting ~~improvements~~ infrastructure for all ~~applicable~~ travel modes.

**Comment [MK3]:** Merged with 3.2.1.b in TSP to become TSP policy 1.

April 3, 2013



~~Implementation Measure 3.2.1.b Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).~~

**Comment [MK4]:** Merged with 3.2.1.a in TSP to become TSP policy 1.

**Policy 3.2.2** To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

**Comment [MK5]:** Not in TSP. similar to proposed TSP Policy 2 above, which is based on CP Policy 3.5.1

**Policy 3.2.3** If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

**Comment [MK6]:** Not in TSP verbatim, but idea is captured in Agency Coordination and IMA section

**Goal 3.3** To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

**Comment [MK7]:** Goals not included in the TSP

**Policy 3.3.1** The City shall ~~adopt standards for~~ provide facilities that allow people to reducing reliance on single occupant automobile use, particularly during peak periods.

**Comment [MK8]:** TSP policy 37

~~Implementation Measure 3.3.1.a. Improve the Encourage a balance between housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. in order to reduce commuting.~~

**Comment [MK9]:** TSP measure 37.a

~~Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.~~

**Comment [MK10]:** TSP measure 37.b

~~Implementation Measure 3.3.1.c. Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.~~

**Comment [MK11]:** Not in TSP - policy intent captured in other TSP implementation measures.

~~Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.~~

**Comment [MK12]:** TSP measure 37.c

~~Implementation Measure 3.3.1.e. Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.~~

**Comment [MK13]:** TSP measure 37.d

April 3, 2013

Implementation Measure 3.3.1.f. ~~Strongly encourage~~ Advocate for TriMet to provide full day and Saturday service for WES.

Comment [MK14]: TSP measure 36.a

Implementation Measure 3.3.1.g. ~~Continue to support~~ Advocate for the extension of WES to Salem.

Comment [MK15]: TSP measure 36.b

Implementation Measure 3.3.1.h. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Comment [MK16]: TSP measure 37.f

**Policy 3.3.2** The City shall work to improve accessibility for all citizens to all modes of transportation.

Comment [MK17]: TSP Policy 4

Implementation Measure 3.3.2.a. ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~  
Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Comment [MK18]: TSP Policy 4.a

Implementation Measure 3.3.2.b. ~~City street standards require~~ Concrete sidewalks will be provided on both sides of all streets. This standard can be unless waived only in cases where alternative provisions are found to adequately address pedestrian needs.

Comment [MK19]: Not in TSP.

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.

Comment [MK20]: Not in TSP.

Implementation Measure 3.3.2.d. ~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.~~ Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

Comment [MK21]: TSP measure 4.b

**Goal 3.4:** To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Comment [MK22]: Goals not included in TSP

**Policy 3.4.1** ~~The City will continue to u~~ Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Comment [MK23]: TSP policy 27

April 3, 2013



Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

**Comment [MK24]:** Not included in TSP. update TSP will include a system of freight routes

**Policy 3.4.2** The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

**Comment [MK25]:** TSP policy 18

Implementation Measure 3.4.2.a. Consistent with the eCity's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

**Comment [MK26]:** TSP policy 19.a

**Goal 3.5** To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

**Comment [MK27]:** Goals not included in TSP

**Policy 3.5.1** ~~The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.~~ Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

**Comment [MK28]:** TSP policy 2

Implementation Measure 3.5.1.a. ~~The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered. Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.~~

**Comment [MK29]:** TSP measure 2.a and 2b

Implementation Measure 3.5.1.b. ~~While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the~~

**Comment [MK30]:** TSP measure 2.c

April 3, 2013

~~Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. The Transportation Systems Plan shall be used to establish the Functional Street Classification System ~~and the physical design characteristics (right of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Comment [MK31]: Not in TSP

Implementation Measure 3.5.1.d. ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

Comment [MK32]: TSP measure 15.d

Implementation Measure 3.5.1.e. All arterial and collector streets shall be dedicated public streets. ~~To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

Comment [MK33]: TSP measure 2.d

**Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.**

Comment [MK34]: TSP policy 15

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Comment [MK35]: Not in TSP – already codified

Implementation Measure 3.5.2.b. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~  
The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Comment [MK36]: TSP measure 15.a

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan ~~or Zoning Maps or existing zoning~~ that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Comment [MK37]: TSP measure 15.b

April 3, 2013



**Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

**Comment [MK38]:** TSP Measure 43

I-5/Wilsonville Road IMA:

**Comment [MK39]:** All of the following IMs are included in the TSP, no edits.

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

April 3, 2013

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

**Goal 3.6** To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Comment [MK40]: Goals not in the TSP

**Policy 3.6.1** The City is responsible for will planning, scheduling, and coordinating implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Comment [MK41]: TSP policy 45

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Comment [MK42]: Not in TSP. similar to measure 45.b

Implementation Measure 3.6.1.b. ~~Maintenance of the developed City Street System is a public responsibility.~~ The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

Comment [MK43]: TSP measure 45.a

**Policy 3.6.2** Require each individual developments shall be responsible for providing all collector and local streets. ~~However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.~~

Comment [MK44]: TSP policy 44

**Goal 3.7** ~~To maintain~~ Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Comment [MK45]: TSP policy 45

April 3, 2013



**Policy 3.7.1** ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

**Comment [MK46]:** Not in TSP. Duplicate of CP Policy 3.6.1

**Policy 3.7.12** To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

**Comment [MK47]:** TSP measure 45.c

**Goal 3.8:** To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

**Comment [MK48]:** Caotured by TSP policy 13

**Policy 3.8.1** The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

**Comment [MK49]:** TSP policy 17

**Implementation Measure 3.8.1.a.** ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits frustrate implementation of the City's Transportation Plan.~~

**Comment [MK50]:** TSP measure 17a

April 3, 2013

## Wilsonville Transportation Policies: Existing and Proposed

Updated: April 2013

The following table presents the draft Transportation policies in the context of existing adopted Wilsonville policy direction.

- “Existing Adopted Policies” = Verbatim existing adopted policy.
- “Source” = Source of the existing adopted policy, or source of new policy (i.e., outcome of 2012 TSP planning process, Metro requirement, etc.).
- “Proposed 2013 Policies” = Proposed updated policies. Underline / strikeout notations reflect editing to the existing policies in the first column.
- “Related Goals” = List of related proposed Transportation Goals that support the proposed policy.
- All existing transportation policies that are not proposed to be included in the 2013 TSP are listed at the end.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>System Design</b>			
Policy 1.	To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.	<i>Policy 3.2.1.a, Comprehensive Plan Transportation Element (updated)</i>	<del>To provide for</del> <u>provide a safe, well-connected, and efficient vehicular, transit, pedestrian and bicycle access and circulation system of streets and supporting infrastructure for all travel modes.</u>
Measure 1.a.		<i>New; outcome of Planning Commission discussion</i>	<u>Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.</u>
Policy 2.	The Transportation Systems Plan (TSP) shall establish policies and implementation measures to fulfill the City’s transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit	<i>Policy 3.5.1, Comprehensive Plan Transportation Element (same concept, updated to eliminate unnecessary information)</i>	<u>Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.</u>



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	to the city.		
Measure 2.a	The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.	<i>Implementation Measure 3.5.1.a.; policy updated.</i>	<u>Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.</u>
Measure 2.b	See above.	<i>Modified language from Implementation Measure 3.5.1.a.</i>	<u>Refine the conceptual location of proposed new major streets identified in the TSP based on detailed engineering specifications, design considerations, and consideration of local impacts.</u>
Measure 2.c	While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.	<i>Implementation Measure 3.5.1.b.; updated</i>	<u>Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.</u>
Measure 2.d	All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to	<i>Implementation Measure 3.5.1.e.; deleted text covered in System Management policies and/or has been implemented in code or</i>	<u>Dedicate All arterial and collector streets as public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.	<i>public works standards.</i>	<del>adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.</del>
3.		<i>New concept.</i>	<u>Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.</u>
Measure 3.a.		<i>New.</i>	<u>Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, and electric vehicle charging stations.</u>
4.	The City shall work to improve accessibility for all citizens to all modes of transportation.	<i>Policy 3.3.2, Comprehensive Plan Transportation Element (same concept, updated for clarity/ conciseness)</i>	<u>Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.</u>
Measure 4.a	The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.	<i>Implementation Measure 3.3.2.a.; updated.</i>	<u>Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.</u>
Measure 4.b	The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.	<i>Implementation Measure 3.3.2.d.; updated.</i>	<u>Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian</u>



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>facilities.</u>
5.	Design the City street system per the street standards set forth in this TSP and to meet (LOS) D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.	<i>Policy 4.1.1, 2003 TSP; policy updated for clarity</i>	Design <u>and manage</u> the <del>City</del> street system <del>per the street standards set forth in this TSP and to meet Level of Service (LOS) standard D, which is the standard in the City.</del> As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council <del>in</del> <u>permitted locations.</u>
6.	Evaluate and minimize the environmental impacts of all new public road projects.	<i>Policy 4.3.1, 2003 TSP.</i>	Evaluate, <del>and</del> <u>minimize, and balance</u> the environmental impacts of <del>all new public road</del> <u>transportation</u> projects.
7.	The City shall prioritize the implementation of Low Impact Development techniques and habitat-friendly development practices throughout the City for new development, redevelopment, and retrofitting existing development. The City shall incorporate Low Impact Development techniques into all new street and public works improvements as practicable.	<i>Policy LID-1, specifically measure LID-1c, 2012 Stormwater Master Plan.<sup>1</sup></i>	<u>Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.</u>
8.		<i>New policy, needed to comply with RTFP, Title 2, Transportation Needs Sec 3.08.210.</i>	<u>Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and</u>

<sup>1</sup> Complies with RTFP, Title 1, Street System Design Sec 3.08.110A, B, and E.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>identify targets and improvements to meet the specific needs of these populations.</u>
9.		<i>New policy, from Planning Commission discussion.</i>	<u>Enhance transportation connections and choices in and between all parts of the city as a means for preserving the function and capacity of the existing system.</u>
<b>Connectivity</b>			
10.	Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.	<i>Policy 4.1.4, 2003 TSP, updated to address all modes. Similar to Comp Plan Implementation Measures 3.3.1.e and 3.3.2.a. <sup>2</sup></i>	<u>Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.</u>
Measure 10.a		<i>New. Outcome of community involvement process.</i>	<u>Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.</u>
Measure 10.b		<i>New; Needed to meet RTFP, Title 1, Street System Design Sec 3.08.110E</i>	<u>Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.</u>
Measure 10.c		<i>New; outcome of Planning Commission discussion</i>	<u>Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.</u>

<sup>2</sup> Complies with Street System Design Sec 3.08.110C, D, E, F, and G; Title 1, Transit System Design Sec 3.08.120A; Title 1, Pedestrian System Design Sec 3.08.130A; Title 1, Bicycle System Design Sec 3.08.140; Title 1, Freight System Design Sec 3.08.150; Title 2, Sec 3.08.220 Transportation Solutions, RTFP, Title 1



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<b>Transportation System Management</b>			
11.	Design a transportation system that accounts for adjacent land uses, including accessibility and access management.	<i>Policy 3.2, 2003 TSP<sup>3</sup></i>	<u>Manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u>
Measure 11.a		<i>New solution.<sup>4</sup></i>	<u>Continue to implement Transportation Demand Management measures through the South Metro Area Regional Transit's SMART Options Program.</u>
Measure 11.b		<i>New.</i>	<u>Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.</u>
12.	Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.	<i>Policy 4.1.6, 2003 TSP, updated to reflect more current regional coordinating plan.<sup>5</sup></i>	<u>Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.</u>
13.		<i>New policy needed to address the regional nature of implementing transportation system management and operations (TSMO<sup>6</sup>) on arterials and highways. Similar to CP goal 3.8,</i>	<u>Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.</u>

<sup>3</sup> Complies with RTP, Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Transportation Needs Sec 3.08.210; Title 2, Performance Targets and Standards Sec 3.08.230; Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Sec 3.08.220 Transportation Solutions

<sup>4</sup> RTP, Title 2, Performance Targets and Standards Sec 3.08.230. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM) p. 9-10.)

<sup>5</sup> RTP, Title 1, Transportation System Management and Operations Sec 3.08.160.

<sup>6</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Improvement Priorities, p. 3

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
14.		<i>New policy needed to comply with RTFP<sup>7</sup></i>	<u>On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center, area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.</u>
<b>Land Development Coordination</b>			
15.	Review all land use/development proposals with regards to consistency with the TSP transportation impacts.	<i>Policy 3.5.2, Comprehensive Plan Transportation Element; updated.</i>	Review all land use/development proposals <del>with regards to</del> <u>for</u> consistency with the TSP <del>transportation impacts.</del>
Measure 15.a.	Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.	<i>Implementation Measure 3.5.2.b.; updated.</i>	The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
Measure 15.b.	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.	<i>Implementation Measure 3.5.2.c.</i>	Any proposed change to the Comprehensive Plan or <u>Zoning Maps</u> <del>or existing zoning</del> that would result in additional trips above that allowed under the <u>City's</u> <del>Ceity's</del> concurrency policies may be denied unless mitigation measures are

<sup>7</sup> RTFP, Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM), p. 11.)



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			identified and provided.
Measure 15.c.		<i>New; complies with state OAR 660-12-0060 (the Transportation Planning Rule)</i>	<u>The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.</u>
Measure 15.d.	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.	<i>Implementation Measure 3.5.1.d.; updated.</i>	<del>All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that t</del> <u>The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.</u>
16.	Promote land use patterns and development standards that support alternatives to the single-occupant vehicle and reduce reliance on the	<i>2003 TSP Policy 8.1.1; related to Policy 3, 2008 Transit Master Plan.<sup>8</sup></i>	<u>Ensure that new development and redevelopment provide connections to transit streets and facilities, providing</u>

<sup>8</sup> RTFP, Title 1, Transit System Design Sec 3.08.120A and B; Title 1, Pedestrian System Design Sec 3.08.130A and B; Note: define transit streets in TSP and code.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	automobile.		<u>protected street crossings and bus stop amenities, if needed.</u>
<b>Agency Coordination</b>			
17.	The City shall continue to work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.	<i>Policy 3.8.1, Comprehensive Plan Transportation Element.</i>	<del>The City shall continue to work</del> Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions <u>and transit agencies</u> to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.
Measure 17.a.	The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.	<i>Implementation Measure 3.8.1.a.; updated.</i>	<del>The City shall advocate</del> <u>Advocate</u> for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, <u>limits</u> <del>frustrate</del> implementation of the City's Transportation Plan.
18.	The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency,	<i>Policy 3.4.2, Comprehensive Plan Transportation Element.</i>	<del>The City will work</del> <u>Work</u> with ODOT, Metro, <u>TriMet, Cherriots</u> , and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.		requirements for concurrency, <u>transit connections</u> , continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.
19.	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, and Metro to provide improvements to regional transportation facilities.	<i>Policy 7.1.1, 2003 TSP.</i>	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, <u>Clackamas and Washington Counties, and Metro, and TriMet and Cherriots</u> to <del>provide improvements</del> <u>to improve</u> regional transportation facilities and services.
Measure 19.a	Consistent with the city's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.	<i>Implementation Measure 3.4.2.a.</i>	Consistent with the city's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road <u>Interchange Management Area</u> (IMA) shall be consistent with planned future transportation projects.
Measure 19.b		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will seek</del> <u>Seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.</u>
Measure 19.c		<i>New; outcome of Planning Commission discussion.</i>	<del>The City will</del> <u>Collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>Regional Trails System Plan Map.</u>
20.		<i>New. Related to Basalt Creek Transportation Refinement Plan.</i>	Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.
21.		<i>New</i>	Recognize the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville, while advocating that any expansion of the airport to consider potential impacts (e.g., noise, pollution, and safety) to Wilsonville neighborhoods, area roadways, I-5 interchanges, agricultural operations, and the environment.
<b>Goods Movement</b>			
22.	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.	<i>Existing Policy 4.2.2, 2003 TSP<sup>9</sup></i>	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from <u>the land uses they serve</u> <del>requiring the use of commercial vehicles/trucks.</del>
23.		<i>New.</i>	<u>Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes.</u> Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.

<sup>9</sup> Complies with Title 1, Freight System Design Sec 3.08.150



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
24.		<i>New.</i>	<u>Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.</u>
25.	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking.	<i>Policy 7.2.1, 2003 TSP<sup>10</sup></i>	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes <u>and consider the potential development of a new port or ports.</u>
26.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP<sup>11</sup></i>	Assist <del>in</del> <u>with</u> efforts to improve the viability of the railroad, <del>not only</del> for freight, <del>but for passenger service as well.</del>
27.	The City will continue to upgrade and/or complete the street network on the west side of I-5, including the Coffee Creek area, to serve the warehousing, distribution, and other industrial uses located there.	<i>Policy 3.4.1, Comprehensive Plan Transportation Element</i>	<del>The City will continue to U</del> <u>upgrade and/or</u> complete the street network on the west side of I-5, including <u>in</u> the Coffee Creek <u>and Basalt Creek</u> areas, to serve the warehousing, distribution, and other industrial uses located there.
28.		<i>New policy needed to reinforce the newly-designated freight routes within Wilsonville.<sup>12</sup></i>	<u>Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only</u>

<sup>10</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40

<sup>11</sup> Passenger rail/service moved to implementation measures under "Active Transportation."

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			toward the City's freight routes.
<b>Public Transit</b>			
29.	Increase public awareness of transit and other transportation options, so that customers can make informed decisions.	<i>Policy 1, 2008 Transit Master Plan; updated.</i>	Increase public awareness of transit and other transportation options, <u>such as walking and bicycling</u> , so that <del>customers</del> <u>individuals</u> can make informed decisions.
30.	Provide service which is coordinated, convenient, comfortable, and safe.	<i>Policy 2, 2008 Transit Master Plan; modified for clarity.</i>	Provide <u>transit</u> service which is coordinated, convenient, comfortable, and safe.
Measure 30.a.	Expand service to meet the demands of a growing population and employment base in Wilsonville.	<i>Policy 4, 2008 Transit Master Plan.</i>	<u>Maintain transit service and expand as necessary</u> to meet the demands of a growing population and employment base in Wilsonville.
Measure 30.b.		<i>New.</i>	<u>Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.</u>
Measure 30.c.		<i>New.</i>	<u>Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.</u>
31.	Create a sense of community ownership of the	<i>Policy 6, 2008 Transit Master Plan;</i>	Create a sense of community ownership of

<sup>12</sup> For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	transit system by encouraging citizen.	<i>policy updated.</i>	the transit system by encouraging citizen involvement <u>in the planning and development of transit facilities and services.</u>
32.		<i>New.</i>	Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing and transit stop <del>amenities amenity decisions.</del>
33.		<i>New.</i>	Guided by a transit-specific public feedback process, provide transit routes throughout the City so that <del>all residents and businesses who desire</del> transit stops <u>service are located within</u> one-quarter mile walking distance from <u>residents and businesses</u> <del>a transit stop.</del>
34.		<i>New.</i>	Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.
35.	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.	<i>Policy 5, 2008 Transit Master Plan; policy updated.</i>	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation <del>systems</del> <u>system</u> management.
36.		<i>New.</i>	<u>Coordinate with other transit districts, including TriMet and Cheriot, to strengthen the efficiency and performance of the Wilsonville transit network.</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
36.a.	Strongly encourage full day and Saturday service for WES.	<i>Implementation Measure 3.3.1.f.; updated.</i>	<del>Strongly encourage</del> Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.
Measure 36.b.	Continue to support the extension of WES to Salem.	<i>Implementation Measure 3.3.1.g.; updated.</i>	<del>Continue to support</del> Advocate for the extension of (WES) to Salem.
<b>Active Transportation: Pedestrians and Bicyclists</b>			
37.	The City shall adopt standards for reducing reliance on single occupant automobile use, particularly during peak periods.	<i>Policy 3.3.1, Comprehensive Plan Transportation Element, updated</i>	<del>The City shall adopt standards for</del> Provide facilities that allow more people to <del>reducing reliance on single occupant automobile use</del> walk and bike, particularly during peak periods. Residents may deem these travel options to provide health and economic benefits.
Measure 37.a.	Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.	<i>Implementation Measure 3.3.1.a.; updated.</i>	<del>Improve the</del> Encourage a balance between housing, employment, and commercial activities within the City so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.
Measure 37.b.	Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.	<i>Implementation Measure 3.3.1.b.</i>	Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.
Measure 37.c.	Continue use of the Planned Development process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.	<i>Implementation Measure 3.3.1.d.; updated.</i>	Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, <del>to</del> walk, <del>to</del> bicycle, and <del>to</del> drive less to meet daily needs.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.d.	Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other.	<i>Implementation Measure 3.3.1.e.; updated.</i>	<del>Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River</del> major drainage courses to the other.
Measure 37.e.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP; updated.</i>	Assist <del>in</del> with efforts to improve the viability of rail for passenger service.
Measure 37.f.	Continue to comply with Metro parking standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.	<i>Implementation Measure 3.3.1.h.; updated.</i>	<del>Continue to comply with Metro parking standards.</del> Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
Measure 37.g.		<i>New.</i> <sup>13</sup>	<u>Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.</u>
Measure 37.h.		<i>New</i>	<u>Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.</u>

<sup>13</sup> RTFP, Title 1, Bicycle System Design Sec 3.08.140; Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 37.i.		<i>New; outcome of Planning Commission discussion</i>	<u>Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.</u>
38.	Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.	<i>Policy 1, 2006 Bicycle and Pedestrian Master Plan; policy updated.</i>	<del>Continue to</del> improve and expand pedestrian and bicycle facilities, <del>as needed</del> throughout the community, with a focus on improved connectivity both within the <del>City</del> and with the <del>Metro</del> Regional <del>Bicycle and trails</del> <u>systems</u> .
39.	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.	<i>Policy 2, 2006 Bicycle and Pedestrian Master Plan.</i>	Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, <u>recreation</u> , employment, and retail centers) and minimize conflicts with other modes of transportation.
40.	Improve pedestrian and bicycle connectivity and amenities to ensure they are viable commuting options.	<i>2003 TSP Policy 8.1.2. Replaced, resulting from Commission discussion.</i>	<u>The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.</u>
41.		<i>New<sup>14</sup></i>	<u>Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.</u>

<sup>14</sup> Complies with RTFP, Title 1, Street System Design Sec 3.08.110G; Title 1, Pedestrian System Design Sec 3.08.130A and B; Title 1, Transit System Design Sec 3.08.120B.



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
42.	Participate in local and regional trip reduction strategies.	2003 TSP Policy 8.1.3. Also relates to Policy 1 and Policy 5, 2008 Transit Master Plan	<u>Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.</u>
<b>Interchange Management Areas</b>			
43.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.	Policy 3.5.3, Comprehensive Plan Transportation Element.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.
	<i>I-5/Wilsonville Road IMA, subject to Interchange Access Master Plan (IAMP)</i>		
Measure 43.a	The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.	Implementation Measure 3.5.3.a, Comprehensive Plan.	<del>The City will require</del> <u>Require</u> future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.
Measure 43.b	Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	Implementation Measure 3.5.3.b, Comprehensive Plan.	<u>Require</u> bicycle and pedestrian connections within the IMA <del>will be required</del> for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.c	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	Implementation Measure 3.5.3.c, Comprehensive Plan.	<u>Implement</u> system operational improvements, including signal synchronization, transportation demand management measures and incident management <del>shall be implemented</del> within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			the interchange.
Measure 43.d	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.d, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.
Measure 43.e	The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.e, Comprehensive Plan.</i>	The City will approve development proposals in the I-5/Wilsonville Road <del>Interchange Management Area</del> {IMA} only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.
Measure 43.f	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.f, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.g	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.	<i>Implementation Measure 3.5.3.g, Comprehensive Plan.</i>	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.
Measure 43.h	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.	<i>Implementation Measure 3.5.3.h, Comprehensive Plan.</i>	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.
Measure 43.i		<i>New.</i>	Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management



	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).
	<i>I-5/Elligsen Road Interchange (no adopted IAMP):</i>		
Measure 43.j	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.	<i>Implementation Measure 3.5.3.i, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.
Measure 43.k	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.j, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure 43.l	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	<i>Implementation Measure 3.5.3.k, Comprehensive Plan.</i>	Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.m	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	<i>Implementation Measure 3.5.3.l, Comprehensive Plan.</i>	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.
Measure 43.n		<i>New.</i>	Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.
<b>Transportation Funding</b>			

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
44.	Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets.	<i>Policy 3.6.2, Comprehensive Plan Transportation Element.</i>	<del>Require each Individual developments shall be responsible for to providing</del> all collector and local streets. <del>However, there may be cases where collector streets are found to</del> unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.
45.	The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.	<i>Policy 3.6.1, Comprehensive Plan Transportation Element; policy updated.</i>	The City <del>is responsible for</del> will planning, scheduling, and coordinating <del>the implementation of</del> all street improvements through the on-going <u>five-year</u> Capital Improvements Plan. A priority is given to eliminating existing <u>gaps</u> and deficiencies and in upgrading the structural quality of the existing arterial system.
Measure 45.a.	Maintenance of the developed City Street System is a public responsibility. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.	<i>Implementation Measure 3.6.1.b.; updated.</i>	<del>Maintenance of the developed City Street System is a public responsibility.</del> The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
Measure 45.b.		<i>New.</i>	The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.
Measure 45.c.	To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.	<i>Policy 3.7.2, Comprehensive Plan Transportation Element; updated.</i>	To <del>insure</del> development of an adequate street system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide



**Attachment D**

	<b>Existing Adopted Policies/ Impl. Msrs.</b>	<b>Source</b>	<b>Proposed 2013 Policies/ Impl. Msrs.</b>
			capacity service.
46.	Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.	<i>Goal 3.7, Comprehensive Plan Transportation Element</i>	<u>M</u> aintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.

<b>Existing policies <u>not</u> to be included in 2013 TSP</b>				
	To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.	<i>Policy 3.2.2, Comprehensive Plan Transportation Element; similar to proposed Policy 2 above.</i>		
	If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.	<i>Policy 3.2.3, Comprehensive Plan Transportation Element; policy captured in Agency Coordination and Interchange Management Areas sections.</i>		
	Continue to plan, schedule, and coordinate all public street improvements through a Capital Improvements Program.	<i>Policy 4.2.1, 2003 TSP; reflected in Comprehensive Plan Policy 3.6.1.</i>		
	Minimize conflicts and facilitate connections between modes of transportation.	<i>Policy 7.3.1, 2003 TSP; reflected in Goals and emphasized in more detail in other policies.</i>		
	Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land division, or limited land use decision, on a roughly proportional bases of the developer's	<i>2003 TSP policy 4.1.2. broad policy intent already included elsewhere</i>		



	impacts to the benefits received.			
	Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.	Policy 4.1.3, 2003 TSP; addressed under related to connectivity.		
	Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.	Policy 4.1.5, 2003 TSP; reflected in Comprehensive Plan Policy 3.5.3. Similar to IAMP policy.		
	Work with ODOT to improve the general community awareness of its access permitting authority.	Policy 4.4.1, 2003 TSP; reflected in proposed Transportation Goals		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from other agencies.	Policy 7.1.2, 2003 TSP		

	Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.	<i>Policy 4, 2006 Bicycle and Pedestrian Master Plan; this will incorporated in to the TSP as a performance measures.</i>		
	<b>Implementation Measures to be Deleted</b>			
	Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).	Comp Plan Implementation Measure 3.2.1.b. Redundant.		
	The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.	Comp Plan (Implementation Measure 3.5.1.c.; Functional Classification System found in the TSP.		
	Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.	Policy 3.1, 2003 TSP; action has been carried out as part of the TSP update.		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to adequately address pedestrian needs.	Comp Plan Implementation Measure 3.3.2.b; too detailed and not necessary to include.		
	Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.	Comp Plan Implementation Measure 3.3.2.c; too detailed and not necessary to include.		



# Attachment D

	Develop a program to implement Intelligent Transportation Systems and tie in with the ODOT I-5 ITS system. ITS projects will be prioritized and included in the Capital Improvement Program.	Policy 4.1.6, 2003 TSP; updated with proposed Implementation Measure 11.a.		
	All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.	Implementation Measure 3.5.2.a; already codified.		
	Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.	Implementation Measure 3.4.1.a; updated TSP will include a system of freight routes.		
	Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.	Implementation Measure 3.3.1.c.; policy intent captured in other implementation measures.		
		Implementation Measure 3.6.1.a.; not necessary.		
		Policy 3, 2008 Transit Master Plan; duplicative.		

**LP13-0004**  
**Transportation Systems Plan Code Amendments**  
**Planning Commission**  
**Index of Distributed Documents**

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**Documents distributed to Planning Commission prior to Public Hearings:**

**March 13, 2013 Work Session**

- Meeting Minutes Excerpt
- Commentary on Proposed TSP Code Amendments
- Proposed Development Code Amendments, Updated March 1, 2013



**PLANNING COMMISSION  
WEDNESDAY, MARCH 13, 2013  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**Approved  
April 10, 2013**

**Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Ray Phelps, Marta McGuire, Peter Hurley, Al Levit, and City Councilor Julie Fitzgerald. Phyllis Millan was absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle, and Jen Massa Smith

**VI. WORK SESSIONS**

**B. TSP Code Amendments (Mangle/APG)**

**Katie Mangle, Long Range Planning Manager**, explained that the draft Transportation System Plan (TSP) Code Amendments did not have to go forward in the TSP package. The Commission could determine whether more time is needed to work on the amendments following tonight's discussion. The TSP projects are implemented through the Capital Improvement Program (CIP) but the proposed Development Code amendments implement the TSP policies or big ideas in private development. The Code amendments would facilitate getting projects done and also address the need for City compliance with regional and state policies. Staff has been collaborating on the draft Code Amendments with Darci Rudzinski of Angelo Planning Group and sought the Commission's input about the current draft.

**Darci Rudzinski, Angelo Planning Group**, overviewed the package of proposed TSP Code Amendments, noting that the Commentary on Proposed TSP Code Amendments document on Page 1 of 30 in the Staff report overviewed the amendments and why they were being proposed. The TSP policies and standards are implemented through the development requirements to bring the Code into better compliance with the Transportation Planning Rule, the State requirements for implementing TSPs locally. The amendments also attempt to reflect some of the new goals and policies of the Regional Transportation Functional Plan, which has more detail than the State plan. Some proposed changes would help clarify or cleanup Code items associated with transportation requirements.

- Also included in the packet was the actual Development Code language formatted to show the proposed and deleted language as well as some of the rest of the text to give context. A table summarized which sections were being amended, as well as the corresponding requirement related to compliance.
- The bulk of the changes regarded general development requirements. The large sections of new text were primarily placeholders that would be completed once the TSP was adopted. Much of that language addressed internal pedestrian circulation.
- Similar to some of the new TSP policies, the amendments focused on the multi modal system. Historically, codes have done a good job making sure roadways and anything within the right of way is planned appropriately and consistently with the TSP, so not many visible changes were proposed there as the Development Code defers to the TSP. For example, Staff or a developer would use the TSP to find requirements regarding the updated cross-sections.



- The new language predominantly addressed some things that have not been in the Code historically.
- She noted Commissioner Levit had provided some comments which might bear some discussion.
- Some comment boxes were left in the draft that were predominantly between those that have been working on the plan. Most were placeholders for Staff and the consultants, many of which had already been addressed but a couple should not be forgotten as this was still a working draft. Although consultants are good at coming up with great model language, they really rely on local staff and commissioners to help them understand how they are implemented locally and where the appropriate language fits appropriately in the Code. It took a bit of back and forth and several drafts to get to the point where the document started to make sense.

Comments and questions regarding the TSP Code Amendments were addressed as follows:

- Using the term "shall" without appropriate contingency plans in place was a concern. It was important to be mindful of using "shalls" when development or other circumstances might make it impractical or simply not cost effective. The concern regarded the fact that alternatives were not being provided for something other than the "shall".
  - Ms. Rudzinski noted Staff has been sensitive to that as well when working on the Code language. There were areas where references to waiver provisions had been provided.
  - While waivers or variance processes might be a solution, but the preference was to avoid locking the City into things that could not be abided by. The Development Review Board often found themselves trying to fit square pegs into round holes simply because there were many "shalls" without a way to bail out on them.
- The definition section of the Development Code included the dimensions for a standard parking space, which is 9 ft by 18 ft. Developers are allowed to increase the standard size if they desire, such as was done at Costco. A compact space had a definition as well. Whether a definition was captured for motorcycle spaces was uncertain, but including such a standard, if available, might be beneficial to accommodate motorcycles and scooters.
  - The City relied on standard architectural practices, rather than setting its own parking space sizes. Reducing the size of compact spaces was discussed with City Council several years ago and was not well received. The revisions that would have resulted in a small reduction in the length of a compact space were rejected. The realization was that car models tend to get larger and almost never become smaller, which was a trend that lead to a reassessment of the proposal to Council.
    - Regardless of the model of car driven, many people believe that parking spaces are far too small because getting in and out of the vehicle was too difficult.
  - Land is expensive and parking standards take up a large amount of land. Having too many compact spaces causes people to be unhappy and results in less people frequenting certain locations. People have said they will not go to certain places in the community because it is too difficult to get in and out.
  - Wilsonville's 9 ft x 18 ft size is large compared to many other city codes, and seldom seen anymore; many cities have 8½ ft wide spaces.

Chair Altman believed addressing the proposed TSP Code amendments should follow fairly closely to the TSP's adoption or there would be implementation problems. He has been troubled for some time that a section in the Development Code directs one to the Comprehensive Plan.

Commissioner Postma suggested the Commission's work on the amendments should follow Council's adoption of the TSP by a month or two because any Council changes could cause further revisions of the Development Code.

The Commission reviewed and provided feedback about the proposed TSP Code Amendments with these key comments:

- Section 4.001 Definitions on Page 9 of 30 included new definitions to explain some of the proposed Code language; one such definition was "cycle track".



- It was recommended that multi modal be added to the section. However, if multi modal is used only in the TSP and not in the Development Code, it should not be defined in here.
- It was unclear whether an "access drive" would be equivalent to or different from an "alley" or if the term "alley" is defined in the Code. If so, the two terms should be differentiated.
- "Bikeway-multiuse pathway", noted on Page 1 of 30, was not defined in the Code draft, but would be defined as "Multiuse pathway".
- The "bikeway" definition included the word "bikeway" to define it. Staff would consider changing this existing language.
- Section 4.012(.02) Public Hearing Notices, the added language of (.02)(A.)(2) was procedural. The City did this anyway, but the language was seen consistently in codes and was advised as it offers comfort to the City's partners that they are also notified when changes are proposed to the transportation system.
  - Providing notice to tenants, not just property owners, was discussed. According to the current Code, the average citizen is not considered part of the City's landscape for noticing purposes. A Code provision should be added about tenants receiving equal consideration with regard to notice.
    - The City regularly goes above and beyond minimum State requirements for notice. The City's radius for notice is 250-ft, while many places are only at 100-ft. The requirement is to send notice to the property owner, but Staff considers the impact of a project and takes the initiative to notice a resident or uses a more generic approach for an apartment building. Consideration for notice was done on project-by-project and planner-by-planner. Currently, the City uses signs on the public right-of-way that give notice to general public.
  - The City uses four methods to post notice, but none of it was in the Development Code. Determining what is or is not a rental property was difficult and cumbersome to track. One way to capture some tenants is to send notice to the local address as well as the registered owner's address.
  - The City's current policy should be reflected in the Development Code.
- Section 4.114 Transportation Facilities in Zoning Districts includes the Significant Resource Overlay Zone (SROZ). A specific exemption category outlines all the various exemptions allowed to occur in a Significant Resource Overlay Zone (SROZ) and construction of roadways and utility work in SROZs are exempt from the regulation.
  - Discussion included whether Old Town was exempt due to the neighborhood's desire to not have sidewalks and curbs, which was addressed in the Old Town Neighborhood Plan. Last year, Staff held a community meeting to look at cross-sections that would be embedded into the Public Works' standards. Staff is proposing to design a rural roadway cross-section without curbs or sidewalks that would include a gravel edge for parking. The curbless section is internal to the residential section of Old Town, not along Boones Ferry Rd
    - Staff would consider whether the exemption needs to be referenced in this Code section.
  - This was a provision to make sure that public facilities are allowed in any zone. In other cities, the zone only extends to the right-of-way. The language states that whatever the type of facility, if it meets the requirements, the facility is allowed in that zone without additional process or land use approval.
- Section 4.125 Intersection Spacing, was unclear about the spacing where collectors connect in intersection. The arterial to arterial spacing made sense, but intersection collectors come between that and it was not clear how that is laid out.
  - This TSP standard was in the Code already and is just being updated to reflect the TSP update.
    - The provision for the adjustments was discussed, but what was missing was the reality that on an arterial, a collector might connect to that arterial in less than one mile, which was not necessarily wanted. Staff would review it.
- Section 4.154 On-Site Pedestrian Access and Circulation
  - The Development Code should require a direct pedestrian connection to the corner when development occurs on a corner property.



- Some type of transition, such as a concrete block, should be used so pedestrians do not have to walk through mud to access the road when the intermediate sidewalk dead ends because the adjacent property is not developed. The Code should make it convenient for the pedestrian.
- The issue was similar to dead end streets and involved offsite site improvements. Staff would consider what could be universally applied as a standard. The challenge was figuring out how to connect a pedestrian facility to something not designed for pedestrians. Requiring someone to lead one down a path toward a street might not be the best option and could potentially be a liability. Staff would consider and work on the issue.
- Section 4.154(.01)(B.) included a "shall" with many different requirements and subparts afterward.
  - This was also tricky because there would be interpretations about what is reasonably direct and convenient. The language came from model code and has been modified and tweaked over the years to fit within the Wilsonville's TSP Code. More flexibility was available than the "shall" might imply as there would be ways to meet the standard without the provision being completely prescriptive.
  - Referencing some method of maximizing the ability to comply with each section would be especially beneficial when speaking with developers. The City should not appear unfriendly to those the City wants to create development in Wilsonville.
  - Removing the numerous requirements and subparts, such as those regarding a reasonably direct and continuous pathway, would result in more dead end streets, no sidewalks and lack of connectivity.
    - Telling the developer to pay for a temporary improvement, such as a connection to a roadway that may not be in a safe place, potentially creates a liability issue. The system needs to have flexibility to avoid certain situations should they arise.
- Ms. Rudzinski clarified the subject section addressed onsite access and circulation. The requirement was to have a safe system. The language was developed so that connections to buildings internal to a site or to transit or a public roadway or right-of-way would not just be perfunctory. If they are not safe or do not make sense, these provisions point to the fact that the connections need to be reasonably direct. Have an internal system that was not logical and did not get pedestrians where they might want to go was not helpful. While wordy, the provision makes internal circulation for pedestrians a reasonable requirement and has some specificity to make it practical, safe, usable and logical.
- However, in some instances, the subparts conflict; continuity might conflict with safety in some situations and then what happens.
  - The Type II Administrative Review was added to the address specific circumstances (Page 22). Cross referencing the provision to waiver sections or other review provisions might address the problem.
  - Reordering Items 4.154(.01)(B.)(2.)(a), (b) and (c) could be to set the priorities. Having (b) "Pedestrian pathways are designed primarily for pedestrian safety..." first would make safety the first criteria to consider, and then (c) "The pathway connects all primary building entrances..." would be second, and (a) regarding reasonably direct pathways, third. Structure the provisions so the order states the priorities as mentioned in first sentence "provide for safe, reasonably direct, and convenient pedestrian access..."
  - Citing the waiver provision would then provide a mechanism to consider that hierarchy.
- The word "shall" provides the flexibility needed and this section is of critical importance in terms of the future transportation system, because some existing developments have significant issues with internal circulation onsite. The language was a great step forward in addressing such circulation for future development.
- The preference was not to remove all "shalls", but "shalls" are an issue when potentially conflicting provisions exist and no contingencies allow for alternatives.
- If "shalls" are used, why allow a waiver, which seems to be a contradiction. Providing a waiver for a "shall" undoes the "shall". Using "should" rather than "shall" ought to be considered because this practice was inconsistent.



- In Section 4.155 General Regulations – Parking, Loading and Bicycle Parking.
  - In Section 4.155(.03)(C.), was at least one ADA accessible parking space required when providing 50 parking spaces or was there an option for more? The City might want to require additional ADA spaces for certain businesses, but would not want to take up too much space either. In terms of policy, would the City want to allow the option for more?
    - Staff would confirm whether the City was implementing the federal ADA standard.
    - As noted by Commissioner Levit, Staff would consider whether something was missing with regard to, "Parking shall be designed for safe and convenient access to building entrances." A citizen had noted that the ADA parking spot at LA Fitness is quite a distance from the entrance. Adding more language to be more specific about where to locate ADA spaces made sense and Staff would look into that.
  - Section 4.155(.03)(A.)(3.), Staff confirmed the provision regarded private drives internal to a development.
    - Creating more of a street-like system rather than typical parking lot driving lanes would improve areas like the Town Center should it redevelop.
      - The Town Center was not the best example because a three-acre parking lot was not desired there. The provision regarded three-acre industrial-like parking lots and treating the access way like the through route it is and defining where cars go and people walk or bike.
      - Something similar was done at Argyle Square, which was a terrible place to walk and drive.
    - The language, "street-like features" was unclear; including graphic examples might provide further explanation. The idea seemed to emphasize pedestrian flow versus just straight parking and drive lanes.
  - Section 4.155(.04)(B.)(1)(b)(i) regarded automobile parking and was one of three possible triggers.
  - Section 4.155(.04)(B.)(1)(c) regarded accessory building, which is defined in the Code definitions under accessory building or use. The provision used standard planning language.
    - The Commission discussed what buildings are considered to be accessory or primary buildings. Mentor Graphics communications building was an accessory building to the main campus building. The Jory Trail Apartment Complex is the primary building and the club house would be an accessory-use building. Parking garages are clearly accessory buildings.
  - In Section 4.155(.04)(C.)(1)(d) the language "or other obstruction" should be added.
    - Language regarding long term bike parking geared toward employees versus short term bike parking should be made clearer. For example, people would not go to Rockwell Collins on a short term basis, so providing Code language regarding office building-type environments would be beneficial. Covered bicycle parking should be provided to the side of the building rather than right at the front door, resulting in more parking for the company, while not tripping up pedestrians. At Goodwill, parking was provided in the rear for employees and also in front for patrons/visitors.
    - Covered bike parking or possibly lockers should be provided for employees, leaving the front bike spaces for the coming and going patrons/visitors.
      - In Section 4.155(.04)(C.)(2), the duplicate (a) on Page 14 of 30 required that bike parking be within 100-ft of an entrance that would be used by intended users.
  - Section 4.155(.04)(C.)(1) states, "bicycle parking shall meet" and subsection (b) states, "Locate within 30-ft of main entrance to the building or inside a building." Some reference to the waiver section might be needed for some semblance of flexibility.
  - Purpose sections seem to invite additional understandings of definitions, rather than what is in the definition section. Substantially trimming the purpose section was suggested, placing the definitions in Section 4.155(.04)(C.) in the front along with the small purpose sections. Give the definition and then address the requirements and standards following that. Structurally, it would eliminate excess language which could be an invitation for unwanted interpretations. Combining Section



4.155(.04)(C.) with Section 4.155(.04)(A.) and then proceeding to the requirements was the suggestion.

- While new language was available defining the standards for long term bicycle parking, Section 4.155(.04) Bicycle Parking was structured the same as the Village Zone. The purpose, general provisions and bicycle parking standards were all in the Village section of the Code for the Village Zone, which might be why it reads differently. Changing the structure of Section 4.155(.04) would result in changes to the Village Zone. The purpose statement, in working to describe what was happening in Villebois, may have been expeditious at the time those amendments were made. Keeping Wilsonville's Code updated in a coordinated comprehensive way was difficult.
- This section was modeled off of an existing Code section. That needs to be kept in mind and it would be looked at again. Changing the purpose statement and the definitions to a definitions section could be done. Having the general provisions before the specific short term/long term provisions made sense.
- Staff has struggled with the new concept of long-term bicycle parking. Bicycle parking standards and codes have existed in the Metro area for a while, but this refinement was new, and while it seemed to bear explanation, not including that explanation in the Code made sense.
- The intent of the purpose statement was that it applied to the intended user, such as how the spaces would be used or who they would be used by, whether long or short term, and then it speaks to where they are located because that makes a difference.
- Section 4.155(.04)(C.)(2) on Page 14 included two letter (a)s; however both (a)s might be incompatible.
  - The required number of short-term bicycle spaces was provided in the table. Of those requirements, 50% of the total must be long term as described and referenced under Section 4.155(.04)(B.)(1)(b).
  - Concern was expressed about the security of bike parking 100 ft away but the options to provide lockers or a detached bike garage were available.
- Table 5 Parking Standards on Page 15 of 30 had only two changes. The first set a minimum of two bicycle spaces for apartment buildings in the first line; otherwise the number standards start at nine units. The bicycle parking minimum was also changed for churches on Page 16 of 20.
- Section 4.155(.045) on Page 20 of 30 should include an option for smaller facilities that do not require a loading dock. Smaller facilities do not use truck docks at all; offices have UPS type deliveries. A recently approved fast food restaurant was approved where the delivery trucks park in the drive lane and work around parking for a short period of time. Offering a clear option for situations where a truck dock is not needed would be beneficial.
  - Adding the Type II adjustment option was helpful.
- Section 4.155(.045)(B.) on Page 21 of 30 regarded exceptions and adjustments specific to off street loading. The required off street loading language included an option of not having to provide that physical space onsite, but rather to use the right-of-way for loading.
- Section 4.155(.06) included two subsection (B.)s. The second subsection (B.) did not provide an option for short-term visitor parking closest to the door. Concern was expressed about a building owner balking at that or trying to do something different. While premium carpool and vanpool parking was encouraged, flexibility should be available for building owners.
  - The phrase "employee, student or commuter" is not intended to exclude visitors, so a clarification would be made.
- Section 4.155(.07)(B.). Electric vehicle charging stations are to be encouraged, but reducing the parking that might be needed for a site by 10% was questioned. Ways should be found to encourage electric vehicle charging without congesting parking lots. Having a charging station would not reduce the number of other cars. Typically, parking is reduced where transit exists because fewer cars are expected. Subsection (B.) did not make sense, but Subsection (A.) was fine.
  - Section 4.155(.07) (A.) was included partially because only a certain amount of space is available for parking and providing a transit option like a bus stop would reduce that total area. In addition,



amenities were being provided that would encourage a different mode of transportation. The language was incentivizing people to charge vehicles.

- The electric vehicle charging station still requires a parking space. It did not make sense to reduce parking for one electric vehicle station and penalize another person without a parking space.
  - Developers might install the charging stations because the incentive to the developer is to reduce the cost of providing more physical parking. It is incentivizing providing a charging station even if there is no direct correlation to minimizing people driving to the site.
- Incentivizing electric vehicles over other forms of transportation was questioned and involved a more philosophical discussion, but it did reflect the TSP and regional goals to reduce vehicle miles traveled, greenhouse gas emissions, etc. A correlation does exist and the provision creates an opportunity for a different type of amenity, as well as encouraging people to use it. If the charging station is there, people would be thinking about it and it would be convenient so they might purchase a hybrid electric car.
- State requirements would begin to require local governments to address greenhouse gas emissions reductions, which will be addressed, in part, through transportation planning, so this was an opportunity to get a head start on that.
- As written, Section 4.155(.07) would provide no incentive for redevelopment if the parking lot had more than the minimum number of parking spots for the intended use and either (A.) or (B.) occurred. The minimum parking requirement could be reduced by 10% and the project could still have more than the minimum requirement. No net gain would be realized as far as the Code is concerned.
  - If a larger building or another pad site is planned that could not be done because of parking requirements, this might offer more flexibility to create more spaces.
  - The incentive was only one angle of looking at the provision, the other was how to deal with new charging stations in existing parking lots, and whether a site design review was needed to modify the parking site plan to put the facility in. The current Code was not clear about how that would count against their parking ratio.
  - Rather than framing this as an incentive, perhaps there as a better way for addressing the issue. Encouraging private and public citing of alternative fueling stations is a TSP policy, and this was one ways to allow for it. In that case, it belonged under (.07), but maybe not under the reduction.
  - Another approach would be to allow existing parking lots to add electric charging stations without a re-review of parking standards, minimums and maximums, parking space locations or bike parking as long as an electrical permit is acquired. The City should penalize someone wanting to install electric charging stations if nothing else is changed.
    - This would be almost like an exemption, which made sense and would be a more direct way to address it.
- Section 4.177 Street Improvement Standards. Section 4.177(.02) referenced the TSP for the actual widths so the flexibility in the TSP is implemented through the Development Code.
  - Section 4.177(.02)(A.)(1) was a big piece that had been missing in the Town Center in particular, because no connection exists between Frye's and the theater so one has to go back out onto the street to get across the lot. Adding a provision for cross easements was important.
    - There was no (A.)(2); perhaps (A.)(1) should be numbered accordingly.
- Section 4.177(.05) on Page 24 of 30, Public Works' standards would dictate the construction of the multiuse pathways and whether they were to be paved, though it was not stated directly. Staff was working to separate the onsite improvements and right-of-way improvements currently combined in the current Code. This provision addressed facilities in the public rights-of-way and the responsibility of private development in the right-of-way when the improvements could not be accommodated. For example, if a pedestrian/bicycle connection was still needed, it could be separated from the roadway.
  - Although the definition was not clear about whether multiuse paths needed to be paved, Ms. Rudzinski believed they would be because they are supposed to function as if they were in the public right-of-way.

- Section 4.177(.06) Transit Improvements had some typos that needed to be addressed.
  - Adding "to" the second line of Section 4.177(.06)(A.) to state, "provide improvements as described in this section ~~to~~ any bus stop," should clarify any confusion regarding the proximity of bus stops.
    - Major transit streets and major transit stops are defined, so it was not every street or every bus stop.
    - The Transit Director can decide whether a connection or stop is required, which would tie it all back together.
  - The missing item (2) in Section 4.177(.06)(B.) was inadvertently placed under Section 4.177(.06)(E.) and would be corrected.
- Section 4.177(.07) regarding residential private access drives and Section 4.177(.08) regarding access drives and travel lanes needed clarification regarding whether alleys were included.
- Section 4.177(.11) on Page 27 of 30 might incorrectly reference subsections (.05) and (.06). Staff would confirm the correct references were included.
- Section 4.178 on Page 27 of 30 had been moved and modified, it was not deleted.

Ms. Mangle thanked the Commission for their detailed and philosophical comments and questions. Staff would continue working on the draft and return for another work session. She confirmed that the Commission was comfortable getting the TSP Code amendments done soon after the adoption of the TSP to allow time for any needed changes from Council. The best available draft would become an appendix of the TSP because it was important to make findings on compliance headed in that direction. The draft would just be an appendix, not adopted as ordinance. Staff would return to the Commission with it so Council could see it in that form.



## **Commentary on Proposed TSP Code Amendments**

The purpose of this document is to explain the changes proposed in the accompanying draft of amendments to the Development Code.

### **Administration (Chapter 4, Sections 4.000-4.035)**

#### **Section 4.001 Definitions.**

Amendments are proposed to the following definitions:

- new definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track", and "through zone"
- Definition modifications are proposed for: "access control strip," as requested by the County surveyor,
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "bikeway - multiuse pathway"

#### **Section 4.012. Public Hearing Notices.**

Proposed modifications to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

### **Zoning (Chapter 4, Sections 4.100-4.141)**

#### **Section 4.114      Transportation Facilities in Zoning Districts. *(New Section)***

The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed text largely codifies existing City practice but ostensibly clarifies and simplifies the land use approval process by identifying what types of transportation improvements are allowed outright, without additional land use approval. A "blanket" allowance in Section 4.114 is proposed so that permitted use lists in every base zone do not have to be modified. **Section 4.125(.09) Street and Access Improvement Standards**

These proposed changes to the Village Zone street and access standards reflect standards and functional classifications proposed in the updated TSP.

**General Development Regulations (Chapter 4, Sections 4.154 – 4.199)**

**Section 4.154. (.01) On-site Pedestrian Access and Circulation.** *Related to (draft) Transportation Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42*

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. This increases the connectivity and viability of transportation options in the city. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems).

**Section 4.155. Parking, Loading and Bicycle Parking.** *Related to (draft) Transportation Policies 14, 37, and 42; also see Transportation Demand Management (TDM) in draft TSP Chapter 6*

A proposed provision under (.03) Minimum and Maximum Off-Street Parking Requirements, the proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around. A minor, more procedural amendment under this same subsection would exempt structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).

**Section (.04) Bicycle Parking** is a new section that borrows its purpose statement and bicycle parking standards from existing Village Zone requirements in the City code (Section 4.125.07.D). Based on City of Milwaukie code, 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions, rather than having to provide individual requirements for the number of long-term spaces by use. Long-term



bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed use. The new bicycle parking standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

#### **(.05) Minimum Off-Street Loading Requirements**

The current policy is revised (existing Section (.04), renumbered to (.05)) to include a new provision allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and mixed-use areas.

#### **(.06) Carpool and Vanpool Parking Requirements**

This new Section would require that there be parking spaces identified as reserved for employee, student, and commuter use for new office and industrial developments (those with 75 or more parking spaces), and new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking. These proposed requirements include locating the carpool/vanpool spaces closest to the main employee, student or commuter entrance of the proposed building(s). This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. The language of this section is from model code for complying with state Transportation Planning Rule section 0045(4).

#### **(.07) Parking Area Redevelopment**

This new Section encourages addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

**Section 4.177. Street Improvement Standards**

Changes to this section make it clearer when the street improvement standards apply and include a reference in Section (.02) to street standards in the TSP. New sections (.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178. New Section (.06) Transit Improvements is a new set of requirements that implement the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR.

New Sections (.09), (.10), and (.11) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management. Section (.09) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

The amendments would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

**Section 4.178. Sidewalk and Pathway Standards.**

The proposed deletion of text under this section is administrative. This section has been incorporated into Section 4.177 .

**Section 4.197. Zone Changes and Amendments To This Code - Procedures Related to (draft) Transportation Policy 17**

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.



**Site Design Review (Chapter 4, Sections 4.400 - 4.450)**

**Section 4.236. General Requirements - Streets. *Related to (draft) Transportation Policy 10***

Modifications under subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Proposed language is similar to (new) Section 4.167(.04)(B) addressing street connectivity. Posting a stub street is a formal way of informing the community, in particular existing and future residents in the vicinity, that a connected street system is planned for this area. The amendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.

This document provides draft implementing ordinances in support of adopting the draft Wilsonville Transportation System Plan. The following includes proposed amendments to the City of Wilsonville Development Code to update City requirements for consistency with the Regional Transportation Functional Plan (RTFP) and State Transportation Planning Rule (TPR). Findings of compliance with these requirements are presented in table-format and are included as Appendix \_\_\_\_ in the draft TSP.

The proposed amendments are outlined in Table 1, with references to corresponding RTFP and TPR requirements. Following the table, draft code language is presented in adoption-ready format; the draft amendments are numbered consistent with the structure of the Development Code and proposed new language is underlined and recommended deletions are ~~struck through~~. In some cases adopting proposed new text will require re-numbering or re-lettering of subsequent Development Code subsections.

*Note: In addition to the proposed amended sections specified in this memorandum, the entire Development Code should be reviewed to ensure correct identification of all references pertaining to new or revised text related to the implementation of the updated Transportation System Plan.*

**Table 1: Summary of Proposed Development Code Amendments and Corresponding Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) References**

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION</b>	
1.	<b>Section 4.001 Definitions.</b> Definitions of access control strip modified. Definitions under bikeway modified to remove bike/pedestrian path and add cycle track. New definitions for major transit stop, major transit street, multiuse pathway, and through zone added.	<b>Title 1, Street System Design Sec 3.08.110B Title 4, Parking Management Sec 3.08.410</b>
2.	<b>Section 4.012. Public Hearing Notices.</b> New text in subsection (.02) Mailed Notice for Quasi-Judicial Hearings includes noticing governmental agencies potentially impacted by a local decision.	<b>OAR 660-12-0045(1)(c)</b>
	<b>CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING</b>	
3.	<b>(New) Section 4.114 Transportation Facilities in Zoning Districts.</b> New text identifies the types of transportation facilities allowed outright in all zones.	<b>OAR 660-12-0045(1)(b)</b>
4.	<b>Section 4.125(.09) Street and Access Improvement Standards</b> Update Village Zone standards to coordinate with new street classifications and spacing standards in TSP.	<b>TSP consistency</b>



	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	<b>CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS</b>	
5.	<b>Section 4.154. On-site Pedestrian Access and Circulation.</b> New section (.01) On-site Pedestrian Access and Circulation; text modified from State's <i>Model Development Code for Small Cities</i> .	<b>Title 1, Pedestrian System Design Sec 3.08.130C (on-site pedestrian systems)</b>
6.	<b>Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.</b> Modified Section (.03), Parking Requirements, to include parking location and street features for lots over 3 acres and to exempt structured parking and on-street parking from parking maximums. Proposed renumbering of existing text. New Section (.04), Bicycle Parking, to address quantity, location, and design of short term and long term bicycle parking. New Section (0.5)B Exceptions and Adjustments to allow approval of loading areas adjacent to or within a street right-of-way if specific conditions exist. New Section (.06) Carpool and Vanpool Parking Requirements to include provisions for preferential location of carpool and vanpool parking New Section (.07) Parking Area Redevelopment to allow for the redevelopment of existing parking areas in order to accommodate or provide transit-related amenities or electric vehicle charging stations.	<b>Title 4, Parking Management Sec 3.08.410 OAR 660-12-0045(4)</b>
7.	<b>Section 4.177. Street Improvement Standards.</b> New introduction language; New Section (.01) clarifies applicability and compliance requirements. New Section (.02) Street Design Standards includes existing language and a new reference to the street standards in the TSP. Existing requirements for sidewalks have been moved. Added text to existing Subsection D includes a (new) requirement to post notification of a street extension. New Sections (.03), (.04), and (.05) feature text modified from existing Section 4.178 Sidewalk and Pathway Standards. New Section (.06) Transit Improvements includes requirements consistent with Transit Master Plan implementation measures. Section (.08) Access Drives and Travel Lanes is relocated from Section 4.177.01.E. New Sections (.09), (.10), and (.11) address access and driveway development standards and intersection spacing standards, as well as exception and adjustment procedures.	<b>Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110G Title 1, Transit System Design Sec 3.08.120B(2) OAR 660-012-0045</b>
8.	<b>Section 4.178. Sidewalk and Pathway Standards.</b> Recommended deletion of Section; text proposed as part of	

	<b>Proposed Development Code Amendments</b>	<b>RTFP and/or TPR Requirements</b>
	(new) Section 4.177.03, .04, and .05.	
<b>9.</b>	<b>Section 4.197. Zone Changes and Amendments To This Code – Procedures.</b> Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	<b>OAR 660-12-0060</b>
	<b>CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS</b>	
<b>10.</b>	<b>Section 4.236. General Requirements - Streets.</b> Added text in (.07) reflects a (new) requirement to post notification of a street extension.	<b>Title 1, Street System Design Sec 3.08.110B</b>



**Section 4.001 Definitions.**

4. Access Control Strip Restriction: A reserve area established adjacent to and paralleling a half street improvement or across the end of a street that is to be extended in the future to ~~insure~~ ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

*[New number/renumbering needed.]* 32. Bikeway: Bikeway is a general term used to describe any type of travel way that is designated for use by bicycles. Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

B. Bike / Pedestrian Path: ~~A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

BC. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.

CD. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

DE. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must "rejoin" the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

*[New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

*[New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

*[New number/renumbering needed.]* Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

*[New number/renumbering needed.]* Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

**Comment [S1]:** Bikeway is defined in existing City code definitions (#32). A definition for cycle track has been added; it is based on ODOT's 2011 Bicycle and Pedestrian Design Guide.

**Comment [S2]:** Keep this pathway as is (reserved for ped use only) and add a definition for multi-use path (above).

**Section 4.012. Public Hearing Notices.**

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
  - A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:  
~~have~~
    - 1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
    - 2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies. At a minimum, the Planning Director shall notify the road authority if different than the City of Wilsonville. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
  - B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
  - C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
  - D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

**4.114 Transportation Facilities in Zoning Districts.**

For the purposes of providing needed public services, transportation facilities shall be permitted outright in City zoning districts. Transportation facilities shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within public rights-of-ways controlled by a public agency, consistent with the City TSP.

**Section 4.125(.09) Street and Access Improvement Standards**

- (.09) Street and Access Improvement Standards
  - A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:



## 2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
  - i. ~~4000 ft.~~ 1 mile for major arterials
  - ii. ~~600 ft.~~ 1 mile for minor arterials
  - iii. ~~1,3200 ft.~~ for major collectors
  - iv. ~~50300 ft.~~ for minor collector local streets

**Section 4.154. Bicycle, Pedestrian and Transit Facilities. On-site Pedestrian Access and Circulation.**

*NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.*

**(.01) On-site Pedestrian Access and Circulation**

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
  - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
  - 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
    - a. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;
    - b. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning it is free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations.
    - c. The pathway connects to all primary building entrances and is consistent with the Americans With Disabilities Act requirements.
    - d. All parking lots in excess of two hundred (200) parking spaces shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155.03.B.3.
  - 3. Vehicle/Pathway Separation.  
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.

**Comment [MK3]:** Allow this to be eligible for waiver

4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Pedestrian trails may have a gravel, wood chip, or sawdust surface if not intended for all weather use.
6. All pathways shall be clearly marked with standard signs.

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

(.01) Purpose:

[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
  1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
  2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
  1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
  2. To the greatest extent possible, separate vehicle and pedestrian traffic.
  3. Parking lots more than three acres in size shall provide street-like features along private drives, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- C. ~~4.~~ Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces, provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. ~~5.~~ Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. ~~6.~~ In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.



F. 7. On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

(.04) Bicycle Parking:

A. Purpose: Bicycle parking is required for most use categories to provide safe and convenient places to park bicycles for short and long stays.

1. Short-term bicycle parking is intended to encourage shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Long-term bicycle parking is intended to provide employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.

B. General Provisions

1. Required Bicycle Parking:

- a. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
- b. A minimum of 50 percent of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
  - i. When 10% or more of vehicle parking is covered.
  - ii. If more than four (4) bicycle parking spaces are required.
  - iii. Multifamily residential development with nine or more units.
- c. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
- d. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.

C. Bicycle Parking Standards:

1. Short-term bicycle parking. Required short-term bicycle parking shall meet the following standards:
  - a. Provide lockers or racks that meet the standards of this section.
  - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
  - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.
  - d. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle and must provide enough space between the rack and a building to use the rack properly.

- e. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way
- 2. Long-term bicycle parking. Required long-term bicycle parking shall meet the following standards:
  - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
  - a. Locate the space within 100 feet of the entrance that will be used by the intended users.
  - b. At least 50 percent of the spaces shall be covered.
- 3. Bicycle Lockers, Racks and Cover (Weather Protection):
  - a. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
  - b. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.



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Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

**TABLE 5: PARKING STANDARDS**

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>a. Residential</b>			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
2. Apartments of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm)	No Limit	1 per D.U.
3. Manufactured or mobile home park	2 spaces/unit	No Limit	1 per D.U.
4. Manufactured or mobile home subdivision	1 per D.U.	No Limit	1 per D.U.
<b>b. Commercial Residential</b>			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.	No Limit	1 per 20 parking spaces Min. of 2
<b>c. Institutions</b>			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
<b>d. Places of Public Assembly</b>			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	<del>1 per 50 seats</del> 1 per 10,000 sq ft Min. of 2
2. Library, reading room, museum, art gallery	2.5 per 1000 sq. ft.	No Limit	1 per 1000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 <sup>nd</sup> grade)



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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
			K – 2 <sup>nd</sup> grade: 1 per 3500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6 College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7 Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes, Min. of 2
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1000 sq. ft.	6.5 per 1000- sq. ft.	1 per 4000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1000 sq. ft.	1.5 per 1000 sq. ft.	1 per court Min. of 2
<b>e. Commercial</b>			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1500 sq. ft. gross floor area or less	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
2. Commercial retail, 1501 sq. ft. or more	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000sq. ft. Min. of 2

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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Service or repair shops	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000sq. ft. Min. of 2
5. Office or flex space (except medical and dental)	2.7 per 1000 sq. ft.	4.1 per 1000 sq. ft.	1 per 5000sq. ft. Min. of 2
Bank with drive-thru	4.3 per 1000 sq. ft.	6.5 per 1000 sq. ft.	
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments	15.3 per 1000 sq. ft.	23 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 4
Fast food (with drive-thru)	9.9 per 1000 sq. ft.	14.9 per 1000 sq. ft.	
Other			
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2



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USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>f. Industrial</b>			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1000 sq. ft.	.5 per 1000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
<b>g. Park &amp; Ride or Transit Parking</b>	As needed	No Limit	10 per acre, with 50% in lockable enclosures

**Comment [MK4]:** For further discussion: Need standards for parks & sports

**(.045) Minimum Off-Street Loading Requirements:**

- A. Every building that is erected or structurally altered to increase the floor area, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths on the basis of minimum requirements as follows:

1. Commercial, industrial, and public utility uses which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following tables:

Square feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use which has a gross floor area of 30,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

Square feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

3. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.
4. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if



elimination would result in less space than is required to adequately handle the needs of the particular use.

5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

**B. Exceptions and Adjustments.**

1. The Planning Director or Development Review Board, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
  - a. Are short in duration (i.e., less than one hour);
  - b. Are infrequent (less than three operations daily);
  - c. Do not obstruct traffic during peak traffic hours;
  - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
  - e. Are acceptable to the applicable roadway authority.

**(.06) Carpool and Vanpool Parking Requirements:**

- A. Carpool and vanpool parking spaces shall be identified for the following uses: new commercial and industrial developments with seventy-five (75) or more parking spaces, new institutional or public assembly uses, and transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- B. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of handicapped parking spaces.
- C. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**(.07) Parking Area Redevelopment**

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified for the following:

- A. To accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.
- B. To accommodate and provide one or more electric vehicle charging stations.

**Section 4.177. Street Improvement Standards.**

*Note: This section is expected to be revised after the completion of the Transportation Systems Plan.*

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

**Comment [MK5]:** Q for APAG: is this required? We will need to explain where this comes from

**Comment [d6]:** Model code language to address TPR -0045 (4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:  
d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

**Comment [MK7]:** APG: Is this an outright allowance?

**Comment [d8]:** Note that this provision was originally drafted to provide for transit: -0045(4)(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, or similar facilities, where appropriate;

**Comment [MK9]:** APG: Add similar provision allowing electronic charging stations to be added

**Comment [S10]:** Since the heart of changes to this section occur in the amendments originally proposed below in subsections (.05), (.06), and (.07) but are now proposed for addition to Section 4.17, we suggest not proposing any amendments to Section 4.167.

(.01) ~~Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10]~~ Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan. Development shall provide transportation improvements and mitigation at the time of development in rough proportion to the potential impacts of the development except as waived by the City Engineer or Development Review Board.

(.02) Street Design Standards

- A. ~~All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.~~
  - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The Engineering Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table x of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
  - 1. ~~Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
  - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
  - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
  - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac



design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right of way, construction within the right of way shall be in conformance to the Public Works Standards.~~

F. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
  - a. Light and utility poles with a diameter less than 12 inches.
  - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
  - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
  - d. Official warning or street sign.
  - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

G. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

H. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Planning Commission, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.

2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the Engineering Director.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the Engineering Director. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the Engineering Director will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements



- A. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section any bus stop located along the site's frontage, unless waived by the Community Development Director. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- B. Development shall at a minimum provide:
  - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
  - 3. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- C. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
- D. In addition to the requirements of 4.154.03.B.3, development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- E. In addition to the requirements of 4.154.03.B. and C., development generating more than 500 pm peak-hour trips on major transit streets shall to provide on-site circulation to accommodate transit service.

**Comment [MK11]:** APG notes: 20 ft max setback limit isn't included in this list. This conflicts with the 30' front setback in the Industrial zone. It required for the city to adopt this standard everywhere? Delete. Could add to Stage II or Site Design Review considerations if this standard is important to add somewhere.

**(.027) Residential Private Access Drives shall meet the following standards:**

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
  - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
  - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.01) G. of this Section.

[Section 4.177(.02) added by Ord. 682, 9/1/10]

**(.08). Access Drives and Travel Lanes.**

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- D. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- E. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.
- (.09) Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following development standards:
  - A. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street;
  - B. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns;
  - C. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s);
  - D. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider;
  - E. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street;
  - F. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way;
  - G. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians;
  - H. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site;
  - I. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings;



- J. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards;
  - K. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets;
  - L. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway:
    - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
    - 2. Intersects with an existing or planned arterial or collector street; or
    - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- (.10) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
  - B. Minimum and maximum intersection spacing standards are provided in Table x.
- (.11) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.05) and (.06) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

**Section 4.178. Sidewalk and Pathway Standards.**

- (.01) Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.
- (.02) Pathways
- A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:

1. Bike lane.

2. Shoulder bikeway.

3. Shared roadway.

B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.

C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.

D. All pathways shall be clearly posted with standard bikeway signs.

E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.

~~(.03)~~ Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.

~~(.04)~~ Pathway Clearance.

A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]

#### **Section 4.197. Zone Changes and Amendments To This Code – Procedures.**

(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:

- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
- B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
  1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
  2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
  3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
  4. The amendment is in compliance with applicable Statewide Land Use Planning Goals and related administrative rules; and
4. 5. If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.

(.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:



- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
- B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
- C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
- D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. If required, a Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

**Section 4.236. General Requirements - Streets.**

- (.01) Conformity to the Master Plan or Map: Land divisions shall conform to and be in harmony with the Transportation Master Plan (Transportation Systems Plan), the

Bicycle and Pedestrian Master Plan, the Parks and Recreation Master Plan, the Official Plan or Map and especially to the Master Street Plan.

(.02) Relation to Adjoining Street System.

[...]

(.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.

(.04) Creation of Easements: [...]

(.05) Topography: [...]

(.06) Reserve Strips: [...]

(.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.







AIRD TED & JOYCE, 7250 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 AKERVALL JAN A & KRISTIN M, 10780 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 AL KADER SHRINE TEMPLE AAONMS, 8651 SW SALISH LN, WILSONVILLE, OR 97070  
 AL KADER SHRINE TEMPLE AAONMS, 4949 SW MACADAM STE I, PORTLAND, OR 97239-3912  
 ALBERTS RICHARD S & HALEY D, 30740 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 ALBRIGHT CORY & RENADA, 29184 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 ALDRICH MITCH, 8595 SW MIAMI, WILSONVILLE, OR 97070-9798  
 ALDRICH RICHARD E, 10875 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ALDRICH STEPHANIE C, 56935 BESSON RD, BEND, OR 97707-2079  
 ALEXANDER DIANA K, 10589 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 ALEXANDER ERIC J & KELLY M, 28341 SW MORGAN CT, WILSONVILLE, OR 97070-6796  
 ALEXANDER GARRETT A & ERICA E, 29545 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 ALEXANDER KAREN E, 28980 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 ALEXANDER ROBERT A & TINA A, 28630 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 ALEXANDER VINCENT P TRUSTEE, 29611 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 AL-JARWAN AHMED RASHID, 11236 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 ALLEN ALLIE N, 29291 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 ALLEN DAVID & HOLLY, 30895 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6764  
 ALLEN DAVID T & DEBRA R, 11591 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 ALLEN EVELYN L, 32305 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 ALLEN JAMES M, 31077 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 ALLGOOD JOHN E & CHRISTINE M, 10899 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 ALLIANCE TAX ADVISORS, 433 E LAS COLINAS BLVD STE 980, IRVING, TX 75039-5513  
 ALLISON JAMES WILLIAM & LISA, MARIE7045 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 ALLISON JOHN DARREL, 7773 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 ALMQUIST KATHY A, 30406 SW RUTH ST UNIT 80, WILSONVILLE, OR 97070-6678  
 ALTGELT RUDOLPH E TRUSTEE, 8535 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8446  
 ALTON ROBERT C CO-TRUSTEE, 7228 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 ALVARADO GRACIELA, 10470 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 ALVAREZ CATHERINE S CO-TRUSTEE, 31415 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 ALVERSON CHRISTINA A & JEFFREY N, 10530 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 ALWEN JANE WESTBROOK, 32205 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 ALWEN JOHN S TRUSTEE, 7208 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 AMERICAN LEGION DEPT OF OR, PO BOX 1730, WILSONVILLE, OR 97070-1730  
 AMMANN MARY M, PO BOX 1250, WILSONVILLE, OR 97070-1250  
 AMUNDSON ARLO K & JOYCE B, 32545 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 ANCELL RUSSELL M TRUSTEE, 7210 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 ANDERSEN LARRY E, 102 DICKINSON ST, PHILADELPHIA, PA 19147-6108  
 ANDERSEN NANCY S, 10669 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 ANDERSEN ROBERT L TRUSTEE, 28516 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 ANDERSON BRUCE C, 6177 SE TAYLOR CT, PORTLAND, OR 97215-2827  
 ANDERSON DELORES JACKELINE, 27146 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 ANDERSON DONALD & JANET, 7530 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 ANDERSON ERIC J & GEORGIA, 7528 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 ANDERSON ERIK F & JILL C, 28571 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 ANDERSON EVA M, 7875 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 ANDERSON GARY C & LINDA J, 7005 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 ANDERSON GEORGE F TRUSTEE, 32100 SW FRENCH PRAIRIE DR 106, WILSONVILLE, OR 97070  
 ANDERSON GEORGIANNE E, 11120 SW DAVOS LN, WILSONVILLE, OR 97070-3100  
 ANDERSON GROUP INC, 9500 SW BOECKMAN RD, WILSONVILLE, OR 97070-9207  
 ANDERSON JAMES V, 28711 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 ANDERSON JASON L, 7661 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 ANDERSON JAY R & SUSAN N, 32200 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 ANDERSON LEE H & BARBARA J, 8250 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 ANDERSON LEONARD WILLIAM TRUSTEE, 31903 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 ANDERSON LESLIE E, 11307 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 ANDERSON MARIA J & DANNY H, 10857 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ANDERSON MARILYN J, 32220 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 ANDERSON MARK E & LISA M, 29620 SW VOLLEY ST UNIT 48, WILSONVILLE, OR 97070-6577  
 ANDERSON ROBERT B TRUSTEE, 8422 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 ANDERSON ROBERT D & BARBARA A, 8024 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 ANDERSON ROBERT N TRUSTEE, PO BOX 1049, TUALATIN, OR 97062-1049  
 ANDERSON STEPHEN F & BORGNY A, 8590 SW MIAMI, WILSONVILLE, OR 97070-9798  
 ANDRE JEFFREY A, 31050 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 ANDREWS JOHN R & JEAN L GAUMER, 31025 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414



ANDREWS JOSEPH R TRUSTEE, 28048 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 ANDRUS ROBYN J, 32080 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 ANDUIN TERRACE LLC, 16615 MAPLE CIR, LAKE OSWEGO, OR 97034-5625  
 ANGEL JOSEPH W II, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 ANNESTRAND STIG A TRUSTEE, 32461 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 ANNIS DONNA GRAVILLE TRUSTEE, 32532 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 ANSLEY GREGORY H & KEIKO K, 29856 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 ANTHONY THERESA ANN & LANE WILCOX, 28549 SW ASH MEADOWS BLVD UNIT 1, WILSONVILLE, OR 97070-7801  
 ANTONSON MARK A & CONNIE C, 32075 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 APETROAEI VIOREL VASI, 29995 SW BROWN RD, WILSONVILLE, OR 97070-8905  
 APLAND KAREN, 11319 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 APLAND KENNETH J & MARLENE J, 31155 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 APPEGARTH SALLY POWELL TRUSTEE, 32660 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 APPT JULIA R, 7658 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 ARABAK KELLIE M, 12743 ALTO PARK, LAKE OSWEGO, OR 97034-1578  
 ARABAK SKYLER M, 28819 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 ARAUJO STEVEN R & MARY JANE, 6538 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 ARB ALAN D, 32581 SW JULIETTE DR, WILSONVILLE, OR 97070-7442  
 ARBON GEORGE REV LIV TRST, 29571 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 ARBOR CROSSING HOMEOWNERS ASSN, 15500 SW JAY ST, BEAVERTON, OR 97006-6018  
 ARBOR LAKE HOME OWNER ASSN, 6760 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 ARBOR LAKE TOWNHOME ASSN, PO BOX 949, WILSONVILLE, OR 97070-0949  
 ARBOR LAKE TOWNHOUSE ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 ARBOR VILLEBOIS LLC, 735 SW 158TH AVE, BEAVERTON, OR 97006-4952  
 ARCE DEBORAH JOAN, 7865 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 ARCHIBALD PATRICK N, 10844 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 ARCOT BINNY P, PO BOX 131, WEST LINN, OR 97068-0131  
 ARGYLE CAPITAL LLC, 999 LAKE DR, ISSAQUAH, WA 98027-8990  
 ARGYLE CAPITAL LLC, BY COSTCO PROP TAX 766999 LAKE DR, ISSAQUAH, WA 98027-8990  
 ARGYLE CAPITAL LLC, BY STEPHEN M GROSS 4800 SW MEADOWS RD, STE 475, LAKE OSWEGO, OR 97035-5275  
 ARGYLE CAPITAL LLC, BY STEPHEN M GROSS 4949 SW MEADOWS RD #330, LAKE OSWEGO, OR 97035-3162  
 ARMENTROUT SANDRA, 4455 GIBRALTAR DR, RENO, NV 89509-5621  
 ARMSTRONG COLIN A & BRITTANY L, 30950 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 ARNDT ROGER, 11225 SW DAVIES RD APT 706, BEAVERTON, OR 97007-7681  
 ARNOLD JAMES K & BONNIE E TAYLOR, 7742 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 ARNOLD NICOLE A, 11185 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 ARNOLD PAUL D & PATTI, PO BOX 642, WILSONVILLE, OR 97070-0642  
 ARNOLDY MARTY & JUNE, 28579 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 ARNOLDY MARTY M & JUNE, 28579 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 ARP CLINTON & KATRIN, 11986 SE BECKMAN AVE, MILWAUKIE, OR 97222-4527  
 ARRITOLA BRENT J & AMY S, 10914 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 ARSENAULT CORY, 29621 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 ARTACHE GERARDO, 28539 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 ARTHUR DYLAN & DEBORAH, 32050 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 ARTMAN GREGORY M, 11099 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 ARZIE STEVEN L & MARILYN L, 29495 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 ASCH LEE J & JILL S, 31625 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 ASH MEADOWS HOMEOWNERS ASSN, 278 SW ARTHUR, PORTLAND, OR 97201-4745  
 ASHLEY P KENNETH & SHARYL L, 7724 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 ASHLEY TREVYN D & BRENN A E, PO BOX 288, CANBY, OR 97013-0288  
 ASHLOCK MYCHELLE, 7069 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 ATKIN DENNIS L TRUSTEE, 32065 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 ATKINSON ROBERT B & DEBRA J, 10465 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 AUBE BRYAN T & CHRISTINE Q, 28263 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 AUFENTHIE KAYLYN, 7953 SW COURTSIDE DR, WILSONVILLE, OR 97070-9443  
 AUFENTHIE STEVE & CONSTANCE, 31115 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 AUFENTHIE STEVEN M & CONSTANCE M, PO BOX 2359, WILSONVILLE, OR 97070-2359  
 AUFENTHIE TIM A & RENEE E, 8660 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 AUSTIN GREG E, 6623 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 AUSTIN J CRAIG & CHERYL FRENCH, 10241 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 AUTUMN PARK RENEWAL LP, 2316 SE WILLARD ST, MILWAUKIE, OR 97222-7740  
 AUXIER PATRICIA L TRUSTEE, 32055 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 AVALOS LUIS A CARDENAS & OMAIRA, CARUSO 29510 SW VOLLEY ST UNIT 77, WILSONVILLE, OR 97070-6533  
 AWBREY GLORIA R, 28636 SW ASH MEADOWS BLVD UNIT 20, WILSONVILLE, OR 97070-7800



AWDRY JULIAN A N & SUSAN L, 28664 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 AZADPOUR MAZIAR, 6953 SW CEDAR POINTE LN, WILSONVILLE, OR 97070-7856  
 AZIZI WASEEL & RUQIYA B, 28620 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 B A DEVELOPMENT, 29895 SW KINSMAN RD, WILSONVILLE, OR 97070-9288  
 BABLER MARK T, 30410 SW REBEKAH ST UNIT 30, WILSONVILLE, OR 97070-6665  
 BACHMAN DONALD G & ELIZABETH A, 22365 SW 103RD AVE, TUALATIN, OR 97062-7203  
 BACHOFNER JOHN S 1/2, 9265 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 BACKEBERG LINDA A, PO BOX 880, MANZANITA, OR 97130-0880  
 BACON DANNY L, 10910 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BACON STEVEN G & SUSANNA N, 2079 WELLINGTON DR, WEST LINN, OR 97068-3663  
 BACON URSULA & ARTHUR THOM, 7205 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BADLEY DON, 29860 HARVEST DR SW, ALBANY, OR 97321-9416  
 BAGLEY BRUCE R, 28749 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 BAILEY DAVID S, 29560 SW VOLLEY ST UNIT 53, WILSONVILLE, OR 97070-7434  
 BAILEY RANDALL R & SUSAN D, 11223 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 BAIRD CORY L & NINA L, 7500 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8869  
 BAIRD JANICE TRUSTEE, 7544 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 BAIRD ROBERT & SHARON, 31939 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 BAKER DOROTHY, 78499 IRON BARK DR, PALM DESERT, CA 92211-2625  
 BAKER JERRY R & JEANIE C, 7569 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 BAKER JOHN G, 10919 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 BAKER LINDA & PATRICK, 10598 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 BAKER RICHARD T, 29490 SW COURTSIDE DR UNIT 14, WILSONVILLE, OR 97070-7431  
 BAKER SCOTT D & LISA L, 7662 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 BAKER STEPHEN G TRUSTEE, 13700 SW BELL RD, SHERWOOD, OR 97140-9023  
 BAKER STEPHEN G TRUSTEE, 1567 TOWER GROVE DR, BEVERLY HILLS, CA 90210-2141  
 BAKER TWILA J, 28705 SW ROGER BLVD UNIT 78, WILSONVILLE, OR 97070-7720  
 BAKKE STEVE C & RHONDA, 7185 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 BALDERRAM CARMEN L TRUSTEE, 28921 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8752  
 BALES F MICHAEL & LAURA J, 8019 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 BALL JENNIFER L, 10949 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 BALLEW RUSSELL A & TARANEH, 1944 GOLDFINCH WAY, MANTECA, CA 95337-7907  
 BALSIGER W EDWIN & JOANNA B, 7560 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 BALTAZAR HECTOR, 31249 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 BANDY STEVE E & SHANNON C, 28484 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 BANES MICHAEL A JR, 29785 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 BANG DARRELL R & MARGARET G, 6806 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 BANY TROY, 22621 SW ULSKY RD, WEST LINN, OR 97068-9133  
 BARAJAS MARIA ELENA, 28358 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 BARBER JANE H TRUSTEE, 29467 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 BARCKMANN LEE, 27170 SW WOOD AVE, WILSONVILLE, OR 97070-6538  
 BARKER BYRON, 29627 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 BARKER DANIEL JAMES, PO BOX 668, WILSONVILLE, OR 97070-0668  
 BARKER ROSALIE, 32150 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 BARKLEY DAVID & MELINDA, 7273 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BARLOW DEBORAH E, 8440 SW CURRY DR #A, WILSONVILLE, OR 97070-8424  
 BARNES ERIN D, 7860 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 BARNES JAMES N & CONNIE DELAINE, 8468 SW WILSON LN, WILSONVILLE, OR 97070-7735  
 BARNEY LEE A TRUSTEE, 10979 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 BARNUM ROBERT E & CHERYL N, 8125 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 BARR LAURIE, 29303 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7312  
 BARRACLOUGH JAMES & TAMRA, 29036 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 BARRAM JEFFREY P, 28955 SW COSTA CIR E, WILSONVILLE, OR 97070  
 BARRERO FRANKLIN & ROZANNA RUTH, 31121 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 BARRETT ROBERT & SHIRLEY, 7070 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 BARRETT THOMAS M & ELIZABETH H, 32275 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BARRY SEAN P, 10823 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 BARSKEY STEVEN A & AUDREY L, 10955 SW FLORES ST, WILSONVILLE, OR 97070-7516  
 BARTEL CYNTHIA A, 28576 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 BARTEL LYNDA J, 29491 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 BARTHOLEMY MARK & ALISA, 11380 SW PAULINA DR, WILSONVILLE, OR 97070-8550  
 BARTHOLF JOHN, 6770 SW MOLALLA BEND DR, WILSONVILLE, OR 97070-6444  
 BARTHOLOMEW RICHARD W & SUZANNE, M29453 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 BARTLETT JAMES B & HEATHER M, 31100 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BARTLETT JOHN WILLIAM & KELLY, 11692 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331



BARTLOW HOWARD & CAROL, 1211 TORREY LN, NAMPA, ID 83686-5664  
 BARTON BRUCE K & ROSEMARY T, 7290 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7749  
 BARTON DENNIS L & KATHIE L, 32570 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 BASARABA THEODORE & BEVERLY, 11255 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BASEL MARK S & FLORENCE, DICKERSON32545 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 BASSETT ANDREW J & KAREN J, 28525 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 BATES WENDY, 10898 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 BATES WILLIAM L & SHARI L, 32305 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 BATHULA KOTIBABU, 12031 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 BATRA-SHARMA RAAKHI, 7050 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7854  
 BATTE ROBERT E & SANDRA E, 32345 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 BATTILEGA ANDREINA, 11615 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 BAUER WILLIAM LEE, 11351 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 BAUGH LARRY M & R KAY, 32075 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 BAUGHMAN MARILOU A TRUSTEE, 27109 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 BAUHOFFER DONALD N, 250 NW FRANKLIN AVE STE 204, BEND, OR 97701-2814  
 BAUM FREDRICK & HEIDI, 11442 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 BAUMANN JEAN, 17 AQUINAS, LAKE OSWEGO, OR 97035-2332  
 BAXTER HAVEN S & MARGERY A, 8985 SW CEDARWOOD LN, PORTLAND, OR 97225-3527  
 BAXTER LINDA L, 28593 SW ASH MEADOWS BLVD UNIT 16, WILSONVILLE, OR 97070-7814  
 BAXTER MARYANN TRUSTEE, 31955 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 BAXTER TERRY A & KATHLEEN M, 28037 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 BAYER CORPORATION, 100 BAYER RD, PITTSBURGH, PA 15205-9707  
 BAZELEY PAUL & REBECCA, 23115 NE AIRPORT RD #9, AURORA, OR 97002-8503  
 BAZZANO RICHARD A & D M MELVILLE, 7053 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 BC-GFS BOULDER CREEK LLC, PO BOX 847, CARLSBAD, CA 92018-0847  
 BEACH DAVID R & JANET T, 30800 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 BEACH MARK, 32335 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BEAL WESTON R & LUIS R, 7673 SW VLAHOS DR, WILSONVILLE, OR 97070-6474  
 BEAN DOUGLAS L 1/2, 1016 SW MYRTLE DR, PORTLAND, OR 97201-2269  
 BEAN ERIC S & LINDA ELLEN, 7508 SW MURRAY ST, WILSONVILLE, OR 97070-6537  
 BEAN JON C & JENNIFER S, 28915 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 BEARD VERNON D TRUSTEE, 32539 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 BEASON TOM LEE & CHRISTIE A, 30920 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 BEATON JULIE M, PO BOX 764, WILSONVILLE, OR 97070-0764  
 BEATTY PHILIP E & JEANETTE L, 7058 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 BEAVERS-GREEN BEVERLY G TRUSTEE, 8150 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 BECKER ARLINE V TRUSTEE, 731 NW 209TH ST, RIDGEFIELD, WA 98642-5706  
 BECKER BERNADINE H, 32678 NE CORRAL CREEK, NEWBERG, OR 97132-7006  
 BECKER LARRY A & ANN E, 7732 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 BECKLEY KEVIN & ANGELA, 6764 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 BEER VIVIAN, 29663 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 BEISEL CRAIG & MARY, 7031 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 BEISIEGEL DAVID K, 6400 NE PETTIBONE DR, CORVALLIS, OR 97330-9677  
 BEITEL RONALD A, 10884 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 BEKINS MARGARET E TRUSTEE, 32095 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 BELL MICHAEL W & DIANE M, 10871 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 BELL ORVILLE M TRUSTEE, 6884 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 BELL RON, 29720 SW COURTSIDE DR UNIT 50, WILSONVILLE, OR 97070-7484  
 BELL WILLIAM L & SHARON L, 32560 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 BELLOCK STEVEN T, 27163 SW WOOD AVE, WILSONVILLE, OR 97070-6539  
 BELTRAN JAIMY L, 29484 SW MILANO LN, WILSONVILLE, OR 97070-7325  
 BELTZ JAMES R & LETITIA E, 10845 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 BENEDETTO TRUST, 7140 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 BENGE CHARIS R, 28740 SW PARKWAY AVE UNIT C3, WILSONVILLE, OR 97070-9764  
 BENNETT BRADLEY JOSHUA, 28612 SW ASH MEADOWS BLVD UNIT 33, WILSONVILLE, OR 97070-7810  
 BENNETT BRUCE ERIK TRUSTEE, 16840 SW PARRETT MTN RD, SHERWOOD, OR 97140-8553  
 BENNETT JENNIFER A, 28615 SW ASH MEADOWS BLVD UNIT 9, WILSONVILLE, OR 97070-7812  
 BENNETT MICHAEL S & CANDACE JO, 29628 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 BENNETT SARA L, 7959 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 BENNETT VIRGINIA & THOMAS GUYETTE, PO BOX 2177, WILSONVILLE, OR 97070-2177  
 BENNETT WILLIAM & PAMELA, 30966 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BENNISH MICHAEL D & MARY TERESE, 32020 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BENSON RAYMOND M & CHRISTINE A, PO BOX 9019, CALEXICO, CA 92232-9019  
 BENSON STEVEN C, 8525 SW WILSON LN, WILSONVILLE, OR 97070-9737



BENVENISTE MICHAEL, 7366 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 BEPLER MARK & KIMBERLY, 30654 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 BERGMANS HUBERT E & BARBARA J, 9250 SW 4TH ST, WILSONVILLE, OR 97070-6758  
 BERGQUIST WAYNE E TRUSTEE, 28631 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 BERLIN ROBERT N & SHIRLEY, 10864 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 BERNARD DOROTHY B, 28475 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 BERNARD JOHN & LANNAH, 29081 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 BERNARD JOSEPH & SHIRLEY BENSON, 29721 SW CAMELOT ST, WILSONVILLE, OR 97070-8544  
 BERNARD R M TRUSTEE, 31530 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 BERNARD RUTH, 7762 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 BERNERT JOE, PO BOX 37, WILSONVILLE, OR 97070-0037  
 BERNERT THOMAS L, PO BOX 37, WILSONVILLE, OR 97070-0037  
 BERNERT THOMAS L, PO BOX 7, WILSONVILLE, OR 97070-0007  
 BERNERT THOMAS L TRUSTEE, PO BOX 603, WILSONVILLE, OR 97070-0603  
 BERNERT TODD, 8194 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 BERREY INVESTMENT LLC, 6305 SW ROSEWOOD ST #D, LAKE OSWEGO, OR 97035-5388  
 BERRY DARRELL GLENN & DEBORAH, ANN5055 UPPER RIDGE RD, SANTA ROSA, CA 95404-1267  
 BERRY LESLEY R, 10668 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 BERRY MICHAEL D & KATRINA M, 31460 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 BERSCHAUER LINDSAY & REGAN, 29008 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7393  
 BERTHOLET LORRAINE, 25132 CAMINO DEL MAR #E, LAGUNA NIGUEL, CA 92677-8007  
 BERTRAND PAUL N & SUSAN ROBINSON, 10320 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 BEST CHRISTOPHER R, 10488 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 BEST WESTERN, 30800 SW PARKWAY AVE, WILSONVILLE, OR 97070-9738  
 BETTS GARY L & VIRGINIA L BLAKELOCK, 10305 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 BEYER CHERYL JANE, PO BOX 2863, WILSONVILLE, OR 97070-2863  
 BF2H PROPERTIES LLC, 24979 SW QUARRYVIEW DR, WILSONVILLE, OR 97070-6825  
 BHAGWAN KADAM & JAIMINI K, 11840 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 BHGAPK WILSONVILLE LLC, 8840 SW HOLLY LN, WILSONVILLE, OR 97070-9800  
 BIBLE SALLY S, 32680 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 BICKEL SARA LYNN STEENHUIS, 7578 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 BIG BROWN LAB LLC, PO BOX 3885, WILSONVILLE, OR 97070-3885  
 BIGELOW GREGORY N & CYNTHIA J, 804 RHONDA DR, GRANTS PASS, OR 97527-8743  
 BIGGI VINCE L & LISA K, 11605 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 BIONDI MARK, 30958 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BIPPES BRIAN MARK & LISA, LORRAINE7090 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 BIRENBAUM HENRY J TRUSTEE, 29536 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 BISCHOFF DONALD E, 16300 SW 192ND AVE, SHERWOOD, OR 97140-8744  
 BISHOP MICHAEL L & L LAJOIE-BISHOP, 11274 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 BISHOP ROGER L & JOANNE H, 11266 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BISTOLAS JOHN M, 8380 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 BIT HOLDINGS FIFTY-SEVEN INC, TWO HOPKINS PLAZA STE 804, BALTIMORE, MD 21201-2920  
 BITAR BROS RBT A BITAR CORP, 2929 E BURNSIDE ST, PORTLAND, OR 97214-1831  
 BITTLE ROBERT M, 10543 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 BITZ BENNIE D, 11315 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 BIZON PAUL MARTIN, 31480 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8452  
 BL & DJ LLC, PO BOX 728, BEAVERTON, OR 97075-0728  
 BLACK JERRY C II & VALERIE D, 28784 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 BLACKBURN ERIC, 11121 SW ST MORITZ LOOP, WILSONVILLE, OR 97070  
 BLACKBURN RICHARD, 10400 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 BLACKSMITH KENNETH & PAMELA, 29769 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 BLACKSTONE, 345 PARK AVE, NEW YORK, NY 10154-0004  
 BLACKSTONE INVEST PROPERTIES III LLC, PO BOX 5846, PORTLAND, OR 97228-5846  
 BLAIR LUCINDA, 7485 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 BLAIR THOMAS K & MARY ANN, 28635 SW ROGER BLVD UNIT 66, WILSONVILLE, OR 97070-7779  
 BLAKE BRENTON R TRUSTEE, 10415 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 BLAKE KARRI, 8445 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5406  
 BLAKER ALLAN G, 7067 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 BLAKLEY BYRON, 28676 SW ASH MEADOWS BLVD UNIT 34, WILSONVILLE, OR 97070-7896  
 BLANCHARD CANDICE S, 29700 SW COURTSIDE DR UNIT 25, WILSONVILLE, OR 97070-5433  
 BLANCHARD LUIS R & LOREEN W, 21545 S WISTERIA RD, WEST LINN, OR 97068-7229  
 BLASE ROBERT W, 29819 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 BLEDY AARON D, 7739 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 BLEVINS G DREW & LINDA S, 31695 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 BLISS DEREK J, 11205 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597



BLISS TROY C, 8501 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 BLOHN DAVID G & SUSAN M, 10754 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 BLOUCH BRADLEY ALAN, 29700 SW COURTSIDE DR #45, WILSONVILLE, OR 97070-5434  
 BNSF RAILWAY COMPANY, 820 CENTRAL BLDG, SEATTLE, WA 98104  
 BOBERG PROPERTY LLC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 BODIE SHANNON M, 12022 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 BODYFELT JANET LUCILE, 29110 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 BOECKMAN BETH ANN, 28500 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6720  
 BOEHM MARTIN J & SUSAN A, 28640 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 BOEHR DAVID I TRUSTEE, 31262 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 BOEHRER ROLAND & PENG FU, 12015 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 BOGDANOW CHRISTINE, 32075 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BOGUE CAYE R, 8413 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 BOHARD ERIC K & JERRI L, 30975 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 BOHN ROBIN A, 11254 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 BOHRINGER WILLIAM, 7580 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 BOLAND ARTHUR J, 10798 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 BOLDT GEORGE B TRUSTEE, 6590 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 BOLEN DOLORES A, 32200 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7888  
 BONHAM JAMES E, 29582 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 BONN THEODORE J, PO BOX 863, WILSONVILLE, OR 97070-0863  
 BONNELL DION P & TERESA D PETRIE, 29503 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 BONNELL EVELYN, 8610 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 BONNEVILLE PROJ US DEPT INT, 1002 NE HOLLADAY, PORTLAND, OR 97232  
 BOOK LINDSEY E, 29150 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 BOONE MARGARET A CO-TRUSTEE, PO BOX 2510, WILSONVILLE, OR 97070-2510  
 BOONES FERRY/ANGEL LLC, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 BOOZIER CHARLES W TRUSTEE, 28531 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 BORBON MIKA K, PO BOX 1195, SHERWOOD, OR 97140-1195  
 BORDNER JOAN LOUISE, 32400 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 BORGAN ALLEN J, 27260 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 BORUD MARY CAROL, 31995 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 BOSCH ROGER HEINZ, 28389 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 BOSTER JAMES & ANNE HENDRICKSON, 26779 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 BOSWELL JEFF & SUSAN, 32528 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 BOTTEMILLER TED A & JULIE L, 11135 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 BOUCHARD SHANNON T, 11637 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 BOUMANN MICHAEL J, 29325 SW COURTSIDE DR, WILSONVILLE, OR 97070-6470  
 BOUTIN JOSEPH M & JANETTE L, 7660 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 BOUTON EUGENE M, 29485 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 BOUTWELL K B, 31175 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BOWDEN ROBERT M, 7195 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BOWEN JOHN F JR & DEBRA A, 11623 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 BOWEN LAWRENCE T & CHERI JO, 31050 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 BOWER ALLEN J TRUSTEE, 6810 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 BOWER PAUL V & TERESA, 29097 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 BOWER ROBERT D TRUSTEE, 32260 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 BOWLES SCOT D & ANDREA, 7690 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 BOWMAN CHRIS J & JILA, 6903 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 BOWMAN DIANA S, 8279 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 BOWMAN EKATERINA, 3341 AVONDALE PL, PHILOMATH, OR 97370-9423  
 BOWMAN FAMILY LLC, 26898 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 BOWMAN JILA, 6903 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 BOWMAN RACHEL R, 8500 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8447  
 BOX ROBERT A, 7460 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 BOYD PATRICK G & RHONDA M, 7663 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 BOYD SUSAN M TRUSTEE, PO BOX 3153, WILSONVILLE, OR 97070-3153  
 BOYER AKBAR H & JACKIE A, 31188 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 BOYER FRANKLIN J & JANET L, 6591 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 BOYLES ROBERT E TRUSTEE, 7685 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 BRACKEN MARVIN J & DIANE, 8555 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 BRADFORD JOYCE I, 32505 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 BRADLEY HALEY M & JOSH, 6564 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 BRADLEY LINDA A, 30326 SW RUTH ST UNIT 54, WILSONVILLE, OR 97070-6671  
 BRADLEY SUSAN C TRUSTEE, 617 MOJAVE AVE, LIVERMORE, CA 94550-5334



BRAMAN MARK JAMES, PO BOX 493, BONITA, CA 91908-0493  
 BRAMLEY VALERIE A, 30486 SW RUTH ST, WILSONVILLE, OR 97070-8692  
 BRANCH DEAN G, PO BOX 1239, FERNDAL, WA 98248-1239  
 BRANDSTROM CHARLES H & DOROTHY J, 8635 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5420  
 BRANDT RENEE L, 11844 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 BRANDT THEODORE & CELIA, 7185 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 BRANTLEY TIMOTHY D & MARSHA C, 11271 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 BRAS PATRICK J & WINONA F, 29560 SW VOLLEY ST UNIT 54, WILSONVILLE, OR 97070-7434  
 BRATTON DAWN LYNN, 7553 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 BRAU CHARLES F & TERRY E, 28128 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 BRAULT JEAN D TRUSTEE, 32125 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 BRAUN MARY A, 29650 SW COURTSIDE DR UNIT 12, WILSONVILLE, OR 97070-7482  
 BRAUN STEVEN, 7740 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 BRAUN STEVEN C, 7749 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 BRAWLEY DEBORAH A, PO BOX 1338, WILSONVILLE, OR 97070-1338  
 BRAY GREGORY & LEANNE, 10963 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 BRAY WILLIAM B TRUSTEE, 7395 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 BRAYSON-WORK GLORIA, 7417 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 BRAZELTON CAROLYN A, 31935 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 BRECK JAMES H & MARIE M, 28656 SW ASH MEADOWS BLVD UNIT 24, WILSONVILLE, OR 97070-7895  
 BREHM CHRIS & ERIKA, 29829 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 BRECHLEY ESTATES PARTNERS LP, 1111 MAIN ST STE 750, VANCOUVER, WA 98660-2990  
 BRENNAN ASHLEY NICOLE, 29084 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 BRENNAN MICHELLE, 7266 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BRENNEMAN JOHN D & JANET K, 8031 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 BRESHEARS BRENT S, 28610 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 BRESNAHAN DENNIS, 11730 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 BRETZMAN CARL & LAUREL, 28787 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8754  
 BREUER CHARLES F, 4700 SW MACADAMA AVE UNIT 102G, PORTLAND, OR 97239-4265  
 BREUNDERMAN MARY, 31090 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 BRICKER NICHOLAS D & NANCY F, 28160 SW CANYON CREEK RD, WILSONVILLE, OR 97070-7742  
 BRICKNER JERIE A & CLARICE J, 32145 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 BRIDGES CONSTANCE, 29750 SW COURTSIDE DR #6, WILSONVILLE, OR 97070-7485  
 BRIDGES JUDY ANN, 8645 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8435  
 BRIDGES SHANE G & JENNIFER L, 32605 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 BRIGGLER CLEMENS V TRUSTEE, 31523 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 BRIN JACQUELINE KLEIN, 28755 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 BRINSER MELISSA, 4694 NW RAINIER TER, PORTLAND, OR 97229-2359  
 BRITSCH JERRY W & BARBARA J, 28477 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 BRITSCH TYLER, 11180 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 BRITT RODERICK G, PO BOX 3618, WILSONVILLE, OR 97070-3618  
 BROADWAY INVESTMENTS LLC, 4346 NE 38TH AVE, PORTLAND, OR 97211-8222  
 BROBST DOUG F & SARAH E, 4101 MILTON WAY, LIVERMORE, CA 94551-0117  
 BROCKI LEIGHANNE, 8415 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5405  
 BROGAN JOHN L, 10150 SW BRYTON CT, WILSONVILLE, OR 97070-7573  
 BRONSON SHANNON IDA, 6601 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 BROOKENS BEVERLY J, 13148 SANDALWOOD CT, LAKE OSWEGO, OR 97035-6767  
 BROOKENS DONN & OLIVIA M, 28575 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 BROOKS ROYAL H TRUSTEE, 31115 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 BROOKS TAMMY & JOSE MORALES SANCHEZ, 7601 SW ROANOKE DR, WILSONVILLE, OR 97070-6808  
 BROWER VERNICE L, 31566 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 BROWN BRYAN C & BARBARA J, 10359 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 BROWN DAVID C, PO BOX 1997, WILSONVILLE, OR 97070-1997  
 BROWN DONALD & GAYLE, 13334 SW TAPADARA ST, BEAVERTON, OR 97008-7241  
 BROWN JAMES W, 29590 SW VOLLEY ST UNIT 30, WILSONVILLE, OR 97070  
 BROWN JASMIN S, 29620 SW VOLLEY ST UNIT 45, WILSONVILLE, OR 97070-6577  
 BROWN MARK A & MARY KAY, 28127 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 BROWN MARTIN & MARGARET, 7624 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 BROWN MARTIN C, 30533 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 BROWN MICHAEL GENE, 7370 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 BROWN ROBERT K & LISA D, 8670 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 BROWN RYAN N, 32240 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 BROWN SIDNEY A TRUSTEE, 29623 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 BROWN STEVEN R & PAMELA B, 11362 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 BROWN VICKI JEAN TRUSTEE, 12007 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381



BROWNING ADAM & ALLISON, 11284 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 BROWNING RONALD, 32265 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 BROWNLOW CAROL J, 32275 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 BROXSON LOIS R, 30326 SW RUTH ST UNIT 55, WILSONVILLE, OR 97070-6671  
 BRUCK EARL R TRUSTEE, 29665 SW 35TH DR, WILSONVILLE, OR 97070-9715  
 BRUCK RODNEY L, 10470 JUAN CALLE, CLIVE, IA 50325-6523  
 BRUGATO CHRISTOPHER J, 28202 SW FLYNN ST, WILSONVILLE, OR 97070-8875  
 BRUGH DONALD L & LINDA M, 31135 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 BRUMLEY EDWARD N & JOANNE L, 7663 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 BRUN WILLIAM A & MARGARET T, 8285 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 BRUNE HOWARD E & CAROLYN C, 31875 SW OLD FARM RD, WILSONVILLE, OR 97070-8463  
 BRUNE M GILLIAN, 29836 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 BRUNMEIER ELAINE V TRUSTEE, 7355 SW FAIRWAY LOOP, WILSONVILLE, OR 97070  
 BRUNSTROM RAYMOND E JR TRUSTEE, 7088 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 BRUSSE MATTHEW & LORI R, 29271 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 BRYANT FRANCIS WAYNE TRUSTEE, 30075 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 BRYANT WILLIAM J & RONDA I, 11237 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 BRYCK FRED J TRUSTEE, 31086 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 BRZEZINSKI ANNA A, 1673 CHERRY LN, LAKE OSWEGO, OR 97034-6317  
 BUCCIERI VICTOR R & MARIA C, 29279 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 BUCCINO JOAN L, 31825 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 BUCHANAN CAROLYN R, 29700 SW COURTSIDE DR UNIT 32, WILSONVILLE, OR 97070-7483  
 BUCHANAN JACK, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 BUCHANAN KIMBERLY, 28625 SW ASH MEADOWS BLVD UNIT 15, WILSONVILLE, OR 97070-7802  
 BUCHANAN ROBERT P & BOBBI LYNN, 10886 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BUCK LINDA MERRIHEW, 10889 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BUCK ROBERT H & WENDY V, 31445 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 BUDDRIUS DAVID R & EDNA L, 8170 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 BUDIAO JOHN S & KATHERINE L, 31065 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 BUELNA LARRY F, 17112 SW ARKENSTONE DR, PORTLAND, OR 97224-7683  
 BUGGS HOSPITALITY GROUP LLC, PO BOX 1670, WILSONVILLE, OR 97070-1670  
 BUHROW WILLIAM C & DONNA K, 28511 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 BULLOCK JOHN A & AMELIA C, 31369 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 BUNN PAUL E & KATHERINE A KUBICK, 7251 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 BURDA GARY A & BARBARA J, 7250 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 BURDETT ROB E & JAMIE L, 29185 BERGEN LN, WILSONVILLE, OR 97070-7692  
 BURDG DAVID F, 10896 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 BURDON MARCIA L, 28740 SW PARKWAY AVE UNIT C6, WILSONVILLE, OR 97070-9765  
 BURGER KATHERINE L & CHRISTIAAN, G26748 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 BURGESS DAVID A, PO BOX 671528, CHUGIAK, AK 99567-1528  
 BURGHARDT WILLIAM S TRUSTEE, 31774 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 BURHOP MOLLY A, 27249 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
 BURKE DENNIS & LISA, 10895 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 BURKE JOHN M & SALLY E, 26938 SW MCLEOD ST, WILSONVILLE, OR 97070-6818  
 BURKE MURIEL H TRUSTEE, 12705 SE RIVER RD APT 605-D, MILWAUKIE, OR 97222-9754  
 BURKE MYRLINE J TRUSTEE, 7420 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 BURKE ROBERT B, 11966 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 BURKHEAD RICHARD A & DEBRA A, 7655 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 BURNS GERALD T & KIM J, 31025 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6761  
 BURNS HELEN E, 6850 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-5771  
 BURNS JANET M, 7125 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 BURNS KATHLEEN, 29700 SW COURTSIDE DR APT 24, WILSONVILLE, OR 97070-5433  
 BURNSIDE CAROLE A, 32000 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 BURNS-SMITH LESLYE & LARRY SMITH, 28549 SW ASH MEADOWS BLVD UNIT 5, WILSONVILLE, OR 97070-7801  
 BURR FRED A & ELSA M, 31575 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 BURR TIMOTHY ROBERT, 14074 SW GLASTONBURY LN, TIGARD, OR 97224-1998  
 BURRELL JOHN E III, 7260 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 BURRELL PAUL E & MARTHA R, 7257 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 BURRIGH THOMAS & DEBBI, 31512 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 BURRIS RICHARD D, 14570 SW 144TH AVE, TIGARD, OR 97224-1445  
 BURTON JEAN & STEVEN T, 7823 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 BURTON MATTHEW J, PO BOX 538, DONALD, OR 97020-0538  
 BUSCH SCOTT R & DEANNE M, 31538 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 BUSCHER GEORGE RICHARD, 10634 TITAN LN, TIGARD, OR 97224-4321



BUSEY JOHN C & CATHERINE L, 10963 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 BUSH ROBERT C, 32495 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 BUSSEMEIER FRANKLIN E & JUDY D, 31432 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 BUTLER DONALD R & MYRNA H, PO BOX 2148, WILSONVILLE, OR 97070-2148  
 BUTLER JAMES, 8060 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 BUTLER MARVIN TRUSTEE, 28745 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 BUTLER NICHOLAS J & TRACI C, 31269 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 BUTSCH JAMES F TRSTE, 7877 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 BUTTERFIELD LANA M & BRADLEY A, 31502 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 BUTTERWORTH RALPH TRUSTEE, 8285 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 BUXTON DANIEL, 30574 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 BUZO MANUEL DAVID TRUSTEE, 28650 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 BYCRAFT RANDALL P & DIANE M, 30406 SW RUTH ST UNIT 77, WILSONVILLE, OR 97070-6678  
 BYGLAND JAMES D & CONNIE S, 28089 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 BYRD KRISTYN R, 29570 SW VOLLEY ST UNIT 35, WILSONVILLE, OR 97070-7433  
 BYUN SANG-YOON, 28689 SW COSTA CIR, WILSONVILLE, OR 97070-7313  
 CADY RHODA TRUST & HARRIS CAROL MAE TRUST 27 BLACKSWAN, IRVINE, CA 92604-4501  
 CAGE ROBERT CO-TRUSTEE, 1315 NE KINNEY, HILLSBORO, OR 97124-4088  
 CAGNONI ADRIAN, 7908 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 CAIN DOUGLAS J & JILL E, 31018 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 CALCAGNO ANTHONY J & MICHELLE H, 30588 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 CALL GERALD W, 11993 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 CALVERT SCOTT D, 7160 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 CALVI CAROL J TRUSTEE, 7432 SW LAKESIDE DR, WILSONVILLE, OR 97070-8400  
 CAMARENA BARBARA, 30765 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 CAMERON DONALD F & NANCY A, 7047 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 CAMERON JEFFERY, 10541 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 CAMPBELL JOYCE M & ROBERT S, 7550 SW BOECKMAN RD, WILSONVILLE, OR 97070-6727  
 CAMPBELL JUDI R, 11090 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 CAMPBELL MARIO, 8705 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8436  
 CAMPBELL MIKE L, 12280 SW WHEATLAND DR, SHERWOOD, OR 97140-8464  
 CAMPBELL SYLVIA R, PO BOX 1878, WILSONVILLE, OR 97070-1878  
 CAMPBELL WILEY LEIGH, 7360 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 CANFIELD THEODORE K & ELISABETH, C7375 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 CANJA SAFRON S & JUDITH A, 32415 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 CANYON CK MEADOW HMOWNR ASN, 5000 SW MEADOWS RD #151, LAKE OSWEGO, OR 97035-2229  
 CANYON CREEK RPO LLC, PO BOX 3228, PORTLAND, OR 97208-3228  
 CAO KIET A, 29151 SW COSTA CIR E, WILSONVILLE, OR 97070  
 CAPITAL REALTY CORP, 29100 SW TOWN CENTER LOOP W STE 140, WILSONVILLE, OR 97070-9315  
 CAPRI DONNA MARILYN, 32465 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 CARBIS ROBERT K & NANCY E, 8230 SW MAXINE LN UNIT 55, WILSONVILLE, OR 97070-7783  
 CARBONE SANDRA K, 7270 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 CARDER WILLIAM L, 7774 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 CARDOZA DOUGLAS A, 29505 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7580  
 CARL ROBERT W CO-TRUSTEE, 7915 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 CARLEY ANITA L & WILLIAM W, 28635 SW ROGER BLVD UNIT 70, WILSONVILLE, OR 97070-7779  
 CARLI BENJAMIN G & ERIN C, 6894 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 CARLILE CYNTHIA, 10363 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 CARLSON DAVID S & JOAN S, 7564 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 CARLSON JAMES & DEBBIE GARRETT, 7108 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 CARLSON JERRY A & PAMELA K, 32155 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 CARLYLE GROUP, 4 ORINDA WAY STE 170D, ORINDA, CA 94563-2509  
 CARMAN LISA A & BRYCE D, 10968 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 CARMEN ROY R, 19363 WILLAMETTE DR #233, WEST LINN, OR 97068-2010  
 CARNAHAN KAREN L, 7681 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 CARNEY PATTY M, 30424 SW RUTH ST UNIT 83, WILSONVILLE, OR 97070-6679  
 CARPENTER JOSH, 7751 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 CARPENTER KENNETH J & DEBI, 32062 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 CARR DANIELLE, 29176 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 CARR WILLIAM T & SHARON F, 7234 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 CARRIAGE OAKS CANYON CRK HMWNRS ASSN, 4230 GALEWOOD ST, LAKE OSWEGO, OR 97035-2497  
 CARRILLO ROBERT THOMAS, PO BOX 4335, WILSONVILLE, OR 97070-4335  
 CARROLL DANIEL C, 30734 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 CARROLL KIMIE & JOHN, 11655 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 CARSKADON BRIAN & ARLENE H, 31401 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534



CARTER KEVIN C TRUSTEE, 7902 SW CINNABAR ST, WILSONVILLE, OR 97070-6844  
 CARUSO SAMUEL J A, 31394 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 CARY JOHN P & SUSAN L, 7062 SW IRONWOOD CT, WILSONVILLE, OR 97070-8473  
 CARY RICHARD R & KAREN J, 32513 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 CASE BRIAN T, 11226 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 CASE PAULETTE, 8540 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5411  
 CASE THEODORE J & NICOLE K, 29264 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 CASE THOMAS L & ROSANNE C, 9150 SW 4TH ST, WILSONVILLE, OR 97070-9742  
 CASHMAN JOSEPH & GAYLEN, 7034 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 CASLIS BRIAN M & SANDRA M, 7030 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 CASON JOYCE M, 6594 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 CASSEL DIANNE, 8550 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8430  
 CASTEEL DENISE M, 29342 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 CASTELAN LINDSEY, 11665 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 CASTILLO DENNIS A & HEATHER R, 7595 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 CATANIA SONJA L, 31393 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 CATERINA FRED J TRUSTEE, 31153 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 CATES TERRIE, 8280 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 CAVALLUCCI WAYNE J & JEANETTE L, 19900 ROAN CIR, WEST LINN, OR 97068-2232  
 CAVANAUGH KATHLEEN A, 10500 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7570  
 CAVARNO ALAN W & JENNIFER, 6605 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 CAZINHA JAMES JOSEPH TRUSTEE, 7621 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 CB RICHARD ELLIS INVESTORS, PO BOX 638, ADDISON, TX 75001-0638  
 CEDAR POINTE PLANNED COMMUNITY, ASSN7100 SW HAMPTON STE 103, TIGARD, OR 97223-8363  
 CERDAN MIGUEL A & SANDRA L, 6778 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 CERNITZ NEIL A & SYLVIA C, 12011 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CERNY JOSEPH A & BILLIE JO, 11680 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331  
 CETACEA HOLDINGS LLC, 8995 SW MILEY RD, WILSONVILLE, OR 97070-5484  
 CH REALTY III/PORTLAND INDUSTRIAL LLC, PO BOX 4900, SCOTTSDALE, AZ 85261-4900  
 CHAFF DAVID A, 29791 SW KINSMAN RD, WILSONVILLE, OR 97070-6751  
 CHAM JOHN & KIMBERLY, 29533 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 CHAMBRON KELAN C & JULIE A, 29196 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 CHAN DONNA L & JAMES R, 7598 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CHAN JOSEPH L, 23156 BLAND CIR, WEST LINN, OR 97068-9203  
 CHAN SR JAMES R & DONNA, 7598 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CHANDLER LEEANNE, PO BOX 226, NEWPORT, OR 97365-0019  
 CHANDLER SANDRA S & L W LINGSCHUIT, 32200 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 CHANDLER STEPHEN & CHERRY L, 31635 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 CHAPMAN LYNDA, PO BOX 574, WEST LINN, OR 97068-0574  
 CHAPMAN TIMOTHY & PHYLLIS, 27236 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 CHARB VLG CTR CONDO ASSOC, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU COUNTRY CLUB, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 CHARBONNEAU COUNTRY CLUB, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU GOLF CLUB INC, 32020 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU HOMEOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARBONNEAU VII HMOWN ASSOC, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 CHARPENTIER ROBERT J III & MARY, K7603 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 CHASE ARNOLD W & JUDITH A, 29510 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 CHASE MICHELLE L, 28740 SW PARKWAY AVE UNIT A3, WILSONVILLE, OR 97070-9764  
 CHASE RICHARD W & DIANA L, 28440 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 CHASE SCOTT & LESLIE C, 28625 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 CHATTOPADHYAY SANDIP CO-TRUSTEE, 7541 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 CHAUDHURI BIRE, 11004 GENOA AVE, LUBBOCK, TX 79424-3838  
 CHAY SONIA, 29720 SW COURTSIDE DR UNIT 55, WILSONVILLE, OR 97070-7484  
 CHEN GANG, 11824 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 CHEN MING, 4064 ORCHARD DR, LAKE OSWEGO, OR 97035-2406  
 CHERNABAEFF ALEX M, 31506 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 CHERVIN KATHRYN H TRUSTEE, 8075 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 CHESHIRE DIANA L, 12026 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 CHESTER BARBARA ANN & RODNEY L, 31020 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414  
 CHILLI LLC, 14795 SW 144TH, TIGARD, OR 97224-1419  
 CHIOVARO JOSEPH C & AMY L, 28378 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 CHONG CHRISTOPHER A, 8174 SW SEMINOLE TRL, TUALATIN, OR 97062-9111  
 CHORUBY LARRY N TRUSTEE, 14076 SW BENCHVIEW TER, TIGARD, OR 97224-1590  
 CHOU JACK, 28721 SW COSTA CIR E, WILSONVILLE, OR 97070-7337



CHRISMAN DEVELOPMENT & MGMT INC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 CHRISMAN DEVELOPMENT & MGMT INC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 CHRISS MARK S, 25350 SW GARDEN ACRES RD, SHERWOOD, OR 97140-9562  
 CHRIST ROBERT M TRUSTEE, 31535 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 CHRISTENSEN DOUGLAS L & PAMELA J, 7585 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 CHRISTENSEN KARI M & ERIC A, 28069 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 CHRISTENSEN RANDALL T TRUSTEE, 31343 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 CHRISTIAN LINDA, PO BOX 3805, TUALATIN, OR 97062-3805  
 CHRISTIAN MISSIONARY ALLIANCE, PO BOX 3020, WILSONVILLE, OR 97070-3020  
 CHRISTIANSEN GREGORY A, 29449 SW COURTSIDE DR, WILSONVILLE, OR 97070-6462  
 CHRISTIANSEN ROBERT L & BARBARA, A7983 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 CHRISTIE RYAN D, 24495 BUTTEVILLE RD NE, AURORA, OR 97002-9666  
 CHUSTLER LLC, 30150 SW PARKWAY AVE, WILSONVILLE, OR 97070-6837  
 CHUDEK JEFF & EMILY, 29135 SW COSTA CIR E, WILSONVILLE, OR 97070  
 CHURCH MARK W JR & LINDA D, 7678 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 CHURCH OF CHRIST, PO BOX 606, MOLALLA, OR 97038-0606  
 CITY OF WILSONVILLE, ATTN: SANDY KING29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 CITY OF WILSONVILLE URBN RL, 29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 CLACKAMAS COMMUNITY COLLEGE, DISTRICT19600 S MOLALLA AVE, OREGON CITY, OR 97045-8980  
 CLANCY PATRICK J & JANA, 32425 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 CLANCY TIMOTHY CURTIS II & JULIE ANN, 6550 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 CLANCY WENDY A & JESSE K, 10820 SW LONDON LN, WILSONVILLE, OR 97070-3030  
 CLAPP ARLENE E TRUSTEE, 32200 FRENCH PRAIRIE RD B100, WILSONVILLE, OR 97070-7466  
 CLARE STANN WILLIAM, 29459 SW YOSEMITE ST, WILSONVILLE, OR 97070-8504  
 CLARK ELIZABETH L, 29470 SW VOLLEY ST UNIT 64, WILSONVILLE, OR 97070-6532  
 CLARK GORDON T & JERIS L, 7079 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 CLARK JANIS H, 30330 SW REBEKAH ST UNIT 3, WILSONVILLE, OR 97070-6667  
 CLARK JULIE MARGARET, 31782 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 CLARK JULIE MARIE, 12032 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CLARK MATTHEW D, 7278 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8866  
 CLARK PROFESSIONAL BUILDING LLC, 7940 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 CLARK ROGER K JR & ADRIENNE L, 31192 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070  
 CLARK TERRENCE A TRUSTEE, 31460 SW ISLE WAY LN, WEST LINN, OR 97068-9408  
 CLARKE JONATHAN A & LAURIE E, 28499 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 CLARKE RICHARD T, 29266 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 CLARKSON JAMES C & EILEEN M, 29669 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 CLAUSEN WENDY TRUSTEE, 29286 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 CLAY CECIL G TRUSTEE, 7200 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 CLAYWORTH JANICE K, 8610 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5418  
 CLEAR CHANNEL WORLDWIDE, 715 NE EVERETT ST, PORTLAND, OR 97232-2724  
 CLEM MARK A, 8230 SW MAXINE LN UNIT 53, WILSONVILLE, OR 97070-7783  
 CLEMENS JAY & J COLETTE, 7909 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 CLEMENT RAMON & FRANCES, 877 E 62 AVE, VANCOUVER, BC V5X2G  
 CLENDENIN MARY J & PATRICK J, 9270 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 CLENDENIN TRACIE E, 7045 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 CLINTON RODGER & LINNETTE ORTIZ ROLDAN, 11243 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 CLOSE JAMES R SR & HELEN, 31426 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 CLOUSE BRIAN J, 30370 SW REBEKAH ST UNIT 22, WILSONVILLE, OR 97070-6669  
 CLYNE WAYNE C & MEGAN H, 29785 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 COBB JANET, 30384 SW RUTH ST UNIT 72, WILSONVILLE, OR 97070-6676  
 COBBLE JEFFREY A TRUSTEE, 1315 E ANDREW JOHNSON HWY STE 5, GREENEVILLE, TN 37745-5827  
 COCHRAN KEITH I & SUSAN LYNN, 29099 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 COCKMAN CRAN DALE & ROZZANA, 10160 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 COGDILL LOREN D & KAREN, 61164 LODGEPOLE DR, BEND, OR 97702-2880  
 COGGESHALL JOYCE M TRUSTEE, 7923 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 COGSWELL KATHERINE A TRUSTEE, 8700 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 COHEN JONATHAN W & TRACY LEE, 28425 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 COHN GARY S & HOLLY BROCK-COHN, 6114 LASALLE AVE #296, OAKLAND, CA 94611-2802  
 COHN PHILLIP W, 7225 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 COLE ROBERT W, 31728 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 COLE WILLIAM R TRUSTEE, 10345 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 COLEMAN SUSAN K, 7500 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 COLLETT WENDY, 7564 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 COLLIER ADAM S & KELLEN S, 29298 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 COLLINGHAM JEFF D & MICHELE M, 10172 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554



COLLINS CALVIN W & STEPHANIE J, 373 S SUNSHINE LN, WEST LINN, OR 97068-9342  
 COLLINS JAMES T, 28571 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 COLLINS JULIE M, 11209 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 COLLINS LOIS ANNE TRUSTEE, 32585 SW JULIETTE DR, WILSONVILLE, OR 97070-7442  
 COLLINS VICTOR C & DENISE E, 28897 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 COLLINS VINCENT R, 32549 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 COLUMBIA STATE BANK, PO BOX 2156, TACOMA, WA 98401-2156  
 COLVIN JASON C & REBECCA L, 7253 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 COLYER BRENDAN C, 7750 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 COMBES DANIEL & LAURA, 1740 E 5TH AVE, ANCHORAGE, AK 99501-2839  
 COMBS TRENTON L SR & DIANE L, 26857 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 COMISKEY JOHN J & PATRICIA L, 29435 SW ST TROPEZ AVE, WILSONVILLE, OR 97070-7336  
 COMMERCE CENTER SOUTH LLC, BY WILLIAM FELTON 166 KINGS HIGHWAY N, WESTPORT, CT 06880-2423  
 COMPTON CHRISTOPHER A & ANGELIA, K28520 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 COMPTON JEAN TRUSTEE, 9920 SW REGAL DR, PORTLAND, OR 97225-4960  
 CONDON DAVID J, 12023 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CONDON ROBERT J & LINDA R, 7250 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 CONNELL ASHLEIGH & TREVOR, 10788 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 CONNELL JENNIFER A, 7448 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 CONNOR JOSEPH S & MICHELLE K, 7589 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 CONNOR MICHAEL D TRUSTEE, 1120 SUFFOLK CT, LOS ALTOS, CA 94024-5564  
 CONOVER SHEA RUE TRUSTEE, 5232 SW BUDDINGTON ST, PORTLAND, OR 97219-7374  
 CONRAD BRANDON, 29092 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 CONROY TREVOR D & JENNIFER L, 28685 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 CONTI DANIEL A & NANCY J, 7711 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 CONTINENTAL TRUCK BROKERS INC, 8890 SW HOLLY LN, WILSONVILLE, OR 97070-8746  
 CONWAY KENNETH J TRUSTEE, 29704 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 CONWAY MORRISON & LAURELEI M, 18722 E AMARADO CIR, RIO VERDE, AZ 85263-5029  
 CONWAY MORRISON A III TRSTE, 28283 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 CONWAY THOMAS E & CHERYL M, PO BOX 2402, TUALATIN, OR 97062-2402  
 COOK IRENE M TRUSTEE, 32360 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 COOK JOHN M JR TRUSTEE, PO BOX 5119, BROOKINGS, OR 97415-0095  
 COOK RAYMOND & BETTY, 31580 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 COOKE MICHAEL R & MARY ADA HINDS, 11299 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 COOLEY DOUGLAS L, 7565 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 COONS DAVID C & CAROL A, 10866 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 COOPER CORY M, 7762 SW LOVE CT, WILSONVILLE, OR 97070-6472  
 COOPER ELROY W & CAROL J, 5802 S REATHA CT, HUBBARD, OR 97032-9701  
 COOPER ERIC J, 28299 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 COOPER FRANK M & CHRISTINA M, 7000 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 COOPER FRANK P, 11779 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 COOPER GLENN O & GRACE E, 28937 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 COOPER KENNETH R & PHYLLIS M, 29800 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 COOPER MICHAEL P, 7052 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 COOPER MITCHELL E & EILEEN J, 28540 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 COOPER PAUL & ELAINA PIIMAUNA, 10766 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 COPISAROW RICHARD & WENDY, 317 SIDNEY BAKER S UNIT 400-265, KERRVILLE, TX 78028-5948  
 COPPING RITA Y, 30924 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 CORCORAN DAN & RITA, 10533 SW FOREST RIDGE PL, BEAVERTON, OR 97007-8224  
 CORCORAN THOMAS & BARBARA COOPER, 29536 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 CORDELL BRIAN DANIEL & SARAH ANNE, 27158 SW WOOD AVE, WILSONVILLE, OR 97070-6538  
 COREY CHARLES A & ELIZABETH W, 28516 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 COREY MATTHEW W, 28516 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 CORIA TABITHA L, 8615 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8433  
 CORLL DAVID J, 29292 SW TOWN CENTER LOOP E # B, WILSONVILLE, OR 97070-9491  
 CORNWELL FAM LTD PRTRNSHP, PO BOX 214, WOODBURN, OR 97071-0214  
 CORP PRES BSHP CH JESUS CHRIST LDS, 50 E NORTH TEMPLE ST 22 FLR, SALT LAKE CITY, UT 84150-0001  
 CORREA RICKY L, 7121 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 CORTRIGHT ROBERT S TRUSTEE, 32580 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 CORWIN SCOTT C & VIBIANA A, 31534 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 COSIER DEBORAH E, 29510 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 COSTA PACIFIC HOMES LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 COSTELLO JOSEPH A & MELISSA J, 30723 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 COSTELLO MALCOLM ADRIAN & KAREN, 6953 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 COTNER RAYMOND E, 29159 SW SAN REMO CT, WILSONVILLE, OR 97070-7373



COUNCELL THOMAS S & MARILYN J, 32685 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 COUNTS BRIAN, 3995 SW FIR GROVE RD, WILSONVILLE, OR 97070-6882  
 COUPE BRANDON T & CHRISTINE A, 7183 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 COURSON BARBARA M, 6883 SW GREENWICH DR, PORTLAND, OR 97225-6052  
 COURTWOOD PROPERTIES LLC, 7040 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 COWAN CHAD D & JOLENE K, 28645 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 COWAN DANIELLE A, 11843 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 COX CODY L & WANDA G, 28525 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 COX RONALD E & DEBRA A, 30950 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 COX SHERRY, 29464 SW MILANO LN, WILSONVILLE, OR 97070-7325  
 COX TIFFANY R & WILLIAM B, 29080 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 COYLE BERNARD A & LORETTA C, 8324 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 CRACE GEORGE M & DONNA M, 28430 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 CRAFT ROBERT MICHAEL & PAMELA, KAYE28590 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 CRAIN ELISA B, 12012 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 CRAMER THOMAS D & SANDRA L, 29749 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 CRAWFORD JANET L, 32625 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 CRAWFORD JOSEPH V & SONIA H, 10883 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 CRAWFORD SHANE M & STACIA J, 29715 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 CREW ROBERTA L & WILLIAM L, 8605 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 CROFT ED, 8371 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 CROFT ED L, 7415 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8740  
 CRONKRITE JOHN R & TRACI F, 8004 SW EDGEWATER E, WILSONVILLE, OR 97070-9484  
 CROSBY STEVEN SCOTT & LEIGH ANN, 30872 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 CROSS KEVAN, 31959 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 CROSS TERRY W, 29620 SW VOLLEY ST UNIT 44, WILSONVILLE, OR 97070-6577  
 CROW CAROL L TRUSTEE, 8145 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 CROW ROBERT E TRUSTEE, 7104 E MARIOLA CT, GOLD CANYON, AZ 85118-5339  
 CROWELL KATHIE, 8315 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8441  
 CROWLEY KENNETH C & TERRI L, 6813 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 CROWLEY TIMOTHY N & DONIELLE L, 29054 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 CRP/HOLLAND BRENCHLEY ESTATES II, LP4 ORINDA WAY STE 170D, ORINDA, CA 94563-2509  
 CRUCCHIOLA ROBERT B, 7130 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 CRUM JACK E, 7130 SW GABLE PARK RD, PORTLAND, OR 97225-2626  
 CRUZ JUAN F, 29118 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 CRYSTAL EDWARD J & DIANE M, 28822 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 CUDABACK NORMAN D & L D, PFLUM-CUDABACK11639 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 CUDAHY MICHAEL J, 7110 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 CUDO DAVID & CATHERINE, 2690 NW GLENWOOD DR, CORVALLIS, OR 97330-3134  
 CUEVA NANCY, 11692 SW PALERMO ST, WILSONVILLE, OR 97070-7339  
 CUEVAS CRISTIAN R & BARBARA A, 28067 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 CULVER JAMES H & BARBARA N, 31600 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8476  
 CUMIFORD JULIE, 10532 S COLEMAN LOOP, WILSONVILLE, OR 97070-5526  
 CUMMINGS STEPHAN A & KRYSTAL D, 11275 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 CUMMINS C LYLE JR & NORMA JEAN, 7733 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 CUNNINGHAM SUSAN E, 28500 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 CUPPOLETTI BREE RALPH, 9155 SW BARBER ST, WILSONVILLE, OR 97070-9202  
 CURRIER BARBARA L, 11169 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 CURTIS DAVID, 6825 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8449  
 CURTIS LINDA C TRUSTEE, 32548 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 CURTIS MARILYN J, 7705 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 CURTIS MILO & BETHANY A, 10389 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 CUTLER JANICE I, 8660 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 CUTLER ROBERT D & NANCY J, 10897 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 CZAR CATHERINE C TRUSTEE, 8155 SW FAIRWAY DR, WILSONVILLE, OR 97070-6430  
 D G O INC, 7445 CROSBY RD NE, WOODBURN, OR 97071-9703  
 D THOMPSON PROPERTIES LLC, PO BOX 11272, PORTLAND, OR 97211-0272  
 DAGUIAR CAITLIN M, 11576 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 DAHLE DANIEL J & ELLEN, 7256 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 DAHLQUIST DAVID E, 11282 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 DAHM SARAH, 12008 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 DAIISADEGHI MOHAMMAD HOSSEIN, CO-TRUSTEE23023 SW 112TH, SHERWOOD, OR 97140-9537  
 DAIKER JEAN K TRUSTEE, 278 SUNSHINE WAY, TURLOCK, CA 95382-7377  
 DAILEY JULIE A, 29479 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 DALE RODERIC M K & WALKER ROBIN GAY, 9775 SW COMMERCE CIR C-6, WILSONVILLE, OR 97070-9602



DALGLISH JOSHUA, 10127 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 DALY MARK D & LINDA K, 11251 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 DAMELIO KEITH & JAIME, 28123 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 DAMRON JAMES & VIOLA M, 8085 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 DANAHY JOHN, 11806 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 DANFORD MARGARET JEAN & WILLIAM, 31680 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 DANGELO JERRY P & ANNA MARIE, 8615 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 DANGELO MICHAEL, 59 WOODBERRY RD, DEER PARK, IL 60010-3641  
 DANIELS RANDALL W & DENISE, 31080 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 DANIELSON CHRISTINE A, 11584 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 DARROW MAUREEN, 8427 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 DART KEITH B TRUSTEE, 8565 SW MIAMI, WILSONVILLE, OR 97070-9798  
 DAUPHINAIS LAWRENCE P & NANCY J, 8515 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5414  
 DAVENPORT LINDA, 32140 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 DAVENPORT MARK R & DEBORAH L, 11655 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 DAVEY F A & MARY V, 8062 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 DAVEY JANET S, 11663 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 DAVIDSON LAURA E, 7581 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 DAVIDSON THOMAS E, 29285 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 DAVIDSON WILLIAM G & DIXIE L, 8915 SW COMMERCIAL, TIGARD, OR 97223-6241  
 DAVIES KEVIN & STEPHANIE, 31710 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 DAVIES ROBERT M & DOROTHY M, 31121 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 DAVILLA RICKY D TRUSTEE, PO BOX 869, DEPOE BAY, OR 97341-0869  
 DAVIS ARTHUR & FRANCES H, 8260 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 DAVIS BENJAMIN T, 29490 SW COURTSIDE DR UNIT 15, WILSONVILLE, OR 97070-7431  
 DAVIS CHRISTIN, 11200 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 DAVIS DIANNA L, 29650 SW COURTSIDE DR UNIT 16, WILSONVILLE, OR 97070-7482  
 DAVIS GARY L & JULIANNE, 28515 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 DAVIS JOHN C & SARAH B, 10857 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 DAVIS KIRK C & MARSHA, 7730 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 DAVIS LACEY, 7085 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 DAVIS LARRY A TRUSTEE, 367 MAVIS DR, LOS ANGELES, CA 90065-5013  
 DAVIS MARSHA, 29010 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7393  
 DAVIS MARY E, 27111 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 DAVIS MICHAEL W & BARBARA F, 32320 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 DAVIS MICHAEL W & JANECE A, 30577 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DAVIS RICHARD A & MONICA G, 7576 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 DAVIS RICHARD C & MELISSA S, 30599 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DAVIS RICHARD D, 30670 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 DAVIS VERNE A, 7435 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 DAVOL ALAN A, 29170 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 DAWSON JANICE M, 7245 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 DAY CHRISTOPHER & CARA PEPPER, 31349 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 DAY DREAM RVR EST HMOWNRS, PO BOX 957, WILSONVILLE, OR 97070-0957  
 DAY JOHN ALAN & CATHERINE M, 28028 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 DAY SUSAN J, 29532 SW YOSEMITE ST, WILSONVILLE, OR 97070-8506  
 DEAHL JACK E & DOROTHY C, 10136 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 DEAHL RAND P & TRACIE L, 30757 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 DEAN DAN, PO BOX 5669, BEND, OR 97708-5669  
 DEAN JEFFREY L & GRETCHEN, 7460 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 DEAN RONALD E JR & TRACY L, 31413 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DEARMOND D KATHRYN, 31840 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 DEATON JARVIS R TRUSTEE, 31429 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DECKER MARGARET, 7049 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 DECKER MICHAEL S, 10390 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7566  
 DEDERIAN MICHAEL T & M R SCHEMBRE, 30050 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DEFRANCISCO LEONARD A & SUSAN S, 32245 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 DEGRYSE NORYCE L TRUSTEE, 29091 SW COSTA CIR E, WILSONVILLE, OR 97070  
 DEHAAN JOHN H, 31135 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 DEHART DAVID F & WENDY J, 7647 LOWRIE LN, WILSONVILLE, OR 97070-6566  
 DEHONEY JOHN M, 8229 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 DELAO KARIN & AUDON DELAO TORRES, 31253 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 DELINT DANIELLE M, 29343 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 DELKER CARON, 29560 SW VOLLEY ST UNIT 49, WILSONVILLE, OR 97070-7433  
 DEMAGGIO CHRISTINE TRUSTEE, 7723 SW EMERY CIR, WILSONVILLE, OR 97070-6562



DEMERS JOHN, 7564 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 DEMERS RICHARD E TRUSTEE, 7510 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 DEMPSEY ROBERT A & MICHELE S, 30999 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 DENNIS BRETT T & KRISTIN A, 31398 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 DENNIS GARY R, 28625 SW ASH MEADOWS BLVD APT 13, WILSONVILLE, OR 97070-7802  
 DENT CHARLA TRUSTEE, 31095 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 DEO ANEET & SUKHJINDER, 10702 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 DEPRATER FRANCES M, 30930 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 DEPROSPERO JAMES W & JANE W, 7375 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8740  
 DEPT OF HOUSING & URBAN DEVELOPMENT, 4400 WILL ROGERS PKWY STE 300, OKLAHOMA CITY, OK 73108-1870  
 DEPT OF THE INTERIOR, PO BOX 3621-MMLC, PORTLAND, OR 97208-3621  
 DERBY JOHN A & PATRICIA A, 32465 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 DERNONCOURT JANET M, 8440 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8424  
 DERRY THOMAS F, 11631 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 DESHIKAN SRINIVASA R, 28989 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 DESKINS GARRY B & HELEN A, 28617 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 DESTEFANO DENNIS WAYNE & STACIE, 11218 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 DEVER SHAW W & LINDSAY A POND, 28300 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 DEVILLE ROGER P & JUDITH E, PO BOX 1862, WILSONVILLE, OR 97070-1862  
 DEVINCENZI CHRISTOPHER E & S J, 28793 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 DEVINCENZI GILBERT L & LYNNE K, 3382-6 BRITTON AVE, SAN CARLOS, CA 94070-3422  
 DEVINE JAMES E TRUSTEE, PO BOX 921, WILSONVILLE, OR 97070-0921  
 DEVRIES SCOTT & MICHELLE, 31521 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 DEWALD CLIVE E & JUDY K, 32335 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 DEWIG MICHAEL E & DEBORAH J, 11638 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 DEY EDWIN WINTHROP CO-TRUSTEE, 32150 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 DEY GARY L, 28705 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 DICK FAMILY TRUST, 32655 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 DICKERSON STEPHEN & LINDA, 28589 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 DICKEY CAROL B, 6107 SW MURRAY BLVD #426, BEAVERTON, OR 97008-4421  
 DICKEY GORDON & MARY ANN, 31555 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 DICKEY GORDON E & MARY ANN, 7824 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 DIEDERICH DAVID A, 29625 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 DIEHL ROBERT & ALICE ANNE, 31424 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 DILLENBURGER KARIN, 4405 SW TUNNEL WOOD ST, PORTLAND, OR 97221-3750  
 DILLIN JOHN JR, 31392 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 DILLMAN ERIC MILLER & GAYLE LEE, 10908 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 DILLON JAMES W, 4620 E RUSSELL RD, COLBERT, WA 99005-9711  
 DILTZ WILLIAM K, 31533 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 DINARDO JOHN A, 7658 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 DINH JESSICA B & DAT T DUONG, 7040 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 DINNEL VICKIE LYNN, 8405 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8420  
 DISCH GEOFFREY A TRUSTEE, 738 PARADISE VALLEY CT N, DANVILLE, CA 94526  
 DISCH GERALD & JAMIE, 31035 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 DISCHNER SHERYL E, 28962 SW ORLEANS AVE, WILSONVILLE, OR 97070-7341  
 DITTO DAVID J, 32048 SW GUISS WAY, WILSONVILLE, OR 97070-8570  
 DIX PAUL J & DOROTHY E, PO BOX 953, WILSONVILLE, OR 97070-0953  
 DIXON DANIEL W TRUSTEE, 12013 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378  
 DIXON DONALD H & ELIZABETH B, 7215 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 DIXON NOELANI, 31233 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 DOBLIE JEREMY S, 7324 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8867  
 DODGION LARRY H, 7567 SW LOWRIE LN, WILSONVILLE, OR 97070-6565  
 DODRILL JEDEDIAH L, 31373 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 DOEPKEN LIVING TRUST, 31665 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 DOHERTY JAMES P & PAMELA E, 29450 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7578  
 DOHERTY JENNIFER E, 28615 SW ASH MEADOWS BLVD UNIT 7, WILSONVILLE, OR 97070-7803  
 DOLAND HAROLD D JR & LINDA J, 7586 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 DOLLAR CHRISTY M, 29570 SW VOLLEY ST UNIT 36, WILSONVILLE, OR 97070-7433  
 DOLLAR MICHAEL J & MICHELE D, 7083 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 DOLLINGER DANIEL & YINAN QU, 28652 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 DON STARR & JAMES P, 30626 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 DONALD MILLER LLC, 7445 CROSBY RD, WOODBURN, OR 97071-9703  
 DONALDSON MARGARETANN M, 32265 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 DONOVAN JAMES L TRUSTEE, 32525 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 DOORNINK JUSTIN D & CHRISTY A, 31139 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546



DORAN MARTHA, 31219 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 DOREY PENNY L, 31010 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 DORMAN GUY L & CHERYL L, 28668 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 DORMAN LORI, 30740 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9750  
 DORMAN MICHAEL WARREN, 6871 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 DORR MICHAEL SHAWN & JULIE ANN, 10868 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 DOTHAN MICHAEL URI, PO BOX 220, WILSONVILLE, OR 97070-0220  
 DOTY JAMES A & JUDY FLEMING-DOTY, 9210 SW 4TH ST, WILSONVILLE, OR 97070-6758  
 DOTY LOREN D & DENISE L, PO BOX 275, WILSONVILLE, OR 97070-0275  
 DOUGHERTY JOSHUA T & DEVIN L, 28248 SW FLYNN ST, WILSONVILLE, OR 97070-8875  
 DOUGLAS ALLAN D TRUSTEE, 28701 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 DOUGLAS MARK D, 10725 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 DOUGLAS STEVEN R & LORENE T, 5016 SW ALASKA ST, SEATTLE, WA 98116-4046  
 DOUTHIT JANET K, 7211 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 DOWLING KATHLEEN C, 32135 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 DOWNER-VALDEZ MELISSA & J F VALDEZ, 11323 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 DOWNIE HAROLD L & DOROTHY M, 32330 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 DOWNS GERALD D & CLEO J, 28205 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6723  
 DOWNS JILL ANN, 28209 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6839  
 DOWNS KAREN L, 9180 SW 4TH ST, WILSONVILLE, OR 97070-9742  
 DOYLE IDAMAE TRUSTEE, 31780 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 DRANEY JODY K & WENDY R, 7311 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 DREISSE BRIAN, 8192 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 DRISCOLL PAUL J, 32160 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 DRISCOLL SCOTT M & SANDRA WICHT, 32229 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 DRISCOLL TIMOTHY N & SUZANNE, 28461 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 DRUCKREY DARYL D, 7638 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 DSOUZA JAYANT, 7575 SW LOWRIE LN, WILSONVILLE, OR 97070-6566  
 DSR HOLDINGS LLC, PO BOX 13, CANBY, OR 97013-0013  
 DUBAY ROBERT N, 12001 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378  
 DUBE GREG E & DONNA M, 6940 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 DUBENKO MICHAEL & RITA, 23520 BUTTE LN NE, AURORA, OR 97002-9615  
 DUCK COUNTRY APARTMENTS LLC, PO BOX 490, ENTERPRISE, OR 97828-0490  
 DUCKWORTH BEATRICE E TRUSTEE, 9400 SW TAUCHMAN ST SPACE 26, WILSONVILLE, OR 97070-7769  
 DUDLEY JAMES E TRUSTEE, 8233 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 DUDLEY STEPHEN B & NANCY J, 31650 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 DUEMLING DAVID A & DUEMLING SUE ELLEN LEHNERTZ 8600 SW SALISH LN SUITE ONE, WILSONVILLE, OR 97070-9632  
 DUFF DANIEL P & HEATHER, 7737 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 DUFFIN STEVEN R & JOANNE S, 11631 SW LAUSANNE ST, WILSONVILLE, OR 97070-7332  
 DUGAN DENNIS J, 28056 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 DUNCAN CANDICE S, 32130 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 DUNCAN CLAUDIA, 8180 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 DUNCAN TODD B, 0123 SW CANBY ST, PORTLAND, OR 97219-2959  
 DUNDY MICHAEL W & MELANIE R, 31990 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 DUNHAM HELEN E TRUST, 7895 SW FAIRWAY DR, WILSONVILLE, OR 97070-6433  
 DUNN DORIS M, 12260 ROLLING HILLS RD, MONMOUTH, OR 97361-9758  
 DUNN JAMES, 11796 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 DUNN LYNN A, 11242 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 DUNN STEVEN L & TRACY L, 31537 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 DUONG THAO K, 29280 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 DUPRAU MILDRED LUCILLE TRUSTEE, 32561 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 DUQUETTE GARRY G & CAROL, 7585 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 DURIG JOHN RANDOLPH & CARRIE, 11197 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 DUVAL TODD E, 29082 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 DUVAL BRIAN K, 11830 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 DVERSDAL JON O, PO BOX 67, HUBBARD, OR 97032-0067  
 DVERSDAL NORMAN O TRUSTEE, 31874 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 DWD FAMILY INVESTMENTS LLC, 3535 DEL WEBB AVE STE 100, SALEM, OR 97301-7499  
 DYKSTRA JULIE A TRUSTEE, 6090 S HWY 211, HUBBARD, OR 97032-9462  
 DYKZEUL MICHAEL J & CARIN D, 10753 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 EARLY KEVIN J, 7710 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 EARNI RAGHU R, 11659 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 EARNSHAW STANLEY R, 28816 SW CASCADE LOOP, WILSONVILLE, OR 97070-8750  
 EASTERLY DANIEL L & ANNE M B, 8510 SW WILSON LN, WILSONVILLE, OR 97070-7736



EASTMAN EDWARD R & BARBARA E, 32086 SW CHARBONNEAU DR UNIT 10B, WILSONVILLE, OR 97070-5479  
 EATON CORPORATION, 1111 SUPERIOR AVE, CLEVELAND, OH 44114-2522  
 EATON ROGER G & SUSAN B, 7490 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 EATON TIMOTHY N & DANA L, 28713 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 EAVE BARBARA M, 30995 SW OTTO LN, WILSONVILLE, OR 97070-9775  
 EAVE SCOTT S & MICHELE L, 31433 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 EBERLE JUDY M TRUSTEE, 16100 SW CENTURY DR APT 110, SHERWOOD, OR 97140-6220  
 EBINGER NICOLE M, 29640 SW VOLLEY ST UNIT 40, WILSONVILLE, OR 97070-6531  
 EBNER DARIUS W, 31526 SW OLD FARM RD, WILSONVILLE, OR 97070-6425  
 EBS COMPANY LLC, 9475 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7522  
 EBY INVESTMENTS LTD, 1660 SW ADVANCE RD, WEST LINN, OR 97068-9678  
 EBY MARGARET M, 11994 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 EDDY JAMES R & AMY KAUFMAN, 1221 W LIBERTY ST, ANN ARBOR, MI 48103-4331  
 EDELEN PHILIPPA J & BRETT L, 31533 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 EDGEWATER HM OWNER ASSN, CHARBONNEAU32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 EDMISTON CHRIS R & DANA, 7924 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 EDMONDS BLAISE, 7692 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 EDWARDS C SCOTT & AIMEE, 28448 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 EDWARDS DENO F & CYNTHIA L, 8685 SW MIAMI, WILSONVILLE, OR 97070-9758  
 EDWARDS FORREST A & DEANNA M, 7555 SW KOLBE LN, WILSONVILLE, OR 97070-9599  
 EDWARDS JOHN C & DELLA M, 261 HYLO RD SE, SALEM, OR 97306-9543  
 EDWARDS RICHARD AUSTIN & DEBRA E, 11687 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 EDWINSON PAUL M & CAROLINE, 31090 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 EGGER JANET NADINE, 28643 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 EGGERT MATTHEW & MEREDITH, 8715 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5423  
 EGGLESTON CHARLES A, 7875 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 EGGLESTON TODD K & JANICE L, 28105 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 EGHdami CYRUS & MEHRNAZ, 10065 SW COMMERCE CIR, WILSONVILLE, OR 97070-8888  
 EGHdami CYRUS O & MEHRANAZ, 0836 SW CURRY ST #1500, PORTLAND, OR 97239-4529  
 EGLOFF JEFFREY S & STEPHANIE A, 7590 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 EGLOFF PAMALA, 12002 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 EHRENSHAFT LYNDA, 31203 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 EHRSTINE JOHN W TRUSTEE, 8400 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8418  
 EICHENBERGER JOHN A & MARY T, 11090 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 EICHER BRUCE & KATIE M, 8545 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 EILERTSON VIOLET L TRUSTEE, 32531 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 EISCHEN LARRY D CO-TRSTE, 31127 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 EISENBRANDT TIM & JONI, 10505 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 EIXENBERGER KARRIE L, 6979 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 ELDER CHARLOTTE M S, 32360 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 ELDER STEWART M & L MAGDALENE, 31145 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 ELDRIDGE ESTHER P, 8615 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8433  
 ELLIGSEN RALPH H & SHIRLEY L, 7485 SW ELLIGSEN RD, TUALATIN, OR 97062-9623  
 ELLINGHOUSE JERRY W, 7155 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 ELLIOTT & ASSOCIATES, 901 NE GLISAN ST, PORTLAND, OR 97232-2730  
 ELLIS GENE A, 8170 SW MAXINE LN UNIT 62, WILSONVILLE, OR 97070-7785  
 ELLIS HUSTON IV, 29129 SW MEADOWS LOOP, WILSONVILLE, OR 97070-5761  
 ELLISON JASON P, 7558 SW ROANOKE DR N, WILSONVILLE, OR 97070-6801  
 ELMANHAWY WAE & ABEER ABOUELELLA, 7664 SW ROANOKE DR S, WILSONVILLE, OR 97070-6810  
 EMBERLIN RANDALL D TRUSTEE, 15212 NW EUGENE LN, PORTLAND, OR 97229-7884  
 EMBURY GLEN R & GLADYS, 31045 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 EMERSON LAWRENCE A, 8376 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 EMERY RYAN, 29730 SW BROWN RD, WILSONVILLE, OR 97070-7556  
 EMIGH STUART GRANT, 7560 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 EMMETT JAMES R & ALICE S, 28439 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 EMORY JUSTIN O, 29523 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7329  
 ENGDALL CHRISTOPHER TRUSTEE, 7355 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 ENGEL CLIFFORD V & SYLVIA J, 8180 SW FAIRWAY DR, WILSONVILLE, OR 97070-6430  
 EPPING GARY J TRUSTEE, 11166 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 EPSTEIN DONALD B TRUSTEE, 7360 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 EQUITY TRUST COMPANY CUSTODIAN, 10914 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 ERATH RICHARD C, 19926 NE FAIRVIEW DR, DUNDEE, OR 97115-9115  
 ERB WILLIAM F & JOANNE S, 10905 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 ERICHSEN EILEEN TRUSTEE, 32445 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 ERICKSON GALE D, 32535 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441



ERICSON NELS B & CATHLEEN A, 6709 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 ERKUS WILLIAM D, 27165 SW WOOD AVE, WILSONVILLE, OR 97070-6539  
 ERNST KENNETH J, 7552 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 ERTLE MARK F & SONYA L, 31526 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 ERWIN JULIAN T & NANCY S, 7289 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 ESKANDARI JOSEPH & VALIA MASIHI, 10978 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 ESPINOZA EMMA L, 32465 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 ESSIG WILLIAM R & LAURIE K, 11620 SW PALERMO ST, WILSONVILLE, OR 97070-7338  
 ETTNER JANELLE F TRUSTEE, 5 FARRINGTON CIR, LINCOLNSHIRE, IL 60069-2501  
 ETZEL DONALD V & LINDA K, 7510 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 ETZEL JULANNE I, 29158 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 EUSTERMAN JOSEPH H & MARY C, 32220 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 EVANS ADELE L & JOHN W JR, 32031 SW GUISS WAY, WILSONVILLE, OR 97070-7518  
 EVANS DALE N & TONI M, 31023 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 EVANS JACOB W, 7085 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 EVANS JEANNE K & ERNEST W, 7500 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 EVANS JOHN E & CATHERINE E, 32512 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 EVANS MARYANN, 12801 ST ANDREW DR, KANSAS CITY, MO 64145-1229  
 EVANS TALMA L, 8695 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 EVENS RYAN & AMICIA, 10325 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 EVERETTS CLAUDIA G, 8510 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5409  
 EVERGREEN RESORT LLC, 8855 SW CITIZENS DR, WILSONVILLE, OR 97070-8485  
 EXNER MARY E, 29509 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 FABIS BOWMAN PROPERTIES INC, PO BOX 982, CANBY, OR 97013-0982  
 FADDEN GERALD F JR & SVETLANA A, 31500 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 FADLING JOEL E, 10483 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 FAHLGREN GREGORY D & LORA L, 28963 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 FAHY CATHERINE E, 32498 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 FAIMAN CRAIG, 10903 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 FAIRCHILD JORDAN R & LESLIE J, 6581 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 FAIRPLAY FUNDING NW LLC, 5260 CARILLON POINT, KIRKLAND, WA 98033  
 FAIRWAY VILLAGE CONDO ASSOC, 31780 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 FALCONER ANNIE F & MICHAEL, 28130 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7742  
 FALOTICO ROCCO R & JEAN L, 8325 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-7423  
 FAMILIA PROPERTIES, PO BOX 145, WILSONVILLE, OR 97070-0145  
 FANGER DAVID A, 29420 SW SERENITY WAY, WILSONVILLE, OR 97070-7569  
 FARIS BROOKS B & PATRICIA A, 29890 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 FARO ARTHUR & TAMARA, 10887 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 FARR PATRICIA SHANNON, 11608 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 FARR RUSS E & AMY A, 28555 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 FARRELL DAVID A & JEAN M, 11431 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 FARRELL SEAN, 29750 SW COURTSIDE DR UNIT I, WILSONVILLE, OR 97070-5435  
 FARRIER KATHLEEN M, 29444 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 FASANO FAMILY LLC, 10129 SW WASHINGTON ST, PORTLAND, OR 97225-6947  
 FASHANA DIANE G, 7560 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 FAVELUKE ALEX & LISA M, 7547 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 FAY KAREN, 29199 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 FEE CADENCE H & SEAN W, 28367 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 FEERST DAVID, 31105 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 FEHSENFELD JUDEE L, 7520 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 FEIST LEONARD C & AMY J, 13820 S 44TH ST APT 1103, PHOENIX, AZ 85044-4856  
 FELDMAN KEN, PO BOX 2359, WILSONVILLE, OR 97070-2359  
 FELDMAN KENNETH N II & GAIL A, 29653 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 FELL SALLY S, 8240 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 FELLEKE GETACHEW T, 7599 LOWRIE LN, WILSONVILLE, OR 97070-6566  
 FELLOWS JANE E, 1260 NW NAITO PKWY UNIT 407, PORTLAND, OR 97209-3152  
 FENDER KENT & JUDITH, 7927 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 FENNELL ANGELA, 29510 SW VOLLEY ST UNIT 76, WILSONVILLE, OR 97070-6533  
 FERGUSON GLEN E, 32175 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 FERGUSON KENT D TRUSTEE, 8013 SW EDGEWATER E, WILSONVILLE, OR 97070-9484  
 FERNANDEZ ROBERT M, PO BOX 2510, WILSONVILLE, OR 97070-2510  
 FERNANDO RODNEY JOSEPH, 7538 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 FERRIS DIANE, 32678 NE CORRAL CREEK, NEWBERG, OR 97132-7006  
 FERTIG ELSA IVY ALLEN TRUSTEE, 32529 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 FEUERHERDT STEFAN & DONNA, 9930 SW KILLARNEY LN, TUALATIN, OR 97062-7509



FIAMENGO ALISON C, 7305 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 FIEGENBAUM MICHAEL F & DIANE P, 7356 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 FIELD MARY E TRUSTEE, 32475 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 FINA CELINA, 1543 AUDREY WAY, WOODBURN, OR 97071-3646  
 FINCH WILLIAM E & JUDY, 30410 SW REBEKAH ST UNIT 34, WILSONVILLE, OR 97070-6665  
 FINGERUT MICHAEL B & PEGGY J, 8084 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 FINK MARGARET M FAMILY TRUST, 32546 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 FINNIGAN CAROLINE A & TIMOTHY M, 10894 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 FINSETH GARY A & ROBYN, 32506 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 FIORANTE MARY ANN, 8405 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8420  
 FISCUS NOAH MATTHEW & MELANIE L, 10260 SW GREENBURG RD STE 170, PORTLAND, OR 97223-5511  
 FISH DONALD ROBERT TRUSTEE, 7400 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 FISH JODIE & JANA, 10592 SW COLEMAN DR, WILSONVILLE, OR 97070-5526  
 FISHER FLOYD LAVERN TRUSTEE, 7145 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 FISHER RONALD R, 32215 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 FISKE STEVEN E TRUSTEE, 8500 SW MIAMI, WILSONVILLE, OR 97070-9798  
 FISTER CHAD J & MARCI, 29563 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8508  
 FITCH JAMES H JR, 29395 SW CAMELOT ST, WILSONVILLE, OR 97070-8540  
 FITTNER RICHARD S & DARLENE E, 31760 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 FITZGERALD RONALD C CO-TRST, PO BOX 2124, LAKE OSWEGO, OR 97035-0642  
 FITZGERALD TINA L, 28769 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 FITZKE JON A & KIMBERLY S, PO BOX 3035, WILSONVILLE, OR 97070-3035  
 FITZSIMONS PATRICK C, 81670 RICOCHET WAY, LA QUINTA, CA 92253-9063  
 FLAGG DENNIS N & MARIA ROSARIO, 7063 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 FLAHERTY JAMES, 28468 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 FLAIG JASON, 7736 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 FLANNERY AARON & JULIE A, 10555 SW ARNOLD CLUTTER RD, SHERWOOD, OR 97140  
 FLECK CHRISTOPHER & JULIANA R, 7925 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 FLERCHINGER DONALD P & CAROLE A, 31603 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 FLETCHER JERRY L & SUSAN K, 32475 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 FLETCHER RHONDA, 30990 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 FLINT GREGORY B & MARGARET G, 8715 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5424  
 FLIR SYSTEMS INC, 27700A SW PARKWAY AVE, WILSONVILLE, OR 97070-8238  
 FLOMER ARDATH L, 7330 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 FLOOD MICHAEL E & JOANNE, 7960 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 FLORES MERCED, 31432 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 FLYNN PATRICIA L, 31975 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 FOCHT PHYLLIS, 522 FOUNTAIN CT N, KEIZER, OR 97303-7438  
 FODGE JEANINE A, 10250 SW ASHTON CIR, WILSONVILLE, OR 97070-7575  
 FOLDEN ADRIA, 29639 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 FOLKMAN DARREN K, 28465 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 FOLSKE KEITH A, 28340 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 FOLTZ ANDREW, 57 OUTER OCTAGON, UNIVERSAL CITY, TX 78148-5605  
 FORBES ROSS C, 6549 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 FORD BRIAN C, 8515 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5413  
 FORDICE SANDRA K, 32508 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 FOREMAN VICTORIA, 7084 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 FORESTER ROBERT & AMANDA, 7045 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 FORGIONE FRANK & LAURA, 5396 VIA RAMON RD, YORBA LINDA, CA 92887-2546  
 FORNOF STEVEN R & NANCY A, 31225 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 FORSBERG CHRISTINE G & WILLIAM B, 28083 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 FORSBERG GAYLAND E, 7674 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 FORSETH DEAN, 7900 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 FORSYTH MICHELLE L, 29400 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 FORTIER TAMMY LAINE, 32390 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 FOSTER GORDON HAROLD TRUSTEE, 3401 E PICKERING RD, SHELTON, WA 98584-8844  
 FOSTER NORMAN L & PATRICIA J, 32000 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 FOSTER SCOTT N, 10100 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 FOSTER THOMAS V & MARGARET A, 7030 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 FOUNTAIN LKS HMOOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 FOUNTAINLAKES HOMEOWNERS, 31960 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7863  
 FP PROPERTIES LLC, 2105 SE 9TH AVE, PORTLAND, OR 97214-4653  
 FPI-WILSONVILLE LLC, 2759 CASIANO RD, LOS ANGELES, CA 90077-1525  
 FRANCIS JEFFREY R, 30330 SW REBEKAH ST UNIT 8, WILSONVILLE, OR 97070-6667  
 FRANCIS JOHN L & JOELYN M, 12477 SW KAME TERRACE CT, SHERWOOD, OR 97140-8454



FRANK PAUL N & ROBIN C, 10501 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 FRANK SARA C TRUSTEE, 7087 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 FRANKLIN GRIFFITH LLOYD & LUCY-AVIS, PO BOX 1655, LAKE OSWEGO, OR 97035-0570  
 FRANKLIN TREVOR M J & RACHEL J, 29770 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 FRATES DENNIS M & JUDITH A, 10759 SW WELLINGTON LN, WILSONVILLE, OR 97070-7532  
 FRAUTSCHI HELEN L, 29750 SW COURTSIDE DR UNIT 4, WILSONVILLE, OR 97070-7485  
 FRAZER JAMES H TRUSTEE, 32245 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 FRAZIER GUYOT & PATRICIA D, 2125 FIRST AVE STE 2602, SEATTLE, WA 98121-2121  
 FRAZIER LATIMER C, 8605 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5419  
 FRECK WILLIAM B & JUDITH M, PO BOX 190, WILSONVILLE, OR 97070-0190  
 FRED MEYER STORES INC, PO BOX 42121, PORTLAND, OR 97242-0121  
 FRED MEYER STORES INC, 1014 VINE ST PROP TAX 7TH FL, CINCINNATI, OH 45202  
 FREEMAN BRAIDON, 29208 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 FREEMAN EUGENE D & MARY C, 31995 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 FREEMANTLE PAUL & KAREN, 31117 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 FREGOSO JESSICA & RONALD WHITE, 10475 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 FREGOSO JORGE & MARIA C, 32071 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 FRENCH JAMES N & JEAN A, 32536 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 FRENCH PRAIRIE VILLAGE, 4380 SW MACADAM AVE STE 380, PORTLAND, OR 97239-6406  
 FREY MICHAEL, 11985 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 FRIEDHOFF JEFFREY & MOJGON, 22835 SW ENO PL, TUALATIN, OR 97062-7358  
 FRIEDMAN LAVON M, 27220 SW WOOD AVE, WILSONVILLE, OR 97070-6542  
 FRIEDMAN MORRIS TRUSTEE, 8350 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 FRIESEN FAMILY PROPERTY TRUST, BY CLARENCE & E DORIS FRIESEN TR11131 SE 57TH ST, BELLEVUE, WA 98006-2603  
 FRINELL JAMES L, 7905 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 FRITSCHI DAVID R JR TRUSTEE, PO BOX 694, GLEN ELLEN, CA 95442-0694  
 FRITZ JACK V & NORMA R, 7660 SW EMERY CIR, WILSONVILLE, OR 97070-6563  
 FRITZ LINDA K TRUSTEE, 8050 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 FROCHEN MERRA H, 7150 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 FROLOV ANDREY & TATIANA, 28438 SW WAGNER ST, WILSONVILLE, OR 97070-6782  
 FRUIN CHRISTINE A, 29239 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 FUCHS NADINE K, 11003 SW PRESTWICK CT, WILSONVILLE, OR 97070-5510  
 FUJIMI CORPORATION, 11200 SW LEVETON DR, TUALATIN, OR 97062-8094  
 FULBRIGHT BARBARA A, 6944 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 FULLER CLARENCE A TRUSTEE, 28008 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 FULLER GAYLE W TRUSTEE, 8276 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-6410  
 FULLER MARIE TRUSTEE, 30900 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 FULLER TIMOTHY J & KATHLEEN S, 32139 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 FULLMAN GERALD J TRUSTEE, 7899 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 FULLMER JEFFREY DAVID & NATALIE, ROSE28670 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8775  
 FULTON MARIA E TRUSTEE, 7581 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 FULTON ROBERT R & KRIS S, 7625 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 FUNDERHIDE MARIANNE, 8320 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 FUNK GREG L & CARRIE LYNN, 28576 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 FURROW TIMOTHY N FAMILY TRUST, BY MARY A FURROW TRPO BOX 2117, WILSONVILLE, OR 97070-2117  
 FYAN BETTY LEE TRUSTEE, 31850 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 GADWOOD CORY, 29720 SW COURTSIDE DR #53, WILSONVILLE, OR 97070-7484  
 GAERISCH DEVIN, 31015 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 GAGE CHRISTIAN S, 10811 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 GAGNIER WILLIAM H & SALLY A, 8399 SW WILSON LN, WILSONVILLE, OR 97070-6741  
 GAHAN GREG, 7060 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 GAIBLER DENNIS & KATHLEEN, 7872 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 GAIL JON C, 11432 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 GAINES REGINALD KEITH & LYRIC S, 7261 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8873  
 GALBRAITH BRYAN M & CARLA A, 29460 SW TETON WAY, WILSONVILLE, OR 97070-7560  
 GALBRAITH WILLIAM H, 29490 SW COURTSIDE DR UNIT 16, WILSONVILLE, OR 97070-7431  
 GALE XAN D, 30350 SW REBEKAH ST UNIT 12, WILSONVILLE, OR 97070-6670  
 GALLACHER JEAN S TRUSTEE, 31505 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 GALLEGOS RONALD W & KIMBERLY J, 3179 N POLO DR, APTOS, CA 95003-4131  
 GALLUP STEVEN D & MARA E, 7682 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 GAMEZ REBECCA NANCE, 7634 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 GANGLE MICHAEL L & MARYROSE K, 28558 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 GANRY OLIVIER, 14909 SW 88TH AVE, TIGARD, OR 97224-5738  
 GARCIA EDWARD & MAVOURNEEN CALLAHAN, 11923 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328



GARCIA FRANK JR & LESLIE D, 10576 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 GARCIA MARJORIE E, 10567 COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 GARCIA ROBERT & DONNA M, 10472 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 GARDEN HOMES CHARBONNEAU, TWNHM ASSN32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 GARDINER RICHARD G TRUSTEE, 29650 SW COURTSIDE DR UNIT 18, WILSONVILLE, OR 97070-7482  
 GARDINER ROBERT J, 6827 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 GARDNER MERLE ALAN & BARBARA LEE, 32385 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 GARDNER NOLAN T TRUSTEE, 7575 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 GARDNER SARA ANNE TRUSTEE, 525 SE MARION ST #14, PORTLAND, OR 97202-7078  
 GARDNER TOM L TRUSTEE, 6602 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 GARG ARVIND K, 10585 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 GARG SANDEEP, 10765 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 GARNER WENDELL A & PEGGY K, 28975 SW COSTA CIR E, WILSONVILLE, OR 97070  
 GARNETT JAMES M & HEIDI K, 28814 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 GARRETSON ROGER R & ROBIN R, 32125 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 GARRISON TIMOTHY A & LUCINDIA LAMB, 31663 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 GARZA LORENA, 1267 LAKESIDE DR #1078, SUNNYVALE, CA 94085-1027  
 GASS TED L, 30888 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 GATTO JAMES G & RACHEL A, 7141 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 GAUDE AGOSTINO, 29975 S BARLOW RD, CANBY, OR 97013-9565  
 GAUDE AGOSTINO, 31895 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 GAYLORD EDSON C TRUSTEE, 8015 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 GEARHART LENLY M & LYNN H, 6803 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 GEARHART ROLF E & LAUREN M, 10673 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 GEARY STREET LLC, 1145 MAPLE ST SW, ALBANY, OR 97321-2532  
 GEDUSKY JOHN B, 11468 SW ZURICH ST, WILSONVILLE, OR 97070-7345  
 GEE DEBORA K, 8230 SW MAXINE LN UNIT 54, WILSONVILLE, OR 97070-7783  
 GEILMANN BLAKE R & DEBORAH K, 29687 SW CAMELOT ST, WILSONVILLE, OR 97070-8543  
 GEM CAPITAL INVESTMENTS LLC, 7300 SW CHILDS RD #B, TIGARD, OR 97224-7772  
 GEMINI INVESTMENTS LLC, PMB 31916869 SW 65TH AVE, LAKE OSWEGO, OR 97035-7865  
 GENECE RICHARD & NADINE J, 28644 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 GENESIS ASSETS, 18450 SW CORRAL CREEK RD, NEWBERG, OR 97132-9319  
 GENGLER JOHN E & LINDA L, 6873 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 GENTRY A P, 23765 SW SANDERS TER, SHERWOOD, OR 97140-9311  
 GEORGE EDWARD S, 7256 SHEPARD MESA DR, CARPINTERIA, CA 93013-3130  
 GEORGE JAMES & CRISTINA GEORGEM, 29030 TOWN CENTER LOOP E STE 202-44, WILSONVILLE, OR 97070-9490  
 GEORGE KEELEY E, 10278 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 GERLICHER PHILIP J & DEBRA L, 32550 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 GERNHARDT JOHN P & DOROTHY A, 32547 SW RIVIERA LN, WILSONVILLE, OR 97070-7440  
 GERRETSEN KRISTIN ELIZABETH & KEVAN ERIC31189 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 GERSON EVELYN, 29103 SW MEADOWS LOOP, WILSONVILLE, OR 97070-5761  
 GERSTNER MARK S & PENNY L, 29735 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 GERTZ KENNETH E & CHERYL L, 19200 SW 46TH AVE, TUALATIN, OR 97062-8770  
 GESSLER BRANDON K & BRIDGET P, 11207 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 GEVURTZ BRAD, 2 CENTERPOINTE DR STE 450, LAKE OSWEGO, OR 97035-8631  
 GHEGAN JAMES D & CATHY L, 30863 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 GIACOMELLI LANA S, 29105 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 GIBBONS JAMES H & KATHLEEN A, 32400 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 GIBBONS STEPHANIE, 11234 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 GIBSON CORNELIA TRUSTEE, 10904 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 GIBSON EDWIN G JR & MARTHAJANE H, 15500 NW FERRY RD #F, PORTLAND, OR 97231-1355  
 GIBSON KENNETH C & ANGELA R, 32096 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 GIEBER LAWRENCE E & JULIE A, 10558 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 GIESE DOUGLAS E & LAURA E, 8655 SW MIAMI, WILSONVILLE, OR 97070-9758  
 GILBERT GLENN R & LYDIA M, 29020 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
 GILBERT GREGORY C & THERESA L, 30657 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 GILFILLAN WARREN C TRUSTEE, 31682 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 GILLESPIE PROPERTIES LLC, 27676 SW PARKWAY AVE, WILSONVILLE, OR 97070-9287  
 GILLET TERRY L & JEANNE L, 8200 SW MAXINE LN UNIT 57, WILSONVILLE, OR 97070-7784  
 GILLETTE W MICHAEL, 8745 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8438  
 GIPSON GARY D & KAY, 28452 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 GIRON KATHERINE & CESAR F, 7360 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 GIROUX MICHELLE L, 32460 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 GJURGEVICH DAN & JUSTINE, 7263 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 GLAUNER JACK W & KATHARINE M, 29363 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316



GLAZE JOANN L, 8330 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 GLAZE KRISTINA M & GREG D, 10413 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 GLB CANYON CREEK LLC, 11393 SW RIVERWOOD RD, PORTLAND, OR 97219-8446  
 GLEASON JANET I TRUSTEE, PO BOX 446, DEPOE BAY, OR 97341-0446  
 GLEESON CARSTEN A, 30555 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 GLEESON CATHIE E TRUSTEE, PO BOX 99, WILSONVILLE, OR 97070-0099  
 GLENNON-RUSHING G A TRUSTEE, 7475 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 GLOCK BRIAN DANIEL, 29562 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 GLOS DEREK, 29484 SW MILANO, WILSONVILLE, OR 97070-7325  
 GO DUCKS LLC, 1019 PACIFIC AVE STE 916, TACOMA, WA 98402-4492  
 GODDARD RICHARD J & NANCY M, 28635 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 GODFREY KURT J & DAWN SHULTZ, 10502 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 GODLEWSKI JOHN S TRUSTEE, 3017 ELGIN PL, ORANGE, CA 92869-5133  
 GOFF JOSHUA S, 29074 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 GOFF LARRY D & SHELLEY A, 29858 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 GOH MENG W, 28072 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 GOINS TINA, 28823 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 GOLDADE LARRY E & LAURA J, PO BOX 3437, WILSONVILLE, OR 97070-3437  
 GOLDMAN RICHARD L, 29242 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GOLDSMITH DAVID P & ANGELA K, 10856 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 GOMEZ JOSE M & MARIA CHAVARIN, 29765 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 GOMEZ LINDA, 28740 SW PARKWAY AVE UNIT D6, WILSONVILLE, OR 97070-9765  
 GONZALES FRANK R & NAOMI, 30825 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 GONZALES LESLIE, 28525 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 GONZALEZ JOSE E & MARISA J, 11426 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 GOOD RAYMOND G & DARLENE J, 6705 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 GOODMAN FINANCIAL SERVICES INC, PO BOX 847, CARLSBAD, CA 92018-0847  
 GOODNESS RAYMOND & JILL-ANNA DOLBY, 32125 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 GOODSPEED CARL N TRUSTEE, 32330 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 GOODWILL IND OF THE COLUMBIA, WILLAMETTE1943 SE 6TH AVE, PORTLAND, OR 97214-4508  
 GOODWILL ROBERT & LINDA PATRICK, 7210 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6452  
 GOODWIN CARL & KATHERINE LUITEN, 4220 SW HOMESTEADER RD, WILSONVILLE, OR 97070-9719  
 GOODWIN MICHAEL & MELISSA K, 29265 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 GOODWIN STEVEN C, 12009 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 GOOLD JOHN J, 16869 SW 65TH AVE STE 174, LAKE OSWEGO, OR 97035-7865  
 GORDILLO AQUILES RUEDA, 29862 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 GORDON DAVID F & LORI J, 867 LAKEWOOD DR, SUNNYVALE, CA 94089-2041  
 GORDON SUZANNE I, 29720 SW COURTSIDE DR UNIT 51, WILSONVILLE, OR 97070-7484  
 GORE GEOFFREY, 31182 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 GORE RANDALL D & CHERYL L, 7255 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 GORILLA CAPITAL CL 4 LLC, 1400 HIGH ST STE B-2, EUGENE, OR 97401-4192  
 GORNBEIN GORDON J, 4484 N PLACITA COAHUILA, TUCSON, AZ 85749-6107  
 GORSLINE RICHARD L & CHRISTINE B, 32540 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 GOSSACK BARBARA J, 8760 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 GOSWAMI DHIRAJ & POMPY, 28592 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 GOUGH JASON S & KRISTEN L, 10584 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 GOULD JAMES R JR & EVELYN Y, 29082 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 GOVAERTS RENE JACQUES & MARY JANE, 31167 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 GOVRO KEVIN T, 29570 SW VOLLEY ST UNIT 31, WILSONVILLE, OR 97070-6576  
 GPM LLC, 21531 SW ATHEY RD, WEST LINN, OR 97068-9710  
 GR CUDWORTH LLC, 5475 E HIDDEN VALLEY DR, RENO, NV 89502-9666  
 GRACE CHAPEL, 28925 SW BOBERG RD, WILSONVILLE, OR 97070-8218  
 GRAHAM LAURA J, 29322 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 GRAHAM ROBERT B, 32493 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 GRAHAM ROBERT G, 11694 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 GRAHAM ROBERT G & PATRICIA A, 32105 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 GRANSTROM DALE ALLEN TRSTEE, 29530 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 GRANT DOUGLAS F, 10375 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 GRANT GLEN T & CHRISTINE S, 7422 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 GRANTOM CAROL V, 28636 SW ASH MEADOWS BLVD UNIT 21, WILSONVILLE, OR 97070-7800  
 GRASER JOHN A & EILEEN M, 30722 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 GRASVIK NICHOLAS, 28601 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 GRAVATT TOM L TRUSTEE, PO BOX 404, WILSONVILLE, OR 97070-0404  
 GRAVES CATHERINE, 27217 SW WOOD AVE, WILSONVILLE, OR 97070-6540  
 GRAVES CYNTHIA M & ROBBIE J, 10270 SW ASHTON CIR, WILSONVILLE, OR 97070-7575



GRAVES FLOYD L, 32082 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-5479  
 GRAY DOROTHY M TRUSTEE, 7120 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 GRAYBEAL KIMBERLY J, 28507 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 GREEN JOSEPH W, PO BOX 759, PORTLAND, OR 97207-0759  
 GREEN MONICA, 32279 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 GREENBERG MICHAEL & ROSEANNA, 6850 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 GREENBERG STEVEN J & KATHRYN S, 28487 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 GREENE JAMES MICHAEL, 28480 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 GREENE JAMES R TRUSTEE, 31700 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 GREENFIELD GERALD R & KATHLEEN A, 7698 SW EMERY CIR, WILSONVILLE, OR 97070-6568  
 GREENHALGH JAMES MALCOLM, 31120 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 GREENLEAF BRIAN K, 29272 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GREENLEY RONALD A, 10516 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 GREENTREE ENTERPRISES INC, 8655 SW CITIZENS DR STE 201, WILSONVILLE, OR 97070-7695  
 GREENTREE PROFESSIONAL LLC, 8655 SW CITIZENS DR STE 201, WILSONVILLE, OR 97070-7695  
 GREGG GERALD A & KATHLEEN M, 10910 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 GREGORY DAVID T & DIANE L, 10621 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 GREGORY WILLIAM A, 7755 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 GREGSON KENNETH R, 6975 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 GREGSON KENNETH R SR TRUSTEE, 6815 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 GRENING KAY L, 3501 E RANSOM ST UNIT 302, LONG BEACH, CA 90804-2610  
 GRIDER ANNETTE D, 29498 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 GRIFFIN ANDREW J, 29273 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 GRIFFIN ROY LEE 1/2, 7226 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 GRIFFITHS KRISTEN J, 7626 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 GRIGGS MARTHA J TRUSTEE, 6875 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 GROMAN EDWARD S TRUSTEE, 7280 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-6454  
 GROOMER GARY J TRUSTEE, 11712 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 GROSHONG SPENCER L & ROBIN L, 31775 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 GROVER C JOSEPH TRUST, 10 PINE CREST DR, LA GRANDE, OR 97850-1300  
 GROW RICHARD G & MARSHA L, 8090 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 GRUBBS DANIEL M JR TRUSTEE, 964 LEONARDS WAY, EUGENE, OR 97404-7011  
 GRUBSTEIN DAWN C, 10124 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 GRUEN FRANK, 11832 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 GRUNDMAN DAVID W, 32057 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 GSB II LLC BY GREG WENTWORTH, WILSONVILLE CHEVROLET INC26051 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9250  
 GUAN DAVID & NGA L, 1080 S MAYFAIR AVE, DALY CITY, CA 94015-3549  
 GUENTHER CAREY & ADAM, 28169 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8778  
 GUERRERO JUANA, 10440 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 GUILLE GREGORY M & CAROL J, 8665 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 GUISS ALLEN M, 11330 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 GULBRANDSON DARREN M & JENNIFER, 7712 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 GULKA RONA L, 8540 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5412  
 GUNDEN JUSTIN, 7702 SW ROANOKE DR, WILSONVILLE, OR 97070-6811  
 GUNNELL REID W & DIANE, 31428 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 GUNNER LLC, PO BOX 626, WILSONVILLE, OR 97070-0626  
 GUNTER MARSIA A, 27100 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 GUPTA RAKESH & MONICA R, 7655 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 GURNICK JOHN D & JANELL S BEALS, 11964 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 GUSINDE NORMAN D TRUSTEE, 32200 SW FRENCH PRAIRIE RD A104, WILSONVILLE, OR 97070-7465  
 GUSTAFSON MARK & TRACI, 8138 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 GUSTAFSON VALENTINA, 106 EAST LN, BARRINGTON, IL 60010-1958  
 GUTTRIDGE JENNIFER CURRIN & SHANE, 7186 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 GUTTRIDGE RONALD D, 7710 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 GWYTHYR JANIS R, 29750 SW COURTSIDE DR UNIT 9, WILSONVILLE, OR 97070-7485  
 H D LEGACY LLC, 13440 SE 30TH ST, BELLEVUE, WA 98005-4439  
 HAAS THOMAS J & LINDA A, PO BOX 1787, WILSONVILLE, OR 97070-1787  
 HAASE DANA L, 30870 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 HACK ROBERTA J & BRUINE RUSSELL, 11655 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 HACKETT JOSH A & AMY J DVORAK, 29190 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 HADDEN JASON AND JENNIFER L, 11142 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 HAENER DANIEL M, 7384 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 HAFNER ADDRIENE D TRUSTEE, PO BOX 1693, WILSONVILLE, OR 97070-1693  
 HAGEN GREGORY E & JENNIFER L, 11607 SW JAMAICA, WILSONVILLE, OR 97070-9563



HAGER PATRICK G III, 6792 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 HAGLER CHARLES S & ANN B, 2330 E MADRONA LN, CANBY, OR 97013-2522  
 HAGMAN ANDREW R, 28757 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 HAIR RUTH M TRUST, 2951 SW MOSSY BRAE RD, WEST LINN, OR 97068-9312  
 HAITHCOCK CLIFFORD R, 30502 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 HALE CAROLYN I, 7310 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 HALE KOA II LLC, 18016 S SKYLANDS CIR, LAKE OSWEGO, OR 97034-6452  
 HALL DENNIS R, 7655 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 HALL JOHN A, 29247 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 HALL LARRY C TRUSTEE, 31660 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 HALL LINDA M, 31425 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 HALL STEPHEN, 7238 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HALL TRICIA S & JEFFREY R, 7400 SW BOECKMAN RD, WILSONVILLE, OR 97070-6727  
 HALLANDER DOUGLAS C & DEBORAH R, 29818 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 HALLIN JEFFREY J & KELLY M, 31501 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 HALPIN FRANCIS J, 8720 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 HALSTEAD CHARLES E & KRISTINE L, 7633 SW LOWRIE LN, WILSONVILLE, OR 97070-6566  
 HALSTEAD CHARLES E TRUSTEE, 7572 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 HALSTED WILLIAM G & VELVA J, 7951 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 HALTER ANDREW J & LARA S, 28628 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 HALTER RONALD L TRUSTEE, 7885 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 HALVERSON GARY L & LESLEY A, 32480 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 HAMALAINEN JOHN R & DEBBIE R, 7264 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 HAMBLIN RUSSELL P & CHRISTINE A, 31025 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 HAMILTON DONALD R, 32305 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 HAMM KATHERINE, 29554 SW MILANO LN, WILSONVILLE, OR 97070-7324  
 HAMMER ANN M, 8455 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8445  
 HAMMETT DALE & SUZANNE W, 28524 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 HAMMOCK DONNA L, 28965 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 HAMMON BERNICE, 29170 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 HAMMOND NED P & JANET A, PO BOX 925, SHERWOOD, OR 97140-0925  
 HAMPTON JAMES R & CAROLYN RAE, 7020 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 HAMPTON VICKI C, 7572 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 HANCOCK BILL A, 31196 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 HAND JEAN E, 28012 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 HANDEGARD ROBERT E & FRAN E, 10980 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 HANDEWITZ DONALD HUGH TRUSTEE, 6800 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 HANKS JOHN & MARY, 31399 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 HANLON LAWRENCE E & OINNA P, 32560 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 HANNA JAMES J & CAROLE R, 8230 SW MAXINE LN UNIT 52, WILSONVILLE, OR 97070-7783  
 HANNI GERALD & KAYE, 10656 SW PARKWOOD LN, WILSONVILLE, OR 97070-8512  
 HANSEN BRADLEY A TRUSTEE, 6869 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 HANSEN JOHN CHARLES & BETTY A, 8388 SW WILSON LN, WILSONVILLE, OR 97070-7735  
 HANSEN RICHARD C & JEAN A, 7465 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 HANSEN STEVEN PETER & SHARON SUE, 11398 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 HANSON AARON P & LORRAINE S, 32145 SW ARMITAGE RD, WILSONVILLE, OR 97070-7451  
 HANSON CAROL K, 32165 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 HANSON MAXINE A, 8020 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 HANSON MICHAEL W & LINDA J, 29686 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 HAO XIN, 10913 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 HARDIE RICKY E & PATRICIA J, 29517 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 HARDIE RUTH A, 6905 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 HARDING WALLACE E TRUSTEE, 7244 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HARDING WALLACE E TRUSTEE, 7244 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 HARDMAN CAROL ANN, 29041 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 HARGADINE CAROL L, 32220 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 HARLAND ROBERT, 8100 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9420  
 HARMS DAVID N, 10941 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 HARMS STEPHEN D & THEREASA A, 28034 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 HARMS STUART R & JENNIFER M, 11436 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HARP WALLACE G, 32300 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 HARPER JACK W & SHIRLEY, 7488 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 HARPER MARY ELIZABETH, 30605 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 HARPER NORMA D TRUSTEE, 7197 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 HARR DARREN S & AMIEE M, 7525 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468



HARRELL DIANE E & STEPHEN R, 8550 SW WILSON LN, WILSONVILLE, OR 97070-7736  
 HARRINGTON JOHN & PATRICIA, 209 N HURON ST, YPSILANTI, MI 48197-2515  
 HARRINGTON MARGARET E, 7240 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 HARRIS ALAN E CO-TRUSTEE, 32554 JULIETTE DR, WILSONVILLE, OR 97070-7443  
 HARRIS BRADLEY & SHAWNA SAWYER, 31254 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 HARRIS EWELL R & CLAUDIA, 27141 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 HARRIS MARK L & LINDA J, 7881 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 HARRIS RONALD R & AMANDA V, 7550 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
 HARRIS STEVEN T & JULIE L, 29520 SW VOLLEY ST UNIT 60, WILSONVILLE, OR 97070-5437  
 HARRISON PATRICK D & SUSAN W, 29786 SW LEHAN WAY, WILSONVILLE, OR 97070-8578  
 HART DICK & NANCY, 28616 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 HART RANDAL W TRUSTEE, 31090 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 HARTENBERGER JASON LUCAS, 7532 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 HARTFORD ROBERT, PO BOX 740, CARSON CITY, NV 89702-0740  
 HARTFORD RYAN C & JENNIFER L, 29729 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 HARTJE WILLIAM G, 7701 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
 HARTLEY DIANE C, 30344 SW RUTH ST UNIT 64, WILSONVILLE, OR 97070-6672  
 HARTMAN WILLIAM & MAUREEN, 31421 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HARTSON KIMBERLY A, 11227 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 HARTWICK JOSEPH TRUSTEE, 1359 MILLER DR, LOS ANGELES, CA 90069-1419  
 HARTZLER STUART D, 11355 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 HARVEY MARTIN L & NANCY A, 28695 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 HARVEY MELINDA, 8425 SW CURRY DR #A, WILSONVILLE, OR 97070-8421  
 HARVEY RAYMOND D TRUSTEE, 32300 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 HARVEY TIMOTHY K & LUCILLE L, 30705 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 HARWOOD CHERYLE R TRUSTEE, 32250 SW ESTATES CT N, WILSONVILLE, OR 97070-8409  
 HASKIN ARVILLA M CO-TRUSTEE, 7420 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 HASLER SIDNEY S & SUSAN L, 6889 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 HASTY TODD W, 28815 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 HATCH DAVID S & BERNICE M, 2777 NINA PL, HUBBARD, OR 97032-8508  
 HATCH JOHN J, 29109 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 HATHAWAY COURT LLC, 9500 SW BARBUR BLVD #300, PORTLAND, OR 97219-5436  
 HATHAWAY STEVEN J & JULIA A, 10773 SW PARKVIEW DR, WILSONVILLE, OR 97070-6590  
 HATHAWAY TOWNHOMES-28 LLC, 9500 SW BARBUR BLVD #300, PORTLAND, OR 97219-5436  
 HATTON ROBERT C & SUZANNE C, 7275 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 HAUGH MICHAEL F, 11202 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 HAUGH PHYLLIS M TRUSTEE, 32450 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 HAUSSERMAN ROBERT J & CARL L, 7914 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 HAVENS JOHN D & CHERYL D, 7114 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 HAWK MICHAEL B & SHOSHANA G, 10399 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 HAWKES BARBARA A TRUSTEE, 31757 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 HAWKINS KEVIN D, 11837 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 HAWKINS ROBERT W, 26895 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 HAWKINS WILLIAM D & DEBORAH J, 10756 SW WELLINGTON LN, WILSONVILLE, OR 97070-7532  
 HAWKS KIRSTEN, 29540 SW COURTSIDE DR UNIT 8, WILSONVILLE, OR 97070-5436  
 HAWKSWORTH RAND W & SUSAN M, 29558 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8507  
 HAWLEY RANDY P & ROSALIE D, 10419 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 HAYES LIAM & ARMIDA, 31393 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 HAYES RICHARD L & CHERYL L, 31081 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 HAYHURST JOHN O TRUSTEE, 7805 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 HAYHURST RONALD C & GRETCHEN A, 11651 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 HAYNES JUSTIN M & REBECCA T, 11810 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 HAYNES SANDRA K, 7483 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 HAY-ROE JENNIFER R & SCOTT R, 28418 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 HAYS STEVEN W & DEBORAH A, 28690 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 HAZELWOOD HOMEOWNERS ASSN, 32031 SW GUISS WAY, WILSONVILLE, OR 97070-7518  
 HEARD ODIST C JR & ELIZABETH E, 8060 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 HEATER BETTY J TRUSTEE, 7615 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 HEATH DANEN R & SANDRA G, 2563 AMETHYST WAY, REDDING, CA 96003-3484  
 HEATH STACIE M & GEORGE A JR, 28645 SW CANYON CREEK RD, WILSONVILLE, OR 97070-7743  
 HEATH STANLEY H TRUSTEE, 6970 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6498  
 HEBERLEIN RONALD E, 7325 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 HEDBERG ALAN S, 28508 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 HEDGES RITA KAE, PO BOX 3590, WILSONVILLE, OR 97070-3590  
 HEENK ROBERT P, 28621 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728



HEGSTROM TERRENCE J & JOY A, 32307 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 HEIDE KRISTY, 11970 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 HEIDELBERGER PETER A & SIGRID A, 29732 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 HEIL THELMA, 8055 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 HEILING MARILYN JANET TRUSTEE, 32550 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 HEINE DAROLD D & RUTH A, 6818 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 HEINEY ROBERT A III, 11583 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 HEINKE GARRY E & KAREN A, 31110 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 HEISE JOHN S & DANA W, 26720 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 HELLBERG JASON O & KRISTINE M, 31417 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HELLIGE MICHAEL J, 27106 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 HELMKE JULIE E, 28969 SW COSTA CIR E, WILSONVILLE, OR 97070  
 HELT BRADLEY L, 29542 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 HELZER WILLIAM C, 28593 SW ASH MEADOWS BLVD UNIT 19, WILSONVILLE, OR 97070-7814  
 HEMSON PAUL & SALLY, 28203 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 HENDERLONG ARTHUR D & CYNTHIA, 11386 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 HENDERSON BARBARA J TRUSTEE, 32345 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 HENDERSON DAVID D & TRACEY J, 29643 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 HENDERSON HUGH R III & NINA V, 1900 E 25TH AVE, EUGENE, OR 97403-1833  
 HENDERSON RICHARD M, 28391 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 HENDERSON TRUDY A, PO BOX 2720, WILSONVILLE, OR 97070-2720  
 HENDREN TARA, 31075 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 HENDRICKS BRIAN F, 31437 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 HENDRICKS RICHARD A & APRIL J, 29211 SW COURTSIDE DR, WILSONVILLE, OR 97070-6471  
 HENDRICKSON KARLA A & ROSS GREEN, 29689 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 HENDRIE THOMAS D & ELIZABETH L, 32117 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 HENDRIX BARRY CO-TRUSTEE, PO BOX 106, SEAL ROCK, OR 97376-0106  
 HENDRIX CURTIS W & TAMMY D, 28387 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 HENDRY JAMES MILTON SR & DIANE J, 29262 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 HENEGAN ROY & DIANE, 7305 SW FAIRWAY LOOP, WILSONVILLE, OR 97070  
 HENERY JOSEPH J & RITA J, 10301 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 HENNESSY JASON B & JESSICA S, 10405 SW FRANKLIN LN, WILSONVILLE, OR 97070-5519  
 HENRIKSEN LYNN S TRUSTEE, PO BOX 4130, WILSONVILLE, OR 97070-4130  
 HENRY ELIZABETH A, 7310 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 HENRY ROBERT F & MELVINA JUNE, 32345 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 HENSON BARBARA E TRUSTEE, 8330 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 HENSON MICKEY, 28635 SW BOONES FERRY RD, WILSONVILLE, OR 97070-8216  
 HEPNER KEVIN L, 6605 SW MACADAM AVE #200, PORTLAND, OR 97239-3541  
 HEPNER TONI M, 7744 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 HERBERT MICHAEL D CO-TRUSTEE, 32565 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 HERMAN CAROL F TRUSTEE, 7580 SW WILLOWMERE DR, PORTLAND, OR 97225-1245  
 HERMEYER STEPHEN E & ROMELLE W, 10435 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 HERNANDEZ LUIS R, 6912 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 HERNES KAREN J, PO BOX 55761, PORTLAND, OR 97238-5761  
 HERNETT CHARLES X, 32620 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 HERRERA LILIA, 28992 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 HERRERA RORY, 29497 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 HERRICK ROBERT F & KATHY J, 31675 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 HERRMAN DENNIS J, 28385 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
 HERRO JESSE & IVETA, 29803 SW LANCELOT LN, WILSONVILLE, OR 97070-8553  
 HERRON DONALD H & SUZANNE E, 30384 SW RUTH ST UNIT 76, WILSONVILLE, OR 97070-6677  
 HERSHMAN JEFFREY & SHARI SANDERS, 7024 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 HEWITT LYNN R & ALICE M, 7970 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 HEWLETT CHAD & SARAH, 29700 SW COURTSIDE DR UNIT 33, WILSONVILLE, OR 97070-7483  
 HIBBARD KENNETH E, 7242 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 HICKEY ANITA W & JOHN A, 12020 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 HICKOK DEAN & TAMARA, 31309 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 HIDAY BRAD & MELINDA, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIDAY BRADLEY R & MELINDA R, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIDAY MELINDA & BRAD, 30620 SW ROSE LN, WILSONVILLE, OR 97070-9703  
 HIEB MICHAEL J & LAURIE J, 11452 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HIGA HOLLY H, 29530 SW VOLLEY ST UNIT 25, WILSONVILLE, OR 97070-6530  
 HIGGINS DONALD E & SHIRLEY M, PO BOX 2270, WILSONVILLE, OR 97070-2270  
 HIGGINS JAMES P, PO BOX 2027, WILSONVILLE, OR 97070-2027  
 HIGGINS JOCELYN, 29290 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315



HIGGINS PETER C, 6790 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6444  
 HIGGINS THOMAS A & ANN O, 6760 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 HIGHT JEFFREY F & KATHY E, 11400 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 HILBERT PEGGY B & JOHN A, 28740 SW PARKWAY AVE UNIT D1, WILSONVILLE, OR 97070-9765  
 HILDENBRAND A R TRUSTEE, 7150 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 HILDERBRAND D A, PO BOX 490, BEAVERCREEK, OR 97004-0490  
 HILDRETH LYLE C TRUSTEE, 7015 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 HILDUM J CLARK & LESLIE E, 7119 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 HILGEDICK STEVEN K & DEBRA L, PO BOX 10021, PORTLAND, OR 97296-0021  
 HILL ANTOINETTE PASCUZZI, 7193 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 HILL CASEY, 11404 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 HILL DAVID L & CAROL J, 32601 SW BOONES BEND RD, WILSONVILLE, OR 97070-6423  
 HILL DIANE C, 7589 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 HILL EVERETT B JR & MARTHA M, 9710 SW DAY RD, SHERWOOD, OR 97140-7220  
 HILL GARY D TRUSTEE, 7641 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 HILL JOHN W, 8560 SW MIAMI, WILSONVILLE, OR 97070-9798  
 HILL JUDY A, 32445 CHURCH RD, WARREN, OR 97053-9781  
 HILL KATHERINE R, 7380 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 HILL MARTHA MARIE, 8610 "C" ONYX DR SW, LAKEWOOD, WA 98498-4877  
 HILL MELISSA J, 8325 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-7423  
 HILL RICHARD ALLEN, 10366 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 HILL RICHARD L & MEREDITH E, 8103 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6429  
 HILL ROBERT B JR & MARLENE JO, 15355 SE RIVERSHORE DR, VANCOUVER, WA 98683-5376  
 HILL STEPHEN S & JENNY L, 11449 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 HILLAN JOHN R, 8170 SW MAXINE LN UNIT 64, WILSONVILLE, OR 97070-7785  
 HILLYER BRANDON & ANGIE, 28888 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 HILTY JOHN M, 1200 OVERLOOK DR APT 268, LAKE OSWEGO, OR 97034-6663  
 HILWEH NICHOLAS N, 6820 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 HIMMELBERG DOROTHY E CO-TRUSTEE, 31678 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 HINKLEY EMERY, 7610 NE EARLWOOD RD, NEWBERG, OR 97132-7109  
 HINNANT JENA J, 28039 SW CANYON CREEK RD S, WILSONVILLE, OR 97070  
 HITE MARCUS S TRUSTEE, 31525 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 HITE WILLIAM, 11055 S NAVAJO WAY, OREGON CITY, OR 97045-9765  
 HITE WILLIAM H & LEONA N, 29385 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 HITTLE GRETCHEN L, 28514 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 HIX SCOTT P & CORNELIA L, 10669 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 HMP INC, 15400 SW BOONES FERRY RD, LAKE OSWEGO, OR 97035-3429  
 HOCEVAR CARL J & BARBARA, 11831 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 HOCH VIRGINIA L, 28472 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 HOCHHALTER DOROTHY, 7725 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 HODGE LINDA L, 29520 SW VOLLEY ST UNIT 59, WILSONVILLE, OR 97070-5437  
 HODGES JOANNE D & JESSE H, 10466 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 HOEFLER MARK R TRUSTEE, 415 APPLETON RD, SIMI VALLEY, CA 93065-6006  
 HOEM ERIC E, 8301 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 HOFF PETER J, 7450 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 HOFFMAN JAMES R & JOSELYN L, 10878 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 HOFFMAN JOSEPH R TRUSTEE, 32355 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
 HOFFMAN SUZANNE TRUSTEE, 1446 S FUN RIVER DR, LINCOLN CITY, OR 97367-9735  
 HOFFMAN WALTER L & RANAYE M, 12300 SW DUCHILLY CT, TIGARD, OR 97224-2925  
 HOFFMEYER REALTY LLC, 2855 MILLER ST, SAN LEANDRO, CA 94577-5620  
 HOGAN BRADLEY T & IVANETTA L, 11228 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 HOGE H GENE & SUE ANN, 31950 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-9434  
 HOLBROOK RONALD C & GINA C, 10532 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 HOLDEN BARBARA BURGESS, 32399 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 HOLDEN NATHAN W, 11750 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 HOLDER THOMAS E, PO BOX 2023, LAKE OSWEGO, OR 97035-0629  
 HOLLAND DONALD R & BLANCHE NADINE, 28867 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 HOLLAND KARLA, 29560 SW VOLLEY ST UNIT 52, WILSONVILLE, OR 97070-7434  
 HOLLEY JANICE M, 8216 SW MARINERS DR #47, WILSONVILLE, OR 97070-7455  
 HOLLEY JOHN C JR, 31447 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 HOLLISTER DEBORAH A TRUSTEE, 14640 UPLANDS DR, LAKE OSWEGO, OR 97034-2754  
 HOLLON CONSTANCE E, 28740 SW PARKWAY AVE UNIT B4, WILSONVILLE, OR 97070-9764  
 HOLLY SAMANTHA & BRADLEY, 27215 SW WOOD AVE, WILSONVILLE, OR 97070-6540  
 HOLM ROBERT L & PATRICIA A, 7200 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 HOLMAN JON E, 11106 SW FLORES ST, WILSONVILLE, OR 97070-8571



HOLMAN ROBERT KENT, 11143 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 HOLMES DENNIS & NICOLA, 7529 SW ROANOKE DR, WILSONVILLE, OR 97070-6803  
 HOLMES JAN R, 6810 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 HOLMES THOMAS L, PO BOX 111, CANBY, OR 97013-0111  
 HOLSEY DARREN P, 31385 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 HOLT ANDREW & CHRISTINE, 7907 SW SUMMERTON ST, WILSONVILLE, OR 97070-6851  
 HOLT ANTHONY & SUSANNE, 7670 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 HOME HARRY JAMES TRUSTEE, 2321 PALISADES CREST DR, LAKE OSWEGO, OR 97034-7503  
 HOME SCOTT T, 6500 HOLLISTER AVE, SANTA BARBARA, CA 93117-3011  
 HOMEOWNERS ASSOCIATION, PO BOX 498, NEWBERG, OR 97132  
 HOMEOWNERS ASSOCIATION, PO BOX 759, PORTLAND, OR 97207-0759  
 HOMESTREET BANK, 601 UNION ST STE 2000, SEATTLE, WA 98101-1378  
 HONDL SHAWN, 28024 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 HOOK ALFRED G JR & JUDAH J, 7561 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 HOOKER JANICE M, 28563 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 HOOKER THOMAS R, 10899 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 HOOPER TERESA L, 10392 SW FRANKLIN LN, WILSONVILLE, OR 97070-5521  
 HOOVER NATHAN A & EUGENIA S, 31055 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 HOPE FAMILY INVESTMENTS LLC, 5 BERNINI CT, LAKE OSWEGO, OR 97035-1237  
 HOPPER KENT H & ANGELA M, 31120 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 HORCH DAVID L & DELEA L, 10886 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 HORD MARGARET M, 32435 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 HORLER BRIAN L TRUSTEE, 7763 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 HORN DONNA MARIE TRUSTEE, 31365 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 HORTON GEOFF G & MELISSA A, 28390 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 HOSHINO ATSUSHI, 7001 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 HOSIE EDNA LOUISE TRUSTEE, 5 WAKE FOREST CT, RANCHO MIRAGE, CA 92270-3718  
 HOUGH JOSHUA P, 10355 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 HOUSER TODD & CHRISTI, 7168 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 HOUSING AUTHRTY CO CLACK, PO BOX 1510, OREGON CITY, OR 97045-0510  
 HOUSTON WILLIAM M III, 2650 SUZANNE WAY STE 130, EUGENE, OR 97408-7619  
 HOUTZ JEFFREY E & KAREN L, 28556 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 HOVING LINDA TRUSTEE, 7094 LENTZ RD, NEW TRIPOLI, PA 18066-4438  
 HOWE BRADFORD S & CHERYL E, 6911 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 HOWE BRIAN, 30350 SW REBEKAH ST UNIT 15, WILSONVILLE, OR 97070-6670  
 HOWE DANA, 30424 SW RUTH ST UNIT 87, WILSONVILLE, OR 97070-6679  
 HOWE SCOTT S & RACHEL K, 7784 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 HOWELL GEORGE A & LUCILLE, 7480 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 HOWSON BONNIE BELKY TRUSTEE, 3871 PIEDMONT AVE, OAKLAND, CA 94611-5378  
 HOYT JASON, 29460 SW VOLLEY ST UNIT 67, WILSONVILLE, OR 97070-5438  
 HSU YI-HWA & XIAOBIN LI, 29198 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 HUBBARD JAMES SHANNON & JODI R, 11435 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 HUBBARD ROBERT L & ANGELA, 29640 SW VOLLEY ST UNIT 38, WILSONVILLE, OR 97070-6531  
 HUCKEY LARRY DEAN & DELAINE JOYCE, PO BOX 598, WILSONVILLE, OR 97070-0598  
 HUDDLESTON JACKIE E TRUSTEE, 30870 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6763  
 HUDDLESTON JON G & JODENE L, 11063 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 HUDSON JONATHAN B, 7252 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 HUELSBECK FRED J & KRISTIN J, 7735 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 HUFF DORIS J TRUSTEE, 8200 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 HUFFMAN GARY, 28087 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 HUFFMAN WARD JENSEN & SHANNON D, 6670 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 HUGHES DANIEL, 32105 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 HUGHES PAUL C, 31786 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6477  
 HUGHES THOMAS W & DEBORAH R, 11267 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 HUI RAYMOND, 3206 W CANYON LAKES DR, KENNEWICK, WA 99337-2757  
 HULBERT ROGER & CARMEN, 28432 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 HULT NATHAN E & ANGELA E, 7675 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 HUMMELT DEVELOPMENT CO, 29911 SW BOONES FRY RD #3, WILSONVILLE, OR 97070-8239  
 HUMMELT HAROLD B TRUSTEE, 10836 SW MOREY LN, WILSONVILLE, OR 97070-9503  
 HUMPHERS DON E SR & LINDA A, 7731 SW THORNTON DR, WILSONVILLE, OR 97070-6546  
 HUMPHREY THOMAS H & LOIS ELLEN, 6576 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 HUMPHRIES BOBBI, PO BOX 1422, WILSONVILLE, OR 97070-1422  
 HUNT DAVE J & MARY JANE, 11212 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 HUNT DONNA M, 8505 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8422  
 HUNTER PATTY, 12025 SW GRENOBLE ST, WILSONVILLE, OR 97070-7378



HUNTLEY GINA DEVER, PO BOX 3014, WILSONVILLE, OR 97070-3014  
HURFORD JACQUELINE K, 8215 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
HURST STEVEN J, 28585 SW CASCADE LOOP, WILSONVILLE, OR 97070-7771  
HUSBAND LYNN S CO-TRUSTEE, 7736 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
HUSS LAWRENCE D & NANCY O, 15702 W AVALON DR, GOODYEAR, AZ 85395-8104  
HUTCHINS BRIAN & CHRISTINA M, 11124 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
HUTT LINDA L, 10907 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
HUWA GARY K & KATHRYN M, 10912 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
HUYNH BUU LAM & LUCILE HUYNH-GENER, 11968 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
HYLTON CLARKE E & LISA B, 11176 SW BARBER ST, WILSONVILLE, OR 97070-7305  
HYNDMAN ANNA TRUSTEE, 32524 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
IBARRA SAMUEL O & SUSAN M, 31133 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
IMEL LON & EUGENIA DIANE, 32525 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
INCE SYLVIA G, 29479 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
INDUSTRIAL KNIFE & MACHINE, 9600 SW SEELY AVE, WILSONVILLE, OR 97070-6834  
INFOCUS BUILDING, 6600 SW 92ND #160, PORTLAND, OR 97223-7193  
INGALLS DIXON J & LINDA J, 7505 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
INGLE JAYANT & BHARATI, 9109 SW 180TH PL, BEAVERTON, OR 97007-6076  
INLAND EMPIRE INVESTMENTS LLC, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
INLAND PACIFIC PROPERTIES LLC, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
INMAN GAYLE J TRUSTEE, 7229 SW LAKE CT, WILSONVILLE, OR 97070-7412  
INOUE KURTIS S & JENNY OGAWA, 31112 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
INTERSTATE DISTRIBUTOR CO, 11707 21ST AVE CT S, TACOMA, WA 98444-1236  
IOSCO GARY J, 11759 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
IOSCO WAREHOUSING & DISTRIBUTION LLC, PO BOX 426, WILSONVILLE, OR 97070-0426  
IRELAN LOUISE J, 30955 SW FIR AVE, WILSONVILLE, OR 97070-6765  
IRVINE RICHARD S & PAULA F, 8700 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5422  
IRVING LYNNELL, 6565 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
IRWIN JOHN A TRUSTEE, 31136 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
IRWIN JOHN I TRUSTEE, 32050 BOONES BEND RD, WILSONVILLE, OR 97070-6413  
ISAACSON LAURIE GOLDFUSS & DONALD, 11640 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
ISAAK DALE R & MARIN E, 11075 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
ISLES ROBERT W & MARY ANN, 11645 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
J BERNERT TOWING CO INC, PO BOX 37, WILSONVILLE, OR 97070-0037  
J C REEVES CORP, 100 3RD ST, LAKE OSWEGO, OR 97034-3018  
J&A FUEL CO, PO BOX 37, WILSONVILLE, OR 97070-0037  
J&A PROPERTIES LLC, 31369 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
JABLONOWSKI THOMAS E, 11955 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
JABLONSKI DENNIS E & SHERRY L, 8076 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
JABS SANDRA K, 28153 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
JACKSON CLIFFORD WAYNE, 8080 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
JACKSON CLIFFORD WAYNE & FRIEDA FULLER, 31620 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
JACKSON MARK & PENNY, 7590 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
JACKSON PAUL SR & JANET, 8079 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
JACOB ELMER A III & PAMELA S, 7720 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
JACOB RAYMOND W & PATRICIA K, 29764 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
JACOBS RICHARD D, 28547 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
JACOBS THOMAS C & LOUISE M, 32195 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
JACOBSON COLLEEN, 7565 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
JACOBSON LUVERNE A & PATRICIA M, 32250 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
JACOBSON TAYLOR L, 7709 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
JACONELLI ANTONY, 29620 SW VOLLEY ST UNIT 43, WILSONVILLE, OR 97070-6577  
JAKOBSON ANDRZEJ, 11219 SW BARBER ST, WILSONVILLE, OR 97070-7309  
JAKOVENKO ELIZABETH, 1641 SE 10TH AVE, CANBY, OR 97013-7816  
JALLO LEON T, 31283 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
JAMES ANDREW S, 11976 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
JAMES COLIN & KATHRYN, 26680 SW COLVIN LN, WILSONVILLE, OR 97070-6819  
JAMES DONALD A & LESLIE A, 7260 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
JAMES DOUGLAS A & EILEEN, 30366 SW RUTH ST UNIT 70, WILSONVILLE, OR 97070-6673  
JAMES DUSTIN R & LAURA R, 12030 SW SURREY ST, WILSONVILLE, OR 97070-7377  
JAMES KENNETH G & TAMMY M, 7050 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
JAMES RYAN J, 28451 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
JAMES RYAN JOHN, 28451 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
JAMES SUSAN KAY, 4565 SW JOSHUA ST, TUALATIN, OR 97062-7704  
JAMES WHITNEY L, 28528 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838



JAMESON JOHN B & NANCY J, 2309 WAYFARER DR, DISCOVERY BAY, CA 94505-9225  
 JANDRON DAVID J, 31090 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 JANKOVICH BILL, 29755 SW CAMELOT ST, WILSONVILLE, OR 97070-8563  
 JANROW PROPERTIES LLC, 3102 SW RIVERFRONT TER, WILSONVILLE, OR 97070-9716  
 JANSEN HENRY G CO-TRUSTEE, 32185 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 JAPPIE EZZAT, 31199 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
 JARMAN LARA E, 51913 SW 4TH ST, SCAPPOOSE, OR 97056-3722  
 JAROCH YARISA & ERIC J, 31070 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 JASZEWSKI ANDREW JOHN & JULIE K, 31103 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7474  
 JAVG INVESTMENTS LLC, 30045 SW PARKWAY AVE, WILSONVILLE, OR 97070-9735  
 JAYCOX GREGORY D, 32295 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 JAYNE JOHN L CO-TRUSTEE, PO BOX 810, WILSONVILLE, OR 97070-0810  
 JEFFERIES PETER T, 29086 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 JEFFREY CLINTON A & JEANNE-MARIE, 10976 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 JENKINS KIMBERLEE D, PO BOX 12, TUALATIN, OR 97062-0012  
 JENKS JAMES E & JANET M, 7325 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 JENNINGS BARBARA, 8156 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 JENNINGS DONNA, 31778 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 JENNINGS JOHN L TRUSTEE, 6980 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 JENSEN HEATHER MELLEN, 31070 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 JENSEN JACOB V, 11303 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 JENSEN JARED K & DANIELLE J, 7698 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 JENSEN TIFFANY J, 11856 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 JENSON MARK & LESLIE ANNE, 10886 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 JENTZSCH NORMAN R, 29590 SW COURTSIDE DR UNIT 4, WILSONVILLE, OR 97070-7430  
 JEPPSON BROOKE, 11172 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 JEPSER MICHELE, 29490 SW COURTSIDE DR UNIT 13, WILSONVILLE, OR 97070-7431  
 JERSEY FLOYD E & MARJORIE J, 7495 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 JEWITT PHILLIP J, 11672 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 JHAJ SUKHWANT & JASJEET, 8200 SW MAXINE LN UNIT 59, WILSONVILLE, OR 97070-7784  
 JIACOLETTI BARBARA TRUSTEE, 8720 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8439  
 JIACOLETTI DANA A, 7669 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 JIN DALAI & RENGONG MENG, 133 CRESTRIDGE CT, HERCULES, CA 94547-1990  
 JINDRICH EDWARD S & JUDITH M, 26817 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 JKLM FAMILY LLC, 11742 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 JOE BERNERT TOW INC, PO BOX 7, WILSONVILLE, OR 97070-0007  
 JOE BERNERT TOWING CO INC, PO BOX 37, WILSONVILLE, OR 97070-0037  
 JOHANSEN ELDON RAY & JUDITH JANE, 29685 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 JOHNSON ALAN J & WENDY S, 11291 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 JOHNSON ALAN W & GWENDOLYN J, 31158 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 JOHNSON ARTHUR F TRUSTEE, 32390 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 JOHNSON BARBARA L & MICHAEL W, 32232 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 JOHNSON BETTY K, 7495 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 JOHNSON CAROL, PO BOX 1158, WILSONVILLE, OR 97070-1158  
 JOHNSON CAROL S, PO BOX 1158, WILSONVILLE, OR 97070-1158  
 JOHNSON DAVID RAY & E JEANNETTE, 8535 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8446  
 JOHNSON DENNIS L, 25000 LITTLE JOHN LN, PIONEER, CA 95666-9324  
 JOHNSON DOUGLAS J & CHRISTINA M, MAKI29383 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 JOHNSON EDGAR C & SYLVIA J, 10400 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 JOHNSON GARY VALLAE & DEANNA, VICTORIA28989 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 JOHNSON JESSICA, 16785 SW PARRETT MOUNTAIN RD, SHERWOOD, OR 97140-9005  
 JOHNSON KATHRYN J, 7731 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 JOHNSON KENNETH C & MARTHA A, PO BOX 992, PACIFIC CITY, OR 97135-0992  
 JOHNSON KEVIN D, 28549 SW ASH MEADOWS BLVD UNIT 4, WILSONVILLE, OR 97070-7801  
 JOHNSON LAUREN M, 6970 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 JOHNSON MARTIN C & PRISCILLA B, 31870 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 JOHNSON MATTHEW P & STACY D, 31529 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 JOHNSON MERLE L, 11165 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 JOHNSON R E TRUSTEE, 32455 SW ARMITAGE RD, WILSONVILLE, OR 97070-7454  
 JOHNSON REED A & KIMBERLY S, 31440 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 JOHNSON ROBERT E TRUSTEE, 3713 LAUREL WAY, REDWOOD CITY, CA 94062-3113  
 JOHNSON RODNEY R & PAULA M, 32103 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 JOHNSON RUTH MARILYN TRUSTEE, 32497 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 JOHNSON TODD S, 31056 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 JOHNSON TROY M, 7545 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574



JOHNSON VALERIE J, 30384 SW RUTH ST UNIT 71, WILSONVILLE, OR 97070-6675  
 JOHNSTON JEFFREY L & LEANNE M, 10981 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 JOHNSTON JOSEPH H & JULIE A, 7585 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 JOHNSTON JUDITH R, 7520 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 JONES BEVERLY J, PO BOX 2495, WILSONVILLE, OR 97070-2495  
 JONES BEVERLY J, 8635 A SW CURRY DR, WILSONVILLE, OR 97070-5420  
 JONES DAVID J TRUSTEE, 7600 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 JONES ELSIE, 32504 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 JONES JEFFREY S & KATHARINE L, 31835 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 JONES KENNETH D & DIANNE H, 28635 SW ROGER BLVD, WILSONVILLE, OR 97070-7779  
 JONES KIRK & JANICE DUNCAN, 7005 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 JONES LYN TERESA, 7923 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 JONES MELINDA A, 30410 SW REBEKAH ST UNIT 29, WILSONVILLE, OR 97070-6665  
 JONES ROBERT, PO BOX 750, WASHOUGAL, WA 98671-0750  
 JONES ROBERT STRATTON & SUSAN P, PO BOX 384, WILSONVILLE, OR 97070-0384  
 JONES ROBERT W & REBECCA L, 29380 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 JONES ROGER C & LINDA K, 5710 NE LOGAN RD, LINCOLN CITY, OR 97367-9477  
 JONES STEPHEN H, 11260 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 JONES STEVE & JO ANN, 3197 SW OLYMPIC DR, WILSONVILLE, OR 97070  
 JORDAN JAMES E & PATRICIA J, 2318 NW 28TH AVE, CAMAS, WA 98607-7336  
 JORGENSEN BRUCE E & ROBYN A, 28740 SW PARKWAY AVE UNIT C2, WILSONVILLE, OR 97070-9764  
 JOSEPHSON BARBARA D TRUSTEE, 7450 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 JOSLIN JOEL E & L M COOPER-JOSLIN, 7036 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 JOSLIN NANCY A, 26760 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 JOY JOEY J & CAROL L, 31118 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 JOYNER FREDERICK L & SHERRY L, 7569 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 JP WILSONVILLE LLC, 15 SW COLORADO AVE STE 320, BEND, OR 97702-1149  
 JRRG GENERAL PARTNERSHIP, 1916 CHEROKEE RD, STOCKTON, CA 95205-2721  
 JUAREZ MAXIMO OROPEZA, 11445 SW PAULINA DR, WILSONVILLE, OR 97070-8549  
 JUDAH GREGORY C & JEANNE M, PO BOX 2540, WILSONVILLE, OR 97070-2540  
 JUDSON ROBERT & SHARON, 28496 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 JUNTA MARY ELAINE TRUSTEE, 32675 SW LAKE POINT CT, WILSONVILLE, OR 97070-6437  
 JURANEK CHAD & KIM, 10940 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 JURMAN MARK A & KELLY J, 11170 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 JUSTICE JANICE T, 8715 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5423  
 JUZA THOMAS L TRUSTEE, 7788 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 K & M VENTURES LLC, 4198 SE AUGUSTA WAY, GRESHAM, OR 97080-8455  
 KADAJA JAMEY T, 30410 SW REBEKAH ST UNIT 31, WILSONVILLE, OR 97070-6665  
 KADAM SAMEER S, 7589 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 KAEGI RICHARD M TRUSTEE, 31060 SW BOONES BEND RD, WILSONVILLE, OR 97070-6412  
 KAFTAN LUDWIG L & DEANA R, 29670 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 KAGEY LANE & DIANE, 6250 HAVERHILL CT, WEST LINN, OR 97068-4911  
 KAHLE FAROL L TRUSTEE, 7545 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 KAISER FOUNDATION HOSPITALS, 500 NE MULTNOMAH AVE #100, PORTLAND, OR 97232-2031  
 KALAVAI SRIDHAR & MANJARI D TERU, 29041 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 KALEIKILO CHRIS T, 11352 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 KALIK ERIC M & DONNA J, PO BOX 2087, WILSONVILLE, OR 97070-2087  
 KALLFELZ TERRENCE J, 32610 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 KALLIEN KURTIS F, 16235 SW GOSHAWK ST, BEAVERTON, OR 97007-7229  
 KALUGIN KORNILY A, 30380 SW REBEKAH ST UNIT 25, WILSONVILLE, OR 97070-6668  
 KAMMERER PAMELA L, 10382 SW LISBON ST, WILSONVILLE, OR 97070-3010  
 KAMPFER RAY E TRUSTEE, 29626 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 KANE DANIEL L & STACI L, 28509 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 KANE MICHAEL C & JANE A, 10405 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 KANGAS ARLEY E, 16875 NW TORREY PINES CT, BEAVERTON, OR 97006-8356  
 KAO PROPERTIES LLC, PO BOX 2436, WILSONVILLE, OR 97070-2436  
 KAPLAN MARVIN IRWIN & LOUISE SANDE, 28630 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 KARL CHARLES JACOB II & SHERRY LEE, 7595 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 KARLSON DOUGLAS & CAROL E, 11457 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 KARMEL BARBARA M, PO BOX 1047, CANBY, OR 97013-1047  
 KARP JON & BUFFY DOERING-KARP, 31513 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 KARR ANDREW T & CAROLYN L, 7700 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 KASSAB MARK TRUSTEE, 28911 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 KATAFIAS JAN H, 10184 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 KATZ MELONIE, 8405 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8420



KAUFFMAN DEAN-STEPHEN, 8235 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 KAUPPILA CHARLENE, 31419 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 KAYS DAVID C & KRISTA R, 31404 SW KENSINGTON DR, WILSONVILLE, OR 97070-7818  
 KC EVEREST PROPERTIES LLC, 29174 SW TOWN CENTER LOOP W STE 201, WILSONVILLE, OR 97070-9309  
 KEDDIE REGINALD L & ANN, 31988 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9492  
 KEENAN MONICA K, 9460 SW 4TH ST, WILSONVILLE, OR 97070-9768  
 KEENON WADE R & KERRY LEE, 10851 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 KEES NITA KATHLEEN, 29790 SW MINKLER LN, WILSONVILLE, OR 97070-5527  
 KEEVIL DEREK, 10418 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 KEHOE CINDY, 8535 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8423  
 KEIL ARTHUR W & KRISTINE H, 7252 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 KEITH CHRISTOPHER, 10890 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 KEITH ROBERT A & LENKA M, 31126 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 KEITH WILLIAM B, 30406 SW RUTH ST UNIT 82, WILSONVILLE, OR 97070-6678  
 KELBER MICHAEL W TRUSTEE, 3906 TAYSIDE ST S, SALEM, OR 97302-6810  
 KELLER CASEY J & NANCY J, 31098 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 KELLER DENNIS RAY TRUSTEE, 11982 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 KELLER PAUL W & GAEDIN A, 29720 SW COURTSIDE DR UNIT 49, WILSONVILLE, OR 97070-7484  
 KELLISON JAMES W & JANET L, 14199 CONWAY DR, OREGON CITY, OR 97045-7011  
 KELS VICTORIA W, 4428 DELORES DR, UNION CITY, CA 94587-4815  
 KELLY MICHAEL W & MICHELLE N, 32450 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 KELSCH DENISE I, 6766 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 KELSO DAVID T, 28450 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 KELSO ERIC M, 7568 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 KELSO JERRY A TRUSTEE, 10435 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 KEMNITZ STEVEN J & NANCY M, 29411 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 KEMP RYAN C, 7182 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 KEMPER CHARLES C TRUSTEE, 7595 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 KENCZKA JEANNE RAE, 30366 SW RUTH ST UNIT 65, WILSONVILLE, OR 97070-6673  
 KENNEDY ROBERT E & KATHRYN A, 11346 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 KENNEDY RONALD K & SUSAN K, 10406 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 KENNEY JAMES A & CONSTANCE B, 30965 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 KENT DANA E D & BRYAN T, 8828 SW KALYCA ST, WILSONVILLE, OR 97070-7808  
 KENT LARRY & DOROTHY P, 32255 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 KENT TERRY E CO-TRUSTEE, 28501 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 KENYON KATHERINE ANNE, 10872 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 KEPPEL WILLIAM H CO-TRUSTEE, 7220 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 KERN EUGENIA A, PO BOX 1695, LAKE OSWEGO, OR 97035-0574  
 KERN MICHAEL F & EMMA C, 7075 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 KERSTEN DAVE L, 28600 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6719  
 KESSLER CRAIG J & SHEILA R, 7010 SW COUNTRY VIEW CT W, WILSONVILLE, OR 97070-7473  
 KESSLER KELLY, 30560 SW RUTH ST, WILSONVILLE, OR 97070-8882  
 KESTER TERRY & JAN, 29573 SW CAMELOT ST, WILSONVILLE, OR 97070-8542  
 KESWICK KRISTEN & BRIAN, 11813 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 KEYLOCK IRVING F & MILDRED B, 32400 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 KEYS RENTAL HOLDING COMPANY LLC, 17933 NW EVERGREEN PKWY STE 300, BEAVERTON, OR 97006-7660  
 KHAMVONGSA VILAPONG A & ASHLEY C, 31277 SW KENSINGTON DR, WILSONVILLE, OR 97070-7530  
 KHAWAJA M SAMI, PO BOX 1383, LAKE OSWEGO, OR 97035-0539  
 KIEFER RALPH W TRUSTEE, 28604 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 KILGORE CAROL L, 17306 SW GALEWOOD DR, SHERWOOD, OR 97140-7912  
 KILINSKI DIANA K & DANIEL T, 7177 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 KILLELEA JOHN A & MARY M, 10992 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 KIM ALBERT, 11515 SW TOULOUSE ST, WILSONVILLE, OR 97070-7394  
 KIM CHONG DAE & YOUNG SOOK, 6621 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 KIM CHRIS J & JU Y, 7420 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 KIM JINCHUL, 26880 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 KIM JONG OK, 30245 SW PARKWAY AVE, WILSONVILLE, OR 97070-7734  
 KIM SUNG RYONG, 29530 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 KIM WON S & HYUN K, 11089 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 KIMBALL KORY & JULIE A, 6843 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 KIME JENNIE & DANIEL J, 28990 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 KINDORF CRISSELLA B TRUSTEE, 32350 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 KING DANIEL J & PASCALE A, 10220 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 KING DOUGLAS W & DONNA J, 11446 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8548  
 KING KAREN M, 8715 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-5424



KING MICHAEL ALLEN, 14740 SW 83RD, PORTLAND, OR 97224-7896  
 KING WILLIAM H & JANE C, 32475 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 KINGMAN LOUIS & PATRICIA LOUISE, 11241 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 KINGSTON SALLY ANNE TRUSTEE, 7140 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 KINNEY SCOTT L & VAN T B, 9999 SW AVERY ST, TUALATIN, OR 97062-9517  
 KINSELLA MICHAEL & DARCI, 29700 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 KIPE BRIAN D & MYUNG C, 29555 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 KIPP RONALD WADE, 540 ASPEN DR, PARK CITY, UT 84098-5135  
 KIRA HIDEMI & TOMOKO, 15455 S HIGHLAND RD, OREGON CITY, OR 97045-8759  
 KIRBY BRIAN G, 10903 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 KIRK ALAN J & PENNY K, 7926 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 KIRK BEN E, 10350 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 KIRKPATRICK DAVID C TRUSTEE, 11093 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 KISLYAK MAKSIM L & ANTONINA, 10525 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6586  
 KISSELMAN THUY T, 8200 SW MAXINE LN UNIT 60, WILSONVILLE, OR 97070-7784  
 KITTS DERRICK & KELLY, 2181 NW 3RD AVE, HILLSBORO, OR 97124-4211  
 KITZMILLER MARGARET K, 28523 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 KJD PROPERTIES LLC, 4131 IMPERIAL DR, WEST LINN, OR 97068-3655  
 KJOS JENNIE V, 10330 SW BRYTON CT, WILSONVILLE, OR 97070-7574  
 KLASSY KENNETH CURTIS & KAREN ROSE, 11054 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 KLECKNER PATRICIA R & ROBERT G, 7434 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 KLEIN FAMILY LLC, 342 MEADOWLARK CT, MARCO ISLAND, FL 34145-3851  
 KLEIN HEIDRUN, 8735 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5425  
 KLEIN HOWARD, 11710 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 KLEIN TRACY, 10501 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 KLEINER DANIEL A & JULIEKAY M, 10531 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 KLEINERT JAN & MICHAELA, 11068 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 KLEMME PAUL T & SUSAN L HALE, 10630 SW PARKWOOD LN, WILSONVILLE, OR 97070-8512  
 KLEPAK STEPHEN E & CARRIE SUE, 32112 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 KLEPPER BRIANNE A & STEVE, 29110 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 KLIJSE GUENTER H & WALTRAUD, 10650 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7504  
 KLOSTERMAN DONALD F & VERALYN J, 7225 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 KLUPENGER KEVIN J & KIMBERLY L, 11240 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 KLUPENGER LISA A, 11646 SW PRAKNESS, WILSONVILLE, OR 97070-9567  
 KLYM MICHAEL A & LOU ANN RONDORF, 11676 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 KNAPP DANIEL K & ANGELA M, 30590 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 KNAPP JEFFREY J & CATHY J, 28450 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6721  
 KNAPP TIMOTHY E & MELODEE JEAN, 11615 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 KNIERIM DAVID L, 10305 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 KNIFFIN CLAUDIA J & JOHN M, 29782 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 KNIGHT NATHAN E, 11973 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 KNIPPEL DAVID P, 8305 SW CURRY DR #B, WILSONVILLE, OR 97070-8417  
 KNOBEL GERALD D & LORETTA Y, 28635 SW ROGER BLVD UNIT 69, WILSONVILLE, OR 97070-7779  
 KNOKEY ALAN M & JOANN J, 29461 SW MILANO LN, WILSONVILLE, OR 97070-7322  
 KNOPP-CASTRO LLC, 5318 E SECOND ST PMB 247, LONG BEACH, CA 90803-5324  
 KNORR CHARLES V & PATRICIA A, 28275 SW CANYON CREEK RD, WILSONVILLE, OR 97070-6723  
 KNORR JAMES R, 28155 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6722  
 KNOWLES CHAD J & MELYNDA, 7848 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 KNOWLES JEFFREY, 11359 E JENAN DR, SCOTTSDALE, AZ 85259-3121  
 KNUDSEN GEOFFREY P & ELIZABETH B, 3737 77TH AVE SE, MERCER ISLAND, WA 98040-3449  
 KNUTSON DENISE A, 7190 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 KNUTSON JODY G, 6845 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 KOBIELSKY MARVIN R & GLORIA J, 7004 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 KOCH MICHAEL R, 2214 NE 45TH AVE, PORTLAND, OR 97213-1344  
 KOCH WALLY D & LUCINDA J, 32035 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 KOEHLER DAVID R, 7029 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 KOENIG HEATHER A, 27118 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 KOENIG JASON M & JENNIFER L, 7720 SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 KOEROGHLIAN ERNIE, 6929 CEDAR POINT DR, WILSONVILLE, OR 97070-7851  
 KOFORD CARI J, 31329 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 KOFRON MATTHEW JARED, 7066 E NAPA PL, DENVER, CO 80237  
 KOHLHOFF MICHAEL E 1/2, PO BOX 706, WILSONVILLE, OR 97070-0706  
 KOHLS CHRISTA, 11343 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 KOLLU KISHORE V, 28715 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 KOMLOFSKE RANDY A, 5684 NW SKYCREST WAY, PORTLAND, OR 97229-2329



KOMP RONALD A & KYONG, 27955 S OGLESBY RD, CANBY, OR 97013-8593  
 KOMPERDA IRENA, 10453 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 KOMROSKY ELENA, PO BOX 1025, OLALLA, WA 98359-1025  
 KOOYMAN LINDA K & DOUGLAS J, 6965 SW COUNTRY VIEW CT E, WILSONVILLE, OR 97070-8474  
 KOPAI2 LLC, BY ED DOUGHERTY12847 NE AIRPORT WAY, PORTLAND, OR 97230-1030  
 KORKEAKOSKI TIMOTHY & ANNA, 28317 SW MORGAN CT, WILSONVILLE, OR 97070-6796  
 KOSDERKA MATTHEW & EMILY, 30961 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 KOUNS ROBERT B & DORIS D, 31656 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 KOUSSA LINDA K, 28625 SW ASH MEADOWS BLVD UNIT 12, WILSONVILLE, OR 97070-7802  
 KOZIOL ZACHARY J, 29640 SW VOLLEY ST UNIT 42, WILSONVILLE, OR 97070-6531  
 KRAMER DONALD H TRUSTEE, 31615 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 KRAMER WILLIAM J & ANGELA J, 7161 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 KRAUSE ANDREW J & VICKI R, 29221 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 KRAUSE JANICE K, 7851 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 KRAUSE RICHARD H, 912 SW CORONADO ST, PORTLAND, OR 97219-7622  
 KRAXBERGER MARJORIE, 7265 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 KREBS ORVILLE ROBERT TRUSTEE, 32573 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 KRECKLOW MICHAEL & LISA, 10562 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 KREITZER DENNIS K & JOANN F, 7555 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 KREMERS JOSEPH A, 32115 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 KRESGE MARK R & CYNTHIA J, 6625 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 KRESSE PETER D TRUSTEE, 2375 NW NORTHUP #D, PORTLAND, OR 97210-2958  
 KRIEGSHAUSER LAWRENCE & LADONNA, 7887 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 KRIER JOHN L, 6825 SW DEVONSHIRE CT, WILSONVILLE, OR 97070-8475  
 KRIESKE DENNIS G & SHIRLEY, 32489 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 KRISTEN RYAN & ELIZABETH M, 7753 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 KRUEGER ERIC P, 1717 NW HOYT, PORTLAND, OR 97209-2226  
 KRUEGER LOLA A, 21 WATERFORD WAY, BUTTE, MT 59701-4374  
 KRUEGER MICHAEL R & MARY KATHLEEN, 10671 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 KRUG REGIS E, 30613 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 KRUGER WALTER A AND, KRUGER DONALD A25225 SW GRAHAM'S FRY RD, SHERWOOD, OR 97140-9024  
 KRUSE CHERYL LEE, 11647 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 KRYTENBERG NATHANIEL B, 8625 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8434  
 KSL PROPERTIES III LLC, 11730 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 KUDAS KENNETH, 28593 SW ASH MEADOWS BLVD UNIT 18, WILSONVILLE, OR 97070-7814  
 KUDLICKA MARK L & GEORGINA, 31640 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 KUEHL DAN N, 29348 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 KUELBS TRILBY, 1831 RIVER OAKS DR, WESTLAKE, TX 76262-8202  
 KUHN TYRONE Y TRUSTEE, 32375 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 KULINK KENNETH R & COLBY A, 31005 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 KUMMERMAN MICHAEL J & PAULINE V, 7094 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 KUNDERT JEFFREY S, 29149 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 KUNZE ELAINE R, 30344 SW RUTH ST UNIT 60, WILSONVILLE, OR 97070-6672  
 KUPILLAS SUE C, 1744 E MCANDREWS #H, MEDFORD, OR 97504-5576  
 KURSE KIRAN S, 28675 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 KUSICH SCOTT A & NANCY S, 29005 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8734  
 KUSYK PETER A, 16130 SW WHITEBIRD ST, BEAVERTON, OR 97007-8956  
 KUZMAN WALTER G & MARIJA, 7943 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 KWDS LLC, PO BOX 145, WILSONVILLE, OR 97070-0145  
 KYUNG JAMES H & JANET J, 30886 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 L MOORE PROPERTY MGMT, 14511 WESTLAKE DR #250, LAKE OSWEGO, OR 97035-7774  
 LABRECQUE ALAIN M & JOSEPH E, 30777 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 LABRIE-RIPPLE MICHELLE L & THOMAS A, 29851 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 LACEY EDWARD D TRUSTEE, 32525 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 LACKEY DAVID N, 32215 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 LACKIDES GREGORY TRUSTEE, 29079 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 LAHR DAVID W & PATRICIA A, PO BOX 976, WILSONVILLE, OR 97070-0976  
 LAKE DAVID B TRUSTEE, 10884 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LALIBERTE DAVID M & ARLENE K, 11228 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 LAM DAVID, 28316 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 LAM PHUOC & SUONG TRAN, 31447 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 LAM RONALD & HISAKO, 28012 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 LAM WAYNE KAM W & AMANDA SEUNG S, 31441 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 LAMA MICHAEL O & PATRICIA A, 7503 SW ROANOKE DR, WILSONVILLE, OR 97070-6802  
 LAMAR MICHELE M, 202 DODGE RIVER DR, LANSING, MI 48906-4370



LAMBOURNE JAMES R & KATHLEEN L, 27159 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 LAMM DEAN E & BEVERLY M, 28094 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 LAMMERMAN MARILYN B TRUSTEE, 7649 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 LAMOREAUX LEROY F CO-TRUSTEE, 32100 SW EAST LAKE PT, WILSONVILLE, OR 97070-9414  
 LANAN STEVEN G, 10250 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 LANCASTER GARDENS APARTMENTS LLC, 7885 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 LANDIER VERONIQUE O & PHILIPPE M, 1820 LUDWIG AVE, SANTA ROSA, CA 95407-6413  
 LANDIS ALLEN W & JAN L, 8065 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 LANDOVER HOMEOWNERS ASSN, PO BOX 1933, WILSONVILLE, OR 97070-1933  
 LANDOVER HOMEOWNERS ASSOC INC, 16325 SW BOONES FRY RD #203, LAKE OSWEGO, OR 97035-4297  
 LANDRE JOHN & LINDA I, 7900 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LANDY GRANT A & ANGELA N NURRE, 11238 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 LANEY MATTHEW ALAN & KATHLEEN P, 10525 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 LANG KELLY E & JULIE D, 28445 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 LANGEORG IRWIN M & LISA K, 6992 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 LANGFORD ALLEN, 28667 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 LANPHERE PROPERTIES VI LLC, 12505 SW BROADWAY ST, BEAVERTON, OR 97005-2137  
 LAPLANTE GREGORY S, 7523 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 LAPOINT BUSINESS GROUP LLC, 10618 CROSBY RD, WOODBURN, OR 97071-9778  
 LAPP EVERETT & JEANNE E, 11192 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 LAPP KATIE L, 29121 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LAPP PHILIP W, 17400 SW BROOKMAN RD, SHERWOOD, OR 97140-8801  
 LARA JOSE, 30965 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 LARSEN ARNOLD B & NANCY A, 8067 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 LARSEN BARRY A & LAURA E, 10677 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 LARSEN KENDRA M, 26778 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 LARSEN MICHAEL JOHN & STASIA ANN, 10927 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 LARSON DONALD & COLEEN A, 32425 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 LARSON KEVIN & MEGAN MUTH-LARSON, 31108 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 LARSON LESTER G & DARLENE S, 14710 SE GAYLE CT, MILWAUKIE, OR 97267-3120  
 LARSON RONALD G & DONA LEE, 29101 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LARSON STEVEN P, 31143 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 LASCHNER DANIEL T & SANDI S, 31213 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
 LATHROP RUSSELL L, 30955 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LATOCKI PHYLLIS, 8625 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8434  
 LATTI PRUDENCE ANNE TRUSTEE, 7660 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 LAUBENSTEIN LAURIE & ROBERT CALLAN, 7260 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 LAUE J ROBERT & DEBI M, PO BOX 147, WILSONVILLE, OR 97070-0147  
 LAURITSEN SUSANNE M, 32237 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 LAVELLE CORY & WANEVA, 31045 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LAVIOLETTE NAOMI & JEFF, 10526 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 LAWRENCE JAMES NATHAN & SANDRA, 30555 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 LAWRENCE JEANNIE SORRELL TRUSTEE, 19191 LAWRENCE CANYON, SILVERADO, CA 92676-9731  
 LAWRENCE PATRICK N & LORI L, 29634 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 LAWSON WILLIAM, 32325 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9406  
 LAWSON WILLIAM E & KIMBERLY A, 31985 SW COUNTRYVIEW LN, WILSONVILLE, OR 97070-9492  
 LAYMAN GARY LEE & JEANETTE MARION, 11327 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 LAZZARETTO IRENE R TRUSTEE, 28433 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 LEADER TECHNOLOGIES INC, 27555 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9244  
 LEASURE DAN B & KAREN D, 11835 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 LEASURE STEVEN D & HEATHER A, 11864 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 LEATHERMAN DON V & IRMGARD, 32167 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 LEAVY EILEEN, 31078 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 LEBENZON SANDRA J, 32175 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 LEDEBOER SHERRITT A, 11654 SW PRAKNESS, WILSONVILLE, OR 97070-9567  
 LEE ADELE K, 28511 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 LEE ANNE L, 32025 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 LEE CATHERINE D, 11287 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 LEE CHANG Y & LISA Y, 11629 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 LEE GARY M, 19535 YELLOW WING CT, COLORADO SPRINGS, CO 80908-1321  
 LEE H & MARION B THOMPSON, FOUNDATION24130 SW GRAHAMS FRY RD, SHERWOOD, OR 97140-7218  
 LEE JEFFERY T, 30825 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 LEE PATRICIA A, 6765 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8429  
 LEE PHAN THANH & KIM A TRINH, 7990 SW BOECKMAN RD, WILSONVILLE, OR 97070-5769  
 LEE SANG T & GUK J, 21489 SW CHRISTENSEN CT, TUALATIN, OR 97062-8910



LEE SUK YOUNG & JUNG JA, 28541 SW MORNINGSIDES AVE, WILSONVILLE, OR 97070-6838  
 LEE YUNAH J, 29232 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 LEEPER DOUGLAS L & IRENE E, 7487 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
 LEEPER RONALD L & LESLIE D, 31555 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 LEGEND HOMES CORPORATION, 12755 SW 69TH AVE #100, PORTLAND, OR 97223-8373  
 LEGRESLEY ROBERT, 8550 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8430  
 LEHAN-CUMMINGS ADELE, 29849 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 LEHL RONALD D & MAXINE E, 32165 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 LEHNINGER JOSEPH, 29430 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7578  
 LEHR ROBERT JOSHUA, 28741 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 LEIGH NANCY L, 32170 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 LEINEN RICHARD A & DEBORAH E, 29652 SW YOUNG WAY, WILSONVILLE, OR 97070-8579  
 LEINEWEBER ROBERT & ROBIN YORDE, 28660 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 LEITCH KARYN S, 28372 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 LEITZ GREGG A & DEBORAH G, 28168 SW FLYNN ST, WILSONVILLE, OR 97070-8876  
 LEMAN MICHAEL J & LISA L, 29660 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 LEMHENYI-HANKO ADRIANA, PO BOX 1401, KODIAK, AK 99615-1401  
 LEMM DOLORES P TRUSTEE, PO BOX 4037, WILSONVILLE, OR 97070-4037  
 LEMPERT FRANK L TRUSTEE, 31600 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 LENHARDT LEE C, 3852 N GREEN VALLEY WAY, EAGLE, ID 83616-2664  
 LENNAR NORTHWEST INC, 2103 NE 129TH STE 100, VANCOUVER, WA 98686-3270  
 LEO EDIE A, 32515 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 LEONARD JEAN M, 7719 SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 LEONARD ANDREW S & BARBARA ANDRUS, 10874 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LEOS-VALADEZ MARIA S, 29175 BERGEN LN, WILSONVILLE, OR 97070-7692  
 LERCH DALE A, 11826 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 LES SCHWAB TIRE CENTERS, PO BOX 5350, BEND, OR 97708-5350  
 LESH LUKE & ELIZABETH, 26675 SW COLVIN LN, WILSONVILLE, OR 97070-6819  
 LESTER JOHN R & PAMELA A, 12034 SW SURREY ST, WILSONVILLE, OR 97070-7377  
 LETTENMAIER JAMES A, 1111 SE 3RD AVE SPACE 64, CANBY, OR 97013-4533  
 LEUENBERGER TRAVIS A & KATHRYN A, 7300 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8867  
 LEVESQUE PETER A & MARGARET A, 29059 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 LEVIN BURTON L & ADRIENNE E, 11989 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 LEVINGSTON SIDNEY E, 30915 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 LEVIS JAMES A & JULIA C, 6704 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 LEVIT ALBERT TRUSTEE, 11702 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 LEVITT MARGARET R TRUSTEE, 6970 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 LEW RANDALL & DEBORAH KOR, 7007 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 LEWALLEN KAREN J & MARVIN A, 28530 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6720  
 LEVIN KENNETH D TRUSTEE, 7375 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 LEWIS MORLAN B & APRIL H, 31695 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 LEWIS NATHAN J, 29175 SW COSTA CIR E, WILSONVILLE, OR 97070  
 LEWIS WAYNE L, 29492 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7327  
 LEWMAN PENELOPE H TRUSTEE, PO BOX 1163, GLENEDEN BEACH, OR 97388-1163  
 LEWTON MICHAEL C & GLORIA M, 466 SW HEBB PARK RD, WEST LINN, OR 97068-9400  
 LI JOHN P & YUN-CHIH S, 7691 SW EMERY CIR, WILSONVILLE, OR 97070-6568  
 LI NAN YONG, 124 D LONGVIEW DR, LOS ALAMOS, NM 87544  
 LIANG PING, 10422 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 LIDEN JOYCE M, 11412 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 LIEN MELVIN F & VIRGINIA ELAINE, 3609 STONEHAVEN DR SE, SALEM, OR 97302-4690  
 LIFFICK GLENN L & LYNN L, TRUSTEES 7040 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 LIGOCKI MATTHEW A, 10799 SW PARKVIEW DR, WILSONVILLE, OR 97070-6590  
 LIKE DAVID E, 10873 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LILLY FRANK J, 31179 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 LIM JEE Y TRUSTEE, 31460 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8452  
 LIN XIJIANG, 19772 BENNINGTON CT, WEST LINN, OR 97068-4837  
 LINDAMOOD BRIAN G, 28477 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 LINDQUIST JEREMY & SHELBI, 30995 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 LINDSAY MARGARET, 8400 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8418  
 LINDSEY DALE ALLEN, 6422 WHITE HAWK LN, OLIVE BRANCH, MS 38654-6385  
 LINDSEY ROBERT J & ANDREA A, 30762 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 LINENBERGER MICHAEL C & S S STAHL, 7399 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 LING RICHARD A & LUCILLE D, 8605 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 LING RICHARD A JR, PO BOX 311, VANCOUVER, WA 98666-0311  
 LING ROBERT C & LAURA L C, 30960 SW SANDY CT, WILSONVILLE, OR 97070-9789



LINK MARY J, 32140 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 LINKER WENDY J, 8180 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 LINVILLE JOANN E, 8095 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 LIO CHRISTOPHER W & PAIGE L, 32084 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LIPPINCOTT STEVEN M, 17835 SW SNOWBERRY CT, SHERWOOD, OR 97140-8949  
 LISAC JOSEPH M & MARY L, 8435 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8444  
 LISLE EUGENE W, 8190 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 LISTER RAYMOND M & MARCI A, 32025 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LITTLE ANTHONY D & MONIQUE M, 28512 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 LITTLE TERENCE, 435 7TH ST, LAKE OSWEGO, OR 97034-2905  
 LITTS RICHARD W & KATHY L, 7854 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 LIU JUN, 7125 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 LIU MEI LING, 29455 SW ST TROPEZ AVE, WILSONVILLE, OR 97070-7336  
 LIVERMORE MICHAEL P, PO BOX 674, WILSONVILLE, OR 97070-0674  
 LIVESAY JAMES E TRUSTEE, 32279 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 LIVESAY JAMES EUGENE, 32279 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 LIVESAY JAMES M & MARCIA K, 29640 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 LIVINGSTON FARRAND M & JUDITH L, 7739 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 LIVINGSTON JAY SCOTT, 28837 SW CASCADE LOOP, WILSONVILLE, OR 97070-8750  
 LLOYD JOHN E & DEANNA J, 29259 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 LLOYD RICHARD L JR & CHANTEL, 2670 FURY CT, RENO, NV 89521-6230  
 LLOYD WILLIAM D & MARY ANN, 32530 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 LOCHMANN MARIA LUISE A, 30550 SW BOONES FERRY RD, WILSONVILLE, OR 97070-7745  
 LOCHNER TODD R & SUZANNA M, 7027 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 LOCKLING DENNIS J, 28772 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 LOCKYEAR DALE F & LINDA L, 10864 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 LOEN LORI M, 28237 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 LOFF DONALD D & JEAN C, 32514 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 LOFFINK LARRY E & CATHERINE E, 16423 SW LUKE LN, TIGARD, OR 97223-5709  
 LOGAN GARLENE O, PO BOX 189, HUBBARD, OR 97032-0189  
 LOGOS EQUITY PARTNERS LLC, PO BOX 2867, WILSONVILLE, OR 97070-2867  
 LOMELI CARLOS L, 30565 SW KENSINGTON DR, WILSONVILLE, OR 97070-7524  
 LONG DOROTHY, 11208 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 LONG JAMES H & PAMELA M, 6952 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 LONG JULIE A, 32045 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 LONG VICTORIA S, 7170 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 LONGFELLOW-OTT BARBARA JEANNE, 14414 PFEIFER DR, LAKE OSWEGO, OR 97035-2408  
 LOOD PETER TRUSTEE, 31444 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 LOOMER CLINTON N, 11647 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 LOONEY CARL LEE, 29705 SW MONTEBELLO DR, WILSONVILLE, OR 97070-9533  
 LOONSTYN WILLIAM HENDRIK &, COLLEEN D29114 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 LORENTE SHANE, 8282 SW 74TH AVE, PORTLAND, OR 97223-9374  
 LORENZ LOIS G, 8170 SW MAXINE LN UNIT 61, WILSONVILLE, OR 97070-7785  
 LORENZ W RONN, 29150 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 LORIO MICHAEL B & DAWN M, 28122 SW FLYNN ST, WILSONVILLE, OR 97070-8876  
 LORTON CAROL A & CARL L JR, 32120 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070  
 LOUD PORTER T JR TRUSTEE, 31900 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 LOUGH WALTER A & ROBERTA M, 31038 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 LOUMENA MARTIN P, 7899 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LOUVONNE HOMEOWNERS ASSN, 55 SW YAMHILL ST #200, PORTLAND, OR 97204-3338  
 LOVELACE JEFFREY JOHN & LAURINE, PO BOX 3965, WILSONVILLE, OR 97070-3965  
 LOVELADY JANA M, 2161 SW YAMHILL ST APT 2, PORTLAND, OR 97205-1445  
 LOVELADY MICHAEL A, 7015 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 LOWERIE LARRY R, 10275 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 LOWERY SEAN M & ANDREA, 11171 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 LOWRIE KAREN M TRUSTEE, 8225 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 LOWRIE KENNETH W & TRINA M, 31045 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 LOWRY DON T, 8575 SW JESSICA ST UNIT 1304, WILSONVILLE, OR 97070-8613  
 LOYA CHRISTI L, 29750 SW COURTSIDE DR UNIT 8, WILSONVILLE, OR 97070-7485  
 LUBE MGMT CORP, 7430 S CREEK RD #200, SANDY, UT 84093  
 LUBY CHRISTOPHER R & KAREN L, 10218 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 LUCAS BARRY ALLAN, 635 NW KNIGHTS BRIDGE RD, CANBY, OR 97013-3340  
 LUCAS DAVID L & SHARON M, 32116 SW WILLAMETTE WY WAY E, WILSONVILLE, OR 97070  
 LUCAS DAVID W & LAURIE B, 29435 SW CAMELOT ST, WILSONVILLE, OR 97070-8541  
 LUCAS SCOTT E & BARBARA L, 6615 SW LANDOVER DR, WILSONVILLE, OR 97070-6789



LUCHT TRACEY L, 29252 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 LUDLOW BROCK M, 23781 SCHULTZ RD NE, AURORA, OR 97002-8602  
 LUDLOW JOHN M, 29173 SW COURTSIDE DR, WILSONVILLE, OR 97070-6464  
 LUETH JOHN C & RHONDA M CAPRI, 30936 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 LUKAS IVO M, 12005 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 LULAY ADAM R & MEGAN D, 10881 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 LULAY JEFFREY N & HELENA M, 7557 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 LULAY JOAN, 5024 FOOTHILLS RD APT A, LAKE OSWEGO, OR 97034-4136  
 LUMBERJACK LP, PO BOX 7458, MENLO PARK, CA 94026-7458  
 LUND BRENDA, 7558 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 LUND DOROTHY, 30366 SW RUTH ST UNIT 67, WILSONVILLE, OR 97070-6673  
 LUND ROYANN K, 8430 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5403  
 LUNDELL MARTIN E, 29620 SW VOLLEY ST UNIT 46, WILSONVILLE, OR 97070-6577  
 LUO KAILONG, 29253 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7311  
 LUOTO DERIC L & MOLLY M, 29690 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 LUPER CLAYTON, 29535 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 LUST JASON D, 7673 SW ROANOKE DR, WILSONVILLE, OR 97070-6809  
 LUST JASON DENNIS, 29101 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 LUTH CORY D, 30542 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 LUTHER WESLEY R & JEANETTE M, 10255 SW GREENLEAF TER, TIGARD, OR 97224-4651  
 LUTKAVAGE TERRY, 11706 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 LUTTRELL DUANE F & WENDY D, 7850 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 LUTZ KATHLEEN ANNE, 28542 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 LY KHUONG H & LIEN N, 30885 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 LYNCH ANDREA B & ROBERT E JR, 29492 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 LYNN DION W, 29620 SW VOLLEY ST UNIT 47, WILSONVILLE, OR 97070-6577  
 LYNN JEFFREY C, 30645 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 LYNN LARRY J & SHANNON D, 7415 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 LYNN MICHAEL LANCE, 31040 SW SALMON LN, WILSONVILLE, OR 97070-6746  
 LYNN PATRICIA L, 28740 SW PARKWAY AVE UNIT D5, WILSONVILLE, OR 97070-9765  
 LYNNE IRENE ANGEL FAMILY LP, 16500 NW BETHANY CT STE 150, BEAVERTON, OR 97006-6013  
 LYNNE IRENE ANGEL FAMILY LP, 1815 SW HIGH ST, PORTLAND, OR 97201-1739  
 LYON LEONARD S, 7923 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 LYONS ANGELA C, 10993 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 LYONS CLARENCE R TRUSTEE, 32569 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 LYONS DANIEL G & MEGAN, 11002 SW PARKVIEW DR, WILSONVILLE, OR 97070-6594  
 LYONS JOY E, PO BOX 1524, WILSONVILLE, OR 97070-1524  
 LYONS TERRY B & JOY E, 7535 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 LYSHAUG ELIZABETH A TRUSTEE, 7910 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 MAAS GERALDINE, 7546 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 MACADAM GERALD G & TRUDY A, 29405 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 MACKELVIE KIM A, 28507 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 MACKIE JAY A, 7894 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 MACKIE STEPHEN C & CYNTHIA D, 7320 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 MACKS LISA L, 29590 SW COURTSIDE DR UNIT 6, WILSONVILLE, OR 97070-7430  
 MACLEAN THOMAS W TRUSTEE, 31005 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7462  
 MACLENNAN MARK A & KENDRA M, 11210 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 MACMILLAN SHIRLEY MAE TRUSTEE, 7315 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 MACOVSKY JAMIE L & LOUIS M, 28695 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 MADDOX LEWIS J & MARLENE L, 10615 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 MADDY DARIN B, 616 BAKER ST, MCMINNVILLE, OR 97128  
 MAGARO LORI P & PETER F, 10570 SW CITATION DR, BEAVERTON, OR 97008-0403  
 MAGEE MERRILYN A, 8665 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 MAGER STEVEN, 7970 SW BOECKMAN RD, WILSONVILLE, OR 97070-5769  
 MAGWIRE JANET JUDD CO-TRUSTEE, 32013 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 MAHER DAVID J & JUDY D, 28705 SW ROGER BLVD UNIT 79, WILSONVILLE, OR 97070-7720  
 MAHFOUZ RANDY & PAULETTE, 31947 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 MAHONEY TIMOTHY M & BARBARA S, 8545 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MAHOWALD KEVIN J & JANENE M, 10319 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 MAIXNER QUINN, 30636 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 MAIZELS MARK I, 7635 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 MAJID TARIQ & JENNIFER, 28042 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 MAKBAR LLC, PO BOX 4010, WILSONVILLE, OR 97070-4010  
 MALA MARGARET, 28687 SW ROGER BLVD UNIT 72, WILSONVILLE, OR 97070-8738  
 MALENSKY MEGHAN L & BRIAN J, 12027 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381



MALKUS MICHAEL CHARLES & HEATHER, F4200 FAIRMEADOWS DR, ROUND ROCK, TX 78665-1250  
 MALLERY RICHARD L, PO BOX 471, WILSONVILLE, OR 97070-0471  
 MALLON KEVIN & BETH, 29812 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 MALONE JAMES H & CATHERINE A, 29470 SW VOLLEY ST UNIT 65, WILSONVILLE, OR 97070-6532  
 MALONE LAVERNE, PO BOX 50, MAROA, IL 61756-0050  
 MALONEY WILLIAM T, 32105 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 MALOS BARBARA JEAN, 8265 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 MALOTT LUCINDA, 957 LA SENDA, SANTA BARBARA, CA 93105-4512  
 MANDICH STANLEY J TRUSTEE, 29761 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
 MANGOLD YVONNA P, 7785 SW FAIRWAY DR, WILSONVILLE, OR 97070-6435  
 MANN INVESTMENTS LLC, 1980 INDIAN TRL, LAKE OSWEGO, OR 97034-3602  
 MANN TIMOTHY L & KIMBERLY R, 10898 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 MANNING BRIAN S & MARY E, 31151 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 MANSER VIRGINIA L, 8100 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 MARCOTT MITCHELL J & SCHALADA L, 7706 SW THORNTON DR, WILSONVILLE, OR 97070-6544  
 MARCOUX HENRY H & MARIAN D, 32078 SW CHARBONNEAU DR UNIT 10D, WILSONVILLE, OR 97070-5479  
 MARCUS ROBIN L TRUSTEE, 12813 NW 50TH AVE, VANCOUVER, WA 98685-3357  
 MARELICH MARC C & ELISA, 28330 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 MARGINAL WAY PARTNERSHIP, 6600 SW 105TH AVE STE 175, BEAVERTON, OR 97008-8834  
 MARIE DENISE, 29480 SW VOLLEY ST UNIT 22, WILSONVILLE, OR 97070-7432  
 MARKLEY CARL N & LAURA H, 6736 1ST AVE NW, SEATTLE, WA 98117-4827  
 MARKMAN BRIAN J & ANGELICA, 28871 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 MARKS RYAN, 31431 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MARLER GARY EDWARD & VICKI MARIE, 28740 SW PARKWAY AVE UNIT C4, WILSONVILLE, OR 97070-9765  
 MARLIEB WILLIAM F & INA F, 8055 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 MARQUARDT WILLIAM A TRUSTEE, 32225 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 MARQUARDT DAWN, 7524 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 MARQUEZ BERNICE J, 8710 SW CURRY DR, WILSONVILLE, OR 97070-8440  
 MARQUIS DAVID E & JONELLE L, 7885 SW ROAKOKE DR, WILSONVILLE, OR 97070  
 MARSHALL BRIAN T, 30955 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 MARSHALL LYNDA HUBER, 26879 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 MARSHALL NEIL C & SHARI M K, 7100 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MARSTON DANIEL, 7488 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 MARSTON MICHELLE, 28559 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 MARTEN TRANSPORT SERVICES LTD, 129 MARTEN ST, MONDOVI, WI 54755-1733  
 MARTENS RICHARD A & GAYLE M, 32400 SW DEL MONTE DR, WILSONVILLE, OR 97070-6479  
 MARTIN COREY B & DAVID S, 7674 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 MARTIN CRAIG A, 10577 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 MARTIN GENIA, 29243 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 MARTIN GRAHAME & LISA, 32080 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 MARTIN JAMES G & DEBORAH A, 8600 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 MARTIN JAMES L, 8550 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8430  
 MARTIN MARK L, 29458 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 MARTIN MICHAEL D & NIEDA L, 7862 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 MARTIN MITCHELL E, 11097 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 MARTIN NEIL G & JEAN A, 6823 SW GATE POST CT, WILSONVILLE, OR 97070-9474  
 MARTIN RALPH A & NONA L, 7805 SW FAIRWAY DR, WILSONVILLE, OR 97070-6436  
 MARTIN SCOTT D, 30925 SW SALMON LN, WILSONVILLE, OR 97070-9790  
 MARTIN TERRY M, 32377 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 MARTIN VIRGINIA C TRUSTEE, 32518 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 MARTINEZ CLAUDIO H TRUSTEE, 28470 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 MARTINEZ JULIAN, 29530 SW VOLLEY ST UNIT 28, WILSONVILLE, OR 97070-6530  
 MARTINI GILDO J, 7640 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 MARTINI STEVEN W TRUSTEE, 7310 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 MARWALI MOHAMMAD & SELVY PANGKEY, 7181 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 MASH MICHAEL A & JANICE L, 29835 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 MASHAK MARY A TRUSTEE, 8340 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 MASNOV JESSE PATRICK & APRIL MAY, 6308 NE 106TH CIR, VANCOUVER, WA 98686-7013  
 MASON DONALD K & ROSEMARY R, 7766 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 MASON JAY E & TONIA J, 7365 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 MASON PHILIP R, 28926 SW ORLEANS AVE, WILSONVILLE, OR 97070  
 MASSEY FRANK L & KATHLEEN U, 8200 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MASSING ALAN DAVID & ELIZABETH H, 32060 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 MASSINGER MARGARET A TRUSTEE, 8670 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 MAST THEODORE, 10854 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510



MASTERS CAPITAL LLC, 27150 SW KINSMAN RD, WILSONVILLE, OR 97070-8246  
 MATHIS MICHAEL H & FLORENCE D, 31519 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 MATHISON BETTY C TRUSTEE, 7690 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 MATIN JERROLD C TRUSTEE, 31655 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 MATRIX DEVELOPMENT CORP, 12755 SW 69TH AVE STE 100, TIGARD, OR 97223-8373  
 MATSON BEN T, 10385 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 MATTHEWS BRIAN A & CHRISTINA, 31509 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 MATTHEWS RONALD B & KRISTIN L, 31428 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MAURER BERNARD & JENNIFER L, 10913 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 MAURICE BRYAN P & JENNIFER K, 11168 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MAUTZ ROBERT T TRUSTEE, 7550 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MAXWELL SHARI L, 28464 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 MAY CHRISTINE E & STANLEY E, 29574 SW KINGS CT, WILSONVILLE, OR 97070-8536  
 MAYBEE JOE JR & JANET, 28610 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 MAYBERRY ROBERT & ANN, 7575 SW KOLBE LN, WILSONVILLE, OR 97070-9599  
 MAYER D J & ANN K, 2461 SW CRESTDALE DR, PORTLAND, OR 97225-3236  
 MAYER DONALD J & ANN K, 2461 SW CRESTDALE DR, PORTLAND, OR 97225-3236  
 MBA ROSEMARY C, 11033 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 MCBETH DARBY SARGENT, 28659 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 MCBRIDE GREGORY S & KIMBERLY M, 8685 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 MCBRIDE INVESTMENTS LLC, 28831 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 MCBRIDE INVESTMENTS LLC, 5335 MEADOWS RD STE 250, LAKE OSWEGO, OR 97035-3189  
 MCBRIDE JOYCE E, 8405 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8420  
 MCBRIDE MATTHEW C, 29169 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 MCCABE TIMOTHY J, 11141 SW BARBER ST, WILSONVILLE, OR 97070-7307  
 MCCABE TIMOTHY J & JENNIFER R, 10352 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 MCCALL JUDY EARLINE, 8510 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5409  
 MCCANN DENNIS R & JUDY R, 32265 SW ARMITAGE RD, WILSONVILLE, OR 97070-7452  
 MCCANN EDWARD JAMES & MARYANN, 31062 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 MCCANN ELIZABETH C R, 29730 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 MCCANN MARY M TRUSTEE, 8495 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MCCARTHY BRIAN & BRENDA, 31517 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 MCCARTHY JAMES P & JULIE A, 7743 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 MCCARTHY LILA M A TRUSTEE, 7680 SW FAIRWAY LOOP, WILSONVILLE, OR 97070-8739  
 MCCARTHY MICHAEL E & ANNETTE C, 31116 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MCCAULEY JOHN R, 8224 SW MARINERS DR, WILSONVILLE, OR 97070-7455  
 MCCLELLAN ERIC L & LISA B, 31150 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 MCCLOUD JIM W & CYNTHIA J, 73 MILLAND DR, MILL VALLEY, CA 94941-4910  
 MCCLURE EARL & JUDI EICHMAN-MCCLURE, 7509 SW MURRAY ST, WILSONVILLE, OR 97070-6548  
 MCCONNEL MARY A, 11848 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
 MCCONNELL BRUCE K TRUSTEE, 32523 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 MCCORD GLEN A & ELIZABETH A, 7893 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 MCCOSKEY TERESA ANN, 32530 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 MCCOY BENJAMIN D, 29650 SW COURTSIDE DR UNIT 21, WILSONVILLE, OR 97070-7482  
 MCCOY JANICE M, 32205 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 MCCOY KEVIN R, 7065 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCCracken JOHN W III & DEWANA M, 31625 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
 MCCREADY CONNIE R, 29520 SW VOLLEY ST UNIT 58, WILSONVILLE, OR 97070-5437  
 MCCRUM RONALD R, 7520 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 MCCULLAUGH T MICHAEL, 8605 SW METOLIUS LN, WILSONVILLE, OR 97070-6742  
 MCCULLAUGH TIMOTHY G & STEPHANIE, A29072 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 MCCULLOUGH JOHN TRUSTEE, 32405 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 MCDANIEL STEVEN M & PHYLLIS, 9150 SW BLAKE, TUALATIN, OR 97062-9009  
 MCDIARMID LINDSAY A, 6920 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 MCDONALD GEORGE DUNCAN TRUSTEE, 10616 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 MCDONALD JOHN T & ALICE L, 28333 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 MCDONALD RICHARD A & BARBARA C, 7223 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 MCDONALD SCOTT & H RUDKEN-MCDONALD, 7085 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 MCDONALD PETER W & WENDY K, 10962 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 MCELROY ROBERT L & DONNA LEE, 28699 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 MCELWAIN NANCY L TRUSTEE, 7235 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 MCENTEE TERRY E & JUDITH L, 7875 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 MCEWAN-COYER ANNETTE & L A COYER, 7078 SW CEDAR POINT DR, WILSONVILLE, OR 97070-7850  
 MCFALL PATRICK E TRUSTEE, 29558 SW GLACIER WAY, WILSONVILLE, OR 97070-7559  
 MCFARLAND ANITA C, 32510 SW JULIETTE DR, WILSONVILLE, OR 97070-7445



MCGAFFEY MICHELE STEAGALL & JERRY GUY 8440 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8424  
 MCGARRIGLE ROGER W, 1630 SW HARBOR WAY D205, PORTLAND, OR 97201-5152  
 MCGARY ALICE A, PO BOX 3693, TUALATIN, OR 97062-3693  
 MCGATHEN THOMAS, 7709 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
 MCGILLIVARY JEFFREY S, 29078 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 MCGILLIVARY KENNETH B & HEATHER, 10886 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 MCGINNIS MICHAEL R & MARY K, 7215 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 MCGOWAN WILLIS E & INEZ, 8210 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MCGRANAHAN THOMAS T, 31119 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MCGRATH KATHLEEN M & TIMOTHY C, 31533 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 MCGRAW JAMES E, 8620 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 MCGREGOR BONNIE J TRUSTEE, 31377 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 MCGUIRE MATTHEW J, 11825 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 MCILMOIL CHRISTOPHER J & KAREN M, 31527 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 MCILROY JOAN E, 28527 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 MCINTIRE JOCELYN D, 30519 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 MCINTOSH DAVID D & MONIKA, 11575 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 MCINTOSH JOHN W JR & VICKI L, 903 S MCKINLEY ST, CASPER, WY 82601-3440  
 MCKAY ANDREW & ANGIE, 10139 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 MCKAY GLORIA TRUSTEE, 7574 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 MCKAY KAREN ANN, 8288 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 MCKENNA JAMES R TRUSTEE, 32060 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 MCKENNIE MICHAEL PATRICK, 8521 SW 168TH AVE, BEAVERTON, OR 97007-6876  
 MCKENNIE TRACI ANN, 7010 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCKENZIE GARY L, 7585 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MCKENZIE GRETCHEN, 8680 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 MCKENZIE KEVIN L & SUZANNE L, 28081 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 MCKEOWN XANDRA T, 11772 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 MCKESSON HBOC INC, ONE POST ST 32ND FLOOR, SAN FRANCISCO, CA 94104  
 MCKILLIP BRADLEY A & JOYCE M, 8575 SW METOLIUS LN, WILSONVILLE, OR 97070-9780  
 MCKILLIP TERRY L, 10594 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 MCKINNEY BRENT & SANDRA K, 31836 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7476  
 MCKINNEY BRENT M & SANDRA K, 6768 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 MCKINNEY EDWARD J & ROSALYN S, 7798 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 MCKNIGHT SCOTT & ALYS, 28500 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 MCKOWN KIMBERLY A, 28811 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 MCCLAUGHLIN PATRICK, 7120 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 MCLEOD LEA TRUSTEE, 32395 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 MCLEOD LOIS M, 7768 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 MCMANUS CRAIG K & MEGAN E, 28440 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 MCMICHAEL JOHN C JR & DIANNE H, 7685 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 MCMICHAEL KELLY A, 27245 SW WOOD AVE, WILSONVILLE, OR 97070-6541  
 MCMICHAEL RANDALL K, 7430 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 CMILLEN MICHAEL S, 163 N HAYDEN BAY DR, PORTLAND, OR 97217-7975  
 MCMONAGLE DANIEL R, 29689 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 MCMULLEN JAMES L & KATHLEEN M, 7549 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 MCNAMARA JOLYNN, 30326 SW RUTH ST UNIT 53, WILSONVILLE, OR 97070-6671  
 MCNEANY MARIE, 28595 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 MCNEILL DOUGLAS M & FRANCES E, 11213 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 MCNERNEY JERRY O & CAROLE A, 7430 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 MCPHAIL DENISE M TRUSTEE, 7445 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 MCPHERSON TERRY A, 27231 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
 MCPHERSON THOMAS W & J M WALKER, 7475 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 MCQUOWN ROBERT C & RUTH A, 30424 SW RUTH ST UNIT 86, WILSONVILLE, OR 97070-6679  
 MCREYNOLDS CHRISTOPHER A & AMY M, 7264 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8866  
 MCVAY BARRY W & ROBIN J, 28558 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 MCVAY DONALD C TRUSTEE, 7415 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 MCVAY JEFFREY B & PAMELA, 28456 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7703  
 MCVAY KRISTIN L, 30710 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 MCVETY N LORRAINE, 8140 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 MCVICKER MOLLY E, 11258 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 MEACHAM RICK, 23735 SW LADD HILL RD, SHERWOOD, OR 97140-5024  
 MEACHAM TONY, 6582 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 MEAD JAMES WALTER TRUSTEE, 8500 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8447  
 MEADE CHRISTOPHER P & MARY K, 10388 SW BARBER ST, WILSONVILLE, OR 97070-9305



MEADE JOHN T & HELEN C, 30366 SW RUTH ST UNIT 69, WILSONVILLE, OR 97070-6673  
 MEADWESTVACO PACKAGING SYS LLC, 8440 ALLISON POINTE BLVD STE 300, INDIANAPOLIS, IN 46250-4202  
 MEDEARIS TIMOTHY & VALORIE, 10211 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 MEDEMA-HOOK CYNTHIA G TRUSTEE, 8210 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 MEEK EDWARD COLTON JR & ELIZABETH J, 6970 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6737  
 MEEKER CATHERINE, 11247 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 MEEKINS DOUGLAS & ANA MARIA, 28013 SW ENGLE ST, WILSONVILLE, OR 97070-8870  
 MEGALE CYNTHIA, 24520 S CENTRAL POINT RD, CANBY, OR 97013-8745  
 MEIDL ANTONIA TRUSTEE, 13515 NW SHADYBROOK RD, NORTH PLAINS, OR 97133-8373  
 MEIER PAUL A & DONNA L, 7200 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 MEISCH SHIRLEY R, 8510 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5408  
 MEISLAHN TODD M & PENNI S, PO BOX 606, WILSONVILLE, OR 97070-0606  
 MEISNER ADAM, 31148 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 MEISNER RICHARD & LINDA, 32208 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 MEISTER DANIEL C & CASSANDRA D, 28982 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 MELETHIL PADMANABHAN K, 11221 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 MELLOR DYLAN S, 29650 SW COURTSIDE DR UNIT 17, WILSONVILLE, OR 97070-7482  
 MELOY JOAN L, 28646 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 MELTON SHARIDA J, 6607 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 MELUM BRENDA L, 6598 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 MELVIN KENNETH P, 7184 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 MELZER DOUGLAS C & CHERYL D, 31300 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7489  
 MENDELL DANTON & MARGARET JOHNSON, 6710 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 MENDENHALL BRADLEY & CLAUDIA ROLDAN, 31050 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 MENDENHALL DAVID L & VICTORIA J, 7486 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 MENELEY JENNIFER L, 22897 SW COWLITZ DR, TUALATIN, OR 97062-8386  
 MENG JASON R & BRANDY L, 11252 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 MENGELKOCH MICHAEL D TRUSTEE, 8490 SW MEMORIAL DR, WILSONVILLE, OR 97070-7830  
 MENNIS ROBIN C, 19441 WILDERNESS DR, WEST LINN, OR 97068-2005  
 MENTOR GRAPHICS CORP, 8005 SW BOECKMAN RD, WILSONVILLE, OR 97070-9733  
 MENTZER JOANNE K, 28740 SW PARKWAY AVE UNIT C1, WILSONVILLE, OR 97070-9764  
 MERIDIAN UNTD CH OF CHRIST, 6750 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 MERMIS JEFF T & JESSICA L, 10680 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 MERMIS PATRICIA J, 11986 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 MERRICK JOHN P & MICHELLE L, 29068 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 MERRILL KAREN N, 7340 SW FAIRWAY DR, WILSONVILLE, OR 97070-6489  
 MERRYFIELD OWNERS ASSN, 29835 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 METZ R CHARLENE, 11188 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MEYER JOYCE L, 29510 SW VOLLEY ST UNIT 74, WILSONVILLE, OR 97070-6533  
 MEYER ROBERT D & TERESA JOELLE, 11307 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 MEYERS JOHN MARK & DIANE DAVIS, 7809 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 MIBACH LAWRENCE A, 6797 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 MICHAELSON CONNOR & BOUL, 4400 WILL ROGERS PKWY STE 300, OKLAHOMA CITY, OK 73108-1870  
 MICKELSON STEVE & MARY, 31435 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 MIEHER AVA KIEHM, 28497 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 MIKKELSON GAIL M TRUST, 7500 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 MIKLANCIC MARLA, 8841 APPLEBY LN, INDIANAPOLIS, IN 46256-1171  
 MILBURN GARY L, 11363 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 MILBURN MICHELLE & LLOYD, 7718 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 MILES ROBERT R, 7000 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6500  
 MILLER ANDREW W JR, 31161 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 MILLER DANIEL A TRUSTEE, 7025 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 MILLER DONALD M & JUDY A, 7335 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 MILLER EDWARD A & KATHLEEN G, 7555 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 MILLER JEFFREY A & KELLI M, 30628 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 MILLER JOHN P & NANCY K, 11975 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
 MILLER KELLY P & BRIDGET E, 27127 SW WOOD AVE, WILSONVILLE, OR 97070-6536  
 MILLER LYNNE E, 14811 SW BELL RD, SHERWOOD, OR 97140-9038  
 MILLER MATTHEW F & SARAH H, 28639 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 MILLER MICHAEL A & LINDA D, 7945 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 MILLER PAINT CO INC, 12812 NE WHITAKER WAY, PORTLAND, OR 97230-1110  
 MILLER PATRICIA M CO-TRUSTEE, 759 PARK PLACE LOOP, HOOD RIVER, OR 97031-8794  
 MILLER RICHARD H & ANN E, 32535 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
 MILLER ROBERT A & DOROTHY M, 11599 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 MILLER ROBERT TRUST, 7143 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459



MILLER ROBERT W, 29600 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7576  
MILLER SCOTT F & MOLLY M, 7830 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
MILLER STEVEN J, 11279 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
MILLER VANCE, 3204 DUNNS CANYON RD, BELTON, TX 76513-1362  
MILLS CHARLES & LINDA, 31053 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
MILLS HOWELL S & MARLENE S, 7815 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
MILNE WILLIAM S & JANET C, 7675 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
MILROY DAVID A TRUSTEE, PO BOX 4353, SALEM, OR 97302-8353  
MILTON PHILIP L & SHELLEY M, 10920 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
MINDEN GERALDINE L, 4080 DEEPWOODS LN NW, SALEM, OR 97304-9540  
MINIHAN DEBORAH J & THOMAS J, 31489 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
MIRANDA PETER & NORMA, 11671 SW JAMAICA, WILSONVILLE, OR 97070-9563  
MISNER JOHN W & PATRICIA J, 32224 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
MISSAL PAUL, 30650 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6756  
MISSION HOMES NORTHWEST LLC, PO BOX 1689, LAKE OSWEGO, OR 97035-0889  
MISTOVICH BRIAN J & KERRI L, 28360 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
MISTRETTA JOSEPH L JR & BETH, 27229 SW ADEN AVE, WILSONVILLE, OR 97070-6560  
MITCHELL JENNIE L, 29655 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
MITCHELL TAFT L & ROBERTA L, 6656 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
MITCHELL TERRY, 31305 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
MIYAKE CRYSTAL & JAMES DOWNIE, 11629 SW LAUSANNE ST, WILSONVILLE, OR 97070-7332  
MOBLEY TODD E & JERRIANNA, 11695 SW JAMAICA, WILSONVILLE, OR 97070-9563  
MODELL LESLIE D & KRISTI C, 11342 SW BARBER ST, WILSONVILLE, OR 97070-7397  
MOEN THELMA I, 29580 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
MOHATT JOHN & JAN, 28579 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
MOHR JOSEPH T & MADELINE JILL, 7259 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
MOLD WALLACE D TRUSTEE, 1806 LINCOLN WAY, THE DALLES, OR 97058-2062  
MOLE DONALD W II & PENNY S, 31235 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8581  
MOLESWORTH JOHN & TERE MAURER, 29070 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
MOLINE ANDREW A & JANA K, 32270 SW ESTATES CT, WILSONVILLE, OR 97070-8409  
MOLINKSY SERREN KEZIA & AARON T, 1000 EL CAMINO REAL, ATHERTON, CA 94027-4300  
MOLISANI PAUL A TRUSTEE, 29572 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
MOLLER JAMES W, 7065 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
MOLTER CAROLYN M, 28091 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
MONROE MARY-LYNNE, 10205 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
MONROE ROBERT G TRUSTEE, 7220 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
MONTALVAN SANTIAGO & HALEY PERCELL, 28663 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
MONTEBELLO ASSOCIATES, PO BOX 490, ENTERPRISE, OR 97828-0490  
MONTELIUS I LAVON, 28519 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
MONTGOMERY DORIS R TRUSTEE, 32340 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
MONTGOMERY JAMES R & TERRI D, 30917 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
MONTGOMERY ROY E & MARCELLA A, 8530 SW WILSON LN, WILSONVILLE, OR 97070-7736  
MOODY BRUCE A & JULIE A, 7425 SW GLENWOOD DR, WILSONVILLE, OR 97070-7763  
MOODY GLEN T, 10420 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
MOOMAW ANITA S & KEITH S, 31542 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
MOON NANETTE W, 10441 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
MOORE CAROL S, 32207 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
MOORE CHRISTOPHER P, 6750 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
MOORE DANIEL A JR & PATRICIA B, 28671 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
MOORE ERIC J & LAURA A, 10525 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
MOORE F WALTER TRUSTEE, 6769 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
MOORE JAMES D & TINA L, 31409 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
MOORE JANET K, 32219 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
MOORE RICHARD A, PO BOX 637, WILSONVILLE, OR 97070-0637  
MOORE THOMAS D & ALICIA, 6966 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
MOORE THOMAS DR & PATRICIA BELTZ-MOORE, PO BOX 304, WILSONVILLE, OR 97070-0304  
MOORE THOMAS R & PATTI A, 32105 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
MOOSE LODGE #1598, PO BOX 475, WILSONVILLE, OR 97070-0475  
MORAN MARK R & CYNTHIA J PETRIE, 28623 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
MOREY MICHAEL & LESLIE MACKENZIE, & CO-TRUSTEE, 3300 SW RIVERFRONT TER, WILSONVILLE, OR 97070-6777  
MOREYS LANDING HMOWNRS ASSN, 7160 SW HAZELFERN #1100, TIGARD, OR 97224-7742  
MOREYS LANDING HMOWNRS ASSN, 11130 SW BARBUR BLVD, PORTLAND, OR 97219-8688  
MOREYS LANDING HMOWNRS ASSOC, 6900 SW HAINES RD #200, TIGARD, OR 97223-2513  
MOREYS LANDING HOMEOWNERS ASSN, 7000 SW HAMPTON ST STE 205, TIGARD, OR 97223-8362  
MOREYS LANDING HOMEOWNERS ASSN, PO BOX 23099, TIGARD, OR 97281-3099



MORGAN DEANNA R TRUSTEE, 7170 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
 MORGAN JASON, 10890 SW MOREY CT, WILSONVILLE, OR 97070-5502  
 MORGAN Z STARLENE TRUSTEE, 29165 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 MORISHITA CLAYTON FORD & JOLENE, 7470 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 MORLAN MARVIN D CO-TRUSTEE, 32600 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 MORLEY IAN & SAUNDRA, 26919 SW MCLEOD ST, WILSONVILLE, OR 97070-6816  
 MORRILL PAUL S TRUSTEE, PO BOX 423, APTOS, CA 95001-0423  
 MORRIS MARTIN & DARLENE, 10955 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 MORRIS PHILIP T, 11784 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 MORRIS RICHARD MICHAEL, 8399 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 MORRIS ROY OWEN TRUSTEE, 7070 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 MORRISON ELEANOR M TRUSTEE, PO BOX 25007, YUMA, AZ 85367-1300  
 MORROW JOHN & MARISE, 1355 COPPER GLEN DR SE, SALEM, OR 97302-1733  
 MORROW LYNN M, 29750 SW COURTSIDE DR UNIT 10, WILSONVILLE, OR 97070-7485  
 MORSE STEVEN K, 13113 NE FOURTH PLAIN BLVD, VANCOUVER, WA 98682-4934  
 MORTON DONALD D SR TRUSTEE, 7900 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 MOSAR ROBERT, PO BOX 831, SISTERS, OR 97759-0831  
 MOSEY EDWARD F & ANNA ARNESEN, 32485 SW ARMITAGE RD, WILSONVILLE, OR 97070-8414  
 MOSEY EDWARD F TRUSTEE, 32485 SW ARMITAGE RD, WILSONVILLE, OR 97070-8414  
 MOSEY TRUDI, 31130 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 MOSS RONALD M & SALLY J, 28627 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 MOSTUL TERRY A & DEBBI C, 7585 SW HUNZIKER, TIGARD, OR 97223-8209  
 MOTA MARTIN, 11164 SW BARBER ST, WILSONVILLE, OR 97070-7305  
 MOTLAGH ABOLGHASEM & FATEMEH FAR, 29590 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 MOTTA DANIEL P & DELLA J, 31127 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 MOUSER MARK D, 8505 SW CURRY DR A, WILSONVILLE, OR 97070-8422  
 MREEN JAMES R TRUSTEE, 15875 NE EILERS RD, AURORA, OR 97002-8508  
 MUBASHIR MUNEER & RUBINA GUNDROO, 28622 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 MUELLER KATHLEEN ANN, 7042 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 MUENCH DOUGLAS E & GRACE N, 30950 SW FIR AVE, WILSONVILLE, OR 97070-6765  
 MUENCH RONALD, PO BOX 1142, WILSONVILLE, OR 97070-1142  
 MUKHERJEE NILANJAN & PAROMITA, 28028 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 MULDROW JAMIE J & KAROLYN H, 7505 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 MULFORD RHONDA R, 11659 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 MULLER LEON ALFRED & SUSAN E, 28087 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 MULLER ROBERT L, 11152 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 MULLIGAN NORMA J TRUSTEE, 7785 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8403  
 MULLINS BURKE J, PO BOX 143, SNOQUALMIE, WA 98065-0143  
 MUNSEY CYNTHIA A, 29590 SW COURTSIDE DR UNIT 3, WILSONVILLE, OR 97070-7430  
 MUNSON LISA & TAL T, 7944 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 MURDZA J LARRY & JUDY J, 11360 SW PAULINA DR, WILSONVILLE, OR 97070-8550  
 MURPHY CONSTANCE M & TERRENCE J, 10893 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 MURPHY JULIE, 11192 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 MURRAY DIANE M & MICHAEL R, 32195 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 MURRAY IAN R & ELEANOR E, 31780 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 MURRAY NORBERT M & LEAH D, 28481 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840  
 MURRAY WILLIAM N TRUSTEE, 7275 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 MURRILL KENNETH SCOTT & ANGELA M, 10865 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 MUSTAFA YAHYA M Z & EMAN BADWAN, 30700 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 MW WILSONVILLE LLC, 210 SW MORRISON STE 600, PORTLAND, OR 97204-3150  
 MYERS BARBARA J TRUSTEE, 32435 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 MYERS CHARLES D & KOLLEEN MEYER, 31131 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 MYERS CHRISTINA MARIE, 6865 SW COUNTRY VIEW CT N, WILSONVILLE, OR 97070-9495  
 MYERS GEORGE & CATHERINE, 32063 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 MYERS JAMES E, 29700 SW COURTSIDE DR UNIT 40, WILSONVILLE, OR 97070-7483  
 MYERS JAMES W & MARY K, 6783 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 MYERS JAY & KAREN, PO BOX 92, WILSONVILLE, OR 97070-0092  
 MYERS SCOTT J & TAMMY L, 28329 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-7704  
 MYERS SHERRY L, 7750 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8469  
 MYERS STEVEN L & LAURA K, 7307 SW CAPITOL HWY, PORTLAND, OR 97219-2430  
 NADA SAMY F & YARA Y AL ATAWY, 7650 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 NADEAU ANDRE R TRUSTEE, 27580 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 NAGY MICHAEL J & DONNA M, 29187 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 NAKASHIMA JON-KAI & STACIE, 28348 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 NANCE G RUSSELL TRUSTEE, 7100 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6411



NAPOLI DOUGLAS, 7120 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 NARAYAN JULIJANA, 7636 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 NASBURG CHARLES D, 8144 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 NASERY FOROZAN, 7549 SW ROANOKE DR, WILSONVILLE, OR 97070-6804  
 NASH SARA & CHRISTOPHER, 10500 SW BARBER ST, WILSONVILLE, OR 97070-9307  
 NATIONAL ADVERTISING CO, PO BOX 404, BROADWAY, NJ 08808-0404  
 NATIONAL CHRISTIAN COMM FOUNDATION, 7730 SW 31ST AVE, PORTLAND, OR 97219-2420  
 NATSCH GLORIA T, 31505 SW ORCHARD DR, WILSONVILLE, OR 97070-5500  
 NAVARRO JAVIER GARCIA, 8814 SW KALYCA ST, WILSONVILLE, OR 97070-7808  
 NEAD LISA M, 30330 SW REBEKAH ST UNIT 4, WILSONVILLE, OR 97070-6667  
 NEAMTZU VICTOR TRUSTEE, 7380 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 NEBERT DANIEL & LUCIA JORGE-NEBERT, 31009 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7462  
 NEHRKORN VANESSA R & MATTHEW, 7510 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 NEISWANGER PHILIP DEAN TRUSTEE, 31674 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480  
 NEITZ FRANCIS L TRUSTEE, 32544 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 NEJEDLO JAY J & DENISE L, 6876 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 NELSEN MARK R, 29720 SW COURTSIDE DR UNIT 52, WILSONVILLE, OR 97070-7484  
 NELSON ALBERT L, 29750 SW COURTSIDE DR UNIT 5, WILSONVILLE, OR 97070-7485  
 NELSON CRAIG E, 7348 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8867  
 NELSON CRAIG RICHARD, 10942 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 NELSON GUY & KIMBERLY M, 10870 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 NELSON MARTIN T & STACEY L, 6620 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 NELSON MARVIN D & SANDRA D, 7882 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 NELSON RAYMOND D SR, 28656 SW ASH MEADOWS BLVD UNIT 26, WILSONVILLE, OR 97070-7895  
 NELSON STEVEN JOHN, 7768 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 NELSON WILLIAM & JOANNA, 28612 SW ASH MEADOWS BLVD UNIT 32, WILSONVILLE, OR 97070-7810  
 NEMES BRUCE E & DEBRA J, 7315 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 NESS ALEXANDRA NICOLE, 8425 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8421  
 NESS JAMES S & MARGARET M, 31070 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 NETTESHEIM JOHN D, 2027 17TH AVE, SAN FRANCISCO, CA 94116-1245  
 NEUMEISTER CARLEIGH, 31424 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 NEW LIFE CHURCH, 27960 SW CANYON CREEK RD, WILSONVILLE, OR 97070-6717  
 NEWELL DOLORES M, 28811 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 NEWELL MARK L & BARBARA A, PO BOX 70, WILSONVILLE, OR 97070-0070  
 NEWKIRK ANTHONY & VALERIE, 7759 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 NEWTON JANET I, 8400 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8418  
 NGUYEN HENRY HOANG & LIEN KIEU THI, 28317 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 NGUYEN KHANH DUY & THUY NGOC PHAM, 29891 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 NGUYEN PETER, 11667 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 NGUYEN QUANG, 10895 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 NGUYEN TAM THANH & THANH THI BAC, 31374 SW KENSINGTON DR, WILSONVILLE, OR 97070-7531  
 NICHOLAS EVGENIA, 8315 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8441  
 NICHOLS ANTHONY W, 11670 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 NICHOLS BARBARA TRUSTEE, 28493 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 NICHOLS DAVID, 7395 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 NICHOLS MARY F TRUSTEE, 7666 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 NICHOLS MICHAEL L & BECKY, 11336 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 NICHOLSON DOUGLAS M TRUSTEE, 7270 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 NICHOLSON MERRILL S & MARY JANE, 7730 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 NICOLI ANTHONY M & DOREEN A, 32070 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 NIELSEN COREY W & JULIE M, 30944 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 NIELSEN JIM & MICHELLE S, 32100 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 NIERENGARTEN STEPHEN, 8435 SW CEDARCREST ST, TIGARD, OR 97223-8940  
 NIETING JENNIFER D, 10642 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 NIEUWSTRATEN DAVE J & BONNIE A, 28905 SW CASCADE LOOP, WILSONVILLE, OR 97070-5763  
 NIKKEL ROBERT E, 11984 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 NIKLAS JOAN, 23654 KLUPENGER RD NE, AURORA, OR 97002-8691  
 NILES AMANDA, 4640 SW MACADAM AVE #260, PORTLAND, OR 97239-4232  
 NILI INVESTMENTS LLC, 29735 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9774  
 NILI SHAWN S & DORNA, PO BOX 3120, AGOURA HILLS, CA 91376-3120  
 NIMAKO HENDRIX, 26858 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 NIRSCHL MARY, 32285 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 NISS MICHAEL, 8745 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8438  
 NOAKES NORMAN F & JUDITH A, 6309 S WHITE PL, CHANDLER, AZ 85249-3893  
 NOFFKE GLEN ALFERD TRUSTEE, 8250 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419



NOLL BRIAN T & KYLE M RITCHEY-NOLL, 28616 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 NORCO PROPERTY HOLDINGS LLC, 0918 SW COMUS ST, PORTLAND, OR 97219-7877  
 NORGART RANDALL E & STACEY L, 15785 NE EILERS RD, AURORA, OR 97002-8507  
 NORLIN ANDREW, 11245 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 NORMAN JOEL R TRUSTEE, 30406 SW RUTH ST UNIT 81, WILSONVILLE, OR 97070-6678  
 NORQUIST JACOB & MAYUMI, 7746 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-6401  
 NORRIS KENNETH W TRUSTEE, 28447 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 NORTH MICHAEL L & LESLIE M, 26937 SW MCLEOD ST, WILSONVILLE, OR 97070-6818  
 NORTH WILSONVILLE ASSOCIATE, 2731 77TH AVE SE STE 206, MERCER ISLAND, WA 98040-2800  
 NORTHRUP RONALD R & JEAN W, 32560 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 NORTHWEST COMMUNITY MANAGEMENT, PO BOX 23099, TIGARD, OR 97281-3099  
 NORTHWEST HOUSING ALTERNATIVES INC, 2316 SE WILLARD ST, MILWAUKIE, OR 97222-7740  
 NORTHWEST WILSONVILLE PROPERTIES LLC, PO BOX 230819, TIGARD, OR 97281-0819  
 NOVAK CAROLE A, 32551 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 NOVITSKY DAVID & SALLY, 31389 SW OLYMPIC DR, WILSONVILLE, OR 97070-5533  
 NUNN JACK R II & LINDA L, 10756 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 NUNNENKAMP MICHAEL D & LINDY D, 7893 SW CINNABAR ST, WILSONVILLE, OR 97070-6845  
 NUSTAD DOUGLAS & JANET, 31520 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 NUTBROWN LORI SUSAN, 14365 WALTON ST, BEAVERTON, OR 97006-5980  
 NYLANDER PETER S & GLADENA J, 11255 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 NYMAN MARK A & MONICA A, 30470 SW PARKWAY AVE, WILSONVILLE, OR 97070-7804  
 NYSTROM SUZANNE I, 8292 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 OAK VIEW CONDO HOMEOWNERS, NO MAILING ADDRESS, AVAILABLE.  
 OBERG FLORENCE E, 11990 SW RIVERVIEW LN, WILSONVILLE, OR 97070-7537  
 OBERG JAMES W, 8076 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 OBRIEN DANIEL B & GRETCHEN M, 8505 SW MIAMI, WILSONVILLE, OR 97070-9798  
 OCHS NEIL JON & DINA A, 10665 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
 OCONNOR CHRISTINA L, 30725 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 OCONNOR JENNIE J, 12003 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 OCONNOR PATRICIA M, 7902 SW COURTSIDE WAY, WILSONVILLE, OR 97070-9443  
 OCONNOR TIMOTHY K, 31333 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 ODIERNO PATRICK PHILLIP & SUSAN, E30788 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 ODOM MICHAEL W, 29810 SW LANCELOT LN, WILSONVILLE, OR 97070-8553  
 ODOM BRENNAN, 7699 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 OESTERREICH LAWRENCE JR & ERICA, 30865 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 OFSTEDAHL LAWRENCE R CO-TRS, 7535 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 OGAN GARY S, 6855 SE 122ND DR, PORTLAND, OR 97236-5001  
 OGAN THOMAS M & TERRILL J, 31467 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 OH JONG, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 OHALLORAN MICHAEL & KAREN HOLLAND, 29407 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 OHL KATHLEEN MARIE TRUSTEE, 28520 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 OIEN LEE M & JILLIAN A, 28043 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 OLAREY TIMOTHY D & MARY ELLEN, 11410 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 OLDCASTLE PRECAST INC, PROPERTY TAX COMPLIANCE, INDIANAPOLIS, IN 46250  
 OLEBRING NILS H & MAJA V, 7700 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 OLELS RUSSELL C & KEELI M, 29087 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 OLESON ROBERT A & PATTI, 7465 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 OLMSTED LIVING TRUST, 8220 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 OLSEN RODERICK TRUSTEE, 12375 SW TOOZE RD, SHERWOOD, OR 97140-7205  
 OLSON ARNOLD BRUCE TRUSTEE, 31570 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9439  
 OLSON JAMES A & SHARON L D, 30610 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 OLSON JERRY D & MARY L THEDE-OLSON, 32235 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 OLSON KEITH D & NANCY L, 7540 SW FAIRWAY DR, WILSONVILLE, OR 97070-6747  
 OLSON MERLE & ANNA, 11242 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 OLSON VANESSA K & CHRISTOPHER L, 11765 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
 OLSON WILLIAM R JR, 27600 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 OLYAEI ALI S, 10889 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 OLYMPIC INVESTMENTS INC, 7140 SW FIR LOOP STE 115, TIGARD, OR 97223-8062  
 ONEIL SHAWN M & YUMI M, 31153 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 ONEILL ELIZABETH J & MICHAEL H, 31017 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7414  
 ONICH LLC, PO BOX 3884, WILSONVILLE, OR 97070-3884  
 ONISKO JOHN JR TRSTE, 6870 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 OPORTA VICTORINO A & FARA L, 11263 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 ORA MEMBER SERVICES INC, 8565 SW SALISH LANE #120, WILSONVILLE, OR 97070-9633  
 OREGON ASSN OF NURSRYMN INC, 29751 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9774



OREGON DENTAL ASSOCIATION, PO BOX 3710, WILSONVILLE, OR 97070-3710  
 OREGON GLASS CO, 10450 SW RIDDER RD, WILSONVILLE, OR 97070-8863  
 OREGON SCHOOL ACTIVITIES ASSOC, 25200 SW PARKWAY AVE, WILSONVILLE, OR 97070-9650  
 OREGON STATE OF DEPT OF CORRECTIONS, 355 CAPITAL ST NE, SALEM, OR 97301-3935  
 OREGON STATE OF DEPT OF TRANSPORTATION, RIGHT OF WAY SECTION MS#24040 FAIRVIEW INDUST DR SE, SALEM, OR 97302-1142  
 OREPAC BUILDING PRODUCTS, 30170 SW OREPAC AVE, WILSONVILLE, OR 97070-9794  
 ORLANDO MARY E, 30530 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 ORMAN ANDREW S & TIA E, 10610 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7847  
 ORR CAMILLA L, 30350 SW REBEKAH ST UNIT 10, WILSONVILLE, OR 97070-6670  
 ORTEGA DANIEL & KATHY, 7050 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 ORTON DEVELOPMENT INC, 1475 POWELL ST STE 101, EMERYVILLE, CA 94608-2026  
 OSBORN NATHAN SCOTT & MEGAN JOY, 7200 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 OSIKA-BARBUR CARMEN A, 6825 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 OSTLER SIMON C & BARBARA A, 6783 SW LANDOVER DR, WILSONVILLE, OR 97070-5760  
 OSTOJA DAVID N, 30683 SW PEACH COVE RD, WEST LINN, OR 97068-9415  
 OSTOJA NICHOLAS J CO-TRUSTEE, 28655 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 OSTREM LEROY E & CLAUDIA K, 31443 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 OTT MERLE E & MARY E, 28444 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 OTTINGER AYLAND & JUDY, 31092 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7416  
 OTTUM SEAN A & MARIE E, 28936 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 OTV 1, 2, AND 3, LLC, 30625 SW BOONES FERRY RD STE B, WILSONVILLE, OR 97070-7862  
 OUR ASSOCIATES, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 OVERHOLT MATT & NANCY, 28592 SW CASCADE LOOP, WILSONVILLE, OR 97070-7771  
 OVERHOLT MATTHEW W & NANCY J, 28370 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 OVERTURF DONALD & CRISTY L, 31406 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 OWEN CHRISTOPHER P, 31000 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 OWEN DALE M & LINDA SUE, 31466 SW OLD FARM RD, WILSONVILLE, OR 97070-9441  
 OWENS DANA E, 27650 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9732  
 OWENS DAVID W & GLORIA A, 6762 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 OWENS RICHARD W & SUSAN L, 8075 SW SPRUCE ST, TIGARD, OR 97223-8753  
 OWNERS CHARB VLG CTR CONDO, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 OYALA WILLIAM F & JOYCE S, 28625 SW ASH MEADOWS BLVD UNIT 13, WILSONVILLE, OR 97070-7802  
 PACE RONALD E & CONNIE J, 10862 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 PACIFIC NW PROPERTIES, LTD PARTNERSHIPPO BOX 2206, BEAVERTON, OR 97075-2206  
 PACIFIC NW PROPERTIES LP, 6600 SW 105TH AVE STE 175, BEAVERTON, OR 97008-8834  
 PACIFICORP PROPERTY MGMT, 825 NE MULTNOMAH ST STE 1900, PORTLAND, OR 97232-2151  
 PACIFICORP PROPERTY MGMT, 825 NE MULTNOMAH ST STE 1900, PORTLAND, OR 97232-2151  
 PACKARD JAMES W TRUSTEE, 32231 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 PADRICK KERRY, 30845 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 PADRICK KERRY L, 30845 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 PAGE JOHN D & KAZUKO O, 7054 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 PAGELS ROLF W TRUSTEE, 32271 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PAINE ERIC ALAN, 3416 VIA OPORTO STE 301, NEWPORT BEACH, CA 92663-3932  
 PAK LLC, 133 NE 5TH ST, MADRAS, OR 97741-1702  
 PALANDRI JERRY & CYNTHIA A, 11214 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 PALMER CALVIN N & JULIE, 28043 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8777  
 PALVE DINESH J & APARNA D, 28320 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 PANCK KENNETH E & RUTH ANN, 8530 SW MIAMI, WILSONVILLE, OR 97070-9798  
 PAOLO JASON M, 7853 SW CHAMPION CT, WILSONVILLE, OR 97070-9471  
 PAPEN JEFFREY E, 35200 SW DEER PARK RD, WILSONVILLE, OR 97070-9509  
 PAPP KELSEY, 28656 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 PAQUE JOHN B & CATHERINE J, 32363 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 PARDO JUAN FERNANDO & CASEY BETTINA, 11127 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 PARGA LETICIA, 28740 SW PARKWAY AVE UNIT D2, WILSONVILLE, OR 97070-9765  
 PARHAM JAMES R & SHERRY D, 11008 SW PRESTWICK CT, WILSONVILLE, OR 97070-5510  
 PARIS JAMES M, 12028 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 PARISI G P & EVA D, 32241 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417  
 PARK ALICE M, 8256 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 PARK ARTHUR L, 29246 SW VILLEBOIS DR, WILSONVILLE, OR 97070-7315  
 PARK HEUNG & SHIN, 1794 FUMIA PL, SAN JOSE, CA 95131-1621  
 PARK JEA WOO, 10513 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 PARK PAVILION LLC, 1780 SW ADVANCE RD, WEST LINN, OR 97068-9677  
 PARKER BARBARA A TRUSTEE, 7525 SW 163RD ST, MIAMI, FL 33157-3827  
 PARKER CYNTHIA J, 7658 SW ROANOKE DR, WILSONVILLE, OR 97070-6810



PARKER DEBRA & GARY, 31120 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 PARKER GREGORY H, 7060 SW ARMITAGE CT, WILSONVILLE, OR 97070-9401  
 PARKER HAROLD W TRUSTEE, 32216 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PARKER JACK M, 8745 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 PARKER JACK V & JUDY A, 8725 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 PARKER SHELLEY, 11211 SW BARBER ST, WILSONVILLE, OR 97070-7309  
 PARKWAY OFFICES & K & B PKWY COURTYARDS, BY AVAMERE BETHANY COTTAGES 25117 SW PARKWAY STE F, WILSONVILLE, OR 97070-9697  
 PARROTT DALE E & SHIRLEY J, 7002 SW ALDERCREST CT, WILSONVILLE, OR 97070-7724  
 PARRY HAROLD V & SHARON M, 6877 SW ALDERCREST CT, WILSONVILLE, OR 97070-8745  
 PARRY JESSE N TRUSTEE, 31030 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 PASCOE BRIAN R & LISA A, 30950 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-9565  
 PATARQUE PAMELA P & BENITO G, 2304 OSWEGO GLEN CT, LAKE OSWEGO, OR 97034-1548  
 PATCH DONALD L, 31480 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 PATEL ASHIT G & SONEL P, 11675 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 PATRICK ERIN S, 7945 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 PATTERSON BRIAN & DEBRA KAYE, 28208 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 PATTERSON CHARLES K & JUDITH M, 32574 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 PATTERSON JEREMIAH & JENNIFER, 11699 SW NORMANDY LN, WILSONVILLE, OR 97070-7330  
 PATTERSON LILLIAN TRUSTEE, 31505 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 PATTERSON THOMAS EDWARD & JODI LYNN, 29155 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 PATTON THOMAS C, 11422 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 PAUL & NANCY LLC, 15025 SW 137TH PL, TIGARD, OR 97224-1542  
 PAULETTE COPPERSTONE, METRO COMPLIANCE COORDINATOR 600 NE GRAND, PORTLAND, OR 97232-2736  
 PAULI PAMELA E, 6890 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 PAULSEN RICHARD C P & JUDY, 28088 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 PAULSON CHARLES CO-TRUSTEE, 6740 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-9702  
 PAULSON JAMEY L, PO BOX 4791, TUALATIN, OR 97062-4791  
 PAULSON MARTIN, 32460 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 PAULSON SALLIE TRUSTEE, 32460 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 PAULY DANIEL E, 30526 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 PAWLICKI JOSEPH P, 29542 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 PAXSON WILLIAM K, 31670 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9440  
 PAYNE DAVID P & SYLVIA R, 7549 SW THORNTON DR, WILSONVILLE, OR 97070-6555  
 PAYNE ELIZABETH, 7105 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 PAYNE JUDITH, 10709 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 PAYNE ZAN M, 5104 LINDA CT SE, SALEM, OR 97306-1789  
 PAYSANO SUSAN M, 29660 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 PAYTON MELANIE S TRUSTEE, 8123 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 PEAR NOLA, 7602 SW THORNTON DR, WILSONVILLE, OR 97070-6553  
 PEARCE ROBERT OLIVER & SHIRLEY A, 28600 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 PECK YVONNE M, 31202 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 PEDERSEN CARLENE J & DAVID R, 28600 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 PEDRO BRANDON C & DEIDRE M, 6910 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6445  
 PEDRO INVESTMENTS LLC, 9491 SW MORRISON ST, PORTLAND, OR 97225-6832  
 PEEL WILLIAM R, 32365 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 PEHKONEN LAURA, 4155 SUNSET HILLS DR SE, TURNER, OR 97392-9433  
 PEKALSKI ALEXANDER B, 7686 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 PELLATZ PAUL R & PATRICIA L, 30828 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 PELLICANO KATHLEEN M TRUSTEE, 6830 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 PENE ROBERT A & JOAN L, 7947 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 PENWARDEN KATHLEEN A, 7855 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 PENWARDEN RICHARD K, 7226 SW LAKE CT, WILSONVILLE, OR 97070-7412  
 PERALA DENNIS G, 8070 SW HALL BLVD STE 200, BEAVERTON, OR 97008-6419  
 PEREZ ERNESTO, 7087 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 PERI PAUL F, 28635 SW ROGER BLVD UNIT 68, WILSONVILLE, OR 97070-7779  
 PERKINS MARK A CO-TRUSTEE, 28394 SW MORGAN CT, WILSONVILLE, OR 97070-6795  
 PERKINS T DON, 15995 NE EILERS RD, AURORA, OR 97002-8509  
 PERRAULT JOANN HATHAWAY TRUSTEE, 28687 SW ROGER BLVD UNIT 75, WILSONVILLE, OR 97070-8738  
 PERRENOUD CAROL, PO BOX 2840, WILSONVILLE, OR 97070-2840  
 PERROTT ROBERT W & ELSIE L, 8360 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 PERRY DOUGLAS K TRUSTEE, 28791 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 PERRY STEPHEN E TRUSTEE, 8274 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-6410  
 PETE HENRY O & MARY JANE, 8645 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 PETERKA ROBIN L, 7116 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879



PETERKIN LAWRENCE V CO-TRUSTEE, 32419 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 PETERS ANTONIA MARIA, 29480 SW VOLLEY ST UNIT 23, WILSONVILLE, OR 97070-7432  
 PETERS RICHARD E & JACQUELINE J, 32485 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 PETERS RICHARD K II & ELIZABETH, A10230 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 PETERS SUE ANN TRUSTEE, 32481 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 PETERSEN DANIEL L & EMILY J, 7610 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 PETERSEN DUANE M TRUSTEE, PO BOX 367, WILSONVILLE, OR 97070-0367  
 PETERSEN GREGORY L & CHRISTY L, 31427 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 PETERSEN JANICE K 1/2, PO BOX 367, WILSONVILLE, OR 97070-0367  
 PETERSEN MICHAEL L TRUSTEE, 7715 SW THORNTON DR, WILSONVILLE, OR 97070-6547  
 PETERSEN PAUL C & JANET K, 29688 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 PETERSON CANDACE L, 32107 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513  
 PETERSON DARRYL L & COLLEEN A, 31139 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 PETERSON HEINKA H & PATRICIA M, 7259 SW LYNNWOOD CT, WILSONVILLE, OR 97070-8763  
 PETERSON JOAN I, 29113 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 PETERSON KEVIN J & SUSAN HOLMES, 31312 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
 PETRIZZI JAMES V & JENNIFER D, 31530 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 PETRJANOS MATTHEW C, 32595 SW BOONES BEND RD, WILSONVILLE, OR 97070-6422  
 PETROTTA ANTHONY J, 7849 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 PETRUNIN CHARLES G & YVONNE M, 6927 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 PETTIJOHN PAUL P & DEBORAH ANN, 18435 SW PACIFIC HWY, TUALATIN, OR 97062-7292  
 PETTIT GLADYS BABLER, 16385 SW MEADOWOOD WAY, TIGARD, OR 97224-5562  
 PFAENDLER THOMAS & CYNTHIA, 28481 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 PHADKE ARUN G & KUSUM ARUN, 10639 SW INVERNESS CT, PORTLAND, OR 97219-6399  
 PHILIPS B SCOTT & SHERILYN LEANN, 11415 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 PHILLIPS CARLTON W & CAROL L, 30498 SW RUTH ST, WILSONVILLE, OR 97070-8692  
 PHILLIPS RONALD G, 28636 SW ASH MEADOWS BLVD UNIT 22, WILSONVILLE, OR 97070-7800  
 PHILLIS JEFFREY L & PAULA M, 29720 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 PICKETT DANIEL D TRUSTEE, 7105 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 PIEPER JEFFREY, 11214 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 PIERCE MARTHA L, 7935 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 PIETROK MARK L & PAULA BETH, 11149 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 PILEGGI ANTHONY W & JOYCE N, 30925 SW FIR AVE, WILSONVILLE, OR 97070-6765  
 PINA DANIEL J & DAWN M, 8269G SW WILSONVILLE RD BOX 111, WILSONVILLE, OR 97070-0111  
 PINTO DEAN G & CAREY L, 7002 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 PIPER DARREN & TERESA, 11419 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 PIPPERT MICHELLE, 29238 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 PITTS CARROLL A, 30748 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 PITTS JEFFREY H & ELIZABETH G, 7410 SW EAST LAKE CT, WILSONVILLE, OR 97070-8457  
 PLACE KURT L & WENDY, 7474 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 PLANT JOHN A & CANDACE C, 32355 SW ESTATES POST RD, WILSONVILLE, OR 97070-7449  
 PLATT JEFFREY JOHN & JANELLE MARIE, 30695 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 PLEDGER MARK B & ANNIE L, 30850 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 PLEMMONS BRANDY LYNN, 29590 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 PLOVER PATRICK T TRUSTEE, 7390 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 PLUMEAU HENRY B & SHARON DEE, 28866 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 PLUMLEE WILBUR D & CAROLINE R FOLEY, 2706 NE 172ND ST, RIDGEFIELD, WA 98642-8620  
 PMI DEVELOPMENT LLC, 29600 SW SEELY AVE, WILSONVILLE, OR 97070-9819  
 POE PAULINE, 8455 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 POLEN JOE A & SHANNON R, 10891 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 POLING AARON & RACHAEL, 10266 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 POLING HARPER A TRUSTEE, 32025 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-8427  
 POLITO CHANTELE & DAVID, 7748 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 POLLMAN LISA MARIE, 28380 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
 POLUMARU KAMAL K, 28165 SW MORGAN ST, WILSONVILLE, OR 97070-6793  
 POLYGON AT VILLEBOIS II LLC, 109 E 13TH ST STE 200, VANCOUVER, WA 98660-3229  
 POLYGON AT VILLEBOIS III LLC, 11624 SE 5TH ST #200, BELLEVUE, WA 98005-3590  
 POLYGON AT VILLEBOIS LLC, 109 E 13TH ST, VANCOUVER, WA 98660-3229  
 POMEROY LYLE JAY, 22011 S PENMAN RD, OREGON CITY, OR 97045-7712  
 POND JAMES A & BONNIE V, 7538 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 POND KARL S, 12035 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 POND SALLY D, 32552 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 PONTE LUCY & JORGE, 7913 SW RACQUET CT, WILSONVILLE, OR 97070-9449  
 POORMAN JAY CLIFFORD TRUSTEE, 657 LAKE BAY CT, LAKE OSWEGO, OR 97034-2860  
 POPE KEITH A TRUSTEE, 29874 SW CAMELOT ST, WILSONVILLE, OR 97070-8545



POPE SUSAN C, 8186 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 POPPE GUY & SONIMAR, 11969 SW NORMANDY LN, WILSONVILLE, OR 97070-7320  
 PORATH RYAN & PEGGY REA, 11344 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 PORTER BRENDA L, PO BOX 2539, WILSONVILLE, OR 97070-2539  
 PORTER JANICE LEE TRUSTEE, 32287 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 PORTER JOHN G, PO BOX 4156, WILSONVILLE, OR 97070-4156  
 PORTER JOINT REV TRUST, 30927 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 PORTERFIELD SHANE, 11746 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 PORTLAND GEN ELEC CO, 121 SW SALMON ST, PORTLAND, OR 97204-2908  
 PORTLAND PACIFIC ASSOC 3, 3640 BUCHANAN ST, SAN FRANCISCO, CA 94123-1709  
 POSS JOHN W C TRUSTEE, 32533 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 POSTMA ERIC & CARRIE, 31110 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 POTHETES EDWARD J & SALLY G, 7475 SW SCHROEDER WAY, WILSONVILLE, OR 97070-9574  
 POTTER LYDIA M, PO BOX 1030, WILSONVILLE, OR 97070-1030  
 POTTER MAURICE PAUL & DEBRA JOAN, PO BOX 807, WILSONVILLE, OR 97070-0807  
 POTTLE RYAN K & BRITTANY J, 10645 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 POTTLE STEPHEN C, 10322 SW BARBER ST, WILSONVILLE, OR 97070-9305  
 POWELL JOHN S TRUSTEE, 7235 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 POWELL SHIRLEY J TRUSTEE, 7669 SW EMERY CIR, WILSONVILLE, OR 97070-6563  
 POWELSON JEFFREY B & TRACY A, 11161 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 POWERS JO ANN, 13501 CEDARWOOD NE, AURORA, OR 97002-8408  
 PPC PROPERTIES II LLC, 250 NW FRANKLIN AVE STE 204, BEND, OR 97701-2814  
 PRAKKEN BETTY LOU, 8435 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8444  
 PRANZ MICHAEL D, 7562 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 PRATT LORETTA R, 11660 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 PRECISION COUNTERTOPS, PO BOX 387, WILSONVILLE, OR 97070-0387  
 PRECISION INTERCONNECT, 10025 SW FREEMAN CT, WILSONVILLE, OR 97070-9289  
 PREISING SANDRA M, 28636 SW ASH MEADOWS BLVD UNIT 36, WILSONVILLE, OR 97070-7800  
 PRENTICE ERIC W & APRIL H, 8445 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 PRENTICE LYNDE M, 29160 SW BERGEN LN, WILSONVILLE, OR 97070-7692  
 PREVIS ARTHUR L, 25655 SW MOUNTAIN RD, WEST LINN, OR 97068-9665  
 PREWETT RONALD L TRUSTEE, 7525 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 PRIMIANO MICHAEL P & LINDA K, 29460 SW VOLLEY ST UNIT 71, WILSONVILLE, OR 97070-7435  
 PRINCE JORDAN DANIEL, 10365 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 PRITCHETT JEFFREY D & DEBORAH L, PO BOX 4096, WILSONVILLE, OR 97070-4096  
 PROBST DUANE H & PATRICIA J, 28593 SW ASH MEADOWS BLVD UNIT 17, WILSONVILLE, OR 97070-7814  
 PROCTOR DRIGGERS LLC, PO BOX 990, MINNEAPOLIS, MN 55440-0990  
 PROCTOR DRIGGERS LLC, PO BOX 990, MINNEAPOLIS, MN 55440-0990  
 PROLOGIS, 26277 SW 95TH AVE #405, WILSONVILLE, OR 97070-8222  
 PROLOGIS TLF (PORTLAND) LLC, BY COLLIERS INTERNATIONAL 601 SW 2ND AVE #1950, PORTLAND, OR 97204-3172  
 PRONOVOST EUGENE P & ROBERTA J, 32349 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 PROPERTY OWNER, 28553 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 PROPERTY OWNER, 1000 SW 3RD AVE STE 927, PORTLAND, OR 97204-2939  
 PROPERTY OWNER, 28357 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 PROPERTY OWNER, 29164 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 PROPERTY OWNER, 29086 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 PROPERTY OWNER, 10544 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587  
 PROPERTY OWNER, 8424 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 PROTEAU JACQUES TRUSTEE, 31493 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 PRUITT DON E & PAMELA S, 32562 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 PRUITT KATINA D, 10975 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 PRUNK BRUCE W & JANICE L, PO BOX 667, WILSONVILLE, OR 97070-0667  
 PRYOR JULIE A, 10865 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 PUFFINBURGER MYRNA L, 28549 SW ASH MEADOWS BLVD UNIT 2, WILSONVILLE, OR 97070-7801  
 PULHAM CHARLES E, 29331 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 PUPPO JAY & TAMMY, 10863 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 PURR JEFFREY A, 32160 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 PURVIS ROBERT FRANK & DARLA MARLENE, 7500 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 PURVIS RONALD J & ELIZABETH A, 11272 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 PUTNAM GEORGE, 7727 SW BOECKMAN RD, WILSONVILLE, OR 97070-7751  
 PUTNAM WILLIAM E JR & DEBORAH A, 32020 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 PYLE THOMAS W TRUSTEE, 32120 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 PYNE JUSTIN T, 11842 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 QU YINAN & DANIEL T DOLLINGER, 28652 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 QUENZER ROSS D & ANGELA B, 10585 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587



QUINN JAMIN A, 29550 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 QUINN JANET S, 123 NW 12 AVE APT 1326, PORTLAND, OR 97209-4151  
 QUIROZ MANUEL, 29650 SW COURTSIDE DR UNIT 11, WILSONVILLE, OR 97070-7482  
 RACHKO VALERIE BALD & DANIEL S, 29826 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 RACKOVAN JOHN JR, 11839 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 RADER PETER, 7529 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 RAFN G THOMAS, 7584 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 RAGAIN SEAN K & KIMBERLY C, 1275 SE 16TH AVE, CANBY, OR 97013-6369  
 RAGIN RUTH A, 29650 SW COURTSIDE DR UNIT 15, WILSONVILLE, OR 97070-7482  
 RAHE RICHARD H & SOHYON M, 7357 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 RAHLKE HANS D & ELKE, 7990 SW FAIRWAY DR, WILSONVILLE, OR 97070-6434  
 RAHSCHULTE TIMOTHY, 7340 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 RAIN GARDEN LP, 2740 SE POWELL BLVD, PORTLAND, OR 97202-2069  
 RAISH JAMES L & T CHRISTEN, 32410 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 RAJKUMAR DEVARAJ & DARCELLA LAWSON, 4800 SW PROSPERITY PARK RD, TUALATIN, OR 97062-6887  
 RAMAKRISHNAN BHASKAR & S SRINIVASAN, 28141 SW MORGAN ST, WILSONVILLE, OR 97070-6792  
 RAMAZZOTTI ADRIAN B, 115 PARKWOODS CT, HEALDSBURG, CA 95448-8063  
 RAMIREZ JUAN MANUEL, 10470 SW PLEASANT PL, WILSONVILLE, OR 97070-9524  
 RAMIREZ KIMBERLY MARIE, 29560 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 RAMSEY RICHARD & ROSALIE, 89050 MANION DR, WARRENTON, OR 97146-7142  
 RAMSEY TERRY D & DANA S, 7724 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 RAND PAMELA H, 12016 SW LAUSANNE ST, WILSONVILLE, OR 97070-7381  
 RANDS PAUL J & SANDRA M, 8650 SW ROGUE LN, WILSONVILLE, OR 97070-9788  
 RANGER RICHARD J & CAROL, 31750 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6449  
 RAPPOLD SHANNEN M & TROY K, 28209 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 RAQUIER ANITA, 8530 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8443  
 RASCHKO LAWRENCE S, 8530 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8443  
 RASMUSSEN JOHN & MIRIAM, 31114 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 RASMUSSEN PROPERTIES LIMITED PAR, 720 NE GRAND AVE, PORTLAND, OR 97232-2744  
 RAUCH MATTIE L, 8300 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 RAWLINGS JIM & CAROL DROUET-RAWLINGS, 30711 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
 RAWLINSON JANET L & BRADFORD KOPPS, 32145 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 RAWLINSON JOYCE, 31430 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 RAWLINSON RICHARD A TRUSTEE, 7280 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 RAWSON JEFFREY P & SHERRILYNN B, 11331 S FOREST RIDGE RD, OREGON CITY, OR 97045-7724  
 RAY ROBERT LEE, PO BOX 2418, WILSONVILLE, OR 97070-2418  
 RAYMOND BETTY J TRUSTEE, 8315 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8416  
 RAYMOND DEBORAH L & THOMAS, 29570 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8507  
 RB PETROLEUM LLC, 15786 SW UPPER BOONES FERRY RD, LAKE OSWEGO, OR 97035-4064  
 RC PETROLEUM LLC, 15786 SW UPPER BOONES FERRY RD, LAKE OSWEGO, OR 97035-4064  
 REBCO PROPERTIES LLC, 26700 SW 95TH AVE, WILSONVILLE, OR 97070-9206  
 REBERS ROBYN M, 10581 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RECKER JASON G & AMANDA L, 31443 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 RECONTRUST COMPANY NA, 400 NATIONAL WAY, SIMI VALLEY, CA 93065-6414  
 RECTOR KENNETH F, 29187 SW COSTA CIR E, WILSONVILLE, OR 97070  
 RECTOR KENNETH F & KRISTINE E, 7122 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 RED TIM M, 10351 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 REDDEMANN EUGENE E TRUSTEE, 29515 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 REDFIELD KYLE & STACY, 10393 SW FRANKLIN LN, WILSONVILLE, OR 97070-5521  
 REDING JEREMY PAUL, 11030 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 REDMON JEFFREY D & SUZANNE L, 11235 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 REE PAUL JOSEPH & KATHLEEN ANN, 28476 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 REECE GORDON H III & LEIGH H, 28605 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 REED JOHN M & PATRICIA R, 8725 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8437  
 REED LINDA J, 30500 SW KENSINGTON PL, WILSONVILLE, OR 97070-7500  
 REED MARJORIE E TRUSTEE, 11818 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 REED STEVEN C, 10876 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 REEDY ETHEL LAVERNE, 28612 SW ASH MEADOWS BLVD UNIT 28, WILSONVILLE, OR 97070-7810  
 REEVES CHARLES O & DONNA B L, 7285 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-7486  
 REEVES JERRY C, 100 3RD ST, LAKE OSWEGO, OR 97034-3018  
 REEVES JULIE ANN, 31115 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 REFVEM ABBE, 7575 SW THORNTON DR, WILSONVILLE, OR 97070-6556  
 REGAL CINEMAS INC, 7132 REGAL LN, KNOXVILLE, TN 37918-5803  
 REGAN JOSEPH E & SHIRLEY J, 31233 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-6407  
 REHDER STEVEN C & SHAWNA L, 7970 SW RACQUET CT, WILSONVILLE, OR 97070-9449



REHM BRIAN J, 10825 SW LONDON LN, WILSONVILLE, OR 97070-3030  
 REICHARD SCOTT C, 7554 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 REICHLE WILLIAM CLINTON & SARAH, L6655 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 REID TAMARA M BEAUDOIN, 28537 SW WAGNER ST, WILSONVILLE, OR 97070-6786  
 REIFF KATHERINE A, 10799 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 REILAND GEORGENE C TRUSTEE, 7605 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 REILING JENNIFER TAYLOR TRUSTEE, 31423 SW ORCHARD DR, WILSONVILLE, OR 97070-6589  
 REILING NEAL TRUSTEE, 28777 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 REILLY THOMAS J & STEPHANIE G, 28480 SW MEADOWS LOOP, WILSONVILLE, OR 97070-7706  
 REIMER MARLIN L TRUSTEE, 8365 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 REINCKE WARREN G & BARBARA J, 28519 SW CASCADE LOOP, WILSONVILLE, OR 97070-7773  
 REINMUTH CHRIS & DIANE M, 11213 SW BELNAP CT, WILSONVILLE, OR 97070-8587  
 REINMUTH JAMES E & MAREN I, 8610 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5417  
 REIS GEORGE & DONNA, 10290 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 REITBERGER MAXIMILIAN, 29241 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 REITER JOSH A & ALISA D, 28011 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 REITER RONALD V & DIANNE H, 32515 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 REMILY JARED M, 30370 SW REBEKAH ST UNIT 20, WILSONVILLE, OR 97070-6669  
 REMINGTON EVELYN H, 8357 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 RENAISSANCE COURT INC, 2740 SE POWELL BLVD, PORTLAND, OR 97202-2069  
 RENFRO ROBERT S & JULIE A FITZGERALD, 11812 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 RENTERIA VICTOR, 10471 SW FRANKLIN LN, WILSONVILLE, OR 97070-5516  
 RESCHKE IAN, 8685 SW HOLLY ST APT 307, WILSONVILLE, OR 97070-8641  
 REYES FRANCISCO, 8834 SW KALYCA ST, WILSONVILLE, OR 97070-7809  
 REYNOLDS CHRISTINE & MICHAEL, 7123 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 REYNOLDS RICK L, 1521 N JANTZEN AVE, PORTLAND, OR 97217-8100  
 REYNOLDS WALTER JAMES TRUSTEE, 7971 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 RHOADES JANICE R, 1578 VIEW LAKE CT, LAKE OSWEGO, OR 97034-3770  
 RHODES TONY L & GWEN E, 32190 SW ARMITAGE RD, WILSONVILLE, OR 97070-7452  
 RHUDY CLARK L TRUSTEE, 6815 SW WHEATLAND RUN, WILSONVILLE, OR 97070-7480  
 RICE JOAN B, 32150 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 RICE KENNETH H & CATHY A, 29384 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 RICH CYNTHIA M & RICK F, 10510 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RICHARDS ERIC, 11218 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 RICHARDSON CORY & JENNIFER, 29700 SW COURTSIDE DR UNIT 48, WILSONVILLE, OR 97070-5434  
 RICHARDSON DENA M, 28551 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 RICHARDSON GORDON P TRUSTEE, PO BOX 345, AURORA, OR 97002-0345  
 RICHARDSON LUCINDA, 29253 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 RICHMOND J MICHAEL & DANA S, 7400 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 RICHMOND JEFFREY J & ROBYN REBERS, 28260 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 RICHTER GERHARD, 7332 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 RICHTER SCOTT, 7082 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 RICKEN GERARD P & ROSEMARY A, 8343 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 RICKETTS STEVE R, 10405 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 RIES JOHN P & LYNN E, 29798 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 RIESTERER ROSE M, 27129 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 RIEWALD DAVID J TRUSTEE, 7310 SW BOECKMAN RD, WILSONVILLE, OR 97070-9731  
 RIGGS AMY, 10593 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 RIGGS R WILLIAM, 8164 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 RIGGS RICHARD WILLIAM, 8164 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 RIGUTTO LINDA L, 2828 NE ROCKY BUTTE RD, PORTLAND, OR 97220-3612  
 RING JOSH C, 11430 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 RIPPEY JAMES, 13271 SW BULL MOUNTAIN RD, PORTLAND, OR 97224-2765  
 RIPPLE JENNIFER T, 10420 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 RIPPLE SCOTT R, 6582 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 RISCH KAREN E & ROGER L, 7053 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 RISCH ROGER L, 7053 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 RISKEDAH L RUTH ANNE & RAYMOND B, 29500 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 RITCHEY KARL JAY, 30760 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9750  
 RITE AID STORE #80, PO BOX 839, CAMP HILL, PA 17001-0839  
 RITTER JONATHAN, 35167 BALBOA PL, ALBANY, OR 97322-9751  
 RIVERGREEN HOMEOWNERS ASSN, 7360 SW HUNZIKER #106, TIGARD, OR 97223-2305  
 RIVERS CHRISTOPHER & GRETCHEN, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 RIVERWOOD BUSINESS CENTER LLC, 1501 SW TAYLOR ST STE #100, PORTLAND, OR 97205-1941  
 RIVERWOOD PARTNERS, 29911 SW BOONES FRY RD #3, WILSONVILLE, OR 97070-8239



ROBBEN CLIFFORD B, 8170 SW MAXINE LN UNIT 65, WILSONVILLE, OR 97070-7785  
 ROBBEN DAVID J & KIMBERLY B, 27248 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 ROBBINS GINGER, 8705 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8436  
 ROBERG JEFF W & ANN E, 16500 NE MOUNTAIN HOME RD, SHERWOOD, OR 97140-8584  
 ROBERTS BERNARD JAY & L PREISING, 31524 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 ROBERTS CHRISTOPHER L & K M FARACI, 7022 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 ROBERTS CRAIG H & KAREN K, 10255 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 ROBERTS KAREN L, 11990 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 ROBERTS SEAN M, 29170 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 ROBERTSON CHARLES H & CARLA J, 32445 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 ROBERTSON FREDRICK H, 32380 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 ROBERTSON JANET L, 32480 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 ROBERTSON WILLIAM COLIN & JENNIFER P, 28756 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 ROBERTZ TROY D, 3446 MILLCREST DR, LAKE ORION, MI 48360-1620  
 ROBINSON DOROTHY A TRUSTEE, 28441 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 ROBINSON FREDRIC B & LORI, 10877 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 ROBINSON GERALD S, 31313 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-6408  
 ROBINSON GERALD S & SHERYL L, 8121 SW EDGEWATER W W, WILSONVILLE, OR 97070-9480  
 ROBINSON HELEN S, 7220 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7410  
 ROBINSON JIM C, 7101 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 ROBINSON PAUL M & KELLEY O, 6840 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 ROBLES ROBB A & RUTH M, 29457 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 ROBSON WAYNE E, 28170 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 ROCCOGRANDI ANGELA & T V TINKLER, 29433 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 ROCHA DELORES, 8710 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8440  
 ROCHE CHRISTOPHER J & KRISTIN D, 28405 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 ROCHETTE LAURENT & NINA, 32535 SW ARMITAGE RD, WILSONVILLE, OR 97070-6528  
 ROCKMORE INTERNATIONAL INC, 10065 SW COMMERCE CIR, WILSONVILLE, OR 97070-8888  
 ROCKWELL COLLINS INTERNATIONAL, 27300 SW PARKWAY AVE, WILSONVILLE, OR 97070-9215  
 RODKEY ROBERT J TRUSTEE, 11988 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 RODRIGUEZ CESAR, 8620 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8431  
 RODRIGUEZ MANUEL & DONNA, 28236 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 ROEDEL CARSTEN M & JEANNE, 25828 SW CANYON CREEK RD #K201, WILSONVILLE, OR 97070-5650  
 ROESCH TERESA L TRUSTEE, 7248 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 ROGERS ALLAN L & DOROTHY D, 30935 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9748  
 ROGERS BARNES D & MARCIA A, 8100 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 ROGERS DAVID MARK & JEAN LYNN, 10854 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 ROGERS JAMES C TRUSTEE, 32500 SW LAKE POINT CT, WILSONVILLE, OR 97070-6439  
 ROGERS MATTHEW S & AMANDA N, 30625 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 ROGERS RICHARD M TRSTE, 7445 SW LAKESIDE DR, WILSONVILLE, OR 97070-8425  
 ROHE ROBERT H & KATHERINE I, 6830 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7436  
 ROIC OREGON LLC, 81 MAIN ST STE 503, WHITE PLAINS, NY 10601-1725  
 ROISOM DANIEL T & SUSAN T, 7964 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 ROJEK MARK A & PAMELA I, 29790 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 ROLAN RANDY L & JUDY M WILSON-ROLAN, 6860 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 ROLLINS KERMIT A SR, 2902 E 2ND ST SPACE 46, NEWBERG, OR 97132-9626  
 ROLLINS LEASING CORP BY PENSKE TK LEASING, ROUTE 10 GREEN HILLSPO BOX 563, READING, PA 19603-0563  
 ROMANOWITZ TED, 28632 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 ROME BARBARA J, 32480 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 ROMERO ROBERT D & KATHRYN T LOONEY, 10601 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 RONDEAU ROBERT N CO-TRUSTEE, 32170 SW BOONES BEND RD, WILSONVILLE, OR 97070-6415  
 RONNING DAREN S, 3020-B 31ST AVE W, SEATTLE, WA 98199-2725  
 ROOKS DEBORAH G, 31254 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 ROOT TIMOTHY F, PO BOX 157, SILVERTON, OR 97381-0157  
 ROPKINS JAY & HUNTER TAYLOR, 7850 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 ROSE MICHAEL R, 3930 ARABIAN WAY, SHINGLE SPRINGS, CA 95682-9432  
 ROSEBROOK PHILLIP C, 28379 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 ROSENBERG CAROL J, 28740 SW PARKWAY AVE UNIT B5, WILSONVILLE, OR 97070-9764  
 ROSENBERG ELAINE & KRISTOPHER, 7588 SW THORNTON DR, WILSONVILLE, OR 97070-6554  
 ROSENBERG GLORIA H, 30733 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 ROSHAK TIMOTHY & KELCEY R, 28675 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 ROSIAK MICHAEL, 6827 MONERO DR, RANCHO PALOS VERDES, CA 90275-3103  
 ROSKA MARK P & VALERIE C, 28094 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 ROSS IRVING & JEANNETTE, 31594 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 ROSS JOHN & NOEL, 28875 SW COSTA CIR W, WILSONVILLE, OR 97070-7384



ROSSI STEPHEN J, 29493 SW VENEZIA LN, WILSONVILLE, OR 97070-7335  
 ROSSUS ALEXANDER M, 10923 SW PARKVIEW DR, WILSONVILLE, OR 97070-6593  
 ROSTAD KEMPER M, 32553 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 ROSVOLD RONALD RANDELL & CARELL KEATH, 8745 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8438  
 ROTH AMY T, 25149 NE BUTTEVILLE RD, AURORA, OR 97002-8534  
 ROTH FLOYD & ESTHER B, 10722 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 ROUKALOVA ELENA & ANDREY PUKALOV, 29319 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7312  
 ROUZA DAVID R & JOANN, 32180 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
 ROVANG MERRILL J & EMMA M TRS, 8560 SW SALISH LN, WILSONVILLE, OR 97070-2906  
 ROVANI PIERO & ANNEKE, 7145 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 ROWAN MARK D & DOREEN E, 6872 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 ROWE DAVID A & DANETTE, 7450 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
 ROWE DENNIS M & ELIZABETH M, 7070 SW HIGHLAND CT, WILSONVILLE, OR 97070-8761  
 ROWLAND WILLIS LEROY & JESSIE LEE, 8725 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8437  
 ROXAS JONATHAN & ELLEN, 10871 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 RTGT PROPERTY LLC, 122 NE 122ND AVE, PORTLAND, OR 97230-2103  
 RTGT PROPERTY LLC, 122 NE 122ND AVE, PORTLAND, OR 97230-2103  
 RUBIN JEFFREY N, 7700 SW THORNTON DR, WILSONVILLE, OR 97070-6544  
 RUDIS ALAN G, 11425 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 RUECKER RONALD C & ANN M, 28975 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8752  
 RUGG RANDY D & KATHLEEN A, 6852 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 RUHLER MICHAEL CO-TRUSTEE, 7255 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 RUIZ JUAN E, 29435 SW TETON WAY, WILSONVILLE, OR 97070-8501  
 RUIZ LEONARDO, 10566 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 RULE KENNETH & KRIS, 10759 SW PARKVIEW DR, WILSONVILLE, OR 97070-6534  
 RUPP CHARLES B & GAIL D, 8460 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 RUPP CHRISTOPHER V & MIKELLE L, 6912 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 RUPP GARRETT A & HEIDI M, 29640 SW VOLLEY ST UNIT 39, WILSONVILLE, OR 97070-6531  
 RUSSO EDWARD & JO ANNE, 11025 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 RUST RUTH E, PO BOX 276, WILSONVILLE, OR 97070-0276  
 RUSTRUM DARRELL A & JULIE A, 28455 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8781  
 RUTTANAPAIBOONCHAROEN SURIN, 10554 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588  
 RUTTEN LOREN TRUSTEE, 7596 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 RUUD KENNETH S, 28597 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 RUVALCABA TONY, 30350 SW REBEKAH ST UNIT 13, WILSONVILLE, OR 97070-6670  
 RUYBALID DIANNA M, 29154 SW ORLEANS AVE, WILSONVILLE, OR 97070-7387  
 RYAN JOHN E & JENNIFER CARTER, 11338 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 RYAN NANCY J, 8645 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8435  
 RYAN ROBERT & PATRICIA, 32251 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 RYAN STEVEN G & ELIZABETH A, 6766 SW GATE POST CT, WILSONVILLE, OR 97070-9473  
 RYU JAE J & HYANG K, 30801 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 S & T CURRY DRIVE LLC, 7310 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
 SABOL EMIL M & DORINE M, 31460 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 SACHS HEATHER, 8575 SW WILSON LN, WILSONVILLE, OR 97070-9737  
 SAGOR JODI B, 7501 SW MURRAY ST, WILSONVILLE, OR 97070-6548  
 SAHLI MARK A & PATRICIA A CALLAGHAN, 31388 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
 SAIDI ABDALLAH, 27189 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 SALA RENE D & SHARON R, 7591 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 SALATA LAWRENCE R, 28503 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 SALEM KAMAL J, 11790 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SAMPSON SELWYN & DEIRDRE F, 7698 CHAMPOEG RD NE, SAINT PAUL, OR 97137-9525  
 SAMS CATHERINE A, 6968 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 SAMUELSON STEPHEN J, 10911 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 SANBORN RUSSELL LEE & KRISTEN LEE, 32465 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 SANCHEZ MELISSA & URIEL, 7895 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 SANDALL SHEENA M, 10925 SW WILSONVILLE RD, WILSONVILLE, OR 97070-8594  
 SANDELL RICHARD D TRUSTEE, 28753 SW COSTA CIR E, WILSONVILLE, OR 97070-7314  
 SANDERS JOANNE MAY TRUSTEE, 7490 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 SANDERS SHARI A, 7025 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 SANDERSEN TERESSA M, 22100 SE CHESAPEAKE PL, SHERWOOD, OR 97140  
 SANDVOLD STEVEN RAY, 7579 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 SANFORD SUZANNE WUEPPER, 32055 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9415  
 SANTANA ALAINA, 11295 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 SANTIAGO BARBARA & JOHN F, 31528 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 SANTO DAVID, 10430 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525



SANTOS JOHN M & ROBIN D, 8043 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 SANTOS RENE C, 76380 SW CANYON CREEK RD #302, WILSONVILLE, OR 97070  
 SANVILLE DAVID K, 7165 SW EAST LAKE CT, WILSONVILLE, OR 97070-9413  
 SARIN BARRY STEVEN & ANNE MARIE, 30612 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SARIN LISABETH A, 6604 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 SARPARAST YASCHAR, 29522 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 SATTER STANLEY P & JULIA A, 28476 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 SAUCEDO ELY, 10425 SW TRANQUIL WAY, WILSONVILLE, OR 97070-9525  
 SAULSBURY GREGORY, 29159 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7310  
 SAUVAIN CHARLES, 18325 RIVER EDGE LN, LAKE OSWEGO, OR 97034-5125  
 SAVAGE RILEY, 246 NE IRONCREEK TER, HILLSBORO, OR 97124-5151  
 SAVELSBERGH PAUL J & COLLEEN, 7028 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 SAWYER JENNA N, 31200 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 SAWYER KYLE D, 28648 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 SAWYER RICHARD G & JOANN M, 32447 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 SAYRE-SMITH CHRISTIAN M, 3295 TRIANGLE DR SE STE 105, SALEM, OR 97302-4566  
 SCHABER LEONARD D, 7730 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 SCHAECHER GERALD L, 28696 SW CASCADE LOOP, WILSONVILLE, OR 97070-8748  
 SCHAEFER DAVID, 30678 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SCHAEFFER CHARLES A & MAUREEN E, 31165 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SCHAFER DAVID G & MARGARET A, 30755 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 SCHAIN LORI A, 28855 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 SCHALK DAVID C & BEVERLY VANDYKE, 28400 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6721  
 SCHALLER DAVID P TRUSTEE, 32595 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 SCHALLES SALLY TRUSTEE, 7746 SW EMERY CIR, WILSONVILLE, OR 97070-6562  
 SCHATZ KURT A & R L LYONS-SCHATZ, 10885 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 SCHATZ PAUL P JR TRUSTEE, 7610 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8467  
 SCHAUR HERBERT M & VICKI L, 31464 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 SCHEFFEL ROBERT E & VERNA A, PO BOX 2986, WILSONVILLE, OR 97070-2986  
 SCHEID GARY J, 1984 NORTHGATE DR, MANTECA, CA 95336-7066  
 SCHEID ROBERTA TRUSTEE, 32100 SW FRENCH PRAIRIE RD #303, WILSONVILLE, OR 97070-7010  
 SCHELLENBERG BLAKE R & LINDA A, 31170 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SCHELLENGER CARL D & JULIE D, 29530 SW VOLLEY ST UNIT 32, WILSONVILLE, OR 97070-6530  
 SCHELLER LYNETTE ELIZABETH TRUSTEE, 28125 NE BELL RD, NEWBERG, OR 97132-6684  
 SCHENDEL RUBY F & JACK S, 7655 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 SCHENK DAVID F, 10423 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 SCHENK JOHN F & SUSAN B, 11010 SW MOREY CT, WILSONVILLE, OR 97070-7590  
 SCHILLING TED TRUSTEE, 6806 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 SCHIMLEY MAURA, 27171 SW ADEN AVE, WILSONVILLE, OR 97070-6559  
 SCHINDLER YVONNE, 10581 SW COLEMAN LOOP N, WILSONVILLE, OR 97070-5525  
 SCHLAADT MICHAEL R TRUSTEE, 28361 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6841  
 SCHLAMM ERIC D, 30370 SW REBEKAH ST UNIT 18, WILSONVILLE, OR 97070-6669  
 SCHMALL RODNEY A & VICKI L, 835 MARYLHURST CIR, WEST LINN, OR 97068-1813  
 SCHMEER BLAINE A & CAROLYN J, 31300 SW PEACH COVE RD, WEST LINN, OR 97068-8403  
 SCHMIDT JON MONTE & STEPHANIE J, 7150 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 SCHMIDT-IVERSON ALYSON J, 28740 SW PARKWAY AVE UNIT C5, WILSONVILLE, OR 97070-9765  
 SCHMIDTKE BRIAN, 1615 SW 3RD DR, GRESHAM, OR 97080-6702  
 SCHMITKE RICHARD W, 28633 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 SCHNEIDER FRED TRUSTEE, 7370 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 SCHNEIDER JOHN & LINDA A, 29883 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 SCHNEPP CURTIS & DIANE R, 7936 SW SUMMERTON ST, WILSONVILLE, OR 97070-6843  
 SCHOCK TERRY D, PO BOX 182, UKIAH, OR 97880-0182  
 SCHONELY WILLIAM W TRUSTEE, 7242 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
 SCHOTT NORMA E, 31587 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 SCHRAMM CHARLES M TRUSTEE, 11000 SW MOREY CT, WILSONVILLE, OR 97070-7590  
 SCHRAMM JAMES D & DEBRA F, 8091 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 SCHRAMM STEVEN B & KATHERINE E, 11009 SW PARKVIEW DR, WILSONVILLE, OR 97070-6594  
 SCHROCK MICHAEL A & GLORIA L, 28620 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8775  
 SCHRODER GLENN L JR & DONNA D, 28200 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7742  
 SCHROEDER BRUCE C & MARY ANN, PO BOX 3468, WILSONVILLE, OR 97070-3468  
 SCHROEDER DAVID D & DIANNA Y, 11960 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 SCHROEDER JAMES W & MARIE J, 8244 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 SCHUH DARRELL G & CATHY R, 29795 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 SCHUHMANN ROBERT N JR TRSTE, 32490 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 SCHULDT BRADLEY P, 10580 SW SUNNYSIDE DR, WILSONVILLE, OR 97070-6587



SCHULHERR DAVID R, 0541 SW FLORIDA ST, PORTLAND, OR 97219-2359  
SCHULTE RICHARD W II, 10681 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5512  
SCHULTZE LINDA TRUSTEE, 7240 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8464  
SCHULWITZ LEONARD E SR & JANINE, 3380 NW 131ST PL, PORTLAND, OR 97229-7026  
SCHULZE JOANNE FLORENCE, PO BOX 188, WILSONVILLE, OR 97070-0188  
SCHWAB ALBERT J, 11641 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
SCHWAB RICHARD W, 28695 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
SCHWARZ ESTELLE, 1200 OVERLOOK DR APT 122, LAKE OSWEGO, OR 97034-6610  
SCHWARZER ROBIN L, 29507 SW VENEZIA LN, WILSONVILLE, OR 97070-7319  
SCHWEIGERT ROBERT W, 14509 20TH AVE W, LYNNWOOD, WA 98087-5929  
SCHWEIN JAKE & CAROL A, 30510 SW RUTH ST, WILSONVILLE, OR 97070-8693  
SCHWEIZER VICKIE D, 30560 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
SCHWELM JOHN G, 11738 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
SCHWENKE JENNIFER A, 10990 SW MOREY CT, WILSONVILLE, OR 97070-5554  
SCHWINDT PAUL L & GLORIA J, 7991 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
SCHWINDT RANDAL J & COLLEEN M, 31175 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
SCOGGINS JORDAN & CATHY, 29465 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7579  
SCOTT BRUCE A & WANITA R, PO BOX 8313, BLACK BUTTE RAN, OR 97759  
SCOTT CHAD R, 11259 SW BARBER ST, WILSONVILLE, OR 97070-7309  
SCOTT CHARLES D & DOLORES C, 32170 SW ARMITAGE CT N, WILSONVILLE, OR 97070-8410  
SCOTT ERIK J & LISA E, 11715 SW NORMANDY LN, WILSONVILLE, OR 97070-7321  
SCOTT GARY R, 32385 SW ESTATES POST RD, WILSONVILLE, OR 97070-7449  
SCOTT MICHAEL R & HELEN M, 7524 SW ROANOKE DR, WILSONVILLE, OR 97070-6801  
SCOTT MITCHELL PATTEN, 32370 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8470  
SCOTT RICHARD J JR TRUSTEE, 7685 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
SCOTT RONALD L & LINDA D, 28721 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8754  
SCOTT SYLVIA M TRUSTEE, 31680 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9445  
SCOTT WADE E JR & PAMELA J, 11283 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
SCOTT-PLAVALA PENNY L & E J PLAVALA, 8645 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8435  
SCOVIL GERALD G & MARGARET S, 7109 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8459  
SCRIBNER HOLLY, 7500 SW ROANOKE DR N, WILSONVILLE, OR 97070-6801  
SCRIVENS JACK B & SHIRLEY A, 7252 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
SCRUGHAM GEORGE R, 7350 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8479  
SEABOURNE JOHN D & JENNA MCINTYRE, 30825 SW FIR AVE, WILSONVILLE, OR 97070-9769  
SEAGREN MAUREEN A & GERALD W, 31830 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
SEALE DANIEL L & DELAYNE, 7669 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
SEALEY DAVID L & TERESA C, 28875 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
SEAMAN SHIREEN B CO-TRUSTEE, 1801 GULF DR N UNIT 276, BRADENTON BCH, FL 34217-2369  
SEARS ROBERT & MARLENE, 7003 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
SEAVERT CLARK F, 11684 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
SEBASTIAN G EDWARD CO-TRUSTEE, 32360 SW LAKE DR, WILSONVILLE, OR 97070-7408  
SEBASTIAN RANDAL S & SANDRA ANN, 16771 BOONES FERRY RD, LAKE OSWEGO, OR 97035-4213  
SEDLAK RICHARD J & ROBERTA K, 30636 SW KENSINGTON DR, WILSONVILLE, OR 97070-7527  
SEE CAROLYN E, 11189 SW BARBER ST, WILSONVILLE, OR 97070-7307  
SEELEY EVELYN L TRUSTEE, 8329 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
SEELEY LINDA MAE, 6150 SW ALICE LN APT 103A, BEAVERTON, OR 97008-4688  
SEELEY MARK R & GINA R, 31283 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
SEELY PROPERTY LLC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
SEEMA LLC, 1044 NW 9TH AVE, PORTLAND, OR 97209-3422  
SELF DARYL W, 29710 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
SELF REBEKA A & JAMES NATHAN, 29088 SW ORLEANS AVE, WILSONVILLE, OR 97070-7693  
SELLERS ELAINE M, 11331 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
SEMPERT MADGE, 32135 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
SENIOR PARTNERS PORTFOLIO LLC, 500 STEVENS AVE STE 100, SOLANA BEACH, CA 92075-2055  
SENNER CANDYCE ALICE CO-TRUSTEE, 7433 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477  
SEOK GENE K & JENNIE J H LEE, 31251 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
SERAFINI LORENZO, 7652 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
SEROWIK KAREN A, 28529 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
SERRAO LEVI, 7915 SW SUMMERTON, WILSONVILLE, OR 97070-6851  
SERVIGNAT DONNA J, 29490 SW COURTSIDE DR UNIT 18, WILSONVILLE, OR 97070-7431  
SEVERSON JAMES A JR & HILARY J, 11852 SW PALERMO ST, WILSONVILLE, OR 97070-7382  
SEVERSON JAMES A JR & HILARY J, 29093 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
SEXTON FLORENCE M TRUSTEE, 32645 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
SF 30 INVESTORS LP, 1111 MAIN ST STE 500, VANCOUVER, WA 98660-2991  
SHADBOLT KENNETH & EVELYN, 7635 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407



SHADRIN ZINA, 31090 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 SHAFER JOYCE V, 32200 SW FRENCH PRAIRIE RD APT A107, WILSONVILLE, OR 97070-7465  
 SHAFIEE SOHEYL, 20992 SW MEADOW WAY, TUALATIN, OR 97062-7797  
 SHAHEEN MOHAMED YOUSSEF, 28298 SW WAGNER ST, WILSONVILLE, OR 97070-6784  
 SHAHIDI JILLEEN & SEAN, 7142 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 SHANGLE MICHAEL P & MAGGIE, 29220 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 SHANK JACOB L, 9337 SW 171ST AVE, BEAVERTON, OR 97007-6101  
 SHAPIRO GEOFFREY S & SHEILA G, 31800 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446  
 SHAPIRO MORTON H & SANDRA G, 32425 SW BOONES BEND RD, WILSONVILLE, OR 97070-6420  
 SHARMA MANISH & POONAM, 11700 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SHARMA ROHIT, 26717 SW COLVIN LN, WILSONVILLE, OR 97070-6820  
 SHARP DOUGLAS S & PATRICIA L, 29073 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 SHARPE MICHAEL J & LOIS ANN MCKENZIE, 29442 SW YOSEMITE ST, WILSONVILLE, OR 97070-8503  
 SHARPSTEEN ALFRED J & C J GALGANSKI, 29125 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 SHAVERE R ANDREW & KARI S, 28991 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SHAW BRIAN J, 30344 SW RUTH ST UNIT 59, WILSONVILLE, OR 97070-6672  
 SHAW BURR C & LORI L WELCH, 7726 SW VLAHOS DR, WILSONVILLE, OR 97070-9497  
 SHAW RICHARD S & KAREN K, 31154 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8547  
 SHAW THOMAS A & BRENDA P, 29003 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7723  
 SHAWLER CAROLE ANN TRSTE, 28504 SW CASCADE LOOP, WILSONVILLE, OR 97070-7774  
 SHEARER JOHN E, 6811 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 SHEBITZ RICHARD J & SUSAN M, 29245 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7311  
 SHECKLER DON W & THERESA R, 30865 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6762  
 SHEETS JOSEPH D, 31322 SW PARKWAY AVE, WILSONVILLE, OR 97070-7733  
 SHEFRIN DAVID K TRUSTEE, 29200 SW TOWN CENTER LOOP NW, WILSONVILLE, OR 97070  
 SHELDON DAVID J, 31546 SW ORCHARD DR, WILSONVILLE, OR 97070-5503  
 SHELEY STEVEN J, 32440 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 SHELLANS STEPHEN JR TRUSTEE, 10824 SE OAK ST #269, MILWAUKIE, OR 97222-6694  
 SHELLEY BRADLEY E & ELLEN R, 6926 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 SHENG SHUO & YING HAN, 7598 SW ROANOKE DR, WILSONVILLE, OR 97070-6821  
 SHEPANEK MICHAEL J, PO BOX 412, WILSONVILLE, OR 97070-0412  
 SHERRY THOMAS W & SHERRY K, 29570 SW VOLLEY ST UNIT 33, WILSONVILLE, OR 97070-6576  
 SHEVLIN WILLIAM J, 7615 SW FAIRWAY DR, WILSONVILLE, OR 97070-8739  
 SHIBLEY BRUCE E & CAMILLE M, 8535 SW MIAMI, WILSONVILLE, OR 97070-9798  
 SHIM STEVE A & JANET H, 14347 SW KOVEN CT, TIGARD, OR 97224-1082  
 SHIMADA MASAKI & SUSAN K, 32030 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 SHIN HYON WOO, 10744 SW BARBER ST, WILSONVILLE, OR 97070-9311  
 SHINN GARLAND R JR & MARGIE K, 28533 SW CASCADE LOOP, WILSONVILLE, OR 97070-7772  
 SHINN SUSAN J, 11250 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 SHOEL H DUANE & CATHY L, 10881 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SHOOK JEREMY L & JULIE A, 6855 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 SHOOK MARY ANNE, 32080 SW CYPRESS PT, WILSONVILLE, OR 97070-9429  
 SHORES ROBERT L TRUSTEE, 8441 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 SHORR JAMES W TRUSTEE, 11734 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 SHOTOLA-HARDT CHRISTOPHER A & SUSANNE, 28702 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 SHULTZ ROBIN E, 8140 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 SIEGEL KAREN TRUSTEE, 32635 SW LAKE POINT CT, WILSONVILLE, OR 97070-6442  
 SIEMENS JERRY A & LAURA, 30853 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 SIENIA GINA D, 7515 SW THORNTON DR, WILSONVILLE, OR 97070-6558  
 SIERRA LOLA A, 29540 SW COURTSIDE DR UNIT 12, WILSONVILLE, OR 97070-5436  
 SIGNALNESS CHRIS R & BARBARA L, 29790 SW LANCELOT LN, WILSONVILLE, OR 97070-8552  
 SIKORRA MARY J, 11640 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 SILLS MICHAEL C, 8415 SW ROGUE LN, WILSONVILLE, OR 97070-6743  
 SILSBY HEIDI, 30326 SW RUTH ST UNIT 56, WILSONVILLE, OR 97070-6671  
 SILVER CREEK COTTAGES LLC, 7710 NE VANCOUVER MALL DR, VANCOUVER, WA 98662-6485  
 SILVEY AMY M, 29096 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7237  
 SIMCOE DARRELL C JR, 11814 SW PALERMO ST, WILSONVILLE, OR 97070-7371  
 SIMMONS CAROL A & IAN R TEMPLETON, 1606 NW RIVERSCAPE ST, PORTLAND, OR 97209-1834  
 SIMMONS CLAIR A TRUSTEE, 8145 SW FAIRWAY DR, WILSONVILLE, OR 97070-6432  
 SIMMONS DOLORES & KEITH, 8525 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5441  
 SIMMONS MARK C, 29146 SW COURTSIDE DR, WILSONVILLE, OR 97070-6464  
 SIMMONS SCOTT W, 7840 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 SIMON MICHAEL C & JODI R, 11027 SW ONEIDA ST, TUALATIN, OR 97062-8155  
 SIMONDS FREDERICK S & NANCY C, 10225 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 SIMONE MICHAEL J, 30380 SW REBEKAH ST UNIT 24, WILSONVILLE, OR 97070-6668



SIMPSON DAGMAR H TRUSTEE, 11669 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334  
 SIMPSON GLENN M & A TINA, 10842 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 SIMS BERNARD W & CAROL L, 7455 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 SIMS T DWIGHT, 522 SW 5TH 1110 YEON BG, PORTLAND, OR 97204  
 SINCLAIR COLIN E, 31380 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 SINCLAIR MARY E FAMILY TRUST, 10885 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 SINCOCK PAUL M, 29871 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 SINKUS CAROL A, 11800 PLEASANT RIDGE RD APT 252, LITTLE ROCK, AR 72223-2387  
 SISK CECIL MARY TRUSTEE, 11009 E SAN TAN BLVD, SUN LAKES, AZ 85248-7901  
 SITES CAROLYN A, 28729 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767  
 SITTON CINDY C & D S GALLAGHER, 28619 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 SJOLUND JAMES A & MARILYN V, 8416 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 SKACH ALAN E, 11274 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 SKARMAS JACQUELYNNE, 8635 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5421  
 SKELTE MARK R & LIZABETH M DANEK, 30424 SW RUTH ST UNIT 88, WILSONVILLE, OR 97070-6679  
 SKENANDORE KELLIE M, 8600 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8432  
 SKIPPER CHRISTINA & JOSEPH, 30330 SW REBEKAH ST UNIT 7, WILSONVILLE, OR 97070-6667  
 SKITES PAUL J & SUSAN M, 10865 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SKREEN JEFFREY G TRUSTEE, 7265 SW MEADOWS CT, WILSONVILLE, OR 97070-5762  
 SKREEN LAWRENCE S SR & MARY L, 31824 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6409  
 SLABAUGH FRED & SHARON, 10302 SW MADRID LOOP, WILSONVILLE, OR 97070-3038  
 SLABY MICHAEL & MARILYN, 28889 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 SLACK SARA, 8650 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 SLAUGHTER ELIJAH & JULIE MCKIM, 28373 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 SLAUGHTER JAY B & SHARON J, 10843 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 SLETTA RONALD L & CAROLE M, 7288 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 SLINGER RYAN & ERIN, 8650 SW MIAMI, WILSONVILLE, OR 97070-9798  
 SLIVA BETTY J, PO BOX 1642, WILSONVILLE, OR 97070-1642  
 SLOPER MARK A, 28866 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8753  
 SLOTHOWER ERIC, 8645 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 SLR PROPERTIES LLC, 7700 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-8472  
 SLUSS JOYCE CATTERALL TRUSTEE, 31505 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-8453  
 SMALL MARK K, 6564 SW LANDOVER DR, WILSONVILLE, OR 97070-6788  
 SMALLWOOD GLEN & TERESA K, 29640 SW VOLLEY ST UNIT 41, WILSONVILLE, OR 97070-6531  
 SMALLWOOD ROBERT H III, 32400 SW ESTATES CT S, WILSONVILLE, OR 97070-8408  
 SMEAD FRANK C JR & MARTA, 11624 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 SMIRNOV MAXIM & TATIANA, 7169 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8856  
 SMIT GREGORY MATHEW, 8630 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 SMITH ABRAHAM C, 14655 SW BONNIE BRAE ST, BEAVERTON, OR 97007-3614  
 SMITH BERNARD R, 29555 SW MILANO LN, WILSONVILLE, OR 97070-7323  
 SMITH BRANDEN E, 30935 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 SMITH BRYAN D & LISA M, 10890 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 SMITH CHARLES A & KAREN L, 28651 SW CRESTWOOD DR, WILSONVILLE, OR 97070-8755  
 SMITH DANIEL L, 29530 SW TETON WAY, WILSONVILLE, OR 97070-7561  
 SMITH DENNIS R, 7885 SW DAYBREAK ST, WILSONVILLE, OR 97070-6846  
 SMITH DOUGLAS E & KATHRYN D, 7460 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 SMITH GERALDINE, 7710 SW ROANOKE DR S, WILSONVILLE, OR 97070-6811  
 SMITH HARLAN H & MICHELLE R, 30775 SW FIR AVE, WILSONVILLE, OR 97070-9743  
 SMITH JAMES D & COLLEEN J, 7376 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 SMITH JASON M & KRISTIN P, 29143 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 SMITH JASON RYAN & JESSICA, 28446 SW WAGNER ST, WILSONVILLE, OR 97070-6798  
 SMITH JOHN T TRUSTEE, 10840 SW MOREY CT, WILSONVILLE, OR 97070-5502  
 SMITH JULIE MARIE, 32090 SW CHARBONNEAU DR UNIT 10A, WILSONVILLE, OR 97070-5479  
 SMITH KEITH R, 30824 SW SALMON ST, WILSONVILLE, OR 97070-6745  
 SMITH KERRY WADE & ANNE HART, 28920 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 SMITH LEVI J, 32455 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 SMITH LINDA ANN, 114 SARONA CIR, PALM DESERT, CA 92211-1766  
 SMITH LYNN RUPPE TRUSTEE, 8550 SW ROGUE LN, WILSONVILLE, OR 97070-6744  
 SMITH MARGARET, 8645 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8435  
 SMITH MARTHA A, 30344 SW RUTH ST UNIT 61, WILSONVILLE, OR 97070-6672  
 SMITH PARKER JASON, 28701 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 SMITH REBECCA S, 10345 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 SMITH ROBERT ZANE, 28395 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8780  
 SMITH ROGER A, 32538 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 SMITH ROSE ANN TRUSTEE, 7745 SW THORNTON DR, WILSONVILLE, OR 97070-6546



SMITH RYKER D & BROOKE D, 7057 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 SMITH SCOTT M & JUDITH B, 7185 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6740  
 SMITH SIDNEY E TRUSTEE, 28580 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 SMITH STEVEN A & DEBBIE D, 6795 SW GATE POST CT, WILSONVILLE, OR 97070-9473  
 SMITH STUART P, 7247 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8873  
 SMITH TIMOTHY & MARY TARKINGTON, 7576 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 SMITH WILLIAM DALE & LINDA DARLENE, PO BOX 335, NEWBERG, OR 97132-0335  
 SMITH-ABBOTT MARY A TRUSTEE, 11261 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 SMITHBERGER LUKE & AMANDA, 11301 SW BARBER ST, WILSONVILLE, OR 97070-7397  
 SMITH-HALL INDUSTRIES INC, 8811 HUFF ST NE, SALEM, OR 97303-9722  
 SMYTH KENNETH D & LOIS P, 32100 SW FRENCH PRAIRIE RD APT 228, WILSONVILLE, OR 97070-7005  
 SNEATH CHRISTOPHER W, 7596 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 SNEED JOHN R & LINDA M, 6677 SW LANDOVER DR, WILSONVILLE, OR 97070-6789  
 SNIDOW KATHLEEN L, 7750 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 SNYDER DANIEL E & LANI L, 30570 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9739  
 SNYDER DAVID A & THERESA L, 28489 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 SNYDER JEFFREY L & TERRY L DOSEK, PO BOX 1704, WILSONVILLE, OR 97070-1704  
 SNYDER MICHAEL A & CINDA REEVES, 28657 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7729  
 SODERLUND MICHAEL D & SARA JANE, 11418 SW FRENCH GLEN CT, WILSONVILLE, OR 97070-8530  
 SOLHEIM THOMAS F & BARBARA J, 11041 SW MATZEN DR, WILSONVILLE, OR 97070-8573  
 SOLI PROPERTIES LLC, 3660 SE 122ND AVE, PORTLAND, OR 97236-3403  
 SOLIVAN DANIEL V, 11118 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 SOLOMON NORMAN K & MARY L, 11616 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 SOMERSCALES PAUL A & JENNIFER S, 11631 SW PRAKNES, WILSONVILLE, OR 97070-9567  
 SOMUSETTY PAVAN, 7825 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 SONDENAA JANNA MARIA, 10115 SW EVERGREEN CT, WILSONVILLE, OR 97070-8554  
 SONNEN PAUL & MELANIE, 6589 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 SONNEN PROPERTIES LLC, 23172 SW STAFFORD RD, TUALATIN, OR 97062-6785  
 SOONG LILLY, 10987 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 SOPER CONSTANCE M, 32180 SW ESTATES POST RD, WILSONVILLE, OR 97070-9402  
 SORENSEN THOMAS R & TERRI B, 11107 SW FLORES ST, WILSONVILLE, OR 97070-8572  
 SOROKOVSKY RUTH, 7349 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 SOUDERS MITCHELL L, 10444 SW BARBER ST, WILSONVILLE, OR 97070-9308  
 SOUTH JOHN L, PO BOX 2057, WILSONVILLE, OR 97070-2057  
 SOUTHWELL ALAN D TRUSTEE, 31685 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 SPEAR STUART L TRUSTEE, PO BOX 19537, PORTLAND, OR 97280-0537  
 SPEER JUDY L TRUSTEE, 6230 E AMBER SUN DR, SCOTTSDALE, AZ 85266-7218  
 SPEER ROBERT E, 7023 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 SPEIRN MARILYN & RUSSELL R, 10885 SW PRESTWICK CT, WILSONVILLE, OR 97070-5508  
 SPELLMEYER BRIAN G & SAMI MARTIN, 32135 SW BOONES BEND RD, WILSONVILLE, OR 97070-6414  
 SPENCE RICHARD T TRUSTEE, 8420 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5401  
 SPENCER AARON, 11239 SW MCKENZIE CT E, WILSONVILLE, OR 97070-9589  
 SPENCER SANDRA J, 8435 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8444  
 SPENDLOVE KURK, 28950 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SPM-WILSONVILLE LLC, PO BOX 10638, EUGENE, OR 97440-2638  
 SPOHN DENNIS L TRUSTEE, 7630 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 SPOHN FRANCIS G, 7601 SW THORNTON DR, WILSONVILLE, OR 97070-6553  
 SPOONER KEITH E TRUSTEE, 1334 E CHANDLER BLVD STE 5, PHOENIX, AZ 85048-6268  
 SPRAGUE HAROLD & KAREN, 32557 SW JULIETTE DR, WILSONVILLE, OR 97070-7443  
 SPRING ROBERT L & SHIRLEY P, 28700 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-6718  
 SPRINGER FAMILY TRUST, 7400 SW FAIRWAY DR, WILSONVILLE, OR 97070-8741  
 SPRINGER JEREMY, 29777 SW CAMELOT ST, WILSONVILLE, OR 97070-8577  
 SPRINGER RICHARD A, 7540 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472  
 SPRINGS LIVING LLC, 640 NE 3RD ST, MCMINNVILLE, OR 97128-4630  
 SPRINKLE ROBERT JOSEPH, 10724 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 SPRINT ELIZABETH J TRUSTEE, 7170 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-9410  
 SPROLES KRAIG K, 11965 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 SSI SHREDDING SYSTEMS INC, 9760 SW FREEMAN DR, WILSONVILLE, OR 97070-9221  
 ST CYRIL CATHOLIC CHURCH, 9205 SW 5TH ST, WILSONVILLE, OR 97070-9744  
 ST JOHN SALLY TRUSTEE, 8190 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 STAFFORD CORPORATE CENTER, ONE SW COLUMBIA ST STE 950, PORTLAND, OR 97258-2010  
 STAFFORD LIMITED PARTNERSHIP, 15325 SW BEAVERTON CREEK CT, BEAVERTON, OR 97006-5167  
 STAFFORD WOODS LLC, 25030 SW PARKWAY AVE #300, WILSONVILLE, OR 97070-9816  
 STAFSLIEN D & H J BLAIR-STAFSLIEN, 3231 43RD AVE W, SEATTLE, WA 98199-2436  
 STAHL JACKSON R, 8540 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5411



STAHL RONALD B & JOY L, 7888 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 STALDER KYLE D, 30380 SW REBEKAH ST UNIT 26, WILSONVILLE, OR 97070-6668  
 STANAWAY TATE, 26799 SW MCLEOD ST, WILSONVILLE, OR 97070-6817  
 STANCIL DANNY R & HELEN V, 28540 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 STANGE PATRICIA A, 31122 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8526  
 STANISLOWSKI BRIAN SCOTT & LUANN, 31402 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 STANTON HELEN M TRUSTEE, PO BOX 704, WILSONVILLE, OR 97070-0704  
 STANTON JEANICE MARIE, 26920 SW MCLEOD ST, WILSONVILLE, OR 97070-6816  
 STAPLES JEFFREY W, 29545 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 STAR SHERIE J, 7650 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 STARK EUGENE R & CAROL G, 7272 SW IRON HORSE ST, WILSONVILLE, OR 97070-8880  
 STARR CHRISTINA, 28859 SW COSTA CIR W, WILSONVILLE, OR 97070-7384  
 STARR SCOTT A & TINA L, 28750 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 STATE OF OREGON, RIGHT OF WAY MS#2 FILE 17515, SALEM, OR 97302  
 STATE OF OREGON, STATE HWY BLDG RM 119, SALEM, OR 97310-0001  
 STATE OF OREGON, TRANSPORTATION BLDG, SALEM, OR 97310-0001  
 STATES WILLIAM G & JULEEN S, 7859 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 STATHEM THOMAS KEVIN & AIDA CATALINA, 18460 SW BOONES FERRY RD APT K302, TIGARD, OR 97224-7065  
 STAUCH DENNIS J, 11420 SW PAULINA DR, WILSONVILLE, OR 97070-8527  
 STAUDINGER DOLORES A, 8550 SW CURRY DR UNIT C, WILSONVILLE, OR 97070-8430  
 STAUFFER DONALD S, 32036 SW GUISS WAY, WILSONVILLE, OR 97070-8570  
 STAUFFER Nanci, 29675 SW JACKSON WAY, WILSONVILLE, OR 97070-8510  
 STEAD DAVID B, 28492 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 STEARNS JEANNE M, 28615 SW ASH MEADOWS BLVD UNIT 8, WILSONVILLE, OR 97070-7803  
 STEARNS ROBERT F & JUDITH J, 6947 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7851  
 STEELE DOROTHY B TRUSTEE, 7636 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 STEELE DOUGLAS R TRUSTEE, 28568 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 STEELE WILLIAM R & SUSAN, 32355 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 STEFANELLI MARJORIE, 8200 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 STEIGER ALAN L & SHARON P, 7054 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7850  
 STEINMETZ SELENA A, 29117 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7385  
 STEITZER JOEL, 8515 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5413  
 STELL JAMES, 10903 SE ONEONTA DR, HAPPY VALLEY, OR 97086-6987  
 STENGER JAMES A, 7250 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 STENGER JAMES A & JUDY LUCILLE, 7250 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6738  
 STENSTROM DAVID A, 7306 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 STEPHENS CASEY H & KAREN A, 8475 SW MIAMI, WILSONVILLE, OR 97070-9798  
 STEVENS FAMILY FARMS LLC, 400 SW MARYLHURST DR, WEST LINN, OR 97068-1849  
 STEVENS MICHAEL B TRUSTEE, PO BOX 3527, WILSONVILLE, OR 97070-3527  
 STEVENS MICHAEL B TRUSTEE, 16920 SW WILSONVILLE RD, WILSONVILLE, OR 97070-9511  
 STEVENS SUSAN L & JOHN E DUNCAN, 10907 SW PARKWOOD CT, WILSONVILLE, OR 97070-8532  
 STEVENS WADE E & LESLIE, 28722 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 STEWART ANDREW D, 8410 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-5400  
 STEWART BRADLEY J & MARGARET L, 7023 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 STEWART MARK K & MARY D, 28955 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 STEWART MARVIN D, 7330 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-5786  
 STEWART MICHAEL R, 29268 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 STEWART MILIAN J, 11106 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 STIBEL ELAINE M, 3 ALEXANDRIA CT, FAIRFIELD, CT 06824-7819  
 STIFFLER SYLVIA, 6923 NE NORTHRIDGE LN, LA CENTER, WA 98629-5218  
 STILES DON B, 9450 54TH AVE NE, SALEM, OR 97305-9720  
 STILLWELL DAVID A & JOYCE J, 31204 SW CHIA LOOP, WILSONVILLE, OR 97070-7805  
 STITES DERRICK J & SHEILA J, 29036 SW COURTSIDE DR, WILSONVILLE, OR 97070-6463  
 STIXRUD NEAL ADLING & ANNETTE D, 8440 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 STODDARD GEORGE CAMERON & BOEL, PO BOX 3273, WILSONVILLE, OR 97070-3273  
 STOFFREGEN JOHN C II & ANGELA L, 28800 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8768  
 STOHR THEODORE R JR, 8675 SW CARMEL CIR, WILSONVILLE, OR 97070-8478  
 STOKES KENNETH M TRUSTEE, 1640 8TH ST, COLUMBIA CITY, OR 97018-9700  
 STONE BRUCE L & LEI LANI, 8126 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9420  
 STONEBRAKER HERMAN R & DEBRA V, 8235 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 STONER DENNIS C TRUSTEE, 2992 KIAHUNA PLANTATION DR, KOLOA, HI 96756-8568  
 STOREY DOUGLAS E & CYNTHIA M, 30998 SW ORCHARD DR, WILSONVILLE, OR 97070-7535  
 STORGAARD JUDY A, 28687 SW ROGER BLVD UNIT 74, WILSONVILLE, OR 97070-8738  
 STORM TERRY G & KAREN J, 11092 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 STOTT JAMES C TRUSTEE, 32111 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-7513



STOUT APRIL MARIE, 10837 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 STOUT DAVID W & APRIL M, 10837 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 STOUT MARY KATHLEEN, 7916 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 STOUT WILLIAM E TRUSTEE, 31965 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 STOVALL SUSAN, 31877 SW VILLAGE CREST LN, WILSONVILLE, OR 97070-6450  
 STOWELL JACK R TRUSTEE, 7689 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 STRADLEY SANDRA L, 8117 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6429  
 STRAIGHT-MILLAN PHYLLIS & M MILLAN, 29832 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 STREET GREG & DEBBIE, 31425 SW OLYMPIC DR, WILSONVILLE, OR 97070-5535  
 STRENG GREGORY L & SHERRY L, 10299 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 STRETCH KENNETH F, 32100 SW FRENCH PRAIRIE RD APT 217, WILSONVILLE, OR 97070-7009  
 STRINGER ROSE MARY, 29540 SW COURTSIDE DR UNIT 11, WILSONVILLE, OR 97070-5436  
 STROMBERG PAUL C, 7535 SW WIMBLEDON CIR N, WILSONVILLE, OR 97070-9468  
 STRONG RUBEN G, 7594 SW VLAHOS DR, WILSONVILLE, OR 97070-6402  
 STUART RENEE ANN, 29650 SW COURTSIDE DR UNIT 13, WILSONVILLE, OR 97070-7482  
 STUBB JUDITH L, 29460 SW SERENITY WAY, WILSONVILLE, OR 97070-7569  
 STUBBERFIELD LEROY I & CAMILLE A, 31475 SW ARBOR GLEN LOOP, WILSONVILLE, OR 97070-9422  
 STUBBLEFIELD JAMES MARION, 11567 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 STUCKER SUSAN, 3901 SONOMA SPRINGS AVE APT 1008, LAS CRUCES, NM 88011-7117  
 STUCKMAN PATRICIA A TRUSTEE, 7287 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 STUHLER BOB, 31095 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 STUMP WANDA G, 7570 SW MIDDLE GREENS RD, WILSONVILLE, OR 97070-9417  
 STURTEVANT STEVEN R & CATHERINE, A28690 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 STURTEVANT WILLIAM D, 32567 SW RIVIERA LN, WILSONVILLE, OR 97070-7441  
 STYCZYNSKI THOMAS E & CARLA, 29121 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 SUCHANSKI BRYAN, PO BOX 3204, WILSONVILLE, OR 97070-3204  
 SULLIVAN JEREMIAH KEVIN, 8545 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-5416  
 SULLIVAN KATHERINE & LAWRENCE C, 11132 SW BARBER ST, WILSONVILLE, OR 97070-7304  
 SULLIVAN THOMAS J & DEBRA L IGUCHI, 7105 N MCKENNA AVE, PORTLAND, OR 97203-5127  
 SUMMERS DANIEL W & JOYCE K, 7576 SW WIMBLEDON CT, WILSONVILLE, OR 97070-9470  
 SUMMERS JEREMY & MICHELLE, 30597 SW ORCHARD DR, WILSONVILLE, OR 97070-7525  
 SUMMERS KERMIT L, 31305 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-9444  
 SUMMIT REAL ESTATE MGMT INC, 3811 SW BARBUR BLVD, PORTLAND, OR 97239-4381  
 SUMNER SAMUEL & T WATKINSON-SUMNER, 7894 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 SUNKLE BRENT A, 28996 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SUNKLE BRENT A & JUDITH M, 28996 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 SUNTRUST MORTGAGE INC, 1001 SEMMES AVE FL 4TH, RICHMOND, VA 23224-2245  
 SUPARJO BAMBANG SUNARYO & FAUZIAH J, 7061 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 SUPER RAYMOND A & MERIDEE S, 28420 SW HIGHLAND CIR, WILSONVILLE, OR 97070-8760  
 SURAN SANDRA A, 28677 SW COSTA CIR E, WILSONVILLE, OR 97070-7313  
 SUTTON BARBARA TRUSTEE, 7460 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 SUTTON MOREEN L, 29280 SW COURTSIDE DR, WILSONVILLE, OR 97070-6465  
 SVENDSEN ALAN & BONNIE, 32155 SW BOONES BEND RD, WILSONVILLE, OR 97070-9424  
 SW 95 LLC & POINTE WEST APTS LLC, HOLIDAY INN PORTLAND SOUTH 25425 SW 95TH AVE, WILSONVILLE, OR 97070-7201  
 SWAGGER JASON, 29560 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7577  
 SWALWELL SHIRLEY L, 29700 SW COURTSIDE DR UNIT 35, WILSONVILLE, OR 97070-7483  
 SWAN PETER NACHANT & JOYCE N, 7255 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 SWANSON MILLICENT L TRUSTEE, 32400 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6424  
 SWARTWOOD DAVID & KATIE, 29200 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7303  
 SWARTZ ALICE C TRUSTEE, 8620 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8431  
 SWICKARD HEIDI L, 28705 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 SWITZER SUSAN E, 14 ST HELENS CIR, LAKE OSWEGO, OR 97035-1924  
 SWOFFORD DANIEL L & TAMMY M, 28420 SW WAGNER ST, WILSONVILLE, OR 97070-6782  
 SWORD WILLIAM G & CORA A, 27130 SW WOOD AVE, WILSONVILLE, OR 97070-6535  
 SWYT JOSEPH F TRUSTEE, 6877 SW COUNTRY VIEW CT S, WILSONVILLE, OR 97070-9493  
 SYSCO/CONT FOOD SVS OF PTLD INC, ATTN: CONTROLLER PO BOX 527, WILSONVILLE, OR 97070-0527  
 SYSCO/CONTINENTAL FOOD SERV, PO BOX 527, WILSONVILLE, OR 97070-0527  
 T3BRE LLC, 9275 SW BARBER ST, WILSONVILLE, OR 97070-9203  
 TABOR STEVEN A & GAIL L, 11121 SW MATZEN DR, WILSONVILLE, OR 97070-8574  
 TALBOT NATHALIE O, 8605 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 TALUS DONNA J, 29650 SW COURTSIDE DR UNIT 22, WILSONVILLE, OR 97070-7482  
 TANG HUAXING & YUPING WANG, 7913 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6849  
 TANGEN ROYCE W & BONNIE M, 7630 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 TANKERSLEY JEAN A, 32249 SW BOONES BEND RD, WILSONVILLE, OR 97070-6417



TARR ACQUISITIONS LLC, PO BOX 12570, PORTLAND, OR 97212-0570  
 TARR DENNIS D & LINDA S, 32325 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 TARYN LUST, 7650 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823  
 TATE JULIET & BRADLEY, 29243 SW SAN REMO CT, WILSONVILLE, OR 97070-7374  
 TATLOCK MICHAEL, 872 NW 1ST AVE, CANBY, OR 97013-3460  
 TAUCHMANN LLC, 6545 FAILING ST, WEST LINN, OR 97068-2614  
 TAYLOR CONNIE K, 31325 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6447  
 TAYLOR CRICKET C, 29480 SW VOLLEY ST UNIT 24, WILSONVILLE, OR 97070-7432  
 TAYLOR DAVID P, 28740 SW PARKWAY AVE UNIT B6, WILSONVILLE, OR 97070-9764  
 TAYLOR HENRY A & FRANCES T, 28451 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8764  
 TAYLOR JEAN, 31406 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 TAYLOR JEFFREY K TRUSTEE, 8315 SW ROGUE LN, WILSONVILLE, OR 97070-9787  
 TAYLOR LYNDA, 8092 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 TAYLOR THOMAS M TRUSTEE, 32517 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 TEEL GENE TRUSTEE, 32545 SW LAKE POINT CT, WILSONVILLE, OR 97070-6441  
 TEICH ANDREW C & LAURIE W, 3000 SW MOUNTAIN LN, WEST LINN, OR 97068-9500  
 TEICHERT-BALIN TAMI A & DAVID R BALIN, 11977 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 TELFER MALCOM M & IRJA M, 32200 SE FRENCH PRAIRIE RD #D106, WILSONVILLE, OR 97070  
 TELFER ROBERTA A, 32225 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 TELFER STEPHEN M & ROBERTA A, 32225 SW EAST LAKE PT, WILSONVILLE, OR 97070-8455  
 TELLEGEN KELLY F & PAULA D, 7755 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 TENLY PROPERTIES CORP, PO BOX 6839, BEND, OR 97708-6839  
 TENNYSON MARK J & TERESA D, 7729 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 TERRELL GARRICK & SUSAN, 32270 SW ARMITAGE RD, WILSONVILLE, OR 97070-7453  
 TERRY BESSIE IRENE TRUSTEE, 30384 SW RUTH ST UNIT 73, WILSONVILLE, OR 97070-6677  
 TERWAY INVESTMENT LLC, 124 NW 7TH #613, CORVALLIS, OR 97330-6346  
 TERWAY WILLIAM E, 7905 SW DAYBREAK ST, WILSONVILLE, OR 97070-6847  
 TERWAY WILLIAM K & LAURA K, 9101 SE SUNNYBROOK BLVD, CLACKAMAS, OR 97015-6612  
 TESSLER DEAN, 30900 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9746  
 TEUNON KENNETH A, 7668 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 TEWELL PATRICIA A & MICHAEL W, 8510 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5408  
 THALER JOSEPH J, 1114 NE SCHUYLER ST, PORTLAND, OR 97212-4382  
 THAPA DINESH, 28360 SW MCGRAW AVE, WILSONVILLE, OR 97070-6886  
 THARP LANA C, 8473 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9498  
 THATCHER JERRY L & LINDA M, 29659 SW LANCELOT LN, WILSONVILLE, OR 97070-8551  
 THE DIOCESE OF OREGON, PO BOX 445, WILSONVILLE, OR 97070-0445  
 THE WILLIAM LANE BENNETT BUILDING LLC, 25375 SW PARKWAY AVE STE 200, WILSONVILLE, OR 97070-7893  
 THIBODEAU ROBERT D, 28784 SW ASHLAND LOOP UNIT 216, WILSONVILLE, OR 97070-8799  
 THOMAS ANDREW J & JACQUELINE Q, 28008 SW FLYNN ST, WILSONVILLE, OR 97070-8874  
 THOMAS DAVID F TRUSTEE, 10862 SW ROLAND CT, WILSONVILLE, OR 97070-8562  
 THOMAS DELBERT R & GEORGIA M, 32455 SW LAKE POINT CT, WILSONVILLE, OR 97070-6440  
 THOMAS DENNIS P & CARYL T, 6820 SW WESTCHESTER CT, WILSONVILLE, OR 97070-7481  
 THOMAS GILBERT A, PO BOX 576, AURORA, OR 97002-0576  
 THOMAS LAURIE B, 29520 SW VOLLEY ST UNIT 56, WILSONVILLE, OR 97070-5437  
 THOMAS SHARON KAY, 8200 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 THOMAS TIMOTHY S & AELYN C, 6986 SW IRON HORSE ST, WILSONVILLE, OR 97070-8877  
 THOMASON JOHN D, 10470 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 THOMPSON DAVID B TRUSTEE, 32540 SW ARMITAGE RD, WILSONVILLE, OR 97070-7447  
 THOMPSON JONATHAN J, 11069 SW PARKVIEW DR, WILSONVILLE, OR 97070-6595  
 THOMPSON MICHAEL K & NANCIE L, 11259 SW CHANTILLY, WILSONVILLE, OR 97070-9568  
 THOMPSON MICHAEL S, PO BOX 2733, WILSONVILLE, OR 97070-2733  
 THOMPSON TOMMY N & WENDY L, 29622 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8502  
 THOMSON PEGGY LEE TRUSTEE, 32035 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 THORNTON LUCRETIA A, 30539 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 THURSTON JAMIE S, 9350 SW 5TH ST, WILSONVILLE, OR 97070-7721  
 THURSTON NANCY W, 11347 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 TIBOLT ROBERT E TRUSTEE, 32305 SW BOONES BEND RD, WILSONVILLE, OR 97070-6419  
 TIDBALL MICHAEL, 30812 SW KENSINGTON DR, WILSONVILLE, OR 97070-7528  
 TIENKEN EUGENE & MYRNA, 7650 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8401  
 TILLER BRUCE & MARITA E, 10410 SW SERENE PL, WILSONVILLE, OR 97070-9557  
 TILLERY JERRY O TRUSTEE, 7760 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
 TIMBERLAND-SUNDIAL LLC, 2800 28TH ST #338, SANTA MONICA, CA 90405-6201  
 TIMM BRENT & KIMBERLEY, 7862 SW LOVE CT, WILSONVILLE, OR 97070-9448  
 TIMM GARY D TRUSTEE, 7582 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 TINDALL VIRGINIA M, 7045 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458



TINKER JAY J & KRISTIN N, 7749 SW ROANOKE DR, WILSONVILLE, OR 97070-6813  
 TISH EUGENE C & CAROL D, 8048 SW EDGEWATER W, WILSONVILLE, OR 97070-9479  
 TITTERINGTON DONALD R & CONNIE S, 29165 SW SAN REMO CT, WILSONVILLE, OR 97070-7373  
 TIZZARD FRANCES E TRUSTEE, 8205 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 TKG INVESTMENTS LLC, BY NORTHWEST GEOTECH INC9120 SW PIONEER CT #B, WILSONVILLE, OR 97070-9604  
 TLM HOLDINGS LLC, 14355 KEIL RD NE #11, AURORA, OR 97002-9411  
 TODD LYNN N & CANDI S, 29899 SW CAMELOT ST, WILSONVILLE, OR 97070-8545  
 TODD MARTIN H, 27243 SW WOOD AVE, WILSONVILLE, OR 97070-6541  
 TOFTE JOHN K & M JUNE, 8142 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 TOLLSTRUP KENNETH R & JULIA D REV L-TRST, 10514 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 TOMAS GARY L & SHIRLEY A, 32509 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 TOMLINSON JACK B, 11718 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 TONQUIN WOODS AT VILLEBOIS HOA, 109 E 13TH ST, VANCOUVER, WA 98660-3229  
 TOOKER ROBERT W & JORGE ANN, 7115 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 TORO EVELYN F, 29351 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 TORRES JOSEPH G CO-TRUSTEE, 32280 SW ARMITAGE CT E, WILSONVILLE, OR 97070-8412  
 TORRES-ROBLES J&C, ARRANAGA-PICHARDO7870 SW OAK PATCH CT, WILSONVILLE, OR 97070-6822  
 TOSTI SAM JOSEPH SR TRUSTEE, 8400 SW LAFAYETTE WAY, WILSONVILLE, OR 97070-9433  
 TOTTEN TIMOTHY K & KELLY S, 38954 PROCTOR BLVD # 302, SANDY, OR 97055-8039  
 TOURANGEAU DONALD R TRUSTEE, 7030 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 TOWNCENTER PARK ASSOC LLC, 5125 SW MACADAM AVE STE 125, PORTLAND, OR 97239-3817  
 TRAFFAS GARY D & KRISTINA E, 28555 SW SANDALWOOD CT, WILSONVILLE, OR 97070-8773  
 TREMBLAY DAVID, 28506 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8765  
 TRESE PAUL F & JOANNE M, 10858 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 TRICKER RAYMOND & HELENE, 32420 SW ARMITAGE RD, WILSONVILLE, OR 97070-9403  
 TRI-COUNTY MET TRANS DIST OF ORE, 710 NE HOLLADAY ST, PORTLAND, OR 97232-2168  
 TRIMBLE ASHLEY J & DWAYNE M, 8305 SW CURRY DR UNIT D, WILSONVILLE, OR 97070-8417  
 TROHA WILLIAM K & JEANNA L, 29557 SW CAMELOT ST, WILSONVILLE, OR 97070-8542  
 TROYER KENNETH A, 28465 SW BOBERG RD, WILSONVILLE, OR 97070-9280  
 TROYER VALERIE LEE & KENNETH A, 9715 SW IOWA DR, TUALATIN, OR 97062-7350  
 TRUITT RICHARD R & TONI AVERY, 8560 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 TRUNFIO KLYNN TRUSTEE, 28611 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 TRUONG KEVIN H & JESSICA Y, 7758 SW ROANOKE DR, WILSONVILLE, OR 97070-6800  
 TRUPIANO DELORES WYBECK, 32580 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 TRUST FOR PUBLIC LAND, 806 SW BROADWAY STE 300, PORTLAND, OR 97205-3305  
 TRYBOM MISTY H, 11907 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 TRYTKO LINDA, 7037 SW GORDONS RUN, WILSONVILLE, OR 97070-7417  
 TUALATIN VALLEY FIRE & RESCUE, 11945 SW 70TH AVE, TIGARD, OR 97223-9196  
 TUALATIN VALLEY WATER DISTRICT, 1850 SW 170TH, BEAVERTON, OR 97006-4211  
 TUCKER SHEPARD S & LYNDI K, 29773 SW LEHAN CT, WILSONVILLE, OR 97070-8578  
 TUFTS WILLIAM E TRUSTEE, 10941 SW PRESTWICK CT, WILSONVILLE, OR 97070-5509  
 TUNKS MAREN C & JEFF, 29530 SW VOLLEY ST UNIT 29, WILSONVILLE, OR 97070-6530  
 TURNER HOLLY E, 7750 SW TOURNAMENT CT, WILSONVILLE, OR 97070-9451  
 TURNER LARRY R, 31172 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7478  
 TURNER MARTIN V & AMANDA K, 11258 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 TURNER RICHARD, 7255 SW FOUNTAIN LAKE DR, WILSONVILLE, OR 97070-7411  
 TUSSING DAVID R & CARICE N, 30745 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 TUTTLE JAMES & MARY, 7026 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 TWEDT KENNETH W & ROSE MARY, 8007 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 TWINSTAR CREDIT UNION, PO BOX 718, OLYMPIA, WA 98507-0700  
 TWO BEARS CO, PO BOX 583, CARLTON, OR 97111-0583  
 TWOHAWKS DAVID, PO BOX 806, WILSONVILLE, OR 97070-0806  
 ULICSNI DIANE, 27288 SW WOOD AVE, WILSONVILLE, OR 97070-6543  
 ULMER ELISE K, 31945 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7459  
 UMBERGER ARTHUR L & HELEN L, 30344 SW RUTH ST UNIT 63, WILSONVILLE, OR 97070-6672  
 UNITED STATES OF AMERICA, PO BOX 3621, PORTLAND, OR 97208-3621  
 UNVERZAGT ELSBETH A, 7564 SW THORNTON DR, WILSONVILLE, OR 97070-6557  
 US BANK CORP RE, 2800 E LAKE ST, MINNEAPOLIS, MN 55406-1930  
 US BANK NATIONAL ASSN TRUSTEE, PO BOX 3977, SEATTLE, WA 98124-2477  
 US DEPT OF HUD, 520 SW 6TH AVE, PORTLAND, OR 97204-1535  
 US POSTAL SERVICE, 850 CHERRY AVE FSC551, SAN BRUNO, CA 94099  
 VACA RAFAEL, 269 ORANGE DR, OXNARD, CA 93036-1614  
 VACA ROSEANNE, 11131 SW BARBER ST, WILSONVILLE, OR 97070-7306  
 VAIL DEBBERA R & DEAN O, 11623 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 VALLEY CHRISTIAN CHURCH, 11188 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7588



VALO SHIRLEE J TRUSTEE, 7684 SW ARBOR GLEN CT, WILSONVILLE, OR 97070-8468  
 VAN BILSEN INVESTMENTS LLC, 3046 E NATURE DR, BOISE, ID 83706-6918  
 VAN DOMELEN ALFRED H TRUSTEE, 7391 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8461  
 VAN GORDON JILL L TRUSTEE, 7612 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 VAN ROGER M & SHARON E, 6860 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 VANAUSTEN MOLLY W, 32210 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 VANBEEVER K F, 28628 SW COSTA CIR, WILSONVILLE, OR 97070-7301  
 VANDERBURGH J JANE, 29620 SW VOLLEY ST UNIT 43, WILSONVILLE, OR 97070-6577  
 VANDERHEY ELLEN L, 29560 SW VOLLEY ST UNIT 50, WILSONVILLE, OR 97070-7434  
 VANDOMELEN DAVID A, 28612 SW ASH MEADOWS BLVD UNIT 30, WILSONVILLE, OR 97070-7810  
 VANGALA KRISHNA K & SARITHA SERU, 29080 SW SAN REMO AVE, WILSONVILLE, OR 97070-7376  
 VANGELDER MICHAELNE, 10820 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 VANHEUVEL MARK J & TRISTA S, 32549 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8471  
 VANLOON MARTIN GLASTRA, & ANGIE GLASTRA10635 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 VANPATTAN RICHARD A TRUSTEE, 11742 SW GRENOBLE ST, WILSONVILLE, OR 97070-7318  
 VANTHIEL THOMAS GEORGE TRUSTEE, 10685 SW LONDON LN, WILSONVILLE, OR 97070-3028  
 VANWECHEL STEVEN L & MARY J, PO BOX 652, WILSONVILLE, OR 97070-0652  
 VARNUM PHILIP J, 7130 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451  
 VARTY LEO B, 24885 NE PRAIRIE VIEW DR, AURORA, OR 97002-9546  
 VASQUEZ DANIEL A, 29078 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 VASQUEZ JERRY J & KERRY L, 7555 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 VASQUEZ JUAN & MICHELE, 11124 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 VATERNICK PAUL G, 16135 SW CATTAIL CT, TIGARD, OR 97223-2687  
 VAUDT JOHN & BETTE J, 32465 SW ESTATES POST RD, WILSONVILLE, OR 97070-7448  
 VAUGHAN ROBERT, 28638 SW COSTA CIR E, WILSONVILLE, OR 97070-7301  
 VAUGHN EMILY L, 31369 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 VAVROSKY KELLIE R & TRACY LEE, 7003 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7855  
 VAZZANA PETER G & LARAIN C, 32125 SW LAKE DR, WILSONVILLE, OR 97070-7406  
 VEDDER MURMAN L & JOAN M, 32380 SW ESTATES CT S, WILSONVILLE, OR 97070-8408  
 VEILLET RAYMOND G, 10864 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 VEITCH MARK, 8705 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8436  
 VELEZ GUSTAVO A, 29540 SW COURTSIDE DR UNIT 7, WILSONVILLE, OR 97070-5436  
 VELICHKO NATALIA B, 10260 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 VELIZ SAIDA G TRUSTEE, 10235 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 VELLA JOHN W & JEANINE K, 31105 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 VENTURE PROPERTIES, 4230 GALEWOOD ST, LAKE OSWEGO, OR 97035-2497  
 VERD BENJAMIN & SYDNEY R, 6622 SW ESSEX CT, WILSONVILLE, OR 97070-6790  
 VERGHIES JAMES P & VIOLA F, PO BOX 782, LAKE OSWEGO, OR 97034-0132  
 VERIZON NORTHWEST INC, PO BOX 1003, EVERETT, WA 98206-1003  
 VERMILYER ROBERTA L & KELLY D DODD, 6888 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 VERSAILLES PROPERTIES LLC, 1300 SE LAVA DR, MILWAUKIE, OR 97222-7417  
 VICKERS EUGENE B & LINDA, PO BOX 1004, NESKOWIN, OR 97149-1004  
 VIKI VALERIE DEANNA TRUSTEE, 62 SW CONDOLEA, LAKE OSWEGO, OR 97035-1008  
 VILLAGE AT MAIN ST PH 1 LLC, 30050 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-7596  
 VILLAGE AT OLD TOWN SQUARE LLC, 81 MAIN ST STE 503, WHITE PLAINS, NY 10601-1725  
 VILLAGE COMMERCIAL LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGE ESTATES LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGE GREEN HMOWNERS ASSN, 32000 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7460  
 VILLAGE RESIDENTIAL LLC, 30050 SW TOWN CENTER LOOP W STE 200, WILSONVILLE, OR 97070-7596  
 VILLAGOMEZ JOSE M & KRISTIN L, 29496 SW GLACIER WAY, WILSONVILLE, OR 97070-7558  
 VILLARREAL SHANTI, 30380 SW REBEKAH ST UNIT 23, WILSONVILLE, OR 97070-6668  
 VILLEBOIS LLC, 1022 SW SALMON ST STE 450, PORTLAND, OR 97205-2451  
 VILLEBOIS LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 VILLEBOIS VILLAGE CENTER LLC, 11416 SW BARBER ST, WILSONVILLE, OR 97070-7392  
 VILLENEUVE DONALD H & CAROLINE, CHEN10841 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 VILLON ANA, 7738 SW ROANOKE DR, WILSONVILLE, OR 97070-6812  
 VINCENT JOHN A & NICOLE E, BOURGEOIS29190 SE BERGEN LN, WILSONVILLE, OR 97070  
 VIRK HOSPITALITY INC, BY LA QUINTA INN OF WILSONVILLE8815 SW SUN PL, WILSONVILLE, OR 97070-9611  
 VIRK HOSPITALITY INC, 8815 SW SUN PL, WILSONVILLE, OR 97070-9611  
 VISION PLASTICS INC, 26000 SW PARKWAY CENTER DR, WILSONVILLE, OR 97070-9644  
 VISHA EDWARD M & JANICE D, 7000 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 VITAS JOHN K TRUSTEE, 3550 SW BOND AVE UNIT 1902, PORTLAND, OR 97239-4724  
 VLAHOS BETTY L REV-TRUST, PO BOX 31549, SAINT LOUIS, MO 63131-0549  
 VLAHOS GEORGIA TRUSTEE, 7771 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 VOCE DICK & GAIL F MELENDREZ, 7110 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8451



VOELTZ ERIKA L, 29640 SW VOLLEY ST UNIT 37, WILSONVILLE, OR 97070-6531  
 VOGT RUBY I TRUSTEE, 29745 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 VOIGT PATRICIA A & JOHN W HEATER, 8180 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 VOLDBAEK PATRICIA A, 29451 SW COURTSIDE DR, WILSONVILLE, OR 97070-6462  
 VOLLMER RICHARD L & KATHY M, 11607 SW PREAKNESS, WILSONVILLE, OR 97070-9567  
 VON WALTER G, 28625 SW ASH MEADOWS BLVD UNIT 14, WILSONVILLE, OR 97070-7802  
 VONCLEMM INVESTMENTS LLC, 5710 SW HEWETT BLVD, PORTLAND, OR 97221-2243  
 VONEGGERS DOROTHY J, 6567 SW STRATFORD CT, WILSONVILLE, OR 97070-6787  
 VONEHRENKROOK MATTHEW & ELIZABETH, 29038 SW ORLEANS AVE, WILSONVILLE, OR 97070  
 VOSLOO MARILYN A TRUSTEE, 30410 SW REBEKAH ST UNIT 33, WILSONVILLE, OR 97070-6665  
 VOSPER FRED C & DEBRA K, 6835 SW FERNBROOK CT, WILSONVILLE, OR 97070-7705  
 VOSPER MATTHEW K & JILL L, 26839 SW MCLEOD ST, WILSONVILLE, OR 97070-6815  
 VOWLES MARK L, 29697 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 VYMAZAL ANNA, 29470 SW VOLLEY ST UNIT 61, WILSONVILLE, OR 97070-6532  
 VYMAZAL ZDENEK, 29630 SW MONTEBELLO DR, WILSONVILLE, OR 97070-7576  
 WADDELL JAMES M TRUSTEE, 7806 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-9467  
 WADDELL MARK L & RICHELLE B, 29585 SW YOSEMITE WAY, WILSONVILLE, OR 97070-8508  
 WADE CHARLES B, 8848 SW KALYCA ST, WILSONVILLE, OR 97070-7809  
 WADE SETON G & MARILYN G, 6978 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-8762  
 WADLEY CHERYL A TRUSTEE, 8075 SW FAIRWAY DR, WILSONVILLE, OR 97070-6431  
 WADSWORTH MARSHA A TRUSTEE, 8520 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-5410  
 WAGENER THOMAS EDWARD, 30800 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 WAGNER DANTON R & DIANE, 11003 SW MATZEN DR, WILSONVILLE, OR 97070-8575  
 WAGNER DAVID G, 6106 SW WOODS CT, PORTLAND, OR 97221-1330  
 WAGNER JESSICA ANN, 10724 SW LONDON LN, WILSONVILLE, OR 97070-3029  
 WAGNER MARK A & EARLENE M, 30720 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-9745  
 WAGNER MARK A & EARLENE M, 30690 SW BOONES FERRY RD, WILSONVILLE, OR 97070-6756  
 WAGONER WILLIAM S & OLIVA S, 7748 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469  
 WAHL TIMOTHY L & EVELYN J, 29804 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 WAIBLE AIRIKA L, 28537 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6838  
 WAITE RYAN & CYNTHIA, 7408 SW BOUCHAINE CT, WILSONVILLE, OR 97070-8868  
 WALCH JONATHAN CHARLES TRUSTEE, 10271 SW EVERGREEN CT, WILSONVILLE, OR 97070-8556  
 WALDEN ELIZABETH L, 7755 SW MURRAY ST, WILSONVILLE, OR 97070-6569  
 WALDEN SARAH, 30424 SW RUTH ST UNIT 84, WILSONVILLE, OR 97070-6679  
 WALDO JANICE E & MARTIN K, 11270 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 WALDRON KENNETH R & RENA JO, 7995 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6428  
 WALDRON WESLEY W & KAYE M, 7996 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6426  
 WALGREEN CO, 104 WILMOT RD, DEERFIELD, IL 60015-5121  
 WALKER ANN LOUESE & EVERETTE E, 17668 SW CEDARVIEW WAY, SHERWOOD, OR 97140-8699  
 WALKER CHAREL A TRUSTEE, 32209 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 WALKER DELORES, 27125 SW WOOD AVE, WILSONVILLE, OR 97070-6536  
 WALKER DONALD R, 28635 SW ROGER BLVD UNIT 71, WILSONVILLE, OR 97070-7779  
 WALKER JOHN III, 31160 SW COUNTRY VIEW LOOP, WILSONVILLE, OR 97070-8428  
 WALKER KRISTIN LARA, 3910 LAKEVIEW DR, LAKE OSWEGO, OR 97035-5549  
 WALKER SCOTT LEROY TRUSTEE, 31044 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7415  
 WALKER SHIRLEY B, 28525 SW CANYON CREEK RD S, WILSONVILLE, OR 97070-7743  
 WALL PAULINE B, 32537 SW JULIETTE DR, WILSONVILLE, OR 97070-7401  
 WALL STANLEY J & KAROL I, 32440 SW ARMITAGE CT S, WILSONVILLE, OR 97070-8413  
 WALLACE BRUCE M, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WALLACE JAMES L & ALICE A, 29650 SW COURTSIDE DR UNIT 14, WILSONVILLE, OR 97070-7482  
 WALLACE KENNETH R & MARTH ANN, 10240 SW BRYTON CT, WILSONVILLE, OR 97070-9531  
 WALLACE RAYMOND A, 8028 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-6427  
 WALLACE SCHUYLER T & CAROL M, 32221 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 WALLER WILLIAM G & DONNA M, 19772 WILDWOOD DR, WEST LINN, OR 97068-5202  
 WALLING BARBARA TRUSTEE, PO BOX 3843, WILSONVILLE, OR 97070-3843  
 WALLS EDWARD S & GLENDA J, 31072 SW KENSINGTON DR, WILSONVILLE, OR 97070-7529  
 WALLS MADELINE J, 30406 SW RUTH ST UNIT 78, WILSONVILLE, OR 97070-6678  
 WALLULIS STANLEY G & DOROTHY N, 7725 SW VILLAGE GREENS CIR, WILSONVILLE, OR 97070-8402  
 WALMSLEY KATHLEEN E, 32083 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WALSH JOSEPH C, 10908 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 WALSH JOSEPH C & MARIA E, 10908 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 WALSH MICHAEL L & JANETTE L, PO BOX 324, WILSONVILLE, OR 97070-0324  
 WALSH NEAL A TRUSTEE, 32095 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WALSH RICHARD E & KAREN L, 29160 SW CHARLOTTE LN, WILSONVILLE, OR 97070-7302  
 WALTER BRENDA J, 29470 SW VOLLEY ST UNIT 66, WILSONVILLE, OR 97070-5438



WALTER BRENT E, 28933 SW CASCADE LOOP, WILSONVILLE, OR 97070-8751  
 WALTER STEPHEN J, 10858 SW PARKWOOD LN, WILSONVILLE, OR 97070-8531  
 WALTERS THEODORA S TRUSTEE, 2002 OLD CLAIRTON RD, JEFFERSON HILLS, PA 15025-3178  
 WANG ALBERT, 8 CHURCHILL DOWNS, LAKE OSWEGO, OR 97035-1412  
 WANG PENG & ZHENKUN REN, 13566 NW HOGAN ST, PORTLAND, OR 97229-4140  
 WANG XIAO-FENG, 29370 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WANG XIAOFENG & WEICHENG ZHOU, 29069 SW MONTE CARLO AVE, WILSONVILLE, OR 97070-7380  
 WANG YI HELEN, 32105 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-9408  
 WANLESS LINDA S, 8130 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 WAPPES GARY W, 11688 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 WARD JEFF, 28627 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 WARD KARL MAX CO-TRUSTEE, 31223 SW KENSINGTON DR, WILSONVILLE, OR 97070-7530  
 WARD STEVEN P, 29550 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7326  
 WARD SYLVIA RVCBL LIVING TRUST AGRMNT, 29371 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WARDEN MATTHEW C, 29327 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316  
 WARDLE STEVE LAMAR, 6851 SW GLENWOOD CT, WILSONVILLE, OR 97070-8759  
 WARNER BRIAN J, 8625 SW WILSON LN, WILSONVILLE, OR 97070-7744  
 WARNER DUANE A & DARLENE B, 1505 NW HEALY CT, BEND, OR 97701-5521  
 WARNER JUDITH A, 7698 SW THORNTON DR, WILSONVILLE, OR 97070-6550  
 WARNICK RYAN S & KERRIE E, 7086 SW IRON HORSE ST, WILSONVILLE, OR 97070-8878  
 WARNOCK CHESTER M, 32228 SW BOONES BEND RD, WILSONVILLE, OR 97070-6418  
 WARNS MARGARET H TRUSTEE, 7670 SW ARBOR LAKE CT, WILSONVILLE, OR 97070-9407  
 WARRELL SCOTT M & BELINDA, 7851 SW GRASS CT, WILSONVILLE, OR 97070-9447  
 WARREN CYNTHIA G, 29540 SW COURTSIDE DR UNIT 10, WILSONVILLE, OR 97070-5436  
 WARREN THELMA J TRUSTEE, 8630 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 WARZYNSKI JOHN G & YVONNE D, 7618 SW ROANOKE DR, WILSONVILLE, OR 97070-6807  
 WARZYNSKI SANDRA R, 31150 SW WALLOWA CT, WILSONVILLE, OR 97070-9778  
 WARZYNSKI STEPHEN A, 31070 SW NEHALEM CT, WILSONVILLE, OR 97070-9736  
 WASHINGTON COUNTY OREGON, 155 N 1ST AVE, HILLSBORO, OR 97124-3001  
 WASHINGTON FEDERAL SAVINGS, 425 PIKE ST, SEATTLE, WA 98101-3902  
 WASSOM JEFF, 8620 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8431  
 WATERS GREG & TRISH, 31313 SW CHIA LOOP, WILSONVILLE, OR 97070-7806  
 WATKINS PETER MARSHALL TRUSTEE, 32575 SW RIVIERA LN, WILSONVILLE, OR 97070-6403  
 WATKINSON TARA D & SAMUEL SUMNER, 7894 SW ROCKBRIDGE ST, WILSONVILLE, OR 97070-6848  
 WATMAR I LLC, ATTN: W GRANT WATKINSON10000 SW COMMERCE CIR, WILSONVILLE, OR 97070-6613  
 WATSON KEITH BYRON, 8200 SW MAXINE LN UNIT 58, WILSONVILLE, OR 97070-7784  
 WATSON RANDY D, 30330 SW REBEKAH ST UNIT 1, WILSONVILLE, OR 97070-6667  
 WATSON WILLIAM & JANET, 7325 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 WATTON ANJIE, 6609 SW LANDOVER DR, WILSONVILLE, OR 97070-6799  
 WATTY GARRETT & KERRY, PO BOX 250, SALYER, CA 95563-0250  
 WEAKLEY ESTHER E, 7855 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 WEAKLEY FAMILY LLC, PO BOX 368, WILSONVILLE, OR 97070-0368  
 WEAST BURTON & ANN, 38 SCHAFER MEADOW LN N, MONTESANO, WA 98563-9783  
 WEATHERLY J DENNIS & TERRI L, 11360 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 WEAVER DAVID M & TINA L, 10450 SW EVERGREEN AVE, WILSONVILLE, OR 97070-7567  
 WEAVER ROBERT J & FRANCES B, 7058 SW HOLLYBROOK CT, WILSONVILLE, OR 97070-7725  
 WEAVER TERESA, 32275 SW ESTATES POST RD, WILSONVILLE, OR 97070-7450  
 WEBB BARRY W & DONNA M, 7730 SW SUMMERTON ST, WILSONVILLE, OR 97070-6887  
 WEBB CARMELLA A, 32325 SW DEL MONTE DR, WILSONVILLE, OR 97070-9431  
 WEBB CLIFFORD S, 32501 SW JULIETTE DR, WILSONVILLE, OR 97070-7445  
 WEBB EDWARD W, 1239 NW MAYFIELD RD, PORTLAND, OR 97229-9102  
 WEBB MICHAEL G & HANNAH R, 10364 SW FRANKLIN LN, WILSONVILLE, OR 97070-5523  
 WEBBER BRUCE R & ANGELA LYONS, 11600 SW LAUSANNE ST, WILSONVILLE, OR 97070-7331  
 WEBER DIETER, 11311 SW CHURCHILL, WILSONVILLE, OR 97070-9572  
 WEBER ELENA M & SHELDON L, PO BOX 915, WILSONVILLE, OR 97070-0915  
 WEBER LAWRENCE A TRUSTEE, 8232 SW EDGEWATER W, WILSONVILLE, OR 97070-9481  
 WEBER LOIS, 7330 SW EAST LAKE CT, WILSONVILLE, OR 97070-8456  
 WEBER PETER, 7565 SW ROANOKE DR, WILSONVILLE, OR 97070-6805  
 WEEKLY NORMAN L & ARLENE M, 7700 SW FAIRWAY DR, WILSONVILLE, OR 97070-6749  
 WEHLER ESTATES HOMEOWNERS ASSOC, 6855 SW BOECKMAN RD, WILSONVILLE, OR 97070-6728  
 WEHLING DALE F & LINDA A, 8640 SW CARMEL CIR, WILSONVILLE, OR 97070-9430  
 WEIDEMANN PARK APARTMENTS, 8532 SW ST HELENS DR STE 201, WILSONVILLE, OR 97070-9639  
 WEIGEL BETTE J L-EST, 6764 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-9404  
 WEIGEL PAULA A C, 29700 SW COURTSIDE DR UNIT 23, WILSONVILLE, OR 97070-5433  
 WEIGEL SEAN A, 7900 SW RACQUET CT, WILSONVILLE, OR 97070-9449



WEIGEL STEVEN & PAULA CARROTHERS, 11371 SW CHANTILLY, WILSONVILLE, OR 97070-9569  
 WEIGEL ZACHARY J & TRICIA L, 10318 SW LISBON ST, WILSONVILLE, OR 97070-3010  
 WEIK ROB A JR, 29278 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7315  
 WEILAND STEVEN L, 31175 SW OTTO LN, WILSONVILLE, OR 97070-9775  
 WEILER INSURANCE PROP INC, 14217 SE FAIR OAKS LN, MILWAUKIE, OR 97267-1068  
 WEIS PETER N TRUSTEE, 28488 SW MEADOWS LOOP, WILSONVILLE, OR 97070-6779  
 WEISER JAROLD A & BARBARA J, 31399 SW ORCHARD DR, WILSONVILLE, OR 97070-7534  
 WEISGERBER PATRICK J TRUSTEE, 7085 SW BOUCHAINE ST, WILSONVILLE, OR 97070-8865  
 WEISS DAVID T, 11998 SW SURREY ST, WILSONVILLE, OR 97070-7375  
 WEISS GARY C TRUSTEE 1/2, 7465 SW GREENS VIEW CT, WILSONVILLE, OR 97070-9405  
 WEISS MICHAEL A TRUSTEE, 31045 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 WEISS-JOHNSON JULIE A, 30566 SW KENSINGTON PL, WILSONVILLE, OR 97070-7500  
 WELBERG DEANNE M & PATRICK C, 7146 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 WELCH DOUGLAS G & ERIN M NEUHAUSER, 28298 SW MORGAN CT, WILSONVILLE, OR 97070-6794  
 WELDON MICHAEL DONALD, 29220 SW ORLEANS AVE, WILSONVILLE, OR 97070-7398  
 WELLING PHILLIP E & BARBARA L, PO BOX 3888, WILSONVILLE, OR 97070-3888  
 WELLMAN NICK, 11210 SW BARBER ST, WILSONVILLE, OR 97070-7308  
 WELLS DEAN A & LILA JEAN, 8245 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 WELLS FARGO HOME MORTGAGE, PO BOX 6000, FORT MILL, SC 29716-1930  
 WELLS FARGO NA, 600 CALIFORNIA ST FLR 19, SAN FRANCISCO, CA 94108-2710  
 WELLS STEVEN L & SANDRA K, 29861 SW CAMELOT ST, WILSONVILLE, OR 97070-7565  
 WELSH AARON, 29700 SW COURTSIDE DR UNIT 27, WILSONVILLE, OR 97070-7483  
 WELSH GAYLE M, 11247 SW CHURCHILL, WILSONVILLE, OR 97070-9571  
 WELSH JOEL R, 29117 SW COSTA CIR E, WILSONVILLE, OR 97070  
 WELSH ROBERT W & MARY L, 9355 SW 5TH ST, WILSONVILLE, OR 97070-7721  
 WELSH RYAN A, 6935 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7437  
 WELTER LAWRENCE H TRUSTEE, 1446 STANLEY DOLLAR DR #1B, WALNUT CREEK, CA 94595-2845  
 WENDLER DENISE I & BRIAN W, 31402 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 WENDLER DENISE I & BRIAN W, 31402 SW ORCHARD DR, WILSONVILLE, OR 97070-8656  
 WENDLING JOYCE TRUSTEE, 7480 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8480  
 WENIGMANN BRUCE A TRUSTEE, 7362 SW IRON HORSE ST, WILSONVILLE, OR 97070-8881  
 WENKE BURVILLE EDWARD TRUSTEE, 5882 W DEL LAGO CIR, GLENDALE, AZ 85308-6208  
 WENNER SHERMA D TRUSTEE, 65 6TH AVE, SEASIDE, OR 97138-6021  
 WENZ KENT L, 28055 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 WERNBERG DENNIS R, 10821 SW HUNT CT, WILSONVILLE, OR 97070-8564  
 WERST DEAN C & JEAN, 1785 WILLAMETTE FALLS DR STE 6, WEST LINN, OR 97068-4568  
 WESNER THOMAS D, 6887 SW CEDAR POINTE DR, WILSONVILLE, OR 97070-7852  
 WEST JUSTINE, 8455 SW WILSON LN, WILSONVILLE, OR 97070-6741  
 WEST LINN-WILS SCH DIST #3J, 22210 SW STAFFORD RD, TUALATIN, OR 97062-7738  
 WEST MARK J & FRIEDA J C, 10888 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 WESTBURY R BRUCE TRUSTEE, 7575 SW FAIRWAY DR, WILSONVILLE, OR 97070-6748  
 WESTING JAMES S, 10904 SW ROLAND CT, WILSONVILLE, OR 97070-8533  
 WESTON INVESTMENT CO LLC, 2154 NE BROADWAY STE #200, PORTLAND, OR 97232-1561  
 WESTOVER BOYD K & CHERYL M, 7670 SW ROANOKE DR, WILSONVILLE, OR 97070-6810  
 WETTSTEIN GUY W, 10898 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 WEYGINT JOHN R & NANCY, 7411 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8466  
 WH PORTLAND INDUSTRIAL LLC, 600 UNIVERSITY ST #2820, SEATTLE, WA 98101-1184  
 WHARTON KENNETH S & HEIDI LYNN, 31033 SW ORCHARD DR, WILSONVILLE, OR 97070-7533  
 WHEATON DAVID & DEE ANN, 22822 PINEHURST, SHERWOOD, OR 97140-8887  
 WHEELAND RODNEY B, 7162 SW IRON HORSE ST, WILSONVILLE, OR 97070-8879  
 WHEELER BRIAN & NICOLE, 7004 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8871  
 WHEELER PAUL M & DONNA R, 10850 SW PARKWOOD LN, WILSONVILLE, OR 97070-7510  
 WHITAKER CLIFFORD II & CHRISTY LEE, 32015 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9596  
 WHITCOMB REGINA, 28740 SW PARKWAY AVE UNIT A6, WILSONVILLE, OR 97070-9764  
 WHITCOMBE BRIGITTE, 7355 SW LAKESIDE DR, WILSONVILLE, OR 97070-6446  
 WHITE CAROL J, 32391 SW LAKE DR, WILSONVILLE, OR 97070-7408  
 WHITE DARALYN R, 7660 SW THORNTON DR, WILSONVILLE, OR 97070-6551  
 WHITE ERIC J & JENNIFER E, 28585 SW SANDALWOOD DR, WILSONVILLE, OR 97070-8774  
 WHITE GREGORY A & JILL C, PO BOX 40348, PORTLAND, OR 97240-0348  
 WHITE JOSEPH T TRUSTEE, 32490 SW JULIETTE DR, WILSONVILLE, OR 97070-7400  
 WHITED THOMAS F & STEFFANIE M, 11230 SW CHAMPOEG DR, WILSONVILLE, OR 97070-9593  
 WHITEHURST NORMAN A, 8740 SW WILSON LN, WILSONVILLE, OR 97070-7738  
 WHITESELL MATTHEW E SR, 31060 SW WILLAMETTE WAY E, WILSONVILLE, OR 97070-9595  
 WHITFIELD DAVID S, 29590 SW COURTSIDE DR UNIT 5, WILSONVILLE, OR 97070-7430  
 WHITLOCK KATHLEEN A, 7147 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872



WHITMER NANCY B TRUSTEE, 32160 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WHITNEY REGINA S, 7609 SW THORNTON DR, WILSONVILLE, OR 97070-6552  
 WICHER GORDON & SANDRA M, 54 DANIEL LN, WALLA WALLA, WA 99362-7228  
 WICKIZER DIANA, 8540 SW MODOC CT, TUALATIN, OR 97062-9113  
 WIDEMAN KIMBERLY A, 30350 SW REBEKAH ST UNIT 11, WILSONVILLE, OR 97070-6670  
 WIDMAN LORRAINE B, 1000 SW PLUM DR, PORTLAND, OR 97219-4751  
 WIDMANN FRANCES E, 7237 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8460  
 WIDMER JUDY C TRUSTEE, 32559 SW ARMITAGE RD, WILSONVILLE, OR 97070-6528  
 WIEDEMANN FAMILY LLC, 5195 SW PROSPERITY PARK RD, TUALATIN, OR 97062-6708  
 WIEDEMANN HARRIETT M TRUSTEE, 10475 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7582  
 WIEDEMANN PARK APTS LTD PRTRNSHP, 3300 NW 185TH #222, PORTLAND, OR 97229-3406  
 WIEGAND JOHN D & JANE E, 28727 SW CASCADE LOOP, WILSONVILLE, OR 97070-8749  
 WIELAND JOSHUA LEE & JENNIE L, 7027 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 WIELEN MARY D VANDER, 8150 SW MARINERS DR, WILSONVILLE, OR 97070-9428  
 WIESE ROBERT M TRUSTEE, 32140 SW ARMITAGE RD, WILSONVILLE, OR 97070-7451  
 WIESENTHAL ROBERT L & MARGARET S, 7480 SW BUNKER POST CT, WILSONVILLE, OR 97070-9416  
 WIETGREFE SCOTT, 28656 SW ASH MEADOWS BLVD UNIT 23, WILSONVILLE, OR 97070-7895  
 WIGGER CHARLES W, 10544 SW COLEMAN LOOP S, WILSONVILLE, OR 97070-5526  
 WIGGER RONALD R & SUZANNE G, 29402 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 WIGLEY MARTIN TIMOTHY, 11259 SW MCKENZIE CT W, WILSONVILLE, OR 97070-9590  
 WIKE JENNIFER, 7930 SW TENNIS CT, WILSONVILLE, OR 97070-9450  
 WIKSTROM CURTISS, PO BOX 500, OLGA, WA 98279-0500  
 WILBORN MARK & CAROL, 31290 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 WILBUR JOHN K & DAWN C, 30640 SW MAGNOLIA AVE, WILSONVILLE, OR 97070-6757  
 WILBUR MATTHEW J & CAROLINE A, 10880 SW MATZEN DR, WILSONVILLE, OR 97070-8576  
 WILCOX BRIAN K, 31400 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 WILCOX CLIFFORD R & VIVIAN E, 28058 SW MORGAN ST, WILSONVILLE, OR 97070-6791  
 WILCOX DANIEL C & JUDY E, 8025 SW WINCHESTER WAY, WILSONVILLE, OR 97070-9421  
 WILCOX KENT G, 31735 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-6453  
 WILES THOMAS P TRUSTEE, 32520 SW RIVIERA LN, WILSONVILLE, OR 97070-7405  
 WILEY DONN O & BRYN A, 29733 SW YOUNG WAY, WILSONVILLE, OR 97070-8561  
 WILHELMS ANGELA, 30410 SW REBEKAH ST UNIT 32, WILSONVILLE, OR 97070-6665  
 WILKINSON EDMUND S JR, PO BOX 222, PALOS VERDES ESTATES, CA 90274-0222  
 WILKINSON PAUL H, 10242 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 WILLADSEN BEVAN C & VIOLA J, 8364 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 WILLAMETTE BANK TWNHSE ASSN, PO BOX 367, WILSONVILLE, OR 97070-0367  
 WILLAMETTE FACTORS INC, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 WILLAMETTE FACTORS INC, 31840 SW CHARBONNEAU DR, WILSONVILLE, OR 97070-7865  
 WILLAMETTE RESOURCES INC, BY REPUBLIC SERVICES PROPERTY TAX PO BOX 29246, PHOENIX, AZ 85038-9246  
 WILLCOCK MELISSA D & MARK A, 11211 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597  
 WILLETT MARK R & LISA K, 10850 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 WILLETT VIRGINIA M, 29490 SW COURTSIDE DR UNIT 17, WILSONVILLE, OR 97070-7431  
 WILLEY TONJA K, 11972 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 WILLIAMS ALAN, 6841 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 WILLIAMS BENJAMIN R & GENA L, 10570 SW TRANQUIL WAY, WILSONVILLE, OR 97070-7570  
 WILLIAMS JAMES K & EDWINA K, 32585 SW BOONES BEND RD, WILSONVILLE, OR 97070-6422  
 WILLIAMS JAMES R, 11841 SW GRENOBLE ST, WILSONVILLE, OR 97070-7370  
 WILLIAMS JEFF, 11980 SW LAUSANNE ST, WILSONVILLE, OR 97070-7369  
 WILLIAMS MICHAEL J & CHRISTINA H, 7887 SW SUMMERTON ST, WILSONVILLE, OR 97070-6842  
 WILLIAMS ROBERT A, 29460 SW VOLLEY ST UNIT 72, WILSONVILLE, OR 97070-7435  
 WILLIAMS SHIRLEY M TRUSTEE, 32433 SW LAKE DR, WILSONVILLE, OR 97070-7409  
 WILLIAMSON BENJAMIN D & MINDY, 7373 SW GLENWOOD DR, WILSONVILLE, OR 97070-8776  
 WILLIAMSON BONNIE L, 8455 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8445  
 WILLIAMSON KATHERINE F TRST, 31441 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-6448  
 WILLIAMSON SUSAN I TRUSTEE, 1441 S IVY ST #1005, CANBY, OR 97013-4367  
 WILLIS ELIZABETH D, 8615 SW CURRY DR UNIT A, WILSONVILLE, OR 97070-8433  
 WILLMAN ALLAN P TRUSTEE, 10896 SW MERLIN CT, WILSONVILLE, OR 97070-8539  
 WILLMERT MCREA B & COLLEEN L, 31124 SW PAULINA CT, WILSONVILLE, OR 97070-8529  
 WILSON JOHN D, 11718 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 WILSON ANTHONY K CO-TRUSTEE, 32470 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 WILSON CHARLES J, 29512 SW QUEENS CT, WILSONVILLE, OR 97070-7512  
 WILSON CHRIS N, 28740 SW PARKWAY AVE UNIT D4, WILSONVILLE, OR 97070-9765  
 WILSON DAVID & B J OSBORNE-WILSON, 29780 SW JACKSON WAY, WILSONVILLE, OR 97070-8509  
 WILSON DONALD & MARILYN BLECHSCHMIDT, 7065 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-7439  
 WILSON DOUGLAS H, 7410 SW LAKESIDE LOOP, WILSONVILLE, OR 97070-8477



WILSON JEFFERY S & KAREN K, 7081 SW GLENWOOD CT, WILSONVILLE, OR 97070-7726  
 WILSON JEFFREY & JACQUELYN DANA, 28249 SW WILLOW CREEK DR, WILSONVILLE, OR 97070-8779  
 WILSON JEFFREY A, 8720 SW CURRY DR UNIT B, WILSONVILLE, OR 97070-8439  
 WILSON KAREN D, 3030 SW ADVANCE RD, WILSONVILLE, OR 97070-9711  
 WILSON KAREN L, 31205 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7479  
 WILSON MANDY L & WILLIAM M, 11639 SW JAMAICA, WILSONVILLE, OR 97070-9563  
 WILSON MARGARET A TRUSTEE, 7795 SW FAIRWAY DR, WILSONVILLE, OR 97070-6435  
 WILSON MICKEY DENNIS, 11711 SW JAMAICA, WILSONVILLE, OR 97070-9575  
 WILSON RANDY V, 30975 SW SANDY CT, WILSONVILLE, OR 97070-9789  
 WILSON ROBERT D & CAROL E, 11559 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 WILSON SCOTT E & JOANNE M, 11440 SW PAULINA DR, WILSONVILLE, OR 97070-8528  
 WILSON SCOTT M & MARY L, 29808 SW CAMELOT ST, WILSONVILLE, OR 97070-7563  
 WILSON STANLEY Y & ROSLYN C, 515 E 3950 N, PROVO, UT 84604-4609  
 WILSONVILLE 2006 NW LLC, 2731 77TH AVE SE STE 206, MERCER ISLAND, WA 98040-2800  
 WILSONVILLE CHEVROLET INC, 26051 SW BOONES FERRY RD, WILSONVILLE, OR 97070-9250  
 WILSONVILLE DEVCO LLC, 4188 SW GREENLEAF DR, PORTLAND, OR 97221-3225  
 WILSONVILLE JUST STORE IT LLC, 14855 SE 82ND DR, CLACKAMAS, OR 97015-7624  
 WILSONVILLE LANES INC, 29040 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-5541  
 WILSONVILLE LTC PROPERTIES LLC, 4560 SE INTERNATIONAL WAY STE 100, MILWAUKIE, OR 97222-4628  
 WILSONVILLE RETAIL/ANGEL LLC, 4900 SW GRIFFITH DR STE 269, BEAVERTON, OR 97005-2977  
 WILSONVILLE SHOPPING CENTER INC, PO BOX 2945, PORTLAND, OR 97208-2945  
 WILSONVILLE SHOPPING CENTER INC, 121 SW MORRISON STE 200, PORTLAND, OR 97204-3132  
 WILSONVILLE SUMMIT LLC, 25800 SW CANYON CREEK RD, WILSONVILLE, OR 97070-9656  
 WILSONVILLE UNITED METH CH, 7355 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7758  
 WILSONVILLE URBAN RENEWAL AGENCY, 29799 SW TOWN CENTER LOOP E, WILSONVILLE, OR 97070-9454  
 WILSONVILLE VILLAGE LLC, 2083 NW JOHNSON ST #1, PORTLAND, OR 97209-1341  
 WINANS CARL N CO-TRUSTEE, 32440 SW LAKE POINT CT, WILSONVILLE, OR 97070-6438  
 WINDSCHIGL TERRY A, 31732 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-9478  
 WINGARD MATTHEW, 28356 SW WAGNER ST, WILSONVILLE, OR 97070-6783  
 WINKELMAN CLARE, 8380 SW MARINERS DR, WILSONVILLE, OR 97070-7457  
 WINSLOW DENNIS P & K A, 29758 SW CAMELOT ST, WILSONVILLE, OR 97070-8563  
 WINSLOW FLOYD V & PATRICIA E, 32230 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411  
 WINTHER MARY K TRUSTEE, 31323 SW FRENCH PRAIRIE RD, WILSONVILLE, OR 97070-7487  
 WIRFS JOHN W & CYNTHIA L PETERSON, 31468 SW ORCHARD DR, WILSONVILLE, OR 97070-5537  
 WISE CLARENCE L & MARIDEL JAYNE, 32521 SW JULIETTE DR, WILSONVILLE, OR 97070-7444  
 WISE FRANKLIN GRIFFITH TRUSTEE, 7832 SW EDGEWATER E, WILSONVILLE, OR 97070-9482  
 WISHERD JASON, 31353 SW CHIA LOOP, WILSONVILLE, OR 97070-7807  
 WISMER MICHAEL L & REBECCA R, 10995 SW EVANS CT, TUALATIN, OR 97062-6041  
 WITHERS JUSTIN & VICTORIA, 11128 SW FLORES ST, WILSONVILLE, OR 97070-8571  
 WITHERS ROBERT L, 32095 SW BOONES BEND RD, WILSONVILLE, OR 97070-6413  
 WOCHNICK ROBERT J & GLENNA ASHLEY, 29625 SW JACKSON WAY, WILSONVILLE, OR 97070-7562  
 WOERNER JON L & JANET L, 7247 SW LAKE BLUFF CT, WILSONVILLE, OR 97070-8465  
 WOLCOTT JOHN J TRUSTEE, 32120 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WOLD RICHARD & JO ANN, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WOLFE DONNA J, 8275 SW MARINERS DR, WILSONVILLE, OR 97070-7456  
 WOLFE HERMAN L, 7958 SW EDGEWATER E, WILSONVILLE, OR 97070-9483  
 WOLFE KENTON A & MARY K, 32100 SW CYPRESS PT, WILSONVILLE, OR 97070-6478  
 WOLFE MICHAEL W, 31142 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-8546  
 WOLFENBARGER CHERYL I & MICHAEL, 7502 SW MURRAY ST, WILSONVILLE, OR 97070-6537  
 WOLFF RHODA L TRUSTEE, 28118 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 WOLFF RICHARD A II TRUSTEE, 31725 SW OLD FARM RD, WILSONVILLE, OR 97070-8462  
 WOLFRAM PATRICK B & MURIEL L, 7577 SW VLAHOS DR, WILSONVILLE, OR 97070-9496  
 WOLVERT ROBERT A CO-TRUSTEE, 31518 SW WILDWOOD CT, WILSONVILLE, OR 97070-5501  
 WOLVERT TERRY DOUGLAS & STEPHANIE, 28560 SW CASCADE LOOP, WILSONVILLE, OR 97070-8747  
 WONG GREGORY K & SHARON L, 29842 SW CAMELOT ST, WILSONVILLE, OR 97070-7564  
 WOOD GREGORY LEE & SHAWN, 30543 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 WOOD LESLIE D & SHAWNA H, 30330 SW REBEKAH ST UNIT 5, WILSONVILLE, OR 97070-6667  
 WOODARD STEPHANIE, 29650 SW COURTSIDE DR UNIT 20, WILSONVILLE, OR 97070-7482  
 WOODCOCK DAVID R & DONNA L, 32566 SW JULIETTE DR, WILSONVILLE, OR 97070-7402  
 WOODHOUSE JOHN D, 6930 SE CESAR E CHAVEZ BLVD, PORTLAND, OR 97202-7718  
 WOODIN JAMES J, 28954 SW ORLEANS AVE, WILSONVILLE, OR 97070-7341  
 WOODLE ROBERT C & JUDITH E, 7932 SW SACAJAWEA WAY, WILSONVILLE, OR 97070-9423  
 WOODLEAF APARTMENTS LLC, 4950 MAPLETON DR, WEST LINN, OR 97068-2145  
 WOODRUFF LEO A, 8255 SW FAIRWAY DR, WILSONVILLE, OR 97070-9419  
 WOODS AARON L, 28962 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769



WOODS PAMELA A, 6860 SW COUNTRY VIEW CT N, WILSONVILLE, OR 97070-9495  
 WOODY ERNEST E CO-TRUSTEE, 29030 SW TOWN CENTER LOOP E STE 202, WILSONVILLE, OR 97070-9490  
 WOOLARD ELIZABETH L, 21602 SW MOLALLA CT, TUALATIN, OR 97062-9541  
 WOOLLEY BRIAN J & VALERIE A, 7124 SW FALLEN LEAF ST, WILSONVILLE, OR 97070-8872  
 WOOLWORTH SHEILA M TRUSTEE, 5020 SW EASTGATE DR, WILSONVILLE, OR 97070-6831  
 WORTH CARL D, 31405 SW OLYMPIC DR, WILSONVILLE, OR 97070-5534  
 WORTMAN RANDAL T & TERESA M, 11568 SW PREAKNESS, WILSONVILLE, OR 97070-9566  
 WREDE KIMBERLY, 29700 SW COURTSIDE DR UNIT 44, WILSONVILLE, OR 97070-5434  
 WRIGHT JAMES T, 2125 NW SAINT ANDREWS DR, MCMINNVILLE, OR 97128-2450  
 WRIGHT JEFFERY, 6778 SW FERNBROOK CT, WILSONVILLE, OR 97070-8757  
 WRIGHT JEFFREY A & KAREN W, 31267 SW WILLAMETTE WAY W, WILSONVILLE, OR 97070-7514  
 WRIGHT JERALD V & VICKI M, 7060 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-8450  
 WRIGHT JOAN M TRUSTEE, 30424 SW RUTH ST UNIT 85, WILSONVILLE, OR 97070-6679  
 WRIGHT KURT G & KATHLEEN L, 28948 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8769  
 WRIGHT SHARI LYNNE, 30538 SW RUTH ST, WILSONVILLE, OR 97070-8693  
 WRIGHT TOD MICHAEL, 10884 SW GLENBROOK CT, WILSONVILLE, OR 97070-6592  
 WROBEL RICHARD & PENNY, 7050 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-8458  
 WROLSTAD ERMA J, 31675 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 WROLSTAD ERMA J, 31675 SW VILLAGE CREST CT, WILSONVILLE, OR 97070-8476  
 WSW LLC, 29025 SW TOWN CENTER LOOP W, WILSONVILLE, OR 97070-9475  
 WU BO, 28608 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6850  
 WU JIING KAE, 30602 SW RUTH ST, WILSONVILLE, OR 97070-8658  
 WU LIN, 8817 NW HAZELTINE ST, PORTLAND, OR 97229-4174  
 WU MEE HING, PO BOX 3884, WILSONVILLE, OR 97070-3884  
 WU YUANSU, PO BOX 2292, WALNUT, CA 91788-2292  
 WYCKOFF MATTHEW D & KARLEE C, 11082 SW MONT BLANC ST, WILSONVILLE, OR 97070-7399  
 WYLY WILLIAM G & LYNDA M, 32293 SW LAKE DR, WILSONVILLE, OR 97070-6527  
 WYMAN JAMES M, 28725 SW COSTA CIR E, WILSONVILLE, OR 97070-7337  
 WYSONG MARK LEE & MARTI BOLTON, 32230 SW LAKE DR, WILSONVILLE, OR 97070-7407  
 XEROX CORPORATION, XEROX SQUARE 040A, ROCHESTER, NY 14644-0001  
 YACOB BETSY, 6885 SW MONTGOMERY WAY, WILSONVILLE, OR 97070-6739  
 YACOB YOSEF, 28 PLAZA AVILA, LAKE ELSINORE, CA 92532-0132  
 YAGNIK SURESH K TRUSTEE, 6957 CORTE VERDE CT, PLEASANTON, CA 94566-8611  
 YAMAYEE ZIA A & MARLENE MOORE, 10641 SW EDGEWOOD CT, WILSONVILLE, OR 97070-5532  
 YAMODIS NICOLAS D II & PATRICIA, E5020 EAGLE ST, GULFPORT, MS 39501-3702  
 YAMPOLSKY JULIE A, 590 E 46TH AVE, EUGENE, OR 97405-3900  
 YAQOUT MUHAMMAD MUBARAK MAILI & K M MI0459 SW MADRID LOOP, WILSONVILLE, OR 97070-3039  
 YARDLEY ARLEN R, 8705 SW WILSON LN, WILSONVILLE, OR 97070-6730  
 YAVORSKY LORIE S TRUSTEE, 608 CANTERBURY LN, SAGAMORE HILLS, OH 44067-4115  
 YEAGER RICK K, 8580 SW WILSON LN, WILSONVILLE, OR 97070-7737  
 YEZNACH ANTHONY, 29382 SW GLACIER WAY, WILSONVILLE, OR 97070-8500  
 YODER ROBERT P, 30350 SW REBEKAH ST UNIT 14, WILSONVILLE, OR 97070-6670  
 YOKOYAMA ROBERT T, 28625 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 YOSHIDA MASANORI & NOBUKO, 28080 SW WAGNER ST, WILSONVILLE, OR 97070-6785  
 YOST DANIEL R, 29750 SW COURTSIDE DR UNIT 7, WILSONVILLE, OR 97070-7485  
 YOUNG ANNETTE J & JAMES E, 10308 SW ASHTON CIR, WILSONVILLE, OR 97070-9532  
 YOUNG CHRISTOPHER D & ANN M, 28669 SW GLENWOOD CIR, WILSONVILLE, OR 97070-8758  
 YOUNG D S & LEHAN DOROTHY, PO BOX 7, WILSONVILLE, OR 97070-0007  
 YOUNG DANIEL & JENNIFER, 10863 SW ARTHUR CT, WILSONVILLE, OR 97070-8535  
 YOUNG DAVID S, PO BOX 7, WILSONVILLE, OR 97070-0007  
 YOUNG DAVID W, 7090 SW MOLALLA BEND RD, WILSONVILLE, OR 97070-6451  
 YOUNG FLORENCE MARY, 8230 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-7458  
 YOUNG LARENZO J & LAURA A, 28949 SW COSTA CIR E, WILSONVILLE, OR 97070  
 YOUNG LISA M, 7772 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6824  
 YOUNG MAGDALENE YIN CHEONG, 30330 SW REBEKAH ST UNIT 2, WILSONVILLE, OR 97070-6667  
 YOUNG SUZANNE J, 10206 SW EVERGREEN CT, WILSONVILLE, OR 97070-8555  
 YOUNG VICTORIA L TRUSTEE, 8715 SW MIAMI, WILSONVILLE, OR 97070-9758  
 ZAGANIACZ KAREN L & GARY M, 10859 SW PARKVIEW DR, WILSONVILLE, OR 97070-6591  
 ZAKOVICS ZIG, 32211 SW BOONES BEND RD, WILSONVILLE, OR 97070-6416  
 ZALEC PAUL & MICHELLE, 7901 SW CINNABAR ST, WILSONVILLE, OR 97070-6844  
 ZAMBERLAN DEBORAH J, PO BOX 554, WEIRSDALE, FL 32195-0554  
 ZELL LEONARD TRUSTEE, 8137 SW EDGEWATER W, WILSONVILLE, OR 97070-9480  
 ZELLER JEROME B & MARIE K, 8160 SW WOODBRIDGE CT, WILSONVILLE, OR 97070-9427  
 ZENITRAM PROPERTIES IV LLC, 16800 SE MCLOUGHLIN BLVD, MILWAUKIE, OR 97267-4956  
 ZHANG YANPING, 5618 NW SKYCREST PKWY, PORTLAND, OR 97229-2329



ZHANG ZHONG, 5012 GREENSBOROUGH CT, LAKE OSWEGO, OR 97035-8748  
 ZHOU YING, 3-2-12E GUAN CHENG, BEIJING, 10008  
 ZIEHL DONALD & ANITA, 29439 SW YOSEMITE ST, WILSONVILLE, OR 97070-8504  
 ZIERCHER ERIC L, 31439 SW ORCHARD DR, WILSONVILLE, OR 97070-5536  
 ZIMEL MARK S, 11630 SW PALERMO ST, WILSONVILLE, OR 97070-7317  
 ZIMMERMAN EUGENE BRIAN, 28669 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8766  
 ZIMMERMAN JAMES E, 28620 SW CRESTWOOD DR, WILSONVILLE, OR 97070-7728  
 ZIMMERMAN LIN A, 11931 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 ZINSLI LEROY & CAROL, 31550 SW VILLAGE GREEN CT, WILSONVILLE, OR 97070-8426  
 ZINSLI LEROY DONALD TRUSTEE, 7490 SW DOWNS POST RD, WILSONVILLE, OR 97070-8454  
 ZITEK GLADYS JILL, 30825 SW ROGUE CT, WILSONVILLE, OR 97070-9786  
 ZOTOS KAMRYN J, 31175 SW METOLIUS CT, WILSONVILLE, OR 97070-9782  
 ZOU WEI & BEI HUANG, 11969 SW LAUSANNE ST, WILSONVILLE, OR 97070-7328  
 ZUCKER LEONARD TRUSTEE, 32505 SW ARBOR LAKE DR, WILSONVILLE, OR 97070-6443  
 ZUERCHER DAVID J & PAMELA A, 8680 SW MIAMI, WILSONVILLE, OR 97070-9758  
 ZUNDEL ROBERT E & DEBORAH Y, 8575 SW ROGUE LN, WILSONVILLE, OR 97070-6744  
 ZURCHER TIMOTHY SCOTT & LISA MARIE, PO BOX 2628, WILSONVILLE, OR 97070-2628  
 ZWEBER KENNETH D, 6303 SW ASH CREEK DR, PORTLAND, OR 97219-3182  
 ZWEIGART MELODY R & NEIL, 10450 SW WILSONVILLE RD, WILSONVILLE, OR 97070-7583  
 Mildred Hill, 23885 SW 65th, Tualatin, OR 97062  
 Aquilla Hurd-Ravich, City of Tualatin 18880 SW Martinazzi Avenue, Tualatin, OR 97062  
 Attn: Development Review, ODOT 123 NW Flanders Street, Portland, OR 97209  
 Bill Ferber, Region Manager, Oregon Water Resources Department 725 Summer Street, NE, Salem, OR 97301  
 Bill Rhoades, West Linn/Wilsonville School District 3JT22210 SW Stafford Rd., Tualatin, OR 97062  
 Bobbi Burton, Community Coordinator, Facilities Division 2575 Center Street, NE, Salem, OR 97310  
 Brian Moore, Portland General Electric 9540 SW Boeckman Road, Wilsonville, OR 97070  
 Brian Tietz, United Disposal Services 10295 SW Ridder Road, Wilsonville, OR 97070  
 Caleb Winter, Metro 600 NE Grand Avenue, Portland, OR 97232  
 City Planner, City of Canby 182 N. Holly, Canby, OR 97013  
 Columbia Cable of Oregon, 14200 SW Brigadoon Ct., Beaverton, OR 97005  
 Jane Estes, ODOT Region 2A 6000 SW Raab Road, Portland, OR 97221  
 John Lilly, Department of State Lands 775 Summer Street, NE, Salem, OR 97301-1279  
 Lidwien Rahman, ODOT, Region 1 123 NW Flanders Street, Portland, OR 97209  
 Manager, Community Development, Metro Growth Management Services 600 NE Grand Avenue, Portland, OR 97232  
 Marah Danielson, ODOT, Region 1 123 NW Flanders Street, Portland, OR 97209  
 Oregon Dept of Environ Quality, 811 SW Sixth Avenue, Portland, OR 97204  
 Planning Director, City of Sherwood 22560 SW Pine Street, Sherwood, OR 97140  
 Ray Valone, Metro 600 NE Grand Avenue, Portland, OR 97232  
 Richard Ross, Department of Corrections 2575 Center Street NE, Salem, OR 97310  
 Saskia Dresler, West Linn/Wilsonville School District 3JT22210 SW Stafford Rd., Tualatin, OR 97062  
 Shelley Fenton, BPA, Realty Department PO Box 3621, Portland, OR 97208  
 Sherwood School Dist Admin Office, 23295 SW Main Street, Sherwood, OR 97140  
 Tom Simpson, NW Natural Gas 220 NW 2nd Avenue, Portland, OR 97209  
 Tualatin Valley Fire and Rescue, South Division 7401 SW Washo Court, Tualatin, OR 97062-8350  
 Tualatin Valley Fire and Rescue, 29875 SW Kinsman Road, Wilsonville, OR 97070  
 Tualatin Valley Water District, 1850 SW 170th Ave., Beaverton, OR 97005-4211  
 Wendy Buck, Portland General Electric 121 SW Salmon I WTC3, Portland, OR 97204  
 William Graffi, Unified Sewerage Agency 155 N. First Avenue, Room 270, Hillsboro, OR 97124

Witness my hand this 26<sup>th</sup> day of April 2013

  
 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 26<sup>th</sup> day of April 2013

  
 NOTARY PUBLIC STATE OF OREGON





**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**This is to notify you that the City of Wilsonville has proposed Land Use Regulations that may affect the permissible uses of your property and other properties.**

*(This notice required by ORS 227.186)*

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004). The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **June 3, 2013, at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

The City of Wilsonville has determined that the adoption of the TSP and related Code amendments may affect the permissible uses of your property and other properties in the affected zone and may change the value of your property.

The language in the above paragraph is required by Oregon state law ORS 227.186. The City has not determined that this particular proposal will reduce or otherwise impact either the value or use of your property. Any changes to permitted land uses may reduce or increase property values, depending on various factors.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies.

The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

**The draft TSP includes:**

- City goals, policies and implementation measures related to the transportation system;
- An evaluation of the existing transportation system;
- Identification of capital improvement projects to address vehicles, bicycles, pedestrians, freight, transit and safety;
- Establishment of functional street classifications, connectivity, spacing and cross-section standards.

Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.

## How to Comment:

Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on May 8<sup>th</sup>. Direct such written comments or testimony to:

**Chris Neamtzu, Planning Division,**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

*Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*



**Postage Statement - Standard Mail**

<b>Mailer</b>	Permit Holder's Name and Address and Email Address, if Any	Telephone 503-239-9488	Name and Address of Mailing Agent (If other than permit holder)	Telephone	Name and Address of Individual or Organization for Which Mailing is Prepared (If other than permit holder)
	ADVANCED POST & PRESS INC ADVANCED POST & PRESS 14419 SE McLOUGHLIN BLVD PORTLAND, OR 97267  CAPS Cust. Ref. No. _____ CRID			CITY OF WILSONVILLE 29799 SW TOWN CENTER LOOP E WILSONVILLE, OR 97070  CRID	

<b>Mailing</b>	Post Office of Mailing Portland, OR 97208	Processing Category <input checked="" type="checkbox"/> Letters <input type="checkbox"/> Catalogs <input type="checkbox"/> Flats	Mailers' Mailing Date Apr 10, 2013	Federal Agency Cost Code	Statement Seq. No. 113846	No. and Type of Containers <u>0</u> Sacks
	Type of Postage <input checked="" type="checkbox"/> Permit Imprint <input type="checkbox"/> Precanceled Stamps <input type="checkbox"/> Metered	<input type="checkbox"/> Marketing Parcels <input type="checkbox"/> Parcels - Machinable <input type="checkbox"/> Parcels - Irregular <input type="checkbox"/> CMM	Weight of a Single Piece <u>0.0138</u> pounds	Combined Mailing <input type="checkbox"/> Mixed Class <input type="checkbox"/> Single Class	Total # of Pieces in Mailing 4,632 Total Weight 63.9216	<u>9</u> 1 ft. Letter Trays <u>5</u> 2 ft. Letter Trays <u>0</u> EMM Letter Trays <u>0</u> Flat Trays <u>0</u> Pallets <u>0</u> Other
	Permit # 1547	For Mail Enclosed within Another Class <input type="checkbox"/> Bound Printed Matter <input type="checkbox"/> Library Mail <input type="checkbox"/> Media Mail <input type="checkbox"/> Periodicals <input type="checkbox"/> Parcel Post	<input type="checkbox"/> Mailpiece is a product sample.		% samples.	

For Automation Pieces, Enter Date of Address Matching and Coding 03/31/2013	For Carrier Route Pieces, Enter Date of Address Matching and Coding 03/31/2013	For Carrier Route Pieces, Enter Date of Carrier Route Sequencing	For Pieces Bearing a Simplified Address Enter Date of Delivery Statistics File or Alternative Method
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Move Update Method: ☐ Ancillary Service Endorsement ☒ NCOA <sup>Link</sup> ☐ ACS ☐ Alternative Method ☐ Multiple  
☐ n/a Alternative Address Format ☐ OneCode ACS

Parts Completed (Select all that apply) ☒ A ☒ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ H ☐ L ☐ M ☐ S ☐ NSA

<input type="checkbox"/> Letter-size or flat mailpiece contains DVD/CD or other disk.	1	<b>Subtotal Postage (Add Parts Total/s)</b>	<b>\$978.18</b>
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Subtotal Postage, Fees, and Totals		\$915.15
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2 Price at Which Postage Affixed (Check one). Complete if the mailing includes pieces bearing metered/PC Postage or precanceled stamps. ☐ Correct ☐ Lowest ☐ Neither ☐ pcs x \$ = **Postage Affixed**

3	Incentive/Discount Flat Dollar Amount:	-
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4	Fee Flat Dollar Amount:	+
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5	Permit #	Net Postage Due (Line 1 +/- Lines 2, 3, 4)	\$978.18
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Additional Postage Payment (State reason)	
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Use	For postage affixed, add additional payment to net postage due; for permit imprint add additional payment to total postage.	<b>Total Adjusted Postage Affixed</b>

Postmaster: Report Total Postage in <b>AIC 130</b> (Permit Imprint Only, Excluding Simplified Addressing (EDDM))	<b>Total Adjusted Postage Permit Imprint</b>
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Postmaster: Report Total Postage in <b>AIC 208</b> (Simplified Addressing (EDDM), Permit Imprint Only)	<b>Total Adjusted Postage Simplified Addressing (EDDM)</b>
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Incentive/Discount Claimed: _____	Type of Fee: _____
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**E** The mailer's signature certifies acceptance of liability for and agreement to pay any revenue deficiencies assessed on this mailing, subject to appeal. If an agent signs

**Certification:** I, the undersigned, certify that I am an authorized agent of the sender of the enclosed mail matter and that the sender is bound by the certification and agrees to pay any deficiencies in postage. In addition, agents may be liable for any deficiencies resulting from matters within their responsibility, knowledge, or control. The mailer hereby certifies that all information furnished on this form is accurate, truthful, and complete; that the mail and the supporting documentation comply with all postal standards and the mailing qualifies for the prices and fees claimed; and that the mailing does not contain any matter prohibited by law or postal regulation. I understand that anyone who furnishes false or misleading information on this form or who omits information requested on this form may be subject to criminal and/or civil penalties, including fines and imprisonment.

Privacy Notice: For information regarding our Privacy Policy visit [www.usps.com](http://www.usps.com).

Signature of Mailer or Agent	Printed Name of Mailer or Agent Signing Form <b>ADVANCED POST &amp; PRESS</b>	Telephone 503-239-9488
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Weight of a	0	ound	Are postage figures at left adjusted from	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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Single Piece \_\_\_\_\_ pounds mailer's entries? If yes, reason: ☐ Yes ☐ No

Notes	Total Pieces	Total Weight		

Total Postage	
---------------	--

Presort Verification Performed? (If required)	Bound Stamp (Required)
---	------------------------

<input type="checkbox"/> Yes <input type="checkbox"/> No		Date Maller Notified		Contact		Round Stamp (Required) Payment Date	
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I CERTIFY that this mailing has been inspected for each item below if required:

(1) eligibility for postage prices claimed;

(2) proper preparation (and presort where required):

(3) proper completion of postage statement;  
(4) payment of annual fee; and

(4) payment of annual fee, and  
(5) sufficient funds on deposit. (If required)

(c) Signature of USPS Employee (in response)	
USPS Employee's Signature	Print USPS Employee's Name

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PS Form 3602-R1, January 2013 (121102) Facsimile by Bulk Mailer Pro 5.7.0, Satori Software Inc., (206) 357-2900



# Standard Mail



## Part A

### Automation Letters

Check box at left if prices are populated in this section.

Letters 3.3 oz. (0.2063 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
A1	None	5-Digit	\$0.247					
A2	None	3-Digit	0.266					
A3	None	AADC	0.266					
A4	None	Mixed AADC	0.282	287	80.934			80.9340
A5	DNDC	5-Digit	0.214					
A6	DNDC	3-Digit	0.233					
A7	DNDC	AADC	0.233					
A8	DNDC	Mixed AADC	0.249					
A9	DSCF	5-Digit	0.204	3830	781.320			781.3200
A10	DSCF	3-Digit	0.223	395	88.085			88.0850
A11	DSCF	AADC	0.223	73	16.279			16.2790

Letters Over 3.3 oz. up to 3.5 oz.

	Entry	Price Category	Piece Price	Or Amount Affixed	No. of Pieces	Pieces Subtotal	Pound Price	Pounds	Pounds Subtotal	Subtotal Postage	Discount Total	Fee Total	Total Postage
A12	None	5-Digit	\$0.092				\$0.752						
A13	None	3-Digit	0.111				0.752						
A14	None	AADC	0.111				0.752						
A15	None	Mixed AADC	0.127				0.752						
A16	DNDC	5-Digit	0.092				0.591						
A17	DNDC	3-Digit	0.111				0.591						
A18	DNDC	AADC	0.111				0.591						
A19	DNDC	Mixed AADC	0.127				0.591						
A20	DSCF	5-Digit	0.092				0.543						
A21	DSCF	3-Digit	0.111				0.543						
A22	DSCF	AADC	0.111				0.543						

For affixed postage mailings as described in DMM 243, compute and enter the price for each piece in the Amount Affixed column, multiply by No. of Pieces and total in the Total column.

A23	Standard Mail Automation Letters Subtotal (Add lines A1-A22)	966.6180
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### Full Service Intelligent Mail Option

A24	Letters - Number of Pieces that Comply _____ x \$ 0.001 =
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Part A Total (Line A23 minus A24) 966.6180



# Standard Mail

## ☒ Part B Nonautomation Letters

Check box at left if prices are populated in this section.

### Machinable Letters 3.3 oz. (0.2063 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
B1	None	AADC	\$0.274					
B2	None	Mixed AADC	0.290	12	3.480			3.4800
B3	DNDC	AADC	0.241					
B4	DNDC	Mixed AADC	0.257					
B5	DSCF	AADC	0.231	35	8.085			8.0850

### Nonmachinable Letters 3.3 oz. (0.2063 lbs.) or less

	Entry	Price Category	Price	No. of Pieces	Subtotal Postage	Discount Total	Fee Total	Total Postage
B6	None	5-Digit	\$0.408					
B7	None	3-Digit	0.503					
B8	None	ADC	0.537					
B9	None	Mixed ADC	0.632					
B10	DNDC	5-Digit	0.375					
B11	DNDC	3-Digit	0.470					
B12	DNDC	ADC	0.504					
B13	DNDC	Mixed ADC	0.599					
B14	DSCF	5-Digit	0.365					
B15	DSCF	3-Digit	0.460					
B16	DSCF	ADC	0.494					

### Nonmachinable Letters Over 3.3 oz. but less than 16 oz.

	Entry	Price Category	Piece Price	Or Amount Affixed	No. of Pieces	Pieces Subtotal	Pound Price	Pounds	Pounds Subtotal	Subtotal Postage	Discount Total	Fee Total	Total Postage
B17	None	5-Digit	\$0.257				\$0.752						
B18	None	3-Digit	0.335				0.752						
B19	None	ADC	0.387				0.752						
B20	None	Mixed ADC	0.429				0.752						
B21	DNDC	5-Digit	0.257				0.591						
B22	DNDC	3-Digit	0.335				0.591						
B23	DNDC	ADC	0.387				0.591						
B24	DNDC	Mixed ADC	0.429				0.591						
B25	DSCF	5-Digit	0.257				0.543						
B26	DSCF	3-Digit	0.335				0.543						
B27	DSCF	ADC	0.387				0.543						

For affixed postage mailings as described in DMM 243, compute and enter the price for each piece in the Amount Affixed column, multiply by No. of Pieces and total in the Total column.

Part B Total (Add lines B1-B27) 11.5650

**AFFIDAVIT OF EMAILING AND POSTING NOTICE OF  
PUBLIC HEARING IN THE CITY OF WILSONVILLE**

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STATE OF OREGON )

COUNTIES OF CLACKAMAS )  
AND WASHINGTON )

CITY OF WILSONVILLE )

**I, Linda M. Straessle, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the original notice of said public hearing; that on April 10, 2013, I did cause to be emailed copies of such notice of said public hearing in the exact form hereto attached to the following people:**

Ray Cooper, [r2cooper@yahoo.com](mailto:r2cooper@yahoo.com)  
Abbie Allen, [abbie.allen@oit.edu](mailto:abbie.allen@oit.edu)  
Andy DeHart, Vision Plastics Inc, Warehouse supervisor, [adehart@visionplastics.com](mailto:adehart@visionplastics.com)  
Tony Holt, [Ajholt36@aol.com](mailto:Ajholt36@aol.com)  
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 Jerry Greenfield, DRB A, [jerrygreenfield@gmail.com](mailto:jerrygreenfield@gmail.com)  
 Ken Ruud, DRB A, [kenruud@yahoo.com](mailto:kenruud@yahoo.com)  
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 Simom Springall, DRB A, [simon@springall.com](mailto:simon@springall.com)  
 Aaron Woods, DRB B, [Aaronwood1@frontier.com](mailto:Aaronwood1@frontier.com)  
 Andrew Karr, DRB B, [andrew.karr@viewpointcs.com](mailto:andrew.karr@viewpointcs.com)  
 Cheryl Dorman, DRB B, [Cheryldorman1@yahoo.com](mailto:Cheryldorman1@yahoo.com)  
 Dianne Knight, DRB B, [dianneandnathan@gmail.com](mailto:dianneandnathan@gmail.com)  
 Jhuma Chaudhuri, DRB B, [chaudj01@yahoo.com](mailto:chaudj01@yahoo.com)  
 Richard Goddard, City Council, [Richardgoddard2010@gmail.com](mailto:Richardgoddard2010@gmail.com)  
 Scott Starr, City Council, [scottstarr97070@gmail.com](mailto:scottstarr97070@gmail.com)  
 Julie Fitzgerald, City Council, [fitzgerald@ci.wilsonville.or.us](mailto:fitzgerald@ci.wilsonville.or.us)  
 Susie Stevens, City Council, [stevens@ci.wilsonville.or.us](mailto:stevens@ci.wilsonville.or.us)  
 Mayor Tim Knapp, City Council, [knapp@ci.wilsonville.or.us](mailto:knapp@ci.wilsonville.or.us)  
 Eric Bohard, Parks & Rec Advisory Board, [ericboh@co.clackamas.or.us](mailto:ericboh@co.clackamas.or.us)  
 Parker Johnstone, Parks & Rec Advisory Board, [parkerjohnstone@aol.com](mailto:parkerjohnstone@aol.com)  
 Ken Rice, Parks & Rec Advisory Board, [missskitow@hotmail.com](mailto:missskitow@hotmail.com)  
 Alan Johnson, Parks & Rec Advisory Board, [Johnson5605@comcast.net](mailto:Johnson5605@comcast.net)  
 Elaine-Marie Swyt, Parks & Rec Advisory Board, [eswynt@mediaphysics.com](mailto:eswynt@mediaphysics.com)  
 Mary Closson, Parks & Rec Advisory Board, [maryclosson@msn.com](mailto:maryclosson@msn.com)  
 Katharine Johnson, Parks & Rec Advisory Board, [k8joo78@yahoo.com](mailto:k8joo78@yahoo.com)  
 Andy Back, Wash. County Long Range Planning, [Andy\\_Back@co.washington.or.us](mailto:Andy_Back@co.washington.or.us)  
 Ben Baldwin, Tri-Met Project Planning Dept, [DevelopmentReview@trimet.org](mailto:DevelopmentReview@trimet.org)  
 Brian Harper, Metro, [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov)  
 Mike McCallister, Clackamas Cty Planning Mngr, [mikem@co.clackamas.or.us](mailto:mikem@co.clackamas.or.us)  
 Ryan Truair, NW Natural Gas, [rmk@nwnatural.com](mailto:rmk@nwnatural.com)  
 Attn: Development Review, ODOT, [Region1DEVREVApplications@odot.state.or.us](mailto:Region1DEVREVApplications@odot.state.or.us)

Also: Emailed to 154 people signed up to receive eNews Public Hearing Notice notifications via the City web site.

**Also notice was posted at the following locations:**

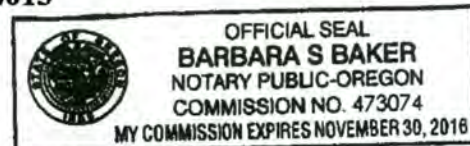
- Wilsonville City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Wilsonville Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site

Witness my hand this 12<sup>th</sup> day of April 2013

  
 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 12<sup>th</sup> day of April 2013

  
 NOTARY PUBLIC STATE OF OREGON





**NOTICE OF LEGISLATIVE PUBLIC HEARING  
BEFORE THE PLANNING COMMISSION:  
UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP)  
and related amendments to the Development Code**

City of  
**WILSONVILLE**  
in OREGON

**Planning Commission:**

On **Wednesday, May 8, 2013, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Wilsonville Transportation System Plan and related Comprehensive Plan and Development Code amendments (Case File # LP13-0003 and LP13-0004).

The Planning Commission will consider whether to recommend adoption of the amendment to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

**City Council:**

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **June 3, 2013, at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

**Oregon State Law ORS 227.186.** The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted properties owners, as required by Oregon law.

**Summary of Proposal: Updated Wilsonville Transportation System Plan**

The Transportation System Plan (TSP) is a 20-year blueprint for Wilsonville's transportation system. The TSP update integrates and updates past master planning efforts for vehicular, bicycle and pedestrian, and transit improvements and programs into one new Plan. The TSP accounts for changing economic and social circumstances (including land use growth and revenue forecasts through the year 2035) to ensure consistency with state and regional planning policies.

The Transportation System Plan is a City-wide plan that guides transportation policies, including property access, and projects such as street expansions and new connections

**The draft TSP includes:**

- City goals, policies and implementation measures related to the transportation system;
- An evaluation of the existing transportation system;
- Identification of capital improvement projects to address vehicles, bicycles, pedestrians, freight, transit and safety;
- Establishment of functional street classifications, connectivity, spacing and cross-section standards.

Amendments to the Development Code are proposed to implement and coordinate with the policies in the TSP, particularly with regard to transportation-related improvements of large new developments.

**How to Comment:** Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on May 8. Direct such written comments or testimony to:

**Chris Neamtzu, Planning Division**  
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;  
[Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us), (503) 682-4960

Copies of the full draft plan is available from the Wilsonville Planning Department at the above address and at the project website: [www.ci.wilsonville.or.us/tspupdate](http://www.ci.wilsonville.or.us/tspupdate)

***Note:** Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Planning Administrative Assistant at (503) 682-4960.*





6605 SE Lake Road, Portland, OR 97222 • PO  
Box 22109, Portland, OR 97269-2109  
Phone: 503-684-0360 Fax: 503-620-3433  
E-mail: [legals@commnewspapers.com](mailto:legals@commnewspapers.com)

## AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS  
I, Charlotte Allsop, being the first duly sworn,  
depose and say that I am the Accounting  
Manager of the *Wilsonville Spokesman*, a  
newspaper of general circulation, published  
at Wilsonville, in the aforesaid county and  
state, as defined by ORS 193.010 and  
193.020, that

**City of Wilsonville**  
**Notice of Public Hearing – Update TSP**  
**WS109**

a copy of which is hereto annexed, was  
published in the entire issue of said  
newspaper for

1

week in the following issue:

**April 24, 2013**

*Charlotte Allsop*

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this  
April 24, 2013.

*René R. Muller*

NOTARY PUBLIC FOR OREGON

My commission expires

*Sept 11, 2016*

Acct # 6821011

Attn: Linda Straessle

City of Wilsonville

29799 SW Town Center Loop

Wilsonville, OR 97070

Size: 2 x 13"

Amount Due: \$224.90\*

\*Please remit to the address above.

## NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION: UPDATE OF WILSONVILLE TRANSPORTATION SYSTEM PLAN (TSP) and related amendments to the Development Code

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one new Plan. The TSP accounts for changing economic and  
social circumstances (including land use growth and revenue  
forecasts through the year 2035) to ensure consistency with state  
and regional planning policies.

The Transportation System Plan is a City-wide plan that guides  
transportation policies, including transportation access and priorities

