

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 3rd day of June, 2013, and scheduled for a second reading at a regular meeting of the Council on the 17th day of June, 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 17th day of June, 2013 by the following votes:

Yes: -4- No: -0-

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 18th day of June, 2013.

TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp - Yes

Council President Starr - Yes

Councilor Goddard - Yes

Councilor Fitzgerald - Excused

Councilor Stevens - Yes

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"> • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • 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; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. <p>(Title 1, Street System Design Sec 3.08.110B)</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"> • provides full street connections with spacing of 	<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"> · 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) · provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers · limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections · includes no closed-end street longer than 220 feet or having no more than 25 dwelling units <p>(Title 1, Street System Design Sec 3.08.110E)</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>(Title 1, Street System Design Sec 3.08.110F)</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> 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

Regional Transportation Functional Plan Requirement	Development Code Compliance
<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"> • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable. <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> • 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; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • 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; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. <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"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; 	<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"> · Landscaped or paved pedestrian buffer strip location and width; · Street tree location and spacing; · Pedestrian street crossing and intersection design; · Street lighting and furniture for pedestrians; · A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p>(Title 1, Pedestrian System Design Sec 3.08.130C)</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"> · No minimum ratios higher than those shown on Table 3.08-3. · 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. <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"> • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. <p>(Title 4, Parking Management Sec 3.08.410)</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><i>(Could be located in Development code or Comprehensive Plan)</i></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"> · A connected street and pedestrian network for the district; · An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; · Interconnection of pedestrian, transit and bicycle systems; · Parking management strategies; · Access management strategies; · Sidewalk and accessway location and width; · Landscaped or paved pedestrian buffer strip location and width; · Street tree location and spacing; · Pedestrian street crossing and intersection design; · Street lighting and furniture for pedestrians; · A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</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>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,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"> · By-right exemptions from minimum parking requirements; · Parking districts; · Shared parking; · Structured parking; · Bicycle parking; · Timed parking; · Differentiation between employee parking and parking for customers, visitors and patients; · Real-time parking information; · Priced parking; · Parking enforcement. <p>(Title 4, Parking Management Sec 3.08.410I)</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"> • Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications. • Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.
(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>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.</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>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</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><i>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</i></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>
<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:</p>	
<p>(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>	<p><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></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><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></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><i>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</i></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"> • 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. • Off-street parking is allowed according to

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>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><u>OR</u></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"> • Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements. • Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums. • 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.
<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>	
<p>OAR 660-012-0060 Plan and Land Use Regulation Amendments</p>	<p>Findings</p>
<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:

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
a. Residential			
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 Apartments – Min. of 2
[...]	[...]	[...]	[...]

(.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.

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.

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
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.

Proposed Amendments to the Wilsonville Development Code
Related to the 2013 Transportation System Plan

Note: Commentary is included in text boxes to explain the intent, effect of, or need for the amendments.

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.

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), [...]
- 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

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.

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.).

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
a. Residential			
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.

(.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:

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."

(.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]

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.

~~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 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 ~~(.01) 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

It 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 about 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.

Attachment C

LP13-0004

Transportation Systems Plan Code Amendments

Planning Commission

Index of Distributed Documents

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
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Planning Commission May 8, 2013 Final Actions

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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 8th 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

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

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,
 - 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 Levit:

- 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

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

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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

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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
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Wilsonville, OR 97070
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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 is 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

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

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 8th 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: _____
Commissioner Eric Postma: _____
Commissioner Peter Hurley: _____
Commissioner Al Levit _____
Commissioner Marta McGuire: _____
Commissioner Phyllis Millan: _____
Commissioner Ray Phelps: _____

**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: May 8, 2013	Subject: Transportation System Plan Development Code Amendments Staff Member: Katie Mangle Department: Planning
Action Required	Advisory Board/Commission Recommendation
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 5/08/13 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd 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 Comments: 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: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<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 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 8th, 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.

~~e.~~ 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
a. Residential			
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~~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 ~~(.01) 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
a. Residential			
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. 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"> • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with 	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"> opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. <p>(Title 1, Street System Design Sec 3.08.110B)</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"> provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers 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) provides bike and pedestrian accessways in 	<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"> <i>Maximum block perimeter: 1,800 feet.</i> <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>

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"> limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections includes no closed-end street longer than 220 feet or having no more than 25 dwelling units <p>(Title 1, Street System Design Sec 3.08.110E)</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>(Title 1, Street System Design Sec 3.08.110F)</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> 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"> • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable. <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> • 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; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • 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; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. <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"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; 	<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"> • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p>(Title 1, Pedestrian System Design Sec 3.08.130C)</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"> • No minimum ratios higher than those shown on Table 3.08-3. • 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. <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"> • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. <p>(Title 4, Parking Management Sec 3.08.410)</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><i>(Could be located in Development code or Comprehensive Plan)</i></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"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</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>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,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> 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"> • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. <p>(Title 4, Parking Management Sec 3.08.410I)</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"> • Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications. • Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.
(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.	<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-	Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.

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>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</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>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</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>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</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>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</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
<p>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>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.</p>
<p>(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.</p>	<p>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</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 development is expected to generate.</p>
<p>(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;</p>	<p>The City is not proposing to designate a pedestrian district at this time.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>Proposed new Subsection 4.155.06 Carpool and Vanpool Parking Requirements satisfies this requirement.</p>
<p>(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;</p>	<p>Proposed new Subsection 4.155 (.07) Parking Area Redevelopment satisfies this requirement.</p>
<p>(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;</p>	<p>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</p> <p>Proposed new language under Section 4.177 Street Improvement Standards satisfies this requirement.</p>
<p>(g) Along existing or planned transit routes, designation of</p>	<p>Zoning along transit lines in Wilsonville is generally</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
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><u>OR</u></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"> • 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. • 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. • Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements. • Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums. • 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

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

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

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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

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**

VI. WORK SESSIONS

B. TSP Code Amendments (Mangle)

**PLANNING COMMISSION
 STAFF REPORT**

Meeting Date: March 10, 2013	Subject: Transportation System Plan Development Code Amendments Staff Member: Katie Mangle Department: Planning
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:

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

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 8th, 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
	CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION	
1.	Section 4.001 Definitions. 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.	Section 4.012. Public Hearing Notices. 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)
	CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING	
3.	(New) Section 4.114 Transportation Facilities in Zoning Districts. New text identifies the types of transportation facilities allowed outright in all zones.	OAR 660-12-0045(1)(b)
4.	Section 4.125(.09) Street and Access Improvement Standards 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
	CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS	
5.	Section 4.154. On-site Pedestrian Access and Circulation. 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.	Section 4.155. General Regulations - Parking, Loading and Bicycle Parking. 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.	Section 4.177. Street Improvement Standards. 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

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
8.	Section 4.178. Sidewalk and Pathway Standards. Recommended deletion of Section; text proposed as part of (new) Section 4.177.03, .04, and .05.	
9.	Section 4.197. Zone Changes and Amendments To This Code – Procedures. Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.	OAR 660-12-0060
CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS		
10.	Section 4.236. General Requirements - Streets. 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. ~~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~~ roadway 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) 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 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.

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
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	<p style="text-align: center;">0</p> <p style="text-align: center;"><u>Apartments – Min. of 2</u></p>

(.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-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~~ 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 Engineer~~ ing 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

...

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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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In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, ten~~ years later, both interchanges again ~~had~~ 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 95th/ 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 95th Avenue, and an additional right-turn lane from 95th Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95th 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.

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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.

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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.

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~~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 reduce 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

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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

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. updated 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

~~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

~~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

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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 area 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.

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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 ongoing 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 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

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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

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.
System Design			
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>	To provide for <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 Aall arterial and collector streets shall be dedicated 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>	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.
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>	<u>Design and manage the City street system 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.</u> 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.
6.	Evaluate and minimize the environmental impacts of all new public road projects.	<i>Policy 4.3.1, 2003 TSP.</i>	<u>Evaluate, and minimize, and balance the environmental impacts of all new public road transportation projects.</u>
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. ¹</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>

¹ 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>
Connectivity			
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. ²</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>

² 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.
Transportation System Management			
11.	Design a transportation system that accounts for adjacent land uses, including accessibility and access management.	<i>Policy 3.2, 2003 TSP</i> ³	<u>Manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u>
Measure 11.a		<i>New solution.</i> ⁴	<u>Continue to implement Transportation Demand Management measures through theSouth 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.</i> ⁵	<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 (TSMO⁶) 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>

³ 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

⁴ 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.)

⁵ RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160.

⁶ 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 RTFP⁷</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>
Land Development Coordination			
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 with regards to for consistency with the TSP transportation impacts.
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> or existing zoning that would result in additional trips above that allowed under the <u>City's</u> concurrency policies may be denied unless mitigation measures are

⁷ 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>	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that t 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.
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.⁸</i>	<u>Ensure that new development and redevelopment provide connections to transit streets and facilities, providing</u>

⁸ 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>
Agency Coordination			
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>	The City shall continue to work 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>	The City shall advocate <u>Advocate</u> for the State, Metro, and Counties 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>	The City will work <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 provide improvements to <u>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 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>	The City will seek <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>	The City will <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>
Goods Movement			
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 TSP⁹</i>	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from <u>the</u> land uses <u>they</u> <u>serve</u> <u>requiring the use of commercial vehicles/trucks.</u>
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. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.</u>

⁹ 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 TSP¹⁰</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 TSP¹¹</i>	Assist in <u>with</u> efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.
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>	The City will continue to U upgrade and/or 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. ¹²</i>	<u>Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only</u>

¹⁰ For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40

¹¹ Passenger rail/service moved to implementation measures under "Active Transportation."

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>toward the City's freight routes.</u>
Public Transit			
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 customers <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

¹² 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 amenity decisions.
33.		<i>New.</i>	Guided by a transit-specific public feedback process, provide transit routes throughout the City so that all residents and businesses who desire transit stops <u>service are located</u> within one-quarter mile walking distance from residents and businesses a transit stop.
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 system <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>	Strongly encourage Advocate for TriMet to provide full day and Saturday service for <u>its Westside Express Service</u> (WES) commuter rail.
Measure 36.b.	Continue to support the extension of WES to Salem.	<i>Implementation Measure 3.3.1.g.; updated.</i>	Continue to support Advocate for the extension of (WES) to Salem.
Active Transportation: Pedestrians and Bicyclists			
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>	The City shall adopt standards for Provide facilities that allow more people to reducing reliance on single occupant automobile use 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>	Improve the Encourage a balance between housing, employment, and commercial activities within the City <u>so more people desire to live and work within Wilsonville</u> , 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/ <u>Master Plan</u> 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.

	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>	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 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 in 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>	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.
Measure 37.g.		<i>New.</i> ¹³	<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>

¹³ 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>	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 B <u>icycle and trails 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>New¹⁴</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>

¹⁴ 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>
Interchange Management Areas			
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.	The City will require <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 will be required 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 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

	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 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.
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.

Transportation Funding

	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>	Require each Individual developments shall be responsible for to providing all collector and local streets. However, there may be cases where collector streets are found to <u>unless the</u> benefit <u>to</u> 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 is responsible for <u>will</u> planning, scheduling, and coordinating <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>	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.
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 insure 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

	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.

Existing policies <u>not</u> to be included in 2013 TSP			
	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>		
	Implementation Measures to be Deleted			
	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

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

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
	CHAPTER 4 SECTIONS 4.000 – 4.035 ADMINISTRATION	
1.	Section 4.001 Definitions. 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.	Section 4.012. Public Hearing Notices. 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)
	CHAPTER 4 SECTIONS 4.100 – 4.141 ZONING	
3.	(New) Section 4.114 Transportation Facilities in Zoning Districts. New text identifies the types of transportation facilities allowed outright in all zones.	OAR 660-12-0045(1)(b)
4.	Section 4.125(.09) Street and Access Improvement Standards 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
	CHAPTER 4 SECTIONS 4.154 – 4.199 GENERAL DEVELOPMENT REGULATIONS	
5.	Section 4.154. On-site Pedestrian Access and Circulation. 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.	Section 4.155. General Regulations - Parking, Loading and Bicycle Parking. 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.	Section 4.177. Street Improvement Standards. 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.	Section 4.178. Sidewalk and Pathway Standards. Recommended deletion of Section; text proposed as part of	

	Proposed Development Code Amendments	RTFP and/or TPR Requirements
	(new) Section 4.177.03, .04, and .05.	
9.	<p>Section 4.197. Zone Changes and Amendments To This Code – Procedures. Added text requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p>	OAR 660-12-0060
	CHAPTER 4 SECTIONS 4.200 – 4.290 LAND DIVISIONS	
10.	<p>Section 4.236. General Requirements - Streets. Added text in (.07) reflects a (new) requirement to post notification of a street extension.</p>	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 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. 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. ~~50~~ 300 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.

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
a. Residential			
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. Commercial Residential			
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

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
c. Institutions			
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
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats <u>1 per 10,000 sq ft</u> 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 nd grade)

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
			K – 2 nd 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
e. Commercial			
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

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

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
f. Industrial			
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
g. Park & Ride or Transit Parking	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.

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, and 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.

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. 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 is 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.

**AFFIDAVIT OF MAILING NOTICE OF
PUBLIC HEARING IN THE CITY OF WILSONVILLE**

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 mailed copies of such notice of said public hearing in the exact form hereto attached to the following property owners:

29100 TOWN CENTER LLC, 29100 SW TOWN CENTER LOOP W STE 140, WILSONVILLE, OR 97070-9315
29515 SERENITY LLC, 6 FALSTAFF, LAKE OSWEGO, OR 97035-1902
9126 RIDDER LLC, 4004 KRUSE WAY PL #290, LAKE OSWEGO, OR 97035-2616
9325 BUILDING LLC, 9325 SW BARBER ST, WILSONVILLE, OR 97070-9229
A & F LLC, PO BOX 2359, WILSONVILLE, OR 97070-2359
A C INVESTMENTS LLC, 16860 SW PARRETT MT RD, SHERWOOD, OR 97140-8553
AAROE ELIZABETH A, 8181 SW EDGEWATER W, WILSONVILLE, OR 97070-9480
AB MAURI BAKING SOLUTIONS, 26994 SW 95TH AVE, WILSONVILLE, OR 97070-8240
ABDELSAMAD AHMED, 7530 SW ROANOKE DR, WILSONVILLE, OR 97070-6801
ABELE JOY D, 8455 SW METOLIUS LN, WILSONVILLE, OR 97070-9780
ABERNATHY APRIL A & MICHAEL J, 28863 SW COSTA CIR W, WILSONVILLE, OR 97070-7384
ABOUELSEUD AHMED, 7570 SW ROANOKE DR, WILSONVILLE, OR 97070-6806
ABRAHAMSEN DARRYL A & MARGIE L, 7575 SW DOWNS POST RD, WILSONVILLE, OR 97070-9472
ABRAHAMSON DAVID & KIMBERLEE J, 29850 SW CAMELOT ST, WILSONVILLE, OR 97070-7565
ABREW LAUREN D, 11663 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334
ABREW STEVE A, 11663 SW GRENOBLE ST, WILSONVILLE, OR 97070-7334
ACEVEDO OSCAR BRYANT, 7686 SW CARRIAGE OAKS LN, WILSONVILLE, OR 97070-6823
ACKERMAN CAROLYN J TRUSTEE, 10885 SW MERLIN CT, WILSONVILLE, OR 97070-8539
ACKERMAN RICHARD, 29350 SW VILLEBOIS DR S, WILSONVILLE, OR 97070-7316
AD HOLDINGS LLC, 22225 SW ANTIOCH DOWNS CT, TUALATIN, OR 97062-8707
ADAMS CHARLES P TRUSTEE, 15449 SW PARTRIDGE DR, LAKE OSWEGO, OR 97035-3117
ADAMS DEBI & DAVID W, 15599 NW ST ANDREWS DR, PORTLAND, OR 97229-7819
ADAMS DEBRA, 31756 SW COUNTRY VIEW LN, WILSONVILLE, OR 97070-7446
ADAMS DONALD T, 11710 SW LAUSANNE ST, WILSONVILLE, OR 97070-7333
ADAMS DOUGLAS J & SIDNEY M, 7695 SW THORNTON DR, WILSONVILLE, OR 97070-6550
ADAMS HAZEL C TRUSTEE, 32420 SW LAKE DR, WILSONVILLE, OR 97070-7409
ADAMS IRIS P TRUSTEE, 31686 SW FAIRWAY VILLAGE LOOP, WILSONVILLE, OR 97070-6480
ADAMS MARK C & KIMBERLY A, 29750 SW LANCELOT LN, WILSONVILLE, OR 97070-8552
ADAMS MATTHEW & TRACI, 10511 SW BROCKWAY DR, WILSONVILLE, OR 97070-6588
ADAMS NORMAN & LYNN OLSZEWSKI-ADAMS, 7662 SW WIMBLEDON CIR S, WILSONVILLE, OR 97070-9469
ADAMS ROBERT J & SUSAN M, 7897 SW DAYBREAK ST, WILSONVILLE, OR 97070-6846
ADAMS TOMMY, 7556 SW WIMBLEDON CT, WILSONVILLE, OR 97070
ADD LLC, PO BOX 225, LAKE OSWEGO, OR 97034-0027
ADD LLC, 13292 ROGERS RD, LAKE OSWEGO, OR 97035-6752
ADRIAN DAVE L & PATRICIA P, 11218 SW CHAMPOEG CT, WILSONVILLE, OR 97070-9597
ADVANCE INVESTMENT PROPERTIES LL, PO BOX 592, WEST LINN, OR 97068-0592
AGA VIMAL M & MINI, 28386 SW WAGNER ST, WILSONVILLE, OR 97070-6783
AGC CENTER LLC, 9450 SW COMMERCE CIRCLE #200, WILSONVILLE, OR 97070-8859
AGIN GINA, 27186 SW WOOD AVE, WILSONVILLE, OR 97070-6538
AGUIAR ARTURO, 30845 SW FIR AVE, WILSONVILLE, OR 97070-9769
AHLSTROM KURT R, 28718 SW MEADOWS LOOP, WILSONVILLE, OR 97070-8767
AIDA JUSTIN H & LISA M, 28417 SW MORNINGSIDE AVE, WILSONVILLE, OR 97070-6840

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 & 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 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
BATTLEGA 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 & MARGER Y 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
BORGEN 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
BRENCHLEY 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
BUGGSI 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 MYRLENE 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 TRUST27 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 LINGSCHIEIT, 32200 SW ARMITAGE PL, WILSONVILLE, OR 97070-8411
CHANDLER STEPHEN & CHERRYL, 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 BIRES, 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
CHRIS 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
CHRISTIANSAN GREGORY A, 29449 SW COURTSIDE DR, WILSONVILLE, OR 97070-6462
CHRISTIANSAN 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 URBN 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
CLENENIN MARY J & PATRICK J, 9270 SW 5TH ST, WILSONVILLE, OR 97070-9744
CLENENIN 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 LODGEPOLL 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 & KELLENA 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 ASHLEIGH 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
DAISADEGHI 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 NORRYCE 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
DEMPESEY 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 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
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
DUVALL 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
EDELIN 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
ELLSGENSEN RALPH H & SHIRLEY L, 7485 SW ELLSGENSEN 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 WAEL & 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 1, 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
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 HOMEOWNERS 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
GANGLER 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 B & 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
GUISSE ALLEN M, 11330 SW CHANTILLY, WILSONVILLE, OR 97070-9569
GULBRANDSON DARREN M & JENNIFER, J7712 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
GUTRIDGE 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
HAMBLÉN 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 & 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 MICKY, 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
HERGERT 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
HERNESS 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
JEPSEN 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 COLORADAO 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
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
KELLER 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 DANAE 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 CRISELLA 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 E, 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 HIDE MI & 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 MAK SIM 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
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 PREAKNESS, 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 FER NBROOK 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
KOHLMHOFF 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 A 25225 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
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
LAPLAINE 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
LASCHOBER 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
LATTA 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 PREAKNESS, 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
LEINWEBER 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 & SHELSI, 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 CHRISTIL, 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
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 & JERRI ANNA, 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 HMOWRS 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 GUNDRUO, 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 & TERENCE 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
OJEN 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
 PAPAN 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
PATAROQUE 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 COORDINATOR600 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
PAYSENO 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 JOANI 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 INTERNATIONAL601 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
RAPPOD 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
REICHLIE 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
RHODY 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
RISKED AHL 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
ROSIK 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 HYOEN 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
SODERS 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
SPOLES 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
STATHAM 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
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 DOMELAN 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 MICHAELENE, 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
 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 & LARAINA 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
 VIKE 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
 VISKA 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 SCHAFFER 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
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
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 MORNINGSDALE 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 M10459 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 Tietsort, 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 1123 NW Flanders Street, Portland, OR 97209
 Manager, Community Development, Metro Growth Management Services 600 NE Grand Avenue, Portland, OR 97232
 Marah Danielson, ODOT, Region 1123 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 26th day of April 2013


 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 26th 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 8th. 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, (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

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

Post Office: Note Mail Arrival Date & Time
(Do Not Round-Stamp)

Mailer	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				CITY OF WILSONVILLE 29799 SW TOWN CENTER LOOP E WILSONVILLE, OR 97070
	CAPS Cust. Ref. No.		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	Mailer's 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 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"/> 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
--	---	--	--

Move Update Method: Ancillary Service Endorsement NCOA ACS Alternative Method Multiple
 n/a Alternative Address Format 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	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	-
	Incentive/Discount Flat Dollar Amount:			-	
	Fee Flat Dollar Amount:			+	
	5 Permit #			Net Postage Due (Line 1 +/- Lines 2, 3, 4)	\$978.18

USPS Use	Additional Postage Payment (State reason) <i>For postage affixed, add additional payment to net postage due; for permit imprint add additional payment to total postage.</i>	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.	
	<i>Privacy Notice: For information regarding our Privacy Policy visit www.usps.com.</i>	

USPS Use Only To be completed in non-Postal/One/ sites	Weight of a Single Piece 0. pound	Are postage figures at left adjusted from mailer's entries? If yes, reason: <input type="checkbox"/> Yes <input type="checkbox"/> No	USPS Use Only To be completed in non-Postal/One/ sites	
	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)	Date Maller Notified _____ Contact _____		Round Stamp (Required) Payment Date _____
	USPS Employee's Signature _____	By (Initials) _____ Time _____ AM _____ PM _____		
	Print USPS Employee's Name _____			

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	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	3830	781.320			781.3200
A10	DSCF	3-Digit	395	88.085			88.0850
A11	DSCF	AADC	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
-----	--	--	--	--	--	--	--	--	--	--	----------

Full Service Intelligent Mail Option

A24	Letters - Number of Pieces that Comply _____ x \$ 0.001 =										
-----	---	--	--	--	--	--	--	--	--	--	--

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					
B2	None	Mixed AADC	12	3.480			3.4800
B3	DNDC	AADC					
B4	DNDC	Mixed AADC					
B5	DSCF	AADC	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					
B7	None	3-Digit					
B8	None	ADC					
B9	None	Mixed ADC					
B10	DNDC	5-Digit					
B11	DNDC	3-Digit					
B12	DNDC	ADC					
B13	DNDC	Mixed ADC					
B14	DSCF	5-Digit					
B15	DSCF	3-Digit					
B16	DSCF	ADC					

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**

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

Abbie Allen, abbie.allen@oit.edu

Andy DeHart, Vision Plastics Inc, Warehouse supervisor, adehart@visionplastics.com

Tony Holt, Ajholt36@aol.com

Alan Kirk, Orepac Building Products, CFO, akirk@orepac.com

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Ben Altman, baltman@sfadg.com

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Carol White, carolwhite522@comcast.net

Susie Stevens, ccc@teleport.com

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Kristi Halstead, ckhalstead@frontier.com

Chuck Knorr, cknorr45@gmail.com

Rose Cox, cox@pacwestcom.com

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Danielle Cowan, danielle@mthoodterritory.com

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Ed Doubrava, ed@showplacelandscapes.net

Elisa Walch, elisa.walch@comcast.net

Fred Robinson, Fred_Robinson@FMI.com

George Adams, Wilsonville Concrete, georgeadams@wilsonvilleconcrete.com

Ryan Gillett, Sysco Portland, VP of Operations, gillett.ryan@pdx.sysco.com

Ginnie Schultens, Xerox, Supply Chain Director, ginnie.schultens@xerox.com

Kate Greenfield, gr33kat@yahoo.com

Grace Lucini, grluci@gmail.com

Carl Hosticka, Metro Councilor, hostickac@metro.dst.or.us

Anne Easterly, iamannee@juno.com

Jamie Morgan-Stasny, Assistant Planner, Metropolitan Lan Group, LLC, JamieM@metlandgroup.com

Jerry Greenfield, jer.greenfield@gmail.com
Joe Keys, Rite Aid Distribution Center, General Manager, jkeys@riteaid.com
John Ludlow, john070@hevanet.com
Jim Kimsey, RockwellCollins, Logistics/ Warehouse Supervisor, jtkimsey@rockwellcollins.com
Justin Doornink, justin.doornink@gmail.com
Justin Wood, Homebuilders Associat, justinw@hbapdx.org
John Lucini, jwluci@gmail.com
Kathryn Whittaker, k6Whittaker@gmail.com
Kamryn Zotos, kamryn.Zotos@OCDC.net
Karen Mohling, Deputy Fire Marshal
Tualatin Valley Fire & Rescue, Karen.Mohling@tvfr.com
Keith Cochrun, Keith.Cochrun@dcma.mil
Kevin Van Dyke, kevin9711@yahoo.com
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Tim Knapp, knapp@ci.wilsonville.or.us
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Dave Schalk, schalk.dave@yahoo.com
Susan & John Schenk, schenk.susan3@gmail.com
Scott Shamburg, scott@shamburgheating.com
Shawn Nili, NW Rugs, shawnnili@aol.com
Simon Springall, simon@springall.com
Sheri Young, Silver Leaf Farm, sjyoung1@aol.com
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Steve Gilmore, Wilsonville Chamber of Commerce, steve@wilsonvillechamber.com
Steve Gilmore, Wilsonville Area Chamber of Commerce, CEO, steve@wilsonvillechamber.com
Stu Peterson, stu@macadamforbes.com
Tony Darcy, US Crane And Hoist Inc., tdarcy@uscraneandhoist.com
Thomas Ripple, thomas.ripple@gmail.com
Todd Zuvich, Coca-Cola, SCDC Manager, TZuvich@coca-cola.com
Wendie L. Kellington, Attorney at Law P.C., wk@wkellington.com
Frank Lonegran, Allied Waste, FLonegran@republicservices.com

Parker Johnstone, President/CEO, Wilsonville Honda, parkerjohnstone@aol.com
 Al Levit, Planning Commission, levitrehberg@frontier.com
 Ben Altman, Planning Commission, baltman@sfdag.com
 Eric Postma, Planning Commission, espostma@comcast.net
 Marta McGuire, Planning Commission, marta.mcguire@gmail.com
 Peter Hurley, Planning Commission, pkhurley1@gmail.com
 Phyllis Millan, Planning Commission, phyllmikey@frontier.com
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 Jerry Greenfield, DRB A, jerrygreenfield@gmail.com
 Ken Ruud, DRB A, kenruud@yahoo.com
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 Simom Springall, DRB A, simon@springall.com
 Aaron Woods, DRB B, Aaronwool@frontier.com
 Andrew Karr, DRB B, andrew.karr@viewpointcs.com
 Cheryl Dorman, DRB B, Cheryldorman1@yahoo.com
 Dianne Knight, DRB B, dianneandnathan@gmail.com
 Jhuma Chaudhuri, DRB B, chaudj01@yahoo.com
 Richard Goddard, City Council, Richardgoddard2010@gmail.com
 Scott Starr, City Council, scottstarr97070@gmail.com
 Julie Fitzgerald, City Council, fitzgerald@ci.wilsonville.or.us
 Susie Stevens, City Council, stevens@ci.wilsonville.or.us
 Mayor Tim Knapp, City Council, knapp@ci.wilsonville.or.us
 Eric Bohard, Parks & Rec Advisory Board, ericboh@co.clackamas.or.us
 Parker Johnstone, Parks & Rec Advisory Board, parkerjohnstone@aol.com
 Ken Rice, Parks & Rec Advisory Board, missskitow@hotmail.com
 Alan Johnson, Parks & Rec Advisory Board, Johnson5605@comcast.net
 Elaine-Marie Swyt, Parks & Rec Advisory Board, eswyt@mediaphysics.com
 Mary Closson, Parks & Rec Advisory Board, maryclosson@msn.com
 Katharine Johnson, Parks & Rec Advisory Board, k8joo78@yahoo.com
 Andy Back, Wash. County Long Range Planning, Andy_Back@co.washington.or.us
 Ben Baldwin, Tri-Met Project Planning Dept, DevelopmentReview@trimet.org
 Brian Harper, Metro, brian.harper@oregonmetro.gov
 Mike McCallister, Clackamas Cty Planning Mngr, mikem@co.clackamas.or.us
 Ryan Truair, NW Natural Gas, rmk@nwnatural.com
 Attn: Development Review, ODOT, 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:

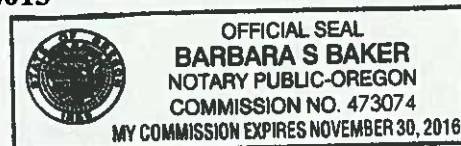
- Wilsonville City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Wilsonville Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site

Witness my hand this 12th day of April 2013


 Linda M. Straessle, Administrative Assistant III

Acknowledged before me this 12th 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, (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/tsupdate

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

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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- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

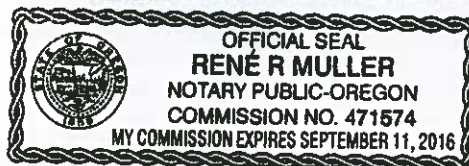
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Summary of Proposal:

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



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: June 3, 2013	Subject: Ordinance No. 719 Transportation System Plan Development Code Amendments Staff Member: Katie Mangle Department: Community Development	
Action Required <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 6/3/13 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: 6/3/13 <input type="checkbox"/> Ordinance 2 nd 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	Advisory Board/Commission Recommendation <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: 	
Staff Recommendation: 		
Recommended Language for Motion: I move the adoption of Ordinance 719, amendments to the Wilsonville Planning and Development Code.		
PROJECT / ISSUE RELATES TO:		
<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 8th, 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

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: June 17, 2013	Subject: Ordinance No. 719 Transportation System Plan Development Code Amendments – Revised Bike Parking Requirements Staff Member: Katie Mangle Department: Community Development	
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: 6/3/13 <input type="checkbox"/> Ordinance 1 st Reading Date: 6/3/13 <input checked="" type="checkbox"/> Ordinance 2 nd 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	Advisory Board/Commission Recommendation <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: 	
Staff Recommendation: Amend Ordinance 719 to replace subsection 4.155(.04) Bicycle Parking with the revised version found in Attachment A.		
Recommended Language for Motion: 1. I move to amend proposed Ordinance 719, as reflected in Attachment A to the June 17, 2013 staff report. 2. I move for a second reading of Ordinance 719, as amended.		
PROJECT / ISSUE RELATES TO:		
<input checked="" type="checkbox"/> Council Goals/Priorities 4 – Clear Vision and Community Design 9 - Multimodal Transportation Network	<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:

At its meeting on June 3, 2013, Council approved by first reading a package of amendments to the Planning and Land Development Ordinance (“Development Code”) that are needed to be consistent with the new policies in Chapter 2 of the 2013 Transportation System Plan, the Regional Transportation Functional Plan (RTFP), and State Transportation Planning Rule (TPR).

Council directed staff to modify the proposed section 4.155(.04) related to Bicycle Parking, and ensure that the proposal could be effectively implemented in a range of real-world development scenarios. See Attachment A for staff’s proposed revisions to this section. The remainder of the proposal remains unchanged (see attachments to the June 3, 2013 staff report).

Encouraging use of bicycles for trips around town is part of the City’s strategy for reducing the vehicle miles traveled related to new development, and thereby extending the life of roadway capacity for motor vehicles. Additionally, encouraging people to choose active transportation modes, especially for short trips, is one way to improve health and reduce carbon emissions. Providing convenient and secure bicycle parking at destinations addresses two common deterrents to cycling for transportation: fear of theft and inconvenient storage. Good, convenient bicycle parking encourages people to bike, encourages cyclists to stop and shop, and prevents damage to trees, street furniture, and building interiors.

The Metro Regional Transportation Functional Plan includes the following requirements for short and long-term parking:

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

[...]

H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term (stays of less than four hours) and long-term (stays of more than four hours and all-day/monthly) bicycle parking minimums for:

- 1. New multi-family residential developments of four units or more;*
- 2. New retail, office and institutional developments;*
- 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and*
- 4. Bicycle facilities at transit stops and park-and-ride lots.*

In response to Council concerns and direction, staff has modified the short-term and long-term bicycle proposal presented at the June 3, 2013 meeting in the following key ways:

- Simplified and streamlined the structure of the section so it will be easier to follow and apply;
- Limited applicability to those uses the City is required to address;
- Focused long-term parking on being secure and weather-protected;
- Provided less direction on the location of the bike parking, allowing decisions to be made on a site-by site basis.

The following table outlines the key policy choices in this section, and how they compare between the current adopted policy, the June 3 draft, and the draft prepared for the second reading on June 17.

Short-term bicycle parking		
Current policy:	Proposed policy in June 3 draft:	Revised policy in June 17 draft:
Required for all uses <i>except</i> residential development with fewer than 10 units.	Require a minimum of 2 bike parking spaces for apartments with fewer than 10 units.	No change.
Weather protection not required.	50% of spaces must be covered (indoors, under awnings, in lockers, or under structures).	Weather protection not required.
No minimum spacing or siting standards.	Use best practices siting standards for spacing, security, access.	No change.
	Must be located within 30 feet of the main entrance.	No change; added siting flexibility for multi-tenant sites.
Long term bicycle parking		
Current policy:	Proposed policy in June 3 draft:	Revised policy in June 17 draft:
Not required.	Applies to all uses.	Applies only to multi-family, retail, office, institutional, and transit center uses.
	Long term parking defined as being secure/monitored, and located to serve users who stay for several hours.	Long-term parking defined only as weather protected and secure/monitored.
	If <i>more than 6</i> bike parking spaces are required, 50% of those must be long-term parking.	If <i>6 or more</i> bike parking spaces are required, 50% of those must be long-term parking. (See note below.)
	50% of long-term spaces must be covered (indoors, under awnings, in lockers, or under structures).	100% of long-term spaces must be covered.
	All long-term spaces must be located within 100 feet of entrance.	No siting or location requirements.

Note that Council has a choice as to the numerical threshold for requiring provision of some long-term bike parking. Staff recommends that this threshold be when Table 5, which lists the formula for calculating bicycle parking for each type of land use, requires 6 bicycle parking spaces. See Attachment B for an analysis of the size of uses that would trigger a requirement to provide 4, 6, and 10 bicycle parking spaces.

EXPECTED RESULTS:

Unless waived by the Development Review Board, most new schools, office buildings, apartment buildings, and retail centers will be required to include bicycle parking that is designed for long-term use. Long-term bicycle parking could take the form of:

- Bicycle lockers placed anywhere on site
- A bike room within an office building or apartment building
- Covered bike racks visible from the reception area of an office building
- Covered bike racks with “eyes on the street” visibility from actively used walkways in a retail center
- A bike cage within a parking garage
- A bike rack near the staffed entrance of a parking garage
- A bicycle parking space within a private garage of a townhouse-style multifamily development

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: June 6, 2013

The recommended procedure for passing the amendment and the passage on second reading is correct. However, a substantial amendment to be passed as part of second reading must be read in full. While the amendment is basically a simplification of the first draft of Bicycle Parking Standards provision, it falls into a gray area of whether it constitutes a substantial amendment. Therefore, it is recommend to be read in full as the most defensible position.

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.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

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. Revised recommended Development Code amendments (underline/ strikeout version) to replace subsection 4.155(.04) in Ordinance 719
- B. Bike parking trigger analysis table

Attachment A. Revised Recommended Development Code amendments (underline/ strikeout version) to replace subsection 4.155(.04) in Ordinance 719

(.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.
2. 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.
3. 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.
4. Bicycle parking space requirements may be waived by the Development Review Board per Section 4.118(.03)A.9 and 10.

B. Standards for Required Bicycle Parking

1. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle.
2. 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.
3. When bicycle parking is provided in racks, there must be enough space between the rack and any obstructions to use the space properly.
4. Bicycle lockers or racks, when provided, shall be securely anchored.
5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

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. For a proposed multi-family residential, retail, office, or institutional development, or for a park and ride or transit center, where six (6) or more bicycle parking spaces are required pursuant to Table 5, 50% of the required bicycle required parking shall be developed as long-term, secure spaces. Required long-term bicycle parking shall meet the following standards:
 - a. All spaces shall meet the standards in subsection B above, and must be covered in one of the following ways: inside buildings, under roof overhangs or permanent awnings, in bicycle lockers, or within or under other structures.

Attachment A. Revised Recommended Development Code amendments (underline/ strikeout version)
to replace subsection 4.155(.04) in Ordinance 719

- b. All spaces must be located in areas that are secure or monitored (e.g., visible to employees, monitored by security guards, or in public view).
- c. Spaces are not subject to the locational criterion of B.5.

June 6, 2013

Attachment B. Bike Parking Trigger Analysis Table

What should the threshold be for requiring the use to provide some of the required bike parking as LONG TERM bike parking?

POTENTIAL THRESHOLDS - Min. bike parking spaces required (x)	Size of use that would trigger x bike parking spaces per Table 5 (only applies outside the Village zone)		
	4	6	10
single family residential	never triggered	never triggered	never triggered
multifamily with 9 or fewer units	never triggered	never triggered	never triggered
multifamily with 10 or more units	always triggered	always triggered	always triggered
hotel	20+ rooms	30+ rooms	50+ rooms
nursing home	24000 sf	36000 sf	60000 sf
hospital	20 beds	40 beds	400 beds
church	200 seats	300 seats	500 seats
museum	always	always	10000 sf
preschool	14000 sf	21000	35000 sf
elementary	always triggered	always triggered	always triggered
high school	always triggered	always triggered	always triggered
theater	always triggered	240 seats	400 seats
bowling alley	never triggered	never triggered	never triggered
gym	16000 sf	24000 sf	40000 sf
retail	16000 sf	24000 sf	40000 sf
large product retail	32000 sf	48000 sf	80000 sf
office	20000 sf	30000 sf	50000 sf
dental office	20000 sf	30000 sf	50000 sf
restaurant or bar	16000 sf	24000 sf	40000 sf
fast food	always triggered	never triggered	never triggered