

RESOLUTION NO. 1464

A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING AND ADOPTING AN ACCESS CONTROL PLAN FOR 9280 SW WILSONVILLE ROAD IN CONJUNCTION WITH THE PROJECT COMMONLY REFERRED TO AS WILSONVILLE ROAD RECONSTRUCTION PHASE-1 (PROJECT NO 900-49130-5000-460).

WHEREAS, the acknowledged Transportation Master Plan (TMP), a component of the City of Wilsonville's acknowledged Comprehensive Plan, which plan has been duly adopted after public hearings, provides for the re-construction of Wilsonville Road a segment of which extends west from and including the intersection with Boones Ferry Road to just west of the Willamette & Pacific railroad tracks; and

WHEREAS, the TMP determined the necessary configurations to provide for a minimum level of service D along various arterial or collector streets within the city including Wilsonville Road; and

WHEREAS, Wilsonville Municipal Code Section 4.139(4)(b) requires minimum level of service D at the most probable used intersections and on existing or immediately planned arterial or collector streets including Wilsonville Road; and

WHEREAS, there is a demonstrated level of service below D at the Wilsonville Road-Boones Ferry Road intersection; and

WHEREAS, correction of this inadequate level of service at the intersection of Wilsonville Road-Boones Ferry Road requires improvements to Wilsonville Road and that intersection from such intersection to the Willamette & Pacific railroad tracks; and

WHEREAS, the Urban Renewal Plan of the City of Wilsonville identified construction or re-construction of Wilsonville Road and related utilities from I-5 west to Brown Road (Project 601.A.7) as well as all Old Town Streets (Project 601.A.11) to correct blighting conditions in this area; and

WHEREAS, the design and re-construction of Wilsonville Road was included in the advisory election on Urban Renewal and was approved by the citizens of the City of Wilsonville on June 30, 1992; and

WHEREAS, Resolution No. 1147 accepted the Wilsonville Road Project Engineering Design Report and adopted the portion of this report referred to as Wilsonville Road Reconstruction-Phase 1 on December 5, 1994 (the section of Wilsonville Road from and including the intersection with Boones Ferry Road west to just west of the Willamette & Pacific railroad tracks hereinafter will be referred to as Phase 1); and

WHEREAS, the consulting firm of Cascade Pacific Engineering, Inc. over a three year period participated in over fifty (50) public meetings and workshops while working with the community, impacted property and business owners, City staff, Transportation Advisory Commission, Planning Commission, City Council, and the Oregon Department of Transportation to develop a preferred alignment, cross-section and access control plan for Wilsonville Road Phase 1 improvements; and

WHEREAS, the construction of Phase 1 is urgently needed to provide level of service D, and safe and efficient movement of vehicular (commercial/private), bike, pedestrian and mass transit along the identified portion of Wilsonville Road; and

WHEREAS, current and projected traffic volumes warrant the construction of Phase 1; and

WHEREAS, the existing vehicular accesses onto Wilsonville Road from Boones Ferry Road west to just west of the Willamette & Pacific railroad tracks, and approximately 150' feet north and south of Wilsonville Road on Boones Ferry Road must be closed, combined, engineered and/or relocated to enable provision of level of service D for this portion of road and to provide safe and efficient access onto Wilsonville Road and to the Wilsonville Road-Boones Ferry Road intersection; and

WHEREAS, Ordinance No. 459 adopted an alignment, cross-section and access control plan for the Wilsonville Road Phase 1 project but omitted an access control plan for the property commonly known as 9280 SW Wilsonville Road; and

WHEREAS, the present owner, Larry Anderson, of the property commonly known as 9280 SW Wilsonville Road has presented testimony he plans to relocate and reconfigure his gas station site in the next year and has requested continued use of his current access on Boones Ferry Road and that the likely development to the south and its traffic impacts have not received any development approval and a water moratorium on development approval is in place; and

WHEREAS, consulting and staff engineers have reviewed the existing ingress from and egress to Boones Ferry Road at the property commonly known as 9280 SW Wilsonville Road and determined based on existing and projected traffic conditions, and proposed transportation improvements, that the access control plan identified in Exhibit A restricts and limits the access to Boones Ferry Road as follows:

1. A north access thirty-four (34) feet in width limited to right turns in/out.
2. A south access twenty-four (24) feet in width without limitations at this time. The City Engineer shall monitor traffic generated and, should the level of service at the Wilsonville Road-Boones Ferry Road intersection operate below D as a result of this access, the access will be restricted to right turns in/out and the traffic separator described in #3 below shall be extended to the south to eliminate left-turn movements.
3. A traffic separator island two (2) feet in width extending south from the Wilsonville Road-Boones Ferry Road intersection to midpoint between the access points described in #1 and #2 above.

WHEREAS, the City Council finds the aforementioned restrictions and limitations are required to ensure public safety and provide congestion free movement of all modes of traffic.

WHEREAS, in order to construct the access outlined herein it will be necessary to construct support slopes outside of the existing right-of-way; and

WHEREAS, there is an existing encroachment onto the existing right-of-way by the existing business located at the address referenced herein;

WHEREAS, Mr. Anderson has advised he will allow construction and maintenance of the support slopes for the accesses through an easement granted to the City in exchange for

continued use of the City right-of-way until such time as the gas station is relocated on the site, at which time the encroachment will be removed.

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

1. The above recitals are hereby adopted and incorporated herein by reference as findings and determinations.

2. The City adopts the access control plan identified in Exhibit A, and restricts and limits the access to and from Boones Ferry road to and from the property currently known as 9280 SW Wilsonville Road, currently owned by Larry Anderson as follows:

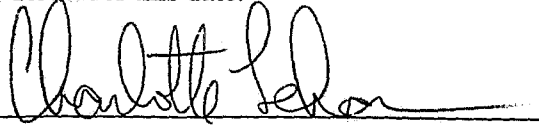
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(2) A south access twenty-four (24) feet in width without limitations at this time. The City Engineer shall monitor traffic generated and, should the level of service at the Wilsonville Road-Boones Ferry Road intersection operate below D as a result of this access, the access will be restricted to right turns in/out and the traffic separator described in #3 below shall be extended to the south to eliminate left-turn movements.

(3) A traffic separator island two (2) feet in width extending south from the Wilsonville Road-Boones Ferry Road intersection to midpoint between the access points described in (1) and (2) above.

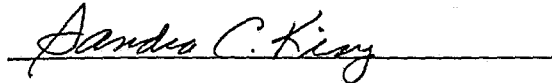
3. The City Council will allow use of the existing City right-of-way for the continued operation of the existing business until such time as the site is redeveloped and the use of the existing right-of-way is discontinued. In exchange the property owner, Anderson, shall provide an easement for the support slopes necessary for the construction of accesses to the referenced site.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 15th day of June 1998, and filed with the Wilsonville City Recorder this date.



CHARLOTTE LEHAN, Mayor

ATTEST:



SANDRA C. KING, CMC, City Recorder

SUMMARY of Votes:

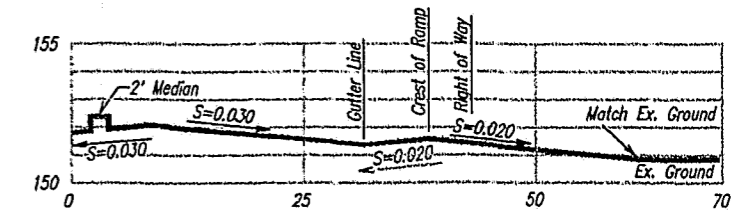
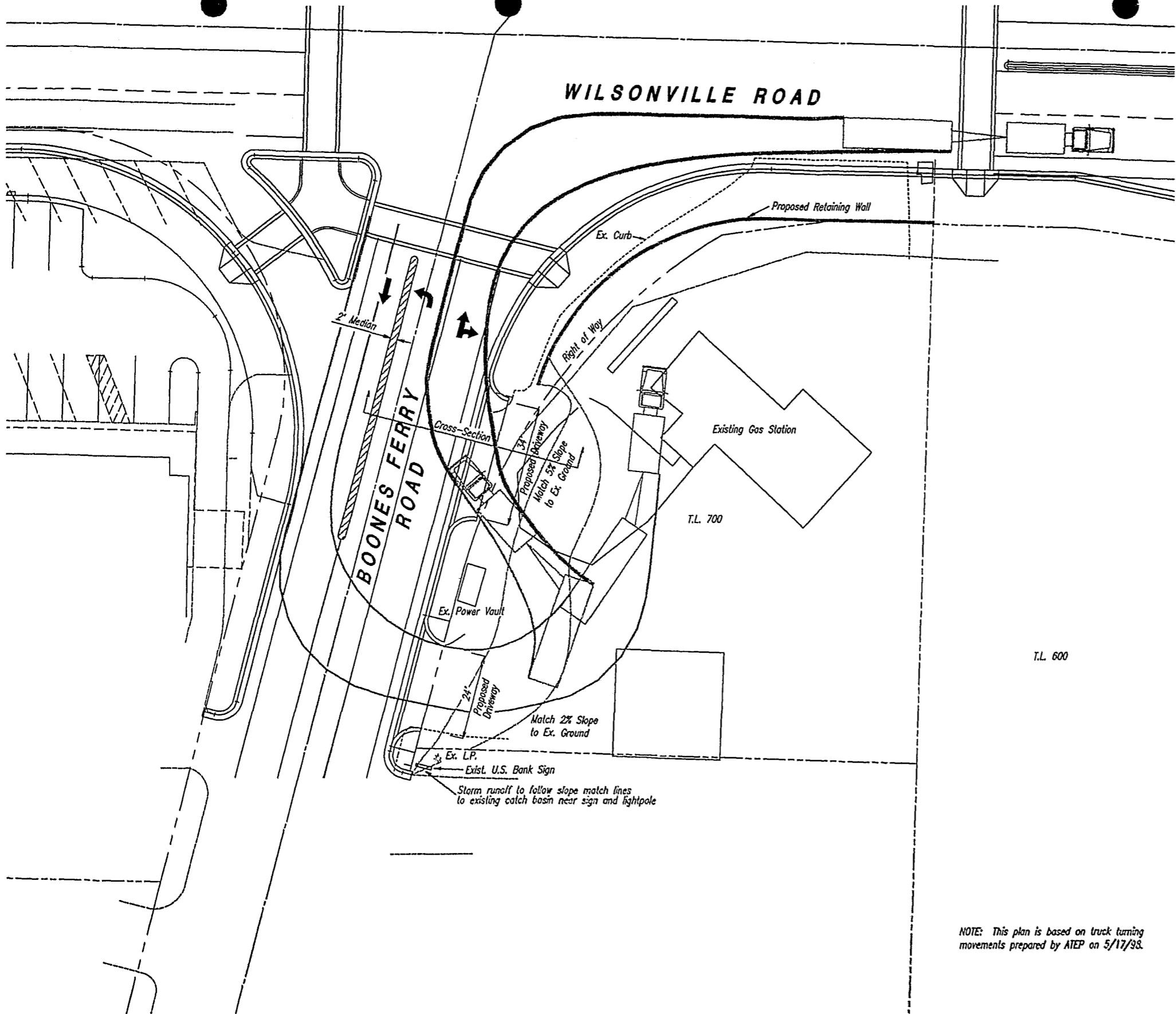
Mayor Lehan	Yes
Councilor Kirk	Yes
Councilor Helser	Yes
Councilor Barton	Yes
Councilor Luper	Yes

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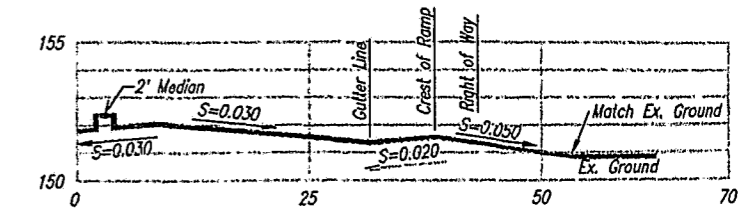
COMMUNITY DEVELOPMENT

1

RECEIVED



ROADWAY CROSS SECTION
Scale: 1" = 20"
(3:1 Vert. Exaggeration)



ROADWAY CROSS SECTION
Scale: 1" = 20"
(3:1 Vert. Exaggeration)

T.L. 600

NOTE: This plan is based on truck turning movements prepared by ATEP on 5/17/98.

DATE PLOTTED: 6-1-98 # & S DWG. FILE: SHELL-E

M & S
MacKay & Sposito
 ENGINEERS SURVEYORS PLANNERS
 1703 MAIN STREET VANCOUVER, WA, 98000
 (360) 685-3411 FAX (360) 625-0833 (360) 239-6226

Date: MAY, 1998
 Scale: 1" = 30'
 Designed By: D.T.
 Drawn By: D.T.
 Checked By:

GAS STATION ACCESS
WILSONVILLE ROAD
 CITY OF WILSONVILLE, OREGON

Job Number: 12,126
 Sheet: 1 of 1