

**RESOLUTION NO. 1849**

**A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING AN ALIGNMENT AND CROSS-SECTION FOR CANYON CREEK ROAD SOUTH, SOUTH OF BOECKMAN ROAD, AND IDENTIFYING CERTAIN DESIGN DETERMINATIONS AS AN IMPLEMENTING REFINEMENT TO THE 2003 TRANSPORTATION SYSTEM PLAN.**

WHEREAS, in 1990, City Engineer Dick Drinkwater prepared a detailed drawing laying out a preliminary road alignment for a new alignment of Canyon Creek South located west of the existing street and extending to Vlahos Drive. The alignment north from Boeckman Road was not addressed at that time. The proposed southern alignment impacted several properties within the Bridal Trail Ranchetts and the Mentor Graphics site south of Boeckman Road; and

WHEREAS, the 1991 Transportation Master Plan (TMP) established the intent to develop Canyon Creek Road South following much of the previous design work previously prepared by Drinkwater; and

WHEREAS, in 1992, the City Council adopted Ordinance No. 395, which amended the Comprehensive Plan to rezone a portion of the property owned by Mentor Graphics from residential to industrial (PDI). As part of that ordinance, the City Council directed staff to work with the owner/residents of Bridal Trail Ranchetts and Mentor Graphics to determine an exact alignment for the new roadway; and

WHEREAS, in 1994 a Local Improvement District was formed to construct Canyon Creek Road North from Elligsen Road south to Boeckman Road following the 1991 Transportation Master Plan Commercial/Industrial Collector designation, 62-foot right-of-way, 48-foot street width. Several property owners raised concerns over improving the intersection at Boeckman Road with extremely limited sight distance and the resultant impacts on homes, businesses and a church. In particular Mentor Graphics raised concerns regarding their proposed daycare facility, employee ball field and the city's proposed well site. As a resolution to the concerns the road alignment consistent with the existing Canyon Creek Road North/Boeckman Road intersection was adopted; and

WHEREAS, the City has or is in the process of acquiring the necessary rights-of-way based on the Drinkwater alignment from Reedy, Hogan and Downs and two homes have been constructed, one on each side of the right-of-way just south of Boeckman Road, which

significantly limits the road width and horizontal curve configuration. Further, this cross-section is consistent with Canyon Creek Road North, which represents about two-thirds of the overall length of the Road from Elligsen to Town Center Loop; and

WHEREAS, Renaissance Homes has proposed the redevelopment of the rear portions of several of the Bridal Trail Ranchetts located on the west side of Canyon Creek South. In reviewing their proposal, staff determined that the alignment had not been finalized by formal Council action. The 1990 Drinkwater alignment illustrated that the entire right-of-way south of the north curve would come from the Mentor Graphics parcel. This alignment is inconsistent with the current practice of allocating right-of-way for roadways equally from the adjacent property owners where possible to proportionately share the burden of right-of-way dedication amongst benefiting owners; and

WHEREAS, Renaissance Homes has worked with Mentor Graphics and many impacted Bridal Trail Ranchetts homeowners to proportionately share the burden of right-of-way amongst benefiting owners to the degree possible, given the past/current right-of-way acquisitions south of Boeckman Road. This alignment generally follows the 1990 Drinkwater alignment except for a slight shift to the east; and

WHEREAS, as a result of the proposed shift, staff had concerns over the possible impacts to the trees located along the proposed re-alignment. Staff conducted field inspection utilizing information prepared by Renaissance Homes illustrating the size, species, and location of the trees. Subsequently it was determined that many of the impacted trees (approximately 60) are non-native species and/or are unremarkable examples of native species. However, south of the proposed subdivision are several excellent trees which can be saved by a slight re-alignment; and

WHEREAS, staff will return at a future date to the Council with recommendations for the proposed alignment of the remaining segment of Canyon Creek Road South from Bridal Trail Ranchetts to the intersection with Vlahos Drive; and

WHEREAS, the new Transportation Systems Plan (TSP) re-classifies Canyon Creek Road South from the Minor Collector designation in the TMP with a 62-foot right-of-way to a Minor Arterial with a 77-foot right-of-way. Staff's past/current acquisitions for the properties south of Boeckman Road have been based on the 62-foot right-of-way used on Canyon Creek North. Implementing the new cross section would create a 2-foot wider street (TMP: 48-feet; TSP: 50-feet) and a 4.5-foot wider planting strip (TMP: 4 feet; TSP: 8.5 feet). There would be

no measurable increase in traffic carrying capacity since the width and number of travel/turning lanes remain approximately equal; and

WHEREAS, the City Council must determine the applicability of conflicting standards contained in the 1991 Transportation Master Plan and the 2003 Transportation System Plan; and in making this determination the City Council must consider the functional requirement of the street to carry anticipated traffic, including, automobile, truck, bus, bicycle, and pedestrians; and

WHEREAS, in making this determination the City Council must also consider a specific design that meets these objectives in a manner to proportionately share the burden of dedicating right-of-way amongst the benefiting property owners; and

WHEREAS, in making this determination the City Council must balance the greatest public good with the least private injury; and

WHEREAS, after providing the required notice the City Council held a public hearing on September 15, 2003, to receive public input and review the staff recommendation for Canyon Creek Road South.

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

SECTION 1. FINDINGS. The City Council adopts the forgoing recitals as findings, and further finds as follows:

- a. The subject road section is shown as a Commercial/Industrial collector in the 1991 Transportation Master Plan, Figure 20, on page 54 (Exhibit A) and the applicable cross-section standards are shown in Table 5, on page 53 (Exhibit B). In comparison, the same road section is shown in the 2003 TSP as a Minor Arterial in Figure 4.8, on page 4-29 (Exhibit C). The applicable cross-section standard is shown in Figure 4.20, at page 4-56 (Exhibit D). The differences would create a 2-foot wider street (TMP: 48-feet, TSP: 50-feet) and a 4.5-foot wider planting strip (TMP 4-feet; TSP 8.5-feet). There would be no measurable increase in traffic carrying capacity since the width and numbers of travel/turning lanes remain approximately equal.
- b. The alignment and cross-section recommended by staff fairly balances the greatest public good with the least private injury. The right-of-way is the minimum (not maximum) necessary to achieve the stated public goals.

The specific alignment and right-of-way width, shown in Exhibit E maintains the centerline along the common property lines to the degree possible given prior land use decisions and maintains the right-of-way width established in prior right-of-way acquisition.

- c. Based on a comparison of the conflicting cross-sections described in the 1991 TMP and the 2003 TSP it is found that the new wider section does not provide any additional functional capacity than the prior design. Both plan sections provided for three travel lanes, together with bike paths and sidewalks on both sides. Both master plans reflect a general alignment that connects Vlahos Drive to Boeckman Road.
- d. The specific alignment is simply a determination of final engineering and design of a transportation facility identified in the TSP. The difference in classifications between the two plans can be adequately addressed with the functional design standards related to structural strength of the road, to accommodate the type and volume of traffic anticipated.

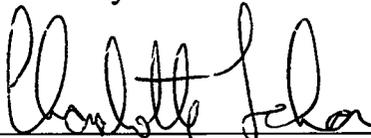
Section 2. ORDER. The City of Wilsonville hereby adopts the following design criteria for Canyon Creek Road South, as refining and implementing the 2003 Transportation System Plan.

- a. The alignment shall generally be consistent with the 1990 Drinkwater design for Canyon Creek Road South of Boeckman Road with the exception of the right-of-way location as described in paragraph "1.b" above. See Exhibit E.
- b. Cross Section:
  - 1. 62-foot right-of-way width.
  - 2. Two (2) 12-foot travel lanes, one in each direction.
  - 3. One (1) 14-foot continuous left-turn lane.
  - 4. Two (2) five-foot bike lanes, one in each direction.
  - 5. Two (2) five-foot sidewalks, one on each side.
  - 6. Two (2) four-foot landscaping strips, one on each side.
  - 7. Two (2) 6-foot public utility easements, one on each side.

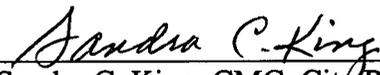
SECTION 3. FUTURE REVIEW. The City Engineer is directed to prepare for City Council consideration a recommendation for the proposed alignment for the remaining section of Canyon Creek South from Bridal Trail Ranchetts to the intersection of Vlahos Drive.

SECTION 4. EFFECTIVE DATE. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular Council meeting thereof this 15<sup>th</sup> day of September 2003 and filed with the Wilsonville City Recorder this same date.

  
\_\_\_\_\_  
CHARLOTTE LEHAN, MAYOR

ATTEST:

  
\_\_\_\_\_  
Sandra C. King, CMC, City Recorder

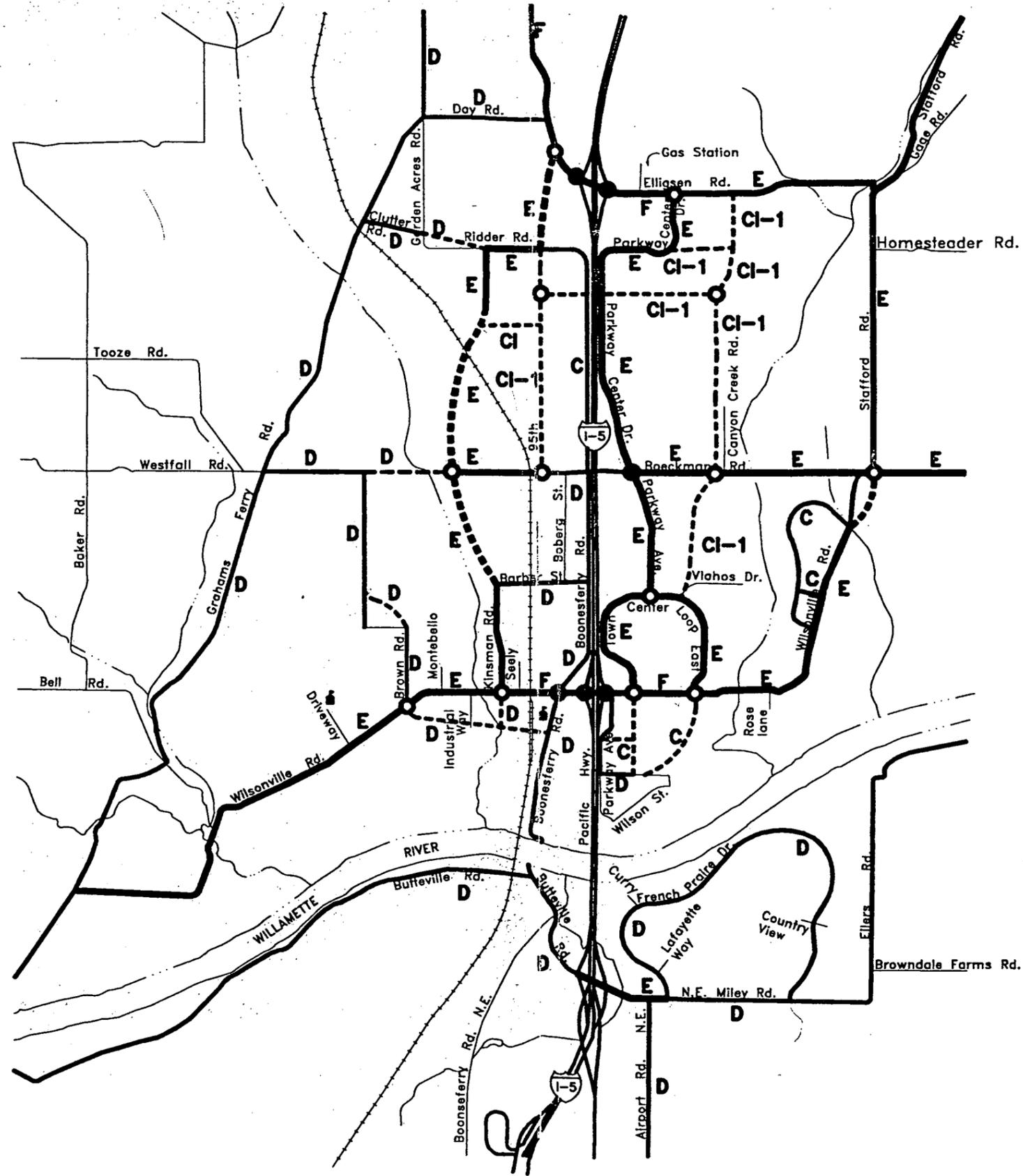
SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Helser	Yes
Councilor Kirk	Yes
Councilor Holt	Yes
Councilor Scott Tabb	Yes

**LEGEND:**

	EXISTING	PROPOSED
COLLECTOR STREETS	————	- - - - -
ARTERIAL STREETS	————	- - - - -
TRAFFIC SIGNALS	●	○
DESIGN STANDARDS		C TO F
MINOR COLLECTORS		C
MAJOR COLLECTORS		D
COMMERCIAL INDUSTRIAL		CI
COMMERCIAL INDUSTRIAL WITH BIKELANES		CI-1
MINOR ARTERIALS		E
MAJOR ARTERIALS		F

EXHIBIT A



**FIGURE 20  
TRANSPORTATION  
MASTER PLAN**

**TABLE 5  
STREET STANDARDS**

Section	Classification	Pavement Width in Feet	Right-of-way Width in Feet	Design Capacity Vehicles per Day
A	Cul-de-Sac	28	42	200
B	Local Residential	32	50	1,200
C	Minor Collector	36	50	1,200-3,000
D	Major Collector	42	60	1,500
CI	Commercial/Industrial	48	62	10,000
D-1	Major Collector w/ Bike Lanes	50	74	1,500
CI-1	Commercial/Industrial w/ Bike Lanes	50	64	10,000
E	Minor Arterial (3 to 5 lanes)	50-66	64-90	10,000-32,000
F	Major Arterial (5 lanes w/Bike lanes)	74	98	32,000

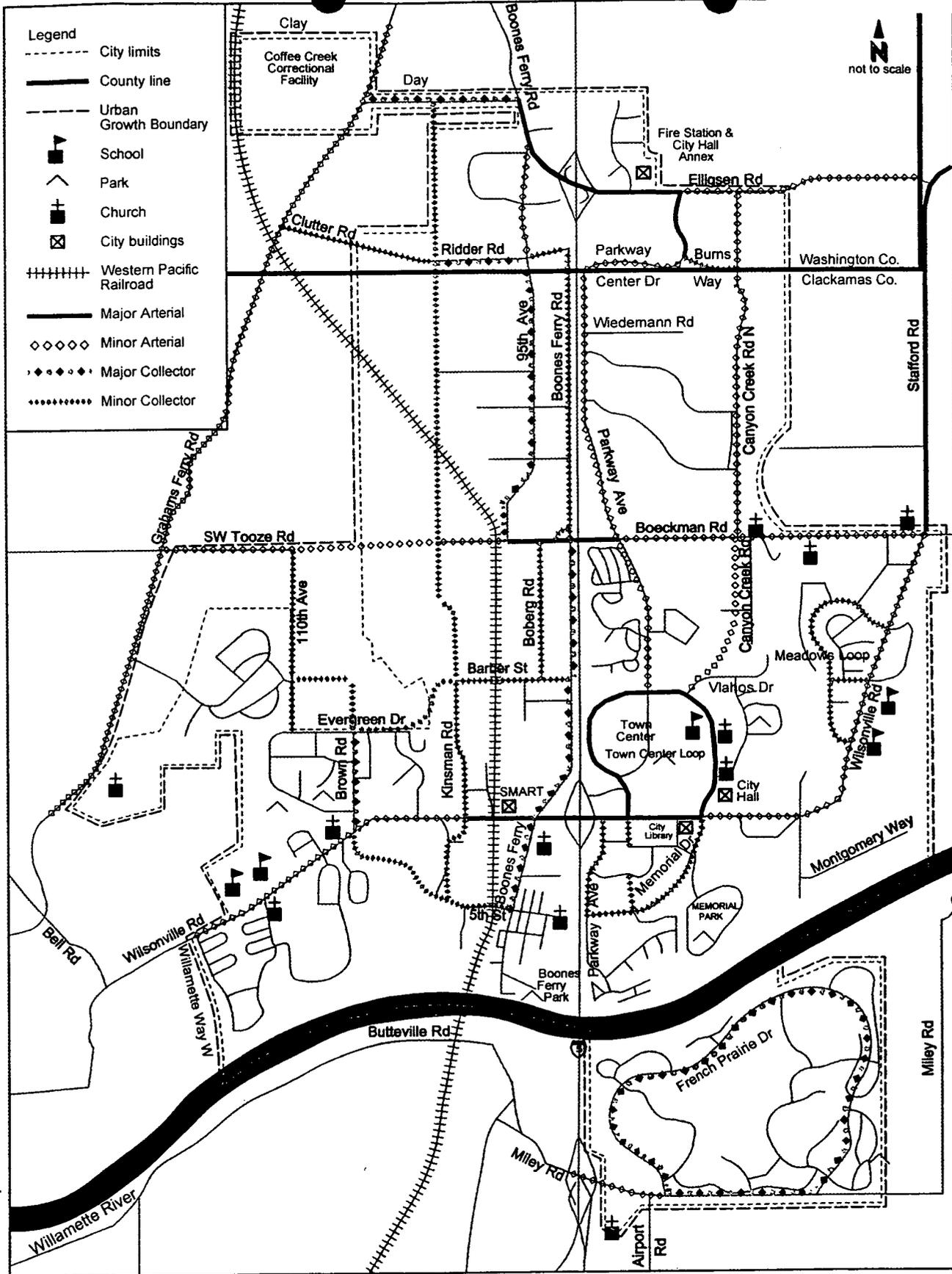
**Note:** Design capacity based on level of service "D", 5 percent commercial vehicles, 10 percent right turns, 10 percent left turns, peak hour factor 95-90 percent, peak hour directional distribution 55 to 60 percent, peak hour 9-12 percent of daily volume and average signal timing for collector and arterial streets.

5  
12  
14  
12  
5  
—  
48  
10  
—  
58  
4  
—  
62

$(x)(0.12) = 630$   
 $x =$

90  
—  
45  
30

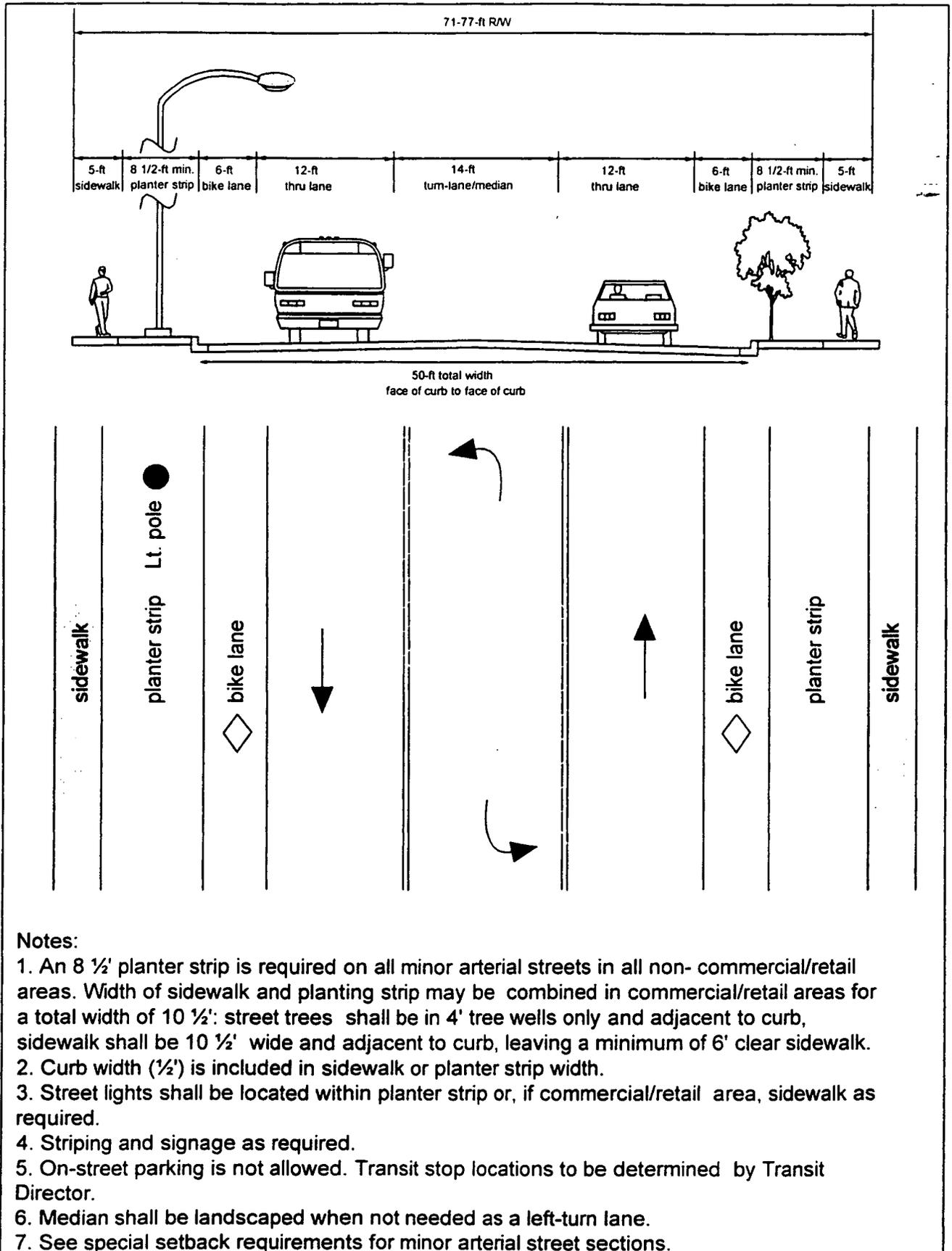
90  
60  
—  
30  
15

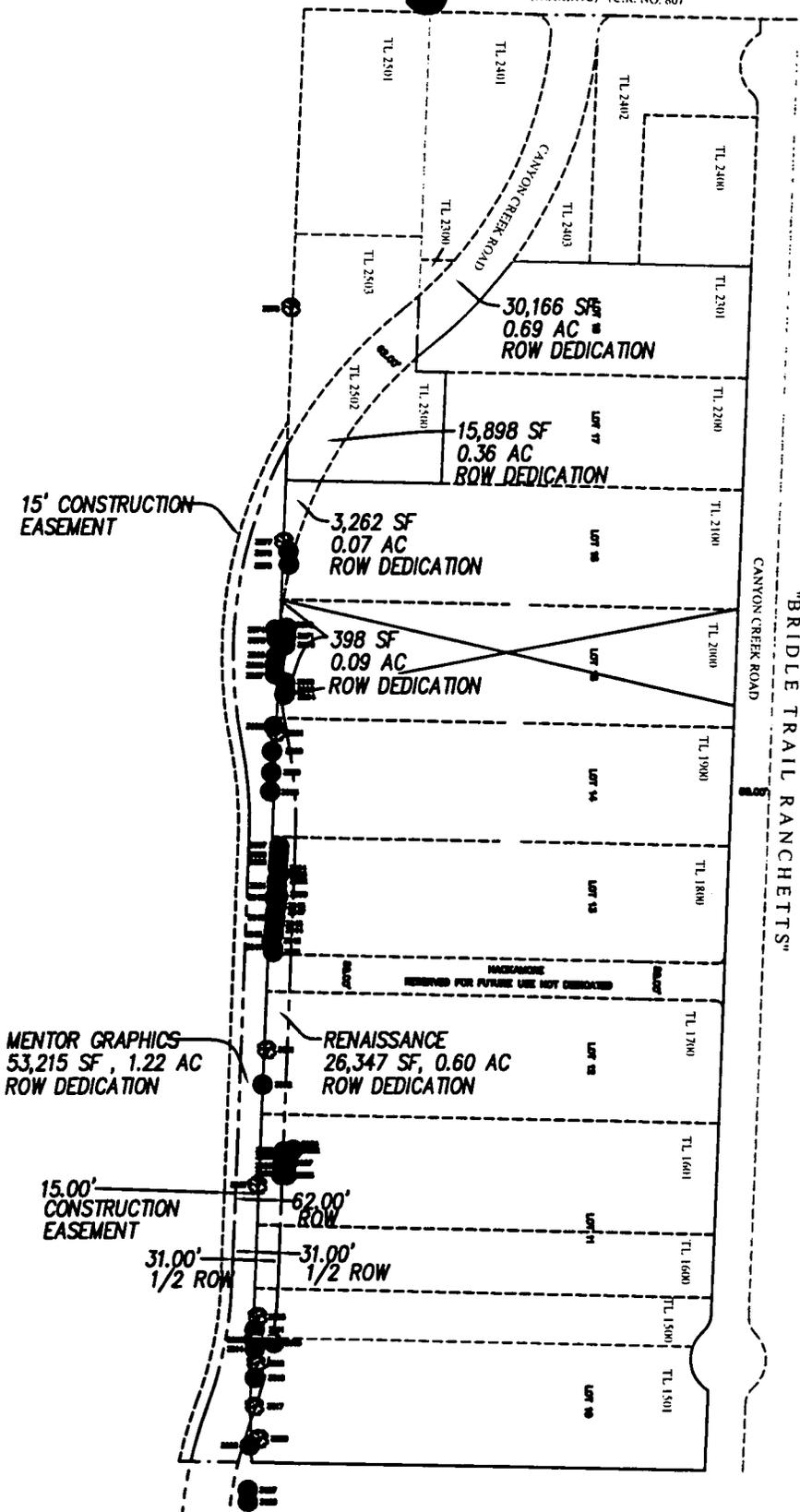


City of  
**WILSONVILLE**  
in OREGON

Transportation  
Systems Plan

Figure 4.8  
2020 Alternative 2 Arterial and Collector Classifications  
(adopted by City Council June 2, 2003)





TREE SCHEDULE

NUMBER	ELEVATION	FULL DESCRIPTION	NUMBER	ELEVATION	FULL DESCRIPTION	NUMBER	ELEVATION	FULL DESCRIPTION
3011	218.76	8" NORWAY SPRUCE	3031	220.78	17" PONDEROSA PINE	3051	220.08	21" PONDEROSA PINE
3012	218.47	12" SCOTCH PINE	3032	218.03	10" DOUGLAS FIR	3052	219.70	15" INCENSE CEDAR
3013	216.92	13" OREGON WHITE OAK	3033	217.78	10" DOUGLAS FIR	3053	219.59	10" PONDEROSA PINE
3014	217.36	8" & 10" WILLOW SPECIES	3034	217.95	9" DOUGLAS FIR	3054	218.66	14" INCENSE CEDAR
3015	213.91	12" SCOTCH PINE	3035	217.73	9" DOUGLAS FIR	3055	218.66	12" SCOTCH PINE
3016	213.83	11" SCOTCH PINE	3036	217.63	8" DOUGLAS FIR	3056	218.77	(2) 10" SCOTCH PINE
3017	214.19	30" PONDEROSA PINE	3037	217.64	8" DOUGLAS FIR	3057	219.11	12" SCOTCH PINE
3018	213.44	12" SCOTCH PINE	3038	217.34	9" DOUGLAS FIR	3058	219.47	(3) 1" WILLOW SPECIES
3019	213.39	10" OREGON WHITE OAK	3039	217.59	10" DOUGLAS FIR	3059	218.76	11" SCOTCH PINE
3020	212.71	14" SCOTCH PINE	3040	219.75	9" INCENSE CEDAR	3060	219.24	12" DOUGLAS FIR
3021	213.17	10" 12" 14" WILLOW SPECIES	3041	219.97	24" PONDEROSA PINE	3061	220.04	12" DOUGLAS FIR
3022	210.06	12" SCOTCH PINE	3042	219.83	15" PONDEROSA PINE	3062	220.14	10" PONDEROSA PINE
3023	210.18	11" SCOTCH PINE	3043	219.84	16" PONDEROSA PINE	3063	219.26	10" SCOTCH PINE
3024	210.11	12" SCOTCH PINE	3044	219.67	8" INCENSE CEDAR	3064	219.15	12" SCOTCH PINE
3025	210.61	12" SCOTCH PINE	3045	220.08	12" PONDEROSA PINE	3065	219.30	10" SCOTCH PINE
3026	210.91	10" SCOTCH PINE	3046	220.86	2" 12" INCENSE CEDAR	3070	219.96	10" SCOTCH PINE
3027	211.53	12" SCOTCH PINE	3047	220.11	18" PONDEROSA PINE	3071	220.43	10" PONDEROSA PINE
3028	211.42	4" PONDEROSA PINE	3048	219.56	15" INCENSE CEDAR	3072	220.14	9" DOUGLAS FIR
3029	212.22	24" PONDEROSA PINE	3049	219.05	10" PONDEROSA PINE	3073	218.99	11" SCOTCH PINE
3030	211.80	11" PONDEROSA PINE	3050	219.24	15" INCENSE CEDAR	3074	219.41	12" SCOTCH PINE
3031	212.92	12" SCOTCH PINE	3051	218.98	16" PONDEROSA PINE	3075	220.40	(2) 14" PONDEROSA PINE
3032	211.16	8", 10", 12" WILLOW SPECIES	3052	219.21	12" INCENSE CEDAR	3076	220.33	(1) PONDEROSA PINE
						3077	220.26	(3) 30" ASH
						3078	223.84	(1) 7" HAWTHORN & (4) 4" HAWTHORN

**ENGINEERING DEPARTMENT  
STAFF REPORT & RECOMMENDATION**

**DATE:** SEPTEMBER 15, 2003  
**TO:** HONORABLE MAYOR AND CITY COUNCIL  
**FROM:** MICHAEL A. STONE, PE, CITY ENGINEER *MAS*  
**SUBJECT:** CANYON CREEK ROAD SOUTH ALIGNMENT

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**SUMMARY**

As a result of a recent proposal by Renaissance Homes to construct a new residential subdivision south of Boeckman Road, Staff has determined that the alignment for Canyon Creek Road South was never been finalized by Council action even though right-of-way has or is in the process of being acquired. The recommendation would establish the alignment from Boeckman Road south to the north property line of the Sundial Apartments. The extension to and the intersection with Vlahos Drive would be determined at a later date.

**DISCUSSION**

In 1990, City Engineer Dick Drinkwater prepared a detailed drawing laying out a preliminary road alignment for Canyon Creek Road South, which would be located west of the existing street extending to Vlahos Drive. The 1991, Transportation Master Plan (TMP) established the intent to develop Canyon Creek Road South along a general alignment that followed much of the previous design work prepared by Mr. Drinkwater. As a result of a land use action for Mentor Graphics, the City Council adopted Ordinance No. 395, which directed staff to work with the owner/residents of Bridal Trail Ranchetts and Mentor Graphics to determine an exact alignment for the new roadway. Staff has applied the Drinkwater alignment in acquiring the necessary rights-of-way from various properties along the proposed route.

Renaissance Homes has proposed the redevelopment of the rear portions of several of the Bridal Trail Ranchetts located on the Westside of the existing Canyon Creek South. The design previously prepared by Drinkwater illustrated that the entire right-of-way south of the north curve would come from the Mentor Graphics parcel. This alignment is inconsistent with the current practice of allocating right-of-way for roadway equally from the adjacent property owners, where possible, to proportionately share the burden of right-of-way amongst benefiting owners. Renaissance Homes has worked with Mentor Graphics and many of the impacted Bridal Trail Ranchetts homeowners to create an alignment that conforms to the proportional alignment practice to the degree possible.

Staff has concerns over the possible impacts to the trees located along the western boundary of the proposed re-alignment. Staff has subsequently determined that the impacted trees number approximately 60 but are non-native species and/or are

unremarkable examples of native species. However, south of the proposed subdivision are several excellent trees which can be saved by a slight re-alignment.

The new Transportation Systems Plan (TSP) re-classifies Canyon Creek Road South from the Minor Collector designation in the TMP with a 62-foot right-of-way to a Minor Arterial with a 77-foot right-of-way. Staff's past/current acquisitions for the properties south of Boeckman Road have been based on the 62-foot right-of-way used on Canyon Creek North. Implementing the new cross section would create a 2-foot wider street (TMP: 48-feet, TSP 50-feet) and a 4.5-foot wider planting strip (TMP: 4-foot, TSP: 8.5-feet).

Staff has not yet prepared recommendations for the segment extending south from the Bridal Trail Ranchetts and the intersection with Vlahos Drive. Staff will return to the Council with proposed alignments at a future date to finalize the alignment of the remaining segment and the intersection with Vlahos Drive.

### **RECOMMENDATION**

Staff respectfully recommends that the City Council adopt the attached resolution to proportionately share the burden of right-of-way, establish the greatest public good and the least private injury to benefiting property owners.

#### 1. Cross-section

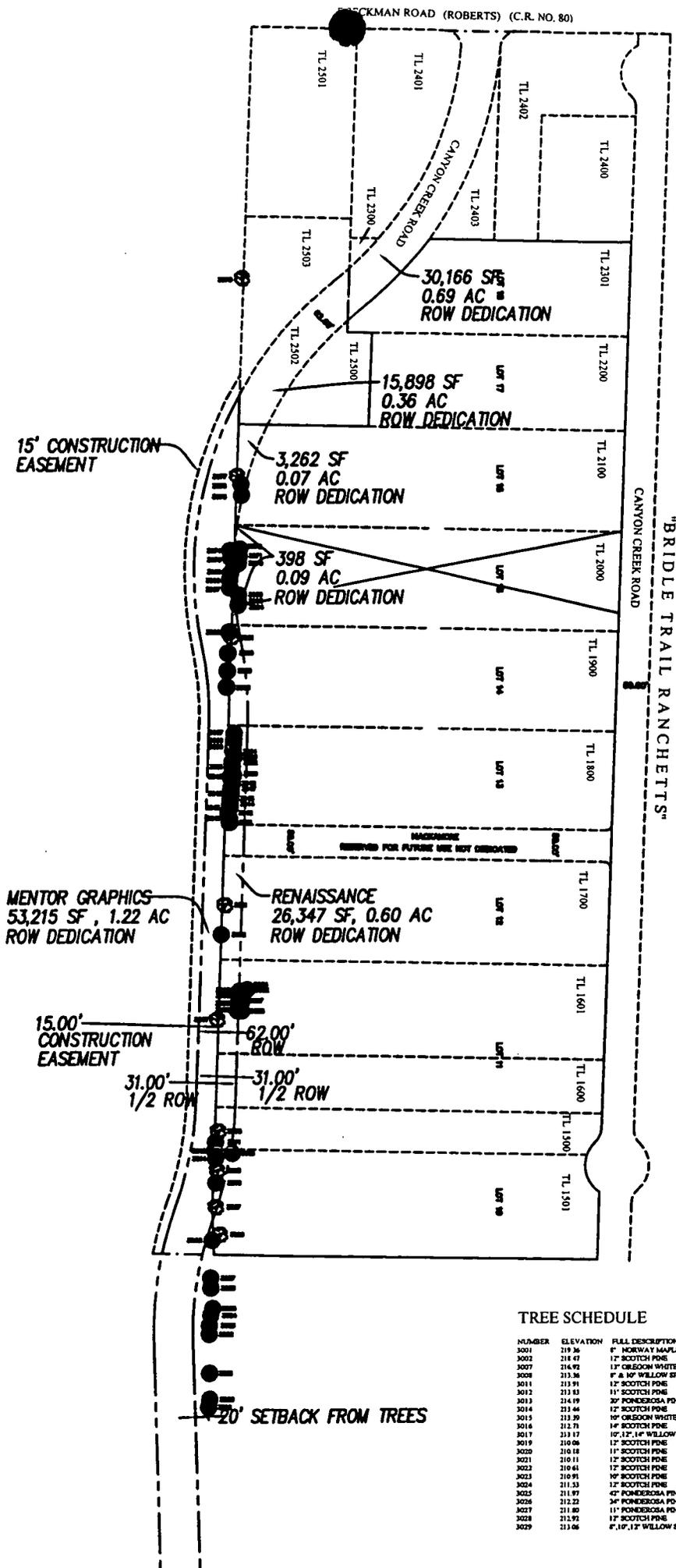
- a. 62-foot right-of-way width.
- b. (2) 12-foot travel lanes, one in each direction.
- c. (1) 14-foot continuous left-turn lane.
- d. (2) 5-foot bike lanes, one in each direction.
- e. (2) 5-foot sidewalks, one on each side.
- f. (2) 4-foot landscaping strips, one on each side.

#### 2. Location

- a. See attached Exhibit A.

Respectfully,

Michael A. Stone, P.E.  
City Engineer



TREE SCHEDULE

| NUMBER | ELEVATION | FULL DESCRIPTION         | NUMBER | ELEVATION | FULL DESCRIPTION     | NUMBER | ELEVATION | FULL DESCRIPTION                  |
|--------|-----------|--------------------------|--------|-----------|----------------------|--------|-----------|-----------------------------------|
| 3001   | 219.36    | F NORWAY MAPLE           | 3021   | 220.28    | 17' PONDEROSA PINE   | 3054   | 220.08    | 21' PONDEROSA PINE                |
| 3002   | 218.47    | 12' SCOTCH PINE          | 3022   | 218.03    | 10' DOUGLAS FIR      | 3055   | 219.70    | 15' INCENSE CEDAR                 |
| 3007   | 216.92    | 12' GREASWOOD WHITE OAK  | 3023   | 217.78    | 10' DOUGLAS FIR      | 3056   | 219.39    | 10' PONDEROSA PINE                |
| 3008   | 213.36    | F & 10' WILLOW SPECIES   | 3024   | 217.95    | 9' DOUGLAS FIR       | 3057   | 219.46    | 14' INCENSE CEDAR                 |
| 3011   | 213.91    | 12' SCOTCH PINE          | 3025   | 217.73    | 9' DOUGLAS FIR       | 3058   | 218.66    | 12' SCOTCH PINE                   |
| 3012   | 213.83    | 11' SCOTCH PINE          | 3026   | 217.43    | 8' DOUGLAS FIR       | 3059   | 218.77    | (3) 10' SCOTCH PINE               |
| 3013   | 214.19    | 20' PONDEROSA PINE       | 3027   | 217.64    | 8' DOUGLAS FIR       | 3060   | 219.11    | 12' SCOTCH PINE                   |
| 3014   | 211.44    | 12' SCOTCH PINE          | 3028   | 217.34    | 9' DOUGLAS FIR       | 3061   | 219.47    | (2) 8' WILLOW SPECIES             |
| 3015   | 212.39    | 10' GREASWOOD WHITE OAK  | 3029   | 217.99    | 10' DOUGLAS FIR      | 3062   | 218.76    | 11' SCOTCH PINE                   |
| 3016   | 212.71    | 14' SCOTCH PINE          | 3041   | 219.75    | 9' INCENSE CEDAR     | 3064   | 219.24    | 12' DOUGLAS FIR                   |
| 3017   | 213.12    | 12' SCOTCH PINE          | 3042   | 219.97    | 24' PONDEROSA PINE   | 3065   | 220.06    | 12' SCOTCH PINE                   |
| 3019   | 216.06    | 12' SCOTCH PINE          | 3043   | 219.83    | 15' PONDEROSA PINE   | 3066   | 220.14    | 10' PONDEROSA PINE                |
| 3020   | 210.18    | 11' SCOTCH PINE          | 3044   | 218.94    | 16' PONDEROSA PINE   | 3067   | 219.26    | 10' SCOTCH PINE                   |
| 3021   | 210.11    | 12' SCOTCH PINE          | 3045   | 218.67    | 8' INCENSE CEDAR     | 3068   | 219.13    | 12' SCOTCH PINE                   |
| 3022   | 210.41    | 12' SCOTCH PINE          | 3046   | 220.08    | 12' PONDEROSA PINE   | 3069   | 219.30    | 10' SCOTCH PINE                   |
| 3023   | 210.91    | 10' SCOTCH PINE          | 3047   | 220.86    | 7, 12' INCENSE CEDAR | 3070   | 219.96    | 10' SCOTCH PINE                   |
| 3024   | 211.53    | 12' SCOTCH PINE          | 3048   | 220.11    | 18' PONDEROSA PINE   | 3071   | 220.43    | 10' PONDEROSA PINE                |
| 3025   | 211.97    | 42' PONDEROSA PINE       | 3049   | 218.56    | 19' INCENSE CEDAR    | 3072   | 220.14    | 9' DOUGLAS FIR                    |
| 3026   | 212.22    | 24' PONDEROSA PINE       | 3050   | 219.05    | 10' PONDEROSA PINE   | 3073   | 218.75    | 11' SCOTCH PINE                   |
| 3027   | 211.80    | 11' PONDEROSA PINE       | 3051   | 219.24    | 15' INCENSE CEDAR    | 3074   | 219.41    | 12' SCOTCH PINE                   |
| 3028   | 211.92    | 17' SCOTCH PINE          | 3052   | 218.98    | 14' PONDEROSA PINE   | 3075   | 220.40    | (3) 14' PONDEROSA PINE            |
| 3029   | 211.06    | F 10, 12' WILLOW SPECIES | 3053   | 219.21    | 12' INCENSE CEDAR    | 3076   | 220.25    | 11' PONDEROSA PINE                |
|        |           |                          |        |           |                      | 3077   | 220.26    | (2) 8' ASH                        |
|        |           |                          |        |           |                      | 3078   | 225.84    | (1) 8' HAWTHORN & (4) 8' HAWTHORN |