

AFFIDAVIT OF POSTING  
ORDINANCE CB-0-20-84

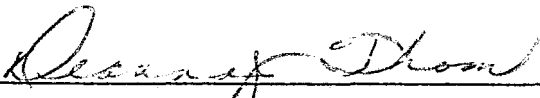
STATE OF OREGON        )  
                              )  
COUNTIES OF CLACKAMAS    )  
          AND WASHINGTON    )  
                              )  
CITY OF WILSONVILLE    )

I, the undersigned, City Recorder of the City of Wilsonville, State of Oregon, being first duly sworn on oath depose and say:

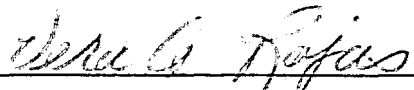
On the 26th day of September, 1984, I caused to be posted copies of the attached Ordinance CB-0-20-84, an ordinance modifying the traffic flow and designating no parking areas for streets within the Fox Chase Subdivision; those streets being Jamacia, Preakness, Chantilly and Churchill, in the following four public and conspicuous places of the city, to wit:

- WILSONVILLE POST OFFICE
- WILSONVILLE CITY HALL
- LOWRIE'S FOOD MARKET
- KOPPER KITCHEN

The ordinance remained posted for more than five (5) consecutive days prior to the time for said public hearing on the 1st day of October, 1984.

  
\_\_\_\_\_  
DEANNA J. THOM, City Recorder

Subscribed and sworn to before me  
this 10<sup>th</sup> day of October, 1984.

  
\_\_\_\_\_  
NOTARY PUBLIC, STATE OF OREGON

My commission expires: August 23, 1985

ORDINANCE NO. 261

AN ORDINANCE MODIFYING THE DIRECTION OF TRAFFIC FLOW, AND DESIGNATING NO PARKING AREAS FOR STREETS WITHIN THE FOX CHASE SUBDIVISION; THOSE STREETS BEING JAMAICA, PREAKNESS, CHANTILLY AND CHURCHILL

WHEREAS, the Traffic Safety Commission met on September 6, 1984, commencing at 7:00 o'clock p.m. Pacific Daylight Savings Time to review the proposed TS-84-1 One-Way Designation - No Parking Fox Chase Subdivision report attached hereto for your reference; and

WHEREAS, it was determined by the Traffic Safety Commission that due to the non-comformance of the standard width of these streets, there were a number of problems involving traffic flow and parking within the Fox Chase Development; and

1. The streets were accepted by the city as public streets when the original Willamette Village Phase A project was approved by the Planning Commission and the City Council in 1977.
2. As provided in the city's Comprehensive Plan, Chapter 4 of the Wilsonville Code, and Wilsonville Public Works Standards, Jamaica, Preakness, Chantilly and Churchill

should have been designated as local residential streets with a minimum twenty-eight foot curb to curb section. Presently, these street sections are twenty-two to twenty-four feet, curb to curb.

3. The City Council, on January 23, 1984, approved Ordinance No. 251 titled "AN ORDINANCE ESTABLISHING PARKING REGULATIONS ON THE RIGHT-OF-WAY OF THE STREET SECTIONS IDENTIFIED ON THE MAP IN ATTACHED EXHIBIT "A"; APPROVING THE INSTALLATION OF "NO PARKING ANYTIME" SIGNS ON SAID STREET SECTIONS; AND APPROVAL FOR THE APPROPRIATIONS OF FUNDING FOR THE INSTALLATION OF THE SIGNS AS DESIGNATED IN EXHIBIT "A". This ordinance was adopted since the streets referenced in Exhibit "A" were sub-standard by prior approvals.
4. If parking is allowed on both sides of the streets as hereinbefore mentioned, it was determined that minimum travel width for two-way traffic was twenty feet. Parking on both sides allows only six to eight feet of travel lane and with no parking allowed on one side with one-way traffic, would give a fourteen to sixteen foot travel lane.
5. Emergency vehicle access could potentially become a severe problem if no access flow control or parking restrictions were administered to this development.

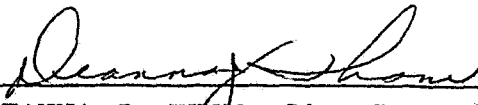
6. Mail service could potentially become a problem with placement of mailboxes and access for delivery of mail.
7. Addressing of existing structures would have to be modified within the development in order to accomodate the one-way street designation. This can be done fairly easily since the area is far from being built out.

THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:


1. The City of Wilsonville shall install signage as stipulated in the Manual of Uniform Traffic Control Devices for the one-way designation of the streets as stipulated in Exhibit "A" attached hereto and incorporated as if fully set forth herein.
2. Post "NO PARKING ANYTIME" signs as required in the Manual on Uniform Traffic Control Devices as designated in Exhibit "A" attached hereto and incorporated as if fully set forth herein.
3. Staff shall work with the appropriate U.S. Post Office representatives to establish a mail service plan to compliment the one-way design.
4. Funds for the installation and materials for the signing hereby approved by adoption of this ordinance, shall be allocated from Account Number 07-65-60710.

Submitted to the Council and read the first time at a regular


meeting thereof on the 17th day of September, 1984,  
and scheduled for second reading at a regular meeting of the  
Council on the 1st day of October, 1984, commencing  
at the hour of 7:30 o'clock p.m., at the Wilsonville City Hall.

  
\_\_\_\_\_  
DEANNA J. THOM, City Recorder

ENACTED by the Council on the 1st day of October,  
1984 by the following votes: YEAS 5 NAYS 0.

  
\_\_\_\_\_  
DEANNA J. THOM, City Recorder

DATED and signed by the Mayor this 5th day of  
October, 1984.

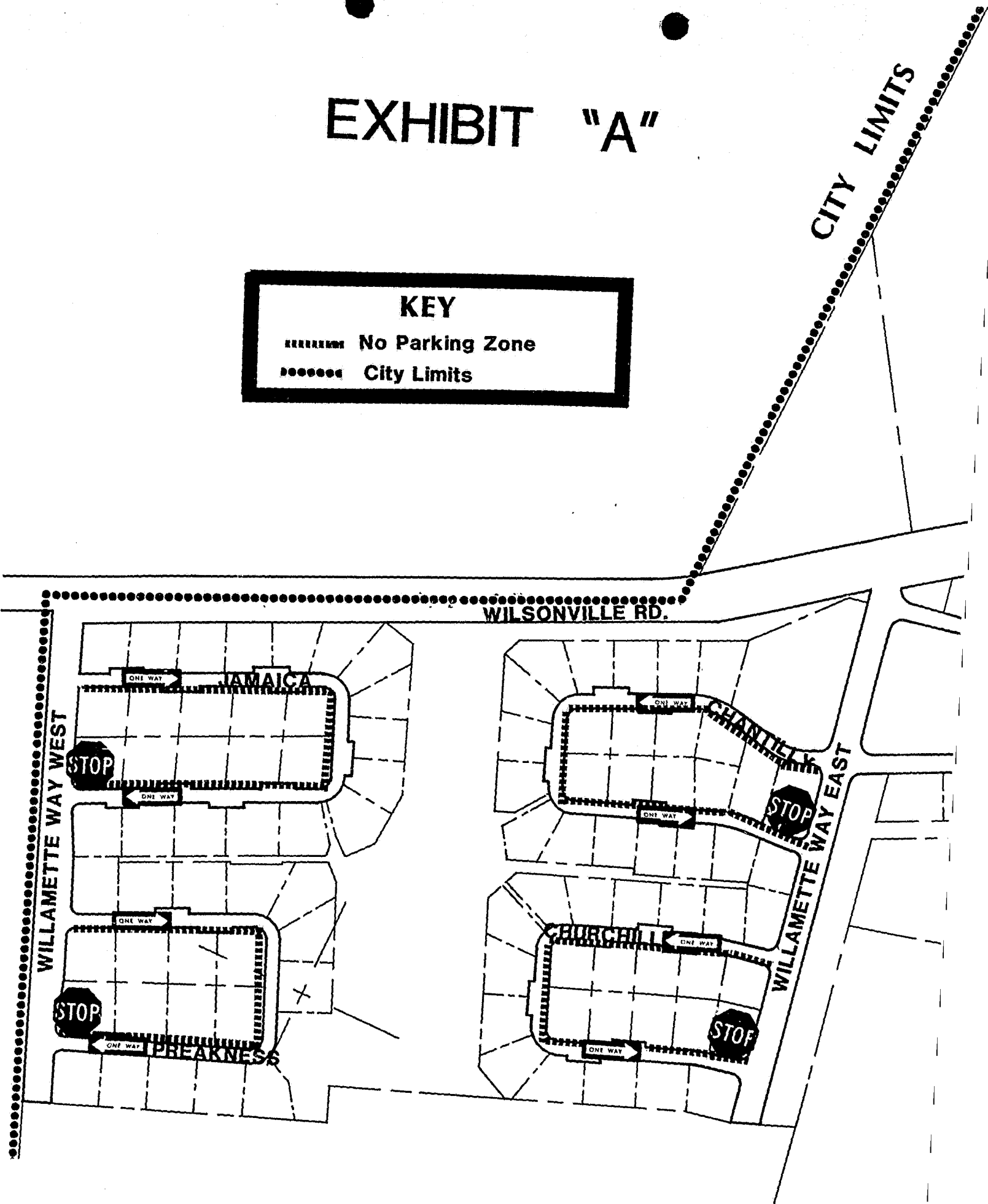
  
\_\_\_\_\_  
WILLIAM G. LOWRIE, Mayor

# EXHIBIT "A"

CITY LIMITS

**KEY**

- ██████████ No Parking Zone
- City Limits



CITY OF WILSONVILLE

# MEMO

September 4, 1984

DATE

TO: TRAFFIC SAFETY COMMISSION

FROM: LARRY R. BLANCHARD  
PUBLIC WORKS DIRECTOR

RE: TS-84-1 One Way Designation - No Parking - Fox Chase Subdivision

One of the primary problems has been identified for the development of the Fox Chase Subdivision which is located west on Wilsonville Road and at one time was referred to as the Willamette Village, Phase A, Subdivision. In 1977 the Planning Commission approved the Willamette Village, Phase A, Development with a circular pattern for not only Willamette Drive, but the residential street development within the subdivision. Streets were approved with 20' width section and notch outs for parking, however, parking was restricted to approximately 10 vehicles per street development. The attached map, labeled Exhibit "A", identifies those streets which have since been modified by the Fox Chase replatting. The narrow streets have caused some concern with regards to mail delivery, parking and normal traffic flow through the subdivision.

## PROBLEM

1. Since the Fox Chase replatting, the streets shall be identified as follows: Clackamas Circle is now Jamaica; Cascade Circle is now Preakness; Columbia is now Chantilly; and Santiam Circle is now Churchill; Willamette Drive is now Willamette Way East; and Valley Way Drive is now Willamette Way West.
2. Under the City's street system master plan, these streets would be identified as local residential streets with a minimum curb to curb section of 28'. However, since the street systems that were built are narrower by approximately 4' to 8', this restricts off street parking within the subdivision.
3. Mail service would have to be reorganized in order to provide proper circulation for mail carrier routes or parcel service delivery.
4. Emergency response by the fire district would have to be identified since access to a potential fire in any one of the farthest units on one of the streets could potentially block traffic if on street parking were allowed. Given a

24' street section with parking on both sides would eliminate approximately 16' of the traffic pattern which ultimately would reduce the travel section to 8' approximately. This is not enough room to allow traffic or fire traffic, etc., to proceed forward; they would be blocked basically.

5. The addressing of the units within the subdivision would have to be carefully analyzed in order to eliminate any concerns regarding emergency services finding a certain address, etc.

#### DISCUSSION

1. It has become apparent that in order for Fox Chase subdivision to develop in a normal manner, it would be necessary to do one of the following things:
  - a. Restrict the four street systems within Fox Chase to one way designation. (See attached Exhibit "A".)
  - b. To restrict parking as shown in Exhibit "A" for the subdivision.
  - c. Allow the Post Office to construct centralized mailbox systems in locations identified on the map, Exhibit "A".
2. In many instances, circulation of traffic through the subdivision with the noted restrictions identified in a, b and c above, will allow traffic to continue to function as a normal street width section would allow for any residential subdivision. If this subdivision is allowed to develop in its present manner, the City will then be dealing with a more serious problem in that some of the not normal or practical construction practices would be allowed to develop which could cause the elimination of any cost effective or feasible methods of altering the situation. Therefore, my recommendations are as follows:

#### RECOMMENDATIONS

1. In accordance with the Manual on Uniform Traffic Control Devices, install the following: one way street designations as identified in Exhibit "A" at the streets as hereinbefore mentioned; install no parking signs as stipulated and as shown in Exhibit "A" as hereinbefore provided; allow the Post Office to install centralized mailboxes at the locations as identified in Exhibit "A".

1rb/sl

Attachment