

RESOLUTION NO. 1534

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE ADDITION OF A ROAD CONSTRUCTION PROJECT TO REALIGN BOONES FERRY ROAD ADJACENT TO INTERSTATE 5 FROM RIDDER ROAD TO A POINT APPROXIMATELY ONE QUARTER MILE SOUTH OF RIDDER ROAD TO THE 5-YEAR CAPITAL IMPROVEMENTS PLAN.

WHEREAS, on March 7, 1994 Council adopted Resolution No. 1095 accepting the Draft Hearing Study Report for the Wilsonville Road Interchange and the Stafford Road Interchange prepared by the Oregon Department of Transportation and dated June 1993; and

WHEREAS, the Draft Hearing Study Report in Figure 1 proposed to construct cul-de-sac Ridder Road at the former intersection of Boones Ferry Road with Ridder Road, and also to construct a cul-de-sac on Boones Ferry Road at a point several hundred feet south of Ridder Road so that there would be no connection from Boones Ferry Road to Ridder Road; and

WHEREAS, Wentworth Chevrolet/GMC applied for Stage 1 Master Plan – Phase 1 and Stage II Site Development Approval to construct a Chevrolet Dealership at the southwest corner of Ridder Road and Boones Ferry Road; and

WHEREAS, in the traffic report for the Wentworth Chevrolet/GMC project DKS and Associates determined that there was inadequate capacity on 95th Avenue, and in particular at the intersection of 95th Avenue and Ridder Road without the connection of Boones Ferry Road from the South to Ridder Road; and

WHEREAS, in condition PF14 and PF22 of Development Review Board Project 96DB14, the Development Review Board conditioned Wentworth Chevrolet/GMC to dedicate right-of-way and construct a 28 foot arterial street section designed for 30 miles per hour fronting the proposed development adjacent to Boones Ferry Road; and

WHEREAS, Wentworth Chevrolet/GMC has subsequently completed the realignment of Boones Ferry Road and the connection to Ridder Road; and

WHEREAS, under provisions of Article 9, Credits of Ordinance No. 386, Mr. Peter F. Fry, AICP on behalf of Wentworth Chevrolet/GMC has applied for credits against the street systems development charges for that part of the Ridder Road construction which is not contiguous to the Wentworth Chevrolet/GMC property and for the additional structural strength required for an arterial road and for an additional four feet of widening beyond the normal 24 foot section which would provide normal service to the project; and

WHEREAS, under provisions of Section 2 of Article 9 Credits, the following conditions apply.

“Section 2. An applicant for a building permit is eligible for credit against the SDC for constructing a qualified capital improvement. A qualified public improvement means one that meets all of the following criteria:

- A. Required as a condition of development approval by the Planning Commission or City Council; and
- B. Identified in an Adopted Capital Improvement Plan; and
- C. Not located within or contiguous to the property or parcel that is subject to development approval, except to the extent that the capital improvement(s) represent(s) a measurable provision for extra service capacity beyond the actual public facility requirements of the property or parcel approved for development.

Applying the adopted methodology, the City Manager may grant a credit against the public improvement charge for a capital improvement provided as part of the development that reduces the development’s demand upon existing capital improvements or the need for further capital improvements or that would otherwise have to be constructed at City expense under the then-existing Council policies”; and

WHEREAS, the project was required as a condition of development; and

WHEREAS, the city engineer has thoroughly reviewed the scope of work and the request for reimbursement as provided by Mr. Fry and determined that \$166,553 worth of the project is for work not contiguous to the property and for extra service capacity; and

WHEREAS, the total cost of this project is \$269,882.

WHEREAS, prior to approving a credit, the project must be on an adopted capital improvements plan; and

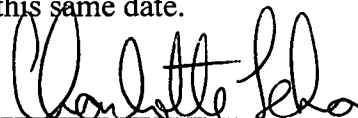
WHEREAS, the next update of the capital improvements plan will not be adopted until the 1999/00 budget is adopted; and

WHEREAS, Wentworth Chevrolet/GMC desires to have the credits available to offset street systems development charges prior to adoption of the budget;

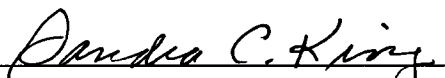
NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

The City Council hereby approves the addition of a road construction project to realign Boones Ferry Road adjacent to Interstate 5 from Ridder Road to a point approximately one quarter mile south of Ridder Road to the 5-year Capital Improvements Plan at an estimated cost of \$270,000 dollars.

ADOPTED by the Wilsonville City Council at a special meeting thereof this 14th day of January, 1999, 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	<u>Yes</u>
Councilor Kirk	<u>Yes</u>
Councilor Helser	<u>Yes</u>
Councilor Barton	<u>Yes</u>
Councilor Holt	<u>Yes</u>

Peter Finley Fry AICP

(503) 274-2744

2153 SW Main Street, #104, Portland, Oregon 97205 • Fax (503) 274-1415 • Email: PFINLEYFRY@aol.com

October 28, 1998

RECEIVED
NOV 03 1998
CITY OF WILSONVILLE
ENGINEERING DEPT.

Michael A. Stone, P.E.
City Engineer
City of Wilsonville
30000 SW Town Center Loop E
Wilsonville, OR 97070

RE: Wilsonville Chevrolet Offsite Costs

Dear Mike:

Please find enclosed, our offsite costs to improve Ridder and Boones Ferry Roads.

The costs are formatted according to the City of Wilsonville specifications.

Please do not hesitate to contact me if you have any additional questions.

Thank you.

Sincerely,


Peter F. Fry AICP

enclosure



Worldwide Facilities Group

October 23, 1998

Mr. Peter Finley Fry, AICP
2153 SW Main #104
Portland, OR 97205

Re: Wilsonville Chevrolet Offsite Costs

Dear Peter:

Please find attached a copy of the worksheet requested from the offsite construction costs for Wilsonville Chevrolet. Please note a slight difference in the credit request. The quantities and basis of the estimate are the same as outlined in our July 10, 1998 letter attached.

Sincerely,
Worldwide Facilities Group

A handwritten signature in black ink, appearing to read "Richard Dunn", is written over the typed name.

Richard Dunn
Regional Project Manager

Enclosures
cc: Chuck Holman
Rick Cawthray

97242/2.6
2.8
4.16

City Of Wilsonville							
System Development Charge Credit Request Form							
Project Name: Wilsonville Chevrolet							
Prepared By: R Dunn							
Firm: General Motors							
Date Prepared: 10/22/98							
Approved By:							
	A.	B.	C.	D.	E.	F.	G.
			Quantity > 24-foot Section	Quantity In			
		Quantity < 24-foot Section	Fronting Development	Excess of Residential		Non-Creditable	Creditable
	Total	Fronting Development	and Offsite Improvements	Street Section	Unit	Costs	Costs
Item Description	Quantity/Unit	Developer Responsibility	(City Responsibility)	(City Responsibility)	Price	(B X E)	(C X E) + (D X E)
	SF	SF	SF	SF	\$/SF		
Ashphalt Paving							
Frontage(East)	9100	7800	1300	0	8.14	\$63,492	\$10,582
South of Frontage(extension south)	6384	0	6384	0	8.14	\$0	\$51,966
Frontage(North)	4340	3740	600	0	8.14	\$30,444	\$4,884
Ridder Court Beyond	2200	0	2200	0	8.14	\$0	\$17,908
Base Rock Difference(4")				SF	\$/SF		
Frontage	9100	0	0	9100	1.00		\$9,100
South of Frontage	6384	0	0	6384	1.00		\$6,384
North of Frontage	4340	0	0	4340	1.00		\$4,340
Ridder Court Beyond	2200	0	0	2200	1.00		\$2,200
Ashphalt Difference(2')				SF	\$/SF		
Frontage	9100	0	0	9100	2.00		\$18,200
South of Frontage	6384	0	0	6384	2.00		\$12,768
North of Frontage	4340	0	0	4340	2.00		\$8,680
Ridder Court Beyond	2200	0	0	2200	2.00		\$4,400
Subtotal						\$93,936	\$151,412
Overhead at 10%						\$9,394	\$15,141
Totals						\$103,329	\$166,553
Note: Unit costs derived from total aggregate in place costs of \$11.14/sf							



Worldwide Facilities Group

July 10, 1998

Mr. Peter Finley Fry AICP
2153 SW Main #104
Portland, OR 97205

Re: Wilsonville Chevrolet

Dear Peter:

Please find below a summary of the street improvement cost allocation outlined in your request of July 1, 1998 for the Wilsonville Chevrolet. The total cost of the improvements is \$245,423. The cost, which should be reimbursable, is \$178,198.

For simplicity, we have broken the project into four segments: South, Frontage, North and Ridder. South is the improvements south of the property line. North is the improvements north of the north property line. Frontage is the improvements at the east of the east property line. Ridder is the improvements west of the east property line and north of the north property line.

We assumed that the 28-foot wide roadway runs the entire length of Boones Ferry. We assumed the north driveway improvements were our costs as well as the drainage ditch cleaning and revision. We assumed the south utility improvements were part of the South credit. We also assumed the Ridder improvements are the City of Wilsonville's responsibility because they are located beyond the 24' distance.

The square footage of those improvements is as follows:

South	6,384 SF
North	4,340 SF
Frontage	9,100 SF
Ridder	<u>2,200 SF</u>
	22,024 SF

The improvements beyond 24 feet from the edge of pavement are as follows:

North	<u>600 SF</u>
Frontage	1,300 SF

In our estimation then the total square footage to be allocated to the City would be as follows:

South	6,384 SF
North	<u>600 SF</u>
Frontage	1,300 SF
Ridder	<u>2,200 SF</u>
	10,504 SF

The percentage allocation based on square footage is $10,504/22,024$ or 47.7%.

The credit based on square footage would be $\$245,423 \times .477 = \$117,071$.

The Credit for the upgrade over City Standards would be the difference between actual costs minus City credits ($245,432 - 117,071$) or $\$128,361$. This number would then be multiplied by the ratio of the thickness of pavement upgrade or 11 inches divided by 17 inches, which is .35. The upgrade would be $\$128,361 \times .35$ or $\$44,926$.

The Total Credit then be calculated as follows:

Square Footage Credit	\$117,071
Upgrade	\$ 44,926
OH&P @10%	\$ <u>16,200</u>
Total Credit	\$178,198

Please review the attached and let me know if our perspective is correct.

If you have any question concerning the above, please advise.

Sincerely,
Worldwide Facilities Group



Richard Dunn
Regional Project Manager

cc: Tim Miller
Rick Cawthray
Chuck Holman

97242/2.6
2.8
4.16