

RESOLUTION NO. 2400

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ESTABLISHMENT OF A REIMBURSEMENT DISTRICT TO REFUND TO THE WEST LINN - WILSONVILLE SCHOOL DISTRICT THE PRO RATA COSTS FOR CONSTRUCTION OF ROAD AND UTILITY INFRASTRUCTURE IMPROVEMENTS THAT WILL SERVE PROPERTIES WITHIN THE REIMBURSEMENT DISTRICT

WHEREAS, pursuant to Resolution No. 2247, the City of Wilsonville (City) and the West Linn - Wilsonville School District (School District) entered into an Intergovernmental Cooperative Agreement for Villebois School Site Infrastructure, dated September 22, 2010 (the IGA); and

WHEREAS, the IGA provided, among other things, the following as to the infrastructure improvements required to be made for the Lowrie Primary School site:

“3. Street Infrastructure.

3.1. Residential Streets. Residential streets to serve and benefit residential development must meet City street standards and are the responsibility of the developer to construct and bear the expense for same. When a residential street serves separate developments on each side of the street, then each developer is responsible for 50% of the street costs or such applicable pro rata share if there is more than one benefitting developer on each side of the street. One of the methods available to ensure the first-in developer who builds the street is fairly reimbursed is through the formation of a Street Reimbursement District, pursuant to W.C. 3.116.

* * *

3.2. District as Developer; Estimate Costs. ... Thus, the District would be responsible for their share of the costs, their half of the street/right-of-way improvements plus generally 50% of the costs of underground utilities, and the across-the-street benefitting developer(s) would be responsible for the remaining balance of the costs and final completion of the streets.”; and

WHEREAS, the IGA further specifies those streets and utilities where cost sharing is applicable and approximate estimated reimbursable costs to be Serenity Way/Courtenay Loop (\$95,481), Geneva Loop (\$63,675), St. Moritz Loop (\$79,320), Carinthia Circle – southern

portion (\$174,520), Denmark Street (\$81,546), and Brown Road (\$80,080), which totaled \$574,622; and

WHEREAS, the IGA further provides:

“6. Actual Costs and Reimbursements for Infrastructure Improvements.

6.1. True-Up to Actual Costs. The parties recognize that the aforementioned costs are estimates only.... The actual costs incurred and known at the time of the completion of construction contracts shall be substituted for the estimates for the purposes of payment and reimbursement as required herein. The costs shall be subject to true-up to actual payments, inclusive of any additions or subtractions made to the full payment for each construction contract.”; and

WHEREAS, paragraph 6.2 of the IGA further provides the unpaid balance of the reimbursable costs would accrue a per annum simple interest rate of 4.5% commencing upon the formation of the Reimbursement District; and

WHEREAS, the construction contract for Lowrie Primary School and infrastructure improvements was deemed complete, was duly constructed and bonded under the supervision and direction of the City Engineer, and was accepted by the City as of January 24, 2013, and actual costs have been trued-up and paid; and

WHEREAS, Wilsonville Code § 3.116 provides that the School District may apply for reimbursement of its costs for infrastructure improvements to serve other property as follows:

“(1) If any person, on application and approval, pays the costs of improving a street, water, storm drainage, or sewer facility ... to serve the owner’s property, and the improvement or utility would be adjacent to or serve other property so that street, water, storm drainage, sewer service ... is provided for such other property without further improvement or extension of the lines or utilities, the City shall require the owners of the other property prior to providing street access, water, storm drainage, sewer service... to such other property, to refund to the person paying the costs of improving the street, water, storm drainage, sewer lines ... a pro rata portion of the costs of the extension. The right of the City to require such refunds shall not continue for more than ten (10) years after the date of installation of the improvement, unless, for good cause shown, the City Council authorizes an extension. Refunds are not intended to limit or replace, and are in addition to, any other existing fees or charges collected by the City. The amount to be refunded shall be determined by the council, and such determination shall be final.

* * *

“(6) ... the application may be made following improvement, but no later than three months after completion and acceptance by the City of the improvement. If the application is filed after construction, the application shall include the actual cost of construction as evidenced by a contract, receipts, bids, or other similar documents. The provisions of this section shall apply to the owners of said property in the same manner as subsection (1) is applied to the other property owners described therein.”; and

WHEREAS, the School District has duly made its application in accordance with Wilsonville Code § 3.116(6); and

WHEREAS, the City and School District have agreed that the City will directly reimburse the School District \$135,668.28 for the City’s share of construction costs for the Brown Road improvements, therefore eliminating both the need for this improvement to be included in the Road and Utility Infrastructure Reimbursement District (the “Reimbursement District”) and the City to be named as a party of the Reimbursement District; and

WHEREAS, the following are incorporated by reference in this Resolution: **Exhibit A**, a map outlining the Infrastructure Improvement area; **Exhibits B and C**, maps depicting the two tax lots comprising the Reimbursement District; **Exhibits D and E**, legal descriptions of the two tax lots comprising the Reimbursement District; and **Exhibit F**, a listing of the final costs for the Infrastructure Improvements and calculated reimbursable amount of \$410,718.71, plus 17% overhead and 7% permitting, totaling \$509,291.20; and

WHEREAS, the City Engineer had previously inspected the infrastructure improvements, the properties to be served, reviewed the plans for the improvements, reported the improvements were feasible, desirable, and necessary for the orderly development and expansion of the City’s sewage collection system, storm drainage system, water system, and street infrastructure and were subject to public works permits issuance, has now deemed the infrastructure substantially completed, and has confirmed final costs; and

WHEREAS, the City Engineer, having duly considered the development potential of adjacent properties, the value of unused capacity of the improvements to serve other properties, rate making principals employed to finance public improvements, and such other information as presented, recommended that the City adopt a refund methodology to fairly apportion the costs of the infrastructure improvements to all the benefited properties, as set forth in **Exhibit F**; and

WHEREAS, the City Council duly noticed and held a public hearing on this matter on March 18, 2013, whereat the City Council received a staff report, exhibits, and public testimony.

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

1. The above recitals are incorporated by reference herein and the report and recommendations of the City Engineer are hereby adopted.
2. The Reimbursement District described in **Exhibits B, C, D, and E**, and the total cost and allocation of the cost of the Lowrie School Infrastructure Improvements as set forth in **Exhibit F**, are adopted.
3. Except as provided in paragraph 4 below, at the time of issuance of a public works permit to provide sewer, storm, water or other utility service to the subject property (Reimbursement District Property), each of the property owners within the Reimbursement District, as set forth in **Exhibit F**, shall pay to the West Linn - Wilsonville School District, for the purpose of reimbursement to the West Linn - Wilsonville School District or its successor or assigns, a reimbursement fee (Reimbursement Fee) based on the pro rata portion of the costs of extending the infrastructure improvements to serve the Reimbursement District Properties, pursuant to the methodology described in **Exhibit F** and allowing only for those costs specifically set forth as allowed costs pursuant to Wilsonville Code § 3.116 et seq., which total \$509,291.20, together with a per annum simple interest rate of 4.5%, commencing upon the effective date of this Resolution, which is the date this Reimbursement District is formed.
4. Upon the City Engineer's final determination of the pro rata Reimbursement Fee of the Reimbursement District Properties, based on actual allowed Reimbursement District costs of the Lowrie School Road and Utility Infrastructure Improvements, the City shall require that, prior to providing building permits to a Reimbursement District Property, the pro rata Reimbursement Fee, as provided in Exhibit F, shall be paid to the West Linn - Wilsonville School District by the property owner if the request for utility and street service occurs within the life of the Reimbursement District; provided further that the pro rata fee for the reimbursement district property may either be paid in full, together with the accrued interest and administration fee as established below, or if the Reimbursement District property has subdivision approval, payment may be further prorated on a per building lot permit basis and

paid at the time of the building lot permit application, together with the accrued interest and such applicable administrative fee, as set forth in this Resolution, on the unpaid balance on a per lot basis.

5. The date of acceptance of the infrastructure improvements by the City Engineer (“Acceptance Date”) is January 24, 2013. The Reimbursement District will remain in effect for a period of ten (10) years from the effective date of this Resolution. Provided, however, the Reimbursement District may remain in effect for a longer period of time in the event the City Council, for good cause shown, authorizes an extension of the ten (10) year period. The Reimbursement District will bind and apply to all Reimbursement District Properties until the West Linn - Wilsonville School District has been reimbursed or the Reimbursement District terminates, whichever occurs sooner.
6. The City shall charge an administrative fee of 0.5% of the unpaid principal balance from the effective date of this Resolution, which shall be paid to the City in keeping with the payment method selected under paragraph 4 above. If the affected property owner chooses to pay the full assessed sum, together with any accrued interest, prior to July 1, 2013, the administrative fee shall be waived.
7. The City Recorder shall cause notice of the formation and nature of the Reimbursement District to be filed in the office of the Clackamas County recorder for notice purposes. Such recording shall not create a lien and failure to make such recording shall not affect the legality of this Resolution or the obligation to pay the Reimbursement Fee.
8. Any legal action to contest the formation of this Reimbursement District or the Reimbursement Fee, including the amount of the charge designated for each parcel, must be filed within sixty (60) days following the adoption of this Resolution establishing the Reimbursement District, as shown below. Any such action shall be by Writ of Review as provided in ORS 34.010 or ORS 34.100.
9. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 18th day of March, 2013, and filed with the Wilsonville City Recorder this date.


TIM KNAPP, MAYOR

ATTEST:


Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp - Yes

Council President Starr - Yes

Councilor Goddard - Yes

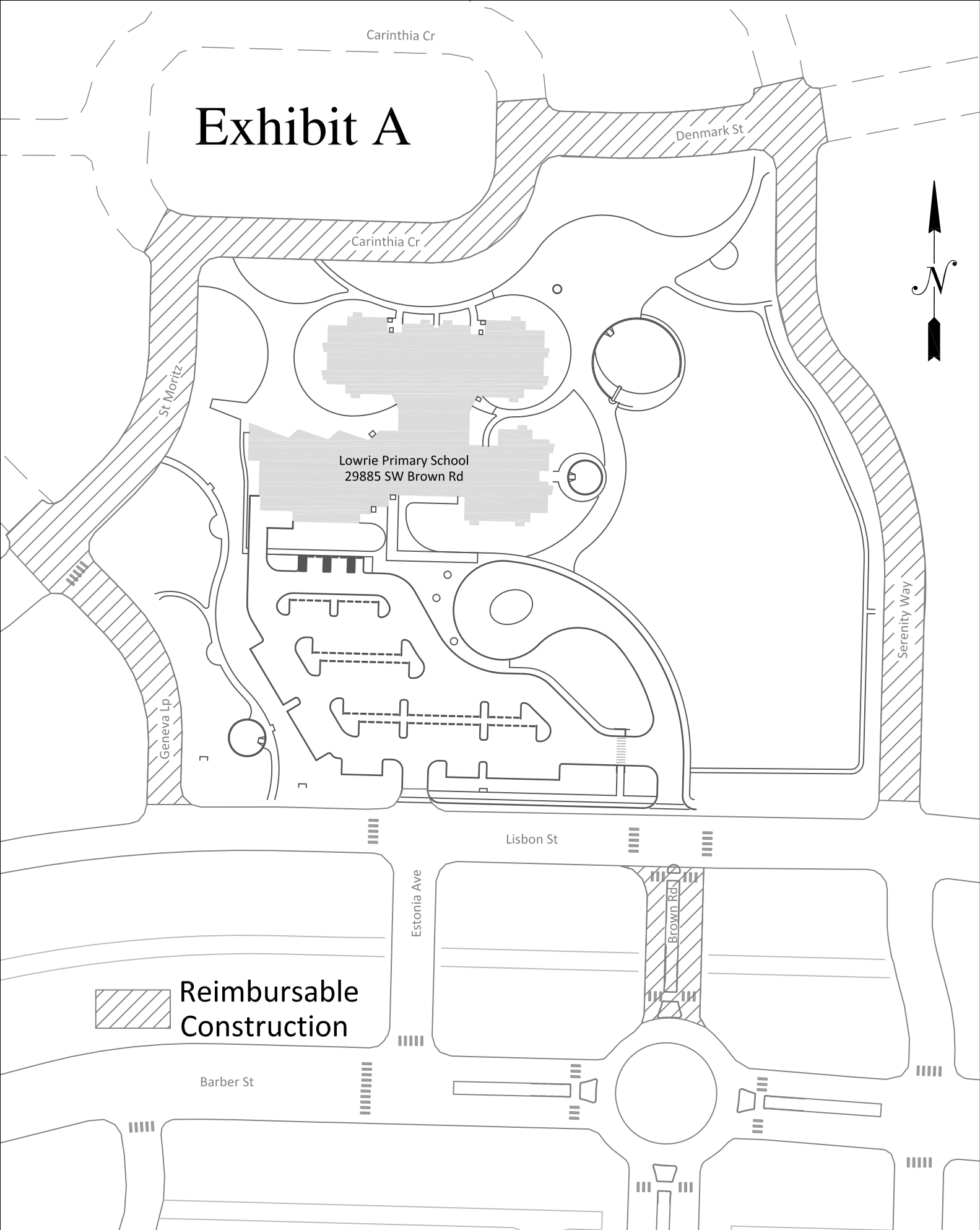
Councilor Fitzgerald - Excused

Councilor Stevens - Yes

Attachments:

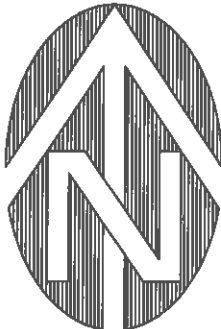
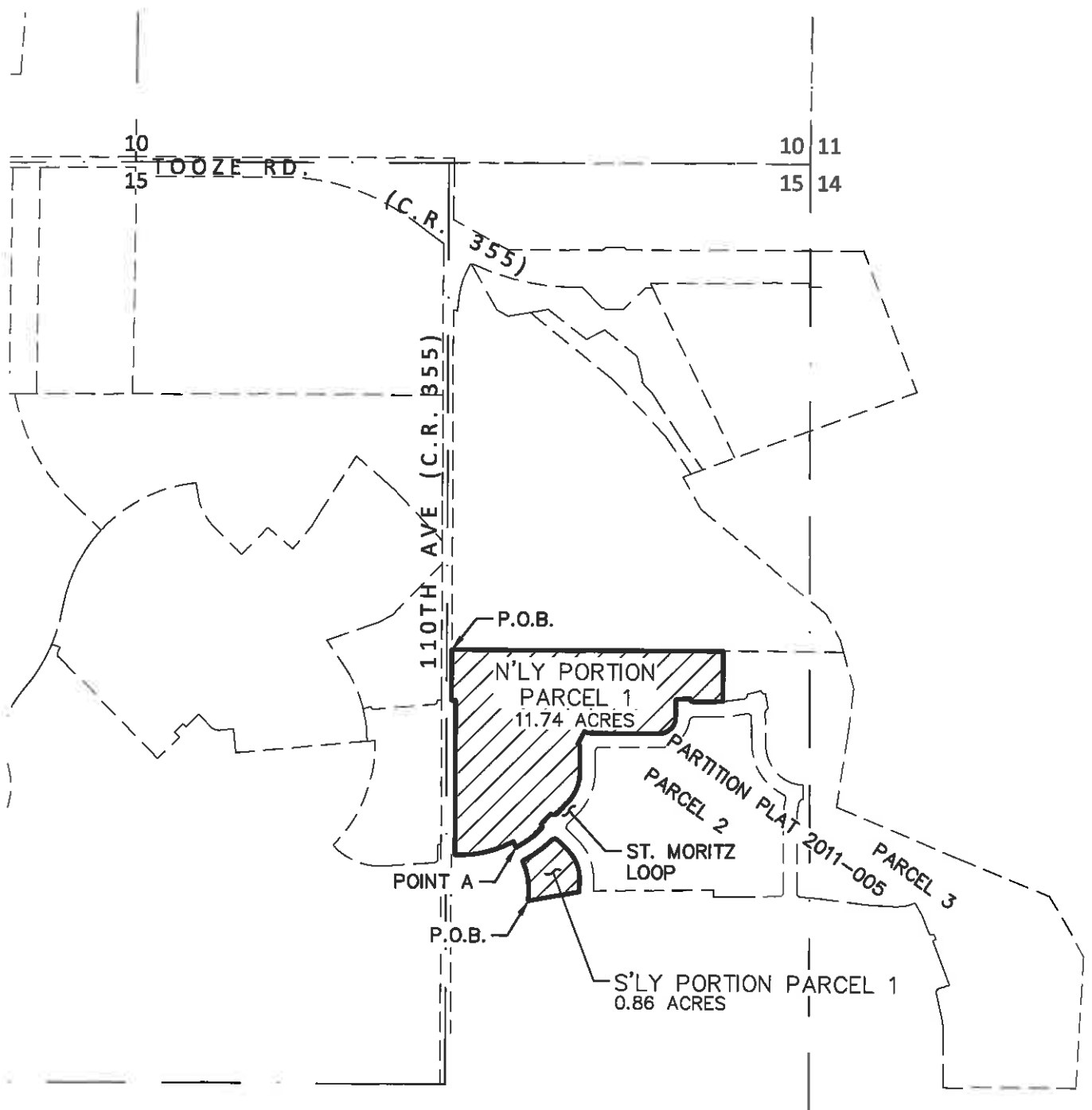
- Exhibit A** – Map titled Infrastructure Improvement Area, dated 2/5/13
- Exhibit B** – Plan Map of Parcel 301 of the Reimbursement District
- Exhibit C** – Plan Map of Parcel 300 of the Reimbursement District
- Exhibit D** – Legal Description of Parcel 301 of the Reimbursement District
- Exhibit E** – Legal Description of Parcel 300 of the Reimbursement District
- Exhibit F** – Infrastructure Improvements Construction Cost Breakdown and Allocation

Exhibit A



 Reimbursable Construction

Drawing Name: J:\1197-011.12\Survey\CAD\DWG\1197-011-TL501.dwg Jan 30, 2013 - 5:31pm - mds



SCALE: 1"=600'

EXHIBIT "B"
 SECTION 15
 T. 3 S., R. 1 W., W.M.,
 CLACKAMAS COUNTY, OR.

DATE	01/30/2013
DRAWN BY	MDS
CHECKED BY	GRA
REVISIONS	
JOB NO.	1197-011

WESTLAKE
 CONSULTANTS inc.

ENGINEERING ♦ SURVEYING ♦ PLANNING

PACIFIC CORPORATE CENTER
 15115 S.W. SEQUOIA PARKWAY, SUITE 150 (503) 684-0652
 TIGARD, OREGON 97224 FAX (503) 624-0167

EXHIBIT B

Drawing Name: U:\1197-011.12\Survey\CAD\DWG\1197-011-TL300.dwg Jun 04, 2012 - 4:51pm - mds

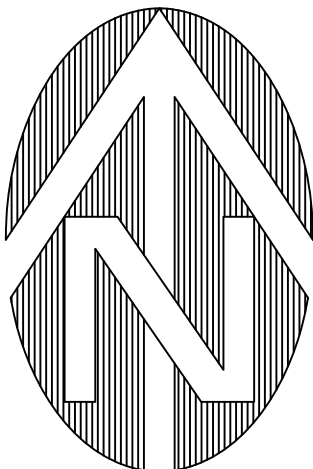
10 11
15 14

TOOZE RD. (C.R. 355)

110TH AVE (C.R. 355)

TL300 TRACT
18.92 ACRES

P.O.B.



SCALE: 1" = 300'

ASSESSMENT EXHIBIT

SECTIONS 14 & 15
T. 3 S., R. 1 W., W.M.,
CLACKAMAS COUNTY, OR.

DATE	06/04/12
DRAWN BY	MDS
CHECKED BY	GRA
REVISIONS	
JOB NO.	1197-011

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PACIFIC CORPORATE CENTER
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TIGARD, OREGON 97224 FAX (503) 624-0157

Assessment Area
City of Wilsonville
Project No. 1197-011
January 30, 2013

PROPERTY DESCRIPTION

A tract of land located in the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being all of Parcel 1, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Northerly portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, north of St. Moritz Loop and Tract "EE"; being more particularly described as follows:

Beginning at the northeast corner of said Parcel 1, being a point on the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (20.00 feet east of centerline);

thence N 89°54'12" E, a distance of 1060.94 feet to the northwest corner of Parcel 3 of said Partition Plat;

thence along the west line of said Parcel 3, S 0°09'50" E, a distance of 197.16 feet to the north right of way line of Denmark Street and a point on a non-tangent curve, concave northerly and having a radius of 720.50 feet to which a radial line bears
S 4°11'30" E;

thence westerly along said curve through an angle of 04°09'27", an arc distance of 52.28 feet;

thence S 89°57'57" W, a distance of 64.95 feet to the beginning of a curve, concave northeasterly and having a radius of 15.00 feet;

thence northwesterly along said curve through an angle of 84°25'57", an arc distance of 22.10 feet;

thence S 84°23'55" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 65.00 feet to which a radial line bears N 84°23'52" E;

thence southerly along said curve through an angle of 05°26'14", an arc distance of 6.17 feet;

thence S 00°09'51" E, a distance of 61.00 feet to the beginning of a curve, concave northwesterly and having a radius of 67.00 feet;

thence southwesterly along said curve through an angle of 90°07'49", an arc distance of 105.40 feet;

thence S 89°57'57" W, a distance of 261.07 feet to the beginning of a curve, concave northerly and having a radius of 65.00 feet;

thence westerly along said curve through an angle of 26°59'09", an arc distance of 30.61 feet;

thence S 26°57'07" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave southwesterly and having a radius of 15.00 feet to which a radial line bears N 26°56'29" E;

thence southerly along said curve through an angle of 62°53'03", an arc distance of 16.46 feet;

thence S 00°09'51" E, a distance of 97.81 feet to the beginning of a curve, concave northwesterly and having a radius of 170.50 feet;

thence southerly along said curve through an angle of 44°14'44", an arc distance of 131.67 feet;

thence S 44°04'53" W, a distance of 61.79 feet to the beginning of a curve, concave northerly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of 89°57'44", an arc distance of 23.55 feet;

thence S 44°30'04" W, a distance of 55.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 15.00 feet to which a radial line bears N 44°03'02" E;

thence southerly along said curve through an angle of 92°24'52", an arc distance of 24.19 feet, to the beginning of a compound curve, concave northerly and having a radius of 460.50 feet to which a radial line bears S 43°32'33" E;

thence westerly along said curve through an angle of 14°58'38", an arc distance of 120.38 feet to the east line of Tract "EE" of said Partition Plat No. 2011-005, and a point referred to below as Point A;

thence N 25°27'08" W, a distance of 25.04 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 435.50 feet to which a radial line bears S 28°44'37" E;

thence along the north line of said Tract "EE", westerly along said curve through an angle of 28°42'12", an arc distance of 218.17 feet;

thence S 89°57'35" W, a distance of 18.76 feet to the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (35.50 feet east of centerline);

thence along said east right-of-way line, N 00°02'25" W, a distance of 603.88 feet to an angle point;

thence S 89°57'35" W, a distance of 15.50 feet to an angle point (20.00 feet east of centerline);

thence N 00°02'25" W, a distance of 198.35 feet to the point of beginning.

Containing 11.74 acres, more or less.

Southerly Portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, south of St. Moritz Loop; being more particularly described as follows:

Beginning at the most southerly southwest corner of said Parcel 1, also being an angle point on the east line of Tract "DD" of said Partition Plat No. 2011-005;

thence N 00°25'09" E, a distance of 49.23 feet to the beginning of a curve, concave westerly and having a radius of 237.65 feet;

thence northerly along said curve through an angle of 25°52'18", an arc distance of 107.31 feet;

thence N 25°27'08" W, a distance of 2.23 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 519.50 feet to which a radial line bears S 28°12'39" E, and the south right-of-way line of St. Moritz Loop, also being a point S 25°27'08" E 59.08 feet from the above referenced Point A;

thence along said south right-of-way line, northeasterly along said curve through an angle of 15°44'00", an arc distance of 142.65 feet, to the beginning of a reverse curve, concave southerly and having a radius of 15.00 feet;

thence easterly along said curve through an angle of 87°59'15", an arc distance of 23.04 feet to the west right-of-way line of Geneva Loop;

thence along said west right-of-way line, S 45°57'23" E, a distance of 55.15 feet to the beginning of a curve, concave westerly and having a radius of 155.00 feet;

thence southerly along said curve through an angle of 45°47'33", an arc distance of 123.88 feet;

thence S 00°09'51" E, a distance of 53.60 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 416.00 feet to which a radial line bears N 8°30'06" W, being the north line of said Tract "DD";

thence westerly along said curve through an angle of 02°17'43", an arc distance of 16.67 feet, to a compound curve, concave southerly and

having a radius of 10,289.93 feet to which a radial line bears S
10°47'40" E;

thence westerly along said curve through an angle of 01°02'02.5", an arc
distance of 185.70 feet to the point of beginning.

Containing 0.86 acres, more or less.

The total area of the northerly and southerly portions containing 12.60
acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.

Assessment Area
City of Wilsonville
Project No. 1197-011
June 4, 2012

PROPERTY DESCRIPTION

A tract of land located in the west half of Section 14 and the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being a portion of Parcel 3, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Beginning at the most southerly Southwest corner of said Parcel 3;

thence along the westerly lines (the following 32 courses) of said Parcel 3, N 00°06'25" W, a distance of 222.62 feet to the beginning of a curve, concave westerly and having a radius of 214.50 feet;

thence northerly along said curve through an angle of 12°48'48", an arc distance of 47.97 feet;

thence N 12°55'13" W, a distance of 101.80 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of 85°47'29", an arc distance of 22.46 feet, to a reverse curve, concave northerly and having a radius of 676.00 feet;

thence easterly along said curve through an angle of 03°42'29", an arc distance of 43.75 feet;

thence N 20°51'20" W, a distance of 92.00 feet;

thence N 21°44'59" W, a distance of 92.34 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 350.00 feet to which a radial line bears S 25°58'20" E;

thence easterly along said curve through an angle of 02°31'05", an arc distance of 15.39 feet;

thence N 28°29'26" W, a distance of 20.00 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 15.00 feet and to which point of beginning a radial line bears S 28°29'26" E;

thence westerly along said curve through an angle of $96^{\circ}25'05''$, an arc distance of 25.24 feet;

thence N $22^{\circ}04'21''$ W, a distance of 73.11 feet;

thence N $31^{\circ}20'05''$ W, a distance of 55.17 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 157.50 feet to which a radial line bears S $26^{\circ}07'16''$ E;

thence westerly along said curve through an angle of $28^{\circ}43'00''$, an arc distance of 78.94 feet;

thence N $87^{\circ}24'16''$ W, a distance of 101.53 feet to the beginning of a curve, concave northerly and having a radius of 157.50 feet;

thence westerly along said curve through an angle of $04^{\circ}29'12''$, an arc distance of 12.33 feet;

thence N $82^{\circ}55'09''$ W, a distance of 189.72 feet to the beginning of a curve, concave southerly and having a radius of 827.50 feet;

thence westerly along said curve through an angle of $04^{\circ}49'20''$, an arc distance of 69.65 feet to the beginning of a reverse curve, concave northeasterly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of $87^{\circ}34'37''$, an arc distance of 22.93 feet;

thence N $00^{\circ}09'51''$ W, a distance of 307.59 feet to the beginning of a curve, concave easterly and having a radius of 157.50 feet;

thence northerly along said curve through an angle of $14^{\circ}15'36''$, an arc distance of 39.20 feet;

thence N $14^{\circ}05'45''$ E, a distance of 10.13 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $77^{\circ}34'19''$, an arc distance of 20.31 feet;

thence N $01^{\circ}41'09''$ E, a distance of 55.00 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 157.50 feet to which a radial line bears S $1^{\circ}41'09''$ W;

thence northwesterly along said curve through an angle of $87^{\circ}15'17''$, an arc distance of 239.85 feet;

thence $N 01^{\circ}03'34'' W$, a distance of 127.19 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $76^{\circ}35'46''$, an arc distance of 20.05 feet;

thence $N 09^{\circ}51'37'' W$, a distance of 59.20 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 15.00 feet to which a radial line bears $S 14^{\circ}28'39'' E$;

thence northwesterly along said curve through an angle of $92^{\circ}46'12''$, an arc distance of 24.29 feet;

thence $S 75^{\circ}26'43'' W$, a distance of 55.06 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 15.00 feet to which a radial line bears $N 78^{\circ}18'42'' E$;

thence southwesterly along said curve through an angle of $90^{\circ}47'40''$, an arc distance of 23.77 feet, to the beginning of a compound curve, concave northerly and having a radius of 720.50 feet;

thence westerly along said curve through an angle of $06^{\circ}42'11''$, an arc distance of 84.29 feet;

thence $N 00^{\circ}09'50'' W$, a distance of 197.16 feet to the North line of said Parcel 3;

thence along said North line, $N 89^{\circ}54'12'' E$, a distance of 474.44 feet to the East line of said Parcel 3;

thence along said East line, $S 15^{\circ}08'38'' E$, a distance of 149.09 feet;

thence $S 06^{\circ}42'47'' W$, a distance of 188.56 feet to an angle point therein;

thence leaving said Parcel 3, on and along the westerly lines of "Tract II" & "Tract III" as described in Deed Doc. 2010-043104, Clackamas County Records (the following five courses) $S 08^{\circ}29'08'' w$, a distance of 279.19 feet;

thence $S 67^{\circ}55'34'' E$, a distance of 538.83 feet;

thence S 67°55'49" E, a distance of 368.92 feet;

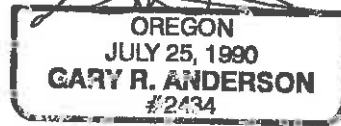
thence S 31°05'10" E, a distance of 271.90 feet;

thence S 03°07'16" W, a distance of 516.48 feet to the south line of said Parcel 3;

thence along said South line, S 89°53'49" W, a distance of 525.46 feet to the point of beginning.

Containing 18.92 acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.



Revised 12/31/13

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS
		School District Final Costs				
1	SERENITY WAY/COURTENAY LOOP Single One-Way Lane / No Parking = 20' wide Change Orders COR 016 Soft Spot Repair Site Demolition Excavation Fill & Grading Erosion Control Street Dev. = (510' + 400' long) x (20' + 10' wide) = 27,300 sf Street Development Cost = 27,300 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling COR 003 Underground Utility Modifications Water Line = 910' @ 100.00/lf Storm Line = 300' @ 125.00/lf Franchise Utilities = 400' @ 200.00/lf Signage and Striping	\$32,068.43		0.0%	Wells Fargo	Reimbursable is for 4 feet of street construction and includes costs for COR 016, site demolition, excavation fill & grading, erosion control, and street development 50% reimbursable reduced by 1/3 for no storm line 50% reimbursable reduced by 1/3 for no storm line Storm line is of no benefit to Wells Fargo 48.5% of Actual Reimbursable because no development in wetland area
		\$1,562.00				
		\$624.00				
		\$6,051.00				
		\$5,629.00				
		\$91,082.00	\$11,611.27	11.1%		
		\$31,371.00		0.0%		
		\$50,226.00	\$16,742.00	33.0%		
		\$18,313.90	\$6,104.63	33.0%		
		\$38,842.00	\$19,421.00	50.0%		
		\$40,782.00		0.0%		
		\$76,793.00		0.0%		
		\$2,436.00		0.0%		
	\$375,904.43	\$53,878.90	\$26,131.27			
2	GENEVA LOOP Full Width Development = 32' Wide Street Width Change Orders COR 016 Soft Spot Repair Site Demolition Excavation Fill & Grading Erosion Control Street Development = 340' long x (32' + 10' wide) = 14,280 sf Street Development Cost = 14,280 sf @ 10.34/sf Sidewalks & Curbs Storm Uphill Swale = 340' @ 100.00/lf Utility Trenching & Backfilling COR 003 Underground Utility Modifications Water Line = 340' @ 100.00/lf Franchise Utilities = 340' @ 200.00/lf Signage and Striping	(\$901.92)		0.0%	Fasano	Reimbursable is for 16 feet of street construction and includes COR 016, site demolition, excavation fill & grading, erosion control, and street development
		\$3,037.00				
		\$594.00				
		\$8,719.00				
		\$5,849.00				
		\$50,621.00	\$21,754.68	31.6%		
		\$13,788.00		0.0%		
		\$7,204.00		0.0%		
		\$17,281.00	\$8,640.50	50.0%		
		(\$3,876.60)	(\$1,938.30)	50.0%		
		\$22,459.00	\$11,229.50	50.0%		
		\$40,714.00		0.0%		
		\$2,139.00		0.0%		
	\$168,466.08	\$39,686.38	\$39,686.38			
3	ST. MORITZ LOOP Three Quarter Development = 18' + 8' = 26' Wide Street Width Change Orders COR 016 Soft Spot Repair Excavation Fill & Grading Erosion Control Street Development = (400' long) x (26' + 10' wide) = 14,400 sf Street Development Cost = 14,400 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling COR 003 Underground Utility Modifications Storm Utility = 400' @ 125.00/lf Storm Uphill Swale = 400' @ 100.00/lf Water Line = 400' @ 100.00/lf Franchise Utilities = 400' @ 200.00/lf Signage and Striping	\$2,621.01			Fasano	Reimbursable is for 10 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development Storm Drainage costs of \$34,505 split between utility and swale
		\$3,582.00				
		\$13,576.00				
		\$4,429.00				
		\$58,187.00	\$18,387.62	22.3%		
		\$30,818.00		0.0%		
		\$27,375.00	\$13,687.50	50.0%		
		(\$1,908.50)	(\$954.25)	50.0%		
		\$19,169.44	\$9,584.72	50.0%		
		\$15,335.56		0.0%		
		\$25,088.00	\$12,544.00	50.0%		
		\$49,299.00		0.0%		
		\$4,741.00		0.0%		
	\$250,639.01	\$53,249.60	\$53,249.60			
4	CARINTHIA CIRCLE Three Quarter Development = 18' + 8' = 26' Wide Street Width Change Orders COR 016 Soft Spot Repair Excavation Fill & Grading Erosion Control Street Development = (500' long) x (26' + 10' wide) = 18,000 sf Street Development Cost = 18,000 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling COR 003 Underground Utility Modifications Storm Utility = 500' @ 125.00/lf Storm Uphill Swale = 500' @ 100.00/lf Water Line = 500' @ 100.00/lf Sanitary Line = 500' @ 125.00/lf Franchise Utilities = 500' @ 200.00/lf Signage and Striping	\$2,005.80			Fasano	Reimbursable is for 13 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development 50% reimbursable for storm and water construction, 100% reimbursable for sanitary construction School storm drainage costs of \$43,078 split between utility and swale Wells Fargo transferred land to Fasano, property no longer fronts Carinthia
		\$975.00				
		\$14,034.00				
		\$5,793.00				
		\$58,107.00	\$23,644.72	29.2%		
		\$40,907.00		0.0%		
		\$53,532.00	\$35,688.00	67.0%		
		(\$37.40)	(\$18.70)	50.0%		
		\$23,932.22	\$11,966.11	50.0%		
		\$19,145.78		0.0%		
		\$25,860.00	\$12,930.00	50.0%		
		\$26,766.00	\$26,766.00	100.0%		
		\$52,210.00		0.0%		
\$6,233.00		0.0%				
	\$328,525.80	\$110,976.13	\$110,976.13			

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV School District Final Costs	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS
5	DENMARK STREET					
	Single One-Way Lane / No Parking = 20' wide					
	Change Orders	\$1,660.13				
	Excavation Fill & Grading	\$10,415.00				
	Erosion Control	\$5,909.00				
	Street Development = (300' long) x (20' + 10' wide) = 9,000 sf	\$38,500.00				
	Street Development Cost = 9,000 sf @ 10.34/sf		\$6,065.63	10.7%		
	Sidewalks & Curbs	\$18,983.00		0.0%		
	Utility Trenching & Backfilling	\$35,519.25	\$17,759.63	50.0%		
	COR 003 Underground Utility Modifications	\$725.60	\$362.80	50.0%		
	Water Line = 300' @ 100.00/lf	\$24,880.00	\$12,440.00	50.0%		
	Sanitary Line = 300' @ 125.00/lf	\$17,587.31	\$8,793.66	50.0%		
	Storm Line = 300' @ 125.00/lf	\$34,338.00	\$17,169.00	50.0%		
Franchise Utilities = 500' @ 200.00/lf	\$55,255.00		0.0%			
Signage and Striping	\$2,495.00		0.0%			
	\$245,541.69	\$62,590.71	\$31,295.36		Wells Fargo	
					Fasano	Wells Fargo transferred 50% of frontage land to Fasano
6	BROWN ROAD EXTENSION					
	Full Street Development, 200' Long x 36' Wide					
	Street Dev. =(200' long x (36' + 14' + 10' + 10' wide) = 14,000 sf					
	Change Orders	\$11,762.80	\$5,881.40	50.0%		
	Site Demolition	\$58,306.00	\$29,153.00	50.0%		
	Excavation Fill & Grading	\$19,592.00	\$9,796.00	50.0%		
	Erosion Control	\$5,451.00	\$2,725.50	50.0%		
	Street Development Cost = 14,000 sf @ 10.34/sf	\$69,657.00	\$34,828.50	50.0%		
	Sidewalks & Curbs	\$35,559.00	\$17,779.50	50.0%		
	Utility Trenching & Backfilling	\$3,565.00	\$1,782.50	50.0%		
	Signage and Striping	\$9,090.00	\$4,545.00	50.0%		
	Green Street Planters = 200' @ 25.00/lf	\$5,837.00	\$2,918.50	50.0%		
		\$218,819.80	\$109,409.90	\$109,409.90		City
7	COFFEE LAKE DRIVE (future Denmark)					
	Sewer Trunk Line Construction; WL-WV SD = 24%					
	Utility Trenching & Backfilling	\$11,839.75	\$5,919.88	50.0%		
	Lateral to NE Corner of School Site = 300' long @ 125.00/lf	\$5,509.69	\$2,754.85	50.0%		
	\$17,349.44	\$8,674.72	\$8,674.72		Wells Fargo	
Hard Construction Costs		\$1,605,246.25	\$438,466.34	\$410,718.71		
13	PERMIT FEES					
	Engineering - 7%, PW Permit	\$112,367.24		\$28,750.31		

	CALCULATED REIMBURSABLE
Fasano, TL 31W15 00301:	\$235,207.46
with 17% OH	\$275,192.73
PW Permit Reimbursable	\$16,464.52
FASANO TOTAL	\$291,657.25
Wells Fargo, TL 31W15 00300:	\$66,101.34
with 17% OH	\$77,338.57
PW Permit Reimbursable	\$4,627.09
WELLS FARGO TOTAL	\$81,965.67
City:	\$109,409.90
with 17% OH	\$128,009.58
PW Permit Reimbursable	\$7,658.69
CITY TOTAL	\$135,668.28
TOTAL Hard Costs	\$410,718.71
TOTAL with 17% OH and 7% PW Permit	\$509,291.20