

## AGENDA

### WILSONVILLE CITY COUNCIL MEETING

**JULY 7, 2014**

**7:30 P.M.**

#### CITY HALL

**29799 SW TOWN CENTER LOOP  
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr  
Councilor Susie Stevens

Councilor Richard Goddard  
Councilor Julie Fitzgerald

### CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

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### Executive Session is held in the Willamette River Room, City Hall, 2<sup>nd</sup> Floor

- |                  |                                                                                                                                                                                                |           |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>5:00 P.M.</b> | <b>EXECUTIVE SESSION</b>                                                                                                                                                                       | [30 min.] |
| A.               | Pursuant to ORS 192.660(2)(f) Exempt Public Records<br>ORS 192.660(2)(h) Litigation; ORS 192.660(2)(e) Real Property Transactions;<br>ORS 192.660(2)(i) Performance Evaluation of City Manager |           |
| <b>5:30 P.M.</b> | <b>REVIEW OF AGENDA</b>                                                                                                                                                                        | [5 min.]  |
| <b>5:35 P.M.</b> | <b>COUNCILORS' CONCERNS</b>                                                                                                                                                                    | [5 min.]  |
| <b>5:40 P.M.</b> | <b>PRE-COUNCIL WORK SESSION</b>                                                                                                                                                                |           |
| A.               | Willamette Water Supply Tualatin Valley Water District (Kraushaar)                                                                                                                             | [30 min.] |
| B.               | Charbonneau Consolidated Improvement Plan (Kraushaar)<br><i>Contained in separate notebook.</i>                                                                                                | [30 min.] |
| C.               | Closing 110 <sup>th</sup> Avenue NEI Contractors (Kraushaar/Adams)                                                                                                                             | [15 min.] |
| D.               | LOC 2015 Legislative Priorities Survey (Ottenad)                                                                                                                                               | [15 min.] |
| E.               | Basalt Creek Concept Plan Project Briefing (Mangle)                                                                                                                                            | [18 min.] |
| F.               | Current Development and Economic Development Activities (Neamtzu/Brown/Retherford)                                                                                                             | [10 min.] |
| <b>7:30 P.M.</b> | <b>ADJOURN</b>                                                                                                                                                                                 |           |

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### CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, July 7, 2014 at City Hall. Legislative matters must have been filed in the office of the City Recorder by

6/30/2014 11:41 AM Last Updated

10 a.m. on June 26, 2014. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

**7:30 P.M. CALL TO ORDER**

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

**7:35 P.M. MAYOR'S BUSINESS**

- A. Renewal of City Manager Employment Contract
- B. Library Board Appointments
- C. Upcoming Meetings

**7:50 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

**7:55 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

- A. Council President Starr – *(Park & Recreation Advisory Board Liaison)*
- B. Councilor Goddard – *(Library Board Liaison)*
- C. Councilor Fitzgerald – *(Development Review Panels A & B Liaison)*
- D. Councilor Stevens – *(Planning Commission; CCI; Wilsonville Seniors Liaison)*

**8:10 P.M. CONSENT AGENDA**

- A. Minutes of the June 16, 2014 Council Meeting. (staff – King)

**8:10 P.M. NEW BUSINESS**

- A. Wilsonville Road Improvements – Meadows Loop/Ashland Drive to Boeckman Road. (staff – Kraushaar)

**8:15 P.M. CITY MANAGER'S BUSINESS**

- A. Quarterly Council Goal Update

**8:25 P.M. LEGAL BUSINESS**

**8:30 P.M. ADJOURN**

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting: -Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or [king@ci.wilsonville.or.us](mailto:king@ci.wilsonville.or.us)



## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b> July 7, 2014	<b>Subject:</b> Charbonneau Consolidated Improvement Plan  <b>Staff Member:</b> Nancy Kraushaar, PE, Community Development Director and Zachary Weigel, PE, Civil Engineer  <b>Department:</b> Community Development
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>
<b>Staff Recommendation:</b> The City Council becomes familiar with the Charbonneau Consolidated Improvement Plan.	
<b>Recommended Language for Motion:</b> N/A	
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>	
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 6 – Well Maintained Infrastructure	<input type="checkbox"/> Adopted Master Plan(s)
<input type="checkbox"/> Not Applicable	

### ISSUE BEFORE COUNCIL:

Staff will introduce the Charbonneau Consolidated Improvement Plan (Plan), initiating City Council review and discussion of the plan findings and project list.

### EXECUTIVE SUMMARY:

The Charbonneau District was developed in the 1970s and 1980s as one of the first master planned communities in Oregon. While much of the infrastructure has been in service for 30 to

40 years, the infrastructure is wearing out and is in need of repair or replacement. This is a shorter service life than would be expected using Wilsonville's current and more robust design and construction standards. Due to the number of utility deficiencies in Charbonneau, individual utility repairs are not practical. A comprehensive analysis of the Charbonneau District was needed to develop an efficient and economically viable asset repair and replacement program.

The Charbonneau Consolidated Improvement Plan identifies a 20-year infrastructure repair program that provides three key functions.

1. Clearly identifies and prioritizes the infrastructure deficiencies within the District.
2. Devises an efficient infrastructure repair and replacement plan aimed at reducing costs to ratepayers and impacts to residents.
3. Provides infrastructure repair costs to guide future analysis of utility rates and fees.

The Plan includes 15 spot utility repair and 38 large infrastructure repair projects. These projects have been prioritized based on the length and severity of utility deficiencies within each project area. As a result, the highest priority repairs are completed first. The Plan also includes short-term and long-term proposals for the French Prairie Drive pathway.

Planning level cost estimates for the projects were developed to use in funding analysis and future inclusion in the City's Capital Improvement Program and annual budgets. An investment of approximately \$46.2 million is needed to correct the deficiencies identified in the Plan.

The Plan is summarized in the attached Charbonneau Consolidated Improvement Plan July 7, 2014 Executive Summary. Copies of the complete Plan are included in the July 7, 2014 City Council packet.

During the July 7, 2014 work session Staff is seeking Council discussion, comments, and questions about the Plan and its implementation and direction on public outreach. A second work session is scheduled for July 21, 2014 to further consider the Plan. The stormwater needs identified in the Plan will be considered and incorporated in the Stormwater Rate Study that is underway. The City Council will be updated on the rate study at their August 4, 2014 work session.

#### **EXPECTED RESULTS:**

The Plan lays out a program for maintaining reliable infrastructure services in Charbonneau. After work sessions scheduled in July, the City Council will be asked to acknowledge the Charbonneau Consolidated Improvement Plan and adopt the project list by resolution. This action will allow for the identified projects to be added to each of the associated utility master plans. The pavement rehabilitation needs are addressed in the City's pavement management program and do not require Council action.

#### **TIMELINE:**

The Plan's project list is expected to be adopted by City Council in August or September 2014.

Inclusion of the Charbonneau District stormwater repair projects in the Stormwater Master Plan



is needed to guide the upcoming Stormwater Utility Fee update. The stormwater fee update is scheduled for City Council update and consideration in August and September 2014.

The water replacement projects will be added to the current Water Master Plan capital improvement project list at the same time. Potential water utility rate impact will need to be reviewed as part of the 2015-16 budget preparation.

The repair projects for sewer will be included in the ongoing Sanitary Sewer Collection System Master Plan update (adoption scheduled for late 2014). Sewer utility rates will be reviewed upon master plan completion.

**CURRENT YEAR BUDGET IMPACTS:**

The adopted 2013-14 Wilsonville Budget includes \$24,500 for the Charbonneau Consolidated Improvement Plan. The document was created using in-house resources for which the budget has been sufficient. Funding to implement the Plan was not included in the adopted 2014-15 budget because the Plan is just now being considered by the City Council.

Please note that the Plan is primarily a technical document identifying infrastructure improvement needs. It is not intended to identify funding sources or future budget impacts, but is meant to lay the groundwork for future analysis in determining utility rates or other funding mechanisms. As a result, there are no current fiscal year budget impacts resulting from the acceptance of the Charbonneau Consolidate Improvement Plan.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ CAR \_\_\_\_\_ Date: \_\_\_\_\_ 6/30/14 \_\_\_\_\_

**LEGAL REVIEW / COMMENT:** *[Item must be sent to City Attorney for review.]*

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS:**

Staff met with two Charbonneau representatives on June 23, 2014. A meeting with Charbonneau residents is scheduled for July 30, 2014. Council input is requested regarding other desired public outreach.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

Acceptance of the Charbonneau Consolidated Improvement Plan provides a blueprint for an asset repair and replacement program for use in providing quality urban utility service in Wilsonville. Inclusion of the recommended infrastructure improvement projects into the utility master plans will guide scheduling of construction projects as part of the City's Capital Improvement Program. The Charbonneau District will experience an increase in construction activity as the infrastructure improvement projects are built. However, the Plan has prioritized the projects in such a way as to reduce construction impacts to Charbonneau residents as much as possible.

The Wilsonville community will benefit from the Plan by implementing an infrastructure rehabilitation program that can be expected to remain in good working condition for the next 75+

years.

**ALTERNATIVES:**

City staff considered a number of alternatives regarding what utilities and associated deficiencies should be included within the 20-year time frame of the Charbonneau Consolidated Improvement Plan. The Plan represents the improvements necessary to maintain the Charbonneau District infrastructure in good working condition. As an affordable funding strategy is developed for the plan, staff will present alternative (longer) time frames for Council consideration.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

Attachment A - Charbonneau Consolidated Improvement Plan July 7, 2014 Executive Summary



## Attachment A



**Community Development**  
29799 SW Town Center Loop East  
Wilsonville, OR 97070  
Phone 503-682-4960  
Fax 503-682-7025  
TDD 503-682-0843  
Web [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)

### Charbonneau Consolidated Improvement Plan

#### July 7, 2014 Executive Summary

**Background:** Beginning in 1972 and continuing throughout the 1980s, the Charbonneau District was developed as one of the first master planned communities in Oregon. Much of the infrastructure in Charbonneau has been in service for more than 30 to 40 years, is starting to wear out, and is in need of repair or replacement. This is a shorter service life than would be expected using Wilsonville's current and more robust design and construction standards.

Since 2009, the City has been inspecting and cataloging the deficiencies across the four main utilities – sewer, storm, streets, and water – that serve the Charbonneau District. These inspections have confirmed that significant deterioration of the infrastructure has occurred.

Sewer conditions observed include collapsed pipe, pipe separation, offset joints, major blockages, and pipe sag. The stormwater system was constructed using thin-walled metal pipe with a design life of approximately 25 years. Storm deficiencies include collapsed pipe, corroded or rusted pipe with large voids, and undersized pipe. Water system needs are based on insufficient fire flows and end of service life for cast iron pipe.

Due to the number of improvements needed across the four main utilities in Charbonneau, making improvements on an individual utility basis is not practical. A comprehensive analysis of the Charbonneau District was needed to help understand and plan for the necessary infrastructure repair. The Charbonneau Consolidated Improvement Plan (Plan) provides an infrastructure repair program to be implemented over the next 20 or more years. This improvement plan provides three key pieces of information:

1. A clear understanding of the infrastructure needs across the four main utilities within the Charbonneau District.
2. A plan to make utility improvements efficiently and at the least cost and impact to residents.
3. Cost estimates of utility improvements to guide rate and fee analyses and develop a funding strategy for the Plan.

**Prioritized Utility Needs:** To gain a clear understanding of the infrastructure needs, a list of all known utility deficiencies in the Charbonneau District has been compiled, including both those identified in adopted utility master plans and resulting from the utility inspections. Each of the deficiencies is categorized by utility and then ranked based on severity. These prioritized



deficiencies have been mapped on aerial photographs to clearly illustrate the utility condition and identify problem areas.

Figure 1  
Charbonneau - Sewer Priority



Figure 2  
Charbonneau - Storm Priority





Figure 3  
Charbonneau - Streets Priority

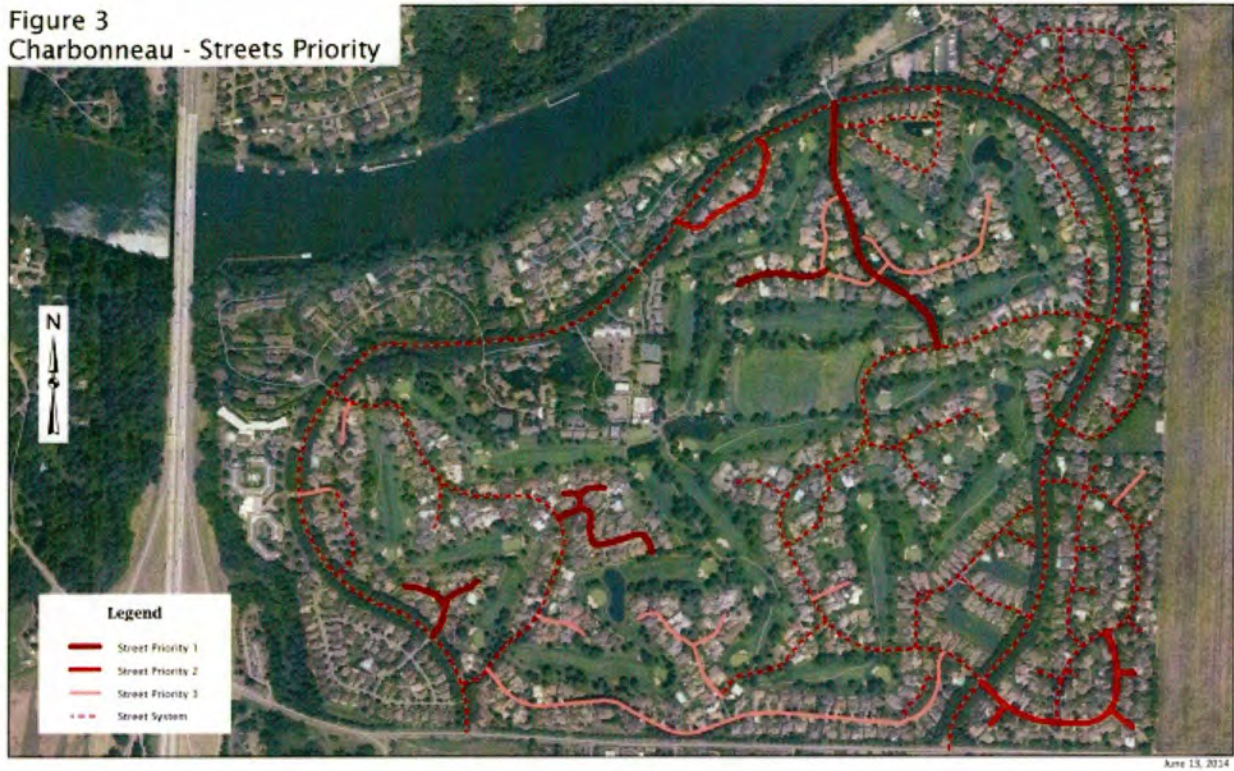


Figure 4  
Charbonneau - Water Priority





**French Prairie Pathway:** In addition to the four main utilities, an analysis of the existing pathway along French Prairie Drive is included in the Plan. The analysis includes identification of short term repairs needed to correct existing trip hazards and eroded surface conditions along the pathway.

The Plan also suggests a long term path replacement strategy. The proposal converts one of the two travel lanes (both directions) on French Prairie Drive into a shared bike and pedestrian lane that is separated from vehicles with curbing.

Figure 5 - French Prairie Drive Pedestrian & Bike Facilities



**Proposed Construction Phasing Approach.** Staff considered several approaches to correcting the deficiencies identified for each utility. In order to approach repairs in an efficient manner and avoid haphazard construction, the Charbonneau District was divided into 38 project areas. The boundaries were developed by determining areas with the highest priority deficiencies across the most number of utilities. In an effort to limit impact to residents and reduce costs, the consolidated plan combines all repairs in a designated area under one construction project.

The project areas were numbered chronologically based on the length and severity of the utility deficiencies within the project limits. As a result, the utilities in the worst condition will be repaired earlier in the program. Pavement rehabilitation was coordinated with the underground utility construction.



Project Location Map  
38 Project Areas



Page C-4

June 20, 2014

However, City staff is proposing that 15 smaller spot repair projects be expedited to repair the very highest priority projects. Construction of these smaller projects will cause additional construction impacts to some Charbonneau residents. However, the disruption may be less inconvenient because the long-term projects will likely not follow until a number of years later.

Project Location Map  
High Priority Spot Repair Scenario



Page C-3

June 20, 2014



**Estimated Capital Investment.** In order to help guide future funding analysis of the City's Capital Improvement Program, planning level cost estimates have been assigned to the projects. These are subject to refinement upon preliminary engineering and project scoping. An investment of approximately \$46.2 million is needed to improve the deficient infrastructure in the Charbonneau District. This includes approximately \$3 million for spot repairs proposed for completion in the next five years and approximately \$75,000 for short-term repairs to the French Prairie Drive pathway. The investment for each individual utility is:

Sewer	Storm	Streets	Water	Walking Path
\$6.8 million	\$19.6 million	\$10.0 million	\$8.0 million	\$1.8 million

**Next Steps:** In the upcoming weeks, the City Council will consider adopting by resolution the projects from the Charbonneau Consolidated Improvement Plan to each of the utility master plans. Upon adoption, the resulting capital improvement plans will guide future rate studies to fund the design and construction of these projects. The projects will then be programmed for incorporation into annual budgets.





**DRAFT**  
JUNE 20, 2014



## **CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN**



# **CHARBONNEAU CONSOLIDATED IMPROVEMENT PLAN**

June 2014



**PREPARED BY:**

OFFICE OF THE CITY ENGINEER  
29799 SW TOWN CENTER LOOP EAST  
WILSONVILLE, OR 97070  
(503) 682-4960





## **Charbonneau Consolidated Improvement Plan**

### **July 7, 2014 Executive Summary**

**Background:** Beginning in 1972 and continuing throughout the 1980s, the Charbonneau District was developed as one of the first master planned communities in Oregon. Much of the infrastructure in Charbonneau has been in service for more than 30 to 40 years, is starting to wear out, and is in need of repair or replacement. This is a shorter service life than would be expected using Wilsonville's current and more robust design and construction standards.

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Due to the number of improvements needed across the four main utilities in Charbonneau, making improvements on an individual utility basis is not practical. A comprehensive analysis of the Charbonneau District was needed to help understand and plan for the necessary infrastructure repair. The Charbonneau Consolidated Improvement Plan (Plan) provides an infrastructure repair program to be implemented over the next 20 or more years. This improvement plan provides three key pieces of information:

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**Prioritized Utility Needs:** To gain a clear understanding of the infrastructure needs, a list of all known utility deficiencies in the Charbonneau District has been compiled, including both those identified in adopted utility master plans and resulting from the utility inspections. Each of the deficiencies is categorized by utility and then ranked based on severity. These prioritized



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Figure 2  
Charbonneau - Storm Priority





Figure 3  
Charbonneau - Streets Priority

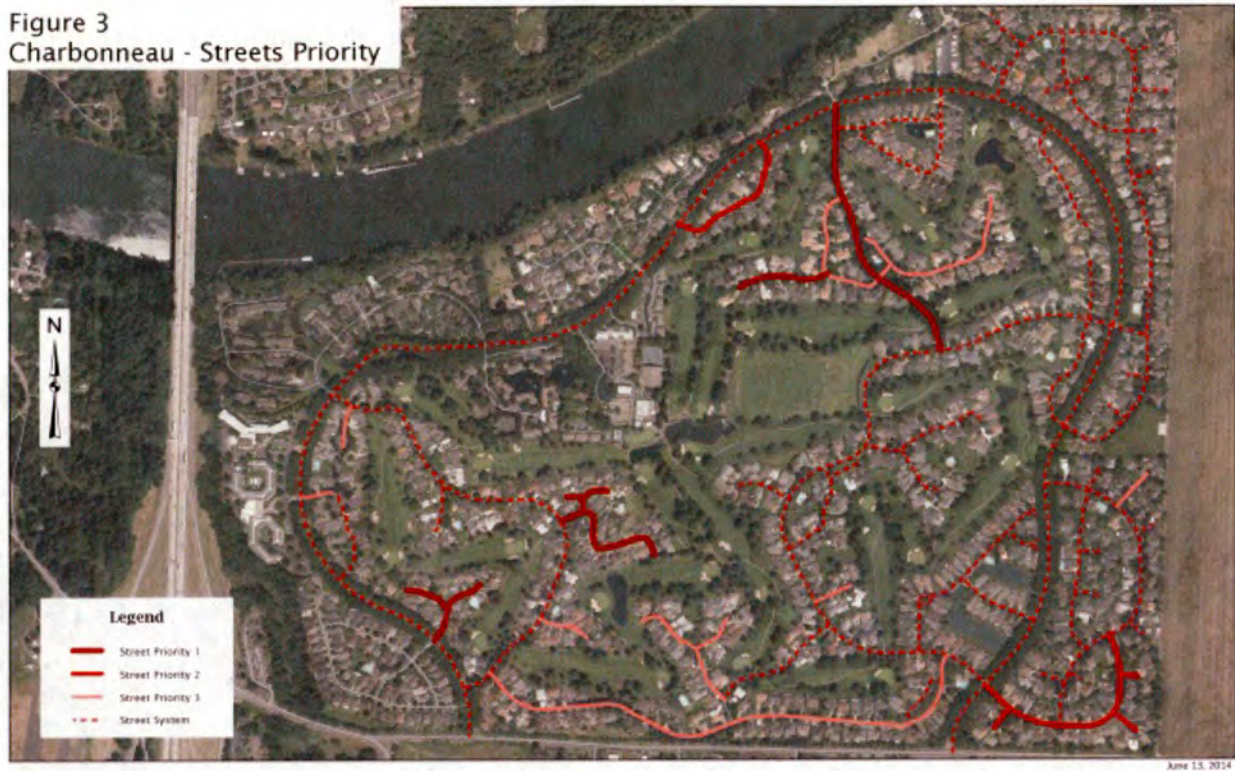
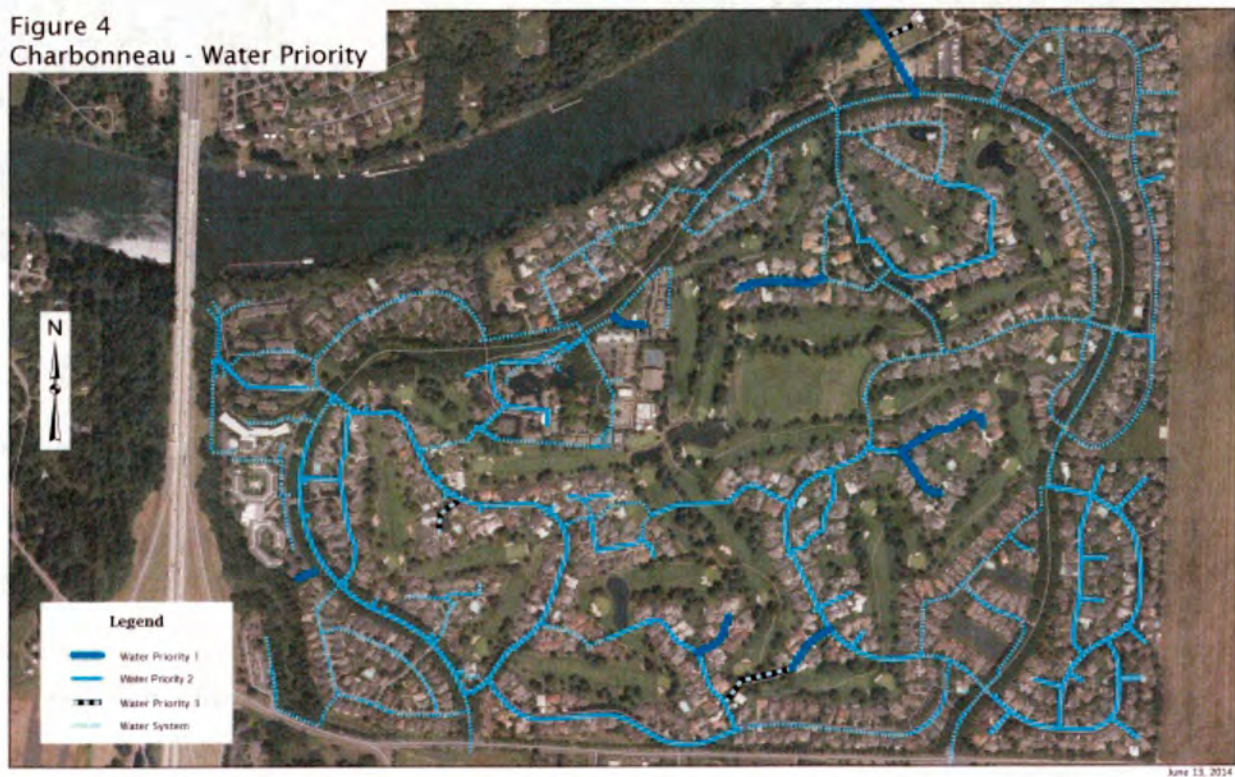


Figure 4  
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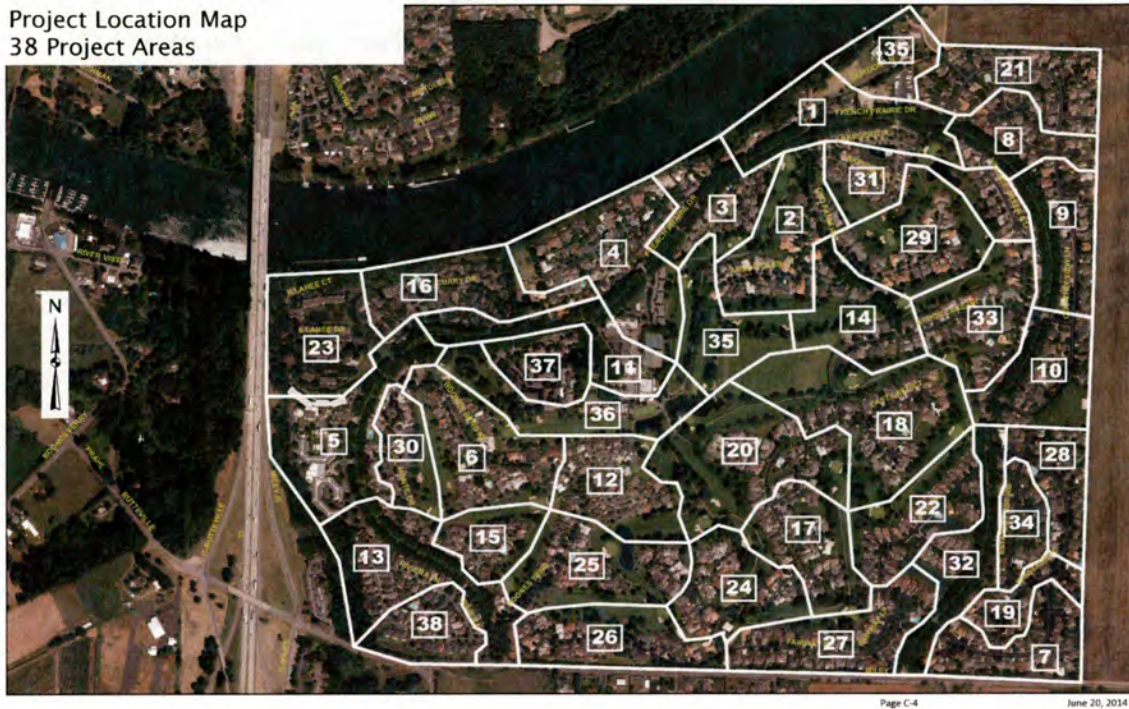


**Proposed Construction Phasing Approach.** Staff considered several approaches to correcting the deficiencies identified for each utility. In order to approach repairs in an efficient manner and avoid haphazard construction, the Charbonneau District was divided into 38 project areas. The boundaries were developed by determining areas with the highest priority deficiencies across the most number of utilities. In an effort to limit impact to residents and reduce costs, the consolidated plan combines all repairs in a designated area under one construction project.

The project areas were numbered chronologically based on the length and severity of the utility deficiencies within the project limits. As a result, the utilities in the worst condition will be repaired earlier in the program. Pavement rehabilitation was coordinated with the underground utility construction.



Project Location Map  
38 Project Areas



However, City staff is proposing that 15 smaller spot repair projects be expedited to repair the very highest priority projects. Construction of these smaller projects will cause additional construction impacts to some Charbonneau residents. However, the disruption may be less inconvenient because the long-term projects will likely not follow until a number of years later.

Project Location Map  
High Priority Spot Repair Scenario





**Estimated Capital Investment.** In order to help guide future funding analysis of the City's Capital Improvement Program, planning level cost estimates have been assigned to the projects. These are subject to refinement upon preliminary engineering and project scoping. An investment of approximately \$46.2 million is needed to improve the deficient infrastructure in the Charbonneau District. This includes approximately \$3 million for spot repairs proposed for completion in the next five years and approximately \$75,000 for short-term repairs to the French Prairie Drive pathway. The investment for each individual utility is:

Sewer	Storm	Streets	Water	Walking Path
\$6.8 million	\$19.6 million	\$10.0 million	\$8.0 million	\$1.8 million

**Next Steps:** In the upcoming weeks, the City Council will consider adopting by resolution the projects from the Charbonneau Consolidated Improvement Plan to each of the utility master plans. Upon adoption, the resulting capital improvement plans will guide future rate studies to fund the design and construction of these projects. The projects will then be programmed for incorporation into annual budgets.



## **Introduction**

Beginning in 1972 and continuing throughout the 1980's, the area now known as the Charbonneau District was developed as a unique design concept. As one of the first master planned communities in Oregon, many elements of the infrastructure were designed and installed according to codes and standards not typical for other parts of Wilsonville. Street section design (depth of base rock and asphalt) is less than standard, and utilities such as water and storm infrastructure are undersized and were constructed of less durable materials. Such substandard infrastructure ultimately results in a reduced life and lower standard of service for the Charbonneau District.

The infrastructure in Charbonneau has either surpassed or is approaching 40 years in age. As a result, much of the infrastructure has already or will exceed its expected design life within the next 10 - 15 years. Numerous deficiencies within the Charbonneau District have been identified by adopted Wilsonville master plans for each of the utilities. The majority of these deficiencies are a result of both the age and the original substandard design and construction.

Although the infrastructure deficiencies in the Charbonneau District have been documented in the master plans for each of the utilities, the master plans do not compare the needs of one utility to that of another within the same area. Grouping projects to repair infrastructure deficiencies across multiple utilities in the same area will reduce construction costs and overall impact to adjacent properties. However, grouping and prioritizing repair projects using only the utility master plans can be difficult. As a result, a detailed, comprehensive analysis of the Charbonneau District infrastructure as a complete system is needed.

The Charbonneau Consolidated Plan is a 20-year planning document that accomplishes two tasks. First, this document evaluates, ranks, and prioritizes infrastructure deficiencies within each utility system. Second, the Plan groups multiple infrastructure deficiencies in the same general location into 38 prioritized replacement projects. Each project is assigned a design and construction planning level cost based on current Wilsonville public works standards. The resulting Charbonneau District-specific plan identifies projects to replace the aging, substandard infrastructure over the next 20 years in a way that increases efficiencies and cost savings, while reducing impacts to the adjacent properties.

This Plan is primarily a technical document. The Plan does not consider funding source(s) or Capital Improvement Program (CIP) budget impacts, and there has been no community outreach as yet. While these criteria are critically important to developing a final implementation plan, they are beyond the current scope of this document.

## **Infrastructure Deficiency**

For the purposes of this plan, the Charbonneau District infrastructure consists of four utilities: sewer, storm, water, and streets. Information for each of these utilities has been obtained



from the most current Wilsonville master plans, maintenance programs, and inspection reports. The infrastructure deficiencies are determined and prioritized for each utility as follows:

### Sewer

The Charbonneau District sewer system is comprised of approximately 11.5 miles of sewer main and 235 manholes. The sewer mains range in size between 6-inch and 15-inch in diameter.

The most current Sewer Master Plan (2001 Wastewater Collection System Master Plan) does not identify any sewer capacity deficiencies based on pipe size within the Charbonneau District. This 2001 analysis remains valid, since no new development has occurred in Charbonneau since that time. The sewer deficiencies identified in this plan are based on pipe condition evaluated and ranked solely from the results of a 2009 video inspection of all City maintained sewer pipes in the Charbonneau District.

The video inspection includes a report rating the condition of each pipe section and the length of pipe between manholes. The rating system ranges from Level 1, best condition, to Level 5, worst condition.

The replacement priority of each sewer pipe section is based on the video inspection report rating system. For consistency with the other utilities, the sewer pipe sections and associated deficiencies are separated into three priority levels.

Priority 1: Pipe sections under this category received a rating of Level 5 and are considered to be in very poor condition, requiring immediate attention. Typically, deficiencies rated Level 5 involve collapsed pipe, pipe separation, and major blockages.

Priority 2: Pipe sections under this category received a rating of Level 4 and are considered to be in poor condition. Deficiencies rated Level 4, generally consist of severe offset joints, cracked pipe sections, heavy root intrusion, major pipe sag (belly), major pipe joint infiltration, and other blockages.

Priority 3: Pipe sections under this category received a rating of Level 3 and are considered to be in fair condition. Priority 3 pipe sections do not warrant immediate attention, but are expected to deteriorate over time and should be rehabilitated or replaced within the planning period of this document. Typical deficiencies include offset joints, pipe surface cracking, significant root intrusion, concrete spalling, service pipe separation, significant pipe sag (belly), pipe joint infiltration, and other minor flow blockage.

Pipe sections that were rated Level 2 and 1 as part of the video inspection are considered in good condition and do not warrant replacement within the planning period of this document. Typical deficiencies reported for Level 2 and 1 sewer pipes consist of minor offset joints, minor root intrusion, and minor pipe sag (belly) that do not significantly affect the capacity or operation of the sewer system.



As shown in Figure 1, the Charbonneau sewer system is in generally fair to good condition. Less than a third of the sewer system requires replacement over the next 20 years. The Priority 1 and 2 projects combine to represent less than 10% of the Charbonneau sewer system.

### Storm

The Charbonneau District storm system is comprised of approximately 10 miles of storm main, 220 manholes, 360 catch basins, and 15 outfalls. The storm mains range in size between 8-inch and 36-inch in diameter.

Numerous storm system deficiencies in the Charbonneau District were documented in the 2013 Stormwater Master Plan. The majority of the storm system was constructed of corrugated metal pipe that is decayed and at the end of its design life. There have been few replacements since the original installations.

In addition, flooding has been reported throughout the community during major rain events. The flood analysis model predicts flooding potential in the northern portion of Charbonneau, indicating portions of the storm system are undersized. Further, catch basin spacing throughout Charbonneau is roughly twice the distance required by current standards, resulting in additional localized flooding during rain events. Due to the pipe condition and flooding potential, the Master Plan recommends upgrade and replacement of the entire Charbonneau storm system.

In addition to the deficiencies reported by the Master Plan, a video inspection of the Charbonneau storm system is ongoing and is approximately 50% complete. The video inspection includes a report rating the condition of each pipe section and the length of pipe between manholes. The rating system is based on the condition of the pipe and ranges from Level 1, best condition, to Level 5, worst condition.

The replacement priority of each section of storm pipe is based on both the findings and recommendations of the Stormwater Master Plan and the video inspection report rating system. For consistency with the other utilities, the storm pipe sections and associated deficiencies are separated into three priority levels.

Priority 1: Pipe sections under this category received a rating of Level 5 and Level 4 on the video inspection report. These pipe sections are considered to be in very poor condition and deficiencies consist of collapsed and blocked pipes that significantly reduce the capacity of the storm system. As these pipe sections continue to age and deteriorate, the capacity of the storm system is expected to continue to decline, increasing the likelihood of localized flooding.

Priority 2: This category includes pipe sections identified for upsize and replacement in the 2013 Stormwater Master Plan. Generally, these pipe sections consist of the larger



trunk lines in the north portion of the Charbonneau District. Replacement of these pipe sections will minimize the occurrence of flooding during large rain events.

Priority 3: The remainder of the storm system is included in this category. As stated earlier, the entire Charbonneau storm system needs replacement. This category represents storm pipes that are not collapsed, blocked, or undersized, but are at the end of the design life and do not meet current construction standards.

Figure 2 represents the current replacement priority for the Charbonneau District storm system.

### Streets

The Charbonneau District public street network is comprised of approximately 25 lane miles (40 acres) of asphalt pavement. There are no concrete pavements in Charbonneau. The street network ranges in width between 18-feet and 48-feet.

The determination of current street deficiencies is based on the 2013 Pavement Management Program Budget Options Report. This Pavement Management report includes a Pavement Condition Index (PCI) for each publically maintained street within the Charbonneau District. The PCI is assigned based on a detailed visual inspection of the street surface and provides a method to evaluate the condition of the street pavement. The PCI utilizes a 0 – 100 scale, with 100 representing a newly paved street surface. A street surface with a PCI index of less than 54 is considered to have completely failed.

Also, based on visual inspection during recent construction activities, it is apparent that the street sections throughout the majority of the Charbonneau District were constructed with significantly less structure (asphalt and rock base) than current construction standards. This difference in street section has not been quantified for each street within the District and has not been used to prioritize the street system deficiencies. However, this information is useful in determining the type of street surface construction to include as part of the Charbonneau infrastructure replacement projects.

The replacement priority of each street within the Charbonneau District is separated into three priority levels, consistent with the other utilities.

Priority 1: Streets classified under this category have a PCI rating of less than 54. These streets have experienced complete failure of the street section and require reconstruction of both the base rock and asphalt pavement materials.

Priority 2: This category includes streets with a PCI rating between 55 and 67. Typically, streets within this range have experienced significant pavement surface failure. Rehabilitation treatment typically includes removing the top two inches of the



pavement surface and rebuilding the surface with a thick, 2" – 2 ½" depth of new asphalt pavement.

Priority 3: Streets classified under this category have a PCI rating between 68 and 80. These streets show signs of surface distress that reduce the service life of the roadway. Typically, a thin, 1 ½" depth of new asphalt pavement is overlaid on the existing street surface to rehabilitate the street.

Preventative maintenance of the street surface, such as crack sealing and slurry sealing, are applicable treatments for streets with a PCI rating between 81 and 100. For the purposes of this plan, preventative maintenance activities are considered regular maintenance of the street surface, which occurs on a 5 – 10 year cycle. As a result, streets that require preventative maintenance treatments only are not given a priority as part of this plan.

As shown in Figure 3, the street network is in fair to good condition. Less than a third of the streets fall within Priority 1, 2, and 3, requiring rehabilitation treatment of the street surface.

### Water

The Charbonneau District water system is comprised of approximately 13.5 miles of water main and 130 fire hydrants. The water mains range in size between 2-inch and 14-inch in diameter.

The 2012 Water Master Plan reports numerous deficiencies within the Charbonneau District water system, including gaps in fire hydrant coverage and locations where the required fire flow cannot be provided at a minimum system pressure of 20 psi. Upsizing key water lines will bring the fire flows within standard and gaps in fire hydrant coverage can be corrected by extending water mains and installing fire hydrants in the areas identified in the Master Plan.

In addition to fire flow and coverage deficiencies, City Public Works staff report recurring problems with the cast iron water pipe installed during the 1970's. The Master Plan recommends replacing this substandard pipe with ductile iron pipe over the next 20 years.

Although the Water Master Plan identified numerous deficiencies within the Charbonneau District water system, the identified deficiencies are generally on smaller diameter pipe that are unlikely to cause a major service disruption to the District during the planning period of this document. However, these deficiencies should be corrected as other utility work occurs in the same area.

The replacement priority of each section of water pipe is based on the recommendations of the Water Master Plan. For consistency with the other utilities, the water pipe sections and associated deficiencies are separated into three priority levels.

Priority 1: Water system improvements in this category include those necessary to meet required fire flows at the minimum system pressure of 20 psi. These improvements



include upsizing of water pipes and represent the Priority 1 and 2 projects listed in the Water Master Plan.

Priority 2: This category includes replacement of the 1970's cast iron water pipe as recommended by the Water Master Plan. Replacement of this pipe will reduce the occurrence of fractured pipe and water leaks characteristic of this type of pipe.

Priority 3: Water system improvements in this category include those necessary to fill the gaps in fire coverage. These improvements consist of extending water mains and installation of additional fire hydrants. The "Future" projects listed in the Water Master Plan represent the water system improvements in this category.

Approximately 40% of water mains fall within Priority 1, 2, and 3. The remainder of the water system is considered to be in good condition and does not require replacement within the planning period of this document. Figure 4 represents the replacement priority for the Charbonneau District water system.



Figure 1  
Charbonneau - Sewer Priority





Figure 2  
Charbonneau - Storm Priority





Figure 3  
Charbonneau - Streets Priority





Figure 4  
Charbonneau - Water Priority





## **Project Development & Prioritization**

### Project Development

As previously discussed, a significant portion of the Charbonneau District infrastructure has been determined to be deficient. These deficiencies are not specific to certain areas of the district, but are spread throughout the entirety of Charbonneau. To correct these deficiencies efficiently, it was necessary to separate the infrastructure improvements into smaller, more manageable projects. Discreet projects were developed by grouping infrastructure repairs to multiple utilities located within a defined work area, generally identified by a length of street. For the purposes of this plan, the project boundaries were determined using a total length of infrastructure improvement of approximately 1800 lineal feet, creating practicable sized projects.

### Project Prioritization

In order to efficiently prioritize the broad range of infrastructure improvements needed in the Charbonneau District, each project was ranked in order of its importance. The ranking was determined by considering both the importance of each utility and the priority of each deficiency within the project limits. Generally, sewer facilities were given top priority due to health hazards from raw sewage leakage, followed by storm facilities due to the moderate hazards associated with localized flooding. The street network followed by water facilities were given the lowest priority due to the generally low hazards posed by deteriorated pavements and the generally acceptable condition of the existing water distribution system. Infrastructure project priorities were assigned in accordance with the following:

Project Priority 1: Sewer Priority 1	Project Priority 7: Streets Priority 3
Project Priority 2: Storm Priority 1	Project Priority 8: Sewer Priority 3
Project Priority 3: Streets Priority 1	Project Priority 9: Storm Priority 3
Project Priority 4: Sewer Priority 2	Project Priority 10: Water Priority 1
Project Priority 5: Storm Priority 2	Project Priority 11: Water Priority 2
Project Priority 6: Streets Priority 2	Project Priority 12: Water Priority 3

Based on this prioritization plan, all projects that include a Priority 1 sewer deficiency are given top priority. These projects are further prioritized based on additional deficiencies with other utilities located within the project limits. For example, for projects that include a Priority 1 sewer deficiency, preference is given to projects that also include a Priority 1 storm deficiency within the project limits, and so on. Where there are multiple projects with the same project priority, preference is given to the project with the greatest amount of combined infrastructure repair.



### Final Project Ranking Methodology

Two different methodologies were utilized to determine the final order of the infrastructure repair projects. The first methodology, Complete Repair, ranks each of the projects assuming all utility deficiencies within each project are repaired under a single construction project. Under this scenario, property owners are affected by construction fronting their property only once, but top priority projects become more expensive and take longer to complete given anticipated funding constraints.

The second methodology, High Priority Spot Repair, designates repair of Priority 1 sewer and storm deficiencies as top priority. These deficiencies are separated into individual spot repair projects with an improvement length of not more than 750 feet for each utility. The projects identified under the Complete Repair methodology are then re-ranked with the assumption that the Priority 1 sewer and storm repairs are complete. Under this scenario, the major utility deficiencies are repaired first, but some property owners may be affected by construction fronting their property more than once during the anticipated 20 year construction period.

### Results

Thirty-eight individual infrastructure improvement projects were identified for the Charbonneau District under the Complete Repair scenario. In addition to these projects, an additional 15 spot repair projects were identified under the High Priority Spot Repair scenario.

A prioritized list of the infrastructure repair projects is provided for both scenarios in Table 1 and Table 2. A more detailed prioritization list that includes the ranking of each utility deficiency within the project is provided in Appendix A.

Although the project ranking appears to be geographically based, as indicated in the figure on page B-3 in Appendix B, these results were unintentional and likely reflect the construction codes and material selection used during different periods of development within Charbonneau.

There are instances where the project ranking doesn't directly follow the project prioritization methodology. This occurs at locations where the storm system is being upsized, which in turn requires a larger downstream pipe and storm outlet. These locations are noted in the "Construction Sequence Restricted" column in Table 1 and Table 2.

Priority 1 storm deficiencies identified along undersized storm systems were omitted from the High Priority Spot Repair projects. Repair of such deficiencies would need to occur when the storm system is upsized.



Table 1 - Charbonneau Project Priority Summary  
Complete Repair Scenario  
June 20, 2014

Project Rank	Project Name	Priority Rank				Construction* Sequence Restricted
		Sewer	Storm	Streets	Water	
1	French Prairie Drive Phase I	1	1	1	1	
2	Mollala Bend Road	1	1	2	2	
3	Fairway Drive Phase I	1	1	3	2	
4	Estates Post Road	1	1	-	2	
5	French Prairie Drive Phase II	2	1	1	-	
6	Old Farm Road Phase I	3	1	1	1	
7	Arbor Lake Drive Phase I	2	1	3	2	
8	Village Greens Circle	2	2	2	-	Before Project #9
9	Edgewater Lane	2	1	-	1	
10	French Prairie Drive Phase III	3	1	3	2	Before Project #11
11	Boones Bend Road Phase II	2	1	-	2	
12	Country View Loop	2	1	-	2	
13	Armitage Road Phase I	2	1	-	2	
14	Arbor Lake Drive Phase II	2	1	-	2	
15	Country View Lane Phase I	2	1	-	-	
16	Lake Drive	2	1	-	-	
17	Middle Greens Road	3	1	3	1	
18	Boones Bend Road Phase I	3	1	3	2	
19	Armitage Road Phase II	3	1	3	2	
20	Fairway Drive Phase II	3	1	3	-	
21	Country View Lane Phase II	3	1	-	2	Before Project #22
22	French Prairie Drive Phase V	3	1	-	2	
23	French Prairie Drive Phase IV	-	1	-	2	
24	Louvonne & Juliette Storm	-	1	-	-	
25	Sacajawea Lane	2	2	1	2	
26	Old Farm Road Phase II	3	2	1	2	
27	Lafayette Way	-	3	1	-	
28	Curry Drive	2	2	-	-	
29	East Lake Court	2	3	-	1	
30	Illahee Drive	2	-	-	2	
31	Lake Bluff Court	-	3	3	2	
32	Del Monte Drive	-	-	3	2	
33	Lakeside Loop & Village Green Court	3	3	-	2	
34	French Prairie Drive Phase VI	3	3	-	-	
35	Arbor Lake Drive Phase III	3	3	-	-	
36	Charbonneau Storm Improvements Phase I	-	3	-	-	
37	Charbonneau Storm Improvements Phase II	-	3	-	-	
38	Mariners Drive Water Improvements	-	-	-	2	







**Table 2 - Charbonneau Project Priority Summary**  
**High Priority Spot Repair Scenario**  
 June 20, 2014

**Spot Repair Projects**

Project Rank	Project Location	Utility	
		Sewer	Storm
SR-1	8000 Block of Fairway Drive	X	X
SR-2	Estates Post Road	X	X
SR-3	Mollala Bend SE	X	X
SR-4	French Prairie Dr. Near Del Monte Dr.	X	
SR-5	7300 & 7800 Block of Fairway Drive		X
SR-6	Armitage Road - South		X
SR-7	Middle Greens Road		X
SR-8	Country View Loop		X
SR-9	Boones Bend Road		X
SR-10	Arbor Lake Drive		X
SR-11	Armitage Road - North		X
SR-12	Lake Drive		X
SR-13	Country View Lane		X
SR-14	Juliette Drive		X
SR-15	Louvonne Drive		X

**Complete Repair Projects** (Re-ranked based on addition of Spot Repair projects)

Project Rank	Project Name	Priority Rank				Construction* Sequence Restricted
		Sewer	Storm	Streets	Water	
1	French Prairie Drive Phase II	2	1	1	-	
2	Old Farm Road Phase I	3	1	1	1	
3	Village Greens Circle	2	2	2	-	Before Project #4
4	Edgewater Lane	2	1	-	1	
5	French Prairie Drive Phase III	3	1	3	2	Before Project #6
6	Boones Bend Road Phase II	2	1	-	2	
7	Mollala Bend Road	3	1	2	2	
8	Country View Loop	2	2	-	2	Before Project #9
9	Country View Lane Phase II	3	2	-	2	Before Project #10
10	French Prairie Drive Phase V	3	1	-	2	
11	French Prairie Drive Phase IV	-	1	-	2	
12	Sacajawea Lane	2	2	1	2	
13	French Prairie Drive Phase I	3	2	1	1	
14	Old Farm Road Phase II	3	2	1	2	
15	Lafayette Way	-	3	1	-	
16	Curry Drive	2	2	-	-	
17	Arbor Lake Drive Phase I	2	3	3	2	
18	East Lake Court	2	3	-	1	



**Complete Repair Projects Continued**

Project Rank	Project Name	Priority Rank				Construction* Sequence Restricted
		Sewer	Storm	Streets	Water	
19	Armitage Road Phase I	2	3	-	2	
20	Arbor Lake Drive Phase II	2	3	-	2	
21	Country View Lane Phase I	2	3	-	-	
22	Lake Drive	2	3	-	-	
23	Illahee Drive	2	-	-	2	
24	Middle Greens Road	3	3	3	1	
25	Boones Bend Road Phase I	3	3	3	2	
26	Fairway Drive Phase I	3	3	3	2	
27	Fairway Drive Phase II	3	3	3	-	
28	Armitage Road Phase II	3	-	3	2	
29	Lake Bluff Court	-	3	3	2	
30	Del Monte Drive	-	-	3	2	
31	Lakeside Loop & Village Green Court	3	3	-	2	
32	French Prairie Drive Phase VI	3	3	-	-	
33	Arbor Lake Drive Phase III	3	3	-	-	
34	Estates Post Road	-	3	-	2	
35	Charbonneau Storm Improvements Phase I	-	3	-	-	
36	Charbonneau Storm Improvements Phase II	-	3	-	-	
37	Mariners Drive Water Improvements	-	-	-	2	
38	Louvonne & Juliette Street	-	-	-	-	

\* Project ranking not consistent with prioritization assumptions due to restrictions regarding construction sequencing.



## **Project Costs & Assumptions**

Planning level design and construction costs were assigned to each infrastructure replacement project in the Charbonneau District. Each project assumes completion of individual utility priorities identified within the project limits.

All costs were estimated using information obtained from the most recent Wilsonville master plan for each utility. Where recent pricing information was not available, design and construction costs from similar projects within the region were utilized as the cost estimate basis.

The estimated costs for each utility were modified to include the same design, construction management, contingency and overhead costs. The following is a summary of how the project costs were determined and the assumptions made for each utility.

### Sewer

The planning level costs presented in the Wilsonville 2001 Wastewater Collection System Master Plan are out of date and were not useful for the purposes of this plan. Sewer infrastructure replacement costs were obtained from the City of Lake Oswego 2013 Sewer Master Plan. The sewer pipe costs were modified to include the cost of manholes and sewer services, assumed to be spaced every 300 feet and 80 feet, respectively. These final costs are comparable to regional costs provided by the Oregon Department of Transportation.

### Storm

The storm infrastructure planning level costs were obtained from the Wilsonville 2013 Stormwater Master Plan. The reported prices include the estimated cost for manholes, catch basins and inlets constructed to current City of Wilsonville standards.

### Streets

Each street within the Charbonneau District was evaluated for deficiencies and prioritized on a standalone basis. However, major utility construction will have significant impact on the existing street surface. The following assumptions were made for repair of the street surface as part of the Complete Repair projects.

- On streets where one underground utility is replaced, the full width of the street surface will be repaired with a 2" depth grind and inlay of new asphalt. On streets where the existing asphalt depth is less than 3", the full width of the street surface will be repaired with a 2" depth taper grind and overlay of new asphalt.
- On streets where more than one underground utility is replaced, the full width of the street section will be reconstructed, including the base rock and asphalt pavement, in accordance with current Wilsonville Public Works Standards.



- The street surface of Spot Repair projects were assumed to be repaired by trench patching in accordance with City of Wilsonville standards.

The street infrastructure planning level costs are obtained from both the City of Milwaukie and City of Wilsonville 2013 street maintenance project bid tabulations. The street improvement costs were modified to include 10% increase for mobilization and 10% increase for traffic control.

### Water

The estimated costs presented in the Wilsonville 2012 Water Master Plan are the basis for the water infrastructure planning level costs. The presented water pipe costs were modified to include the cost of fire hydrants and water services, assumed to be spaced every 600 feet and 80 feet, respectively. The Master Plan estimated costs for pavement repair and traffic control were also included in the modified water pipe costs.

### Summary

A summary of the planning level costs for each infrastructure repair project within the Charbonneau District is provided for both the Complete Repair and Spot Repair scenarios in Table 3 and Table 4 respectively. The total estimated 20 year cost is \$44.2 million to complete all identified projects. These projects were split into 5 year increments to assist with future funding analysis and preparation of a Capital Improvement Plan. All cost estimates are in 2013 dollars. Historical costs, or costs from master plans used as the basis for the current cost estimates were brought forward to 2013 using an escalation rate of 4%. For future budgeting, a forward escalation rate of 4% should also be used.

Detailed project information, cost estimate, and utility location map for each Complete Repair project are included in Appendix B. Spot Repair project information is provided in Appendix C.

### Results

After comparing the results of the Complete Repair and High Priority Spot Repair scenarios, both programs have positive and negative outcomes following implementation.

Under the Complete Repair scenario, the Priority 1 sewer projects would be completed within the first 5 years of the program; however, Priority 1 storm projects would not be completed until approximately year 20. Assuming adequate funding is available, Priority 1 sewer and storm projects would be completed much sooner under the High Priority Spot Repair scenario. Priority 1 sewer projects would be completed within the first couple of years of the program and Priority 1 storm projects completed midway between years 6 and 10.

The same is true for the Priority 1 street projects. If funding is available, the High Priority Spot Repair program would complete Priority 1 street projects much sooner, just after year 11, than the Complete Repair program, which would be completed just after year 16.



As stated previously, a significant downside to the spot repair scenario is the need for construction to occur at two different times along the same portion of roadway, creating greater impact on fronting property owners. These impacts can be mitigated to some extent by maintaining a reasonable gap between the two projects. The shortest duration between projects according to Table 4 would occur with the Country View Loop project. The Priority 1 storm on this section of Country View Loop would be repaired within the first couple of years of the program, with the remainder of the substandard utilities repaired approximately 5-7 years later. As part of the Complete Repair scenario, all of the substandard utilities along this portion of Country View Loop would be repaired at one time, midway between years 6 and 10 of the program.







**Table 3 - Charbonneau Project Cost Summary**  
**Complete Repair Scenario**  
June 20, 2014

CIP	Project Rank	Project Name	Priority Costs				
			Sewer	Storm	Streets	Water	Total
YEAR 0 - 5	1	French Prairie Drive Phase I	\$340,000	\$1,142,000	\$785,000	\$548,000	\$2,815,000
	2	Mollala Bend Road	\$110,000	\$394,000	\$227,000	\$442,000	\$1,173,000
	3	Fairway Drive Phase I	\$160,000	\$500,000	\$414,000	\$550,000	\$1,624,000
	4	Estates Post Road	\$70,000	\$163,000	\$247,000	\$307,000	\$787,000
	5	French Prairie Drive Phase II	\$491,000	\$1,319,000	\$670,000	-	\$2,480,000
	6	Old Farm Road Phase I	\$342,000	\$900,000	\$448,000	\$191,000	\$1,881,000
	Year 0 - 5 Total		\$1,513,000	\$4,418,000	\$2,791,000	\$2,038,000	\$10,760,000
YEAR 6 - 10	7	Arbor Lake Drive Phase I	\$342,000	\$318,000	\$364,000	\$481,000	\$1,505,000
	8	Village Greens Circle	\$243,000	\$662,000	\$323,000	-	\$1,228,000
	9	Edgewater Lane	\$551,000	\$785,000	\$376,000	\$81,000	\$1,793,000
	10	French Prairie Drive Phase III	\$182,000	\$1,148,000	\$462,000	\$313,000	\$2,105,000
	11	Boones Bend Road Phase II	\$399,000	\$621,000	\$375,000	\$515,000	\$1,910,000
	12	Country View Loop	\$179,000	\$603,000	\$260,000	\$32,000	\$1,074,000
	13	Armitage Road Phase I	\$227,000	\$380,000	\$400,000	\$292,000	\$1,299,000
	14	Arbor Lake Drive Phase II	\$414,000	\$346,000	\$301,000	\$557,000	\$1,618,000
	Year 6 - 10 Total		\$2,537,000	\$4,863,000	\$2,861,000	\$2,271,000	\$12,532,000
YEAR 11 - 15	15	Country View Lane Phase I	\$144,000	\$403,000	\$165,000	-	\$712,000
	16	Lake Drive	\$118,000	\$394,000	\$134,000	-	\$646,000
	17	Middle Greens Road	\$121,000	\$420,000	\$318,000	\$362,000	\$1,221,000
	18	Boones Bend Road Phase I	\$215,000	\$798,000	\$370,000	\$483,000	\$1,866,000
	19	Armitage Road Phase II	\$70,000	\$213,000	\$369,000	\$355,000	\$1,007,000
	20	Fairway Drive Phase II	\$116,000	\$791,000	\$175,000	-	\$1,082,000
	21	Country View Lane Phase II	\$145,000	\$569,000	\$195,000	\$33,000	\$942,000
	22	French Prairie Drive Phase V	\$138,000	\$294,000	\$146,000	\$87,000	\$665,000
	23	French Prairie Drive Phase IV	-	\$641,000	\$185,000	\$62,000	\$888,000
	24	Louvonne & Juliette Storm	-	\$156,000	\$32,000	-	\$188,000
	25	Sacajawea Lane	\$249,000	\$306,000	\$355,000	\$452,000	\$1,362,000
	Year 11 - 15 Total		\$1,316,000	\$4,985,000	\$2,444,000	\$1,834,000	\$10,579,000
YEAR 16 - 20	26	Old Farm Road Phase II	\$119,000	\$737,000	\$304,000	\$18,000	\$1,178,000
	27	Lafayette Way	-	\$271,000	\$196,000	-	\$467,000
	28	Curry Drive	\$171,000	\$381,000	\$73,000	-	\$625,000
	29	East Lake Court	\$384,000	\$718,000	\$367,000	\$394,000	\$1,863,000
	30	Illahee Drive	\$418,000	-	\$52,000	\$289,000	\$759,000
	31	Lake Bluff Court	-	\$419,000	\$206,000	\$355,000	\$980,000



CIP	Project Rank	Project Name	Priority Costs				
			Sewer	Storm	Streets	Water	Total
YEAR 16 - 20	32	Del Monte Drive	-	-	\$50,000	\$228,000	\$278,000
	33	Lakeside Loop & Village Green Court	\$167,000	\$525,000	\$172,000	\$34,000	\$898,000
	34	French Prairie Drive Phase VI	\$73,000	\$884,000	\$320,000	-	\$1,277,000
	35	Arbor Lake Drive Phase III	\$121,000	\$545,000	\$134,000	-	\$800,000
	36	Charbonneau Storm Improve. Phase I	-	\$307,000	-	-	\$307,000
	37	Charbonneau Storm Improve. Phase II	-	\$529,000	-	-	\$529,000
	38	Mariners Drive Water Improvements	-	-	\$89,000	\$486,000	\$575,000
	Year 16 - 20 Total		\$1,453,000	\$5,316,000	\$1,963,000	\$1,804,000	\$10,536,000
20 Year Total		\$6,819,000	\$19,582,000	\$10,059,000	\$7,947,000	\$44,407,000	



**Table 4 - Charbonneau Project Cost Summary**  
**High Priority Spot Repair Scenario**  
June 20, 2014

**Spot Repair Projects**

CIP	Project Rank	Project Location	Project Costs		
			Sewer	Storm	Total
YEAR 0 - 5	SR-1	8000 Block of Fairway Drive	\$87,000	\$174,000	<b>\$261,000</b>
	SR-2	Estates Post Road	\$70,000	\$112,000	<b>\$182,000</b>
	SR-3	Mollala Bend SE	\$43,000	\$56,000	<b>\$99,000</b>
	SR-4	French Prairie Dr. Near Del Monte Dr.	\$242,000	-	<b>\$242,000</b>
	SR-5	7300 & 7800 Block of Fairway Drive	-	\$300,000	<b>\$300,000</b>
	SR-6	Armitage Road - South	-	\$173,000	<b>\$173,000</b>
	SR-7	Middle Greens Road	-	\$190,000	<b>\$190,000</b>
	SR-8	Country View Loop	-	\$157,000	<b>\$157,000</b>
	SR-9	Boones Bend Road	-	\$158,000	<b>\$158,000</b>
	SR-10	Arbor Lake Drive	-	\$314,000	<b>\$314,000</b>
	SR-11	Armitage Road - North	-	\$213,000	<b>\$213,000</b>
	SR-12	Lake Drive	-	\$107,000	<b>\$107,000</b>
	SR-13	Country View Lane	-	\$226,000	<b>\$226,000</b>
	SR-14	Juliette Drive	-	\$224,000	<b>\$224,000</b>
	SR-15	Louvonne Drive	-	\$105,000	<b>\$105,000</b>
Spot Repair Project Total			\$442,000	\$2,509,000	<b>\$2,951,000</b>

**Complete Repair Projects** (Re-ranked based on addition of Spot Repair projects)

CIP	Project Rank	Project Name	Project Costs				
			Sewer	Storm	Streets	Water	Total
YEAR 0 - 5	1	French Prairie Drive Phase II	\$491,000	\$1,319,000	\$670,000	-	<b>\$2,480,000</b>
	2	Old Farm Road Phase I	\$342,000	\$900,000	\$448,000	\$191,000	<b>\$1,881,000</b>
	3	Village Greens Circle	\$243,000	\$662,000	\$323,000	-	<b>\$1,228,000</b>
	4	Edgewater Lane	\$551,000	\$785,000	\$376,000	\$81,000	<b>\$1,793,000</b>
	5	French Prairie Drive Phase III	\$182,000	\$1,148,000	\$462,000	\$313,000	<b>\$2,105,000</b>
Year 0 -5 Total (Includes SR Projects)			\$2,251,000	\$7,323,000	\$2,279,000	\$585,000	<b>\$12,438,000</b>
YEAR 6 - 10	6	Boones Bend Road Phase II	\$399,000	\$621,000	\$375,000	\$515,000	<b>\$1,910,000</b>
	7	Mollala Bend Road	\$67,000	\$338,000	\$227,000	\$442,000	<b>\$1,074,000</b>
	8	Country View Loop	\$179,000	\$541,000	\$260,000	\$32,000	<b>\$1,012,000</b>
	9	Country View Lane Phase II	\$145,000	\$474,000	\$195,000	\$33,000	<b>\$847,000</b>
	10	French Prairie Drive Phase V	\$138,000	\$294,000	\$146,000	\$87,000	<b>\$665,000</b>
	11	French Prairie Drive Phase IV	-	\$641,000	\$185,000	\$62,000	<b>\$888,000</b>
	12	Sacajawea Lane	\$249,000	\$306,000	\$355,000	\$452,000	<b>\$1,362,000</b>
	13	French Prairie Drive Phase I	\$98,000	\$970,000	\$785,000	\$548,000	<b>\$2,401,000</b>
Year 6 - 10 Total			\$1,275,000	\$4,185,000	\$2,528,000	\$2,171,000	<b>\$10,159,000</b>



**Complete Repair Projects Continued**

CIP	Project Rank	Project Name	Project Costs				
			Sewer	Storm	Streets	Water	Total
YEAR 11 - 15	14	Old Farm Road Phase II	\$119,000	\$737,000	\$304,000	\$18,000	\$1,178,000
	15	Lafayette Way	-	\$271,000	\$196,000	-	\$467,000
	16	Curry Drive	\$171,000	\$381,000	\$73,000	-	\$625,000
	17	Arbor Lake Drive Phase I	\$342,000	\$180,000	\$364,000	\$481,000	\$1,367,000
	18	East Lake Court	\$384,000	\$718,000	\$367,000	\$394,000	\$1,863,000
	19	Armitage Road Phase I	\$227,000	\$207,000	\$400,000	\$292,000	\$1,126,000
	20	Arbor Lake Drive Phase II	\$414,000	\$171,000	\$301,000	\$556,000	\$1,442,000
	21	Country View Lane Phase I	\$144,000	\$177,000	\$165,000	-	\$486,000
	22	Lake Drive	\$118,000	\$287,000	\$134,000	-	\$539,000
	23	Illahee Drive	\$418,000	-	\$52,000	\$289,000	\$759,000
	24	Middle Greens Road	\$121,000	\$230,000	\$318,000	\$362,000	\$1,031,000
		Year 11 -15 Total	\$2,458,000	\$3,359,000	\$2,674,000	\$2,392,000	\$10,883,000
YEAR 16 - 20	25	Boones Bend Road Phase I	\$215,000	\$640,000	\$370,000	\$483,000	\$1,708,000
	26	Fairway Drive Phase I	\$73,000	\$178,000	\$414,000	\$550,000	\$1,215,000
	27	Fairway Drive Phase II	\$116,000	\$638,000	\$175,000	-	\$929,000
	28	Armitage Road Phase II	\$70,000	-	\$369,000	\$355,000	\$794,000
	29	Lake Bluff Court	-	\$419,000	\$206,000	\$355,000	\$980,000
	30	Del Monte Drive	-	-	\$50,000	\$228,000	\$278,000
	31	Lakeside Loop & Village Green Court	\$167,000	\$525,000	\$172,000	\$34,000	\$898,000
	32	French Prairie Drive Phase VI	\$73,000	\$884,000	\$320,000	-	\$1,277,000
	33	Arbor Lake Drive Phase III	\$121,000	\$545,000	\$134,000	-	\$800,000
	34	Estates Post Road	-	\$51,000	\$247,000	\$307,000	\$605,000
	35	Charbonneau Storm Improve. Phase I	-	\$307,000	-	-	\$307,000
	36	Charbonneau Storm Improve. Phase II	-	\$529,000	-	-	\$529,000
	37	Mariners Drive Water Improvements	-	-	\$89,000	\$486,000	\$575,000
	38	Louvonne & Juliette Street	-	-	\$32,000	-	\$32,000
		Year 16 - 20 Total	\$835,000	\$4,716,000	\$2,578,000	\$2,798,000	\$10,927,000
	Complete Repair Project Total	\$6,377,000	\$17,074,000	\$10,059,000	\$7,946,000	\$41,456,000	
	20 Year Total	\$6,819,000	\$19,583,000	\$10,059,000	\$7,946,000	\$44,407,000	



## **French Prairie Drive Pathway**

Another component of the Charbonneau infrastructure that is beginning to show signs of deterioration is the French Prairie Drive walking path. This asphalt pathway generally follows the north and west sides of French Prairie Drive (Figure 5), extending between Juliette Drive and Country View Lane.

Typically, the fronting property owner is responsible for maintaining sidewalks. However, according to the Memorandum of Understanding between City of Wilsonville and Charbonneau Country Club, adopted by Resolution No. 1465 in 1998, the City accepted ownership and maintenance responsibility of the French Prairie Drive walking path.

An inspection of the walking path condition was completed in April 2014. A number of safety concerns were identified as part of the inspection, including potential trip hazards and unstable surface conditions. Generally, these walking path safety issues were created by tree root damage and deterioration of the asphalt surface material over time.

### Short Term Repair

A short term repair plan has been identified to correct the existing French Prairie Drive walking path safety concerns. The existing trip hazards and unstable surface conditions would be repaired by replacing those sections of the path with a new asphalt surface. Tree root trimming would be provided where tree damage and stability would not be compromised. Path repair at curb ramps would be made with new concrete ramps. All pathway repairs would be made in conformance with current Americans with Disabilities Act (ADA) guidelines. In order to meet ADA guidelines, two oak trees would need to be removed. Detailed repair information and cost estimates, as well as a discussion on design alternatives considered to preserve the two oak trees is provided in Appendix D.

The short term French Prairie pathway repair plan is anticipated to cost approximately \$73,000.

### Long Term Replacement Options

The French Prairie Drive walking path inspection also revealed that the overall condition of the path is significantly deteriorated. The deterioration is not to the point of being considered a safety concern, but deficient enough that a long term replacement plan is needed. Three alternatives to replace the walking path over the next 20 years were considered.

Option 1: Replace existing asphalt path in its current location with a 5-foot wide sidewalk in conformance with current Wilsonville Public Works Standards and ADA Guidelines. The new sidewalk would be constructed of concrete along the current alignment between Juliette Drive and Country View Lane. This option would require the removal of approximately 13 large trees, which is necessary to meet ADA guidelines.



Option 2: Convert one of the two vehicular travel lanes on French Prairie Drive into a multi-use path for bikes and pedestrians. This new multi-use path would be installed the full length of French Prairie Drive and provided in both directions. The multi-use path would be separated from the vehicular travel lane with a concrete curb and the existing asphalt surface improved to meet ADA guidelines. Because the existing asphalt path would still need to be maintained and those improved portions upgraded to meet ADA guidelines, it is assumed that the existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed as part of this option.

Option 3: Provide a multi-use path on French Prairie Drive, similar to Option 2, through the conversion of one of the two vehicular travel lanes. Under this option, the separation between the multi-use path and the vehicular travel lane would be provided by a linear vegetated swale (LID). This new multi-use path and swale would be installed the full length of French Prairie Drive and provided in both directions. Swale overflow connections would be made to the storm system and the swale would include water quality plantings and irrigation. The existing asphalt path would be removed and replaced with grass landscaping. Connections to existing trails and pathways would be preserved. No trees would be removed with this option.

#### **Long Term Sidewalk Path Replacement Estimated Costs**

Option #1 – Replace Existing Path	\$625,000
Option #2 – Multi-Use Path in Travel Lane (Curb)	\$1,750,000
Option #3 – Multi-Use Path in Travel Lane (LID)	\$5,700,000

The most effective sidewalk path replacement strategy is Option 2, converting one of the two travel lanes into a multi-use path with a concrete curb separating vehicular traffic. Although approximately three times the cost of Option 1, Option 2 offers advantages over the other two options. Pedestrian facilities would be provided the full length of French Prairie Drive, bikes and pedestrians would be protected from vehicular traffic, and trees would be preserved during construction, unlike that of Option 1. Option 2 provides the same multi-use path benefits of Option 3, but at a much lower cost, making implementation easier and more likely to be funded. Also, Option 2 does not preclude installation of linear swales at a later date should the need for additional storm water treatment arise within the Charbonneau District.

The multi-use path could be constructed as a single, standalone project or as a phased project as part of the utility repair projects identified earlier. If the multi-use path were to be constructed as a standalone project, it would need to occur after all utility repair projects on French Prairie Drive have been completed. Under a phased approach, each section of the multi-use path could be constructed as part of the infrastructure repair projects, under either the complete repair or spot repair scenario. Phasing construction of the multi-use path would increase the cost of the associated infrastructure repair projects as indicated in Table 5.



**Table 5 - Charbonneau Project Cost Summary**  
**French Prairie Drive Multi-Use Path**  
June 20, 2014

Project Name	Multi-Use Path Project Cost (Option 2)	Complete Repair Scenario			Spot Repair Scenario		
		Project Rank	Project Cost	Total Cost	Project Rank	Project Cost	Total Cost
French Prairie Drive Phase I	\$245,000	1	\$2,815,000	<b>\$3,060,000</b>	13	\$2,401,000	<b>\$2,646,000</b>
French Prairie Drive Phase II	\$220,000	5	\$2,480,000	<b>\$2,700,000</b>	1	\$2,480,000	<b>\$2,700,000</b>
Village Greens Circle	\$123,000	8	\$1,228,000	<b>\$1,351,000</b>	3	\$1,228,000	<b>\$1,351,000</b>
Edgewater Lane	\$112,000	9	\$1,793,000	<b>\$1,905,000</b>	4	\$1,793,000	<b>\$1,905,000</b>
French Prairie Drive Phase III	\$202,000	10	\$2,105,000	<b>\$2,307,000</b>	5	\$2,105,000	<b>\$2,307,000</b>
Country View Loop	\$92,000	12	\$1,074,000	<b>\$1,166,000</b>	8	\$1,012,000	<b>\$1,104,000</b>
Country View Lane Phase II	\$162,000	21	\$942,000	<b>\$1,104,000</b>	9	\$847,000	<b>\$1,009,000</b>
French Prairie Drive Phase V	\$156,000	22	\$665,000	<b>\$821,000</b>	10	\$665,000	<b>\$821,000</b>
French Prairie Drive Phase IV	\$169,000	23	\$888,000	<b>\$1,057,000</b>	11	\$888,000	<b>\$1,057,000</b>
French Prairie Drive Phase VI	\$269,000	34	\$1,277,000	<b>\$1,546,000</b>	32	\$1,277,000	<b>\$1,546,000</b>
<b>Multi Use Path Total</b>	<b>\$1,750,000</b>						







Figure 5 - French Prairie Drive  
Pedestrian & Bike Facilities





Figure 7. French People  
Pedestrian & Bike Facilities



## Executive Summary

Deterioration of the Charbonneau District public infrastructure (sewer, storm, streets, & water) is a result of the substandard design and construction techniques and the non-standard materials employed during its development. Although many of these deficiencies have been documented in the master plans for each of the utilities, a comprehensive analysis of the Charbonneau District infrastructure had not been completed. This Plan provides such an analysis and includes an infrastructure repair program to be implemented over the next 20 years.

This plan identifies current deficiencies of each utility throughout the District and prioritizes them based on the severity of the deficiency. Thirty-eight infrastructure repair projects have been defined that include concurrent repairs to multiple utilities located within the same area. This strategy intends to reduce overall construction costs and impacts to the adjacent properties. These 38 repair projects have been prioritized based on the length and severity of utility deficiencies within each project. As a result, the more deficient utilities are repaired earlier than those utilities with less serious deficiencies.

In addition to the utility repair projects, a short term repair and a long term replacement strategy has been identified for the French Prairie Drive walking path.

Also included as part of this plan, planning level design and construction costs have been assigned to each of the 38 repair projects and the French Prairie Drive walking path repair and replacement plans to help guide a future funding analysis. The total cost to correct the Charbonneau District infrastructure deficiencies is estimated to be \$46.2 million over the next 20 years. The total cost per utility is summarized as follows:

Sewer	Storm	Streets	Water	Walking Path
\$6.8 million	\$19.6 million	\$10.0 million	\$8.0 million	\$1.8 million

The utility deficiencies throughout the Charbonneau District are numerous and require significant resources to repair over the next 20 years. The Consolidated Improvement Plan offers an approach to replacing the aging, substandard infrastructure in a way that is efficient and economical, while reducing impacts to the adjacent properties. Revisions to the project order can be expected as new or more detailed information becomes available over time.







# **APPENDIX A**

## **DETAILED PROJECT PRIORITY LIST**



SECRET

CLASSIFICATION: SECRET

UNCLASSIFIED



Charbonneau Project Priority List  
Complete Repair Scenario  
June 20, 2014

Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
1	French Prairie Drive - Phase I						
	French Prairie Drive	Miley Rd	Del Monte Dr - 300' North	1, 3	1, 2, 3	-	2
	Boones Bend Road	French Prairie Dr	Fairway Drive	-	1	-	2
	Lafayette Way	French Prairie Dr	French Prairie Dr - 100' East	-	3	1	-
	Del Monte Drive	French Prairie Dr	French Prairie Dr - 100' East	1	3	-	2
2	Utility Easement (North)	French Prairie Dr	French Prairie Dr - 250' West	-	3	-	1
	Mollala Bend Road						
	Molalla Bend Rd	French Prairie Dr	Armitage Rd	3	1, 3	2	2
	Molalla Bend NE	Molalla Bend Rd	Dead End	-	-	2	2
	Molalla Bend SE	Molalla Bend Rd	Dead End	1	1	2	2
3	Molalla Bend SW	Molalla Bend Rd	Dead End	-	-	2	2
	Storm Easement	Molalla Bend Rd	Miley Road	-	1	-	-
	Fairway Drive Phase I						
	Fairway Drive	Boones Bend Rd	Middle Greens Rd	1, 3	1, 3	3	2
	Middle Greens Rd	Lake Point Ct	Fairway Drive	-	3	3	2
4	Storm Easement (West)	Fairway Dr	Fairway Dr - 150' North	-	3	-	-
	Storm Easement (East)	Fairway Dr	Miley Road	-	3	-	-
	Estates Post Road						
	Estates Post Road	Armitage Rd (North)	Armitage Rd (South)	1	1	-	2
	Estates Ct North	Estates Post Rd	Dead End	-	-	-	2
5	Estates Ct South	Estates Post Rd	Dead End	-	-	-	2
	Storm Easement (North)	Estates Post Rd	French Prairie Dr	-	3	-	-
	Storm Easement (South)	Estates Post Rd	French Prairie Dr	-	1	-	-
	French Prairie Drive - Phase II						
	French Prairie Drive	Village Greens Circle	Country View Ln	2, 3	1, 2	-	-
6	Village Greens Circle	French Prairie Dr	French Prairie Dr - 150' South	3	3	2	-
	Old Farm Road	French Prairie Dr	French Prairie Dr - 150' South	-	2	1	-
	Lakeside Loop	French Prairie Dr	Lakeside Dr	-	3	-	-
	Country View Lane	French Prairie Dr	Ironwood Ct	-	3	-	-
	Storm Outfall	French Prairie Dr	Willamette River	-	2	-	-
7	Sewer Easement (West)	French Prairie Dr	Lakeside Dr	3	-	-	-
	Storm Easement (West)	French Prairie Dr	French Prairie Dr - 150' North	-	3	-	-
	Storm Easement (East)	French Prairie Dr	French Prairie Dr - 250' South	-	3	-	-



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
6	Old Farm Road - Phase I						
	Old Farm Road	French Prairie Dr - 150' South	Arbor Glen Lp - 275' South	3	1, 2	1	2
	Lakeside Drive	Old Farm Rd	Lakeside Lp	-	3	-	-
	Arbor Glen Loop	Old Farm Rd	Arbor Glen Ct	-	1	3	-
	Arbor Glen Court	Arbor Glen Ct	Dead End	3	3	1	1
	Sewer Easement (West)	Old Farm Rd	SW End	3	-	-	-
	Storm Easement (South)	Arbor Glen Lp	Arbor Glen Lp - 175' South	-	3	-	-
7	Arbor Lake Drive - Phase I						
	Arbor Lake Drive	Lake Dr	Downs Post Rd (South)	3	3	-	2
	Greens View Court	Arbor Lake Dr	Dead End	2	3	-	2
	Bunker Post Court	Arbor Lake Dr	Dead End	3	1	3	2
8	Downs Post Road	Arbor Lake Dr	Arbor Lake Dr - 250' East	2	1	-	2
	Village Greens Circle						
	Village Greens Circle	French Prairie Dr (West)	French Prairie Dr - 150' South	-	3	2	-
	French Prairie Drive	Village Greens CIR (East)	Village Greens CIR - 150' W	3	2	-	-
9	Utility Easement (North)	French Prairie Dr	Edgewater Ln	2	2	-	-
	Storm Easement (South)	Village Greens CIR	Village Greens CIR - 75' S	-	3	-	-
	Edgewater Lane						
	Edgewater Lane (E-W)	Edgewater Ln (West End)	Edgewater Ln (East End)	2, 3	1, 2	-	-
10	Edgewater Lane (N-S)	Edgewater Ln	French Prairie Dr	3	1, 3	-	-
	French Prairie Drive	Fairway Village Lp	Edgewater Ln	-	3	-	-
	Fairway Village Loop	French Prairie Dr	French Prairie Dr - 250' South	-	3	-	1
	French Prairie Drive - Phase III						
11	French Prairie Drive	Boones Bend Rd - 450' North	Del Monte Dr - 300' North	3	1, 2	-	2
	Boones Bend Road	French Prairie Dr	Cypress Pt	-	2	-	2
	Carmel Circle	French Prairie Dr	Del Monte Dr	-	-	3	-
	Storm Easement (North)	French Prairie Dr	French Prairie Dr - 150' West	-	2	-	-
	Utility Easement (East)	French Prairie Dr	French Prairie Dr - 310' East	-	1	-	2
	Storm Easement (South)	French Prairie Dr	Del Monte Dr - 75' East	-	1, 3	-	-
	Boones Bend Road - Phase II						
12	Boones Bend Road	Cypress Pt	Sacajawea Ln - 100' North	2, 3	1, 2	-	2
	Boones Bend Lane	Boones Bend Road	Dead End	-	-	-	3
	Sewer Easement (North)	Boones Bend Road	Boones Bend Rd - 350' East	2	-	-	-
	Country View Loop						
12	French Prairie Drive	Country View Lane	Village Green Ct - 250' East	-	2	-	-
	Village Green Court	French Prairie Dr	French Prairie Dr - 150' South	2	3	-	-
	Country View Court West	French Prairie Dr	Country View Lp	-	3	-	-
	Country View Loop	Country View Ct West	Country View Ln	2	1	-	-
	Devonshire Court	Country View Ln	Dead End	3	3	-	2



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
13	Armitage Road - Phase I						
	Armitage Rd	Armitage Ct South	Molalla Bend Rd	3	1, 3	-	2
	Armitage Ct South	Armitage Rd	Dead End	-	-	-	2
	Armitage Rd "Eyebrow"	Armitage Rd	Dead End	-	-	-	2
	Armitage Ct (SW)	Armitage Rd	Dead End	2	3	-	2
14	Arbor Lake Drive - Phase II						
	Arbor Lake Drive	Downs Post Rd (North)	Downs Post Rd (South)	3	1, 3	-	2
	Arbor Lake Court	Arbor Lake Dr	Dead End	3	1, 3	-	2
	Downs Post Road	Arbor Lake Dr - 250' East	Arbor Lake Road	2, 3	3	-	2
	Sewer Easement (West)	Arbor Lake Ct	Arbor Lake Ct - 250' NW	3	-	-	-
	Water Easement (West)	Arbor Lake Ct	Arbor Lake Ct - 550' West	-	-	-	2
15	Country View Lane - Phase I						
	Country View Lane	Ironwood Ct	Wheatland Run	-	1, 3	-	-
	Gordons Run	Country View Lane	Dead End	2	-	-	-
	Wheatland Run	Country View Lane	Dead End	3	-	-	-
16	Lake Drive						
	Lake Drive	Arbor Lake Dr - 50' North	French Prairie Dr	3	1, 3	-	-
	Lake Court	Lake Dr	French Prairie Dr	2	-	-	-
17	Middle Greens Road						
	Lake Point Ct	Middle Greens Rd	Lake Point Ct East	3	3	3	2
	Lake Point Ct East	Lake Point Ct	Dead End	3	1	3	1
	Middle Greens Rd	Lake Point Ct	Arbor Lake Dr	-	1, 3	-	1, 3
18	Boones Bend Road - Phase I						
	Boones Bend Road	Fairway Dr	Winchester Wy - 350' North	-	1, 3	-	2
	Winchester Way	Boones Bend Rd	Dead End	-	1, 3	3	-
	Lake Point Court (West)	Lake Point Ct (East)	Dead End	3	3	3	2
	Storm Easement (West)	Boones Bend Rd	Boones Bend Rd - 100' West	-	3	-	-
	Storm Easement (East)	Boones Bend Rd	Boones Bend Rd - 50' East	-	3	-	-
	Storm Easement (North)	Winchester Wy	Winchester Wy - 125' North	-	3	-	-
	Utility Easement	Winchester Wy	Lake Point Ct	3	3	-	2
19	Armitage Road - Phase II						
	Armitage Road	French Prairie Dr	Armitage Ct South	-	1, 3	-	2
	Armitage Court	Armitage Rd	Dead End	3	-	3	2
	Armitage Court North	Armitage Rd	Dead End	-	-	-	2



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
20	Fairway Drive - Phase II						
	Fairway Drive	Middle Greens Rd	Arbor Lake Dr	3	1, 3	3	-
	Arbor Lake Drive	Lake Dr	French Prairie Dr	-	3	-	-
	Lake Drive	Arbork Lake Dr	Arbor Lake Dr - 50' North	-	3	-	-
	Storm Easement (West)	Fairway Dr	Miley Rd	-	1	-	-
	Storm Easement (Center)	Fairway Dr	Miley Rd	-	3	-	-
	Storm Easement (East)	Fairway Dr	Miley Rd	-	3	-	-
21	Country View Lane - Phase II						
	Country View Lane	Devonshire Ct	Gate Post Rd - 500' South	3	1	-	-
	French Prairie Drive	Village Green Ct - 250' East	Arbor Lake Dr	-	2	-	-
	Gate Post Rd	Country View Lane	Dead End	-	3	-	2
22	French Prairie Drive - Phase V						
	French Prairie Drive	Arbor Lake Dr	Country View Ln	-	1	-	-
	Arbor Lake Drive	French Prairie Dr	Country View Ln	-	-	-	2
	Country View Lane	Arbor Lake Dr	French Prairie Dr	-	-	-	2
	Sewer Easement	Country View Ct North	Country View Ln	3	-	-	-
	Storm Easement (North)	French Prairie Dr	Country View Ct North	-	3	-	-
	Storm Easement (South)	French Prairie Dr	Country View Ct South	-	3	-	-
23	French Prairie Drive - Phase IV						
	French Prairie Drive	Boones Bend Rd - 450' North	Charbonneau Dr	-	1, 2	-	-
	Charbonneau Drive	French Prairie Dr	Dead End	-	1, 2	-	2
	Water Easement	Woodbridge Ct	Charbonneau Dr	-	-	-	2
24	Louvonne & Juliette Storm						
	Louvonne Drive	Riviera Ln	French Prairie Dr	-	1	-	-
	Juliette Drive	Riviera Ln - 200' West	French Prairie Dr	-	1	-	-
25	Sacajawea Lane						
	Boones Bend Road	Sacajawea Ln - 100' North	Sacajawea Ln - 225' South	3	2, 3	-	2
	Sacajawea Lane	Boones Bend Road	Sacajawea Ln (North)	3	3	1	2
	Sacajawea Lane (North)	Sacajawea Ln	Sacajawea Ln (NW)	-	3	1	2
	Sacajawea Lane (NW)	Sacajawea Ln (North)	Dead End	2	3	1	2
	Sacajawea Lane (NE)	Sacajawea Ln (North)	Dead End	2	-	1	2
	Sacajawea Lane (South)	Sacajawea Ln	Dead End	2	3	1	2
	Sewer Easement	Boones Bend Rd	Sacajawea Ln (NW)	2	-	-	-
	Utility Easement	Sacajawea Ln	Sacajawea Ln - 175' East	-	3	-	-
26	Old Farm Road - Phase II						
	Old Farm Road	Arbor Glen Lp - 275' South	Arbor Lake Dr	3	2	1	-
	Arbor Glen Loop	Arbor Glen Ct	Lake Bluff Ct	-	-	3	-
	Arbor Lake Drive	Old Farm Rd - 425' West	Old Farm Rd - 125' East	3	3	-	-
	Utility Easement	Old Farm Rd	Lake Bluff Ct	-	3	-	2



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
27	Lafayette Way						
	Lafayette Way	French Prairie Dr	Lafayette Way (West)	-	3	1	-
	Lafayette Way (West)	Lafayette Way	Dead End	-	3	1	-
	Lafayette Way (East)	Lafayette Way	Dead End	-	-	1	-
	Storm Easement	Juliette Dr	Juliette Dr - 200' West	-	3	-	-
28	Curry Drive						
	Curry Drive	Avalon Ct	French Prairie Dr - 100' North	3	2	-	-
	Bordeaux Court	Curry Dr	Dead End	-	2	-	-
	Utility Easement (East)	Curry Dr	Edgewater Ln	-	-	-	-
	Utility Easement (West)	Bordeaux Ct	Bordeaux Ct - 125' West	2	2	-	-
29	East Lake Court						
	Arbor Lake Drive	Downs Post Rd (North)	Old Farm Rd - 425' West	2, 3	3	-	2
	East Lake Court	Arbor Lake Dr	Dead End	2, 3	3	-	1, 2
	East Lake Point	East Lake Court	Dead End	2	3	-	1
30	Illahee Drive						
	Illahee Ct	Illahee Dr - 125' North	Curry Drive	2, 3	-	-	2
	Sewer Easement	Illahee Ct	Illahee Ct - 450' East	3	-	-	-
31	Lake Bluff Court						
	Lake Bluff Court	Dead End (West)	Dead End (East)	-	3	3	2
	Utility Easement (West)	Lakeside Lp	Lake Bluff Ct	-	3	-	2
	Storm Easement (North)	Utility Easement (West)	200' North	-	3	-	-
32	Del Monte Drive						
	Del Monte Drive	Carmel Cir	French Prairie Dr - 100' East	-	-	-	2
	Cypress Point	Boones Bend Rd	Carmel Cir	-	-	3	2
33	Lakeside Loop / Village Green Ct						
	Lakeside Loop	Lakeside Dr	Lakeside Lp	3	3	-	2
	Village Green Court	French Prairie Dr - 150' South	Dead End	3	3	-	-
	Storm Easement (North)	French Prairie Dr - 250' South	French Prairie Dr - 525' South	-	3	-	-
	Utility Easement (South)	Village Green Ct	Village Green Ct - 150' South	-	3	-	-
34	French Prairie Drive - Phase VI						
	French Prairie Drive	Miley Rd	Armitage Rd	-	3	-	-
	Fountain Lake Drive	French Prairie Dr	Lake Dr	3	3	-	-
35	Arbor Lake Drive - Phase III						
	Arbor Lake Drive	Old Farm Rd - 125' East	Village Crest Ln	3	3	-	-
	Village Crest Lane	Arbor Lake Dr	Arbor Lake Dr - 500' South	-	3	-	-
	Village Crest Court	Arbor Lake Dr	Dead End	-	3	-	-
	Utility Easement (North)	Village Crest Ct	Village Crest Ct - 125' North	-	3	-	-
	Storm Easement (South)	Arbor Lake Dr	Village Crest Ln	-	3	-	-



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Streets	Water
36	Charbonneau Storm Improvements Ph I						
	Storm Easement (North)	French Prairie Rd - 125' North	Gordons Run	-	3	-	-
	Storm Easement (South)	Village Green Cir - 50' South	Arbor Glen Ct - 350' South	-	3	-	-
37	Charbonneau Storm Improvements Ph II						
	Utility Easement	French Prairie Dr - 125' South	Charbonneau Dr - 250' South	-	3	-	-
38	Mariners Drive Water Improvements						
	Mariners Drive	Woodbridge Ct	Dead End	-	-	-	2
	Woodbridge Court	Mariners Dr - 125' West	Charbonneau Dr -175' West	-	-	-	2
	Water Easement (South)	Mariners Dr	Mariners Dr - 275' South	-	-	-	2



**Charbonneau Project Priority List**  
**High Priority Spot Repair Scenario**  
June 20, 2014

**Spot Repair Projects**

Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank	
				Sewer Improvements	Storm Improvements
SR-1	8000 Block of Fairway Drive Fairway Drive	8155 SW Fairway Dr	7990 SW Fairway Dr	1	1
SR-2	Estates Post Road Estates Post Road Storm Easement	Estates Ct North French Prairie Dr	32450 SW Estates Post Rd Estates Post Rd	1 -	1 1
SR-3	Mollala Bend SE Mollala Bend SE	Mollala Bend Rd	Dead End	1	1
SR-4	French Prairie Drive at Del Monte Drive French Prairie Drive Del Monte Drive	Del Monte Dr - 250' North French Prairie Dr	Del Monte Dr - 250' South French Prairie Dr - 250' East	1 1	- -
SR-5	7300 & 7800 Block of Fairway Drive Fairway Drive Fairway Drive Storm Easement (West)	7865 SW Fairway Dr 7360 SW Fairway Dr Fairway Dr	Lake Point Ct Arbor Lake Dr Miley Rd	- - -	1 1 1
SR-6	Armitage Road - South Armitage Road	Mollala Bend Rd	Estates Post Rd	-	1, 3
SR-7	Middle Greens Road Middle Greens Road Lake Point Court East	Lake Point Ct - 150' East Lake Point Ct	7625 SW Middle Greens Rd Dead End	- -	1 1
SR-8	Country View Loop Country View Loop Country View Lane	31165 SW Country View Lp Devonshire Ct	Country View Lane Gate Post Rd	- -	1 1
SR-9	Boones Bend Road Boones Bend Road Winchester Way	32390 SW Boones Bend Rd Boones Bend Rd	Winchester Way Boones Bend Rd - 150' East	- -	1 1
SR-10	Arbor Lake Drive Arbor Lake Drive Bunker Post Road Downs Post Road Arbor Lake Court	Arbor Lake Ct Arbor Lake Dr - 50' East Arbor Lake Dr Arbor Lake Dr	Downs Post Road Dead End Arbor Lake Dr - 250' East Arbor Lake Dr - 225' West	- - - -	1 1 1 1
SR-11	Armitage Road - North Armitage Road	French Prairie Dr	Armitage Ct East	-	1, 3
SR-12	Lake Drive Lake Drive	32349 SW Lake Dr	32279 SW Lake Dr	-	1
SR-13	Country View Lane Country View Lane	Country View Lp	Wheatland Run	-	1, 3
SR-14	Juliette Drive Juliette Drive Boones Bend Road	Riviera Ln - 200' West French Prairie Dr	French Prairie Dr Fairway Dr	- -	1 1
SR-15	Louvonne Drive Louvonne Drive French Prairie Drive	Riviera Ln Lafayette Wy	French Prairie Dr Lafayette Wy - 175' North	- -	1 1



Charbonneau Project Priority List  
High Priority Spot Repair Scenario  
June 20, 2014

**Complete Repair Projects**

Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Street	Water
1	French Prairie Drive - Phase II						
	French Prairie Drive	Village Greens Circle	Country View Ln	2, 3	1, 2	-	-
	Village Greens Circle	French Prairie Dr	French Prairie Dr - 150' South	3	3	2	-
	Old Farm Road	French Prairie Dr	French Prairie Dr - 150' South	-	2	1	-
	Lakeside Loop	French Prairie Dr	Lakeside Dr	-	3	-	-
	Country View Lane	French Prairie Dr	Ironwood Ct	-	3	-	-
	Storm Outfall	French Prairie Dr	Willamette River	-	2	-	-
	Sewer Easement (West)	French Prairie Dr	Lakeside Dr	3	-	-	-
	Storm Easement (West)	French Prairie Dr	French Prairie Dr - 150' North	-	3	-	-
	Storm Easement (East)	French Prairie Dr	French Prairie Dr - 250' South	-	3	-	-
2	Old Farm Road - Phase I						
	Old Farm Road	French Prairie Dr - 150' South	Arbor Glen Lp - 275' South	3	1, 2	1	2
	Lakeside Drive	Old Farm Rd	Lakeside Lp	-	3	-	-
	Arbor Glen Loop	Old Farm Rd	Arbor Glen Ct	-	1	3	-
	Arbor Glen Court	Arbor Glen Ct	Dead End	3	3	1	1
	Sewer Easement (West)	Old Farm Rd	SW End	3	-	-	-
	Storm Easement (South)	Arbor Glen Lp	Arbor Glen Lp - 175' South	-	3	-	-
3	Village Greens Circle						
	Village Greens Circle	French Prairie Dr (West)	French Prairie Dr - 150' South	-	3	2	-
	French Prairie Drive	Village Greens CIR (East)	Village Greens CIR - 150' W	3	2	-	-
	Utility Easement (North)	French Prairie Dr	Edgewater Ln	2	2	-	-
	Storm Easement (South)	Village Greens CIR	Village Greens CIR - 75' S	-	3	-	-
4	Edgewater Lane						
	Edgewater Lane (E-W)	Edgewater Ln (West End)	Edgewater Ln (East End)	2, 3	1, 2	-	-
	Edgewater Lane (N-S)	Edgewater Ln	French Prairie Dr	3	1, 3	-	-
	French Prairie Drive	Fairway Village Lp	Edgewater Ln	-	3	-	-
	Fairway Village Loop	French Prairie Dr	French Prairie Dr - 250' South	-	3	-	1
5	French Prairie Drive - Phase III						
	French Prairie Drive	Boones Bend Rd - 450' North	Del Monte Dr - 300' North	3	1, 2	-	2
	Boones Bend Road	French Prairie Dr	Cypress Pt	-	2	-	2
	Carmel Circle	French Prairie Dr	Del Monte Dr	-	-	3	-
	Storm Easement (North)	French Prairie Dr	French Prairie Dr - 150' West	-	2	-	-
	Utility Easement (East)	French Prairie Dr	French Prairie Dr - 310' East	-	1, 3	-	2
	Storm Easement (South)	French Prairie Dr	Del Monte Dr - 75' East	-	1, 3	-	-



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Street	Water
6	Boones Bend Road - Phase II						
	Boones Bend Road	Cypress Pt	Sacajawea Ln - 100' North	2, 3	1, 2	-	2
	Boones Bend Lane	Boones Bend Road	Dead End	-	-	-	3
	Sewer Easement (North)	Boones Bend Road	Boones Bend Rd - 350' East	2	-	-	-
7	Mollala Bend Road						
	Molalla Bend Rd	French Prairie Dr	Armitage Rd	3	1, 3	2	2
	Molalla Bend NE	Molalla Bend Rd	Dead End	-	-	2	2
	Molalla Bend SE	Molalla Bend Rd	Dead End	-	-	2	2
	Molalla Bend SW	Molalla Bend Rd	Dead End	-	-	2	2
	Storm Easement	Molalla Bend Rd	Miley Road	-	1	-	-
8	Country View Loop						
	French Prairie Drive	Country View Lane	Village Green Ct - 250' East	-	2	-	-
	Village Green Court	French Prairie Dr	French Prairie Dr - 150' South	2	3	-	-
	Country View Court West	French Prairie Dr	Country View Lp	-	3	-	-
	Country View Loop	Country View Ct West	Country View Ln	2	-	-	-
	Devonshire Court	Country View Ln	Dead End	3	3	-	2
9	Country View Lane - Phase II						
	Country View Lane	Devonshire Ct	Gate Post Rd - 500' South	3	-	-	-
	French Prairie Drive	Village Green Ct - 250' East	Arbor Lake Dr	-	2	-	-
	Gate Post Rd	Country View Lane	Dead End	-	3	-	2
10	French Prairie Drive - Phase V						
	French Prairie Drive	Arbor Lake Dr	Country View Ln	-	1	-	
	Arbor Lake Drive	French Prairie Dr	Country View Ln	-	-	-	2
	Country View Lane	Arbor Lake Dr	French Prairie Dr	-	-	-	2
	Sewer Easement	Country View Ct North	Country View Ln	3	-	-	-
	Storm Easement (North)	French Prairie Dr	Country View Ct North	-	3	-	-
	Storm Easement (South)	French Prairie Dr	Country View Ct South	-	3	-	-
11	French Prairie Drive - Phase IV						
	French Prairie Drive	Boones Bend Rd - 450' North	Charbonneau Dr	-	1, 2	-	-
	Charbonneau Drive	French Prairie Dr	Dead End	-	1, 2	-	2
	Water Easement	Woodbridge Ct	Charbonneau Dr	-	-	-	2
12	Sacajawea Lane						
	Boones Bend Road	Sacajawea Ln - 100' North	Sacajawea Ln - 225' South	3	2, 3	-	2
	Sacajawea Lane	Boones Bend Road	Sacajawea Ln (North)	3	3	1	2
	Sacajawea Lane (North)	Sacajawea Ln	Sacajawea Ln (NW)	-	3	1	2
	Sacajawea Lane (NW)	Sacajawea Ln (North)	Dead End	2	3	1	2
	Sacajawea Lane (NE)	Sacajawea Ln (North)	Dead End	2	-	1	2
	Sacajawea Lane (South)	Sacajawea Ln	Dead End	2	3	1	2
	Sewer Easement	Boones Bend Rd	Sacajawea Ln (NW)	2	-	-	-
	Utility Easement	Sacajawea Ln	Sacajawea Ln - 175' East	-	3	-	-



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Street	Water
13	French Prairie Drive - Phase I						
	French Prairie Drive	Miley Rd	Del Monte Dr - 300' North	3	2, 3	-	2
	Boones Bend Road	French Prairie Dr	Fairway Drive	-	-	-	2
	Lafayette Way	French Prairie Dr	French Prairie Dr - 100' East	-	3	1	-
	Del Monte Drive	French Prairie Dr	French Prairie Dr - 100' East	-	3	-	2
	Utility Easement (North)	French Prairie Dr	French Prairie Dr - 250' West	-	3	-	1
14	Old Farm Road - Phase II						
	Old Farm Road	Arbor Glen Lp - 275' South	Arbor Lake Dr	3	2	1	-
	Arbor Glen Loop	Arbor Glen Ct	Lake Bluff Ct	-	-	3	-
	Arbor Lake Drive	Old Farm Rd - 425' West	Old Farm Rd - 125' East	3	3	-	-
	Utility Easement	Old Farm Rd	Lake Bluff Ct	-	3	-	2
15	Lafayette Way						
	Lafayette Way	French Prairie Dr	Lafayette Way (West)	-	3	1	-
	Lafayette Way (West)	Lafayette Way	Dead End	-	3	1	-
	Lafayette Way (East)	Lafayette Way	Dead End	-	-	1	-
	Storm Easement	Juliette Dr	Juliette Dr - 200' West	-	3	-	-
16	Curry Drive						
	Curry Drive	Avalon Ct	French Prairie Dr - 100' North	3	2	-	-
	Bordeaux Court	Curry Dr	Dead End	-	2	-	-
	Utility Easement (East)	Curry Dr	Edgewater Ln	-	-	-	-
	Utility Easement (West)	Bordeaux Ct	Bordeaux Ct - 125' West	2	2	-	-
17	Arbor Lake Drive - Phase I						
	Arbor Lake Drive	Lake Dr	Downs Post Rd (South)	3	3	-	2
	Greens View Court	Arbor Lake Dr	Dead End	2	3	-	2
	Bunker Post Court	Arbor Lake Dr	Arbor Lake Dr - 50' East	3	-	3	2
	Downs Post Road	Arbor Lake Dr	Arbor Lake Dr - 250' East	2	-	-	2
18	East Lake Court						
	Arbor Lake Drive	Downs Post Rd (North)	Old Farm Rd - 425' West	2, 3	3	-	2
	East Lake Court	Arbor Lake Dr	Dead End	2, 3	3	-	1, 2
	East Lake Point	East Lake Court	Dead End	2	3	-	1
19	Armitage Road - Phase I						
	Armitage Rd	Armitage Ct South	Molalla Bend Rd	3	3	-	2
	Armitage Ct South	Armitage Rd	Dead End	-	-	-	2
	Armitage Rd "Eyebrow"	Armitage Rd	Dead End	-	-	-	2
	Armitage Ct (SW)	Armitage Rd	Dead End	2	3	-	2
20	Arbor Lake Drive - Phase II						
	Arbor Lake Drive	Downs Post Rd (North)	Downs Post Rd (South)	3	3	-	2
	Arbor Lake Court	Arbor Lake Dr - 225' West	Dead End	3	3	-	2
	Downs Post Road	Arbor Lake Dr - 250' East	Arbor Lake Road	2, 3	3	-	2
	Sewer Easement (West)	Arbor Lake Ct	Arbor Lake Ct - 250' NW	3	-	-	-
	Water Easement (West)	Arbor Lake Ct	Arbor Lake Ct - 550' West	-	-	-	2



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Street	Water
21	Country View Lane - Phase I						
	Country View Lane	Ironwood Ct	Wheatland Run	-	3	-	-
	Gordons Run	Country View Lane	Dead End	2	-	-	-
	Wheatland Run	Country View Lane	Dead End	3	-	-	-
22	Lake Drive						
	Lake Drive	Arbor Lake Dr - 50' North	French Prairie Dr	3	3	-	-
	Lake Court	Lake Dr	French Prairie Dr	2	-	-	-
23	Illahee Drive						
	Illahee Ct	Illahee Dr - 125' North	Curry Drive	2, 3	-	-	2
	Sewer Easement	Illahee Ct	Illahee Ct - 450' East	3	-	-	-
24	Middle Greens Road						
	Lake Point Ct	Middle Greens Rd	Lake Point Ct East	3	3	3	2
	Lake Point Ct East	Lake Point Ct	Dead End	3	-	3	1
	Middle Greens Rd	Lake Point Ct	Arbor Lake Dr	-	3	-	1, 3
25	Boones Bend Road - Phase I						
	Boones Bend Road	Fairway Dr	Winchester Wy - 350' North	-	3	-	2
	Winchester Way	Boones Bend Rd	Dead End	-	3	3	-
	Lake Point Court (West)	Lake Point Ct (East)	Dead End	3	3	3	2
	Storm Easement (West)	Boones Bend Rd	Boones Bend Rd - 100' West	-	3	-	-
	Storm Easement (East)	Boones Bend Rd	Boones Bend Rd - 50' East	-	3	-	-
	Storm Easement (North)	Winchester Wy	Winchester Wy - 125' North	-	3	-	-
	Utility Easement	Winchester Wy	Lake Point Ct	3	3	-	2
26	Fairway Drive Phase I						
	Fairway Drive	Boones Bend Rd	Middle Greens Rd	3	3	3	2
	Middle Greens Rd	Lake Point Ct	Fairway Drive	-	3	3	2
	Storm Easement (West)	Fairway Dr	Fairway Dr - 150' North	-	3	-	-
	Storm Easement (East)	Fairway Dr	Miley Road	-	3	-	-
27	Fairway Drive - Phase II						
	Fairway Drive	Middle Greens Rd	Arbor Lake Dr	3	3	3	-
	Arbor Lake Drive	Lake Dr	French Prairie Dr	-	3	-	-
	Lake Drive	Arbork Lake Dr	Arbor Lake Dr - 50' North	-	3	-	-
	Storm Easement (Center)	Fairway Dr	Miley Rd	-	3	-	-
	Storm Easement (East)	Fairway Dr	Miley Rd	-	3	-	-
28	Armitage Road - Phase II						
	Armitage Road	French Prairie Dr	Armitage Ct South	-	-	-	2
	Armitage Court	Armitage Rd	Dead End	3	-	3	2
	Armitage Court North	Armitage Rd	Dead End	-	-	-	2
29	Lake Bluff Court						
	Lake Bluff Court	Dead End (West)	Dead End (East)	-	3	3	2
	Utility Easement (West)	Lakeside Lp	Lake Bluff Ct	-	3	-	2
	Storm Easement (North)	Utility Easement (West)	200' North	-	3	-	-



Project Rank	Project Name Project Street	Beginning Project Limits	Ending Project Limits	Priority Rank			
				Sewer	Storm	Street	Water
30	Del Monte Drive						
	Del Monte Drive	Carmel Cir	French Prairie Dr - 100' East	-	-	-	2
	Cypress Point	Boones Bend Rd	Carmel Cir	-	-	3	2
31	Lakeside Loop / Village Green Ct						
	Lakeside Loop	Lakeside Dr	Lakeside Lp	3	3	-	2
	Village Green Court	French Prairie Dr - 150' South	Dead End	3	3	-	-
	Storm Easement (North)	French Prairie Dr - 250' South	French Prairie Dr - 525' South	-	3	-	-
	Utility Easement (South)	Village Green Ct	Village Green Ct - 150' South	-	3	-	-
32	French Prairie Drive - Phase VI						
	French Prairie Drive	Miley Rd	Armitage Rd	-	3	-	-
	Fountain Lake Drive	French Prairie Dr	Lake Dr	3	3	-	-
33	Arbor Lake Drive - Phase III						
	Arbor Lake Drive	Old Farm Rd - 125' East	Village Crest Ln	3	3	-	-
	Village Crest Lane	Arbor Lake Dr	Arbor Lake Dr - 500' South	-	3	-	-
	Village Crest Court	Arbor Lake Dr	Dead End	-	3	-	-
	Utility Easement (North)	Village Crest Ct	Village Crest Ct - 125' North	-	3	-	-
	Storm Easement (South)	Arbor Lake Dr	Village Crest Ln	-	3	-	-
34	Estates Post Road						
	Estates Post Road	Armitage Rd (North)	Armitage Rd (South)	-	-	-	2
	Estates Ct North	Estates Post Rd	Dead End	-	-	-	2
	Estates Ct South	Estates Post Rd	Dead End	-	-	-	2
	Storm Easement (North)	Estates Post Rd	French Prairie Dr	-	3	-	-
	Storm Easement (South)	Estates Post Rd	French Prairie Dr	-	-	-	-
35	Charbonneau Storm Improvements Ph I						
	Storm Easement (North)	French Prairie Rd - 125' North	Gordons Run	-	3	-	-
	Storm Easement (South)	Village Green Cir - 50' South	Arbor Glen Ct - 350' South	-	3	-	-
36	Charbonneau Storm Improvements Ph II						
	Utility Easement	French Prairie Dr - 125' South	Charbonneau Dr - 250' South	-	3	-	-
37	Mariners Drive Water Improvements						
	Mariners Drive	Woodbridge Ct	Dead End	-	-	-	2
	Woodbridge Court	Mariners Dr - 125' West	Charbonneau Dr -175' West	-	-	-	2
	Water Easement (South)	Mariners Dr	Mariners Dr - 275' South	-	-	-	2
38	Louvonne & Juliette Street						
	Louvonne Drive	Riviera Ln	French Prairie Dr	-	-	-	-
	Juliette Drive	Riviera Ln - 200' West	French Prairie Dr	-	-	-	-



# **APPENDIX B**

## **PROJECT DETAILS & ESTIMATED COSTS**

### **COMPLETE REPAIR SCENARIO**



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Project Location Map  
Complete Repair Scenario





Project Location Map  
Complete Report



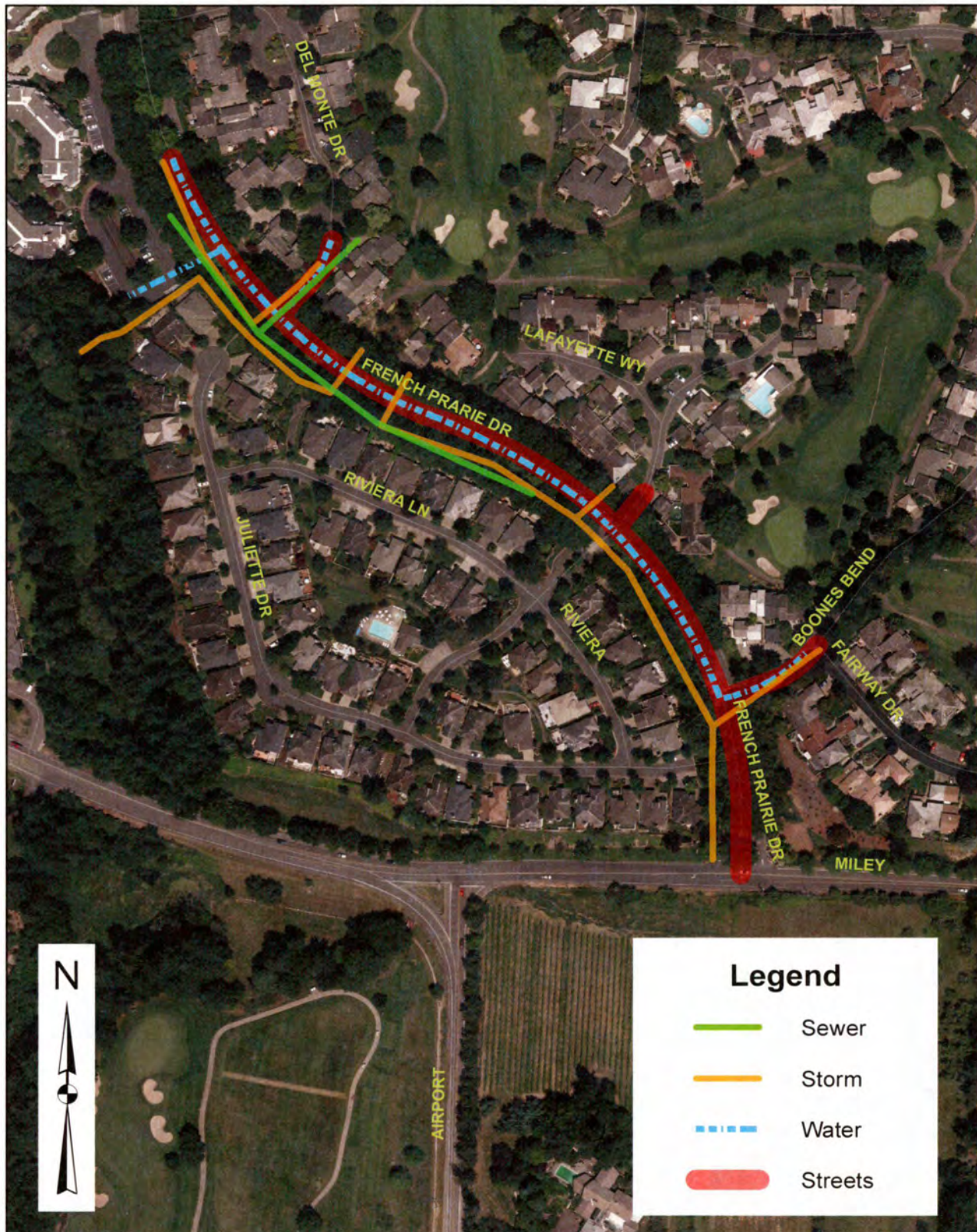
**Project #1 - French Prairie Drive Phase I**

**\$2,815,600.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$2,247,453.00</b>
Sewer	10	790	10	790			\$201.00	\$158,790.00	\$31,758.00	\$47,637.00	\$33,345.90	\$271,530.90
Storm	36	230	36	230			\$350.00	\$80,500.00	\$16,100.00	\$24,150.00	\$16,905.00	\$137,655.00
	15	430	24	430			\$253.00	\$108,790.00	\$21,758.00	\$32,637.00	\$22,845.90	\$186,030.90
	15	320	15	320			\$202.00	\$64,640.00	\$12,928.00	\$19,392.00	\$13,574.40	\$110,534.40
	12	1330	12	1330			\$192.00	\$255,360.00	\$51,072.00	\$76,608.00	\$53,625.60	\$436,665.60
Water	10	1350	12	1350			\$178.00	\$240,300.00	\$48,060.00	\$72,090.00	\$50,463.00	\$410,913.00
Streets			48	300		1760	\$13.00	\$22,880.00	\$4,576.00	\$6,864.00	\$4,804.80	\$39,124.80
			48	1360		7980	\$48.00	\$383,040.00	\$76,608.00	\$114,912.00	\$80,438.40	\$654,998.40
<b>Boones Bend Road</b>												<b>\$216,178.20</b>
Storm	30	225	30	225			\$300.00	\$67,500.00	\$13,500.00	\$20,250.00	\$14,175.00	\$115,425.00
Water	12	180	12	180			\$178.00	\$32,040.00	\$6,408.00	\$9,612.00	\$6,728.40	\$54,788.40
Streets			24	190		560	\$48.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80
<b>Lafayette Way</b>												<b>\$42,681.60</b>
Storm	8	85	12	85			\$192.00	\$16,320.00	\$3,264.00	\$4,896.00	\$3,427.20	\$27,907.20
Streets			18	80		180	\$48.00	\$8,640.00	\$1,728.00	\$2,592.00	\$1,814.40	\$14,774.40
<b>Del Monte Drive</b>												<b>\$189,639.00</b>
Sewer	8	235	8	235			\$170.00	\$39,950.00	\$7,990.00	\$11,985.00	\$8,389.50	\$68,314.50
Storm	12	155	12	155			\$192.00	\$29,760.00	\$5,952.00	\$8,928.00	\$6,249.60	\$50,889.60
Water	4	165	8	165			\$142.00	\$23,430.00	\$4,686.00	\$7,029.00	\$4,920.30	\$40,065.30
Streets			18	165		370	\$48.00	\$17,760.00	\$3,552.00	\$5,328.00	\$3,729.60	\$30,369.60
<b>Utility Easement North</b>												<b>\$119,648.70</b>
Storm	12	235	12	235			\$192.00	\$45,120.00	\$9,024.00	\$13,536.00	\$9,475.20	\$77,155.20
Water	N/A	N/A	8	175			\$142.00	\$24,850.00	\$4,970.00	\$7,455.00	\$5,218.50	\$42,493.50



# Project #1 - French Prairie Drive Phase I





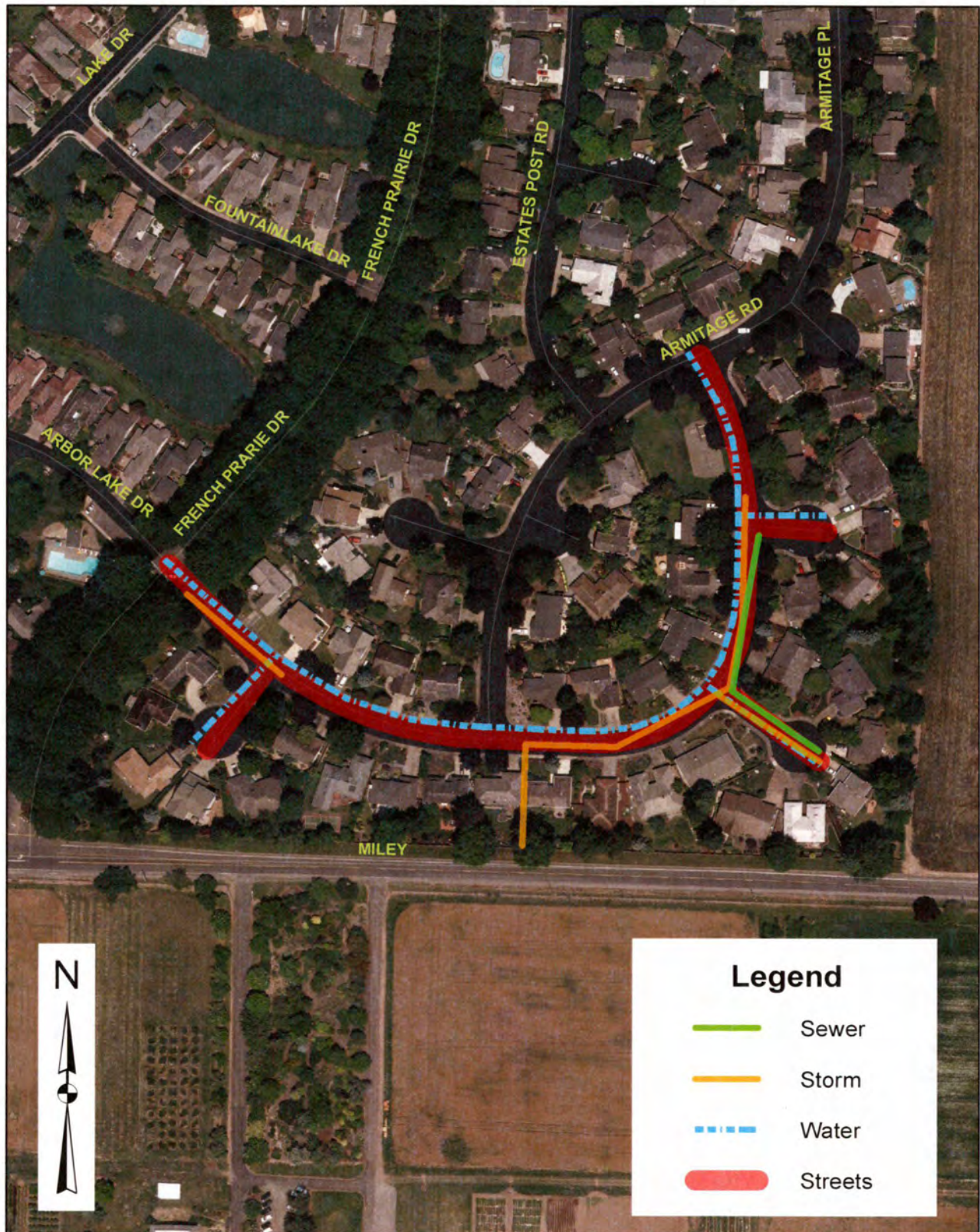
# Project #2 - Mollala Bend Road

\$1,173,367.80

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Mollala Bend Road</b>												<b>\$790,840.80</b>
Sewer	8	230	8	230			\$170.00	\$39,100.00	\$7,820.00	\$11,730.00	\$8,211.00	\$66,861.00
Storm	18	580	18	580			\$218.00	\$126,440.00	\$25,288.00	\$37,932.00	\$26,552.40	\$216,212.40
	12	175	12	175			\$192.00	\$33,600.00	\$6,720.00	\$10,080.00	\$7,056.00	\$57,456.00
Water	8	1350	8	1350			\$142.00	\$191,700.00	\$38,340.00	\$57,510.00	\$40,257.00	\$327,807.00
Streets			36	575		2530	\$12.00	\$30,360.00	\$6,072.00	\$9,108.00	\$6,375.60	\$51,915.60
			36	195		860	\$48.00	\$41,280.00	\$8,256.00	\$12,384.00	\$8,668.80	\$70,588.80
<b>Mollala Bend NE</b>												<b>\$46,016.10</b>
Water	4	130	4	130			\$132.00	\$17,160.00	\$3,432.00	\$5,148.00	\$3,603.60	\$29,343.60
Streets			55	29	76	750	\$13.00	\$9,750.00	\$1,950.00	\$2,925.00	\$2,047.50	\$16,672.50
<b>Mollala Bend SE</b>												<b>\$214,331.40</b>
Sewer	8	150	8	150			\$170.00	\$25,500.00	\$5,100.00	\$7,650.00	\$5,355.00	\$43,605.00
Storm	12	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40
Water	4	200	4	200			\$132.00	\$26,400.00	\$5,280.00	\$7,920.00	\$5,544.00	\$45,144.00
Streets			28	85	76	850	\$48.00	\$40,800.00	\$8,160.00	\$12,240.00	\$8,568.00	\$69,768.00
<b>Mollala Bend SW</b>												<b>\$57,285.00</b>
Water	4	175	4	175			\$132.00	\$23,100.00	\$4,620.00	\$6,930.00	\$4,851.00	\$39,501.00
Streets			28	70	76	800	\$13.00	\$10,400.00	\$2,080.00	\$3,120.00	\$2,184.00	\$17,784.00
<b>Storm Easement</b>												<b>\$64,894.50</b>
Storm	24	150	24	150			\$253.00	\$37,950.00	\$7,590.00	\$11,385.00	\$7,969.50	\$64,894.50



## Project #2 - Mollala Bend Road



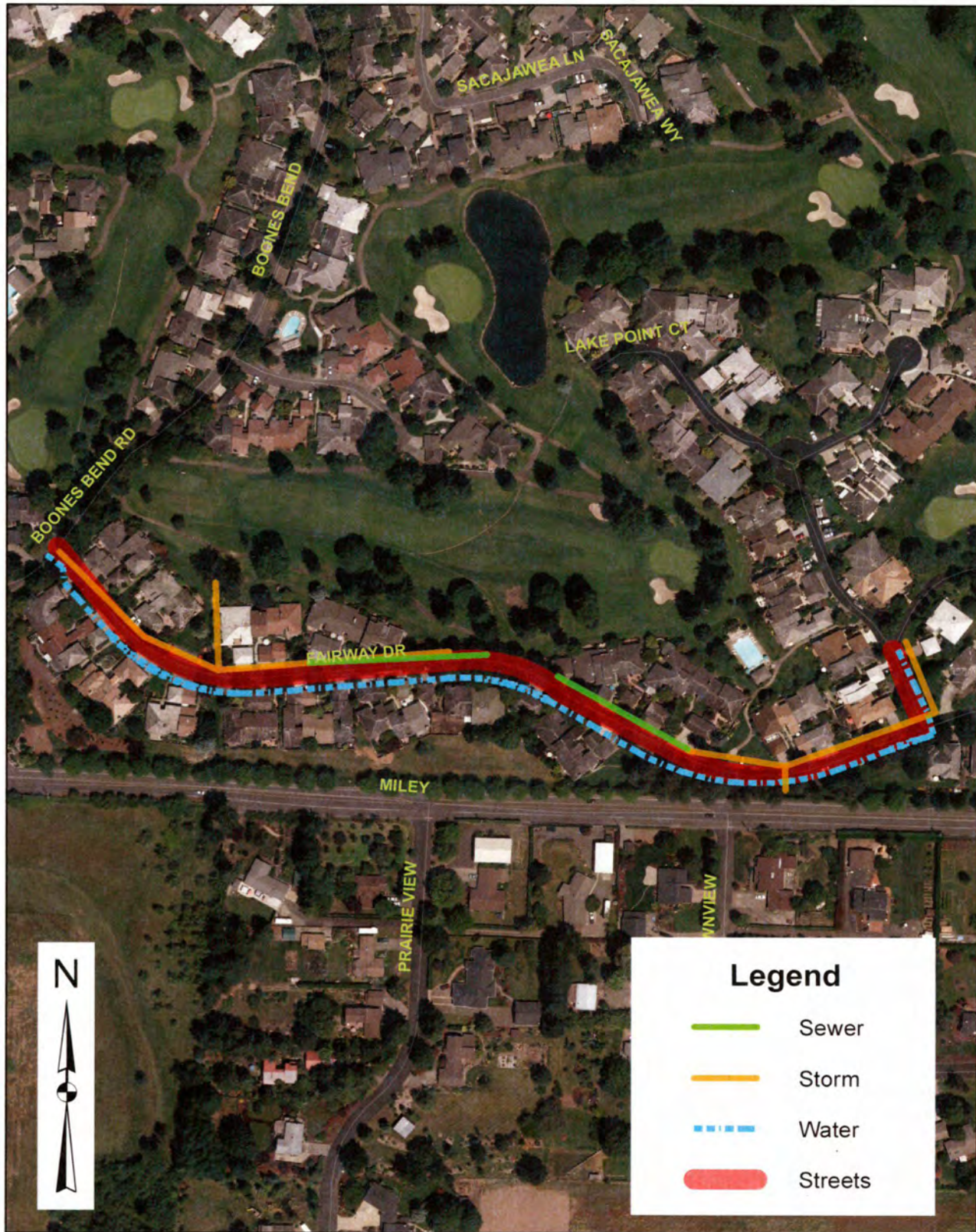


**Project #3 - Fairway Drive Phase I**
**\$1,622,926.80**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Fairway Drive</b>												<b>\$1,441,906.20</b>
Sewer	8	550	8	550			\$170.00	\$93,500.00	\$18,700.00	\$28,050.00	\$19,635.00	\$159,885.00
Storm	15	270	15	270			\$202.00	\$54,540.00	\$10,908.00	\$16,362.00	\$11,453.40	\$93,263.40
	12	895	12	895			\$192.00	\$171,840.00	\$34,368.00	\$51,552.00	\$36,086.40	\$293,846.40
Water	10	1670	12	1670			\$178.00	\$297,260.00	\$59,452.00	\$89,178.00	\$62,424.60	\$508,314.60
Streets			24	1605		4710	\$48.00	\$226,080.00	\$45,216.00	\$67,824.00	\$47,476.80	\$386,596.80
<b>Middle Greens Road</b>												<b>\$114,997.50</b>
Storm	15	135	15	135			\$202.00	\$27,270.00	\$5,454.00	\$8,181.00	\$5,726.70	\$46,631.70
Water	6	170	8	170			\$142.00	\$24,140.00	\$4,828.00	\$7,242.00	\$5,069.40	\$41,279.40
Streets			20	135		330	\$48.00	\$15,840.00	\$3,168.00	\$4,752.00	\$3,326.40	\$27,086.40
<b>Storm Easement West</b>												<b>\$49,248.00</b>
Storm	12	150	12	150			\$192.00	\$28,800.00	\$5,760.00	\$8,640.00	\$6,048.00	\$49,248.00
<b>Storm Easement East</b>												<b>\$16,775.10</b>
Storm	18	45	18	45			\$218.00	\$9,810.00	\$1,962.00	\$2,943.00	\$2,060.10	\$16,775.10



## Project #3 - Fairway Drive Phase I





**Project #4 - Estates Post Road**
**\$786,309.30**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Estates Post Road</b>												<b>\$590,001.30</b>
Sewer	8	240	8	240			\$170.00	\$40,800.00	\$8,160.00	\$12,240.00	\$8,568.00	\$69,768.00
Storm	10	200	12	200			\$192.00	\$38,400.00	\$7,680.00	\$11,520.00	\$8,064.00	\$65,664.00
Water	8	1000	8	1000			\$142.00	\$142,000.00	\$28,400.00	\$42,600.00	\$29,820.00	\$242,820.00
Streets			36	570		2510	\$13.00	\$32,630.00	\$6,526.00	\$9,789.00	\$6,852.30	\$55,797.30
			36	430		1900	\$48.00	\$91,200.00	\$18,240.00	\$27,360.00	\$19,152.00	\$155,952.00
<b>Estates Court North</b>												<b>\$50,068.80</b>
Water	4	145	4	145			\$132.00	\$19,140.00	\$3,828.00	\$5,742.00	\$4,019.40	\$32,729.40
Streets			36	36	80	780	\$13.00	\$10,140.00	\$2,028.00	\$3,042.00	\$2,129.40	\$17,339.40
<b>Estates Court South</b>												<b>\$49,384.80</b>
Water	4	140	4	140			\$132.00	\$18,480.00	\$3,696.00	\$5,544.00	\$3,880.80	\$31,600.80
Streets			36	41	80	800	\$13.00	\$10,400.00	\$2,080.00	\$3,120.00	\$2,184.00	\$17,784.00
<b>Storm Easement North</b>												<b>\$50,889.60</b>
Storm	12	155	12	155			\$192.00	\$29,760.00	\$5,952.00	\$8,928.00	\$6,249.60	\$50,889.60
<b>Storm Easement South</b>												<b>\$45,964.80</b>
Storm	10	140	12	140			\$192.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80



## Project #4 - Estates Post Road





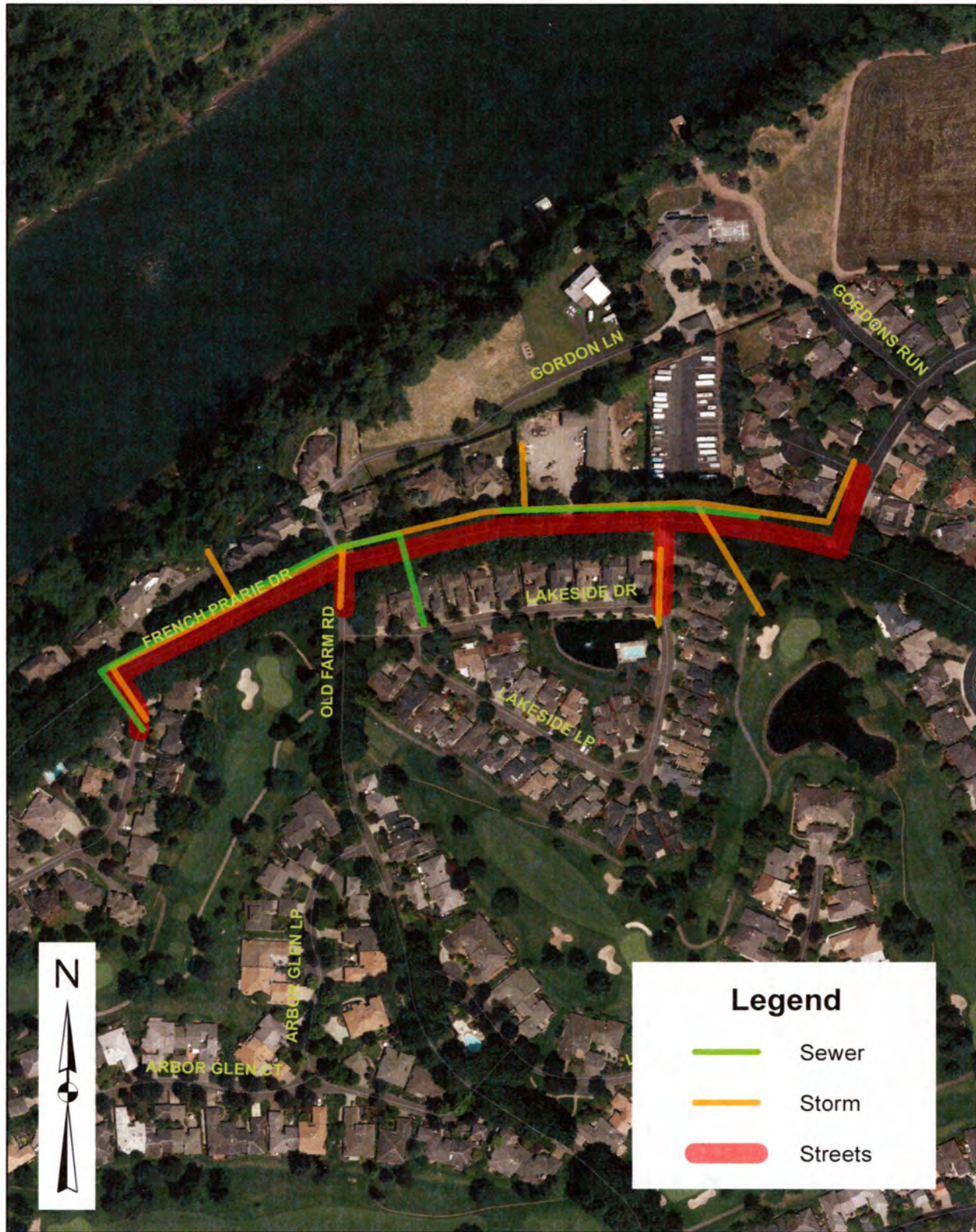
# Project #5 - French Prairie Drive Phase II

\$2,479,944.60

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$1,849,980.60</b>
Sewer	12	520	12	520			\$233.00	\$121,160.00	\$24,232.00	\$36,348.00	\$25,443.60	\$207,183.60
	8	640	8	640			\$170.00	\$108,800.00	\$21,760.00	\$32,640.00	\$22,848.00	\$186,048.00
Storm	30	240	36	240			\$350.00	\$84,000.00	\$16,800.00	\$25,200.00	\$17,640.00	\$143,640.00
	27	700	36	700			\$350.00	\$245,000.00	\$49,000.00	\$73,500.00	\$51,450.00	\$418,950.00
	21	260	36	260			\$350.00	\$91,000.00	\$18,200.00	\$27,300.00	\$19,110.00	\$155,610.00
	21	280	30	280			\$300.00	\$84,000.00	\$16,800.00	\$25,200.00	\$17,640.00	\$143,640.00
Streets			48	350		2060	\$13.00	\$26,780.00	\$5,356.00	\$8,034.00	\$5,623.80	\$45,793.80
			48	1140		6690	\$48.00	\$321,120.00	\$64,224.00	\$96,336.00	\$67,435.20	\$549,115.20
<b>Village Greens Circle</b>												<b>\$111,731.40</b>
Sewer	8	145	8	145			\$170.00	\$24,650.00	\$4,930.00	\$7,395.00	\$5,176.50	\$42,151.50
Storm	18	125	18	125			\$218.00	\$27,250.00	\$5,450.00	\$8,175.00	\$5,722.50	\$46,597.50
Streets			18	125		280	\$48.00	\$13,440.00	\$2,688.00	\$4,032.00	\$2,822.40	\$22,982.40
<b>Old Farm Road</b>												<b>\$93,981.60</b>
Storm	30	120	36	120			\$350.00	\$42,000.00	\$8,400.00	\$12,600.00	\$8,820.00	\$71,820.00
Streets			24	90		270	\$48.00	\$12,960.00	\$2,592.00	\$3,888.00	\$2,721.60	\$22,161.60
<b>Lakeside Loop</b>												<b>\$94,221.00</b>
Storm	10	245	12	245			\$192.00	\$47,040.00	\$9,408.00	\$14,112.00	\$9,878.40	\$80,438.40
Streets			24	210		620	\$13.00	\$8,060.00	\$1,612.00	\$2,418.00	\$1,692.60	\$13,782.60
<b>Countryview Lane</b>												<b>\$62,859.60</b>
Storm	15	135	15	135			\$202.00	\$27,270.00	\$5,454.00	\$8,181.00	\$5,726.70	\$46,631.70
Streets			36	165		730	\$13.00	\$9,490.00	\$1,898.00	\$2,847.00	\$1,992.90	\$16,227.90
<b>Storm Outfall</b>												<b>\$77,805.00</b>
Storm	30	130	36	130			\$350.00	\$45,500.00	\$9,100.00	\$13,650.00	\$9,555.00	\$77,805.00
<b>Sewer Easement West</b>												<b>\$55,233.00</b>
Sewer	8	190	8	190			\$170.00	\$32,300.00	\$6,460.00	\$9,690.00	\$6,783.00	\$55,233.00
<b>Storm Easement West</b>												<b>\$44,323.20</b>
Storm	12	135	12	135			\$192.00	\$25,920.00	\$5,184.00	\$7,776.00	\$5,443.20	\$44,323.20
<b>Storm Easement East</b>												<b>\$89,809.20</b>
Storm	15	260	15	260			\$202.00	\$52,520.00	\$10,504.00	\$15,756.00	\$11,029.20	\$89,809.20



## Project #5 - French Prairie Drive Phase II





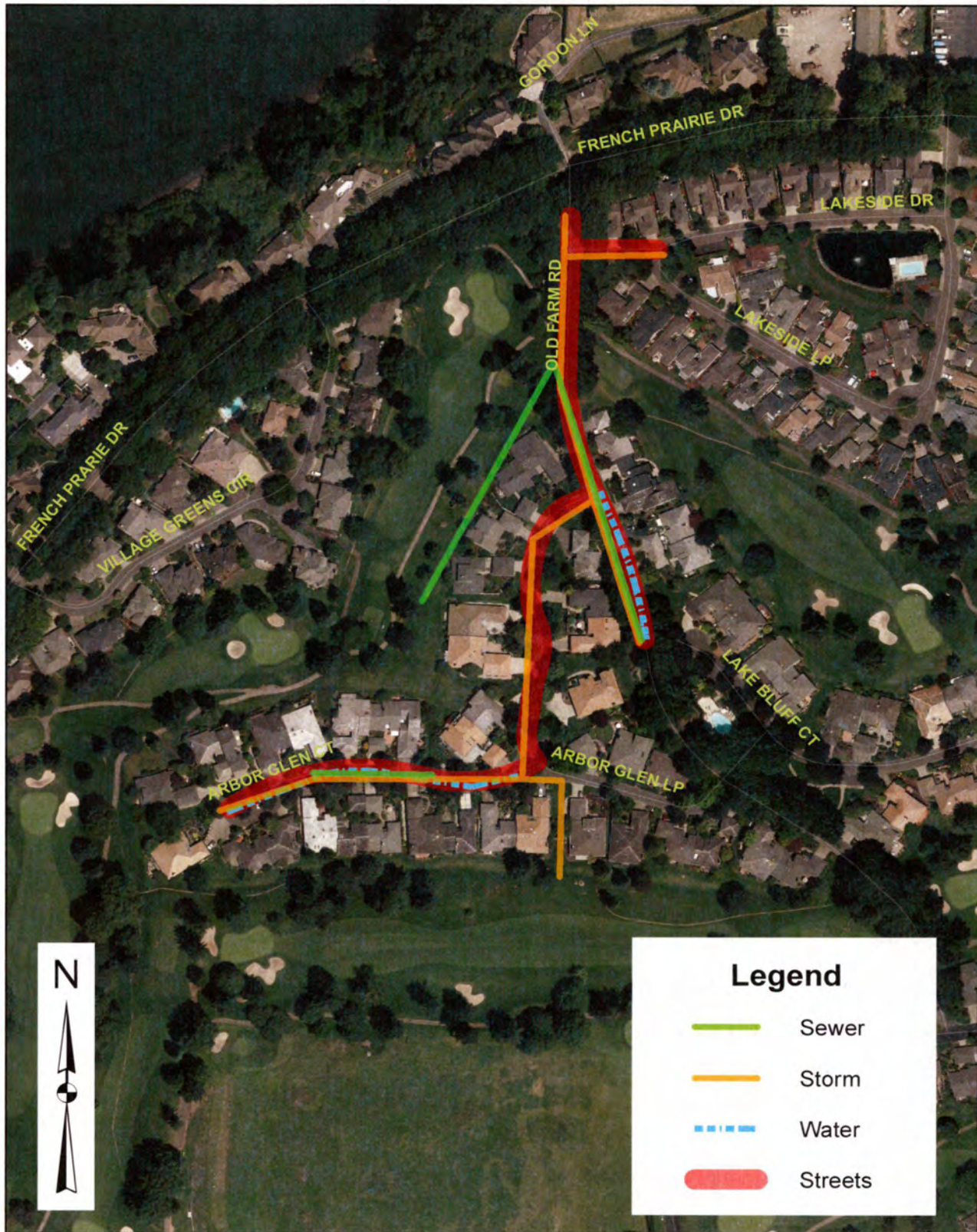
# Project #6 - Old Farm Road Phase I

**\$1,880,076.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Old Farm Road</b>												<b>\$807,017.40</b>
Sewer	8	500	8	500			\$170.00	\$85,000.00	\$17,000.00	\$25,500.00	\$17,850.00	\$145,350.00
Storm	30	300	36	300			\$350.00	\$105,000.00	\$21,000.00	\$31,500.00	\$22,050.00	\$179,550.00
	24	460	30	460			\$300.00	\$138,000.00	\$27,600.00	\$41,400.00	\$28,980.00	\$235,980.00
Water	4	270	8	270			\$142.00	\$38,340.00	\$7,668.00	\$11,502.00	\$8,051.40	\$65,561.40
Streets			24	750		2200	\$48.00	\$105,600.00	\$21,120.00	\$31,680.00	\$22,176.00	\$180,576.00
<b>Lakeside Drive</b>												<b>\$65,595.60</b>
Storm	10	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40
Streets			24	150		440	\$13.00	\$5,720.00	\$1,144.00	\$1,716.00	\$1,201.20	\$9,781.20
<b>Arbor Glen Loop</b>												<b>\$306,158.40</b>
Storm	12	540	12	540			\$192.00	\$103,680.00	\$20,736.00	\$31,104.00	\$21,772.80	\$177,292.80
	10	70	12	70			\$192.00	\$13,440.00	\$2,688.00	\$4,032.00	\$2,822.40	\$22,982.40
Streets			20	525		1290	\$48.00	\$61,920.00	\$12,384.00	\$18,576.00	\$13,003.20	\$105,883.20
<b>Arbor Glen Court</b>												<b>\$508,861.80</b>
Sewer	8	205	8	205			\$170.00	\$34,850.00	\$6,970.00	\$10,455.00	\$7,318.50	\$59,593.50
Storm	12	355	12	355			\$192.00	\$68,160.00	\$13,632.00	\$20,448.00	\$14,313.60	\$116,553.60
	10	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40
Water	6	515	8	515			\$142.00	\$73,130.00	\$14,626.00	\$21,939.00	\$15,357.30	\$125,052.30
Streets			18	440		970	\$48.00	\$46,560.00	\$9,312.00	\$13,968.00	\$9,777.60	\$79,617.60
			80	90		880	\$48.00	\$42,240.00	\$8,448.00	\$12,672.00	\$8,870.40	\$72,230.40
<b>Sewer Easement West</b>												<b>\$136,629.00</b>
Sewer	8	470	8	470			\$170.00	\$79,900.00	\$15,980.00	\$23,970.00	\$16,779.00	\$136,629.00
<b>Storm Easement South</b>												<b>\$55,814.40</b>
Storm	10	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40



## Project #6 - Old Farm Road Phase I





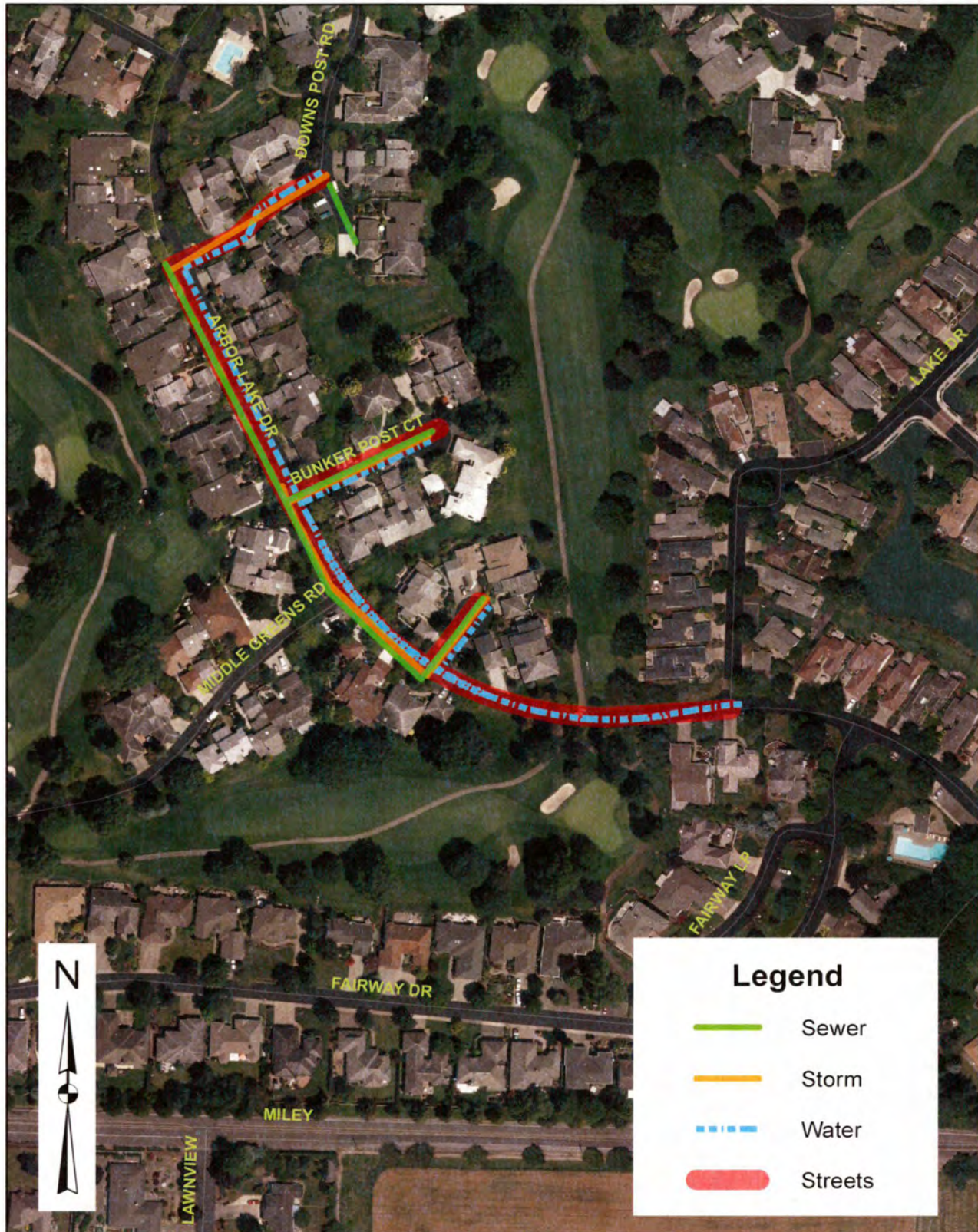
**Project #7 - Arbor Lake Drive Phase I**

**\$1,505,415.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Arbor Lake Drive</b>												<b>\$858,813.30</b>
Sewer	8	710	8	710			\$170.00	\$120,700.00	\$24,140.00	\$36,210.00	\$25,347.00	\$206,397.00
Storm	12	350	12	350			\$192.00	\$67,200.00	\$13,440.00	\$20,160.00	\$14,112.00	\$114,912.00
Water	10	1125	12	1125			\$178.00	\$200,250.00	\$40,050.00	\$60,075.00	\$42,052.50	\$342,427.50
Streets			24	435		1280	\$13.00	\$16,640.00	\$3,328.00	\$4,992.00	\$3,494.40	\$28,454.40
			24	690		2030	\$48.00	\$97,440.00	\$19,488.00	\$29,232.00	\$20,462.40	\$166,622.40
<b>Greens View Court</b>												<b>\$152,959.50</b>
Sewer	6	145	8	145			\$170.00	\$24,650.00	\$4,930.00	\$7,395.00	\$5,176.50	\$42,151.50
Storm	12	145	12	145			\$192.00	\$27,840.00	\$5,568.00	\$8,352.00	\$5,846.40	\$47,606.40
Water	4	120	4	120			\$132.00	\$15,840.00	\$3,168.00	\$4,752.00	\$3,326.40	\$27,086.40
Streets			20	60	55	440	\$48.00	\$21,120.00	\$4,224.00	\$6,336.00	\$4,435.20	\$36,115.20
<b>Bunker Post Court</b>												<b>\$255,747.60</b>
Sewer	6	230	8	230			\$170.00	\$39,100.00	\$7,820.00	\$11,730.00	\$8,211.00	\$66,861.00
Storm	10	220	12	220			\$192.00	\$42,240.00	\$8,448.00	\$12,672.00	\$8,870.40	\$72,230.40
Water	4	210	8	210			\$142.00	\$29,820.00	\$5,964.00	\$8,946.00	\$6,262.20	\$50,992.20
Streets			20	160	65	800	\$48.00	\$38,400.00	\$7,680.00	\$11,520.00	\$8,064.00	\$65,664.00
<b>Downs Post Road</b>												<b>\$237,895.20</b>
Sewer	6	90	8	90			\$170.00	\$15,300.00	\$3,060.00	\$4,590.00	\$3,213.00	\$26,163.00
Storm	12	255	12	255			\$192.00	\$48,960.00	\$9,792.00	\$14,688.00	\$10,281.60	\$83,721.60
Water	4	250	8	250			\$142.00	\$35,500.00	\$7,100.00	\$10,650.00	\$7,455.00	\$60,705.00
Streets			20	335		820	\$48.00	\$39,360.00	\$7,872.00	\$11,808.00	\$8,265.60	\$67,305.60



## Project #7 - Arbor Lake Drive Phase I



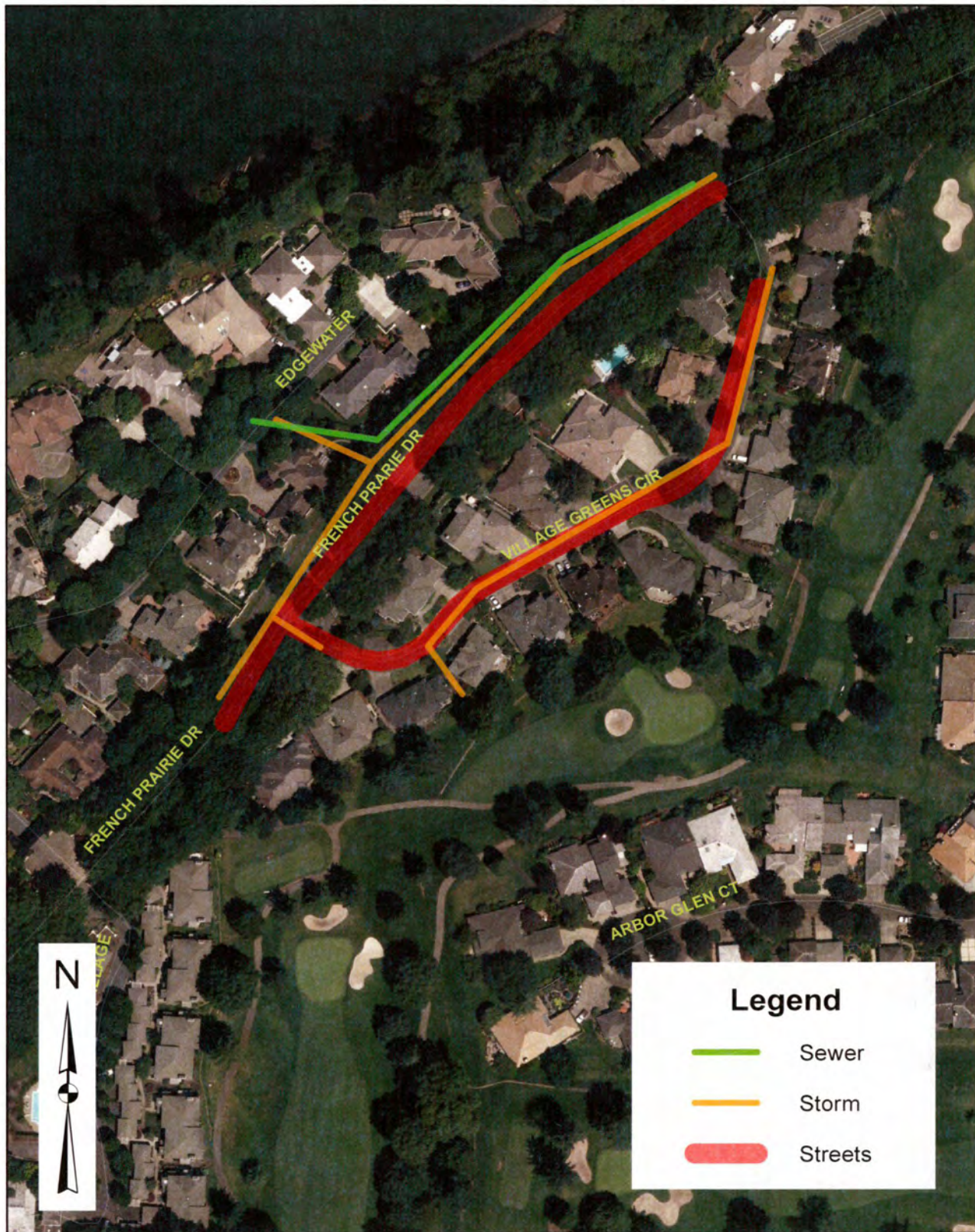


**Project #8 - Village Greens Circle**
**\$1,227,985.20**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Village Greens Circle</b>												<b>\$277,515.90</b>
Storm	15	620	15	620			\$202.00	\$125,240.00	\$25,048.00	\$37,572.00	\$26,300.40	\$214,160.40
	10	65	12	65			\$192.00	\$12,480.00	\$2,496.00	\$3,744.00	\$2,620.80	\$21,340.80
Streets			20	770		1890	\$13.00	\$24,570.00	\$4,914.00	\$7,371.00	\$5,159.70	\$42,014.70
<b>French Prairie Drive</b>												<b>\$811,882.35</b>
Sewer	12	465	12	465			\$233.00	\$108,345.00	\$21,669.00	\$32,503.50	\$22,752.45	\$185,269.95
Storm	21	510	27	510			\$276.00	\$140,760.00	\$28,152.00	\$42,228.00	\$29,559.60	\$240,699.60
	12	320	12	320			\$192.00	\$61,440.00	\$12,288.00	\$18,432.00	\$12,902.40	\$105,062.40
Streets			48	340		2000	\$13.00	\$26,000.00	\$5,200.00	\$7,800.00	\$5,460.00	\$44,460.00
			48	490		2880	\$48.00	\$138,240.00	\$27,648.00	\$41,472.00	\$29,030.40	\$236,390.40
<b>Utility Easement North</b>												<b>\$114,407.55</b>
Sewer	12	145	12	145			\$233.00	\$33,785.00	\$6,757.00	\$10,135.50	\$7,094.85	\$57,772.35
Storm	18	120	27	120			\$276.00	\$33,120.00	\$6,624.00	\$9,936.00	\$6,955.20	\$56,635.20
<b>Storm Easement South</b>												<b>\$24,179.40</b>
Storm	15	70	15	70			\$202.00	\$14,140.00	\$2,828.00	\$4,242.00	\$2,969.40	\$24,179.40



## Project #8 - Village Greens Circle



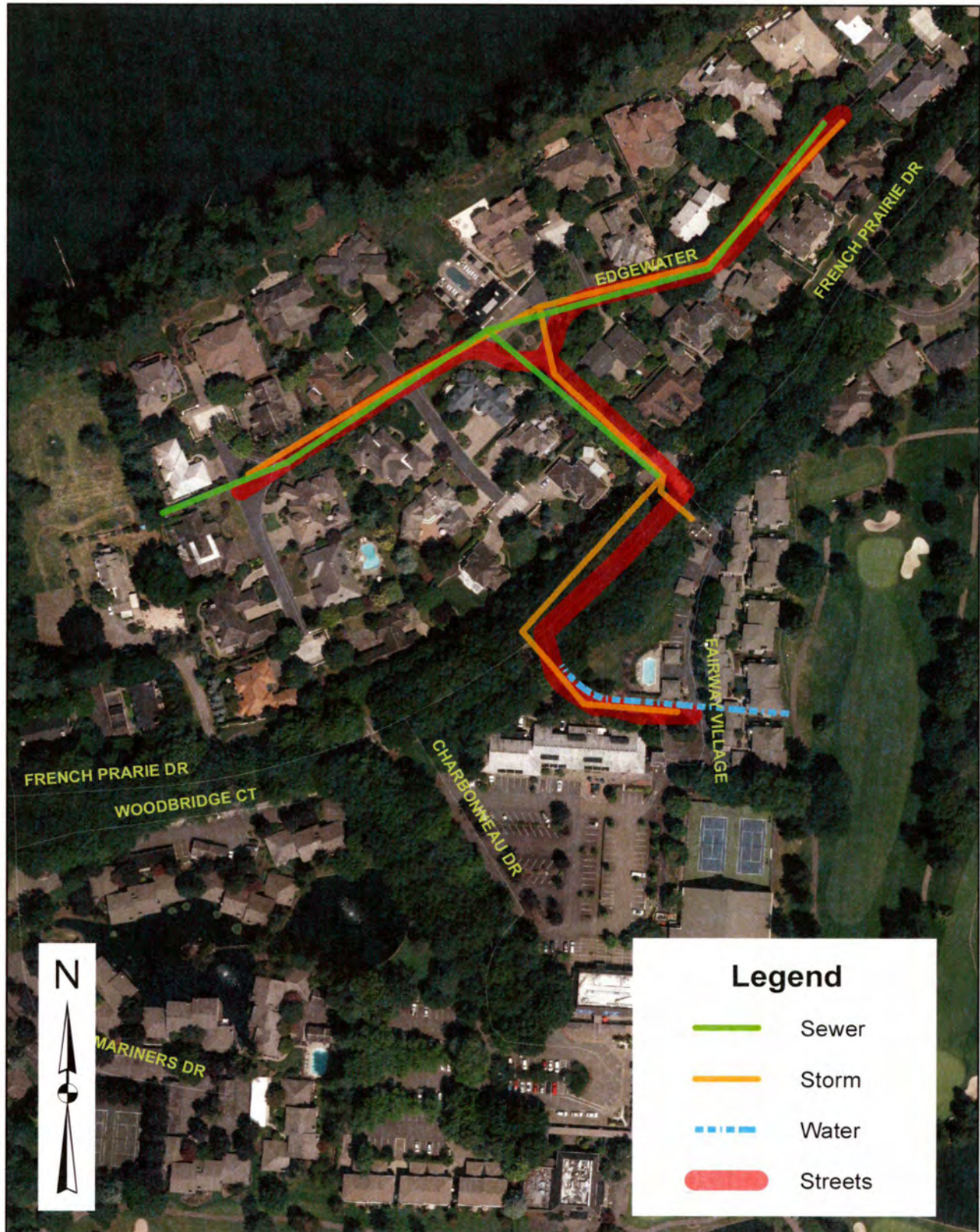


**Project #9 - Edgewater Lane**
**\$1,792,473.30**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Edgewater Lane (E-W)</b>												<b>\$1,143,904.50</b>
Sewer	15	195	15	195			\$278.00	\$54,210.00	\$10,842.00	\$16,263.00	\$11,384.10	\$92,699.10
	12	920	12	920			\$233.00	\$214,360.00	\$42,872.00	\$64,308.00	\$45,015.60	\$366,555.60
Storm	18	520	27	520			\$276.00	\$143,520.00	\$28,704.00	\$43,056.00	\$30,139.20	\$245,419.20
	15	475	27	475			\$276.00	\$131,100.00	\$26,220.00	\$39,330.00	\$27,531.00	\$224,181.00
Streets			20	1070		2620	\$48.00	\$125,760.00	\$25,152.00	\$37,728.00	\$26,409.60	\$215,049.60
<b>Edgewater Lane (N-S)</b>												<b>\$249,164.10</b>
Sewer	8	315	8	315			\$170.00	\$53,550.00	\$10,710.00	\$16,065.00	\$11,245.50	\$91,570.50
Storm	12	310	12	310			\$192.00	\$59,520.00	\$11,904.00	\$17,856.00	\$12,499.20	\$101,779.20
Streets			20	275		680	\$48.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40
<b>French Prairie Drive</b>												<b>\$162,108.00</b>
Storm	12	380	12	380			\$192.00	\$72,960.00	\$14,592.00	\$21,888.00	\$15,321.60	\$124,761.60
Streets			48	285		1680	\$13.00	\$21,840.00	\$4,368.00	\$6,552.00	\$4,586.40	\$37,346.40
<b>Fairway Village Loop</b>												<b>\$237,296.70</b>
Storm	12	270	12	270			\$192.00	\$51,840.00	\$10,368.00	\$15,552.00	\$10,886.40	\$88,646.40
Water	6	190	8	335			\$142.00	\$47,570.00	\$9,514.00	\$14,271.00	\$9,989.70	\$81,344.70
Streets			20	335		820	\$48.00	\$39,360.00	\$7,872.00	\$11,808.00	\$8,265.60	\$67,305.60



## Project #9 - EdgewaterLane



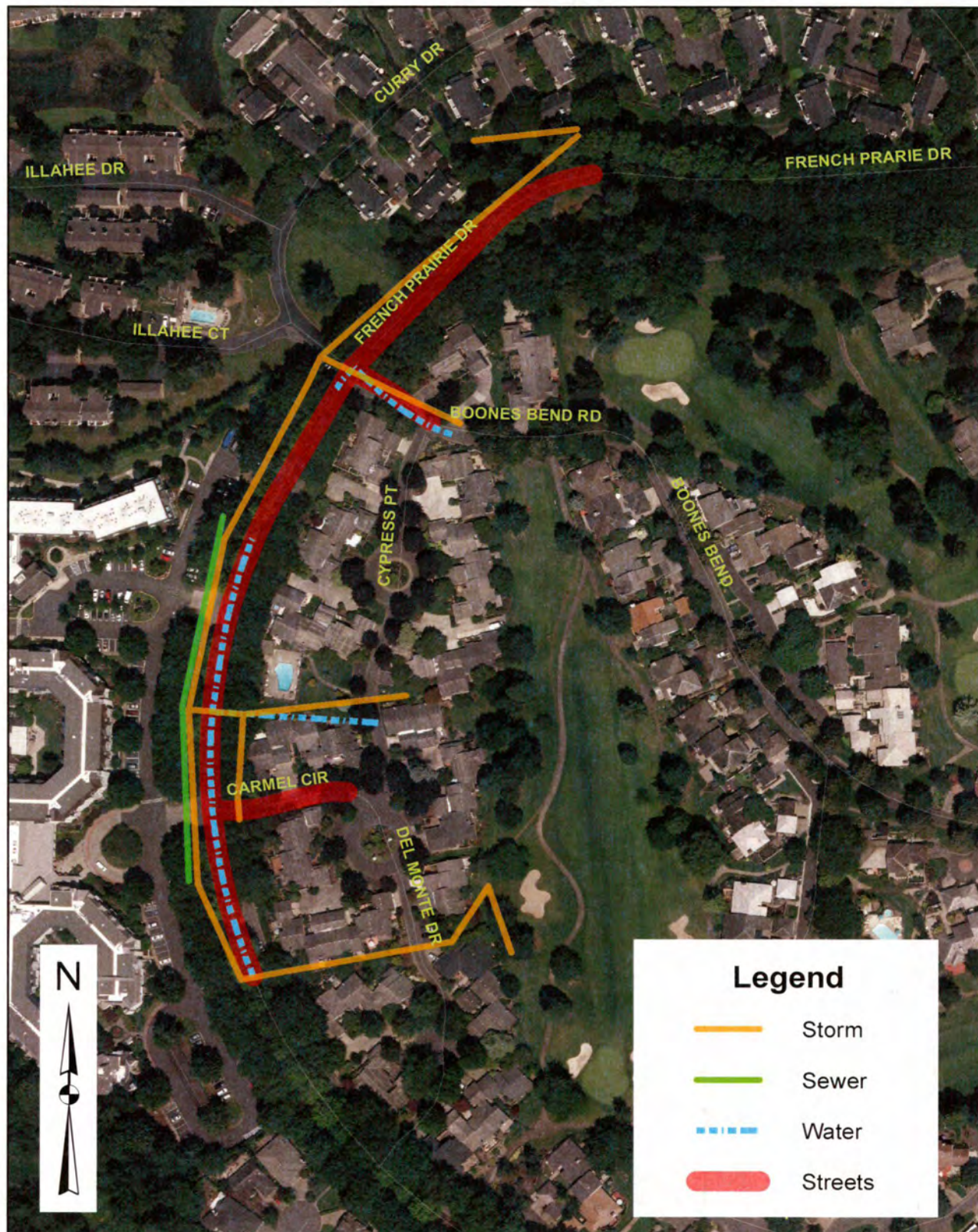


**Project #10 - French Prairie Drive Phase III**
**\$2,105,360.55**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$1,429,106.85</b>
Sewer	10	530	10	530			\$201.00	\$106,530.00	\$21,306.00	\$31,959.00	\$22,371.30	\$182,166.30
Storm	30	480	30	480			\$300.00	\$144,000.00	\$28,800.00	\$43,200.00	\$30,240.00	\$246,240.00
	24	545	24	545			\$253.00	\$137,885.00	\$27,577.00	\$41,365.50	\$28,955.85	\$235,783.35
	18	400	24	400			\$218.00	\$87,200.00	\$17,440.00	\$26,160.00	\$18,312.00	\$149,112.00
Water	10	690	12	690			\$178.00	\$122,820.00	\$24,564.00	\$36,846.00	\$25,792.20	\$210,022.20
Streets			48	725		4260	\$13.00	\$55,380.00	\$11,076.00	\$16,614.00	\$11,629.80	\$94,699.80
			48	645		3790	\$48.00	\$181,920.00	\$36,384.00	\$54,576.00	\$38,203.20	\$311,083.20
<b>Boones Bend Road</b>												<b>\$195,453.00</b>
Storm	27	220	27	220			\$276.00	\$60,720.00	\$12,144.00	\$18,216.00	\$12,751.20	\$103,831.20
Water	12	150	12	150			\$178.00	\$26,700.00	\$5,340.00	\$8,010.00	\$5,607.00	\$45,657.00
Streets			24	190		560	\$48.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80
<b>Carmel Circle</b>												<b>\$10,670.40</b>
Streets			20	195		480	\$13.00	\$6,240.00	\$1,248.00	\$1,872.00	\$1,310.40	\$10,670.40
<b>Storm Easement North</b>												<b>\$92,767.50</b>
Storm	36	155	36	155			\$350.00	\$54,250.00	\$10,850.00	\$16,275.00	\$11,392.50	\$92,767.50
<b>Utility Easement East</b>												<b>\$208,089.90</b>
Storm	12	230	12	230			\$192.00	\$44,160.00	\$8,832.00	\$13,248.00	\$9,273.60	\$75,513.60
	8	230	12	230			\$192.00	\$44,160.00	\$8,832.00	\$13,248.00	\$9,273.60	\$75,513.60
Water	6	235	8	235			\$142.00	\$33,370.00	\$6,674.00	\$10,011.00	\$7,007.70	\$57,062.70
<b>Storm Easement South</b>												<b>\$169,272.90</b>
Storm	15	395	15	395			\$202.00	\$79,790.00	\$15,958.00	\$23,937.00	\$16,755.90	\$136,440.90
	12	100	12	100			\$192.00	\$19,200.00	\$3,840.00	\$5,760.00	\$4,032.00	\$32,832.00



## Project #10 - French Prairie Drive Phase III





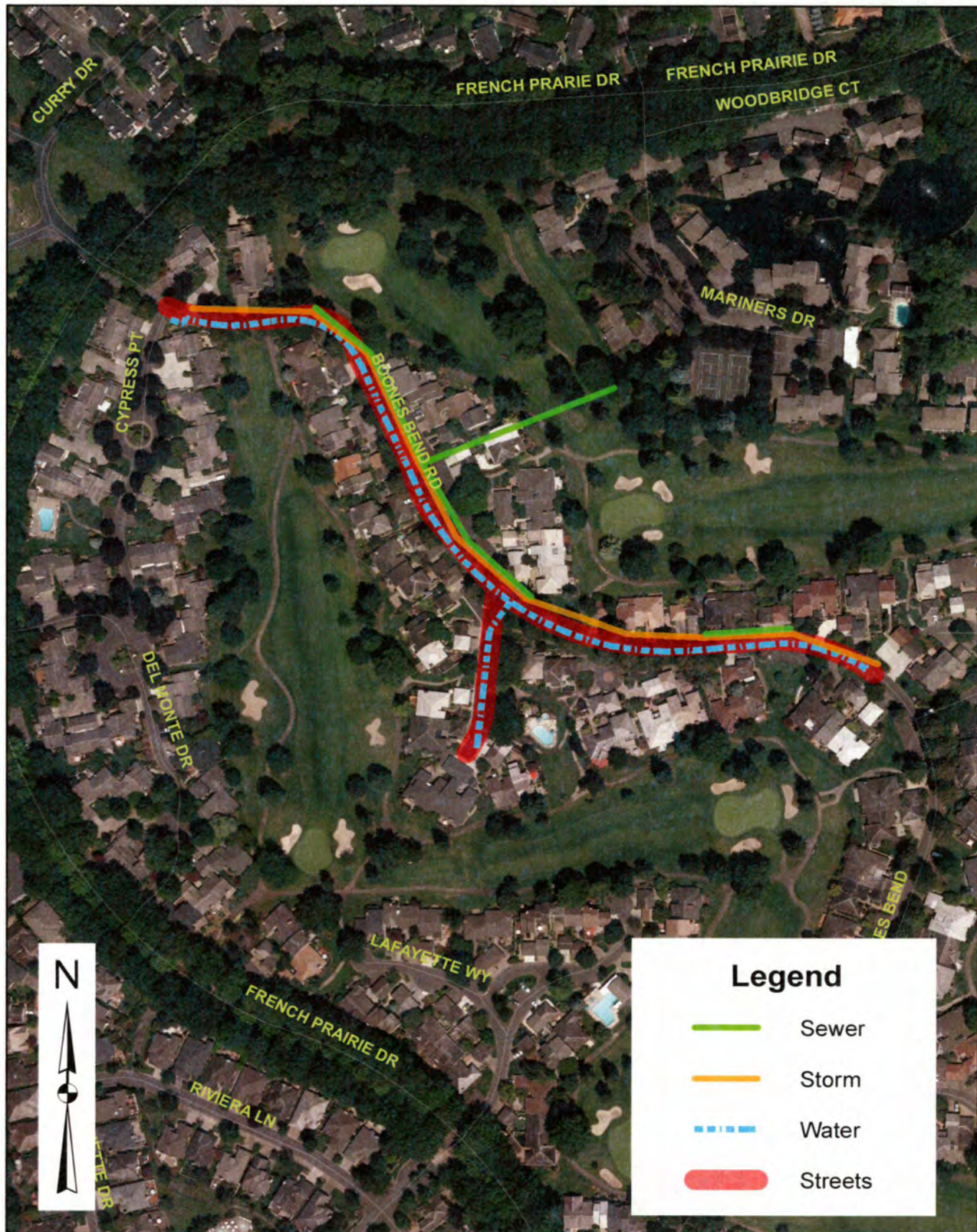
**Project #11 - Boones Bend Road Phase II**

**\$1,909,052.55**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Boones Bend Road</b>												<b>\$1,691,027.55</b>
Sewer	12	330	12	330			\$233.00	\$76,890.00	\$15,378.00	\$23,067.00	\$16,146.90	\$131,481.90
	8	440	8	440			\$170.00	\$74,800.00	\$14,960.00	\$22,440.00	\$15,708.00	\$127,908.00
Storm	24	320	24	320			\$253.00	\$80,960.00	\$16,192.00	\$24,288.00	\$17,001.60	\$138,441.60
	21	690	24	690			\$253.00	\$174,570.00	\$34,914.00	\$52,371.00	\$36,659.70	\$298,514.70
	18	425	24	425			\$253.00	\$107,525.00	\$21,505.00	\$32,257.50	\$22,580.25	\$183,867.75
Water	12	1480	12	1480			\$178.00	\$263,440.00	\$52,688.00	\$79,032.00	\$55,322.40	\$450,482.40
Streets			24	1495		4390	\$48.00	\$210,720.00	\$42,144.00	\$63,216.00	\$44,251.20	\$360,331.20
<b>Boones Bend Lane</b>												<b>\$78,574.50</b>
Water	6	40	8	265			\$142.00	\$37,630.00	\$7,526.00	\$11,289.00	\$7,902.30	\$64,347.30
Streets			18	290		640	\$13.00	\$8,320.00	\$1,664.00	\$2,496.00	\$1,747.20	\$14,227.20
<b>Sewer Easement North</b>												<b>\$139,450.50</b>
Sewer	12	350	12	350			\$233.00	\$81,550.00	\$16,310.00	\$24,465.00	\$17,125.50	\$139,450.50



## Project #11 - Boones Bend Road Phase II





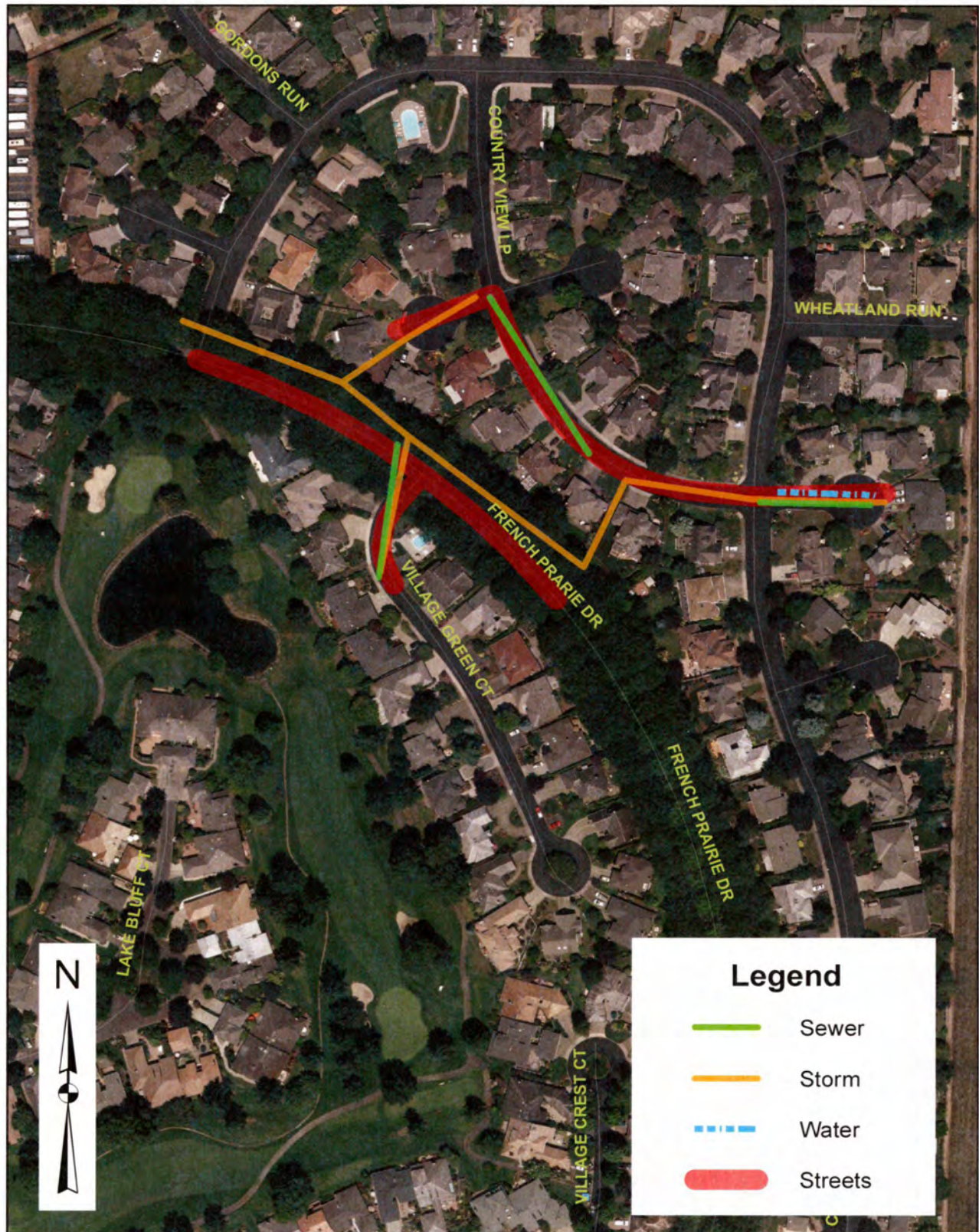
# Project #12 - Country View Loop

\$1,073,384.10

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$414,931.50</b>
Storm	21	365	36	365			\$350.00	\$127,750.00	\$25,550.00	\$38,325.00	\$26,827.50	\$218,452.50
	18	310	18	310			\$218.00	\$67,580.00	\$13,516.00	\$20,274.00	\$14,191.80	\$115,561.80
Streets			48	620		3640	\$13.00	\$47,320.00	\$9,464.00	\$14,196.00	\$9,937.20	\$80,917.20
<b>Village Green Court</b>												<b>\$174,368.70</b>
Sewer	8	195	8	195			\$170.00	\$33,150.00	\$6,630.00	\$9,945.00	\$6,961.50	\$56,686.50
Storm	15	210	15	210			\$202.00	\$42,420.00	\$8,484.00	\$12,726.00	\$8,908.20	\$72,538.20
Streets			24	185		550	\$48.00	\$26,400.00	\$5,280.00	\$7,920.00	\$5,544.00	\$45,144.00
<b>Country View Court West</b>												<b>\$91,433.70</b>
Storm	10	225	12	225			\$192.00	\$43,200.00	\$8,640.00	\$12,960.00	\$9,072.00	\$73,872.00
Streets			28	50	80	790	\$13.00	\$10,270.00	\$2,054.00	\$3,081.00	\$2,156.70	\$17,561.70
<b>Country View Loop</b>												<b>\$180,558.90</b>
Sewer	8	265	8	265			\$170.00	\$45,050.00	\$9,010.00	\$13,515.00	\$9,460.50	\$77,035.50
Storm	15	330	15	180			\$202.00	\$36,360.00	\$7,272.00	\$10,908.00	\$7,635.60	\$62,175.60
Streets			30	505		1860	\$13.00	\$24,180.00	\$4,836.00	\$7,254.00	\$5,077.80	\$41,347.80
<b>Devonshire Court</b>												<b>\$212,091.30</b>
Sewer	6	155	8	155			\$170.00	\$26,350.00	\$5,270.00	\$7,905.00	\$5,533.50	\$45,058.50
Storm	10	185	12	185			\$192.00	\$35,520.00	\$7,104.00	\$10,656.00	\$7,459.20	\$60,739.20
Water	2	140	4	140			\$132.00	\$18,480.00	\$3,696.00	\$5,544.00	\$3,880.80	\$31,600.80
Streets			28	85	80	910	\$48.00	\$43,680.00	\$8,736.00	\$13,104.00	\$9,172.80	\$74,692.80



## Project #12 - Country View Loop





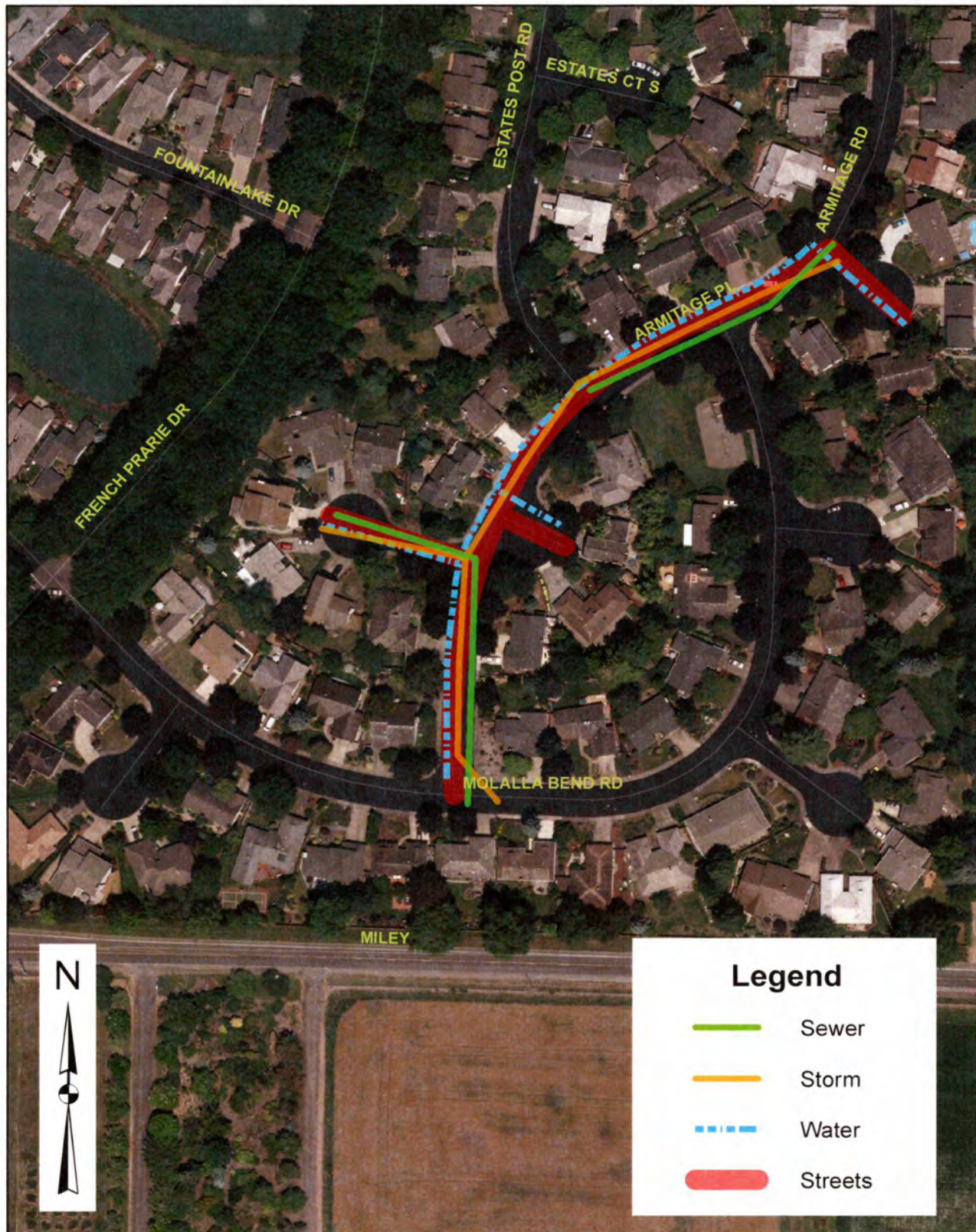
**Project #13 - Armitage Road Phase I**

**\$1,298,702.25**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Construction Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Armitage Road</b>												<b>\$1,003,282.65</b>
Sewer	8	615	8	615			\$170.00	\$104,550.00	\$20,910.00	\$31,365.00	\$21,955.50	\$178,780.50
Storm	24	75	24	75			\$253.00	\$18,975.00	\$3,795.00	\$5,692.50	\$3,984.75	\$32,447.25
	18	700	18	700			\$218.00	\$152,600.00	\$30,520.00	\$45,780.00	\$32,046.00	\$260,946.00
	12	100	12	100			\$192.00	\$19,200.00	\$3,840.00	\$5,760.00	\$4,032.00	\$32,832.00
Water	8	825	8	825			\$142.00	\$117,150.00	\$23,430.00	\$35,145.00	\$24,601.50	\$200,326.50
Street			36	825		3630	\$48.00	\$174,240.00	\$34,848.00	\$52,272.00	\$36,590.40	\$297,950.40
<b>Armitage Court South</b>												<b>\$50,530.50</b>
Water	4	150	4	150			\$132.00	\$19,800.00	\$3,960.00	\$5,940.00	\$4,158.00	\$33,858.00
Street			36	30	80	750	\$13.00	\$9,750.00	\$1,950.00	\$2,925.00	\$2,047.50	\$16,672.50
<b>Armitage Road "Eyebrow"</b>												<b>\$34,097.40</b>
Water	4	90	4	90			\$132.00	\$11,880.00	\$2,376.00	\$3,564.00	\$2,494.80	\$20,314.80
Street					80	620	\$13.00	\$8,060.00	\$1,612.00	\$2,418.00	\$1,692.60	\$13,782.60
<b>Armitage Court</b>												<b>\$210,791.70</b>
Sewer	8	165	8	165			\$170.00	\$28,050.00	\$5,610.00	\$8,415.00	\$5,890.50	\$47,965.50
Storm	12	165	12	165			\$192.00	\$31,680.00	\$6,336.00	\$9,504.00	\$6,652.80	\$54,172.80
Water	4	165	4	165			\$132.00	\$21,780.00	\$4,356.00	\$6,534.00	\$4,573.80	\$37,243.80
Street			28	90	76	870	\$48.00	\$41,760.00	\$8,352.00	\$12,528.00	\$8,769.60	\$71,409.60



## Project #13 - Armitage Road Phase I



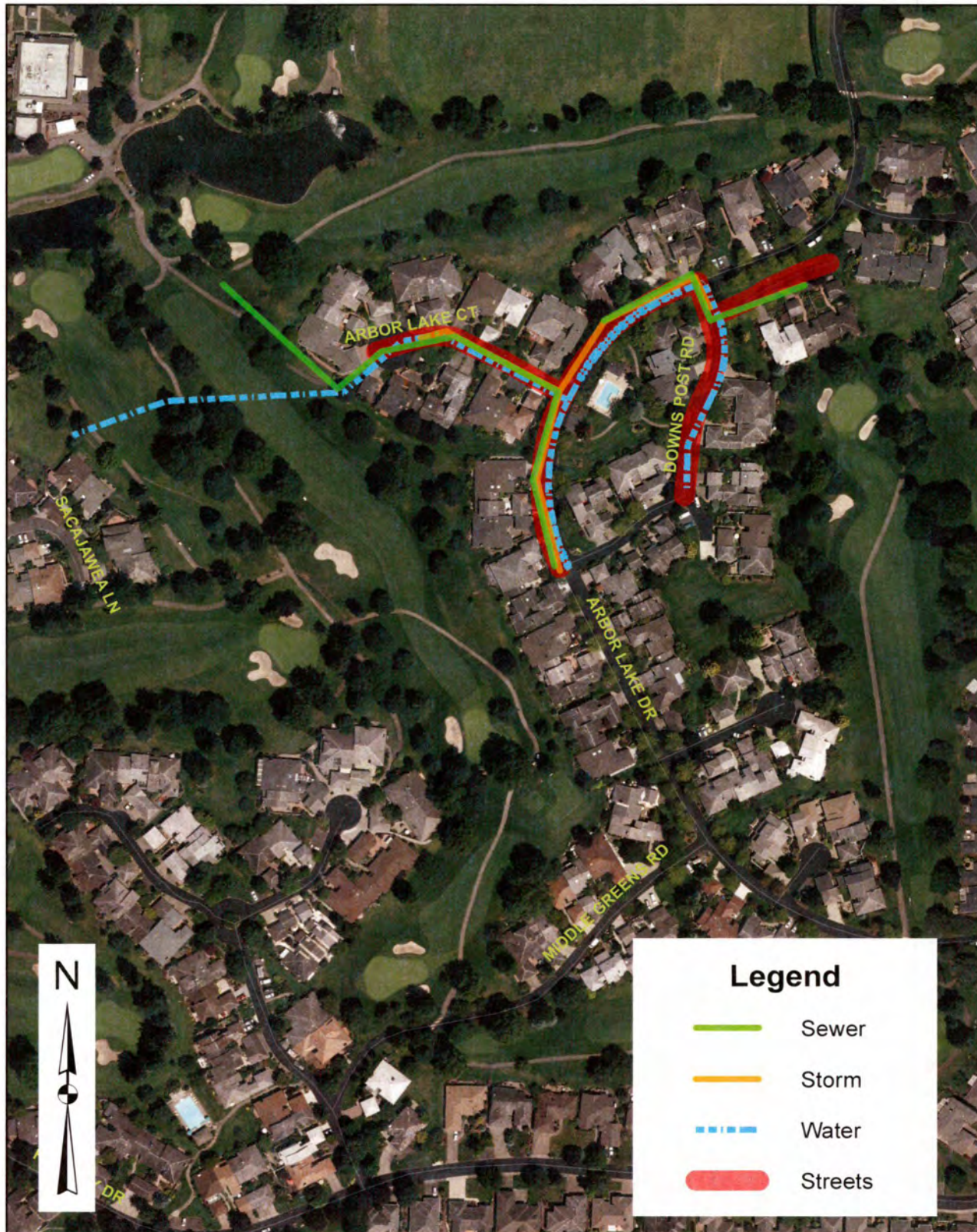


**Project #14 - Arbor Lake Drive Phase II**
**\$1,617,993.45**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Arbor Lake Drive</b>												<b>\$718,978.05</b>
Sewer	8	480	8	480			\$170.00	\$81,600.00	\$16,320.00	\$24,480.00	\$17,136.00	\$139,536.00
Storm	21	315	24	315			\$253.00	\$79,695.00	\$15,939.00	\$23,908.50	\$16,735.95	\$136,278.45
	12	320	12	320			\$192.00	\$61,440.00	\$12,288.00	\$18,432.00	\$12,902.40	\$105,062.40
Water	10	620	12	620			\$178.00	\$110,360.00	\$22,072.00	\$33,108.00	\$23,175.60	\$188,715.60
Streets			24	620		1820	\$48.00	\$87,360.00	\$17,472.00	\$26,208.00	\$18,345.60	\$149,385.60
<b>Arbor Lake Court</b>												<b>\$382,356.00</b>
Sewer	8	330	8	330			\$170.00	\$56,100.00	\$11,220.00	\$16,830.00	\$11,781.00	\$95,931.00
Storm	12	260	12	260			\$192.00	\$49,920.00	\$9,984.00	\$14,976.00	\$10,483.20	\$85,363.20
Water	12	310	12	310			\$178.00	\$55,180.00	\$11,036.00	\$16,554.00	\$11,587.80	\$94,357.80
Streets			20	280	80	1300	\$48.00	\$62,400.00	\$12,480.00	\$18,720.00	\$13,104.00	\$106,704.00
<b>Downs Post Road</b>												<b>\$229,379.40</b>
Sewer	8	85	8	85			\$170.00	\$14,450.00	\$2,890.00	\$4,335.00	\$3,034.50	\$24,709.50
	6	170	8	170			\$170.00	\$28,900.00	\$5,780.00	\$8,670.00	\$6,069.00	\$49,419.00
Storm	12	60	12	60			\$192.00	\$11,520.00	\$2,304.00	\$3,456.00	\$2,419.20	\$19,699.20
Water	4	375	8	375			\$142.00	\$53,250.00	\$10,650.00	\$15,975.00	\$11,182.50	\$91,057.50
Streets			20	530		1300	\$13.00	\$16,900.00	\$3,380.00	\$5,070.00	\$3,549.00	\$28,899.00
			20	75		190	\$48.00	\$9,120.00	\$1,824.00	\$2,736.00	\$1,915.20	\$15,595.20
<b>Sewer Easement West</b>												<b>\$104,652.00</b>
Sewer	8	360	8	360			\$170.00	\$61,200.00	\$12,240.00	\$18,360.00	\$12,852.00	\$104,652.00
<b>Water Easement West</b>												<b>\$182,628.00</b>
Water	12	600	12	600			\$178.00	\$106,800.00	\$21,360.00	\$32,040.00	\$22,428.00	\$182,628.00



## Project #14 - Arbor Lake Drive Phase II





**Project #15 - Country View Lane Phase I**

**\$712,078.20**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Country View Lane</b>												<b>\$517,719.60</b>
Storm	15	445	15	445			\$202.00	\$89,890.00	\$17,978.00	\$26,967.00	\$18,876.90	\$153,711.90
	12	760	12	760			\$192.00	\$145,920.00	\$29,184.00	\$43,776.00	\$30,643.20	\$249,523.20
Streets			36	1170		5150	\$13.00	\$66,950.00	\$13,390.00	\$20,085.00	\$14,059.50	\$114,484.50
<b>Gordon's Run</b>												<b>\$99,128.70</b>
Sewer	8	250	8	250			\$170.00	\$42,500.00	\$8,500.00	\$12,750.00	\$8,925.00	\$72,675.00
Streets			36	270		1190	\$13.00	\$15,470.00	\$3,094.00	\$4,641.00	\$3,248.70	\$26,453.70
<b>Wheatland Run</b>												<b>\$95,229.90</b>
Sewer	8	245	8	245			\$170.00	\$41,650.00	\$8,330.00	\$12,495.00	\$8,746.50	\$71,221.50
Streets			36	245		1080	\$13.00	\$14,040.00	\$2,808.00	\$4,212.00	\$2,948.40	\$24,008.40



# Project #15 - Country View Lane Phase I





**Project #16 - Lake Drive**

**\$646,209.00**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lake Drive</b>												<b>\$566,471.70</b>
Sewer	8	185	8	185			\$170.00	\$31,450.00	\$6,290.00	\$9,435.00	\$6,604.50	\$53,779.50
Storm	15	480	15	480			\$202.00	\$96,960.00	\$19,392.00	\$29,088.00	\$20,361.60	\$165,801.60
	12	695	12	695			\$192.00	\$133,440.00	\$26,688.00	\$40,032.00	\$28,022.40	\$228,182.40
Streets			24	1000		2940	\$13.00	\$38,220.00	\$7,644.00	\$11,466.00	\$8,026.20	\$65,356.20
			24	220		650	\$48.00	\$31,200.00	\$6,240.00	\$9,360.00	\$6,552.00	\$53,352.00
<b>Lake Court</b>												<b>\$79,737.30</b>
Sewer	8	220	8	220			\$170.00	\$37,400.00	\$7,480.00	\$11,220.00	\$7,854.00	\$63,954.00
Streets			24	240		710	\$13.00	\$9,230.00	\$1,846.00	\$2,769.00	\$1,938.30	\$15,783.30



## Project #16 - Lake Drive





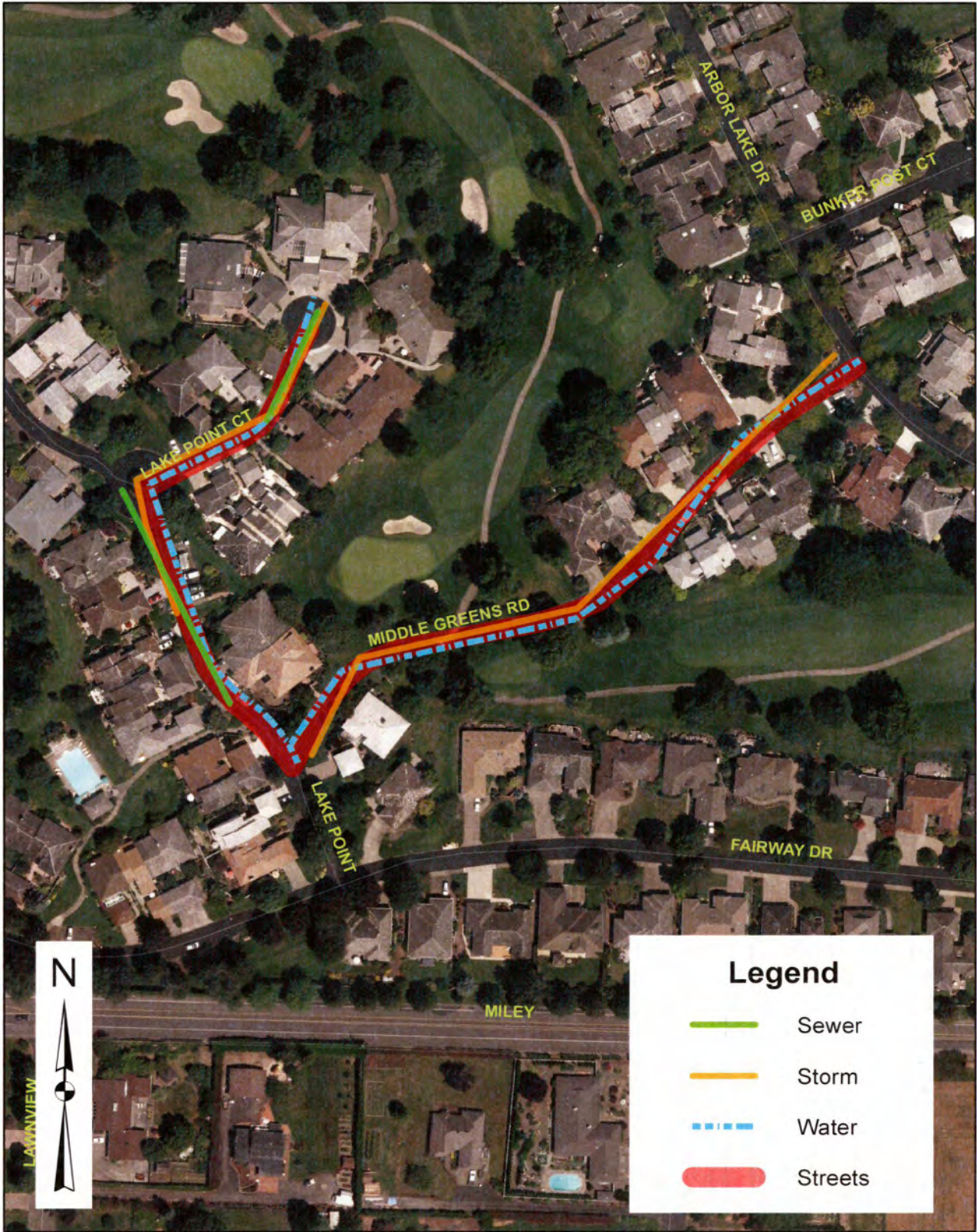
**Project #17 - Middle Greens Road**

**\$1,221,367.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lake Point Court</b>												<b>\$298,651.50</b>
Sewer	8	275	8	275			\$170.00	\$46,750.00	\$9,350.00	\$14,025.00	\$9,817.50	\$79,942.50
Storm	12	55	12	55			\$192.00	\$10,560.00	\$2,112.00	\$3,168.00	\$2,217.60	\$18,057.60
	8	110	12	110			\$192.00	\$21,120.00	\$4,224.00	\$6,336.00	\$4,435.20	\$36,115.20
Water	6	370	8	370			\$142.00	\$52,540.00	\$10,508.00	\$15,762.00	\$11,033.40	\$89,843.40
Streets			20	370		910	\$48.00	\$43,680.00	\$8,736.00	\$13,104.00	\$9,172.80	\$74,692.80
<b>Lake Point Court (East)</b>												<b>\$296,514.00</b>
Sewer	8	140	8	140			\$170.00	\$23,800.00	\$4,760.00	\$7,140.00	\$4,998.00	\$40,698.00
Storm	12	310	12	310			\$192.00	\$59,520.00	\$11,904.00	\$17,856.00	\$12,499.20	\$101,779.20
Water	6	260	8	260			\$142.00	\$36,920.00	\$7,384.00	\$11,076.00	\$7,753.20	\$63,133.20
	4	50	4	50			\$132.00	\$6,600.00	\$1,320.00	\$1,980.00	\$1,386.00	\$11,286.00
Streets			20	255	60	970	\$48.00	\$46,560.00	\$9,312.00	\$13,968.00	\$9,777.60	\$79,617.60
<b>Middle Greens Road</b>												<b>\$626,202.00</b>
Storm	15	375	15	375			\$202.00	\$75,750.00	\$15,150.00	\$22,725.00	\$15,907.50	\$129,532.50
	12	410	12	410			\$192.00	\$78,720.00	\$15,744.00	\$23,616.00	\$16,531.20	\$134,611.20
Water	4	335	8	815			\$142.00	\$115,730.00	\$23,146.00	\$34,719.00	\$24,303.30	\$197,898.30
Streets			20	815		2000	\$48.00	\$96,000.00	\$19,200.00	\$28,800.00	\$20,160.00	\$164,160.00



# Project #17 - Middle Greens Road



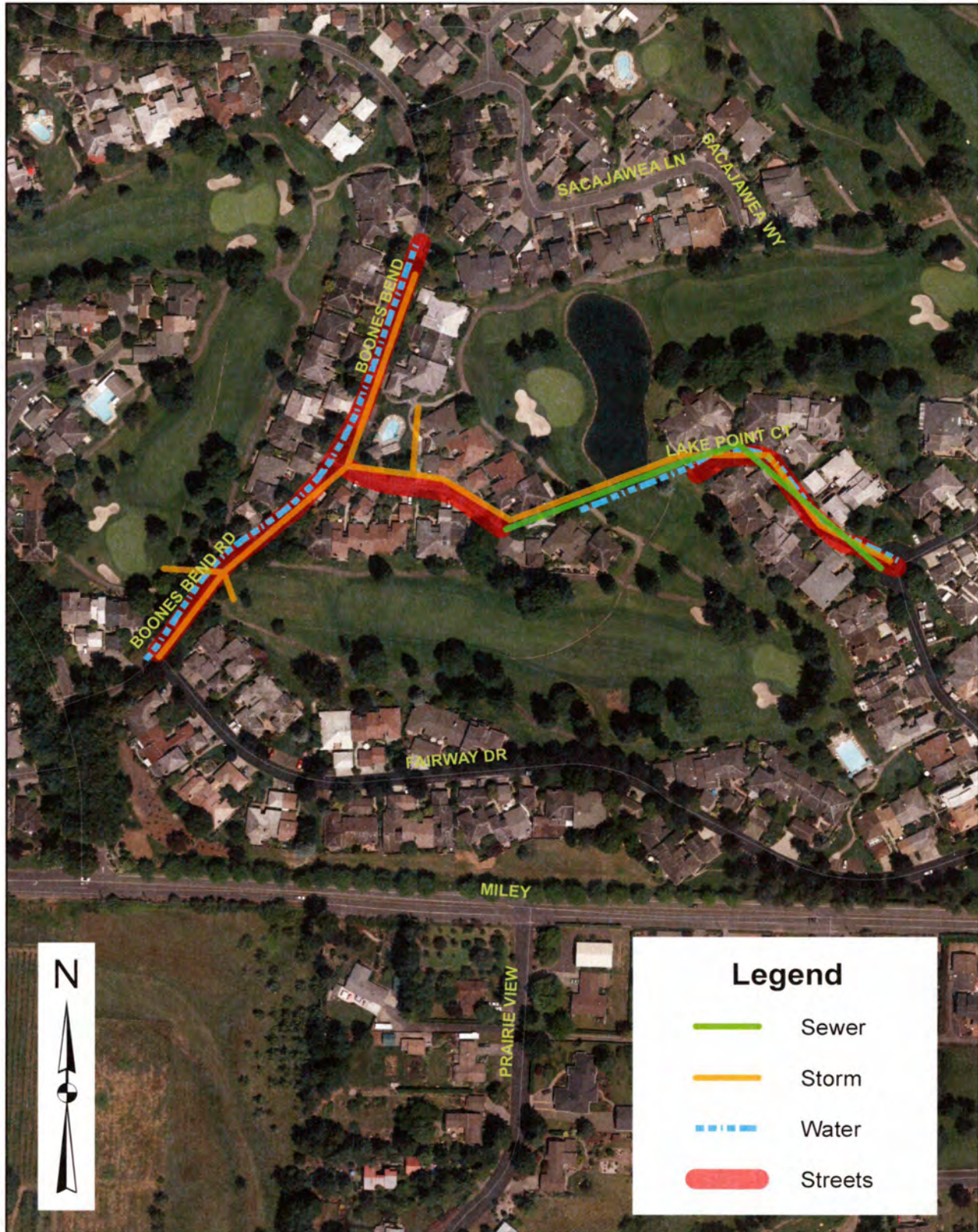


**Project #18 - Boones Bend Road Phase I**
**\$1,865,934.90**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Boones Bend Road</b>												<b>\$912,285.00</b>
Storm	27	185	27	185			\$276.00	\$51,060.00	\$10,212.00	\$15,318.00	\$10,722.60	\$87,312.60
	21	280	24	280			\$253.00	\$70,840.00	\$14,168.00	\$21,252.00	\$14,876.40	\$121,136.40
	12	350	12	350			\$192.00	\$67,200.00	\$13,440.00	\$20,160.00	\$14,112.00	\$114,912.00
Water	12	1080	12	1080			\$178.00	\$192,240.00	\$38,448.00	\$57,672.00	\$40,370.40	\$328,730.40
Streets			24	1080		3170	\$48.00	\$152,160.00	\$30,432.00	\$45,648.00	\$31,953.60	\$260,193.60
<b>Winchester Way</b>												<b>\$128,951.10</b>
Storm	18	300	18	300			\$218.00	\$65,400.00	\$13,080.00	\$19,620.00	\$13,734.00	\$111,834.00
Streets			20	315		770	\$13.00	\$10,010.00	\$2,002.00	\$3,003.00	\$2,102.10	\$17,117.10
<b>Lake Point Court (West)</b>												<b>\$476,235.00</b>
Sewer	8	415	8	415			\$170.00	\$70,550.00	\$14,110.00	\$21,165.00	\$14,815.50	\$120,640.50
Storm	18	425	18	425			\$218.00	\$92,650.00	\$18,530.00	\$27,795.00	\$19,456.50	\$158,431.50
Water	6	430	8	430			\$142.00	\$61,060.00	\$12,212.00	\$18,318.00	\$12,822.60	\$104,412.60
Streets			20	390	42	1130	\$48.00	\$54,240.00	\$10,848.00	\$16,272.00	\$11,390.40	\$92,750.40
<b>Storm Easement West</b>												<b>\$32,832.00</b>
Storm	?	100	12	100			\$192.00	\$19,200.00	\$3,840.00	\$5,760.00	\$4,032.00	\$32,832.00
<b>Storm Easement East</b>												<b>\$16,416.00</b>
Storm	?	50	12	50			\$192.00	\$9,600.00	\$1,920.00	\$2,880.00	\$2,016.00	\$16,416.00
<b>Storm Easement North</b>												<b>\$39,398.40</b>
Storm	12	120	12	120			\$192.00	\$23,040.00	\$4,608.00	\$6,912.00	\$4,838.40	\$39,398.40
<b>Utility Easement</b>												<b>\$259,817.40</b>
Sewer	8	325	8	325			\$170.00	\$55,250.00	\$11,050.00	\$16,575.00	\$11,602.50	\$94,477.50
Storm	18	310	18	310			\$218.00	\$67,580.00	\$13,516.00	\$20,274.00	\$14,191.80	\$115,561.80
Water	6	205	8	205			\$142.00	\$29,110.00	\$5,822.00	\$8,733.00	\$6,113.10	\$49,778.10



## Project #18 - Boones Bend Road Phase I





**Project #19 - Armitage Road Phase II**

**\$1,007,720.10**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Armitage Road</b>												<b>\$700,296.30</b>
Storm	12	230	12	230			\$192.00	\$44,160.00	\$8,832.00	\$13,248.00	\$9,273.60	\$75,513.60
	10	420	12	420			\$192.00	\$80,640.00	\$16,128.00	\$24,192.00	\$16,934.40	\$137,894.40
Water	8	1030	8	1030			\$142.00	\$146,260.00	\$29,252.00	\$43,878.00	\$30,714.60	\$250,104.60
Streets			36	515		2270	\$13.00	\$29,510.00	\$5,902.00	\$8,853.00	\$6,197.10	\$50,462.10
			36	515		2270	\$48.00	\$108,960.00	\$21,792.00	\$32,688.00	\$22,881.60	\$186,321.60
<b>Armitage Court</b>												<b>\$246,564.90</b>
Sewer	6	240	8	240			\$170.00	\$40,800.00	\$8,160.00	\$12,240.00	\$8,568.00	\$69,768.00
Water	4	265	8	265			\$142.00	\$37,630.00	\$7,526.00	\$11,289.00	\$7,902.30	\$64,347.30
Streets			36	170	80	1370	\$48.00	\$65,760.00	\$13,152.00	\$19,728.00	\$13,809.60	\$112,449.60
<b>Armitage Court North</b>												<b>\$60,858.90</b>
Water	4	180	4	180			\$132.00	\$23,760.00	\$4,752.00	\$7,128.00	\$4,989.60	\$40,629.60
Streets			36	65	80	910	\$13.00	\$11,830.00	\$2,366.00	\$3,549.00	\$2,484.30	\$20,229.30



## Project #19 - Armitage Road Phase II





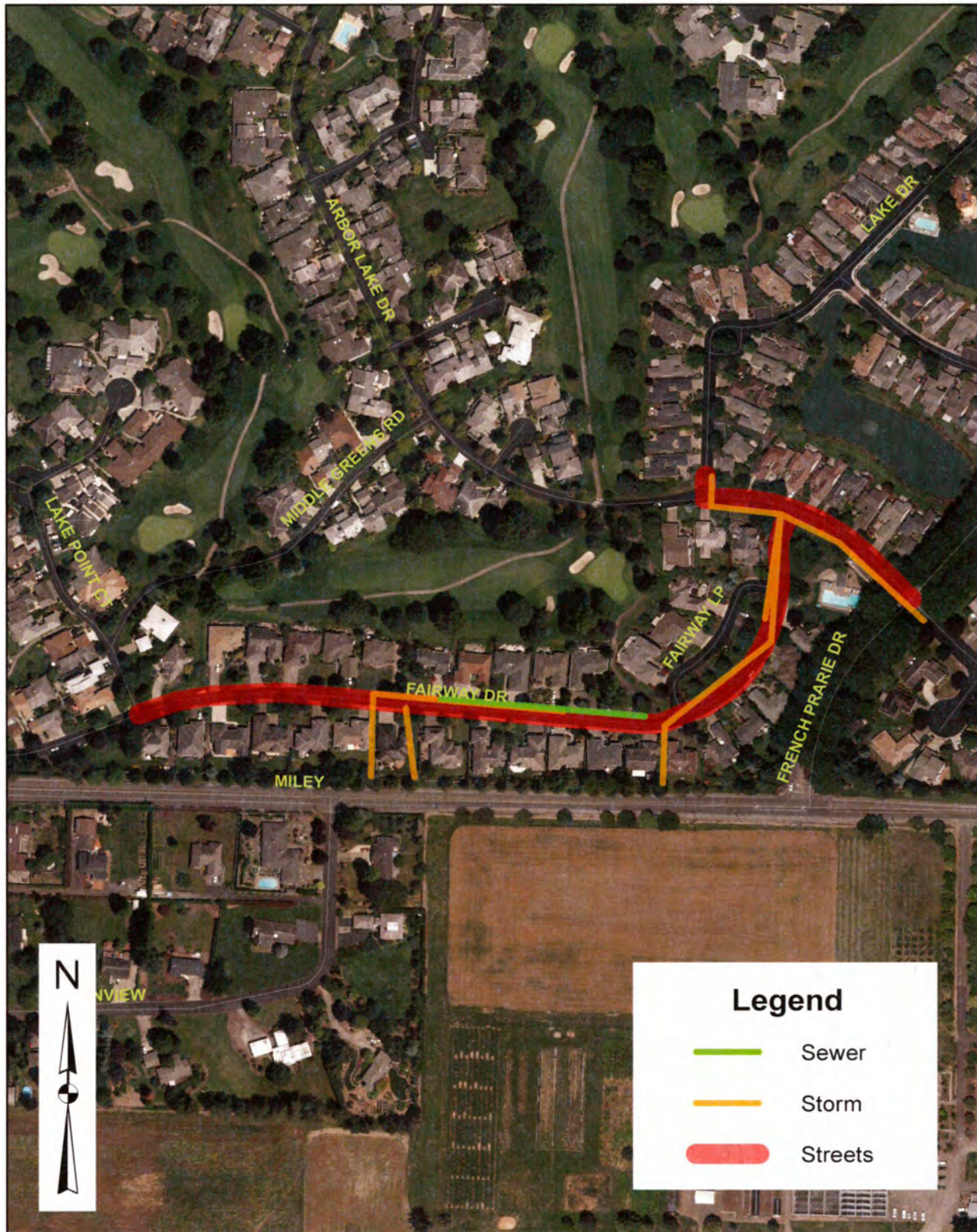
**Project #20 - Fairway Drive Phase II**

**\$1,082,105.10**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Fairway Drive</b>												<b>\$646,687.80</b>
Sewer	8	400	8	400			\$170.00	\$68,000.00	\$13,600.00	\$20,400.00	\$14,280.00	\$116,280.00
Storm	18	525	18	525			\$218.00	\$114,450.00	\$22,890.00	\$34,335.00	\$24,034.50	\$195,709.50
	12	590	12	590			\$192.00	\$113,280.00	\$22,656.00	\$33,984.00	\$23,788.80	\$193,708.80
Streets			24	1230		3610	\$13.00	\$46,930.00	\$9,386.00	\$14,079.00	\$9,855.30	\$80,250.30
			24	250		740	\$48.00	\$35,520.00	\$7,104.00	\$10,656.00	\$7,459.20	\$60,739.20
<b>Arbor Lake Drive</b>												<b>\$263,117.70</b>
Storm	30	355	30	355			\$300.00	\$106,500.00	\$21,300.00	\$31,950.00	\$22,365.00	\$182,115.00
	18	135	18	135			\$218.00	\$29,430.00	\$5,886.00	\$8,829.00	\$6,180.30	\$50,325.30
Streets			24	470		1380	\$13.00	\$17,940.00	\$3,588.00	\$5,382.00	\$3,767.40	\$30,677.40
<b>Lake Drive</b>												<b>\$25,786.80</b>
Storm	15	65	15	65			\$202.00	\$13,130.00	\$2,626.00	\$3,939.00	\$2,757.30	\$22,452.30
Streets			24	50		150	\$13.00	\$1,950.00	\$390.00	\$585.00	\$409.50	\$3,334.50
<b>Storm Easement West</b>												<b>\$55,814.40</b>
Storm	12	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40
<b>Storm Easement Center</b>												<b>\$45,964.80</b>
Storm	12	140	12	140			\$192.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80
<b>Storm Easement East</b>												<b>\$44,733.60</b>
Storm	18	120	18	120			\$218.00	\$26,160.00	\$5,232.00	\$7,848.00	\$5,493.60	\$44,733.60



## Project #20 - Fairway Drive Phase II



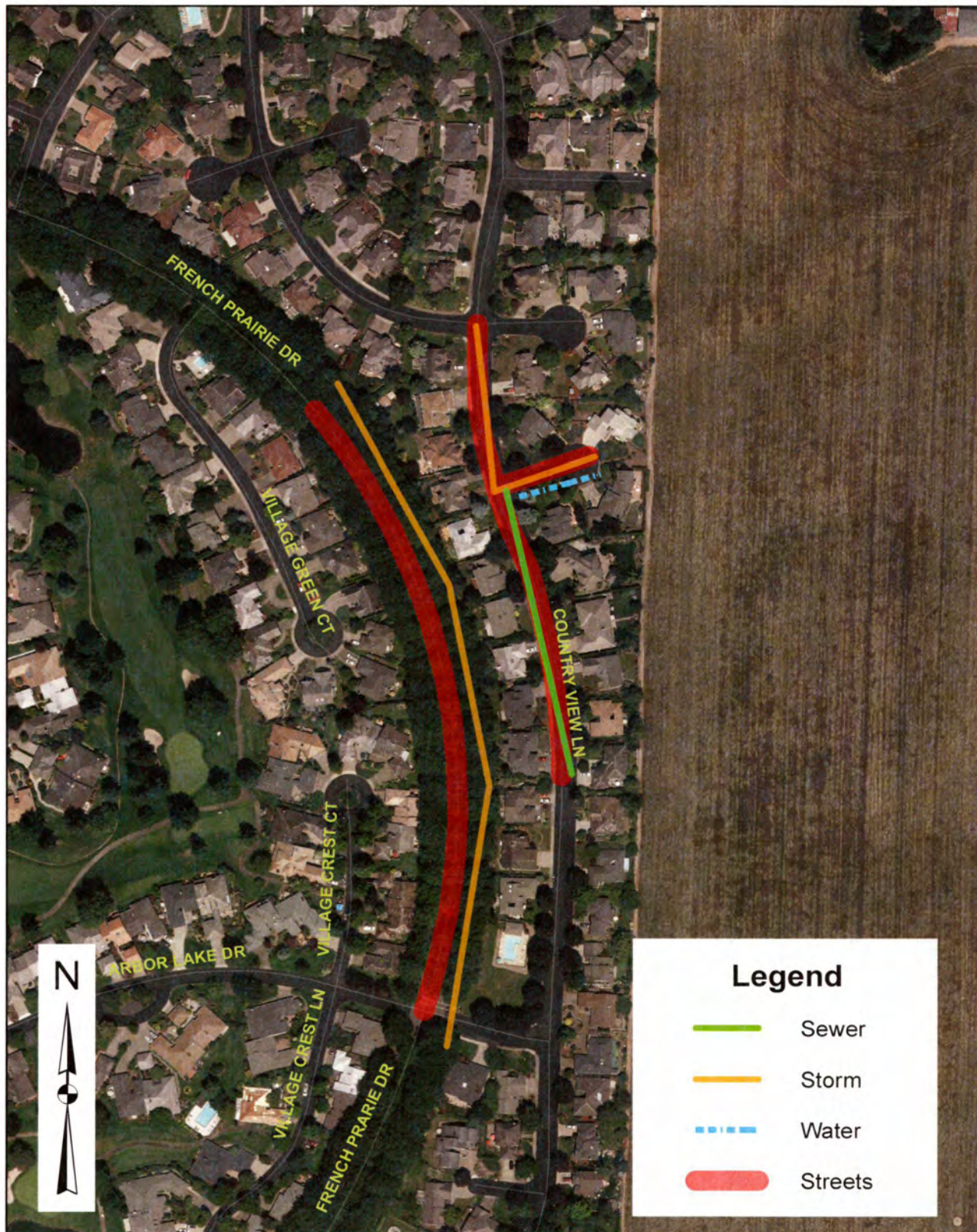


**Project #21 - Country View Lane Phase II**
**\$941,440.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Country View Lane</b>												<b>\$318,812.40</b>
Sewer	8	500	8	500			\$170.00	\$85,000.00	\$17,000.00	\$25,500.00	\$17,850.00	\$145,350.00
Storm	12	290	12	290			\$192.00	\$55,680.00	\$11,136.00	\$16,704.00	\$11,692.80	\$95,212.80
Streets			36	800		3520	\$13.00	\$45,760.00	\$9,152.00	\$13,728.00	\$9,609.60	\$78,249.60
<b>French Prairie Drive</b>												<b>\$451,183.50</b>
Storm	15	1200	15	1200			\$202.00	\$242,400.00	\$48,480.00	\$72,720.00	\$50,904.00	\$414,504.00
Streets		1095	48	280		1650	\$13.00	\$21,450.00	\$4,290.00	\$6,435.00	\$4,504.50	\$36,679.50
<b>Gate Post Road</b>												<b>\$171,444.60</b>
Storm	10	180	12	180			\$192.00	\$34,560.00	\$6,912.00	\$10,368.00	\$7,257.60	\$59,097.60
Water	1.5	145	4	145			\$132.00	\$19,140.00	\$3,828.00	\$5,742.00	\$4,019.40	\$32,729.40
Streets			36	80	80	970	\$48.00	\$46,560.00	\$9,312.00	\$13,968.00	\$9,777.60	\$79,617.60



## Project #21 - Country View Lane Phase II





**Project #22 - French Prairie Drive Phase V**
**\$664,796.70**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$304,722.00</b>
Storm	12	660	12	660			\$192.00	\$126,720.00	\$25,344.00	\$38,016.00	\$26,611.20	\$216,691.20
Streets			48	675		3960	\$13.00	\$51,480.00	\$10,296.00	\$15,444.00	\$10,810.80	\$88,030.80
<b>Arbor Lake Drive</b>												<b>\$74,829.60</b>
Water	10	175	12	175			\$178.00	\$31,150.00	\$6,230.00	\$9,345.00	\$6,541.50	\$53,266.50
Streets			36	220		970	\$13.00	\$12,610.00	\$2,522.00	\$3,783.00	\$2,648.10	\$21,563.10
<b>Country View Lane</b>												<b>\$66,450.60</b>
Water	6	140	8	140			\$142.00	\$19,880.00	\$3,976.00	\$5,964.00	\$4,174.80	\$33,994.80
Streets			36	330		1460	\$13.00	\$18,980.00	\$3,796.00	\$5,694.00	\$3,985.80	\$32,455.80
<b>Sewer Easement</b>												<b>\$138,082.50</b>
Sewer	8	475	8	475			\$170.00	\$80,750.00	\$16,150.00	\$24,225.00	\$16,957.50	\$138,082.50
<b>Storm Easement (North)</b>												<b>\$42,818.40</b>
Storm	10	125	12	125			\$192.00	\$24,000.00	\$4,800.00	\$7,200.00	\$5,040.00	\$41,040.00
Streets					28	80	\$13.00	\$1,040.00	\$208.00	\$312.00	\$218.40	\$1,778.40
<b>Storm Easement (South)</b>												<b>\$37,893.60</b>
Storm	10	110	12	110			\$192.00	\$21,120.00	\$4,224.00	\$6,336.00	\$4,435.20	\$36,115.20
Streets					28	80	\$13.00	\$1,040.00	\$208.00	\$312.00	\$218.40	\$1,778.40



## Project #22 - French Prairie Drive Phase V



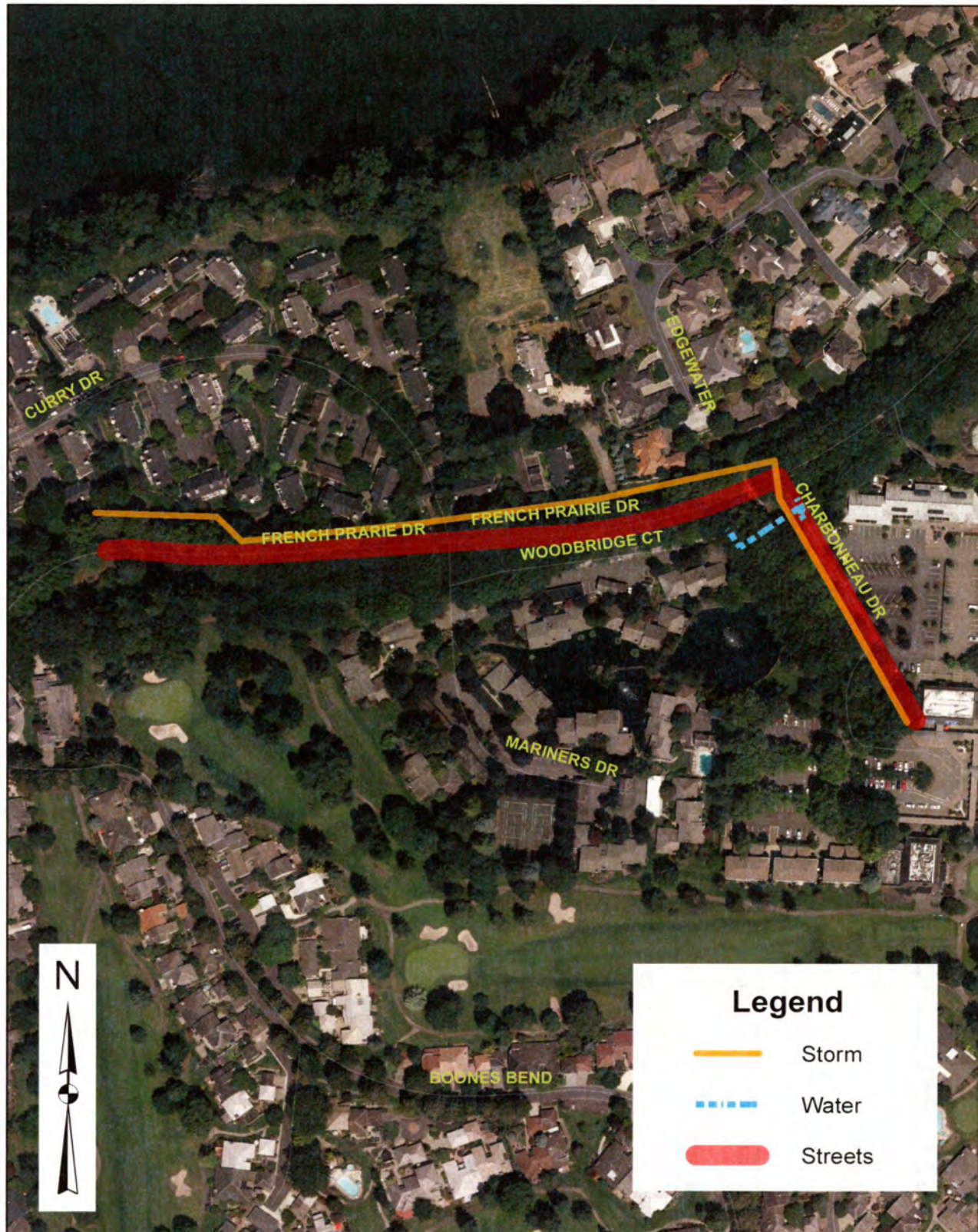


**Project #23 - French Prairie Drive Phase IV**
**\$888,858.00**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$637,795.80</b>
Storm	30	205	30	205			\$300.00	\$61,500.00	\$12,300.00	\$18,450.00	\$12,915.00	\$105,165.00
	18	965	18	965			\$218.00	\$210,370.00	\$42,074.00	\$63,111.00	\$44,177.70	\$359,732.70
	15	70	15	70			\$202.00	\$14,140.00	\$2,828.00	\$4,242.00	\$2,969.40	\$24,179.40
Streets			48	1140		6690	\$13.00	\$86,970.00	\$17,394.00	\$26,091.00	\$18,263.70	\$148,718.70
<b>Charbonneau Drive</b>												<b>\$202,361.40</b>
Storm	15	440	15	440			\$202.00	\$88,880.00	\$17,776.00	\$26,664.00	\$18,664.80	\$151,984.80
Water	10	45	12	45			\$178.00	\$8,010.00	\$1,602.00	\$2,403.00	\$1,682.10	\$13,697.10
Streets			28	480		1650	\$13.00	\$21,450.00	\$4,290.00	\$6,435.00	\$4,504.50	\$36,679.50
<b>Water Easement</b>												<b>\$48,700.80</b>
Water	6	160	12	160			\$178.00	\$28,480.00	\$5,696.00	\$8,544.00	\$5,980.80	\$48,700.80



## Project #23 - French Prairie Drive Phase IV





**Project #24 - Louvonne & Juliette Storm**

**\$187,740.90**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Louvonne Drive</b>												<b>\$59,610.60</b>
Storm	12	145	12	145			\$192.00	\$27,840.00	\$5,568.00	\$8,352.00	\$5,846.40	\$47,606.40
Streets			30	145		540	\$13.00	\$7,020.00	\$1,404.00	\$2,106.00	\$1,474.20	\$12,004.20
<b>Juliette Drive</b>												<b>\$128,130.30</b>
Storm	12	330	12	330			\$192.00	\$63,360.00	\$12,672.00	\$19,008.00	\$13,305.60	\$108,345.60
Streets			22	330		890	\$13.00	\$11,570.00	\$2,314.00	\$3,471.00	\$2,429.70	\$19,784.70



## Project #24 - Louvonne & Juliette Storm





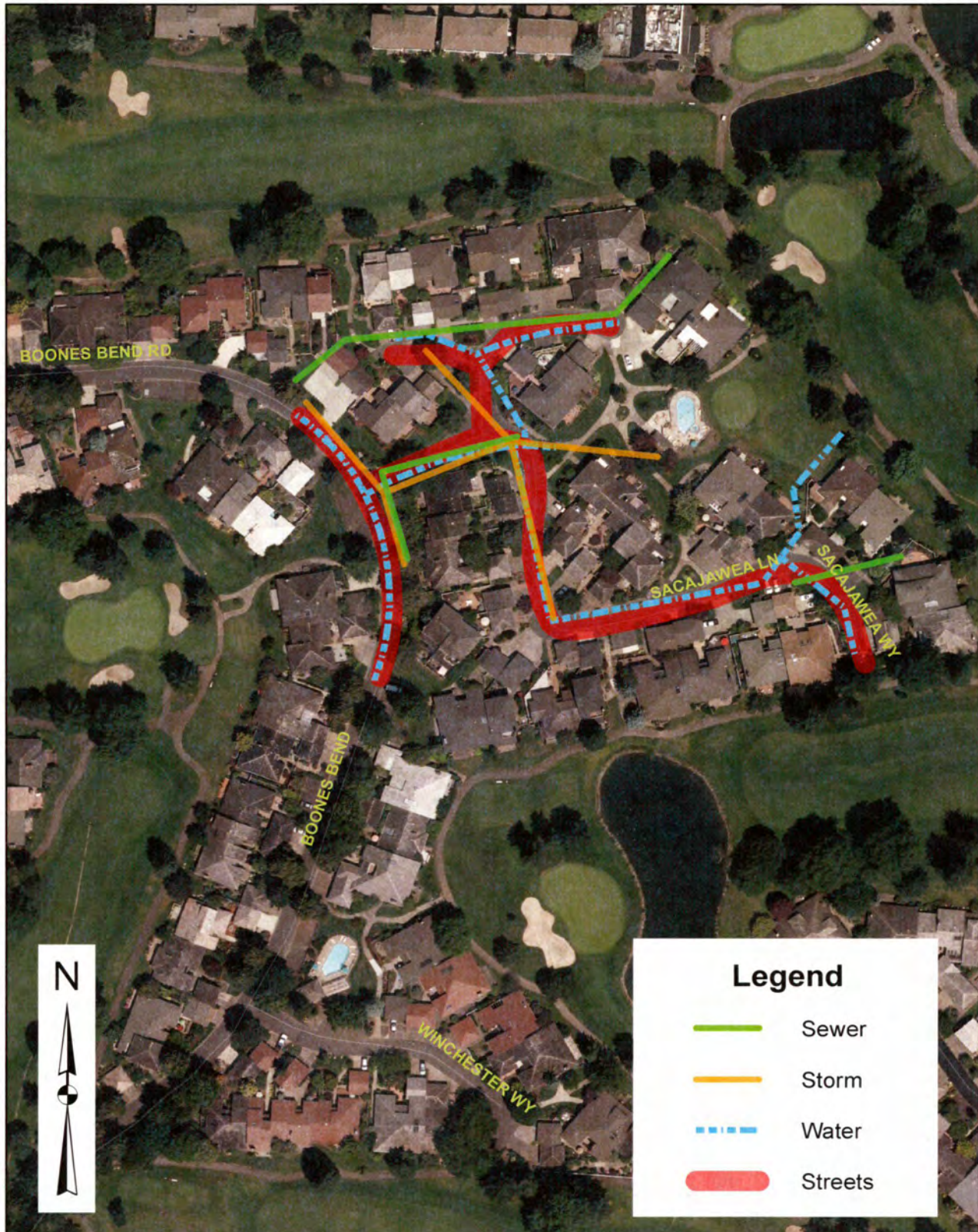
# Project #25 - Sacajawea Lane

**\$1,361,818.35**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Boones Bend Road</b>												<b>\$311,074.65</b>
Sewer	8	105	8	105			\$170.00	\$17,850.00	\$3,570.00	\$5,355.00	\$3,748.50	\$30,523.50
Storm	15	135	24	135			\$253.00	\$34,155.00	\$6,831.00	\$10,246.50	\$7,172.55	\$58,405.05
	12	85	12	85			\$192.00	\$16,320.00	\$3,264.00	\$4,896.00	\$3,427.20	\$27,907.20
Water	12	355	12	355			\$178.00	\$63,190.00	\$12,638.00	\$18,957.00	\$13,269.90	\$108,054.90
Streets			24	355		1050	\$48.00	\$50,400.00	\$10,080.00	\$15,120.00	\$10,584.00	\$86,184.00
<b>Sacajawea Lane</b>												<b>\$204,943.50</b>
Sewer	8	160	8	160			\$170.00	\$27,200.00	\$5,440.00	\$8,160.00	\$5,712.00	\$46,512.00
Storm	12	155	12	155			\$192.00	\$29,760.00	\$5,952.00	\$8,928.00	\$6,249.60	\$50,889.60
Water	12	205	12	205			\$178.00	\$36,490.00	\$7,298.00	\$10,947.00	\$7,662.90	\$62,397.90
Streets			28	160		550	\$48.00	\$26,400.00	\$5,280.00	\$7,920.00	\$5,544.00	\$45,144.00
<b>Sacajawea Lane (North)</b>												<b>\$103,403.70</b>
Storm	10	140	12	140			\$192.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80
Water	6	125	8	125			\$142.00	\$17,750.00	\$3,550.00	\$5,325.00	\$3,727.50	\$30,352.50
Streets			28	95		330	\$48.00	\$15,840.00	\$3,168.00	\$4,752.00	\$3,326.40	\$27,086.40
<b>Sacajawea Lane (NW)</b>												<b>\$82,849.50</b>
Sewer	8	135	8	135			\$170.00	\$22,950.00	\$4,590.00	\$6,885.00	\$4,819.50	\$39,244.50
Water	2	95	4	95			\$132.00	\$12,540.00	\$2,508.00	\$3,762.00	\$2,633.40	\$21,443.40
Streets			36	60		270	\$48.00	\$12,960.00	\$2,592.00	\$3,888.00	\$2,721.60	\$22,161.60
<b>Sacajawea Lane (NE)</b>												<b>\$150,069.60</b>
Sewer	8	170	8	170			\$170.00	\$28,900.00	\$5,780.00	\$8,670.00	\$6,069.00	\$49,419.00
	6	90	8	90			\$170.00	\$15,300.00	\$3,060.00	\$4,590.00	\$3,213.00	\$26,163.00
Water	2	170	4	170			\$132.00	\$22,440.00	\$4,488.00	\$6,732.00	\$4,712.40	\$38,372.40
Streets			18	135	38	440	\$48.00	\$21,120.00	\$4,224.00	\$6,336.00	\$4,435.20	\$36,115.20
<b>Sacajawea Lane (South)</b>												<b>\$433,502.10</b>
Sewer	6	120	8	120			\$170.00	\$20,400.00	\$4,080.00	\$6,120.00	\$4,284.00	\$34,884.00
Storm	10	210	12	210			\$192.00	\$40,320.00	\$8,064.00	\$12,096.00	\$8,467.20	\$68,947.20
Water	6	215	8	215			\$142.00	\$30,530.00	\$6,106.00	\$9,159.00	\$6,411.30	\$52,206.30
	4	440	8	440			\$142.00	\$62,480.00	\$12,496.00	\$18,744.00	\$13,120.80	\$106,840.80
	2	145	4	145			\$132.00	\$19,140.00	\$3,828.00	\$5,742.00	\$4,019.40	\$32,729.40
Streets			20	685		1680	\$48.00	\$80,640.00	\$16,128.00	\$24,192.00	\$16,934.40	\$137,894.40
<b>Sewer Easement</b>												<b>\$21,802.50</b>
Sewer	8	75	8	75			\$170.00	\$12,750.00	\$2,550.00	\$3,825.00	\$2,677.50	\$21,802.50
<b>Utility Easement</b>												<b>\$54,172.80</b>
Storm	8	165	12	165			\$192.00	\$31,680.00	\$6,336.00	\$9,504.00	\$6,652.80	\$54,172.80



## Project #25 - Sacajawea Lane





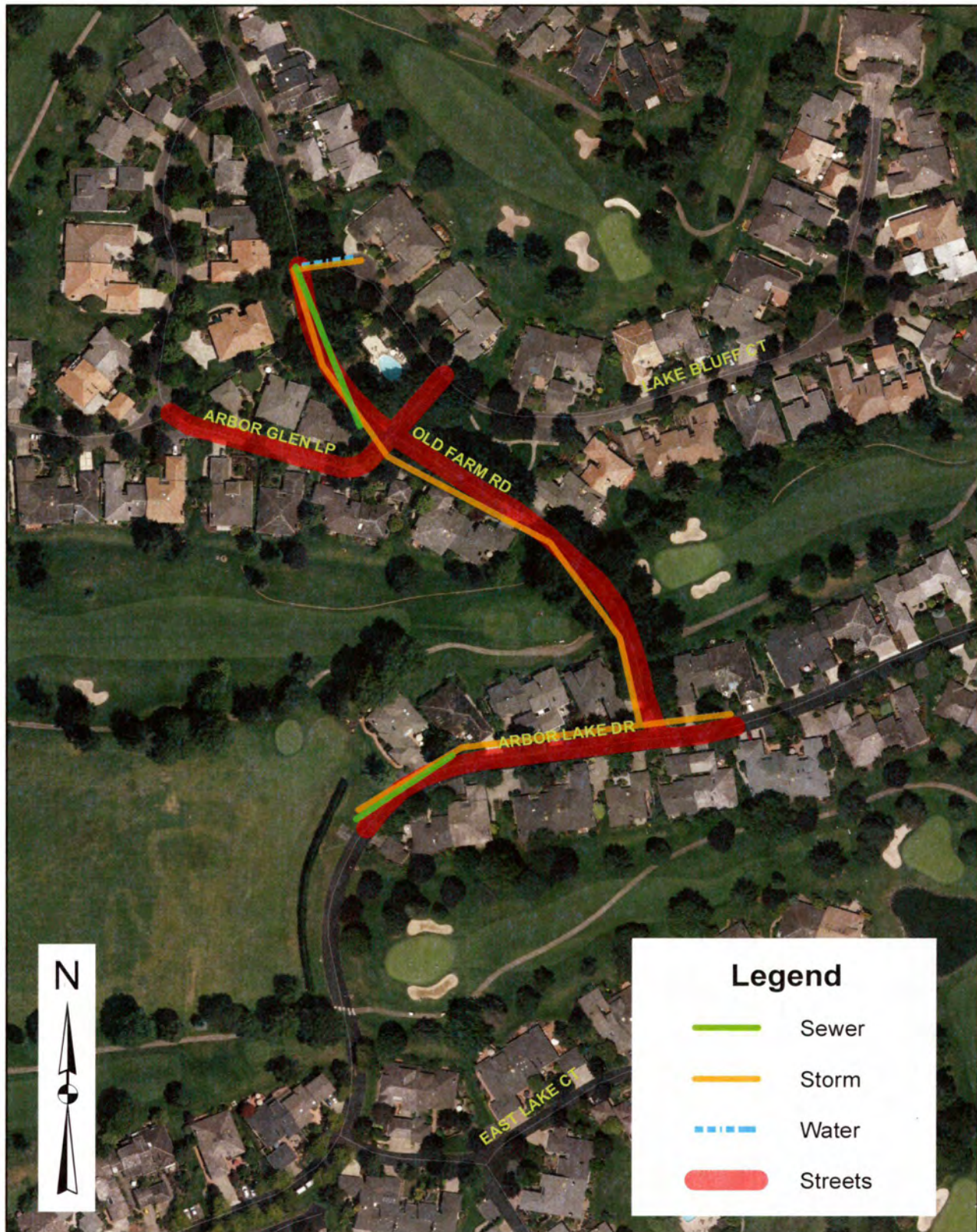
**Project #26 - Old Farm Road Phase II**

**\$1,178,805.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Old Farm Road</b>												<b>\$725,809.50</b>
Sewer	8	245	8	245			\$170.00	\$41,650.00	\$8,330.00	\$12,495.00	\$8,746.50	\$71,221.50
Storm	30	300	30	300			\$300.00	\$90,000.00	\$18,000.00	\$27,000.00	\$18,900.00	\$153,900.00
	24	560	30	560			\$300.00	\$168,000.00	\$33,600.00	\$50,400.00	\$35,280.00	\$287,280.00
Streets			24	885		2600	\$48.00	\$124,800.00	\$24,960.00	\$37,440.00	\$26,208.00	\$213,408.00
<b>Arbor Glen Loop</b>												<b>\$24,897.60</b>
Streets			20	455		1120	\$13.00	\$14,560.00	\$2,912.00	\$4,368.00	\$3,057.60	\$24,897.60
<b>Arbor Lake Drive</b>												<b>\$377,055.00</b>
Sewer	8	165	8	165			\$170.00	\$28,050.00	\$5,610.00	\$8,415.00	\$5,890.50	\$47,965.50
Storm	30	425	30	425			\$300.00	\$127,500.00	\$25,500.00	\$38,250.00	\$26,775.00	\$218,025.00
	15	130	15	130			\$202.00	\$26,260.00	\$5,252.00	\$7,878.00	\$5,514.60	\$44,904.60
Streets			24	385		1130	\$13.00	\$14,690.00	\$2,938.00	\$4,407.00	\$3,084.90	\$25,119.90
			24	170		500	\$48.00	\$24,000.00	\$4,800.00	\$7,200.00	\$5,040.00	\$41,040.00
<b>Utility Easement</b>												<b>\$51,043.50</b>
Storm	10	100	12	100			\$192.00	\$19,200.00	\$3,840.00	\$5,760.00	\$4,032.00	\$32,832.00
Water	4	75	8	75			\$142.00	\$10,650.00	\$2,130.00	\$3,195.00	\$2,236.50	\$18,211.50



## Project #26 - Old Farm Road Phase II



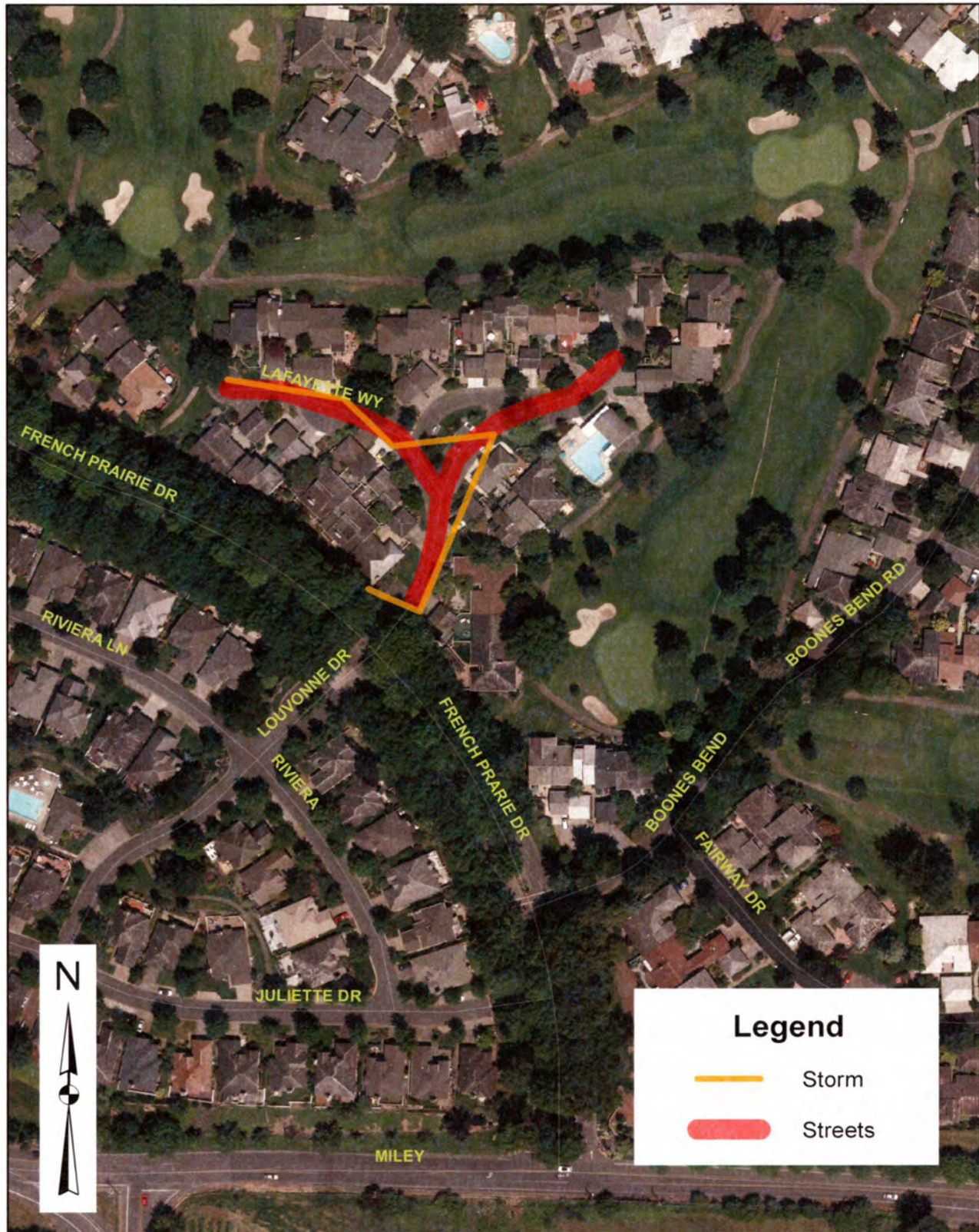


**Project #27 - Lafayette Way**
**\$467,257.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lafayette Way</b>												<b>\$119,016.00</b>
Storm	8	285	12	285			\$192.00	\$54,720.00	\$10,944.00	\$16,416.00	\$11,491.20	\$93,571.20
Streets			20	125		310	\$48.00	\$14,880.00	\$2,976.00	\$4,464.00	\$3,124.80	\$25,444.80
<b>Lafayette Way (West)</b>												<b>\$174,009.60</b>
Storm	8	325	12	325			\$192.00	\$62,400.00	\$12,480.00	\$18,720.00	\$13,104.00	\$106,704.00
Streets			20	270	40	820	\$48.00	\$39,360.00	\$7,872.00	\$11,808.00	\$8,265.60	\$67,305.60
<b>Lafayette (East)</b>												<b>\$103,420.80</b>
Streets			20	450	40	1260	\$48.00	\$60,480.00	\$12,096.00	\$18,144.00	\$12,700.80	\$103,420.80
<b>Storm Easement</b>												<b>\$70,811.10</b>
Storm	15	205	15	205			\$202.00	\$41,410.00	\$8,282.00	\$12,423.00	\$8,696.10	\$70,811.10



## Project #27 - Lafayette Way





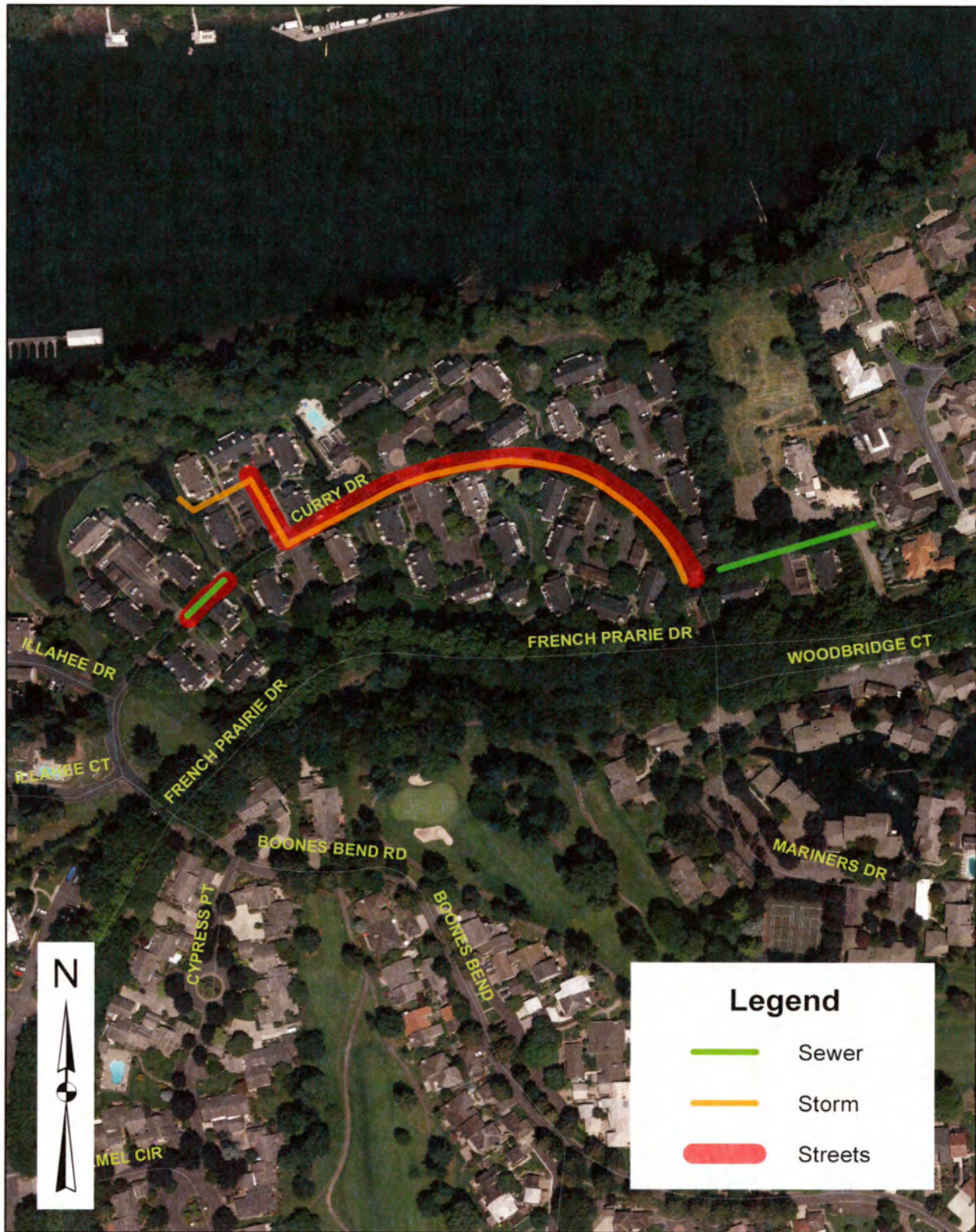
# Project #28 - Curry Drive

**\$625,432.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Curry Drive</b>												<b>\$377,311.50</b>
Sewer	15	90	15	90			\$278.00	\$25,020.00	\$5,004.00	\$7,506.00	\$5,254.20	\$42,784.20
Storm	18	405	18	405			\$218.00	\$88,290.00	\$17,658.00	\$26,487.00	\$18,540.90	\$150,975.90
	15	100	15	100			\$202.00	\$20,200.00	\$4,040.00	\$6,060.00	\$4,242.00	\$34,542.00
	10	290	12	290			\$192.00	\$55,680.00	\$11,136.00	\$16,704.00	\$11,692.80	\$95,212.80
Streets			22	900		2420	\$13.00	\$31,460.00	\$6,292.00	\$9,438.00	\$6,606.60	\$53,796.60
<b>Bordeaux Court</b>												<b>\$67,579.20</b>
Storm	18	130	18	130			\$218.00	\$28,340.00	\$5,668.00	\$8,502.00	\$5,951.40	\$48,461.40
Streets			44	130	40	860	\$13.00	\$11,180.00	\$2,236.00	\$3,354.00	\$2,347.80	\$19,117.80
<b>Utility Easement (East)</b>												<b>\$52,189.20</b>
Storm	18	140	18	140			\$218.00	\$30,520.00	\$6,104.00	\$9,156.00	\$6,409.20	\$52,189.20
<b>Utility Easement (West)</b>												<b>\$128,352.60</b>
Sewer	15	270	15	270			\$278.00	\$75,060.00	\$15,012.00	\$22,518.00	\$15,762.60	\$128,352.60



## Project #28 - Curry Drive





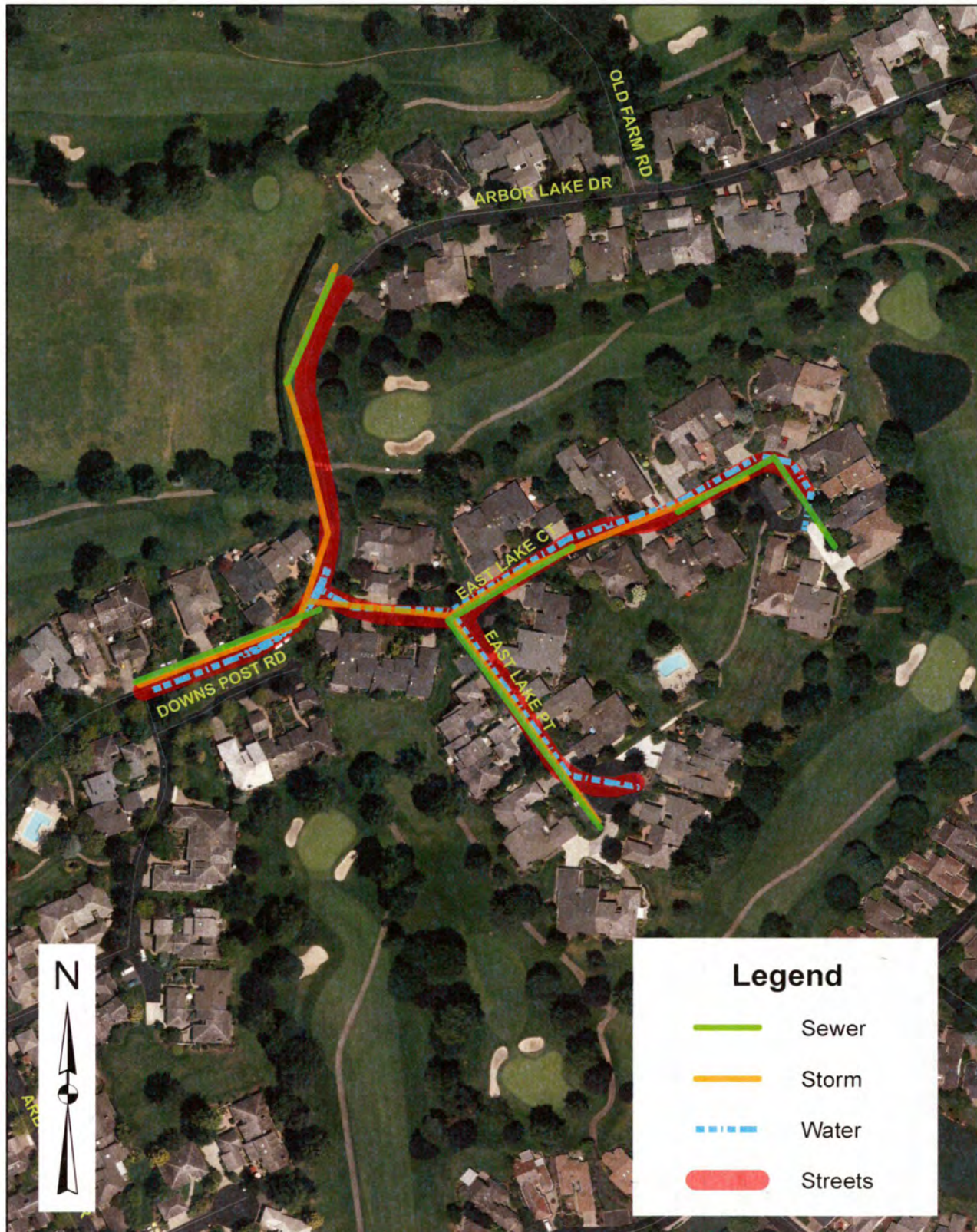
**Project #29 - East Lake Court**

**\$1,862,361.00**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Arbor Lake Drive</b>												<b>\$736,155.00</b>
Sewer	8	445	8	445			\$170.00	\$75,650.00	\$15,130.00	\$22,695.00	\$15,886.50	\$129,361.50
Storm	30	405	30	405			\$300.00	\$121,500.00	\$24,300.00	\$36,450.00	\$25,515.00	\$207,765.00
	27	140	27	140			\$276.00	\$38,640.00	\$7,728.00	\$11,592.00	\$8,114.40	\$66,074.40
	24	240	24	240			\$253.00	\$60,720.00	\$12,144.00	\$18,216.00	\$12,751.20	\$103,831.20
Water	10	320	12	320			\$178.00	\$56,960.00	\$11,392.00	\$17,088.00	\$11,961.60	\$97,401.60
Streets			24	280		830	\$13.00	\$10,790.00	\$2,158.00	\$3,237.00	\$2,265.90	\$18,450.90
			24	470		1380	\$48.00	\$66,240.00	\$13,248.00	\$19,872.00	\$13,910.40	\$113,270.40
<b>East Lake Court</b>												<b>\$698,039.10</b>
Sewer	8	510	8	510			\$170.00	\$86,700.00	\$17,340.00	\$26,010.00	\$18,207.00	\$148,257.00
Storm	15	205	15	205			\$202.00	\$41,410.00	\$8,282.00	\$12,423.00	\$8,696.10	\$70,811.10
	12	130	12	130			\$192.00	\$24,960.00	\$4,992.00	\$7,488.00	\$5,241.60	\$42,681.60
	10	330	12	330			\$192.00	\$63,360.00	\$12,672.00	\$19,008.00	\$13,305.60	\$108,345.60
Water	8	200	8	200			\$142.00	\$28,400.00	\$5,680.00	\$8,520.00	\$5,964.00	\$48,564.00
	6	475	8	475			\$142.00	\$67,450.00	\$13,490.00	\$20,235.00	\$14,164.50	\$115,339.50
	4	155	8	155			\$142.00	\$22,010.00	\$4,402.00	\$6,603.00	\$4,622.10	\$37,637.10
Streets			20	630		1540	\$48.00	\$73,920.00	\$14,784.00	\$22,176.00	\$15,523.20	\$126,403.20
<b>East Lake Point</b>												<b>\$428,166.90</b>
Sewer	8	365	8	365			\$170.00	\$62,050.00	\$12,410.00	\$18,615.00	\$13,030.50	\$106,105.50
Storm	10	360	12	360			\$192.00	\$69,120.00	\$13,824.00	\$20,736.00	\$14,515.20	\$118,195.20
Water	6	390	8	390			\$142.00	\$55,380.00	\$11,076.00	\$16,614.00	\$11,629.80	\$94,699.80
Streets			20	290	80	1330	\$48.00	\$63,840.00	\$12,768.00	\$19,152.00	\$13,406.40	\$109,166.40



## Project #29 - East Lake Court





**Project #30 - Illahee Drive**

**\$758,658.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Illahae Court</b>												<b>\$544,737.60</b>
Sewer	15	430	15	430			\$278.00	\$119,540.00	\$23,908.00	\$35,862.00	\$25,103.40	\$204,413.40
Water	14	680	18	680			\$230.00	\$156,400.00	\$31,280.00	\$46,920.00	\$32,844.00	\$267,444.00
	12	70	12	70			\$178.00	\$12,460.00	\$2,492.00	\$3,738.00	\$2,616.60	\$21,306.60
Streets			24	790		2320	\$13.00	\$30,160.00	\$6,032.00	\$9,048.00	\$6,333.60	\$51,573.60
<b>Sewer Easement</b>												<b>\$213,921.00</b>
Sewer	15	450	15	450			\$278.00	\$125,100.00	\$25,020.00	\$37,530.00	\$26,271.00	\$213,921.00



## Project #30 - Illahee Drive





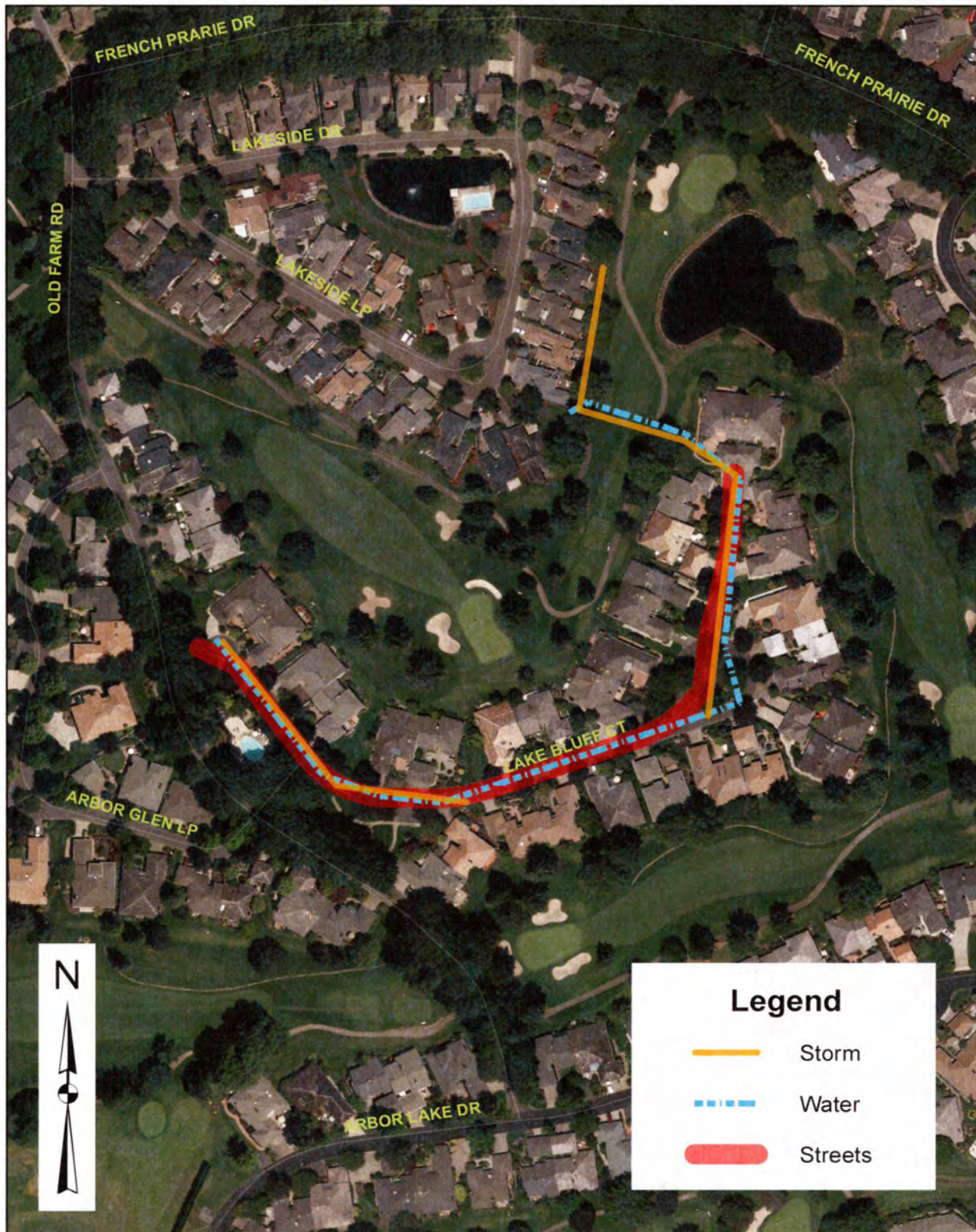
**Project #31 - Lake Bluff Court**

**\$979,009.20**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lake Bluff Court</b>												<b>\$764,489.70</b>
Storm	10	825	12	825			\$192.00	\$158,400.00	\$31,680.00	\$47,520.00	\$33,264.00	\$270,864.00
Water	6	1185	8	1185			\$142.00	\$168,270.00	\$33,654.00	\$50,481.00	\$35,336.70	\$287,741.70
Streets			20	360		880	\$13.00	\$11,440.00	\$2,288.00	\$3,432.00	\$2,402.40	\$19,562.40
			20	925		2270	\$48.00	\$108,960.00	\$21,792.00	\$32,688.00	\$22,881.60	\$186,321.60
<b>Utility Easement West</b>												<b>\$145,572.30</b>
Storm	10	240	12	240			\$192.00	\$46,080.00	\$9,216.00	\$13,824.00	\$9,676.80	\$78,796.80
Water	6	275	8	275			\$142.00	\$39,050.00	\$7,810.00	\$11,715.00	\$8,200.50	\$66,775.50
<b>Storm Easement North</b>												<b>\$68,947.20</b>
Storm	10	210	12	210			\$192.00	\$40,320.00	\$8,064.00	\$12,096.00	\$8,467.20	\$68,947.20



## Project #31 - Lake Bluff Court





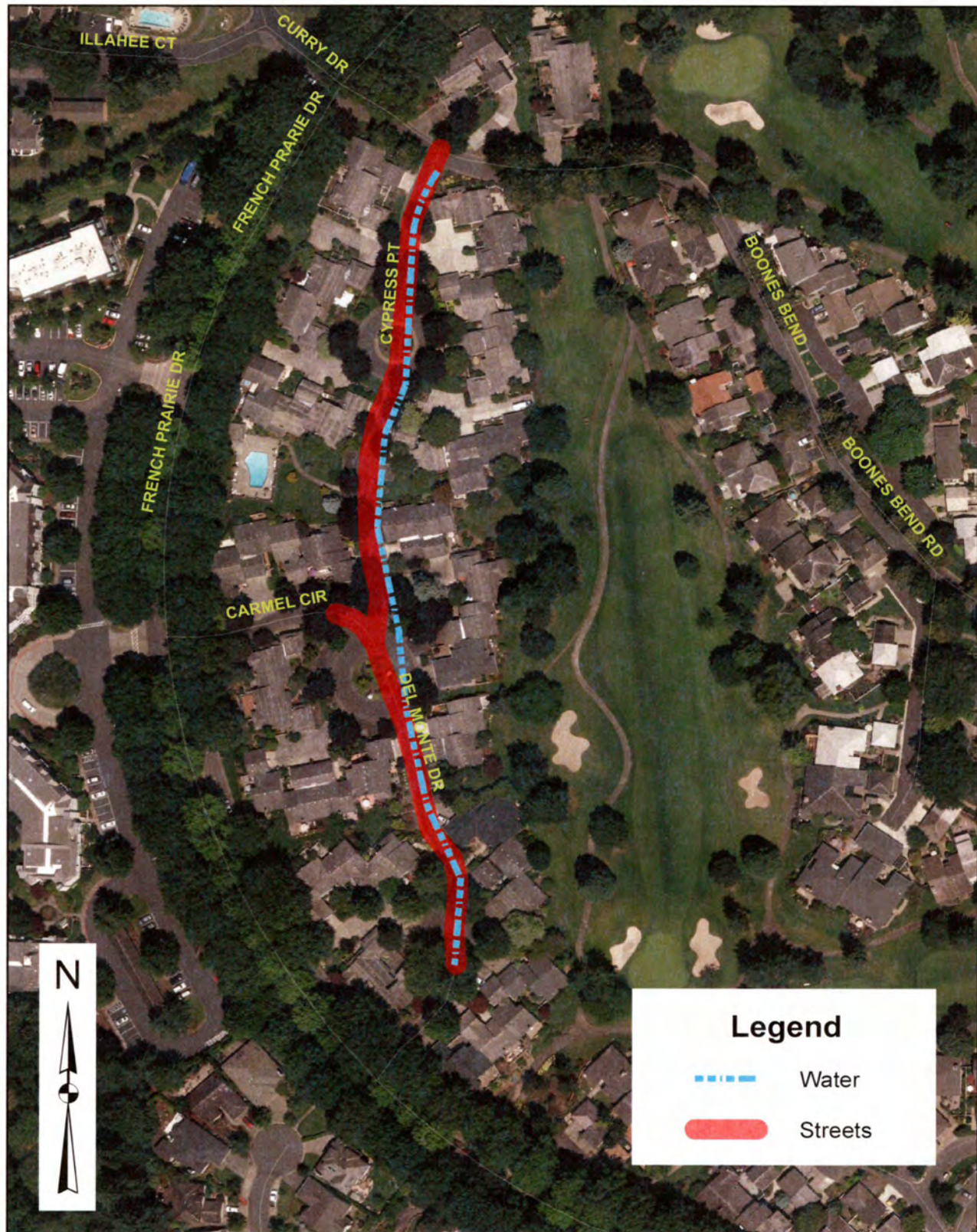
**Project #32 - Del Monte Drive**

**\$278,712.90**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Del Monte Drive</b>												<b>\$117,699.30</b>
Water	6	90	8	90			\$142.00	\$12,780.00	\$2,556.00	\$3,834.00	\$2,683.80	\$21,853.80
	4	305	8	305			\$142.00	\$43,310.00	\$8,662.00	\$12,993.00	\$9,095.10	\$74,060.10
Streets			18	445		980	\$13.00	\$12,740.00	\$2,548.00	\$3,822.00	\$2,675.40	\$21,785.40
<b>Cypress Point</b>												<b>\$161,013.60</b>
Water	6	290	8	290			\$142.00	\$41,180.00	\$8,236.00	\$12,354.00	\$8,647.80	\$70,417.80
	4	255	8	255			\$142.00	\$36,210.00	\$7,242.00	\$10,863.00	\$7,604.10	\$61,919.10
Streets			18	585		1290	\$13.00	\$16,770.00	\$3,354.00	\$5,031.00	\$3,521.70	\$28,676.70



## Project #32 - Del Monte Drive





**Project #33 - Lakeside Loop & Village Green Court**

**\$897,972.30**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lakeside Loop</b>												<b>\$416,043.00</b>
Sewer	8	270	8	270			\$170.00	\$45,900.00	\$9,180.00	\$13,770.00	\$9,639.00	\$78,489.00
Storm	10	670	12	670			\$192.00	\$128,640.00	\$25,728.00	\$38,592.00	\$27,014.40	\$219,974.40
Water	6	140	8	140			\$142.00	\$19,880.00	\$3,976.00	\$5,964.00	\$4,174.80	\$33,994.80
Streets			24	300		880	\$13.00	\$11,440.00	\$2,288.00	\$3,432.00	\$2,402.40	\$19,562.40
			24	265		780	\$48.00	\$37,440.00	\$7,488.00	\$11,232.00	\$7,862.40	\$64,022.40
<b>Village Green Court</b>												<b>\$342,786.60</b>
Sewer	8	305	8	305			\$170.00	\$51,850.00	\$10,370.00	\$15,555.00	\$10,888.50	\$88,663.50
Storm	10	505	12	505			\$192.00	\$96,960.00	\$19,392.00	\$29,088.00	\$20,361.60	\$165,801.60
Streets			24	220		650	\$13.00	\$8,450.00	\$1,690.00	\$2,535.00	\$1,774.50	\$14,449.50
			24	305		900	\$48.00	\$43,200.00	\$8,640.00	\$12,960.00	\$9,072.00	\$73,872.00
<b>Storm Easement (North)</b>												<b>\$91,536.30</b>
Storm	15	265	15	265			\$202.00	\$53,530.00	\$10,706.00	\$16,059.00	\$11,241.30	\$91,536.30
<b>Utility Easement (South)</b>												<b>\$47,606.40</b>
Storm	10	145	12	145			\$192.00	\$27,840.00	\$5,568.00	\$8,352.00	\$5,846.40	\$47,606.40



## Project #33 - Lakeside Loop & Village Green Court





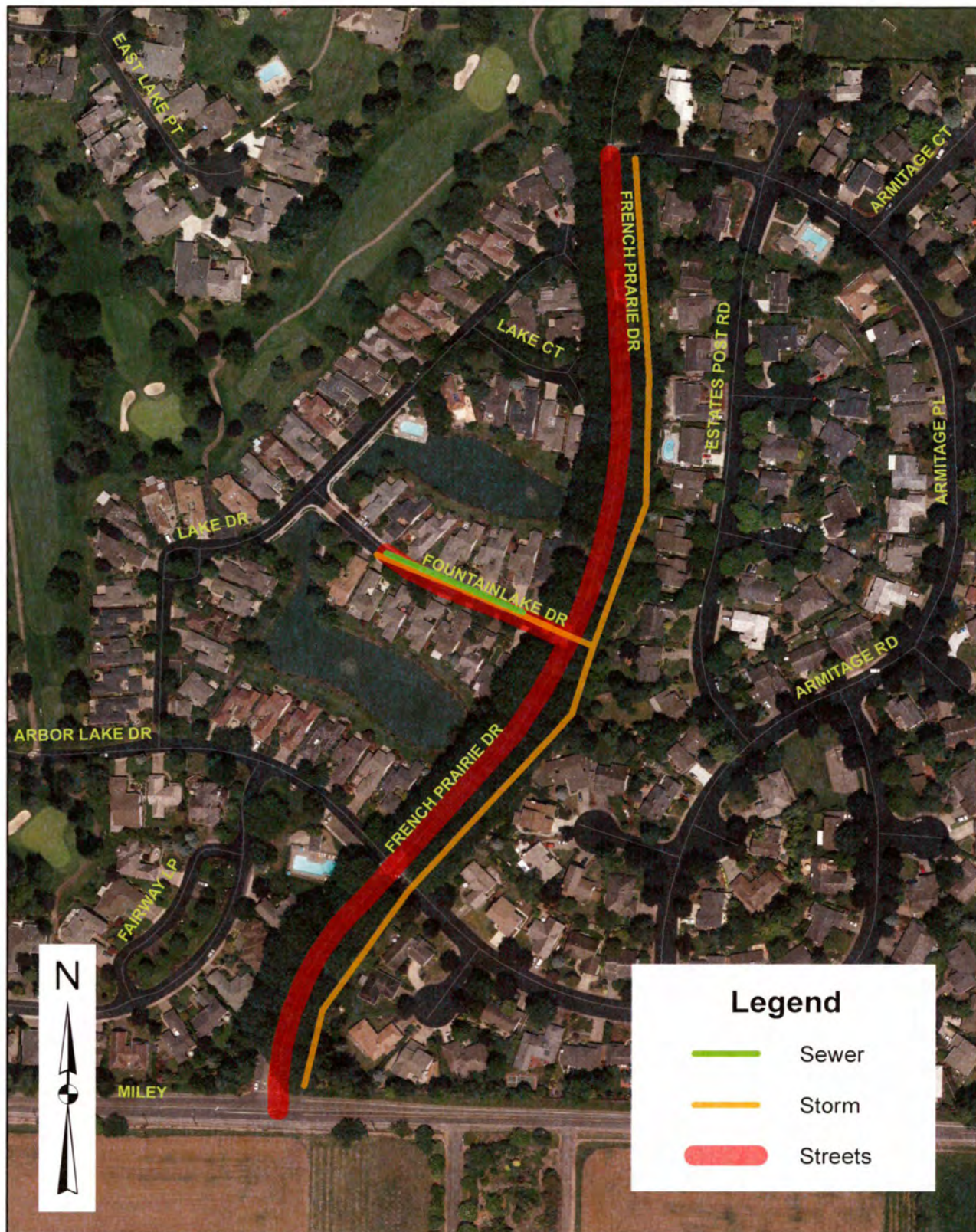
**Project #34 - French Prairie Drive Phase VI**

**\$1,277,464.05**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$989,739.45</b>
Storm	?	385	30	385			\$300.00	\$115,500.00	\$23,100.00	\$34,650.00	\$24,255.00	\$197,505.00
	24	410	24	410			\$253.00	\$103,730.00	\$20,746.00	\$31,119.00	\$21,783.30	\$177,378.30
	21	385	24	385			\$253.00	\$97,405.00	\$19,481.00	\$29,221.50	\$20,455.05	\$166,562.55
	18	220	18	220			\$218.00	\$47,960.00	\$9,592.00	\$14,388.00	\$10,071.60	\$82,011.60
	15	375	15	375			\$202.00	\$75,750.00	\$15,150.00	\$22,725.00	\$15,907.50	\$129,532.50
Streets			48	1815		10650	\$13.00	\$138,450.00	\$27,690.00	\$41,535.00	\$29,074.50	\$236,749.50
<b>Fountain Lake Drive</b>												<b>\$287,724.60</b>
Sewer	8	250	8	250			\$170.00	\$42,500.00	\$8,500.00	\$12,750.00	\$8,925.00	\$72,675.00
Storm	12	400	12	400			\$192.00	\$76,800.00	\$15,360.00	\$23,040.00	\$16,128.00	\$131,328.00
Streets			24	345		1020	\$48.00	\$48,960.00	\$9,792.00	\$14,688.00	\$10,281.60	\$83,721.60



## Project #34 - French Prairie Drive Phase VI





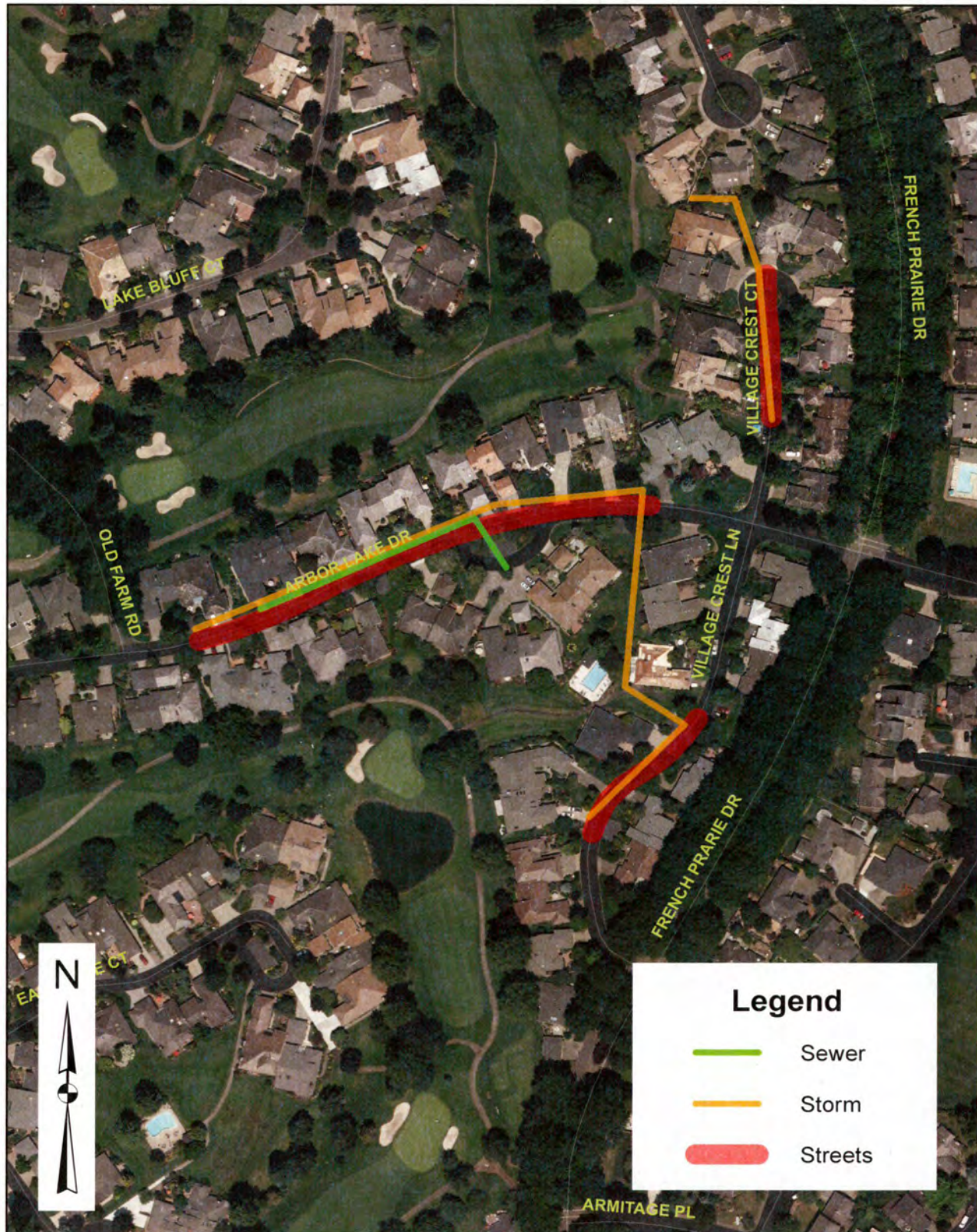
**Project #35 - Arbor Lake Drive Phase III**

**\$799,425.00**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Arbor Lake Drive</b>												<b>\$455,783.40</b>
Sewer	8	415	8	415			\$170.00	\$70,550.00	\$14,110.00	\$21,165.00	\$14,815.50	\$120,640.50
Storm	15	665	15	665			\$202.00	\$134,330.00	\$26,866.00	\$40,299.00	\$28,209.30	\$229,704.30
Streets			24	320		940	\$13.00	\$12,220.00	\$2,444.00	\$3,666.00	\$2,566.20	\$20,896.20
			24	350		1030	\$48.00	\$49,440.00	\$9,888.00	\$14,832.00	\$10,382.40	\$84,542.40
<b>Village Crest Lane</b>												<b>\$77,052.60</b>
Storm	10	190	12	190			\$192.00	\$36,480.00	\$7,296.00	\$10,944.00	\$7,660.80	\$62,380.80
Streets			24	225		660	\$13.00	\$8,580.00	\$1,716.00	\$2,574.00	\$1,801.80	\$14,671.80
<b>Village Crest Court</b>												<b>\$86,013.00</b>
Storm	10	220	12	220			\$192.00	\$42,240.00	\$8,448.00	\$12,672.00	\$8,870.40	\$72,230.40
Streets			24	210		620	\$13.00	\$8,060.00	\$1,612.00	\$2,418.00	\$1,692.60	\$13,782.60
<b>Utility Easement (North)</b>												<b>\$54,172.80</b>
Storm	10	165	12	165			\$192.00	\$31,680.00	\$6,336.00	\$9,504.00	\$6,652.80	\$54,172.80
<b>Storm Easement (South)</b>												<b>\$126,403.20</b>
Storm	12	285	12	285			\$192.00	\$54,720.00	\$10,944.00	\$16,416.00	\$11,491.20	\$93,571.20
	10	100	12	100			\$192.00	\$19,200.00	\$3,840.00	\$5,760.00	\$4,032.00	\$32,832.00



## Project #35 - Arbor Lake Drive Phase III





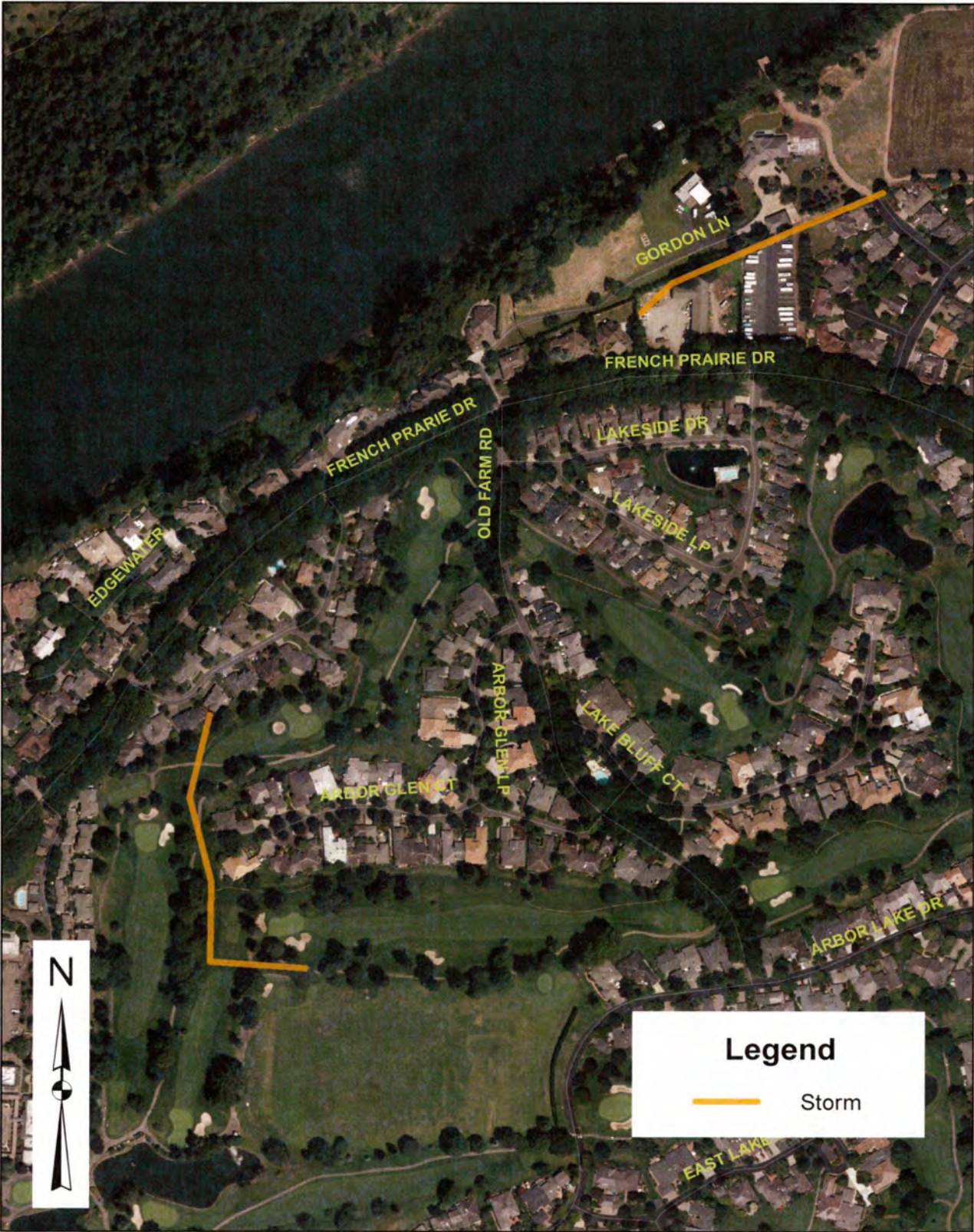
**Project #36 - Charbonneau Storm Improvements Phase I**

**\$307,423.80**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Storm Easement</b>												<b>\$307,423.80</b>
Storm	15	890	15	890			\$202.00	\$179,780.00	\$35,956.00	\$53,934.00	\$37,753.80	\$307,423.80



Project #36 - Charbonneau Storm Improvements Phase I





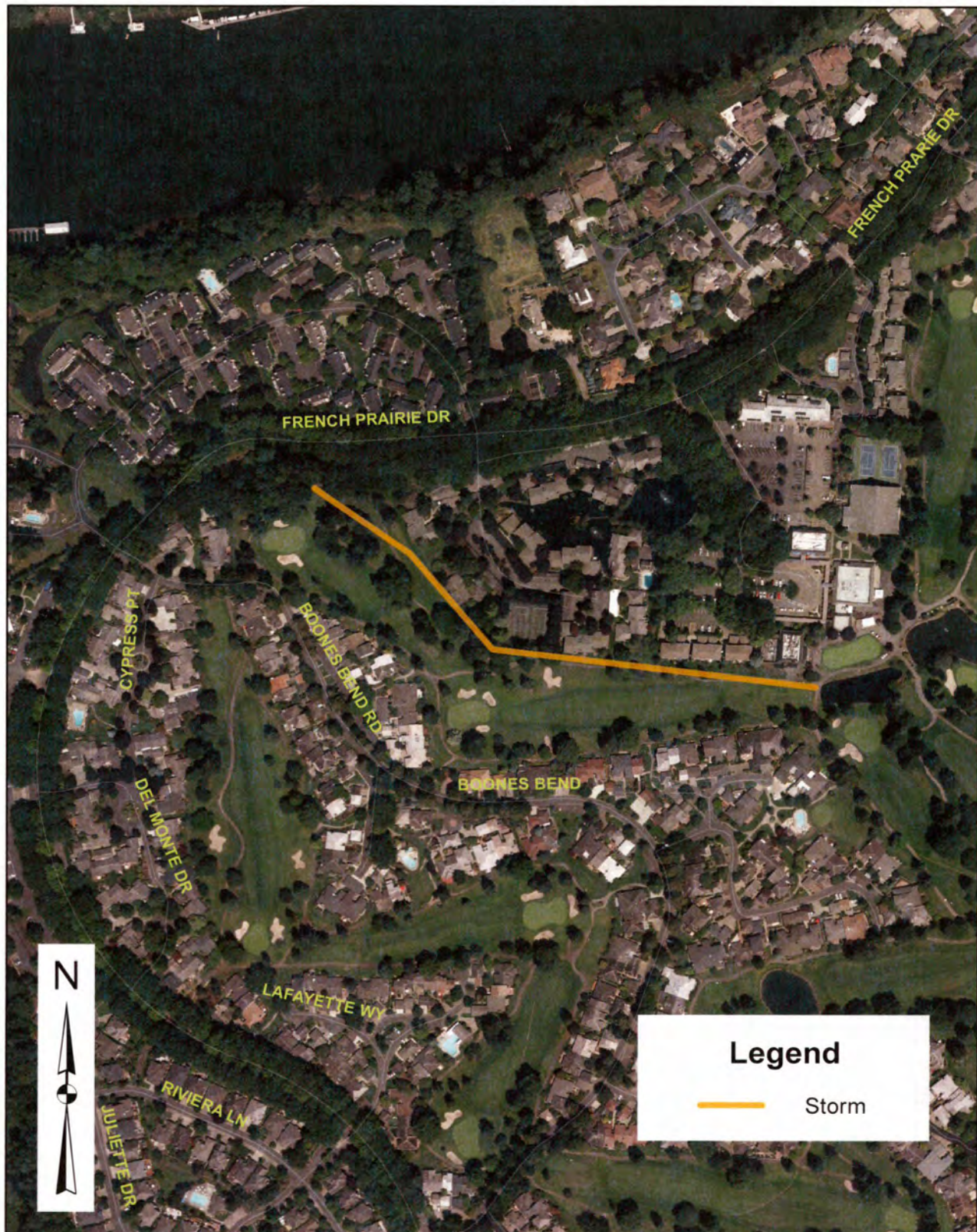
**Project #37 - Charbonneau Storm Improvements Phase II**

**\$529,304.85**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Storm Easement</b>												<b>\$529,304.85</b>
Storm	36	65	36	65			\$350.00	\$22,750.00	\$4,550.00	\$6,825.00	\$4,777.50	\$38,902.50
	24	235	24	235			\$253.00	\$59,455.00	\$11,891.00	\$17,836.50	\$12,485.55	\$101,668.05
	18	325	18	325			\$218.00	\$70,850.00	\$14,170.00	\$21,255.00	\$14,878.50	\$121,153.50
	12	815	12	815			\$192.00	\$156,480.00	\$31,296.00	\$46,944.00	\$32,860.80	\$267,580.80



# Project #37 - Charbonneau Storm Improvements Phase II



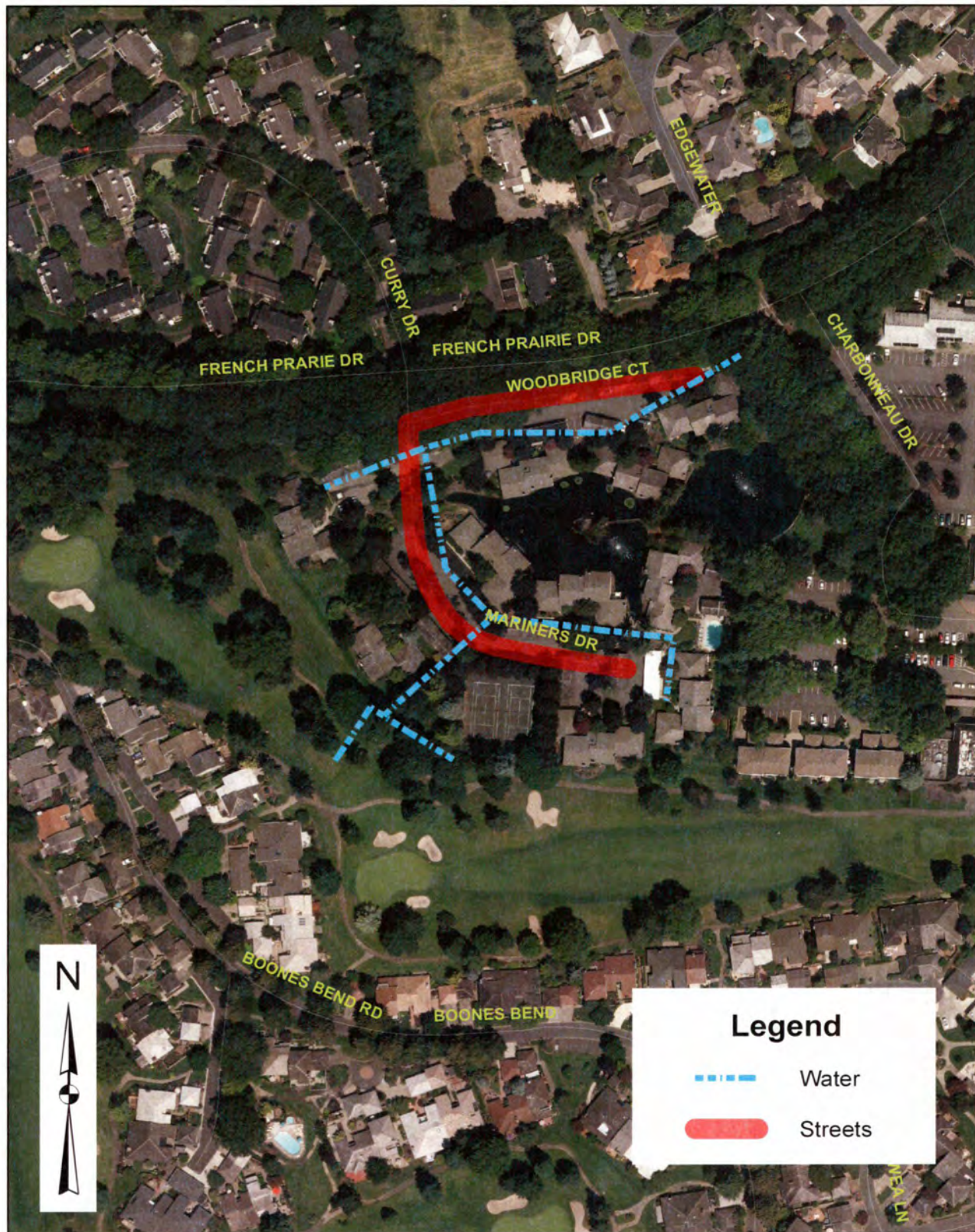


**Project #38 - Mariners Drive Water Improvements**
**\$575,500.50**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Mariners Drive</b>												<b>\$210,928.50</b>
Water	6	275	12	275			\$178.00	\$48,950.00	\$9,790.00	\$14,685.00	\$10,279.50	\$83,704.50
	6	195	8	195			\$142.00	\$27,690.00	\$5,538.00	\$8,307.00	\$5,814.90	\$47,349.90
	4	155	8	155			\$142.00	\$22,010.00	\$4,402.00	\$6,603.00	\$4,622.10	\$37,637.10
Streets			28	555		1900	\$13.00	\$24,700.00	\$4,940.00	\$7,410.00	\$5,187.00	\$42,237.00
<b>Woodbridge Court</b>												<b>\$229,122.90</b>
Water	6	475	12	475			\$178.00	\$84,550.00	\$16,910.00	\$25,365.00	\$17,755.50	\$144,580.50
	2	155	8	155			\$142.00	\$22,010.00	\$4,402.00	\$6,603.00	\$4,622.10	\$37,637.10
Streets			28	615		2110	\$13.00	\$27,430.00	\$5,486.00	\$8,229.00	\$5,760.30	\$46,905.30
<b>Water Easement (South)</b>												<b>\$135,449.10</b>
Water	12	235	12	235			\$178.00	\$41,830.00	\$8,366.00	\$12,549.00	\$8,784.30	\$71,529.30
	6	210	12	210			\$178.00	\$37,380.00	\$7,476.00	\$11,214.00	\$7,849.80	\$63,919.80



## Project #38 - Mariners Drive Water Improvements





# **APPENDIX C**

## **PROJECT DETAILS & ESTIMATED COSTS**

### **HIGH PRIORITY SPOT REPAIR SCENARIO**

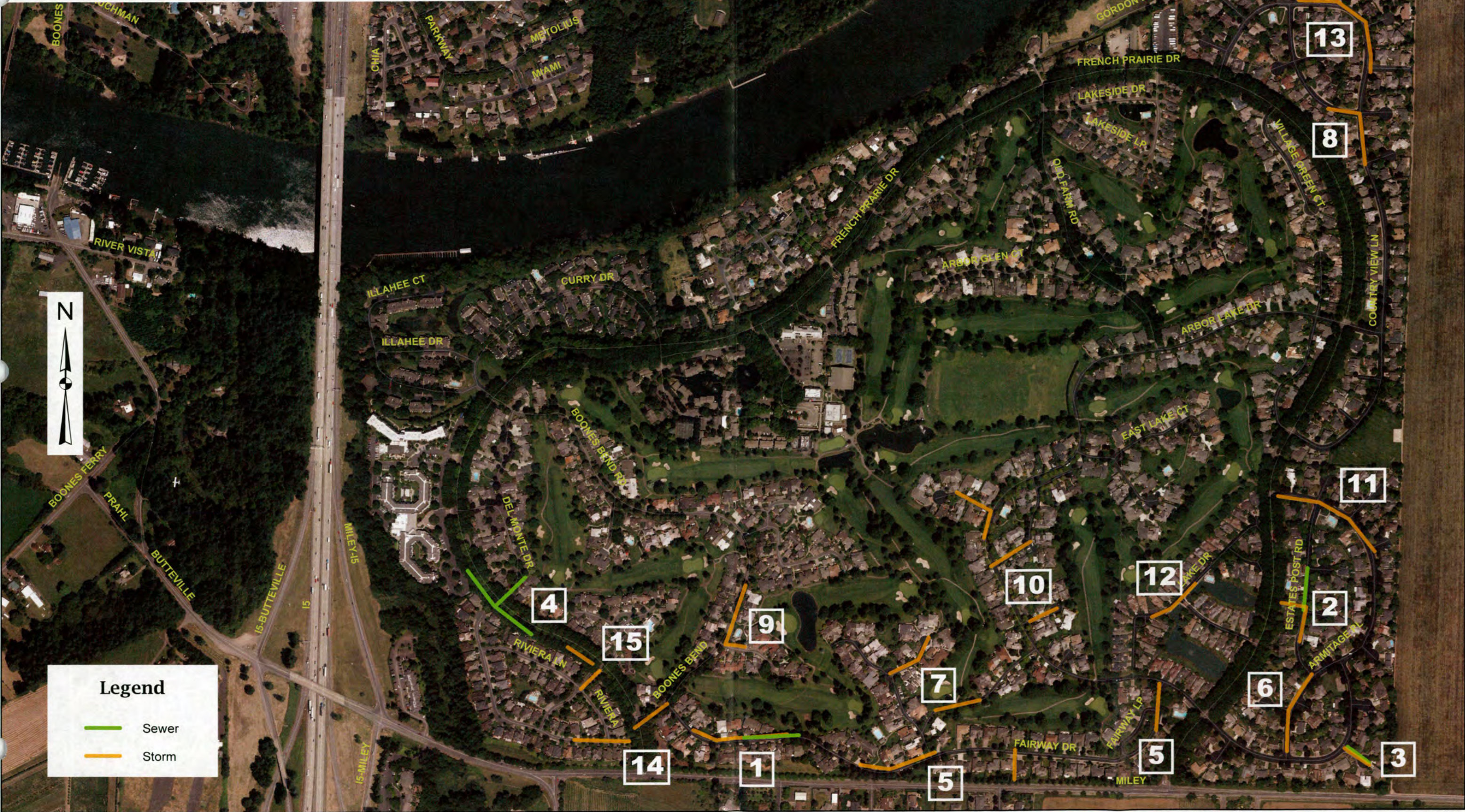






# Project Location Map

## High Priority Spot Repair Scenario





Project Location Map  
High Priority Spot Repair Scenario





## Spot Repair Projects

### Project #SR-1 - 8000 Block of Fairway Drive

**\$261,219.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Fairway Drive</b>												<b>\$261,219.60</b>
Sewer	8	300	8	300			\$170.00	\$51,000.00	\$10,200.00	\$15,300.00	\$10,710.00	\$87,210.00
Storm	12	530	12	530			\$192.00	\$101,760.00	\$20,352.00	\$30,528.00	\$21,369.60	\$174,009.60

### Project #SR-2 - Estates Post Road

**\$181,396.80**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Estates Post Road</b>												<b>\$135,432.00</b>
Sewer	8	240	8	240			\$170.00	\$40,800.00	\$8,160.00	\$12,240.00	\$8,568.00	\$69,768.00
Storm	10	200	12	200			\$192.00	\$38,400.00	\$7,680.00	\$11,520.00	\$8,064.00	\$65,664.00
<b>Storm Easement</b>												<b>\$45,964.80</b>
Storm	10	140	12	140			\$192.00	\$26,880.00	\$5,376.00	\$8,064.00	\$5,644.80	\$45,964.80

### Project #SR-3 - Mollala Bend SE

**\$99,419.40**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Mollala Bend SE</b>												<b>\$99,419.40</b>
Sewer	8	150	8	150			\$170.00	\$25,500.00	\$5,100.00	\$7,650.00	\$5,355.00	\$43,605.00
Storm	12	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40

### Project #SR-4 - French Prairie Dr. Near Del Monte Dr.

**\$241,888.05**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>French Prairie Drive</b>												<b>\$173,573.55</b>
Sewer	10	505	10	505			\$201.00	\$101,505.00	\$20,301.00	\$30,451.50	\$21,316.05	\$173,573.55
<b>Del Monte Drive</b>												<b>\$68,314.50</b>
Sewer	8	235	8	235			\$170.00	\$39,950.00	\$7,990.00	\$11,985.00	\$8,389.50	\$68,314.50



**Project #SR-5 - 7300 & 7800 Block of Fairway Drive****\$300,173.40**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Fairway Drive</b>												<b>\$244,359.00</b>
Storm	18	260	18	260			\$218.00	\$56,680.00	\$11,336.00	\$17,004.00	\$11,902.80	\$96,922.80
	15	270	15	270			\$202.00	\$54,540.00	\$10,908.00	\$16,362.00	\$11,453.40	\$93,263.40
	12	165	12	165			\$192.00	\$31,680.00	\$6,336.00	\$9,504.00	\$6,652.80	\$54,172.80
<b>Storm Easement West</b>												<b>\$55,814.40</b>
Storm	12	170	12	170			\$192.00	\$32,640.00	\$6,528.00	\$9,792.00	\$6,854.40	\$55,814.40

**Project #SR-6 - Armitage Road South**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Armitage Road</b>												<b>\$173,342.70</b>
Storm	18	465	18	465			\$218.00	\$101,370.00	\$20,274.00	\$30,411.00	\$21,287.70	\$173,342.70

**Project #SR-7 - Middle Greens Road****\$189,861.30**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Middle Greens Road</b>												<b>\$88,082.10</b>
Storm	15	255	15	255			\$202.00	\$51,510.00	\$10,302.00	\$15,453.00	\$10,817.10	\$88,082.10
<b>Lake Point Court (East)</b>												<b>\$101,779.20</b>
Storm	12	310	12	310			\$192.00	\$59,520.00	\$11,904.00	\$17,856.00	\$12,499.20	\$101,779.20

**Project #SR-8 - Country View Loop****\$157,388.40**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Country View Loop</b>												<b>\$62,175.60</b>
Storm	15	180	15	180			\$202.00	\$36,360.00	\$7,272.00	\$10,908.00	\$7,635.60	\$62,175.60
<b>Country View Lane</b>												<b>\$95,212.80</b>
Storm	12	290	12	290			\$192.00	\$55,680.00	\$11,136.00	\$16,704.00	\$11,692.80	\$95,212.80



**Project #SR-9 - Boones Bend Road**

**\$157,781.70**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Boones Bend Road</b>												<b>\$114,912.00</b>
Storm	12	350	12	350			\$192.00	\$67,200.00	\$13,440.00	\$20,160.00	\$14,112.00	\$114,912.00
<b>Winchester Way</b>												<b>\$42,869.70</b>
Storm	18	115	18	115			\$218.00	\$25,070.00	\$5,014.00	\$7,521.00	\$5,264.70	\$42,869.70

**Project #SR-10 - Arbor Lake Drive**

**\$313,545.60**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Arbor Lake Drive</b>												<b>\$105,062.40</b>
Storm	12	320	12	320			\$192.00	\$61,440.00	\$12,288.00	\$18,432.00	\$12,902.40	\$105,062.40
<b>Downs Post Road</b>												<b>\$83,721.60</b>
Storm	12	255	12	255			\$192.00	\$48,960.00	\$9,792.00	\$14,688.00	\$10,281.60	\$83,721.60
<b>Bunker Post Court</b>												<b>\$54,172.80</b>
Storm	10	165	12	165			\$192.00	\$31,680.00	\$6,336.00	\$9,504.00	\$6,652.80	\$54,172.80
<b>Arbor Lake Court</b>												<b>\$70,588.80</b>
Storm	12	215	12	215			\$192.00	\$41,280.00	\$8,256.00	\$12,384.00	\$8,668.80	\$70,588.80

**Project #SR-11 - Armitage Road - North**

**\$213,408.00**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Armitage Road</b>												<b>\$213,408.00</b>
Storm	12	230	12	230			\$192.00	\$44,160.00	\$8,832.00	\$13,248.00	\$9,273.60	\$75,513.60
	10	420	12	420			\$192.00	\$80,640.00	\$16,128.00	\$24,192.00	\$16,934.40	\$137,894.40

**Project #SR-12 - Lake Drive**

**\$107,114.40**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Lake Drive</b>												<b>\$107,114.40</b>
Storm	15	120	15	120			\$202.00	\$24,240.00	\$4,848.00	\$7,272.00	\$5,090.40	\$41,450.40
	12	200	12	200			\$192.00	\$38,400.00	\$7,680.00	\$11,520.00	\$8,064.00	\$65,664.00



**Project #SR-13 - Country View Lane****\$226,540.80**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Country View Lane</b>												<b>\$226,540.80</b>
Storm	12	690	12	690			\$192.00	\$132,480.00	\$26,496.00	\$39,744.00	\$27,820.80	\$226,540.80

**Project #SR-14 - Juliette Drive****\$223,770.60**

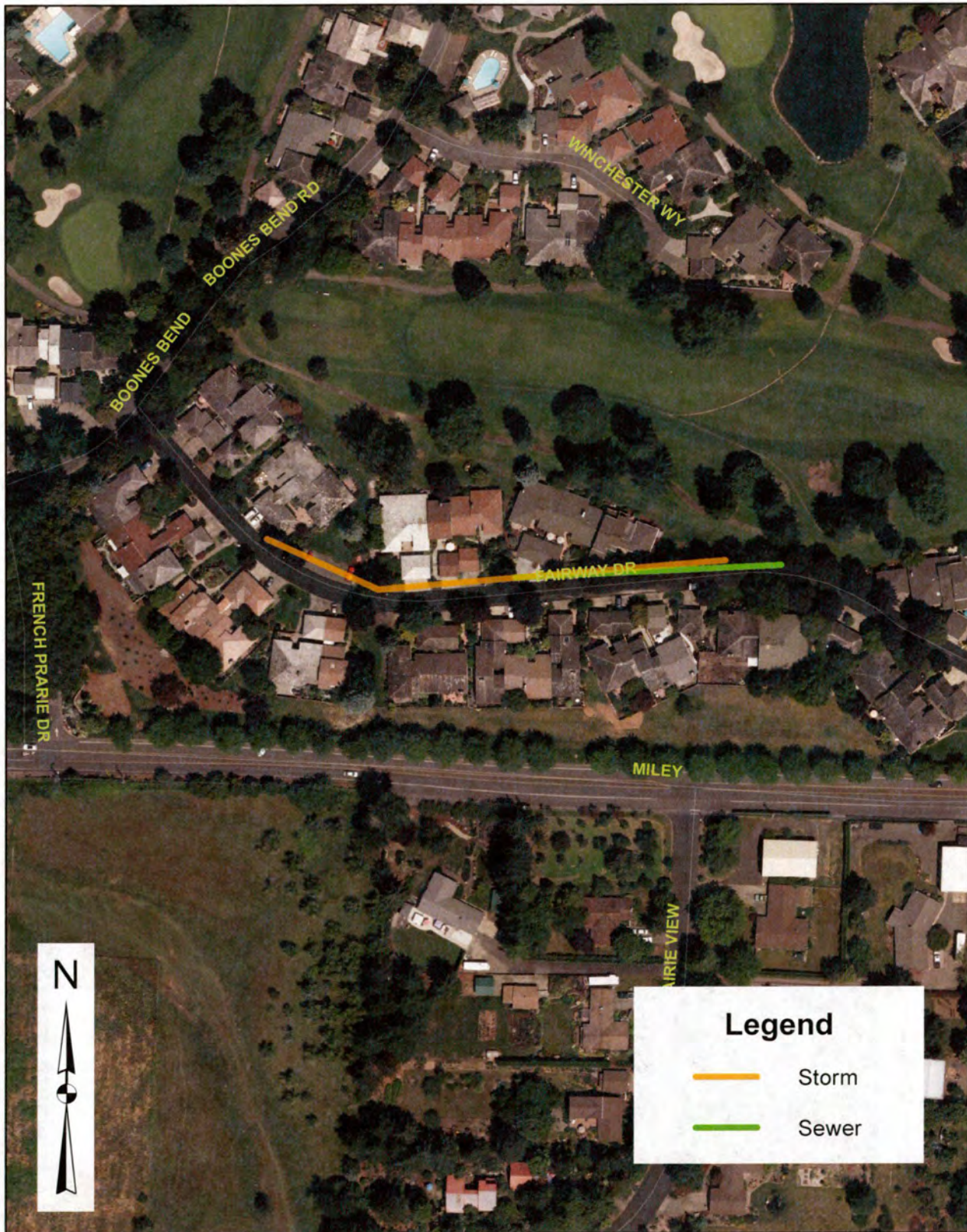
Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Juliette Drive</b>												<b>\$108,345.60</b>
Storm	12	330	12	330			\$192.00	\$63,360.00	\$12,672.00	\$19,008.00	\$13,305.60	\$108,345.60
<b>Boones Bend Road</b>												<b>\$115,425.00</b>
Storm	30	225	30	225			\$300.00	\$67,500.00	\$13,500.00	\$20,250.00	\$14,175.00	\$115,425.00

**Project #SR-15 - Louvonne Drive****\$104,600.70**

Utility	Existing Size / Width (in / ft)	Existing Length (ft)	Proposed Size / Width (in / ft)	Proposed Length (ft)	Cul-De-Sac Diameter (ft)	Pave Area (sy)	Unit Cost (\$ / ft)	Total Cost	Design & CM Cost (20%)	Contingency (30%)	City Overhead (14%)	Total Project Cost
<b>Juliette Drive</b>												<b>\$47,606.40</b>
Storm	12	145	12	145			\$192.00	\$27,840.00	\$5,568.00	\$8,352.00	\$5,846.40	\$47,606.40
<b>Boones Bend Road</b>												<b>\$56,994.30</b>
Storm	15	165	15	165			\$202.00	\$33,330.00	\$6,666.00	\$9,999.00	\$6,999.30	\$56,994.30



# Project #SR-1 - 8000 Block of Fairway Drive





## Project #SR-2 - Estates Post Road





# Project #SR-3 - Mollala Bend SE





# Project #SR-4 - French Prairie Drive Near Del Monte Drive





# Project #SR-5 - 7300 & 7800 Block of Fairway Drive



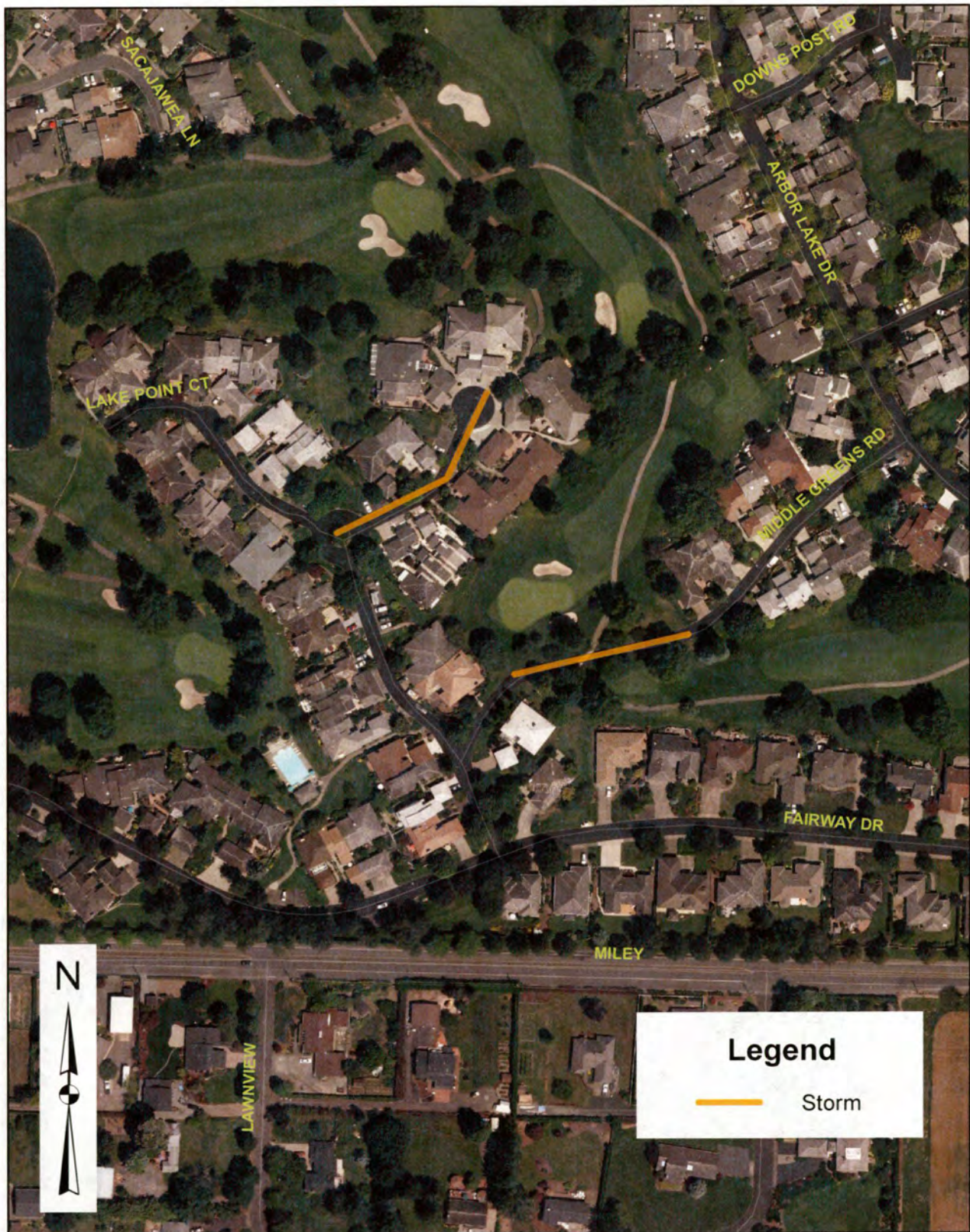


# Project #SR-6 - Armitage Road South





## Project #SR-7 - Middle Greens Road





## Project #SR-8 - Country View Loop





## Project #SR-9 - Boones Bend Road



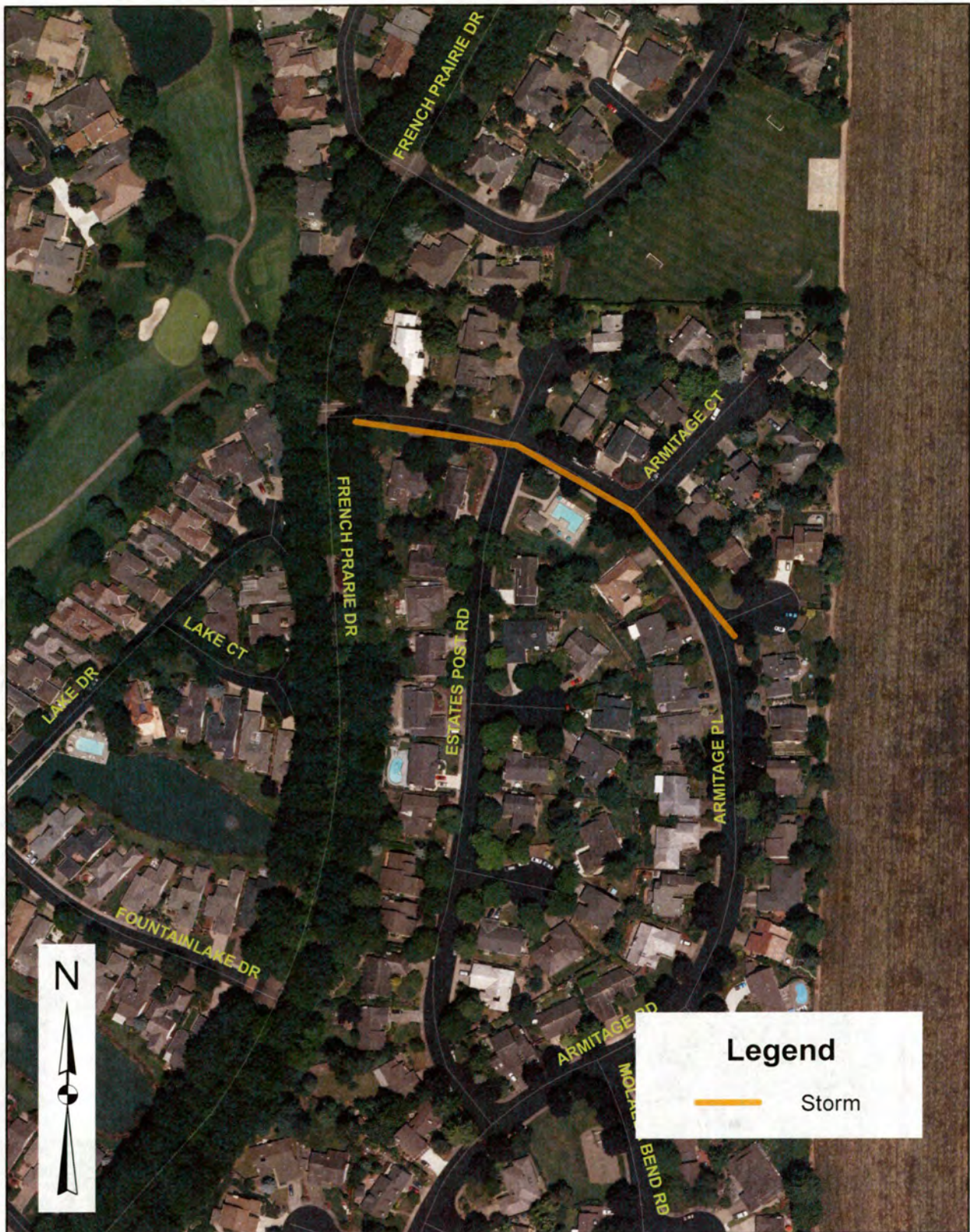


## Project #SR-10 - Arbor Lake Drive





# Project #SR-11 - Armitage Road North





## Project #SR-12 - Lake Drive





## Project #SR-13 - Country View Lane





## Project #SR-14 - Juliette Drive





## Project #SR-15 - Louvonne Drive





STATE OF NEW YORK

IN SENATE  
January 14, 2014

REPORT  
OF THE  
COMMISSIONER OF THE  
DEPARTMENT OF  
CORRECTIONS  
AND  
CRIMINAL JUSTICE  
IN RESPONSE TO  
A RESOLUTION  
PASSED BY THE SENATE  
ON JUNE 20, 2013



# **APPENDIX D**

## **PROJECT DETAILS & ESTIMATED COSTS**

### **FRENCH PRAIRIE DRIVE WALKING PATH**









# Charbonneau Trail

- Photo
- Charbonneau Trail











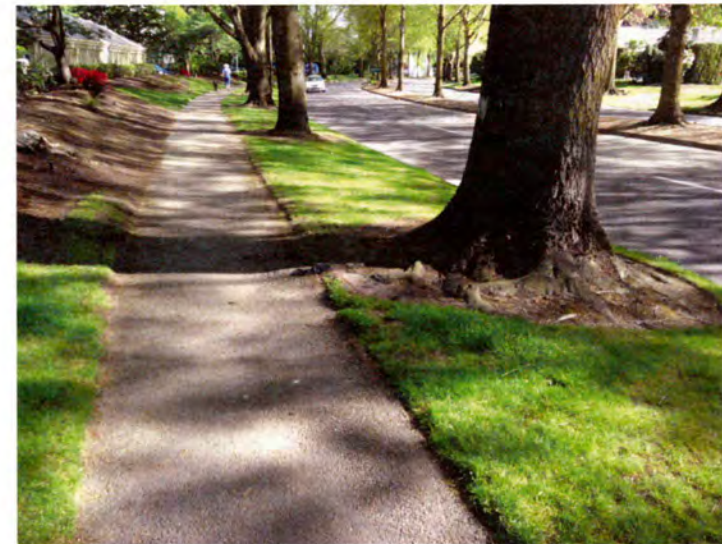
Location #1 – Tree root damage causing tripping hazard. Trim roots where feasible. Install new concrete ADA ramp.



Location #2 – Tree root damage causing tripping hazard & narrow passage. Remove tree, regrade and repave lifted asphalt.



Location #3 – Tree root damage causing tripping hazard. Remove tree, regrade and repave lifted asphalt.



Location #4 – Tree root damage causing tripping hazard. Trim roots where feasible. Regrade and repave lifted asphalt.





Location #5 – Surface consists of loose rock asphalt and is slippery. Install concrete ADA ramp and regrade and transition with asphalt.



Location #6 – Surface consists of loose rock asphalt and is slippery. Install concrete ADA ramp and regrade and transition with asphalt.



Location #7 – Tree root damage causing trip hazard. Trim roots where feasible. Install concrete ADA ramp.

Location #8 – (No Photo) A 90-foot long section of path has a combination of root damage and “alligatored” asphalt from age causing trip hazard. Trim roots where feasible. Regrade and repave damaged asphalt.

Location #9 – (No Photo) Sink hole forming in pathway causing trip hazard. Regrade and repave sink hole area.

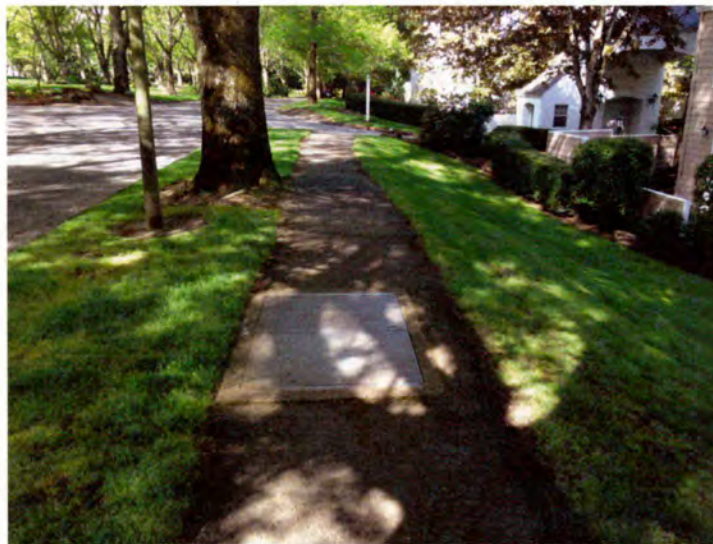




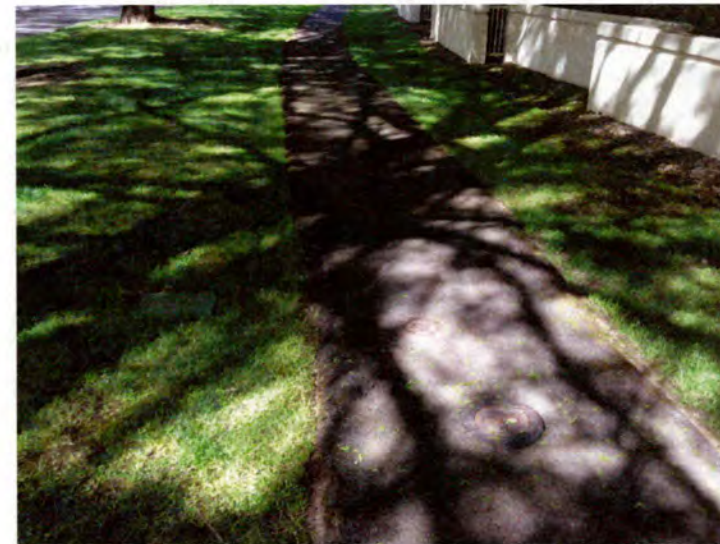
Location #10 – No existing hazards. Connection to this area would be maintained under all long term pathway replacement plans.



Location #11 – Alligatored asphalt causing trip hazard. Regrade and repave damaged asphalt.



Location #12 – Vault exposure and tree root damage causing trip hazard. Trim roots. Regrade and repave damaged asphalt.



Location #13 – Valve boxes causing trip hazard. Regrade and repave damaged asphalt.





Location #14 – Poor transition to concrete driveway approach causing trip hazard. Regrade and repave asphalt transition.



Location #15 – Poor transition to manhole lid causing trip hazard. Regrade and repave asphalt transition.



Location #16 – Poor transition to driveway approach causing trip hazard. Regrade and repave asphalt transition.



Location #17 – Tree root damage causing trip hazard at three locations. Trim roots where feasible. Regrade and repave lifted asphalt.



French Prairie Road Sidewalk  
Repair Existing Hazards (Short Term)  
Cost Estimate  
June 20, 2014

Item	Quantity	Unit	Unit Price	Total Price
Mobilization	1	LS	\$5,000.00	\$5,000.00
Temporary Traffic Control	1	LS	\$2,100.00	\$2,100.00
Erosion Control	1	LS	\$800.00	\$800.00
General Excavation	140	CY	\$40.00	\$5,600.00
3/4"-0 Crushed Aggregate	40	CY	\$60.00	\$2,400.00
Curb and Gutter	100	LF	\$25.00	\$2,500.00
ADA Ramp - 6" Depth	320	SF	\$20.00	\$6,400.00
Asphalt Concrete	32	TON	\$150.00	\$4,800.00
Retaining Wall < 4' height	560	SF	\$20.00	\$11,200.00
Tree Removal	2	EA	\$1,000.00	\$2,000.00
			<b>Subtotal</b>	<b>\$42,800.00</b>
Design & Construction Management	1	LS	\$8,560.00	\$8,560.00
Contingency	1	LS	\$12,840.00	\$12,840.00
City Overhead	1	LS	\$8,988.00	\$8,988.00
			<b>Total</b>	<b>\$73,188.00</b>







## Location 2 & 3 Design Considerations

In an effort to repair the existing asphalt walking path at locations 2 & 3, while preserving the existing trees, a number of design options were considered. Unfortunately, all options either proved to be too expensive or necessitate removal of other large trees in the area. A summary of the design options considered are as follows:

**Design #1:** Remove trip hazards by regrading and replacing existing asphalt walking path in the existing alignment. Both of the existing tree trunks have grown to a size that has reduced the effective clearance of the existing walking path to approximately 2.5 feet. Repair of the walking path requires that the new improvements meet current Americans with Disabilities Act (ADA) guidelines. As a result, the repaired portion of the walking path must be a minimum 4 feet in width and a maximum 2% cross slope. Constructing the repaired portion of the walking path to these design guidelines would encroach into the trunk of the tree at both locations 2 & 3, requiring the trees to be removed.

**Design #2:** Raise the walking path by installing taller curb, thereby adding path clearance at both tree locations. The existing tree diameter has grown to such an extent that a clearance of 4 feet cannot be obtained along the current alignment of the walking path without encroachment into the tree trunks.

**Design #3:** Reconstruct walking path around the backside of both tree locations. A large pathway undercrossing French Prairie Drive is adjacent to both of the trees at locations 2 & 3, as shown in Photo #1. The slope behind the existing asphalt walking path is very steep due to the grade changes for the undercrossing. Also, existing fir trees are located adjacent to the two encroaching trees at locations 2 & 3, as shown in Photo #2 & #3.



**Photo #1:** West side of pathway undercrossing French Prairie Drive looking east.





**Photo #2:** View of terrain behind tree at Location #2 looking north.



**Photo #3:** View of terrain behind tree at Location #3 looking south.

Due to the steepness of the terrain behind the existing walking path, a retaining wall would be necessary to support new installation meeting ADA guidelines. The retaining wall foundation would have a significant impact to the root system of the existing fir trees, requiring the trees to be removed due to concerns with tree stability.

Design #4: Extend French Prairie Drive undercrossing arch support and backfill to provide additional level ground behind existing walking path. Not only would extending the undercrossing costly, the arch extension and backfilling operations would have significant impact to the tree roots of at least two existing fir trees, requiring removal.

Design #5: Reduce travel lanes to 11 feet in width by adding a 2-foot wide curb extension, widening the existing walking path in front of both trees to meet ADA guidelines. Under this design, a new curb line would be constructed between the two tree locations, two feet into the roadway. Additional curb and striping would be installed to transition from 12-foot to 11-foot wide travel lanes on French Prairie Drive. This would provide an additional 2 feet of width for regrading and repaving the asphalt walking path in front of the two trees, meeting the minimum 4-foot width and maximum 2% cross slope required by ADA.

Although, the curb extension design does not require tree removal, there are a number of concerns with such a design. Because the curb extension is adjacent to a travel lane, the likelihood of a vehicle striking the curb increases with the narrowing of the lane. The curb extension and transition can be made more visible through the use of reflectors and striping, but an increase in vehicle curb strikes would still be expected.

Also, the curb extension design is significantly more expensive than Design #1. Integrating the curb extension design into the short term walking path repair would add approximately \$15,000 to the cost estimate, bringing the total short term repairs to \$88,000.



Another aspect of the curb extension design is that it conflicts with the recommended long term walking path replacement plan. The width of the future multi-use pathway, created by converting one of the two travel lanes, would be reduced by construction of the curb extension. Upon construction of the multi-use path, the curb extension would have to be removed and curb reconstructed back in the current alignment to maintain the minimum width needed for the multi-use pathway.

Recommendation: The curb extension design, Design #5, is a viable solution to prevent removal of the existing trees. However, the potential increase in vehicle curb strikes, additional cost, and conflict with the long term path replacement plan makes this design less than desirable. Even though removal of the existing trees would be necessary, Design #1, repair of the existing walking path within the current alignment, offers the most simplistic, cost effective design to repair the walking path on a short term time frame. For this reason, Design #1 is recommended for implementation.







French Prairie Road Sidewalk  
 Replace Existing Path (Long Term Option #1)  
 Cost Estimate  
 June 20, 2014

Item	Quantity	Unit	Unit Price	Total Price
Mobilization	1	LS	\$36,000.00	\$36,000.00
Temporary Traffic Control	1	LS	\$18,000.00	\$18,000.00
Erosion Control	1	LS	\$10,000.00	\$10,000.00
General Excavation	1025	CY	\$30.00	\$30,750.00
3/4"-0 Crushed Aggregate	570	CY	\$60.00	\$34,200.00
Curb and Gutter	550	LF	\$25.00	\$13,750.00
ADA Ramp - 6" Depth	1760	SF	\$15.00	\$26,400.00
Concrete Walk - 4" Depth	34450	SF	\$4.50	\$155,025.00
Retaining Wall < 4' height	1400	SF	\$20.00	\$28,000.00
Tree Removal	13	EA	\$1,000.00	\$13,000.00
			<b>Subtotal</b>	<b>\$365,125.00</b>
Design & Construction Management	1	LS	\$73,025.00	\$73,025.00
Contingency	1	LS	\$109,537.50	\$109,537.50
City Overhead	1	LS	\$76,676.25	\$76,676.25
			<b>Total</b>	<b>\$624,363.75</b>



French Prairie Road Sidewalk  
Multi-Use Path Curb Separator (Long Term Option #2)  
Cost Estimate  
June 20, 2014

Item	Quantity	Unit	Unit Price	Total Price
Mobilization	1	LS	\$90,000.00	\$90,000.00
Temporary Traffic Control	1	LS	\$45,000.00	\$45,000.00
Erosion Control	1	LS	\$10,000.00	\$10,000.00
General Excavation	640	CY	\$30.00	\$19,200.00
Traffic Separator Curb	23600	LF	\$16.00	\$377,600.00
Asphalt Concrete	3500	TON	\$90.00	\$315,000.00
Topsoil	640	CY	\$32.00	\$20,480.00
Striping	47200	LF	\$1.50	\$70,800.00
Bollards	70	EA	\$800.00	\$56,000.00
Seeded Lawn	3830	SY	\$5.00	\$19,150.00
			<b>Subtotal</b>	<b>\$1,023,230.00</b>
Design & Construction Management	1	LS	\$204,646.00	\$204,646.00
Contingency	1	LS	\$306,969.00	\$306,969.00
City Overhead	1	LS	\$214,878.30	\$214,878.30
			<b>Total</b>	<b>\$1,749,723.30</b>



French Prairie Road Sidewalk  
Multi-Use Path LID Separator (Long Term Option #3)  
Cost Estimate  
June 20, 2014

Item	Quantity	Unit	Unit Price	Total Price
Mobilization	1	LS	\$320,000.00	\$320,000.00
Temporary Traffic Control	1	LS	\$160,000.00	\$160,000.00
Erosion Control	1	LS	\$30,000.00	\$30,000.00
General Excavation	11000	CY	\$20.00	\$220,000.00
3/4"-0 Crushed Aggregate	1900	CY	\$48.00	\$91,200.00
Drain Rock	5250	CY	\$55.00	\$288,750.00
Ribbon Curb	47000	LF	\$12.00	\$564,000.00
Asphalt Concrete	6400	TON	\$120.00	\$768,000.00
Topsoil	640	CY	\$32.00	\$20,480.00
Water Quality Soil	5250	CY	\$36.00	\$189,000.00
Striping	23600	LF	\$1.50	\$35,400.00
Storm Overflow Connections	35	EA	\$5,500.00	\$192,500.00
Irrigation	94000	SF	\$2.50	\$235,000.00
Bollards	70	SF	\$800.00	\$56,000.00
Water Quality Plantings	47000	EA	\$3.00	\$141,000.00
Seeded Lawn	3830	SY	\$5.00	\$19,150.00
			<b>Subtotal</b>	<b>\$3,330,480.00</b>
Design & Construction Management	1	LS	\$666,096.00	\$666,096.00
Contingency	1	LS	\$999,144.00	\$999,144.00
City Overhead	1	LS	\$699,400.80	\$699,400.80
			<b>Total</b>	<b>\$5,695,120.80</b>







## Willamette Water Supply

*Our Reliable Water*

### Wilsonville City Council Pre-Council Work Session

July 7, 2014

1

## Willamette Supply Update

2012-2013	2014-2016	2017-2020	2021-2025	2026-Ongoing
Supply Studies	Preliminary Planning	Design and Permitting	Construction	Additional Water Supply Online System Operations
		Ongoing water conservation programs		
		Willamette River source water protection partnership		
		Pipeline construction coordinated with road improvements		

Now—Fall 2014

Evaluate pipeline routes / reservoir sites

Start Fall 2014

Preliminary water plant and intake master planning

Now—Winter 2014

Governance negotiations (staff and elected officials)

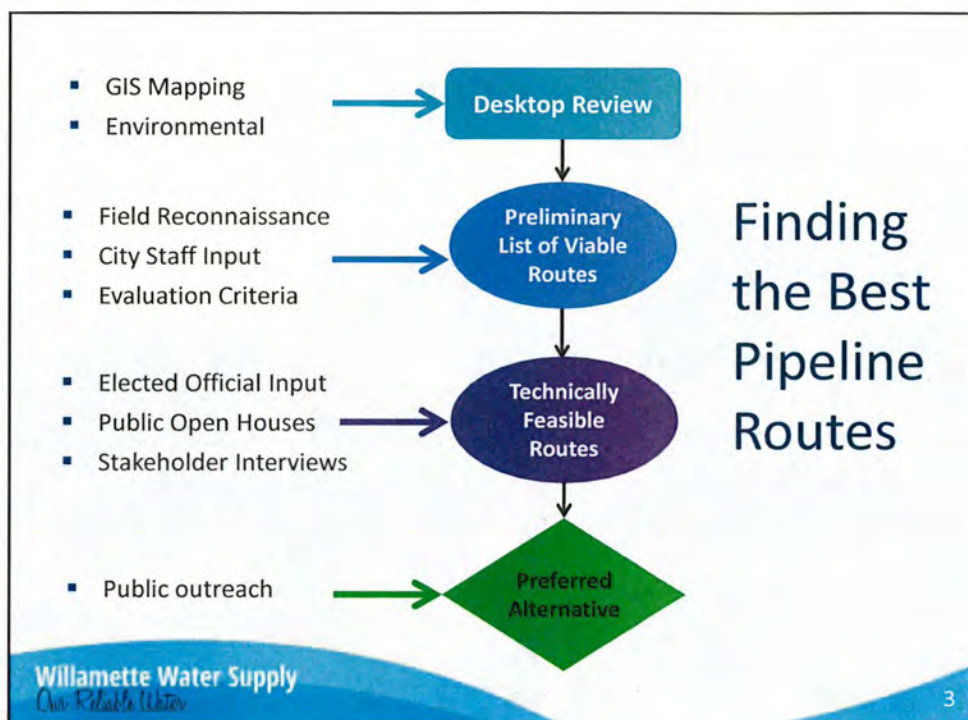
Ongoing

Community engagement

Willamette Water Supply  
*Our Reliable Water*

2





## Community Engagement Goals

- ✓ Inform and involve city councils and host communities in evaluation of pipeline routes and reservoir sites.
- ✓ Provide benefits to property owners, site neighbors, host communities and their utility customers.
- ✓ Also strive to minimize construction impacts on neighbors / travelers, and ensure safety.





## Willamette Water Supply Wilsonville Residents' Questions and Benefits of Pipeline Extension

PREPARED FOR  
Wilsonville City Council  
July 2014

[www.dhmresearch.com](http://www.dhmresearch.com)



## Methodology

- Two focus groups with Wilsonville residents
  - 18 total participants
  - Recruited to include a representative mix of genders, ages, political affiliations, occupations and areas of the city
- Two hour sessions
- Consisted of both written exercises and group discussions
- Conducted May 31, 2014



## Most Important Community Issues

### Transportation:

- Most mentioned issue
- Suggestions included improved signal timing, better east-west connections, and reducing congestion on Wilsonville road

### Community Amenities:

- Community pool and enhanced library services (hours, programs, etc.)

### Public Safety:

- Desired more community-based police

DHR Research | Willamette Water Supply, Wilsonville, July 2014

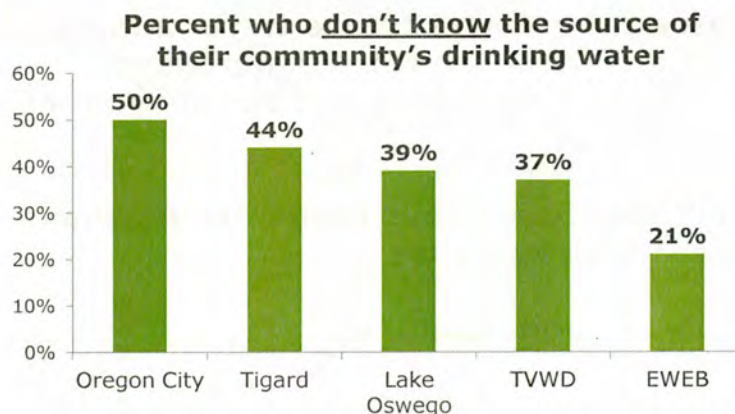
## Resident's Knowledge and Perceptions of Wilsonville's Drinking Water

- **Wilsonville residents are knowledgeable that their water comes from the Willamette River**
  - Two-thirds correctly identified source
- **Most like the quality and taste of their water**
  - Greatly improved since the transition from ground water
  - Many had visited the treatment facility
- **Few aware of Wilsonville's treatment plant ownership**

DHR Research | Willamette Water Supply, Wilsonville, July 2014



## Knowledge of Drinking Water Source in Other Communities



DPM Research | Willamette Water Supply, Wilsonville, July 2014

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## Resident Questions about the Water Pipe Extension

- Who are Wilsonville's water partners and what are the obligations/benefits?
- How will the Wilsonville and its partner ensure adequate water supply?
- What is the decision-making process and how will conflicts be resolved?
- When expansion occurs, how will disruptions be minimized and potential benefits maximized?

DPM Research | Willamette Water Supply, Wilsonville, July 2014

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## Extension Benefits: Participant Suggestions

1. **Potential to lower future water supply costs, or slow the rate of increases**
  - Cost sharing of increased treatment plant capacity
2. **Potential to improve roads, trails, and other infrastructure**
3. **To be a good neighbor**

DHR Research | Willamette Water Supply, Wilsonville, July 2014

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## Extension Benefits: Ranked Options (top three)

	TOTAL
<b>Top Tier</b>	
Cost savings for Wilsonville ratepayers	39
Build new bicycle and pedestrian paths	14
Upgrade Wilsonville's water, sewer and stormwater lines	13
Restore wildlife habitat along nearby streams	9
Open up new areas for business expansion and jobs	8
<b>Middle Tier</b>	
Repave existing streets	7
Build new parks or open space	6
Reconstruct and widen streets	6
Move utility lines (power, telephone, cable) underground	4
<b>Lower Tier</b>	
Expand or improve existing parks	2
Plant trees along the pipeline route	2
Construct new streets to serve Wilsonville residents and employees	1
Improve neighbors' driveways and sidewalks along the pipeline route	0
Open up new areas for residential development	0

DHR Research | Willamette Water Supply, Wilsonville, July 2014

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## Residents Extension Advice

- **Avoid major traffic disruptions, particularly on Wilsonville Road**
- **Be mindful on impacts on business**
- **Coordinate pipeline extension with other planned construction**
- **Communicate benefits of water partnership to Wilsonville**

DHM Research | Willamette Water Supply, Wilsonville, July 2014

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**John Horvick**

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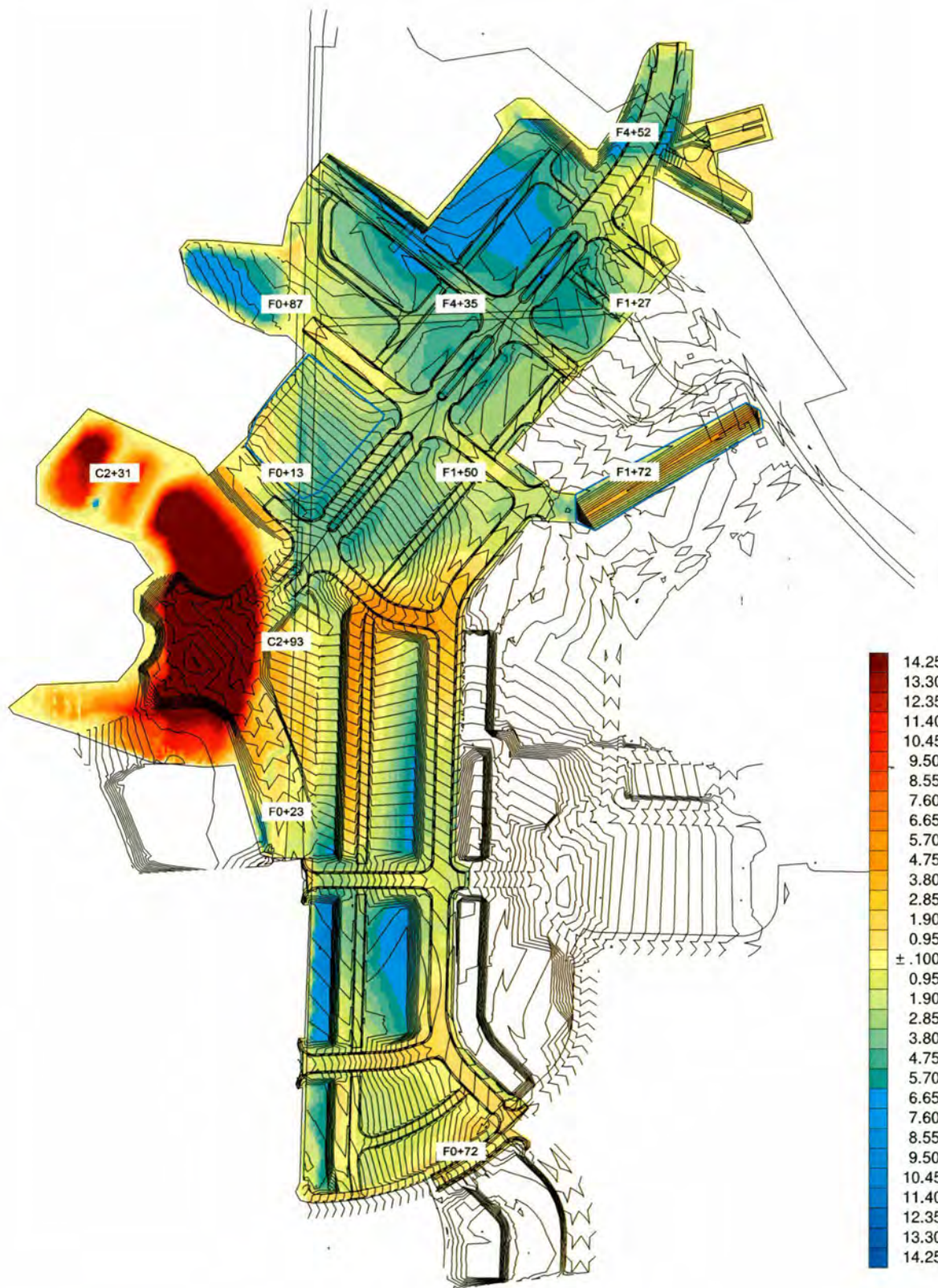
## Community Engagement Calendar

City Council / Management Team updates	Current / ongoing
Wilsonville staff participating on Technical Advisory Committee (TAC) for Preliminary Design Study	Current / ongoing
Community member focus groups on pipeline routes	Saturday, May 31
Wilsonville's Community Relations Coordinator participate in periodic regional communications workshops	Spring 2014 / ongoing
Engage City Council on pipeline route evaluation criteria and alternatives evaluation	August-September 2014
Community open house Articles in <i>Boones Ferry Messenger</i> Stories in the <i>Wilsonville Spokesman</i> Website / Facebook / Twitter updates	Fall 2014
Wilsonville staff participate on TAC for expanded water treatment plant master plan	Late 2014-2015

Your questions?

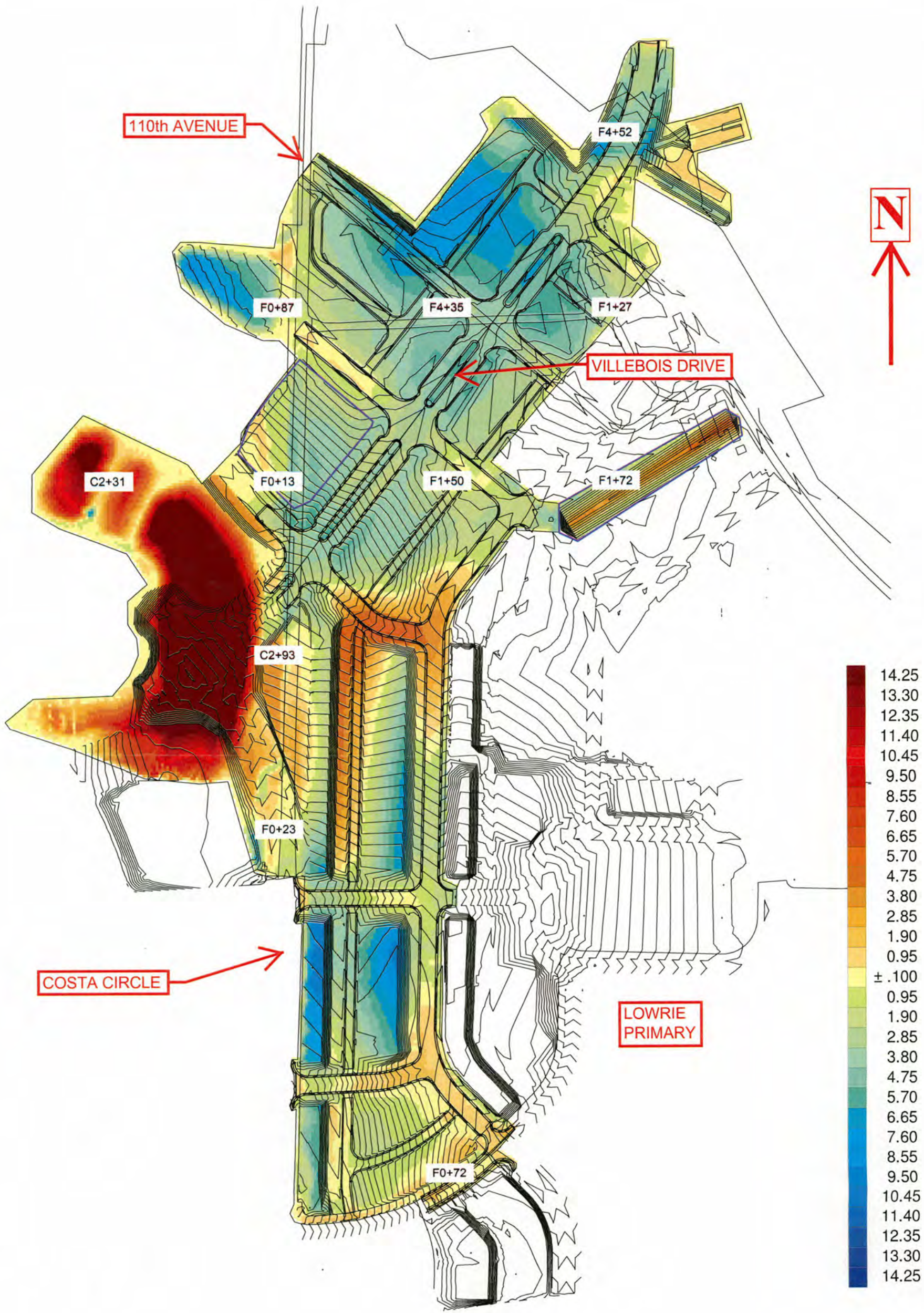
Thank you!





*work session  
7/7/14*





AGTEK  
0 180 360



# SCHEDULE WITH FULL CLOSURE

MASS GRADING	7/1 TO 8/15
UTILITIES	7/1 TO 8/30
ROAD CONSTRUCTION	9/1 TO 10/31
OPEN ROAD	10/31



# SCHEDULE WITH LIMITED CLOSURE

MASS GRADING	7/1 TO 9/15
UTILITIES	7/1 TO 9/15
CLOSE ROAD	9/15
ROAD CONSTRUCTION	9/15 TO 12/15
OPEN ROAD	12/15



# CONCERNS WITH ROADWAY BEING OPEN DURING CONSTRUCTION

- POTENTIAL FOR COLLISIONS BETWEEN CARS AND 150,000 LB SCRAPERS WHICH WILL BE CROSSING THE ROADWAY EVERY MINUTE FOR 2 MONTHS STRAIGHT.
- ROADWAY WOULD BE TREACHEROUS FOR VEHICLES HAVING TO AVOID STEEL SHEETS, DEBRIS AND OPEN TRENCHES.
- 1 LANE TRAFFIC FOR THE ENTIRE STRETCH OF 110<sup>TH</sup> WOULD CAUSE UP TO 15 MINUTE DELAYS FOR TRAVELING VEHICLES.
- SAFER EQUIPMENT CROSSINGS COULD BE BUILT AT THE HIGH PRESSURE PETROLEUM GAS LINE BY ADDING FILL MATERIAL TO HELP BRIDGE OVER THE LINE.



CROSSING W/O TRAFFIC



CROSSING W/ TRAFFIC





## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b> July 7, 2014	<b>Subject:</b> 2015 LOC State Legislative Priorities <b>Staff Member:</b> Mark Ottenad, Public/Government Affairs Director <b>Department:</b> Administration	
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b> The League of Oregon Cities (LOC) seeks member feedback by July 25 on the top four of 22 potential priorities for the 2015 state legislative session.	
<b>Staff Recommendations:</b> City Council Provide staff direction on top LOC legislative priorities.		
<b>Recommended Language for Motion:</b> NA.		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities <input type="checkbox"/> Adopted Master Plan(s) <input type="checkbox"/> Not Applicable		

### ISSUE BEFORE COUNCIL

Of 22 potential legislative priorities under consideration by the League of Oregon Cities (LOC), which four are of the highest priority to the City that Council would like to see LOC focus on?

### EXECUTIVE SUMMARY

The LOC seeks member feedback by July 25 on the top four of 22 potential priorities that LOC should focus on for the 77<sup>th</sup> session of the Oregon Legislative Assembly that commences January 2015.

Staff has reviewed the 22 potential priorities and believe that eight of those match the City's primary issues/concerns; staff has further delineated and provided recommendations on the top four considerations for Council.



Based upon the City Council's adopted 2013 legislative priorities and recent legislative activity on various issues, the top-four recommended 2015 LOC legislative priorities by City staff are B, K, R and S; two of these four (K and R) have originated, in part, from the City's concerns.:

### **Community Development**

- B.** Support capitalization of the industrial site readiness loan program at \$10 million and the industrial site readiness assessment program at \$200,000.

### **General Government**

- K.** Allow for price comparison when procuring architects and engineers.

### **Telecommunications**

- R.** Oppose legislation preempting the ability of cities to manage and receive compensation for the use of a public ROW including:
- Establishment of a "one-size fits all," state-wide franchise fee policy and collection system.
  - Prohibition of a city's authority to levy franchise fees on other local government entities.

### **Transportation**

- S.** Pass a comprehensive transportation funding and policy package containing the following elements:
- A gas tax increase of up to 5 cents/gallon.
  - Index the gas tax either to the consumer price index or some other accepted and relevant economic index.
  - Continued development and expansion of the state's commitment to a transportation user fee based on vehicle miles traveled (VMT).
  - License plate fee increases to include lightweight trailers.
  - No change in the constitutional dedication of State Highway Trust Fund dollars to highway, road and street projects (Article 9, Section 3a, Oregon Constitution).
  - New revenues coming to the State Highway Trust Fund should continue to be split between the state, counties and cities 50%-30%-20% respectively.
  - Increase in the statutory (ORS 366.805) "Small City Allotment" fund from \$1 million to \$5 million annually, split evenly between the Oregon Department of Transportation (ODOT) and the cities' share of the trust fund.

City staff also considered four other priorities (I, Q, T and U of concern to the City, but felt that they did not rise to the level of four listed above.

A listing of all the potential LOC priorities for consideration along with additional descriptions appear in Attachment A.



## **BACKGROUND**

In February 2013, the City Council adopted a Wilsonville legislative agenda for the 76<sup>th</sup> session of the legislature, which met for five months in 2013 and five weeks in 2014. The City's legislative agenda provides staff and consultants with general policy guidance that may be used to evaluate individual pieces of legislation that address specific issues of concern.

In a similar manner, the LOC board adopts a legislative agenda that focuses resources on the key issues. LOC is now collecting input from member cities on which issues should be the top legislative priorities for 2015.

City staff have reviewed the June 2, 2014, correspondence from LOC Executive Director Michael McCauley that seeks the City's input on the top four of 22 potential legislative priorities. In this letter, Mr. McCauley notes that the LOC board has decided that two, long-term and on-going issues will continue as the organization's top priorities: revenue (voter approval of local option-levies outside of compression and "reset at sale" property-tax reform) and land-use (streamlined UGB expansion).

The City has found that working closely with LOC staff on various legislative issues can produce successful results for the City or reduce potentially negative impacts of new laws. The City's legislative-affairs consultant, Greg Leo of The Leo Co., has established a mutually-beneficial, effective working relationship with LOC's intergovernmental relations associates.

## **TIMELINE**

LOC requests timely feedback on 2015 legislative priorities by July 25.

## **CURRENT YEAR BUDGET IMPACTS**

No immediate budget impacts are anticipated from a recommendation on LOC priorities.

## **FINANCIAL REVIEW / COMMENTS:**

Reviewed by: CAR                      Date: 6/26/14

## **LEGAL REVIEW / COMMENTS**

Reviewed by: BAJ for MEK                      Date: 6/26/14

No legal areas of concerns with respect to providing input to LOC concerning legislative priorities of the City.

## **CITY MANAGER COMMENT**

## **ATTACHMENTS**

- A. 2015 LOC Legislative Priorities Survey, League of Oregon Cities, June 2, 2014 (annotated; p.9 contains one-page summary; pp. 4-8 contain lengthier descriptions)
- B. 2013-14 State Legislative Agenda, City of Wilsonville





1201 Court Street NE, Suite 200 • Salem, Oregon 97301  
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863  
[www.orcities.org](http://www.orcities.org)

June 2, 2014

Dear Chief Administrative Official:

For the past three months, eight policy committees have worked very diligently to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2015 session. They have identified 22 legislative objectives as set forth in the enclosed ballot and legislative recommendation materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

The LOC Board of Directors has made long term commitments to two issues critical to cities: revenue and land use reform. As a result of their designation as top legislative priorities on an ongoing basis neither of these issues appear on the enclosed ballot.

The League will continue to advocate for a constitutional amendment that gives local voters the opportunity to pass local option levies outside of compression. Currently, statewide property tax limitations can prevent local voters from supporting the services they demand via local option levy. This amendment would enable voters to determine the level of services they desire and the associated level of taxation. The League will also advocate for a constitutional amendment that will improve the fairness of the property tax system by recalibrating taxes at the time a property is sold. Oregon's property tax system created a new assessed, or taxable, value based on 1995-96 real market values and capped annual growth. As property values have grown at different rates since that time, huge disparities in tax bills have emerged. The League will also continue to engage in legislative efforts to reform land use processes to reduce the burden on cities as they make local decisions about urban growth. Land use requirements have become increasingly difficult for cities to implement – with increased costs, time, and frequency of appeals – and the League will build on recent efforts to reform the urban growth boundary process to ensure that reforms streamline the land use process.

Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors as it prepares to adopt the League's 2015 legislative agenda. After your city council has had the opportunity to review the 22 proposals and discuss them with your staff, please return the enclosed ballot indicating the top four issues that your city council would like to see the League focus on in the 2015 session. The deadline for response is July 25, 2014. The board of directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the League's 2015 legislative agenda.

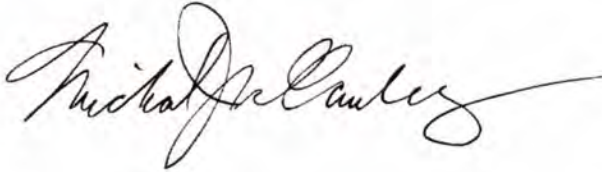
*Helping Cities Succeed*



Your city's participation and input will assist the board in creating a focused set of specific legislative targets that reflect the issues of greatest importance for cities. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or Craig Honeyman, Legislative Director, with questions.

Sincerely,

A handwritten signature in black ink, reading "Michael J. McCauley". The signature is fluid and cursive, with a large loop at the end.

Michael J. McCauley  
Executive Director

cc: Oregon Mayors



## INSTRUCTIONS

1. Each city should submit one form that reflects the consensus opinion of its city council on the **top four** legislative priorities for 2015.
2. Simply place an X in the space to the left of the city's top four legislative proposals (last page of the document).
3. The top four do not need to be prioritized.
4. Return by **July 25<sup>th</sup>** via mail, fax or e-mail to:

Angela Carey  
League of Oregon Cities  
1201 Court St. NE, Suite 200  
Salem, Oregon 97301  
Fax – (503) 399-4863  
[acarey@orcities.org](mailto:acarey@orcities.org)

Thank you for your participation.



## LOC Policy Committees' Legislative Recommendations

Priority	Description
<b>Community Development</b>	
A. Provide tools for brownfield remediation including \$10 million in recapitalization of the redevelopment fund, new incentives such as tax credits, or regulatory modifications.	Supports finding funding sources and cost reductions for cleaning up brownfields to support economic development. The Brownfield Redevelopment Fund Program provides gap financing to clean-up industrial sites but has not been recapitalized to address the increasing need for clean-up of brownfield sites. However, the fund is not large enough to address this need on a statewide basis, so further support for efforts to determine alternative means to incentivize brownfield redevelopment will increase available industrial sites and help drive economic development. Overall, increasing tools to redevelop brownfields provides more options to cities looking to redevelop current brownfields into a better use.
B. Support capitalization of the industrial site readiness loan program at \$10 million and the industrial site readiness assessment program at \$200,000.  <b>Proposed Top-4 Choice</b>	Provides funding for two programs created in 2013 for addressing lands that are zoned industrial but are not being used for industrial purposes: the industrial site readiness program and the industrial site readiness assessment program. The first provides forgivable loans to local governments that bring industrial sites to shovel ready status, such as by placing infrastructure or cleaning up a brownfield. The second allows regions to determine what is preventing land designated for industrial use from being built for industrial use. However, no money was provided to fund either program in the 2013-2015 budget.
C. Prioritize grants providing assistance for natural disaster planning and updating comprehensive plans to address likely natural disasters in a community, and increase the grant funds available to cities through the DLCD's general grant funds to \$2 million.	In the last two biennia, the Oregon Department of Land Conservation and Development general fund grant program has seen a significant drop in the money allocated to it with increasing need from local governments to address technical planning issues and update pursuant to periodic review. In addition, the Oregon Seismic Safety Policy Advisory Commission, has released a report related to ongoing need for upgrading resilience in response to a major earthquake and recent natural disasters have raised awareness relating to land use planning. Raising the general fund grant program back to the 2009-2011 budget levels will help more cities address their planning needs and seek technical assistance. This would also alter the uses for these funds to include planning that increases resilience to natural disasters and meet their Goal 7 requirements.
D. Reform the Post Acknowledgment Plan Amendment process to require appellants to raise issues before the local government before raising the issue on appeal.	Changing the appeals requirements for post-acknowledgement plan amendments (PAPAs) will keep decision making for land use policy at the local level first, allowing city official to determine the scope of legislative changes they make to their plans without trying to fight a new issue on appeal. This "raise it or waive it" standard currently exists for quasi-judicial decisions at the local level and insures that local decisions are not attacked on appeal on an issue that a city could have resolved in finalizing its decision. Modifying the PAPA appeal insures more land use decisions start with addressing all issues at the local level first.
<b>Energy</b>	
E. Modify the existing "1.5% green energy technology for public buildings" requirement to allow for offsite solar investments.	<p>Oregon statute currently requires public contracting agencies to invest 1.5% of the total contract price for new construction or major renovation of certain public buildings on solar or geothermal technology. The requirement allows for offsite technology, but only if the energy is directly transmitted back to the public building site and is more cost-effective than onsite installation.</p> <p>Removing the requirement that an offsite project be directly connected to the public building project could result in increased flexibility for local governments to invest in solar projects that are more cost-effective and that could provide for increased solar energy production.</p>



## LOC Policy Committees' Legislative Recommendations

<p>F. Support efforts to eliminate the sunset on the Low Carbon Fuel Standard program.</p>	<p>Oregon's low carbon fuel standard, also known as the Clean Fuels Program, was initially adopted by the 2009 legislature. The standard would require fuel producers and importers to cut the carbon intensity of gasoline and diesel fuels by ten percent over a 10-year period in order to reduce greenhouse house gas emissions, reduce dependence on imported oil, and expand upon Oregon's renewable fuel industry. Fuel producers and importers can meet the standard through providing additional biofuels, natural gas or electricity, or by purchasing clean fuel credits. The program includes several consumer protection mechanisms to help ensure an adequate fuel supply and competitive fuel pricing.</p> <p>The program, as initially adopted is scheduled to expire, or sunset, on December 31, 2015. The League will work to support efforts to eliminate the sunset on the program.</p>
<p><b>Finance &amp; Taxation</b></p>	
<p>G. Phase out the 3% discount for the early payment of property taxes.</p>	<p>Oregon law offers a 3% discount for property owners who pay the full amount due by November 15<sup>th</sup>. A 2% discount is offered for those that pay two-thirds of the amount due by November 15<sup>th</sup>.</p> <p>The League will phase out the discount over a period of time and adopt a penalty for failing to pay by November 15<sup>th</sup> to mitigate any cash flow issues for local governments.</p>
<p>H. Improve the fairness of how new and improved property is added to the tax roll.</p>	<p>New and improved property is brought on the tax rolls by applying an annual county-wide ratio of assessed values (AV) to real market values (RMV) to the new or added value of a property, in an attempt to replicate the property tax discount given to properties via Measure 50.</p> <p>However, significant variation between AV and RMV exist within a county, resulting in the discount often being inequitable compared to neighboring properties, as well as being out of line with the discount originally offered to properties when Measure 50 passed in 1997.</p> <p>As a result, similarly situated and valued properties can have significantly different property tax liabilities.</p> <p>The League will work to modify the property tax system to improve the fairness of how new property is added to the tax roll.</p>
<p>I. Improve clarity and certainty around transient lodging tax statute.</p>	<p>State law limits how transient lodging taxes increased or adopted after July 2003 can be spent, with statute requiring that 70 percent of increased or new transient lodging tax revenues be expended on tourism promotion or tourism-related facilities. There is uncertainty, however, as to what qualifies as a tourism-related facility and the timeline in which such expenditures can be legally challenged.</p> <p>The League will seek to improve the certainty around what qualifies as a tourism-related facility and reasonably limit the timeframe in which such expenditures can be legally challenged.</p>
<p><b>General Government</b></p>	
<p>J. Reform Oregon's recall procedures to encourage a greater participation of the electorate and ensure that it is used for reasons involving misconduct.</p>	<p>Under Oregon law, an elected official may be recalled by an initiative petition for any reason after the first six months of their term. Limiting recalls to cases where there has been demonstrated wrong doing by a court or regulatory body (such as the Oregon Government Ethics Commission) would prevent the misuse of recalls without limiting the power of the electorate to reverse a decision. Recalls should be limited to acts of malfeasance or offenses involving moral turpitude.</p>



## LOC Policy Committees' Legislative Recommendations

<p>K. Allow for price comparison when procuring architects and engineers.</p> <p><b>Proposed Top-4 Choice</b></p>	<p>In 2011 the Oregon Legislature required cities to use a qualifications based selection (QBS) process that prohibits the consideration of price until an initial selection has been made when hiring architects, engineers and photogrammetrists. This requirement prevents local governments from comparing pricing and effectively eliminates price competition when procuring these services.</p>
<p>L. Clarify and enhance medical marijuana dispensary regulations.</p>	<p>Existing restrictions on the placement of medical marijuana dispensaries (MMD) are inconsistent with land use regulations and should be clarified. Additionally, background checks are not required on people who work in MMD and there is no regulation on the manufacture of oils and other liquid marijuana products that use flammable/explosive substances in their processing.</p>
<p>M. Enhance mental health services.</p>	<p>Oregon's police departments have marked an increase in interactions with the mentally ill in recent years. Crisis intervention teams (CIT) have proven effective and deescalating interactions with the mentally ill, but this service model is not available in all parts of the state. Additionally, there is a demonstrated need for "drop-in" mental health services that allow for treatment before a person enters a state of crisis. There should be statewide access of CITs, and emergency access to mental health services to promote patient and community safety. Additionally, mental health services should be examined holistically to ensure that Oregon is providing the best possible care to the mentally ill.</p>
<p><b>Human Resources</b></p>	
<p>N. Ensure that arbitrator awards are in compliance with state, as well as local policies.</p>	<p>Currently, an arbitrator's award overturning an employer's disciplinary decision must comply with state policies on issues including, but not limited to: use of force, sexual harassment, or misconduct. Precedent has established that only state policies apply to the enforceability to an arbitrator's award.</p>
<p>O. Ensure that collective bargaining agreements trump state mandates on police investigations.</p>	<p>"The Police Officer's Bill of Rights" was intended to offer protections for officers who were under investigation if there was no collective bargaining contract or the contract was silent on how investigations were to be conducted. Changes made in 2009 have resulted in confusion and manipulation of the bargaining process. The statute needs to be amended to bring it back to the original intent of the bill.</p>
<p>P. Require earlier submission of last best offer.</p>	<p>Under current law, last best offers (LBOs) must be submitted 14 days prior to opening of arbitration in the event parties have declared an impasse, and binding arbitration is being used to settle the contract. Most arbitrators use a 30-day cancellation policy that requires payment even if parties settle prior to the commencement of arbitration. Requiring LBOs to be submitted 35 days prior to the opening of arbitration would provide an opportunity to settle without paying unnecessary fees.</p>
<p><b>Telecommunications</b></p>	
<p>Q. Support the reintroduction of legislation that repeals ORS 221.515 (HB 2455 -7 in 2013) removing the franchise fee rate and revenue restrictions which currently apply to incumbent local exchange carriers, or other legislation that:</p> <ul style="list-style-type: none"> <li>• Does not preempt local authority to manage the public ROW and be compensated for its use;</li> <li>• Maintains or increases the opportunity for revenue growth; and</li> <li>• Is technology neutral.</li> </ul>	<p>Protection of local authority to manage public rights of way (ROW) and receive compensation for any use of those facilities continues to be at the forefront of the League's telecommunications agenda. The League's "Oregon Municipal Policy" generally asserts local government Home Rule authority and specifically refers to the telecom management and compensation authority of Oregon cities.</p> <p>Since 1989 state statute has caused a disparity between certain types of telecommunications providers with regard to how franchise fees are collected. The League's preference is equity between all providers using the ROW, but with continued local ability to negotiate individual franchise agreements with individual service providers.</p> <p>During the 2013 legislative session the League supported efforts by Comcast to enact legislation doing away with the disparity. HB 2455 would have repealed ORS 221.515, thus allowing cities to charge all telecommunications in the same manner. The proposal received a hearing but was not approved in committee.</p> <p>The committee chair may be interested in re-introducing the proposal in 2015. However the telecom industry, this time including Comcast, is likely to introduce legislation dealing with the disparity in a manner that cities may find objectionable, including rate</p>



## LOC Policy Committees' Legislative Recommendations

<p>R. Oppose legislation preempting the ability of cities to manage and receive compensation for the use of a public ROW including:</p> <ul style="list-style-type: none"> <li>Establishment of a "one-size-fits all," state-wide franchise fee policy and collection system.</li> <li>Prohibition of a city's authority to levy franchise fees on other local government entities.</li> </ul>	<p>caps on an overly narrow revenue base and other policies that could infringe upon both management and compensation authority and negatively impact city revenues.</p> <p><i>Same as above.</i></p>
<p><b>Transportation</b></p>	
<p>S. Pass a comprehensive transportation funding and policy package containing the following elements:</p> <ul style="list-style-type: none"> <li>A gas tax increase of up to 5 cents/gallon.</li> <li>Index the gas tax either to the consumer price index or some other accepted and relevant economic index.</li> <li>Continued development and expansion of the state's commitment to a transportation user fee based on vehicle miles traveled (VMT).</li> <li>License plate fee increases to include lightweight trailers.</li> <li>No change in the constitutional dedication of State Highway Trust Fund dollars to highway, road and street projects (Article 9, Section 3a, Oregon Constitution).</li> <li>New revenues coming to the State Highway Trust Fund should continue to be split between the state, counties and cities 50%-30%-20% respectively.</li> <li>Increase in the statutory (ORS 366.805) "Small City Allotment" fund from \$1 million to \$5 million annually, split evenly between the Oregon Department of Transportation (ODOT) and the cities' share of the trust fund.</li> </ul>	<p>The League of Oregon Cities agrees that the state's transportation system and the policy and funding programs that support it must be multimodal in scope. The League will therefore support and work to achieve passage of legislation in 2015 that seeks to address funding and policy initiatives relating to all modes (streets, bike/ped, transit, rail, aviation and marine) and in so doing addresses such issues as:</p> <ul style="list-style-type: none"> <li>Connectivity</li> <li>Safety</li> <li>Jobs and economic development</li> <li>Transportation impact on climate change</li> <li>Active transportation and public health</li> </ul> <p>Given the fact that maintenance and preservation needs have outpaced the resources available for streets, roads and highways, and given the threat that represents to investments already made in the transportation system, the League will insist on a transportation package that increases and makes more sustainable the ability of all government jurisdictions to preserve and maintain these assets.</p> <p>Note: The Small City Allotment has not been increased since its inception in the early 1990's. The additional revenue to cities from the 2009 Jobs and Transportation Act did not increase road funding for small cities.</p>



## LOC Policy Committees' Legislative Recommendations

<ul style="list-style-type: none"> <li>• No restriction, moratorium or preemption of local government ability to generate their own revenues for transportation funding.</li> <li>• Adequate funding for the maintenance and preservation of "orphan highways" in Oregon as part of a more robust jurisdictional transfer program.</li> </ul>	
<p>T. Continued or enhanced funding for <i>ConnectOregon</i></p>	<p><i>ConnectOregon</i> is the state's premier multi-modal funding program, and is funded out of lottery revenues.</p>
<p><b>Water/Wastewater</b></p>	
<p>U. Support efforts and program funding to address Oregon's long term water supply needs including recapitalization of the Water Conservation, Reuse and Storage Grant Program and implementation of a place-based pilot program for local water resources planning</p>	<p>According to the Oregon Water Resources Department, 2013 marked the fourth driest year on record for Oregon, with some areas experiencing their driest year on record yet. Oregon experienced below average precipitation in 2013 and continuing into 2014. As of May 2014, snow measurement sites in many part of Oregon show record lows for snowpack levels. As a result, summer streamflows are expected to be below average and water shortages are likely for many part of Oregon.</p> <p>The League will work in conjunction with the Oregon Water Resources Department to fund programs to address water supply shortages. These efforts will include support for ongoing funding of the Water Conservation, Reuse and Storage Grant program which provides grant funding for water supply project feasibility studies. The League will also support efforts for the Oregon Water Resources Department to establish a place-based planning pilot program to facilitate local collaboration among interested stakeholders and the creation of a blueprint for long-term integrated water resources planning and implementation.</p>
<p>V. Support efforts to establish a program that would provide low-interest loan opportunities to address failing residential onsite septic systems. The new loan program would support repair and replacement of failing systems or conversion to a municipal wastewater system, if the conversion is at the request of the impacted municipality.</p>	<p>According to the Oregon Department of Environmental Quality, over 30 percent of Oregonians rely on septic systems to treat wastewater from their homes and businesses. Many of these systems are within the boundaries of a municipal wastewater system, and a number of these systems are in need of repair or replacement. Failing septic systems, especially those within proximity to groundwater resources, create a significant human health hazard. However, significant costs to address failing septic systems often create a burden for homeowners who are unable to pay for costs associated with repair, replacement or conversion over to a public sewer system.</p> <p>The League will work with the Oregon Department of Environmental Quality to establish a revolving loan program that private residents can access in order to address failing septic systems. The League will further advocate that the program include mechanisms to encourage participants to convert over to a municipal wastewater system if conversion is at the request of the impacted municipality.</p>



City: \_\_\_\_\_

Please mark 4 boxes with an X that reflects the top 4 issues that your city recommends be added to the priorities for the League's 2015 legislative agenda.

### **Community Development**

- ☐ A. Provide tools for brownfield remediation including \$10 million in recapitalization of the redevelopment fund, new incentives such as tax credits, or regulatory modifications.
- ☒ B. Support capitalization of the industrial site readiness loan program at \$10 million and the industrial site readiness assessment program at \$200,000.
- ☐ C. Prioritize grants providing assistance for natural-disaster planning and updating comprehensive plans to address likely natural disasters in a community, and increase the grant funds available to cities through the DLCD's general grant funds to \$2 million.
- ☐ D. Reform the Post Acknowledgment Plan Amendment process to require appellants to raise issues before the local government before raising the issue on appeal.

### **Energy**

- ☐ E. Modify the existing "1.5% green energy technology for public buildings" requirement to allow for offsite solar investments.
- ☐ F. Support efforts to eliminate the sunset on the Low Carbon Fuel Standard program.

### **Finance & Taxation**

- ☐ G. Phase out the 3% discount for the early payment of property taxes.
- ☐ H. Improve the fairness of how new and improved property is added to the tax roll.
- ☒ I. Improve clarity and certainty around transient lodging tax statute.

### **General Government**

- ☐ J. Reform Oregon's recall procedures to encourage a greater participation of the electorate and ensure that it is used for reasons involving misconduct.
- ☒ K. Allow for price comparison when procuring architects and engineers.
- ☐ L. Clarify and enhance medical marijuana dispensary regulations.
- ☐ M. Enhance mental health services.

### **Human Resources**

- ☐ N. Ensure that arbitrator awards are in compliance with state, as well as local policies.
- ☐ O. Ensure that collective bargaining agreements trump state mandates on police investigations.
- ☐ P. Require earlier submission of last best offer.

### **Telecommunications**

- ☐ Q. Support the reintroduction of legislation that repeals ORS 221.515.
- ☒ R. Oppose legislation preempting the ability of cities to manage and receive compensation for the use of a public ROW.

### **Transportation**

- ☒ S. Pass a comprehensive transportation funding and policy package.
- ☐ T. Continued or enhanced funding for *ConnectOregon*.

### **Water/Wastewater**

- ☐ U. Support efforts and program funding to address Oregon's long term water supply needs including recapitalization of the Water Conservation, Reuse and Storage Grant Program and implementation of a place-based pilot program for local water resources planning.
- ☐ V. Support efforts to establish a program that would provide low-interest loan opportunities to address failing residential onsite septic systems. The new loan program would support repair and replacement of failing systems or conversion to a municipal wastewater system, if the conversion is at the request of the impacted municipality.

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Note: As indicated, property tax and land use reform will remain as priority efforts.



# 2013-14

City of

**WILSONVILLE**

OREGON



## State Legislative Agenda



### Wilsonville City Council

Tim Knapp, Mayor

Richard Goddard, Councilor

Julie Fitzgerald, Councilor

Scott Starr, Council President

Susie Stevens, Councilor

### City Appointed Management

Bryan Cosgrove, City Manager

Michael Kohlhoff, City Attorney

CITY OF WILSONVILLE, OREGON /  
SOUTH METRO AREA REGIONAL TRANSIT (SMART)  
Mark Ottenad, Public/Government Affairs Director  
503-570-1505 • [ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)  
Greg Leo, Public Affairs Consultant, The Leo Co.  
503-804-6391 • [greg@theleocompany.com](mailto:greg@theleocompany.com)  
29799 SW Town Center Loop East  
Wilsonville, OR 97070  
[www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)





Acting on behalf of the residents and businesses of the City of Wilsonville, the City Council adopts this legislative agenda to guide municipal policy positions in the 2013-14 session of the Oregon Legislative Assembly.

*Wilsonville City Council, February 4, 2013*



## **1. GOVERNANCE**

### **■ Local Autonomy**

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

### **■ State Shared Revenues / Unfunded Mandates**

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include liquor, beer and wine, cigarette, and 9-1-1 taxes that pay for essential local services.

## **2. TRANSPORTATION & TRANSIT INFRASTRUCTURE**

### **■ Transportation**

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 and local streets for the movement of freight and conduct of commerce.



### **■ Transit**

2.3 The City of Wilsonville supports access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.4 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.



### **3. ECONOMIC & COMMUNITY DEVELOPMENT**

#### **■ Land Use and Development**

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary.

3.2 The City of Wilsonville supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports making the state “Enterprise Zone” designation available to more cities and the creation of additional economic-development tools.



#### **■ Workforce Development**

3.5 The City of Wilsonville supports policies that encourage institutions of higher education to site and operate successfully in Wilsonville in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville specifically supports the legislative bonding-authority request of the Oregon Institute of Technology (OIT), also known as “Oregon Tech,” that facilitates the university’s consolidation of Portland-area campuses to Wilsonville at a lower cost to Oregon taxpayers.

3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

### **4. ENVIRONMENTAL IMPACT**

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.





## FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

### ■ Population: *One of Oregon's fastest growing cities*

For the past 10 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville's 2013 population is estimated at 21,550.

<u>Jurisdiction</u>	<u>2000 Census</u>	<u>2013 PSU Est.</u>	<u>% Change</u>
City of Wilsonville	13,991	21,550	54.0%
Portland metro region	1,444,219	1,693,600	17.3%
State of Oregon	3,421,399	3,919,020	14.5%

### ■ SMART Transit: *Ridership of over 350,000 per year*

SMART provides transit services six days per week for hundreds of commuting workers and residents. SMART works with other transit providers and communities, including with TriMet for WES (Westside Express Service) commuter trains to Washington County, and provides service to Portland, Salem and Canby.

### ■ Education & Workforce Development: *High-quality skills training*

**Oregon Institute of Technology (OIT), or OregonTech**, the state's premier university of advanced engineering and applied-technology studies, consolidated in 2012 four Portland-area campuses to one campus located in Wilsonville. Located adjacent to high-tech employers DW Fritz, FLIR, Rockwell Collins, Mentor Graphics and Xerox, OregonTech Wilsonville works closely with Oregon's technology employers and with area high schools to promote Science-Technology-Engineering-Math (STEM) curriculum.



**Clackamas Community College (CCC)** has a Wilsonville campus that features a nationally recognized utility-training center conjunction with Portland General Electric. Customized training classes for area businesses can be provided at the Wilsonville campus or at an employer's industrial site.

### Strong Community Support for K-12 Education

**West Linn-Wilsonville School District**, one of Oregon's top-ranked school districts, serves Wilsonville north of the Willamette River with three elementary schools, a middle school, high school, special charter high school and an environmental studies center.



**Canby School District** serves Charbonneau area south of the Willamette River.

West Linn-Wilsonville  
School District

### ■ Employment: *Family-wage industrial jobs*

Wilsonville's 800-plus businesses provide approximately 20,000 jobs, with half of these positions in high-wage industrial occupations of manufacturing, primarily in technology and software, or wholesale distribution.

Total annual private-sector payroll in Wilsonville is over \$900 million annually—an 80% increase since 2000—that generates a total direct/indirect regional economic impact of over \$2.2 billion per year.

### Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) jobs

<u>Business</u>	<u>Type</u>	<u>FTE</u>
1. Xerox Corporation	M	1,350
2. Stream Global Services	S	1,200
3. Mentor Graphics Corporation	M	1,020
4. Tyco Electronics—Medical Products	M	570
5. Rockwell Collins	M	490
6. Sysco Food Services of Portland	D	485
7. FLIR Systems	M	375
8. Fry's Electronics	R	235
9. Fred Meyer / Kroger	R	230
10. Rite Aid Distribution Center	D	220

Employer Type: D=Distribution; M=Manufacturing; R=Retail; S=Service





## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b>  July 7, 2014	<b>Subject: Basalt Creek Concept Plan Update</b>  <b>Staff Member:</b> Katie Mangle <b>Department:</b> Community Development
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>
<b>Staff Recommendation:</b> Information only.	
<b>Recommended Language for Motion:</b> N/A	
<b>PROJECT / ISSUE RELATES TO:</b>	
<input checked="" type="checkbox"/> Council Goals/Priorities Economic Development	<input type="checkbox"/> Adopted Master Plan(s)
<input type="checkbox"/> Not Applicable	

### ISSUE BEFORE COUNCIL:

Staff will update Council on the Basalt Creek Concept Plan project, including draft guiding principles and outcomes of the public workshop. Council will hold a Joint City Council Meeting with Tualatin on Wednesday, July 16, 2014.

### EXECUTIVE SUMMARY:

On July 16<sup>th</sup>, Council will meet jointly with the Tualatin City Council for a presentation of the existing conditions in the study area and an in-depth discussion of the Guiding Principles for the Basalt Creek Concept Plan. The purpose of this work session is to prepare the Council for that meeting.

Since the last Council briefing in January 2014, staff from Tualatin and Wilsonville have worked with the Basalt Creek consultant team to prepare a detailed task schedule for the project (see



Attachment A), document existing conditions in the study area, and develop draft Guiding Principles (see Attachment B). A Community Workshop was held on June 17, 2014 to gather input that will be used to create several alternative concepts for future development in the Basalt Creek area.

Staff drafted the Guiding Principles based on the input from the Tualatin and Wilsonville City Councils at the joint meeting held on October 29, 2013. At the July 16, 2014 Joint City Council Meeting, the Councils will be asked to review and provide feedback on these principles. Once the respective governing bodies have endorsed the Guiding Principles, the project team will create evaluation measures to be used in assessing alternative land use scenarios.

#### **EXPECTED RESULTS:**

The Basalt Creek Concept Plan project will develop a plan for future development of the Basalt Creek area between Wilsonville and Tualatin. In 2004, Metro included this land within the urban growth boundary to accommodate increased development in the region for the next 20 years. Specifically, the Concept Plan will address a variety of factors including:

- Future city limit lines between the Cities of Tualatin and Wilsonville;
- Land uses including industrial, commercial, residential, parks, trails, and green ways;
- Transportation network and system of connections for all modes of travel;
- Provision of urban services such as water, sanitary sewer, and stormwater.

#### **TIMELINE:**

Next steps in the planning process include creating alternative concepts for development in the study area, evaluation and testing of the alternative scenarios, and choosing a preferred alternative. Planning Commissions and City Councils of both Tualatin and Wilsonville will receive regular updates throughout the planning process.

#### **CURRENT YEAR BUDGET IMPACTS:**

The City of Tualatin received approximately \$350K from Metro's Construction Excise Tax (CET) grant program to perform concept planning. For City of Wilsonville staff time, \$12,000 is funded by the grant, and \$80,000 was approved for the project through the supplemental budget process.

#### **FINANCIAL REVIEW / COMMENTS:**

Reviewed by: CR      Date: 6/20/14

#### **LEGAL REVIEW / COMMENT:**

Reviewed by: MEK      Date: 6/20/2014  
NA

#### **COMMUNITY INVOLVEMENT PROCESS:**

The project team is implementing the Public Involvement Plan, including:

- The redesigned project website, located at [www.BasaltCreek.com](http://www.BasaltCreek.com), went live on May 15.
- Over 145 individuals have subscribed to the project listserv.
- All property owners have been contacted by mail about the project.
- Project updates are sent via Twitter, Facebook, and press releases.



**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups):

One of the outcomes of the Basalt Creek Concept Plan project will be to establish the future boundary between the cities of Wilsonville and Tualatin. The Basalt Creek area will be important for the long-term growth of Wilsonville's industrial base and the associated employment opportunities. Growth in the Basalt Creek area will affect industrially-zoned properties in the Coffee Creek area, and it will be important to solicit the involvement of representatives from this area.

**ALTERNATIVES:** None at this time.

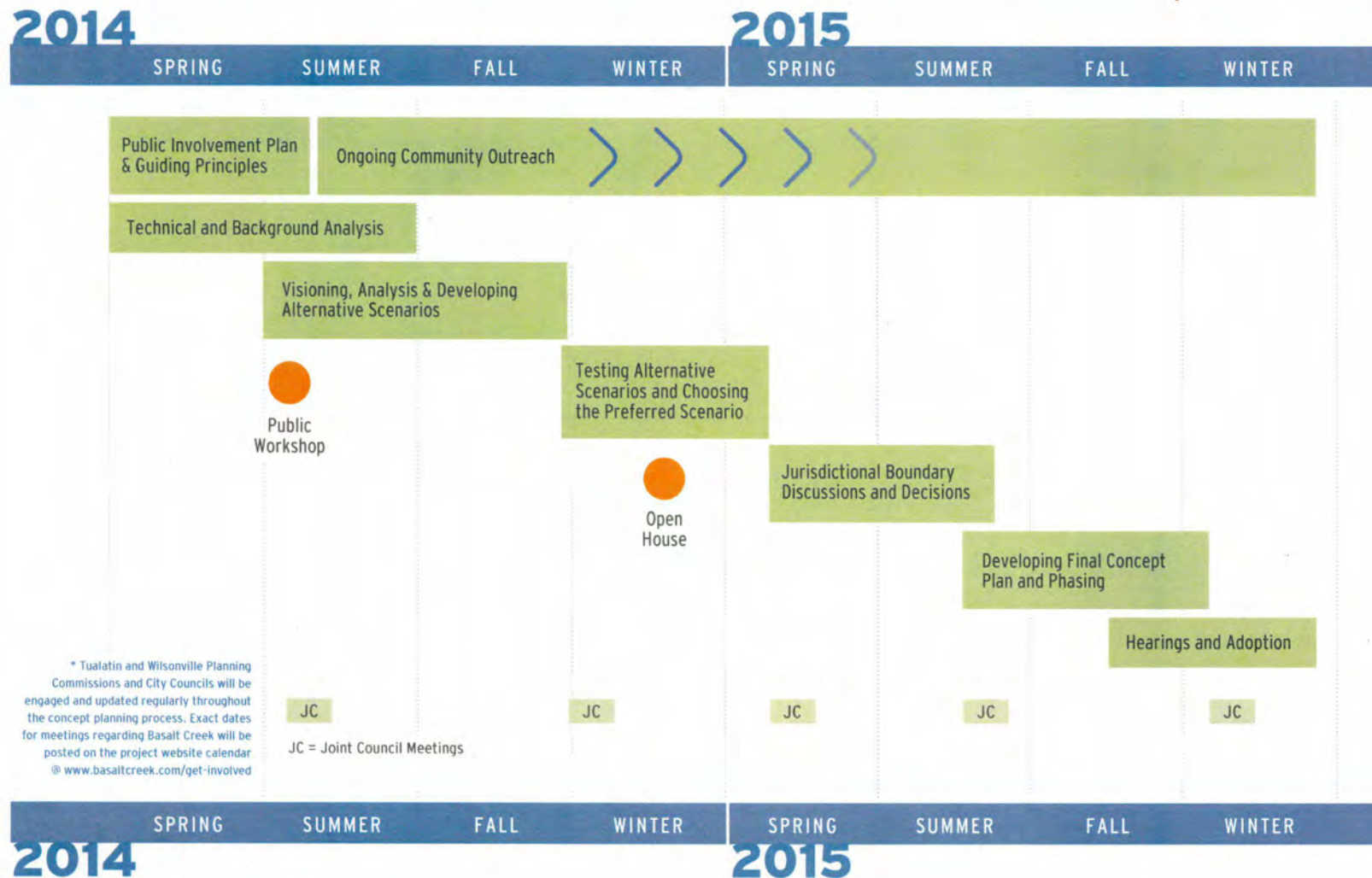
**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. Project schedule
- B. Draft Guiding Principles



# Concept Plan - Timeline





June 16, 2014

*DRAFT*

## BASALT CREEK CONCEPT PLAN

### GUIDING PRINCIPLES

Guiding Principles are intended to represent the collective interests and goals for the Basalt Creek planning area. The guiding principles provide a framework for gathering input and developing transparent and meaningful measures that can help inform the decision making process.

1. Create a shared vision for the Basalt Creek planning area that maintains and complements the identity of each city and leads to successful implementation at the local level.
2. Grow the economic opportunities of this unique area.
3. Develop cohesive infrastructure systems (roads, trails, pipes) to serve the area.
4. Catalyze high-quality industrial development and foster creation of quality neighborhoods with a range of housing options to meet local demand.
5. Provide appropriate transitions between different land uses.
6. Protect existing city neighborhoods and employment areas from impacts created by growth.
7. Ensure natural resource areas are incorporated into the plan as community amenities and assets.
8. Increase equitable access to nature and active recreation opportunities.
9. Design an efficient transportation network to provide a full range of mobility options supportive of industry, employees and diverse residents.



# *2014 - 15 Contract Draft*

## **CITY OF WILSONVILLE EMPLOYMENT AGREEMENT**

This Employment Agreement ("Agreement") is made and entered into on the \_\_\_\_ day of \_\_\_\_\_, 2014, by and between the City of Wilsonville of Oregon, a municipal corporation ("City") and Bryan Cosgrove ("Employee"), both of whom understand and agree as follows:

### **WITNESSETH:**

WHEREAS, City desires to employ Bryan Cosgrove as City Manager of the City of Wilsonville, as provided by the Wilsonville City Charter and Section 2.105 of the Wilsonville Code; and

WHEREAS, it is the desire of the Governing Body, hereinafter called "Council," to establish certain conditions of employment, to establish certain benefits, and to set working conditions of said Employee; and

WHEREAS, Employee desires to accept employment as City Manager of the City of Wilsonville;

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

### **Section 1. Duties and Work Hours**

City hereby agrees to employ Employee as City Manager of the City of Wilsonville. Employee agrees to devote his full-time efforts to performing the functions and duties of City Manager, as described in the Wilsonville City Charter and Section 2.105 of the Wilsonville Code, and to perform other legally permissible and proper duties and functions as the Wilsonville City Council ("Council") assigns to him. Employee's normal work hours are generally 8 am to 5 pm. In addition, due to the nature of the City Manager's position, Employee will be required to attend numerous evening and some occasional weekend meetings. As a result, City allows for reasonable flexibility in the normal work hours and also provides for up to five (5) "compensatory time" days off, to be used in Employee's reasonable discretion, at times when his workload and meeting schedule allow. Any additional compensatory days will require prior City Council approval.

### **Section 2. Employment Date and Status**

Employment is at all times AT WILL, meaning Employee can resign and City can terminate Employee's employment at any time, with or without cause, subject to the severance



# *2014 - 15 Contract Draft*

benefits described below. Employee will be exclusively employed by City commencing on June 20, 2011, which date is hereinafter referred to as the Employment Date.

## **Section 3. Compensation and Car Allowance**

Employee will receive annual compensation of **One Hundred Thirty-Five Thousand, Eight Hundred Twelve Dollars and Fifty Cents (\$135,812.50)** ("Salary") ~~during his first year of employment~~. Thereafter, Salary will be reviewed by Council annually as a part of Employee's annual performance review, as described in Section 8. In addition to Salary, because Employee is required to use his personal vehicle to travel to attend to City business, Employee will receive a **Four Hundred Dollar (\$400)** per month (\$4,800 annually) car allowance. In addition to the foregoing, Employee will receive the standard benefits offered to City employees, as outlined in Section 4 below.

## **Section 4. Other Benefits**

City will provide Employee with a standard benefit package, as is offered all other administrative full-time City employees, including health, dental and life insurance, PERS benefits, and sick leave. In addition, Employee will earn twenty (20) days of vacation annually. The employee has the option to cash out five days (40 hours) of vacation time at the employee's hourly rate of **\$65.29**. In addition to the standard City benefits, management employees, including the City Manager, are also enrolled in a 401(a) retirement plan after six (6) months of employment. The City will contribute four percent (4%) of the Employee's base Salary to the Employee's 401(a) retirement plan. This plan vests over a six (6) year period, with no vesting until the second year of employment. Details on all benefits are available through the Human Resources Department.

## **Section 5. Dues and Subscriptions**

City agrees to budget and to pay for the professional dues and subscriptions of Employee necessary for his continuation and reasonable participation in the International City/County Management Association ("ICMA") and the Oregon City/County Management Association ("OCCMA"), which participation is desirable for his continued professional growth and advancement, and also for the good of City.

## **Section 6. Professional Development**

City encourages Employee to attend the annual League of Oregon Cities conference and a spring and summer conference for Oregon city managers. Employee may also attend conferences and meetings of in-state committees or commissions of which Employee has been approved by City to be a participating member. Out-of-state travel for conferences and meetings and memberships on national committees or commissions may be allowed if budgeting allows



# *2014 - 15 Contract Draft*

and such travel is deemed beneficial for the professional development of Employee and also benefits City. Such out-of-state or extraordinary travel will require prior approval by Council. Having authorized membership of Employee in ICMA and OCCMA, City will pay Employee's membership fees and reasonable attendance costs to their annual conferences, in accordance with City's travel and expense guidelines and policies.

## **Section 7. Civic Involvement**

City and Employee agree that it is necessary and desirable for Employee to be an active participant in Wilsonville community activities and civic organizations that compliment his position as City Manager and give him positive visibility in the community. City agrees to pay for membership in one or more civic organizations; provided, however, Council, in its sole discretion, shall have the right to disapprove membership in any organization that would be in conflict with or could reasonably cause a conflict of interest with Employee's role as City Manager.

## **Section 8. Performance Evaluations**

Council shall review and evaluate the performance of Employee approximately annually or more frequently than annually if performance issues exist. During the first year of employment, Council may elect to conduct a six (6) month review of performance. Said review and evaluation shall be in accordance with the specific criteria developed by City for City Manager review. Said criteria may be added to or deleted from as Council may from time to time determine. In conjunction with such review, Council and Employee shall define such goals and performance objectives which they determine necessary for the proper operation of City and attainment of Council's policy objectives. Council and Employee shall work together to establish priorities among those various goals and objectives. Once determined and agreed upon by Employee and Council, the goals and objectives will be reduced to writing and will be used to evaluate Employee's performance throughout that goal year. The goals will be set to generally be attainable within the time limitations specified and within the annual operating and capital budgets and appropriations provided for.

## **Section 9. Termination and Severance Pay**

In the event Employee is terminated by Council, and at such time of termination Employee remains willing and able to perform his duties under this Agreement, then if such termination is not "For Cause," City agrees to pay Employee a severance payment equal to six (6) months' Salary plus reimbursement for health benefits in place at the time of termination ("Severance"). Payment of the Severance is conditioned upon Employee signing a Settlement and Release of Claims Agreement in consideration of such payment. Council may elect to pay the dollars portion of the Severance Payment in a lump sum or in six (6) equal monthly installments. To the extent allowed by law, COBRA medical coverage premiums will be reimbursed after payment by Employee monthly for six (6) months. Severance will not apply if



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Employee either does not sign the Settlement and Release of Claims Agreement or if Employee is terminated "For Cause." As used herein, "For Cause" shall mean that Employee is terminated because of malfeasance, gross negligence, insubordination, theft, deception (by material untrue statement or material intentional omission), fraud, or a criminal felony conviction.

No Severance will be paid if Employee voluntarily leaves his position, if Employee for any reason cannot meet the bonding requirements of City, or if Employee is terminated by City before the end of his introductory period of six (6) months.

In the event Employee is unable to work because of disability, the Severance amount set forth in Section 10 shall apply in lieu of the above Severance.

If Employee finds other employment within the six (6) month Severance period, then Severance will cease to be paid as soon as Employee begins such other work, and if it has been paid in advance, it shall be proportionately repaid to City. Similarly, if Employee becomes eligible for other medical coverage within the six (6) month period, he shall notify City and medical coverage reimbursement will cease beginning with the first day of the month during which he begins receiving medical coverage.

In the event Employee voluntarily resigns his position with City, Employee agrees to use good faith efforts to give City three (3) months' notice in advance, unless the parties otherwise agree. Employee shall not be entitled to Severance if Employee voluntarily resigns, regardless of how and when notice is given.

## **Section 10. Disability**

If Employee is permanently disabled or is otherwise unable to perform his duties because of sickness, accident, injury, mental incapacity, or health for a period that exceeds exhaustion of allowed state and federal family medical leaves, City shall have the option to terminate this Agreement and, in that case, Severance will be equal to three (3) months of wages and health benefits, but will cease to be paid as soon as disability insurance proceeds begin to be received, if such payments occur sooner than the expiration of the three (3) month Severance period.

## **Section 11. Suspension in Lieu of Termination or Immediate Termination**

City may suspend Employee with full pay and benefits at any time during the term of this Agreement, but only if a majority of Council vote to suspend Employee pending an investigation into allegations of malfeasance, gross negligence, insubordination, theft, deception, fraud, or a criminal felony charge. Suspension discussion shall occur in executive session, to the extent permitted under Oregon public meetings laws. The action to suspend will be taken in a public meeting, to the extent required by Oregon law. Employee shall be given written notice setting forth any allegations that could lead to suspension at least five (5) days prior to such executive session and shall be given the opportunity to present defenses or provide a statement during executive session, but Employee shall not be allowed to be present during Council deliberations



# *2014 - 15 Contract Draft*

that follow. During that five (5) day or more interim period before the matter can be heard by Council, City may temporarily suspend Employee with pay. Nothing contained herein shall be construed to require a suspension before termination.

## **Section 12. Indemnification**

City shall defend, save harmless, and indemnify Employee against any tort, professional liability claim or demand, or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's duties as City Manager. City may compromise and settle any such claim or suit and shall pay the amount of any settlement or judgment rendered thereon. No indemnification shall apply to acts done outside the course and scope of employment.

## **Section 13. Bonding**

City shall bear the cost of any fidelity or other bonds required of Employee under any law or occurrence relating to Employee's employment as City Manager.

## **Section 14. Other Terms and Conditions of Employment**

Council, in consultation with Employee, shall fix any such other terms and conditions of employment as it may determine from time to time, relating to the performance of Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement, the City Charter, or any other law.

## **Section 15. General Provisions**

This Agreement shall constitute the entire agreement between the parties.

This Agreement shall be binding upon and inure to the benefit of the heirs at law and executors of Employee.

If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid, or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable, shall not be affected, and shall remain in full force and affect.

This Agreement may only be amended in writing, signed by both City and Employee.

Waiver of any provision of this Agreement, either by City or Employee, shall not constitute a future waiver of that or any other provision of this Agreement.



# 2014 - 15 Contract Draft

This Agreement shall be construed and interpreted in accordance with the laws of the State of Oregon, and venue for any dispute shall be in Clackamas County.

This Agreement, along with City's employment policies (as they may be amended and expanded from time to time) which have been or will be provided to and signed by Employee, sets forth the entire Agreement between the parties with respect to the subject matter contained herein and supersedes all prior agreements, negotiations, promises, or communications that are not contained herein.

IN WITNESS WHEREOF, the City of Wilsonville has caused this Agreement to be signed and executed in its behalf by its Mayor and duly attested by its City Recorder. Employee has signed and executed this Agreement. This Agreement may be signed in counterpart and with duplicate originals so that City and Employee will both have an original copy of this Agreement.

DATED: \_\_\_\_\_

CITY OF WILSONVILLE

By: \_\_\_\_\_

Tim Knapp  
As Its: Mayor

EMPLOYEE

\_\_\_\_\_  
Bryan Cosgrove

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Michael E Kohlhoff, City Attorney



# 2013-14 Contract

## CITY OF WILSONVILLE EMPLOYMENT AGREEMENT

This Employment Agreement ("Agreement") is made and entered into on the \_\_\_\_ day of \_\_\_\_\_, 2013, by and between the City of Wilsonville of Oregon, a municipal corporation ("City") and Bryan Cosgrove ("Employee"), both of whom understand and agree as follows:

### WITNESSETH:

WHEREAS, City desires to employ Bryan Cosgrove as City Manager of the City of Wilsonville, as provided by the Wilsonville City Charter and Section 2.105 of the Wilsonville Code; and

WHEREAS, it is the desire of the Governing Body, hereinafter called "Council," to establish certain conditions of employment, to establish certain benefits, and to set working conditions of said Employee; and

WHEREAS, Employee desires to accept employment as City Manager of the City of Wilsonville;

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

### Section 1. Duties and Work Hours

City hereby agrees to employ Employee as City Manager of the City of Wilsonville. Employee agrees to devote his full-time efforts to performing the functions and duties of City Manager, as described in the Wilsonville City Charter and Section 2.105 of the Wilsonville Code, and to perform other legally permissible and proper duties and functions as the Wilsonville City Council ("Council") assigns to him. Employee's normal work hours are generally 8 am to 5 pm. In addition, due to the nature of the City Manager's position, Employee will be required to attend numerous evening and some occasional weekend meetings. As a result, City allows for reasonable flexibility in the normal work hours and also provides for up to five (5) "compensatory time" days off, to be used in Employee's reasonable discretion, at times when his workload and meeting schedule allow. Any additional compensatory days will require prior City Council approval.

### Section 2. Employment Date and Status

Employment is at all times AT WILL, meaning Employee can resign and City can terminate Employee's employment at any time, with or without cause, subject to the severance



# 2013-14 Contract

benefits described below. Employee will be exclusively employed by City commencing on June 20, 2011, which date is hereinafter referred to as the Employment Date.

## **Section 3. Compensation and Car Allowance**

Employee will receive annual compensation of **One Hundred Thirty-Five Thousand, Eight Hundred Twelve Dollars and Fifty Cents (\$135,812.50)** ("Salary") ~~during his first year of employment~~. Thereafter, Salary will be reviewed by Council annually as a part of Employee's annual performance review, as described in Section 8. In addition to Salary, because Employee is required to use his personal vehicle to travel to attend to City business, Employee will receive a **Four Hundred Dollar (\$400)** per month (\$4,800 annually) car allowance. In addition to the foregoing, Employee will receive the standard benefits offered to City employees, as outlined in Section 4 below.

## **Section 4. Other Benefits**

City will provide Employee with a standard benefit package, as is offered all other administrative full-time City employees, including health, dental and life insurance, PERS benefits, and sick leave. In addition, Employee will earn twenty (20) days of vacation annually. The employee has the option to cash out five days (40 hours) of vacation time at the employee's hourly rate of \$65.29. In addition to the standard City benefits, management employees, including the City Manager, are also enrolled in a 401(a) retirement plan after six (6) months of employment. The City will contribute four percent (4%) of the Employee's base Salary to the Employee's 401(a) retirement plan. This plan vests over a six (6) year period, with no vesting until the second year of employment. Details on all benefits are available through the Human Resources Department.

## **Section 5. Dues and Subscriptions**

City agrees to budget and to pay for the professional dues and subscriptions of Employee necessary for his continuation and reasonable participation in the International City/County Management Association ("ICMA") and the Oregon City/County Management Association ("OCCMA"), which participation is desirable for his continued professional growth and advancement, and also for the good of City.

## **Section 6. Professional Development**

City encourages Employee to attend the annual League of Oregon Cities conference and a spring and summer conference for Oregon city managers. Employee may also attend conferences and meetings of in-state committees or commissions of which Employee has been approved by City to be a participating member. Out-of-state travel for conferences and meetings and memberships on national committees or commissions may be allowed if budgeting allows



# 2013-14 Contract

and such travel is deemed beneficial for the professional development of Employee and also benefits City. Such out-of-state or extraordinary travel will require prior approval by Council. Having authorized membership of Employee in ICMA and OCCMA, City will pay Employee's membership fees and reasonable attendance costs to their annual conferences, in accordance with City's travel and expense guidelines and policies.

## **Section 7. Civic Involvement**

City and Employee agree that it is necessary and desirable for Employee to be an active participant in Wilsonville community activities and civic organizations that compliment his position as City Manager and give him positive visibility in the community. City agrees to pay for membership in one or more civic organizations; provided, however, Council, in its sole discretion, shall have the right to disapprove membership in any organization that would be in conflict with or could reasonably cause a conflict of interest with Employee's role as City Manager.

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# 2013-14 Contract

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# 2013-14 Contract

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Waiver of any provision of this Agreement, either by City or Employee, shall not constitute a future waiver of that or any other provision of this Agreement.



# 2013-14 Contract

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DATED: \_\_\_\_\_

CITY OF WILSONVILLE

By: \_\_\_\_\_

Tim Knapp  
As Its: Mayor

EMPLOYEE

\_\_\_\_\_  
Bryan Cosgrove

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Michael E Kohlhoff, City Attorney



## Library Board Reappointments

Megan Ann Chuinard – originally appointed in February 2014 to fill the unexpired term of LaRue Williams. Ms. Chuinard is the Chief of Staff to State Representative John Davis and has been a resident of Wilsonville since 2012. She served as the Campaign Coordinator for the Forest Grove Library Foundation prior to moving to Wilsonville.

Reginald Gaines – first appointed in September 2010. Mr. Gaines has lived in Wilsonville since 2006 and is an avid patron of the library. Adult literacy and encouraging kids to read are issues he wants to put emphasis on. His background is in banking and finance.

Both will serve a four year term beginning 7/1/14 and ending 6/30/18



# **CITY COUNCIL ROLLING SCHEDULE**

## **Board and Commission Meetings 2014-15**

### **July**

<b>DATE</b>	<b>DAY</b>	<b>TIME</b>	<b>MEETING</b>	<b>LOCATION</b>
7/4	Friday		Fourth of July Holiday -- City offices closed	
7/7	Monday	7 p.m.	Council Meeting	Council Chambers
7/10	Thursday	6:20 p.m.	Parks & Rec Advisory Board	Council Chambers
7/14	Monday	6:30 p.m.	DRB Panel A	Council Chambers
7/21	Monday	7 p.m.	Council Meeting	Council Chambers
7/23	Wednesday	6:30 p.m.	Library Board	Library
7/28	Monday	6:30 p.m.	DRB Panel B	Council Chambers

## **COMMUNITY EVENTS**

### **JULY**

#### **Wilsonville Farmers Market every Thursday**

July 3<sup>rd</sup>, 10<sup>th</sup>, 17<sup>th</sup> and 24<sup>th</sup> 4-8 p.m. Villebois, 28836 SW Costa Circle Wes

#### **Movie in the Park – Frozen**

July 11<sup>th</sup> All movies are free and will be shown on an inflatable big screen.  
Lawn opens at 8:15 p.m., movie starts at dusk. Bring a blanket to sit on.

#### **Neighborhood BBQ – Charbonneau**

July 15<sup>th</sup>, 5:00 p.m.

#### **SMART Scenic Trolley Tour**

July 17<sup>th</sup> 10:30 am and noon

Meet at the Community Center. Call 503-682-3727 to register

#### **Rotary Concert – Johnny Limbo and the Lugnuts**

July 24<sup>th</sup> 6:30 pm at Town Center Park



**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, June 16, 2014. Mayor Knapp called the meeting to order at 7:01 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
Council President Starr  
Councilor Goddard  
Councilor Fitzgerald  
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Mike Kohlhoff, City Attorney  
Sandra King, City Recorder  
Cathy Rodocker, Assistant Finance Director  
Jon Gail, Community Relations Coordinator  
Nancy Kraushaar, Community Development Director  
Dan Pauly, Associate Planner  
Chris Neamtzu, Planning Director  
Stephan Lashbrook, SMART Director  
Mike Ward, Associate Engineer

Motion to approve the order of the agenda.

**Motion:** Councilor Starr moved to approve the amended order of the agenda noting Mayor's Business Item A would be continued to the next meeting. Councilor Stevens seconded the motion.

**Vote:** Motion carried 5-0.

**MAYOR'S BUSINESS**

A. City Manager Evaluation and Contract Renewal

This item was continued to July 7, 2014 Council meeting to allow Councilors time to review the survey results.

B. Library Board Reappointments

The Library Board appointments were held over to July 7, 2014 to allow applicant interviews.

C. Upcoming meetings were announced by the Mayor. He mentioned the meetings he attended on behalf of the City.



**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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**COMMUNICATIONS**

A. Clackamas County Areas of Outreach Initiative - Commissioner Martha Schrader

Martha Schrader, Clackamas County Commissioner invited Councilors and the public to attend the State of the County address June 19<sup>th</sup>. At the event the Commissioners will respond to questions from the public. The Commissioner briefly recapped the successes achieved at the County during the past year. In response to a question from Councilors regarding road maintenance fees Commissioner Schrader indicated the County was looking at joint ventures with cities and at the possibility of implementing a vehicle registration fee to go towards road maintenance.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Jan Johnson, 6591 Landover Drive, expressed her concerns with the amount of truck traffic on Wilsonville Road and the possibility of injury to children. She requested more traffic patrols and suggested erecting "No thru traffic" or "No truck traffic" signs.

Dorothy VonEggers, 6567 SW Stratford Court, president of Landover Home Owner Association and a member of the Frog Pond Task Force. She indicated she has raised her concerns about traffic at the Frog Pond Task Force meetings, and requested prohibiting semi-trucks and big box trucks from using Wilsonville Rd. as a shortcut to the freeway. Ms. VonEggers requested the speed study be repeated to capture the north bound traffic.

Staff will follow up with both of the speakers.

**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Council President Starr – (*Park & Recreation Advisory Board Liaison*) reported on the activities of the Parks and Recreation Board, and announced upcoming community events including the commemoration of the start of the Korean War in 1950; youth summer camps in Memorial Park; Relay For Life, the Boy Scout plant auction and the Wilsonville Farmers market as well as the date for the next Community Center Task Force meeting.

Councilor Goddard – (*Library Board Liaison*) reported on the upcoming activities at the Library and the summer reading programs. Two Library board terms will conclude at the end of June, and appointments will be made following interviews with all applicants.



**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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Councilor Fitzgerald – (*Development Review Panels A & B Liaison*) relayed the actions taken by DRB Panel A at their last meeting, in addition to the next meeting date for DRB Panel B.

Councilor Stevens – (*Planning Commission; CCI; Wilsonville Seniors Liaison*) announced the next meeting date of the Planning Commission and reminded the public of the meeting on the Basalt Creek Concept Plan set for Tuesday the 17<sup>th</sup>. She reported on the undertakings of the Wilsonville Seniors and on the work done by the Frog Pond Task Force. Councilor Stevens mentioned she had received the letter from Ms. VonEggers at the last Frog Pond area meeting which was submitted to staff to be made a part of that record. Councilor Stevens announced new artwork in the Villebois piazza.

**CONSENT AGENDA**

Mr. Kohlhoff read the titles of the Consent Agenda items into the record.

A.     **Resolution No. 2479**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With North Santiam Paving Co. for The 2014 Annual Street Maintenance Project (Capital Improvement Project 4014).

B.     Minutes of the May 19, 2014 Council Meeting

**Motion:**       Councilor Fitzgerald moved to approve the Consent Agenda. Councilor Starr seconded the motion.

**Vote:**         Motion carried 5-0.

**PUBLIC HEARING**

A.     **Resolution No. 2477**

A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2013-14.

B.     **Resolution No. 2478**

A Resolution Authorizing A Transfer Of Budget Appropriations Within Certain Funds For Fiscal Year 2013-14.

Mr. Kohlhoff read the title of Resolution Nos. 2477 and 2478 into the record and mentioned Resolution No. 2477 had been amended since the Council packet had been prepared. Copies of the revised resolution had been distributed to Council. The public hearing for both resolutions can be held concurrently.

Mayor Knapp read the public hearing format into the record and opened the public hearing for Resolution No. 2477 and Resolution No. 2478 at 7:50 p.m.



**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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Ms. Rodocker presented the staff report. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. The supplemental budget primarily amends the current budget for numerous capital improvement projects and expenditures.

At its June 3, 2013 City Council meeting, the Council adopted the Fiscal Year 2013-14 budget. Since that time, several unanticipated projects and expenses have come to staff's attention that will require additional budget authorization. There are two resolutions for consideration; a budget transfer and a supplemental budget adjustment. Resolution No. 2477 is a supplemental budget adjustment that will impact the budget by increasing overall revenues and expenditures. Resolution No. 2478 is a transfer resolution that will move expenditures from one category to another with no additional increase to the overall budget. As per Local Budget Law, the supplemental budget adjustment also includes budget transfers that have surpassed 15 percent of the adopted contingency.

**Adjustment – Resolution No. 2477**

Supplemental Budget Adjustments provides a detail listing of the projects and expenditures that are recognizing new funding from either contingency or beginning fund balances. The largest increase in the budget adjustment recognizes the expense of the intra-agency loan between the City and Urban Renewal Districts totaling \$4,500,000. The adjustment also recognizes the repayment of the overnight loan. The second largest adjustment is for the reimbursement to the City of Sherwood and the expense of \$1,400,000 is recorded in the Water CIP Fund. The funding for the Project No. 1055: Segment 3B-48" waterline was paid in full by the City of Sherwood in June 2013. The project is now completed and the City is required to reimburse the City of Sherwood for the appropriate share of the project costs.

The resolution also includes additional appropriations for expenses for additional bus purchases in the amount of \$50,000, \$18,160 for additional costs for Project No. 7012-Rivergreen Drainage and \$35,690 for Project No. 9135-Tonquin Trail South Extension.

**Transfer - Resolution No. 2478**

Supplemental Budget Transfers provides a detail listing of the projects and/or accounts that will be affected by the transfer resolution. The transfers noted are all less than 15 percent of the original adopted contingency in each fund.

Project No. 4712-Bike and Pedestrian Connectivity Action Plan will be funded in the amount of \$26,425 by reducing Project No. 4999-Streets Project Design/Development and Project No. 4995-Early Planning – Future Streets Projects.

Additional interest for both water and sewer bonds, \$500 and \$1,600 respectively, are needed to meet the GASB requirements of accrual based accounting.

An additional \$4,500 will be needed as vehicles purchased this year included additional equipment than had been anticipated during the budget process. This will be funded by the vehicle replacement contingency.



**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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As required by Local Budget Law, a notice for the public hearing has been published in the Wilsonville Spokesman. The notice was published on Wednesday, June 4, 2014. Adoption of the Supplemental Budget Adjustment and approval of the Supplemental Budget Transfer is required prior to the end of the fiscal year, June 30, 2014.

**CURRENT YEAR BUDGET IMPACTS:**

<b>Resources:</b>		<b>Expenditures:</b>	
Beginning fund balances	\$ 1,400,000	City of Sherwood Reimbursement	\$ 1,400,000
Loan Repayment from URA	4,500,000	Loan to URA	\$ 4,500,000
Interfund transfers	86,200	Vehicle purchases	4,500
		Bus engine replacement	15,000
		Bus Purchases	50,000
		Additional interest expense recorded	2,100
		Proj#7012-Rivergreen Drainage	18,160
		Proj#9135-Tonquin Trail So Extension	35,690
		Transfers to GF and CD for Project Mgmt	32,350
		Contingencies	(71,600)
Total Resources			
	<u>\$ 5,986,200</u>		<u>\$ 5,986,200</u>

Mayor Knapp invited public comment, hearing nothing he closed the public hearing at 7:55 p.m.

**Motion:** Councilor Starr moved to approve Resolution No. 2477. Councilor Goddard seconded the motion.

**Vote:** Motion carried 5-0.

B. **Resolution No. 2478**  
A Resolution Authorizing A Transfer Of Budget Appropriations Within Certain Funds For Fiscal Year 2013-14.

**Motion:** Councilor Stevens moved to approve Resolution No. 2478. Councilor Fitzgerald seconded the motion.

**Vote:** Motion carried 5-0.

**CONTINUING BUSINESS**

A. **Resolution No. 2473**  
A Resolution Of The City Of Wilsonville Authorizing Support Grant Agreement With Wilsonville Community Sharing

Mr. Kohlhoff read Resolution No. 2473 into the record by title and pointed out Mr. Truitt of Wilsonville Community Sharing is available to answer Council questions.



**CITY OF WILSONVILLE  
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Ms. Rodocker presented the staff report. The City has provided financial assistance to Wilsonville Community Sharing for more than 15 years. Resolution No. 2473 authorizes the continuation of the assistance for FY 2014-15. Terms of the agreement are very similar to existing terms. These terms include:

1. \$30,677 for general use by Wilsonville Community Sharing in support of all their programs including administrative costs but excludes use on capital construction or renovation. Wilsonville Community Sharing provides diverse assistance including food, utility assistance, prescription help, housing support and referral to other agencies for service beyond those that they provide.
2. \$16,000 dedicated to renters utility assistance which includes city water and sewer, natural gas and electricity. Historic demand indicates that assistance for electric bills is of the greatest need. Administrative costs are to be paid from the general portion noted in paragraph 1 above.
3. The renter's utility assistance portion, which was added in 2010 in response to the recession's impact, is scheduled to terminate after the Portland area unemployment rate falls below 7% as measured at the end of each calendar year. The annual average has been trending downward from a high of 10.8% in 2009 to 7.3% in 2013.
4. Term of the Agreement and Grant is for just FY 2014-15.
5. Wilsonville Community Sharing shall provide quarterly reports on the use of renter's utility assistance portion of the Grant and annual financial statements on the full organization.

The City of Wilsonville Finance Department will administer and oversee the grant, which will include reviewing the quarterly and annual financial reports provided by Wilsonville Community Sharing to ensure the grant funds are properly spent based on the grant document.

Additional reports were provided in the packets and the report on the renters program, as well as the 2011 and 2012 federal filings.

Councilor Goddard asked if Ms. Rodocker had any concerns on the uses of the funds from an accounting point of view.

Ms. Rodocker responded from an accounting point of view no, and noted their accounting has been consistent.

Mr. Truitt thanked Council for the past support, and asked that the support continue so those in need in the community can be helped. Although the economy is in recovery demand for assistance is still high. In addition to the funds the City provided for utility program, WCS supplemented those funds to provide additional utility relief. The community is learning WCS can help with the payment of utility bills and demand for that type of assistance is increasing.

Mr. Truitt said WCS is looking to improve policies and procedures in addition to revisiting and strengthening governance practices. Four new active members have been added to the Board providing diversity.



**CITY OF WILSONVILLE  
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Councilor Starr shared that underemployment continues to be a problem, and that Council will need to have an open mind going into next year if the unemployment number is below 7 percent.

Mayor Knapp thought detailed reporting from WCS on a regular basis was necessary so Council understood what was occurring. He encouraged WCS to leverage more resources and contributions from the business community. The Mayor asked for clarification on the increase in payroll.

Mr. Truitt responded the prior Board did not have fundraising or marketing experience; however, new members did have and they expected to garner more resources from the business community in the coming year. He pointed out staff had not received a salary increase since 2010, and payroll reflected an increase in salaries. Mr. Truitt stated their strategy to grow the resources for the long term will be outreach to churches, the business community and individuals.

Councilor Fitzgerald suggested when WCS leadership changed to challenge each president to reach out to their network of business contacts to bring in more involvement.

Councilor Goddard was confident the City's contributions were being put to good use, WCS is a strong community partner; working toward a common goal and the City and Wilsonville Community Sharing will continue to work together.

**Motion:** Councilor Fitzgerald moved to approve Resolution No. 2473. Councilor Starr seconded the motion.

**Vote:** Motion carried 5-0.

**B. Ordinance No. 743 – 2<sup>nd</sup> reading**

An Ordinance Of The City Of Wilsonville Annexing Approximately 15.16 Acres Of Land Located Southeast Of The Intersection Of SW Grahams Ferry Road And SW Tooze Road Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 1200, 1202, And 1205 Of Section 15 T3S-R1W, Clackamas County, Oregon, Polygon Northwest Company, Applicant.

Mr. Kohlhoff read the title of Ordinance No. 743 into the record for the second reading.

**Motion:** Councilor Fitzgerald moved to approve Ordinance No. 743 on second reading. Councilor Starr seconded the motion.

**Vote:** Motion carried 5-0.  
Councilor Starr - Yes  
Councilor Goddard - Yes  
Councilor Fitzgerald - Yes  
Councilor Stevens - Yes  
Mayor Knapp - Yes



**CITY OF WILSONVILLE**  
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C. **Ordinance No. 744** – 2<sup>nd</sup> Reading

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5 (RRFF5) Zone To The Village (V) Zone On Approximately 15.16 - Acres Comprising Tax Lots 1200, 1202, And 1205 Of Section 15, T3S, R1W, Clackamas County, Oregon, Polygon Northwest Company, Applicant.

Mr. Kohlhoff read the title of Ordinance No. 744 into the record for the second reading. The public hearing for Ordinance No. 744 had been left open from the June 2<sup>nd</sup> Council meeting to take additional testimony from the applicant regarding potential solutions to save a large Sequoia tree.

Dan Pauly stated an alternative street design had been developed to allow the preservation of a giant sequoia tree through the creation of an island at the center of a street.

The consulting Arborist Morgan Holen & Associates prepared a report discussing the health and viability of the tree and recommendations for tree protection and preservation. The arborist provided renderings of the tree and its canopy overhang at its current age and size, and what the tree would look like when it reached 100 years old. The tree is rated in good health, structure and vigor, is free standing, and has a high level of visual interest. However, this tree is not a native to the Pacific Northwest, and was planted as a landscape tree. The tree is not historically significant and is still young considering the species of the tree.

The Council discussed the significance of the tree, and potential for future root damage to pavement and utilities as the tree grew. The arborist stated if the suggested techniques in the report were used they would provide adequate root protection for the tree and that Polygon has an excellent track record protecting trees during construction. The potential for sidewalk and house foundation harm is low due to the size of the island which provided enough growing space for the tree to expand.

Council also considered whether they were creating a larger problem for homeowners down the road in keeping the tree as well as who would have responsibility for maintenance of the tree, the home owner association or the City. It was proposed to categorize the tree as a “street tree” which made maintenance the responsibility of the City. It was also suggested to remove the tree and plant another elsewhere where there was sufficient space; however, the Mayor strongly felt the tree should be saved since it provided a significant focal element to the community.

Mayor Knapp closed hearing at 9:10 p.m.

**Motion:** Councilor Knapp moved to approve Ordinance No. 744 on second reading, with the condition to preserve the Sequoia tree, and for the City to assume responsibility in the long run for the tree. Councilor Fitzgerald seconded the motion.



**CITY OF WILSONVILLE**  
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Councilor Goddard thought retaining the tree created a safety issue by splitting the roadway around the tree.

Councilor Starr commented it was important to save trees where they can be saved but he was concerned about creating future problems in the neighborhood.

Councilor Fitzgerald thought it would be beneficial to keep the tree since it brought value and character to the neighborhood.

Councilor Stevens shared she works in an area of the City that was overplanted, and homeowners are asking for trees to be removed because they were planted too close to homes and foundations or too close together. The Sequoia will be a challenge for the homeowners 30 years from now. She did not want to create a problem for the future.

**Vote:** Motion fails 2-3  
Councilor Starr - No  
Councilor Goddard - No  
Councilor Fitzgerald - Yes  
Councilor Stevens - No  
Mayor Knapp - Yes

**Motion:** Councilor Stevens moved to adopt Ordinance 744 on second reading. Councilor Starr seconded the motion.

Councilor Goddard asked if is there an opportunity to place additional conditions on the applicant and require them to plant sequoia trees in Graham Oaks or some other location.

Mr. Kohlhoff reminded Council the issue before them for consideration was the zone change, and whether the development code provisions were fully met.

Councilor Fitzgerald did not favor planting non-native trees that grow faster than the natives preferring the planting of a native tree species.

Mayor Knapp declared a recess at 9:29 p.m. and reconvened the meeting at 9:35 p.m.

Mr. Kohlhoff said the applicant has regional parks property where there is the opportunity to plant another tree to replace the Oregon White Oak that died, and the Sequoia. Council did not need to take formal action; staff would work with the applicant.

**Vote:** Motion carried 4-1  
Councilor Starr - Yes  
Councilor Goddard - Yes  
Councilor Fitzgerald - Yes  
Councilor Stevens - Yes  
Mayor Knapp - No



**CITY OF WILSONVILLE**  
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**NEW BUSINESS**

**A. Resolution No. 2480**

A Resolution Of The City Of Wilsonville Approving Addendum No. 4 To The Development Agreement Between The City Of Wilsonville, The Urban Renewal Agency Of The City Of Wilsonville, Villebois LLC, And State Of Oregon Department Of Administrative Services Relating To The Addition Of Polygon Northwest Company, L.L.C. As A Party To The Development Agreement And Authorizing Certain Changes Relating To Development Of Property Known As Villebois Calais, Located Within The Villebois Village Development.

Mr. Kohlhoff read the title of Resolution No. 2480 into the record, and presented the staff report. Addendum No. 4 sets out the respective responsibilities for designing, constructing, and financing infrastructure for the development of the Calais subdivision located at the corner of Tooze Road and Grahams Ferry Road within the Villebois Village Master Plan Area. It has been vetted through the respective engineering, planning, and legal representatives of the parties. Polygon NW has entered into a purchase and sale agreement to purchase the property and with written consent of the property owners has filed an annexation petition to bring the land within the City and an application for development approval of an 84 lot subdivision known as Village Calais. Both the annexation and the development approval have received the Design Review Board's recommendation that the Council approve these matters. On June 2, 2014, the Council approved on first reading the Ordinance authorizing the annexation and on first reading the authorizing Ordinance approving the necessary Zone Change and Order, but left the public hearing open to take additional testimony from the applicant regarding potential solutions to save a large Sequoia Tree. Both Ordinances and the public hearing are scheduled for second reading and determination by the Council for approval at its June 16, 2014 meeting. The matter of the Council's authorization of Addendum 4 is also scheduled for Resolution adoption June 16, 2014, but after the Ordinances as any authorization of entering into the Addendum 4 is subject to approval of the two ordinances. The URA meeting for Board action to authorize the URA into entering into Addendum 4 is scheduled to follow the Council meeting.

Development of quality infrastructure for the subdivision and for the City, promotes the economic development goals of both the City and the URA. Portions of the infrastructure will be completed within the 2014-15 time period with the remainder in 2015-16. The impacts for 2014-15 have been appropriately budgeted in the 2014-15 budget.

The development agreement in the packet was revised after the packets were delivered, and the changes were approved by Polygon's representatives.

Councilor Goddard wanted to know if there was a way to reclaim some of the wood from the Sequoia tree to create elements such as benches or to repurpose the tree to the benefit of the neighborhood. Mr. Adams would follow up with the applicant.



**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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**Motion:** Councilor Starr moved to approve Resolution No. 2480 with the revised version of Addendum #4. Councilor Goddard seconded the motion.

**Vote:** Motion carried 5-0.

**Motion:** Councilor Starr moved to correct the month in Addendum #4 from May to June. Councilor Goddard seconded the motion.

**Vote:** Motion carried 5-0.

**CITY MANAGER'S BUSINESS**

Mr. Cosgrove reminded Council of the dates of his vacation.

**LEGAL BUSINESS** – There was no report.

**ADJOURN**

The Mayor adjourned the meeting at 9:45 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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Tim Knapp, Mayor



## CITY COUNCIL MEETING STAFF REPORT

<b>Meeting Date:</b> July 7, 2014	<b>Subject:</b> Wilsonville Road Improvements – Meadows Loop/Ashland Drive to Boeckman Road <b>Staff Member:</b> Nancy Kraushaar, PE, Community Development Director <b>Department:</b> Community Development	
<b>Advisory Board/Commission Recommendation</b>		
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>	
<b>Staff Recommendation:</b> This agenda item is brought forward per Council direction to identify possible solutions to traffic concerns brought forward by residents who live adjacent to Wilsonville Road. Staff has identified a traffic calming project to address speeding concerns.		
<b>Recommended Language for Motion:</b> If Council desires to move forward with the staff identified project, the following motion is recommended: "I move to add the Wilsonville Road (Meadows Loop/Ashland Drive to Boeckman Road) Median Installation project to the Adopted 2014-15 Wilsonville budget."		
<b>PROJECT / ISSUE RELATES TO:</b> <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input checked="" type="checkbox"/> Council Goals/Priorities #3, 8, 9, and 10	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

### ISSUE BEFORE COUNCIL:

Council will consider adding a project to the Adopted 2014-15 Wilsonville Budget that constructs landscaped medians on Wilsonville Road between Meadows Loop/Ashland Drive and Boeckman Road.



**EXECUTIVE SUMMARY:**

At the June 2, 2014 City Council Work Session, staff presented the results of the speed and truck volume study for Wilsonville Road in the Landover area. At the conclusion of the presentation, the City Council asked to learn more about cost and funding sources for a project that would add landscaped medians to Wilsonville Road (between Meadows Loop/Ashland Loop and Boeckman Road).

The subject project is in response to neighborhood reports of vehicles traveling at excessive speeds in the area. The posted speed is 35 mph and speed data show that the 85<sup>th</sup> percentile speed is 38 to 39 mph. Landscaped medians were suggested for this section of Wilsonville Road to slow traffic. They are considered a traffic calming tool that can influence vehicle speed by narrowing the overall unencumbered roadway width.

The preliminary cost estimate for the project is \$175,000 to \$200,000. The cost was developed using the Canyon Creek Road Extension bid tabs adjusted for project magnitude and location.

The following funding sources could be used for the project:

- Year 2000 Urban Renewal Plan. The 2000 Plan scenarios developed during the ongoing strategic plan all include this landscaped median project with an allocation of \$289,400.
- Gas Tax. State gas tax revenues can be used. However, the project would use a disproportionate share of the fund that is otherwise needed for annual Road Operations.
- System Development Charges (SDCs). SDCs include two elements – the reimbursement fee and the improvement fee. The reimbursement fee could be used to fund at least a portion of the project.
- General Fund. The general fund can be used for the project.

Staff recommends that one or a combination of the above sources, except for gas tax, be used to fund the project.

**EXPECTED RESULTS:**

The landscaped medians are expected to serve several purposes. If successful as a traffic calming tool, the community will benefit from moderated vehicle speeds on an arterial adjacent to residential neighborhoods. Benefits include a more friendly pedestrian and bicycle environment and higher safety level for all travel modes.

The landscaping will add an aesthetic treatment to the roadway cross-section and complete the “boulevard” treatment that is found along most of Wilsonville Road throughout the city.

The vegetation, when mature, will enhance carbon sequestration (take in CO<sub>2</sub> by photosynthesis and store the carbon).

**TIMELINE:**

The schedule has not been determined.

**CURRENT YEAR BUDGET IMPACTS:**

The outcome of the City Council’s decision will determine budget impacts.



**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ CAR \_\_\_\_\_ Date: \_6/30/14\_\_\_\_\_

Should the project move forward, a supplemental budget adjustment will be presented to Council for budget appropriation. Staff has identified four possible funding sources for this project. These funding sources are not mutually exclusive, that is, Council may determine that using a combination of the funding sources is necessary and prudent to complete the project.

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK \_\_\_\_\_ Date: \_6/30/2014\_\_\_\_\_

The memo correctly outlines the funding sources which are legally available to the Council.

**COMMUNITY INVOLVEMENT PROCESS:**

The City Council has received input from citizens in the Landover area via email and Citizen Comment at the June 16, 2014 Council meeting.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

See "Expected Results" above.

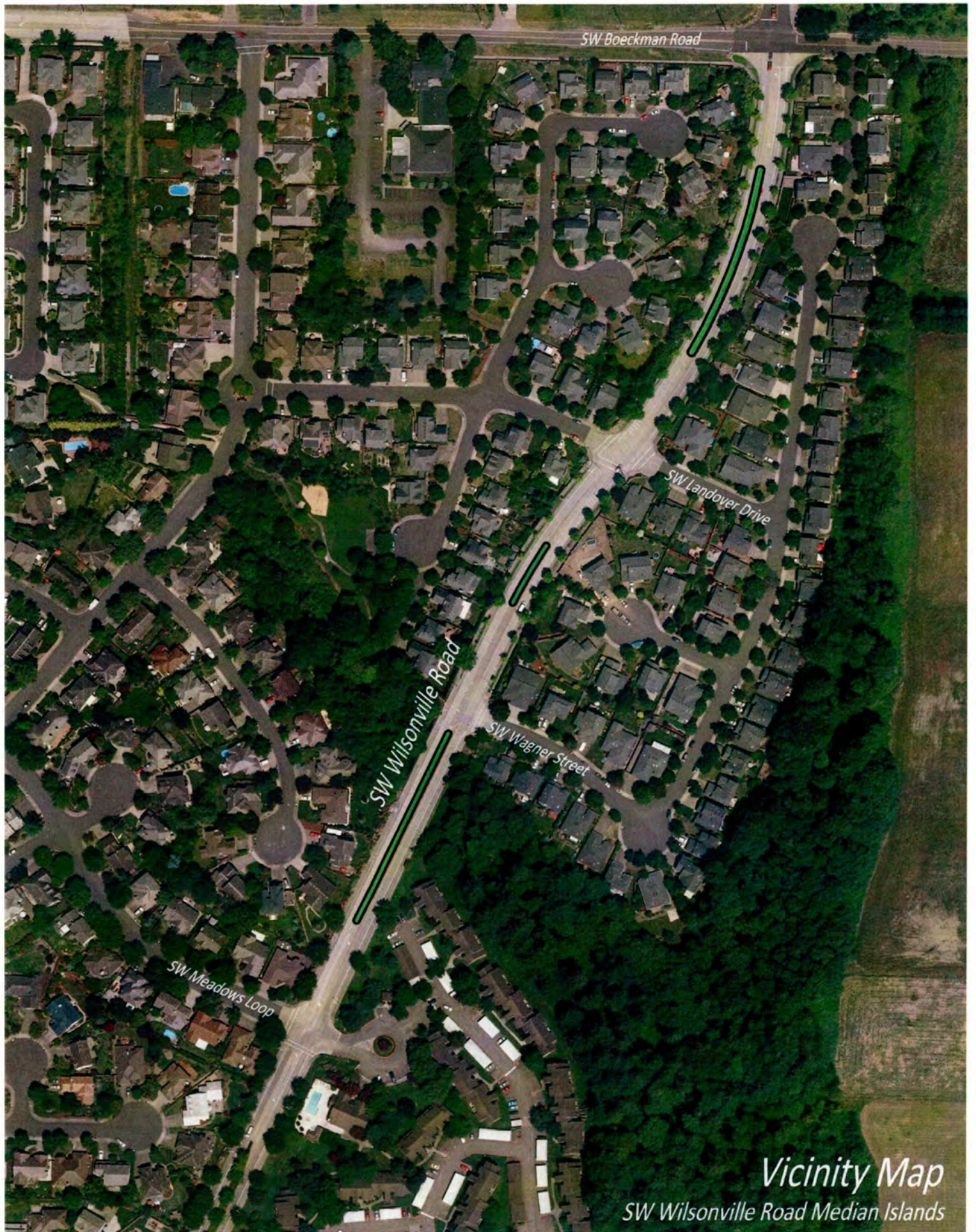
**ALTERNATIVES:**

Do not install landscaped medians; install speed monitoring assemblies to inform vehicles of their speed; and/or additional enforcement.

**CITY MANAGER COMMENT:****ATTACHMENTS**

Location Map





*Vicinity Map*  
*SW Wilsonville Road Median Islands*



**Wilsonville City Council**

**July 7, 2014**

# **COUNCIL GOALS QUARTERLY UPDATE**





COMPLETE A FORMAL CONCEPT PLAN FOR  
ADVANCE ROAD AND FROG POND  
RESIDENTIAL AREAS



# KEY PERFORMANCE AREA: *THOUGHTFUL LAND USE*

## PROBLEM/OPPORTUNITY

- Adequate Residential Land Supply
- Expanding Tax Base
- Livable Neighborhoods
- Jobs/Housing Balance

## WHAT SUCCESS LOOKS LIKE

- Plan Complete
- Advance Road Eligible for UGB Expansion in 2015
- Frog Pond Ready to Develop in 2016

## JULY 2014 UPDATE

Develop a concept plan for the full 500-Acre Plan, to address land use, bike/ ped connectivity, parks, financial feasibility, and community design.

December 2014

Project underway. Scheduled to be complete April 2015.

Develop a Master Plan for 200-Acre Frog Pond Area.

August 2015

Scheduled to begin March 2015.



COMPLETE A FEASIBILITY STUDY FOR A  
COMMUNITY RECREATIONAL/AQUATIC  
CENTER IN WILSONVILLE



# KEY PERFORMANCE AREA:

## *COMMUNITY AMENITIES AND RECREATION*

### PROBLEM/OPPORTUNITY

- Community interest in a community recreational/aquatic center

### WHAT SUCCESS LOOKS LIKE

- Completed Feasibility Study  
Presented to Council by July 1, 2014

### JULY 2014 UPDATE

Develop feasibility/market study and site alternatives analysis – closely examine revenue model

January-April 2014

The consultant team has been actively engaged with the Task Force and staff since March. The next Task Force meeting will be scheduled in mid-July and will include the first draft of an operational pro forma.



DEVELOP A PLAN TO IMPROVE BIKE AND  
PEDESTRIAN CONNECTIVITY THROUGHOUT  
THE COMMUNITY AND INTEGRATE THE PLAN  
IN THE CITY'S CAPITAL IMPROVEMENT PLAN



# KEY PERFORMANCE AREA:

## *CLEAR VISION AND COMMUNITY DESIGN*

### PROBLEM/OPPORTUNITY

- Limited Bike and Pedestrian Connections

### WHAT SUCCESS LOOKS LIKE

- Review Current Plans/Recommend Amendments
- Prioritize Projects/Develop Capital Improvements Fund
- Complete Project
- Increase The Walk Score From 42 to 70

### JULY 2014 UPDATE

Goal completed



SUCCESSFULLY CONNECT LIVE, WORK,  
AND PLAY AREAS THROUGHOUT THE  
CITY FOR BOTH EXISTING AND PLANNED  
DEVELOPMENT



# KEY PERFORMANCE AREA:

## *COMMUNITY AMENITIES AND RECREATION*

### PROBLEM/OPPORTUNITY

- Limited Funds To Build Connections

### WHAT SUCCESS LOOKS LIKE

- Sense Of Community
- Easy To Use
- Identified Network Connectivity

### JULY 2014 UPDATE

Brief City Council on existing Master Plans and the CIP list/ process.	October 2013	Reschedule to Fall 2014
Brief City Council on land use and zoning in Wilsonville.	October 2013	Reschedule to Fall 2014
Integrate with Bike and Pedestrian Connectivity Goal.	December 2013	Ongoing
Prepare summary memo.	December 2013	Reschedule to Fall 2014



DEVELOP AND BEGIN TO IMPLEMENT A  
STRATEGY TO INCREASE OCCUPANCY BY  
FILLING VACANT STORE FRONTS



# KEY PERFORMANCE AREA:

## *ECONOMIC DEVELOPMENT*

### PROBLEM/OPPORTUNITY

- Large Number Of Vacant Store Fronts

### WHAT SUCCESS LOOKS LIKE

- Increase Occupancy Of Currently Vacant Storefronts

**JULY 2014 UPDATE**



DEVELOP A FUNDING AND ANNEXATION  
STRATEGY FOR IMPLEMENTING COFFEE  
CREEK INDUSTRIAL AREA IN 18 MONTHS



# KEY PERFORMANCE AREA:

## *ECONOMIC DEVELOPMENT*

### PROBLEM/OPPORTUNITY

- Low Inventory Of Industrial Land/Shovel Ready Multiple Land Use
- Lack Of Funding
- Basalt Creek and Coffee Creek already in UGB

### WHAT SUCCESS LOOKS LIKE

- Funding For Building Infrastructure
- Strategy for Aggregating The Land

### JULY 2014 UPDATE

Develop scope of work and hire consultant.	August – September 2013	Reschedule until completion of Urban Renewal Strategic Plan Underway
Develop Urban Renewal Strategic Plan.	February 2014	
Review existing Coffee Creek Infrastructure Analysis.	September 2013	Underway
Examine and prioritize funding sources for water, sewer, and transportation infrastructure with high priority areas in the City.	November 2013	Work underway in conjunction with Sanitary Sewer collection system master plan update, Frog Pond and Basalt Creek Concept Plans, and Urban Renewal Strategic Plan.
Meet with property owners for annexation priority areas.	April/May 2014	Postpone until completion of Urban Renewal Strategic Plan
Meet with prospective developers to receive input on potential opportunities and constraints.	November 2013 – August 2014	Underway



COMPLETE AND ADOPT BASALT CREEK  
INDUSTRIAL AREA CONCEPT PLAN IN  
THE NEXT 18 TO 24 MONTHS



# KEY PERFORMANCE AREA:

## *ECONOMIC DEVELOPMENT*

### PROBLEM/OPPORTUNITY

- Low Inventory Of Industrial Land/Shovel Ready Multiple Land Use
- Lack Of Funding
- UGB Has Approved Basalt and CC

### WHAT SUCCESS LOOKS LIKE

- Funding For Building Infrastructure
- Funding for Aggregating The Land

### JULY 2014 UPDATE

Develop Concept Plan

November 2013 - January 2015

Ongoing

Plan approval

April 2015

Adoption date more likely will be December, 2015



DEVELOP A STRATEGIC BRANDING PLAN,  
INCLUDING COMPLETE VISUAL IDENTITY  
PLAN AND LOGO, TO PROMOTE THE CITY'S  
LIVABILITY AND ECONOMIC OPPORTUNITIES  
BY APRIL 2014



# KEY PERFORMANCE AREA:

## *ECONOMIC DEVELOPMENT*

### PROBLEM/OPPORTUNITY

- Lack of uniform, communication and marketing strategy
- No single clear message identifying Wilsonville
- Opportunity to promote Wilsonville for economic growth

### WHAT SUCCESS LOOKS LIKE

- A broad message is developed including logo and marketing material unique to Wilsonville
- Message represents the community values
- Message is easily recognizable by prospective employers, residents, and promotes the community

### JULY 2014 UPDATE

Research other city marketing strategies/plans	December 2013	Completed June 2014. Obtained and reviewed marketing strategies and RPF's from five other Cities/municipalities.
Allocate money in next fiscal year's budget to hire consultant and implement approved marketing strategy	April 2014	Completed June 2014. \$50,000 allocated in 2014/2015 budget.
Develop a scope of work for consultant	May 2014	In process. RFP developed, waiting on legal review. Expect to send out RFP early July 2014.



## KEY PERFORMANCE AREA: Thoughtful Land Use (July Update) Nancy

Goal: Complete a formal concept plan for Advance Road and Frog Pond Residential Areas.

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"> <li>Capitalize on the opportunity of available land to provide housing for future growth, expand the City tax base, create livable neighborhoods as our employment base grows</li> </ul>	<ul style="list-style-type: none"> <li>Plan complete</li> <li>Advance Road area is eligible to be added to the UGB in 2015</li> <li>Frog Pond is ready to develop in 2016</li> </ul>

Support needed: Community Development, GIS, Public Affairs, Legal, Clackamas County, School District, Metro, consultants

Action Steps	Timeline	July Update
Seek funding for Frog Pond and Advance Road concept and master planning project. City applied for a grant, outcome known July 2013. (If grant not successful, identify available funds to proceed with some of the work).	July 2013	Completed Aug 2013
Wastewater master planning and study of pump station and Boeckman Creek interceptor capacity and needed upgrades to serve Frog Pond and Advance Road.	2013	Alternatives developed, reviewed, and upgrades identified. Completed.
Complete Goal 10 Housing Needs Analysis and Housing Strategy to establish the need and policy framework for Wilsonville's future housing.	March 2012 - February 2013	Completed.
Develop a scope of work for Frog Pond and Advance Road Planning project (if grant not successful, timeframe will need to be revisited to align with funding availability).	August 2013	Completed.
Approve IGA with Metro to accept grant funding for the planning project.	September 2013	Completed December 2013.
Hire a planning consultant team.	October 2013	Completed March 2014.
Develop a concept plan for the full 500-Acre Plan, to address land use, bike/ ped connectivity, parks, financial feasibility, and community design.	December 2014	Project underway. Scheduled to be complete April 2015.
Develop a Master Plan for 200-Acre Frog Pond Area.	August 2015	Scheduled to begin March 2015.



## KEY PERFORMANCE AREA: Community Amenities and Recreation (July Update) Stan

Goal: Complete a feasibility study for a community recreational/ aquatic center in Wilsonville.

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"> <li>Respond to the community interest in a community recreational/aquatic center</li> </ul>	<ul style="list-style-type: none"> <li>A completed feasibility study presented to Council by July 1, 2014.</li> </ul>

Support needed: \$50,000 funded

Core staff team: Stan, Chris N., Martin Brown, Brian Stevenson, Joanne, Bryan, Jeanna

Action Steps	Timeline	July Update
Review existing market study and clarify starting points and ending points and affirm direction with City Council	September 2013	
City Manager appoint the Task Force -- use task force to look at various models	October 2013	
Hire consultant	November/December 2013	
Develop feasibility/market study and site alternatives analysis – closely examine revenue model	January-April 2014	The consultant team has been actively engaged with the Task Force and staff since March. The next Task Force meeting will be scheduled in mid-July and will include the first draft of an operational pro forma.



Develop conceptual design plan	May 2014	
Present to Council	July 1, 2014	



## KEY PERFORMANCE AREA: Clear Vision and Community Design (July Update) Nancy

Goal: Develop a plan to improve bike and pedestrian connectivity throughout the community and integrate the plan in the City's Capital Improvement Plan.

What problem are we solving/opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"> <li>Limited bike and pedestrian connections between neighborhoods, schools, public facilities, commercial centers, employment centers, and access to and along the Willamette River.</li> </ul>	<ul style="list-style-type: none"> <li>Review current plans and recommend amendments</li> <li>Prioritize projects and develop a capital improvement plan to fund</li> <li>Complete the project</li> <li>Increase the walk score from 42 to 70</li> </ul>

Support needed: Community Development, SMART, Parks and Recreation, GIS, consultant

Action Steps	Timeline	July Update
Conduct gap analysis and include in bike and pedestrian plans in TSP.	June 2013 (done)	Completed
Hire consultant and graphic designer to assist with Action Plan and public communication.	August 2013	Completed
Review bike/pedestrian plans for near-term projects and actions.	August 2013	Completed
Review existing programs and identify other needs. Looking across departments and disciplines, are we doing as much as we can to create a connected community?	September 2013	Completed
Develop draft 3 to 5-year Bicycle and Pedestrian Connectivity Action Plan, integrating applicable existing information about: bike and ped projects, parks projects and programs, SMART programs, HEAL program, development planning, regional projects, and funding. Outcome is a list of projects and programs for near-term implementation, to be integrated into the CIP, annual work plans, and budgets. Secondary outcome is an understanding of unfunded priorities.	September 2013	Completed



City Council reviews and confirms projects and programs to be prioritized for the Action Plan.	October 2013	Completed
Develop graphic communication piece(s) to convey the City's needs, values, and near-term actions to improve bike and pedestrian connectivity. Deliverables to be both printed and online media.	November 2013	Completed December 2013, presented to council January 2014. Website live and brochures distributed Jan 2014.
Integrate projects into CIP during the budget process.	January 2013	Completed



**KEY PERFORMANCE AREA: Community Amenities and Recreation (July Update) Nancy**

Goal: Successfully connect live, work and play areas throughout the City for both existing and planned development.

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"><li>Limited funds to build connections; implement existing plans and new TSP; update plans as needed.</li></ul>	<ul style="list-style-type: none"><li>Sense of community, easy to use and identified network connectivity</li></ul>

Support Needed: SMART, Parks and Recreation, Community Development

Action Steps	Timeline	July Update
City Council adopts Transportation System Plan (TSP).	June 2013	Completed
Begin Basalt Creek Concept Plan.	August 2013	Completed
Begin Frog Pond and Advance Road Concept Plans.	September 2013	Completed
Brief City Council on existing Master Plans and the CIP list/ process.	October 2013	Reschedule to Fall 2014
Brief City Council on land use and zoning in Wilsonville.	October 2013	Reschedule to Fall 2014
Begin Transit Master Plan update.	October 2013	
Integrate with Bike and Pedestrian Connectivity Goal.	December 2013	Ongoing
Prepare summary memo.	December 2013	Reschedule to Fall 2014



## KEY PERFORMANCE AREA: Economic Development (July Update) Bryan

Goal: Develop and begin to implement a strategy to increase occupancy by filling vacant store fronts.

Why problem are we solving/opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"><li>Too many vacant store fronts</li></ul>	<ul style="list-style-type: none"><li>Increase occupancy of currently vacant storefronts</li></ul>

Support needed: Market Analysis Consultant

Action Steps	Timeline	July Update
Work with Chamber to identify funding strategy	March 2014	
Hire consultant to identify retail leakage	October 2014	
Bring retail market strategy to Council	November 2014	



## KEY PERFORMANCE AREA: Economic Development (July Update) Nancy

Goal: Develop a funding and annexation strategy for implementing Coffee Creek Industrial area in 18 months.

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"><li>Low inventory of industrial land and shovel ready multiple land use; Lack of funding; Two planning areas are approved in the UGB (exp Basalt and CC)</li></ul>	<ul style="list-style-type: none"><li>Funding for building infrastructure and for aggregating the land</li></ul>

Support needed: Community Development, Legal, Finance, Administration, Consultants

Action Steps	Timeline	July Update
Develop scope of work and hire consultant.	August – September 2013	Reschedule until completion of Urban Renewal Strategic Plan
Develop Urban Renewal Strategic Plan.	February 2014	Underway
Review existing Coffee Creek Infrastructure Analysis.	September 2013	Underway
Examine and prioritize funding sources for water, sewer, and transportation infrastructure with high priority areas in the City.	November 2013	Work underway in conjunction with Sanitary Sewer collection system master plan update, Frog Pond and Basalt Creek Concept Plans, and Urban Renewal Strategic Plan.
Meet with property owners for annexation priority areas.	April/May 2014	Postpone until completion of Urban Renewal Strategic Plan



Meet with prospective developers to receive input on potential opportunities and constraints.	November 2013 – August 2014	Underway
Develop annexation strategy with stakeholder input.	February – August 2014	
Implement results of approved Urban Renewal Strategic Plan.	November 2014	
Action Plan for Coffee Creek Industrial Area development.	December 2014	



## KEY PERFORMANCE AREA: Economic Development (July Update) Nancy

Goal: Complete and adopt Basalt Creek industrial area concept plan in the next 18 to 24 months.

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"><li>Low inventory of industrial land and shovel ready multiple land use; Lack of funding; Two industrial areas are the UGB; Coffee Creek has been planned; concept planning needs to be completed for Basalt Creek in partnership with Tualatin.</li></ul>	<ul style="list-style-type: none"><li>Complete the Basalt Creek concept plan and the area is ready for development</li><li>Funding for building infrastructure and for aggregating the land</li></ul>

Support needed: Community Development, GIS, Public Affairs, Legal, Clackamas County, City of Tualatin, Metro, consultants.

Completing the Plan relies on successful collaboration with the City of Tualatin, Washington County, and Metro.

Action Steps	Timeline	July Update
Complete and sign intergovernmental agreement (IGA)	August 2013	Complete
Select consultant	August 2013	Complete
Joint work session with two Councils	September 2013	Complete
Prepare scope of work	October 2013	Complete
Approve consultant contract	November 2013	Approved January 2014
Develop Concept Plan	November 2013 - January 2015	Ongoing



Plan approval	April 2015	Adoption date more likely will be December, 2015
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## KEY PERFORMANCE AREA: Economic Development (July Update) Bryan and Jeanna

Goal: Develop a strategic branding plan, including complete visual identity plan and logo, to promote the City's livability and economic opportunities by April 2014

What problem are we solving or opportunity are we seizing?	What does success look like?
<ul style="list-style-type: none"><li>Sending a faint, if any message; lack of uniform, simple clear communication focus. Opportunity to recognize the need to change.</li></ul>	<ul style="list-style-type: none"><li>The message is broadly and well received</li></ul>

Support needed: Bryan, Jeanna

Limited funds available in current budget (FY 2013/14). Staff will develop scope of work this fiscal year with project to occur next fiscal year assuming funds are included in next year's budget.

Action Steps	Timeline	July Update
Research other city marketing strategies/plans	December 2013	Completed June 2014. Obtained and reviewed marketing strategies and RPF's from five other Cities/municipalities.
Allocate money in next fiscal year's budget to hire consultant and implement approved marketing strategy	April 2014	Completed June 2014. \$50,000 allocated in 2014/2015 budget.
Develop a scope of work for consultant	May 2014	In process. RFP developed, waiting on legal review. Expect to send out RFP early July 2014.
Select consultant	July 2014	
Develop comprehensive marketing plan; use Tourism Task Force for assisting in development	July-October 2014	



Vet with Tourism Task Force	November 2014	
Council adoption of marketing strategy that reflects community values	December 2014	



**King, Sandy**

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**From:** Ottenad, Mark  
**Sent:** Monday, June 02, 2014 4:40 PM  
**To:** King, Sandy  
**Cc:** Cosgrove, Bryan  
**Subject:** RE: recycling Fluorescent light tubes options

It turns out that that this is more complicated than one might think; I've noted this to Tim also.

Metro oversees hazardous waste, and Fluorescent light tubes have a 'mixed' rating with two classes; so while all contain mercury, apparently there are two classes, which I am a bit confused about (the lower or safer class is apparently OK to dispose of in landfill, but I found that hard to believe). Metro does Not take these classes of waste (FL tubes), and so directs people to a place in North Portland, which appears to be the only location available.

The info on the Metro website on this topic is basically useless.

Clackamas County oversees recycling at work programs in conjunction with Metro. The county has found it very difficult to 'penetrate' businesses to get FL tube recycling programs going. The County has tried to do a program where businesses get a box to save used tubes and then ship to facility. The county did a pilot project, and found that "The most successful outreach has been door to door promotion and offering the program in our suite of resources whenever we visit a business."

So, what I found is a mixed bag that is ambiguous. I am a bit stymied on how to proceed, and have not figured out yet a good way to proceed.

Thank you.

- Mark

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**From:** King, Sandy  
**Sent:** Monday, June 02, 2014 2:24 PM  
**To:** Ottenad, Mark  
**Cc:** Cosgrove, Bryan  
**Subject:** recycling Fluorescent light tubes options

Mark,

What is the status of this councilor concern? Have you been able to find out anything?

Sandra C. King, MMC  
City Recorder  
City of Wilsonville  
29799 SW Town Center Loop East  
Wilsonville, OR 97070  
503-570-1506

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King, Sandy

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**From:** Cosgrove, Bryan  
**Sent:** Monday, July 07, 2014 9:12 AM  
**To:** Mayor Tim Knapp  
**Cc:** Handran, Angela  
**Subject:** Re: 110th Ave Closure Duration Not Acceptable

Tim

We'll follow up.

Sent from my iPhone

On Jul 4, 2014, at 12:45 PM, "Mayor Tim Knapp" <[knapp@ci.wilsonville.or.us](mailto:knapp@ci.wilsonville.or.us)> wrote:

Citizen Concern, will need contact & response. Thx/TK

*Sent from my Verizon Wireless Droid*

-----Original message-----

**From:** Thomas Hooker <[thomas.hooker@gmail.com](mailto:thomas.hooker@gmail.com)>  
**To:** Mayor <[Mayor@ci.wilsonville.or.us](mailto:Mayor@ci.wilsonville.or.us)>, "[thomas.hooker@gmail.com](mailto:thomas.hooker@gmail.com)" <[thomas.hooker@gmail.com](mailto:thomas.hooker@gmail.com)>, "[thomas.hooker@frontier.com](mailto:thomas.hooker@frontier.com)" <[thomas.hooker@frontier.com](mailto:thomas.hooker@frontier.com)>  
**Cc:** "[richardgoddard2010@gmail.com](mailto:richardgoddard2010@gmail.com)" <[richardgoddard2010@gmail.com](mailto:richardgoddard2010@gmail.com)>, "[scottstarr97070@gmail.com](mailto:scottstarr97070@gmail.com)" <[scottstarr97070@gmail.com](mailto:scottstarr97070@gmail.com)>, "Fitzgerald, Julie" <[fitzgerald@ci.wilsonville.or.us](mailto:fitzgerald@ci.wilsonville.or.us)>, "Stevens, Susie" <[stevens@ci.wilsonville.or.us](mailto:stevens@ci.wilsonville.or.us)>  
**Sent:** Fri, Jul 4, 2014 18:13:45 GMT+00:00  
**Subject:** 110th Ave Closure Duration Not Acceptable

City Council:

I am a resident of the area and frequently travel the proposed closed 110<sup>th</sup> Ave.

I believe the length of the closure is excessive and benefits only the construction company, while putting the residents to an extreme disadvantage and **potential traffic and pedestrian safety risks in Villaboiss and at Grahams Ferry and Tooze Road Intersection**. This road is used by commuters as a short cut from I-5 to Sherwood. Routing this traffic through a residential neighborhood is just asking for serious problems for children and residents.

The additional traffic to Brown and Wilsonville Road will bring gridlock at commuting times like we had with a yearlong closure of Boekman Rd.

**I would suggest that the construction company be required to keep a thru road open with periodic closures during construction.**

**Having the road closed for 5 months that will include the opening of school, and is excessive and puts an undue burden on residents.**

**Please find a way to solve this problem that doesn't burden the residents of West Wilsonville.**



Thank you for your time.

Regards,

Thomas Hooker  
10899 SW Roland Ct.  
[thomas.hooker@gmail.com](mailto:thomas.hooker@gmail.com)



City of Wilsonville  
July 7, 2014 City Council Meeting

✓

SPEAKER CARD

NAME: Dorothy Van Eggers

ADDRESS: 6567 SW Stratford Ct

TELEPHONE: 503 682 5909 E-MAIL

AGENDA ITEM YOU WANT TO ADDRESS: Wilsonville Rd NE  
Traffic

Wilsonville Rd. Improvement. —

Please limit your comments to 3 minutes. Thank you.

- aware of traffic lights item
- proposed landscape.
- participating in Frog Pond Planning
- want car to consider with Rd impact



**City of Wilsonville  
City Council Meeting  
July 7, 2014 Sign In Sheet**

[illegible]



## City of Wilsonville

### July 7, 2014 City Council Meeting Action Minutes

COUNCILORS	STAFF	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Mark Ottenad	Martin Brown
Councilor Goddard	Mike Kohlhoff	Jon Gail	Katie Mangle
Councilor Starr	Jeanna Troha	Kristin Retherford	Zack Weigle
Councilor Fitzgerald	Sandra King	Stan Sherer	Eric Mende
Councilor Stevens	Stephan Lashbrook	Chris Neamtzu	Angela Handran
	Nancy Kraushaar	Delora Kerber	
	Andrea Villagrana	Steve Adams	

AGENDA	ACTIONS
<b>WORK SESSION</b>	
<u>Agenda Review</u> – no questions	
<u>Concerns</u>	
<ul style="list-style-type: none"> <li>Mayor Knapp reported a tree in the median on west Wilsonville Road almost to city limits had been knocked down by a driver.</li> </ul>	
<u>Willamette Water Supply Update</u>	TVWD representatives provided an update on: responses of the focus groups regarding plant expansion; the process to be used to develop pipeline route alternatives; community engagement goals and calendar; and timeline for the work efforts. They will return in August/September to share pipeline route evaluations and alternatives.
<u>Charbonneau Infrastructure Improvement Plan</u>	Staff introduced the draft Plan which is a technical document evaluating, ranking, and prioritizing infrastructure deficiencies for each utility system in Charbonneau – sewer, storm, water and streets. A meeting to present the information to Charbonneau residents is scheduled for 7/30/14. Council was asked to email questions/concerns to staff for a response prior to the next work session.
<u>110<sup>th</sup> Avenue Closure</u>	Representatives of NEI, the contractor doing the road work, discussed the reasons for a complete closure of 110 <sup>th</sup> Avenue. Council asked that informational signs be posted at either end of the project indicating the new alignment and reopening of the new road and those residents receive information about the closure and detour routes.
<u>2015 League of Oregon Cities Legislative Priorities</u>	Council provided staff direction on the top LOC legislative priorities for 2015, agreeing with staff's recommendations.



<u>Basalt Creek Concept Plan Update</u>	In preparation for the joint meeting with the Tualatin Council, staff presented the draft guiding principles and outcomes of the public workshop
<u>Current Development and Economic Development Activities</u>	Staff presented an update on the volume of permits, inspections, and applications processed in the department for the past year. The new Economic Development website was unveiled.
<b>REGULAR MEETING</b>	
<u>Mayor's Business</u> <ul style="list-style-type: none"> <li>• Renewal of City Manager Contract</li> <li>• Library Board Appointment</li> </ul>	<p>Contract renewed for one year.</p> <p>Megan Chuinard and Reggie Gaines reappointed to four year terms starting 7/1/14 and ending 6/30/18.</p>
<u>Consent Agenda</u> <ul style="list-style-type: none"> <li>• June 16, 2015 Council Meeting Minutes</li> </ul>	Approved 5-0.
<u>New Business</u> <ul style="list-style-type: none"> <li>• Wilsonville Road Improvements – Meadows Loop/Ashland Drive to Boeckman Road.</li> </ul>	Council approved 5-0 adding the median installation project to the adopted 2014-15 FY budget.
<u>City Manager's Business</u> <ul style="list-style-type: none"> <li>• Quarterly Council Goals Update</li> </ul>	The City Manager shared the status of Council Goals as well as major projects.
<u>Legal Business</u>	Staff is working on reviewing the call-up process and will have information to Council at their next meeting.
Adjourn	Council adjourned at 8:31 p.m. to reconvene the Work Session.

**RECORDED BY: SCK**