

RESOLUTION NO. 636

A RESOLUTION DESIGNATING THE LOGGING ROAD INDUSTRIAL PARK PHASE II PROJECT AS AN ADVANCED FINANCING IMPROVEMENT, PROVIDING FOR ADVANCED FINANCED REIMBURSEMENT FROM BENEFITTING PROPERTIES, AND REPEALING RESOLUTION 632.

WHEREAS, the City of Canby has proposed an advanced financing program for a public improvement with development cost of \$260,000 and;

WHEREAS, the total benefitting sites equal 196.73 acres; and

WHEREAS, the City's consulting engineer prepared a staff report identifying the benefitting property owners, a copy of which is attached hereto as Exhibit "A" and by this reference incorporated herein; and

WHEREAS, the City Council passed Resolution No. 632 on January 15, 1997, which provided for the establishment of an advance finance district for utility improvements; and

WHEREAS, the City of Canby proposes this advance financing district encompass both utility and transportation costs in one district; and

WHEREAS, the reimbursement procedure, as provided in Ordinance 903, specifies annual simple interest on the amount advance financed; now therefore it is hereby


RESOLVED that the City Council instruct the City Administrator to implement the advanced financed improvement proposal in the amount of a 1997 cost of \$260,000, with allocations of \$2,642.03 per benefitted acre for utility improvements, \$539.95 per benefitted acre for transportation improvements, and a fixed assessment of \$63,750 for the Shimadzu USA Manufacturing site as shown on the attached Exhibit "A", and including annual simple interest as set forth in Ordinance 903; and

BE IT FURTHER RESOLVED that the Logging Road Industrial Park Phase II project, located on SE 4th Avenue, is designated as an advanced financed improvement and said benefitting property owners, as designated in Exhibit "A", shall be responsible for advanced financing reimbursement in the amounts indicated; and

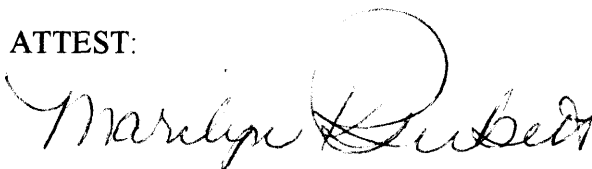
BE IT FURTHER RESOLVED that Resolution 632 is hereby repealed as its provisions are provided for in this resolution; and

BE IT FURTHER RESOLVED that this advanced financing program shall remain in effect a period of ten (10) years with rights of the City to extend this advanced financing program for two (2) additional five (5) year periods, as set forth in the Ordinance Section 4.12.090, or until the principal, plus any accrued interest, has been paid in full to the City of Canby.

ADOPTED by the Canby City Council at a regular meeting thereof on May 7, 1997.


Scott Taylor
Mayor

ATTEST:



Marilyn K. Perkett
City Recorder

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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**CITY OF CANBY
ADVANCE FINANCING ENGINEERING REPORT**

*SE 4th Avenue Extension
Logging Road Industrial Park Phase II*

Revised April 25, 1997

In January 1997, an Advance Financing Engineering Report was prepared that identified costs and benefitted area for improvements to SE 4th Avenue. At that time estimated costs were within the limits of available revenue sources for the street improvements. The basis for allocation of costs at that time was the provision of sewer and water service. No allocations were made for transportation improvements.

Subsequently to that report, plans and specifications have been prepared and construction costs identified for all work. These costs exceed the available funding and require we re-evaluate the cost allocations and benefitted area. The major cost increase relates to transportation system improvements, and mandates identifying a specific benefitted area and allocating these additional expenses.

As discussed in the original engineering report, this project will undertake construction of a portion of Phase II of the Logging Road Industrial Park, including an extension of SE 4th Avenue approximately 1170 LF, with all utilities. This roadway will bridge the Oregon Pacific railroad and connect Phases I and II of the park.

ADVANCE FINANCED PUBLIC IMPROVEMENTS

City Ordinance 903 (Attached) identifies the City's procedures for implementing an Advance Financed public improvement. This generally allows for construction of public improvements with a provision for collecting reimbursement from benefitted properties. This reimbursement becomes due only at the time the property owners apply for connection to the Advance Financed public improvement or apply for building permits for projects that utilize an Advance Financed public improvement.

CITY OF CANBY
ADVANCE FINANCING ENGINEERING REPORT
Page Two

Allocations of cost accrue at the rate of interest charged the City to finance the project per year until paid. This is estimated at approximately 6% and will be determined upon the State of Oregon's bond sale later this year.

The project is shown on the attached drawing as it was shown in the January 1997 report. The changes which mandated revision of the benefitted area relate to the cost of transportation improvements. The benefitted area is now identified as all properties in Phase II, bounded by the next easterly roadway, Walnut Street, excepting the City owned Cemetery property which will not utilize any of the services provided by these improvements.

The benefitted area boundary for utility services was identified in the January 1997 Engineering Report and remains unchanged at approximately 52 acres. The benefitted area for transportation improvements includes all properties within the boundary, for a total of approximately 197 acres.

PROJECT COSTS

Construction bids were solicited for this project in March 1997, and resulted in the following bid prices:

Water System Improvements	\$ 85,680
Sanitary Sewer Improvements with R.R. bore	93,145
Storm Sewer Improvements	15,104
Bridge and Roadway Improvements	634,032
Utility Trenching	<u>9,945</u>
 Total Construction Cost	 \$ 837,906
Engineering	108,000
Construction Contingency	<u>20,094</u>
 Total Project Cost	 \$966,000

CITY OF CANBY
ADVANCE FINANCING ENGINEERING REPORT
Page Three

PROJECT REVENUES

The revenue sources for this project come from several agencies and funds. The sources identified in the January study are all yet available however the project costs exceed the available funds by approximately \$106,000. To accommodate this, the Oregon Economic Development Department has increased their grant and loan awards. As a result, the Advance Financing District must generate enough funds to cover the increased loan amount.

The breakdown of funding is shown below. The OEDD Grant/Loan has been increased to reflect an increase in grant funds, and to incorporate the City's shortfall into the loan package. The project revenue sources include:

Oregon Department of Transportation (ODOT) Immediate Opportunity Fund Grant (IOF)	\$ 500,000
Oregon Economic Development Department (OEDD) Special Public Works Fund Grant (SPWF)	168,600
Oregon Economic Development Department (OEDD) Special Public Works Fund Grant (SPWF)	260,000
City of Canby System Development Charge (SDC)Reserves	<u>37,400</u>
Total Funding Sources	\$966,000

ADVANCE FINANCING BENEFITTED AREA ALLOCATIONS

The utility expenditures provide benefit to the properties immediately adjacent to the improvements. The transportation improvements provide benefit to a much larger area accounting for future traffic patterns within the park. The bridge construction will provide a convenient link to Highway 99E and the City.

CITY OF CANBY
ADVANCE FINANCING ENGINEERING REPORT
Page Four

Accordingly, we have identified two benefitted area boundaries, one for utility costs and one for transportation costs. The utility service benefitted area totals 52.14 acres. The transportation service boundary totals 196.73 acres, and includes the utility benefitted area.

The cost allocated to each of these benefitted area boundaries includes the loan portion of the revenue sources. This total of \$260,000 is equally divided for utility and transportation improvements and accounts for all work including engineering.

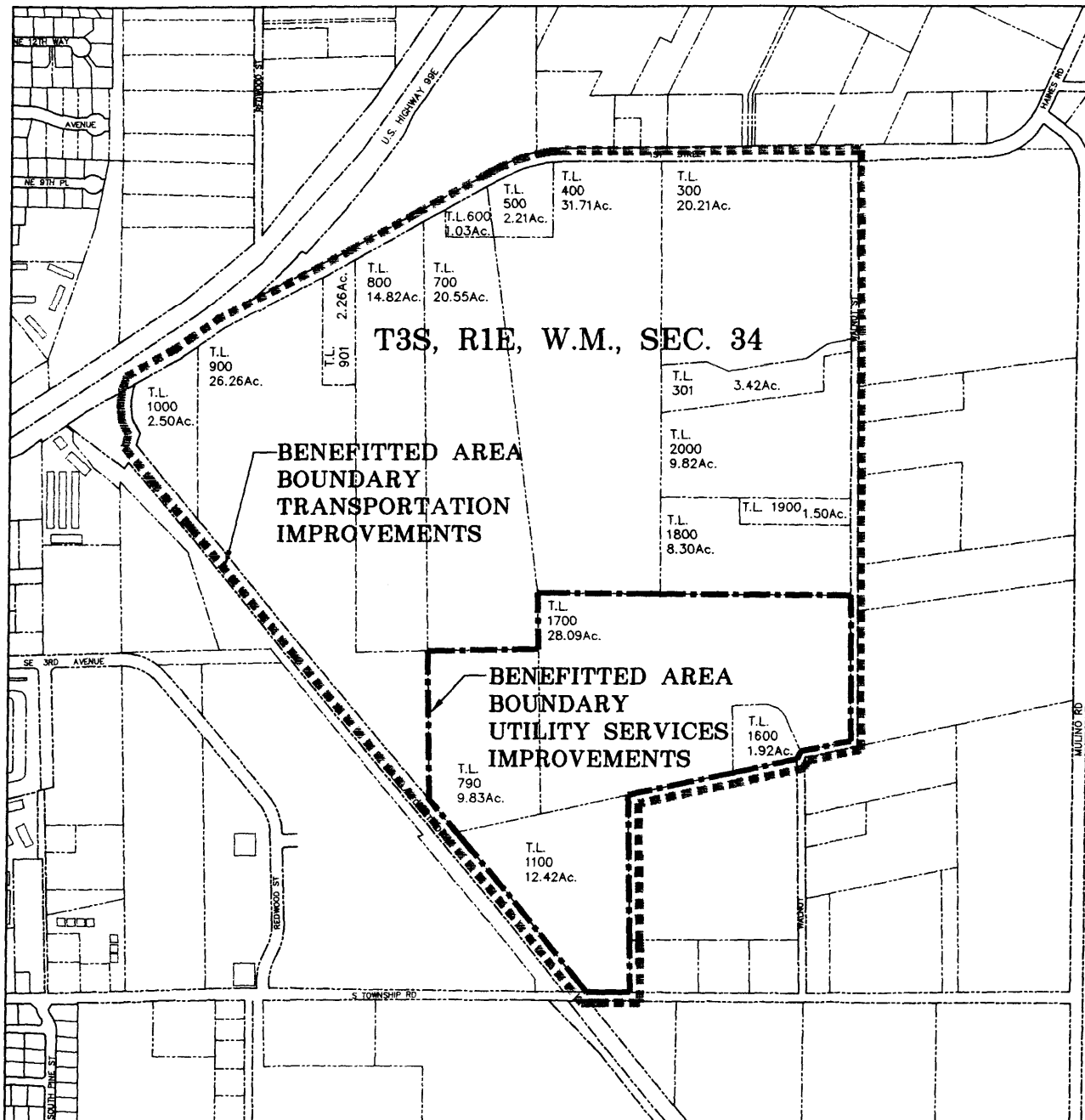
Shimadzu USA Manufacturing has provided a lump sum contribution of \$63,750 toward the public improvements. This contribution is approximately 35% greater than the allocation of costs to the remaining benefitted properties. Incorporating this into the allocation results in a per acre cost of \$2,642.03 for utility improvements and \$539.95 per acre for transportation system improvements to the remaining benefitted properties.

The attached table limits the properties contained within the benefitted areas and the cost allocation for each component.

The attached plates show the project improvements and the boundaries of the benefitted areas. Also attached is a copy of the ordinance providing for the formation of the Advanced Finance Public Improvement District.



CITY OF CANBY		Logging Road Industrial Park Phase II		Cost Allocations	
TL #	Name	Area	Utility Service	Trans. Improvements	Total
31E34 300	Kathryn Lewelling PO Box 156 Canby, OR 97013	20.21	\$0.00	\$10,912.38	\$10,912.38
31E24 301	Thomas J. Nolan 165 S Walnut St. Canby, OR 97013	3.42	\$0.00	\$1,846.63	\$1,846.63
31E34 400	Ray L. Burden 23230 S Hwy 99E Canby, OR 97013	31.71	\$0.00	\$17,121.80	\$17,121.80
31E34 500	Frank Madeira 1907 SE 1st Ave. Canby, OR 97013	2.21	\$0.00	\$1,193.29	\$1,193.29
31E34 600	Keith S. Guisinger 1793 SE 1st Ave Canby, OR 97013	1.03	\$0.00	\$556.15	\$556.15
31E34 700	Ray L. Burden 23230 S Hwy 99E Canby, OR 97013	20.55	\$0.00	\$11,095.96	\$11,095.96
31E34 790 31E34 1700	Shimadzu USA Manufacturing 7102 Riverwood Dr. Columbia, MD 21046	15.00	\$31,875.00	\$31,875.00	\$63,750.00
31E34 800	Roy F. Zimmer 1691 SE 1st Ave. Canby, OR 97013	14.82	\$0.00	\$8,002.05	\$8,002.05
31E34 900	Ivan Arneson, Trustee 1445 SE 1st Ave. Canby, OR 97013	26.26	\$0.00	\$14,179.07	\$14,179.07
31E34 901	Ivan Arneson, Trustee 1445 SE 1st Ave. Canby, OR 97013	2.26	\$0.00	\$1,220.29	\$1,220.29
31E34 1000	Dee Walluck PO Box 435 Canby, OR 97013	2.50	\$0.00	\$1,349.87	\$1,349.87
31E34 1100	Boyer Top Soil 2001 S. Township Rd. Canby, OR 97013	12.42	\$32,814.01	\$6,706.17	\$39,520.18
31E34 1600	Redding LBR Transport PO Box 2221 Redding, CA 96099	1.92	\$5,072.70	\$1,036.70	\$6,109.40
31E34 1700	Ray L. Burden 23230 S Hwy 99E Canby, OR 97013	22.8	\$60,238.29	\$12,310.85	\$72,549.13
31E34 1800	Jaque E. Parson 25460 SW Baker Sherwood, OR 97140	8.30	\$0.00	\$4,481.58	\$4,481.58
31E34 1900	Carlos H. Oliverio 267 S Walnut St. Canby, OR 97013	1.50	\$0.00	\$809.92	\$809.92
31E34 2000	Ronald D. Palmer 211 S Walnut St. Canby, OR 97013	9.82	\$0.00	\$5,302.30	\$5,302.30
Total			\$130,000.00	\$130,000.00	\$260,000.00



CITY OF ANBY

Attachment "B"

N.E. 4th AVENUE EXTENSION

LOGGING ROAD
INDUSTRIAL PARK
Phase II

ADVANCE FINANCED PUBLIC IMPROVEMENT BENEFITTED AREA

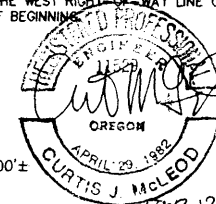
FEBRUARY 1997

BENEFITTED AREA - UTILITY SERVICES

BEGINNING AT THE NORTHEAST CORNER OF TAX LOT 1700 IN THE S.E.1/4 OF SECTION 34, T.3S., R.1E., W.M.; THENCE SOUTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF WALNUT ROAD (COUNTY ROAD NO. 540) APPROXIMATELY 701 FEET TO THE SOUTHEAST CORNER OF TAX LOT 1700; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF TAX LOT 1700, APPROXIMATELY 1,125 FEET TO THE NORTHEAST CORNER OF TAX LOT 1100; THENCE SOUTHERLY ALONG THE EAST LINE OF TAX LOT 1100 APPROXIMATELY 940 FEET TO THE SOUTHEAST CORNER OF TAX LOT 1100; THENCE WESTERLY ALONG THE SOUTH LINE OF TAX LOT 1100 APPROXIMATELY 200 FEET TO THE EAST RIGHT-OF-WAY LINE OF MOLALLA WESTERN RAILROAD; THENCE NORTHWESTERLY ALONG THE EAST RIGHT-OF-WAY LINE OF MOLALLA WESTERN RAILROAD APPROXIMATELY 1200 FEET TO THE SOUTHWEST CORNER OF TAX LOT 790; THENCE NORTHERLY ALONG THE WEST LINE OF TAX LOT 790 APPROXIMATELY 690 FEET TO THE NORTHWEST CORNER OF TAX LOT 790; THENCE EASTERLY ALONG THE NORTH LINE OF TAX LOT 790 APPROXIMATELY 542 FEET TO THE NORTHEAST CORNER OF TAX LOT 790; THENCE NORTHERLY ALONG THE WEST LINE OF TAX LOT 1700 APPROXIMATELY 242 FEET TO THE NORTHWEST CORNER OF TAX LOT 1700; THENCE EASTERLY ALONG THE NORTH LINE OF TAX LOT 1700 APPROXIMATELY 1,538 FEET TO THE POINT OF BEGINNING.

BENEFITTED AREA - TRANSPORTATION IMPROVEMENTS

BEGINNING AT THE NORTHEAST CORNER OF TAX LOT 1700 IN THE S.E.1/4 OF SECTION 34, T.3S., R.1E., W.M.; THENCE SOUTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF WALNUT ROAD (COUNTY ROAD NO. 540) APPROXIMATELY 701 FEET TO THE SOUTHEAST CORNER OF TAX LOT 1700; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF TAX LOT 1700, APPROXIMATELY 1,125 FEET TO THE NORTHEAST CORNER OF TAX LOT 1100; THENCE SOUTHERLY ALONG THE EAST LINE OF TAX LOT 1100 APPROXIMATELY 940 FEET TO THE SOUTHEAST CORNER OF TAX LOT 1100; THENCE WESTERLY ALONG THE SOUTH LINE OF TAX LOT 1100 APPROXIMATELY 200 FEET TO THE EAST RIGHT-OF-WAY LINE OF MOLALLA WESTERN RAILROAD; THENCE NORTHWESTERLY ALONG THE EAST RIGHT-OF-WAY LINE OF MOLALLA WESTERN RAILROAD APPROXIMATELY 3800 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF U.S. HIGHWAY No. 99E; THENCE NORTHEASTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF U.S. HIGHWAY No. 99E APPROXIMATELY 600 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF 1ST AVENUE (COUNTY ROAD NO. 687); THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF 1ST AVENUE APPROXIMATELY 3,100 FEET TO THE WEST RIGHT-OF-WAY LINE OF WALNUT ROAD; THENCE ALONG THE WEST RIGHT-OF-WAY LINE OF WALNUT ROAD APPROXIMATELY 2,050 FEET TO THE POINT OF BEGINNING.



CURRAN-McLEOD, INC.
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SCALE: 1" = 500'±

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EXP 12-31-98

CITY OF CANBY
LOGGING ROAD INDUSTRIAL PARK
PHASE II IMPROVEMENTS
S.E. 4TH AVENUE IMPROVEMENTS
CLACKAMAS COUNTY, OREGON

Attachment "C"

JVNW
TL1803

TL900

BURDEN
TL790

BURDEN
TL1700

EXISTING
CELL TOWER

CITY OF
CANBY
TL1500

BOYER
TL1100

TL1804

TL1805

EXISTING RAILROAD LINE
MOLALLA FOREST ROAD

MOLALLA FOREST ROAD

NEW 60' RIGHT-OF-WAY
AND 40' COLLECTOR STREET

27°37'30"

EXTEND SANITARY SEWER
AND WATERLINE CONSTRUCTION
FROM END OF BOYER
CONSTRUCTION PROJECT

S.E. FOURTH AVENUE

12" PVC WATER

12" PVC 3034
SAN. SEWER

STA. 5+00
END ROADWAY
CONSTRUCTION

SIDEWALK

LIMITS OF LRIP PHASE I
CONSTRUCTION



SCALE: 1" = 100'