

RESOLUTION NO. 648-R

A RESOLUTION ACCEPTING THE COMMUNITY SERVICES DEPARTMENT REPORT AND SETTING A DATE FOR A PUBLIC HEARING - DUNBAR WAY LOCAL IMPROVEMENT DISTRICT NO. _____.

WHEREAS, The City of Troutdale's Ordinances No. 159 and No. 269 sets forth the process and procedure necessary for the formation of a Local Improvement District; and

WHEREAS, One of the requirements is that the City Council approve the Community Services Department Project Report; and

WHEREAS, A date must be set for a public hearing.

NOW, THEREFORE BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT:

- 1) The Common Council of the City of Troutdale does hereby accept the Community Services Department Local Improvement District Report; and
- 2) The date set for the public hearing shall be January 27, 1987, and shall be held before the Common Council of the City of Troutdale during its regularly scheduled Council Session.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 13TH DAY OF JANUARY, 1987.

YEAS: 5

NAYS: 0

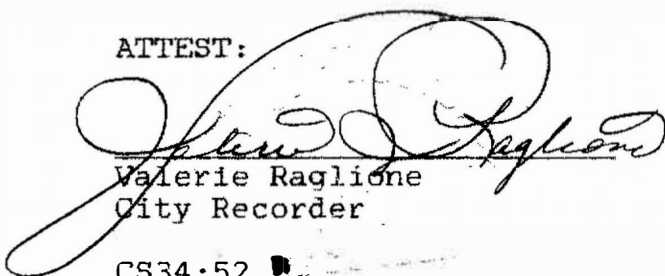
ABSTAINED: 0



Sam K. Cox, Mayor

Dated: JANUARY 15, 1987

ATTEST:


Valerie Raglione
City Recorder

CS34:52

COMMUNITY SERVICES DEPARTMENT
REPORT ON THE PROPOSED
DUNBAR WAY
LOCAL IMPROVEMENT DISTRICT

CITY OF TROUTDALE
JANUARY, 1987

EXHIBIT A

NARRATIVE

I. PROPOSED IMPROVEMENTS

The proposed project will include the construction of a new roadway to applicable collector street standards. This construction will commence at the signalized intersection located on Stark Street (see Exhibits A-1 & 2) and proceed north approximately 377' from the existing curb returns. The structural cross section of the proposed Dunbar Way will include 6 foot sidewalks on both sides of the roadway, a 44' roadway section together with water, sanitary, storm, underground power, street lighting, underground telephone and other facilities as may be necessary to provide service to the benefiting property owners and ensure continuing development with the future extension of this roadway and associated facilities.

II. PROPOSED LOCAL IMPROVEMENT DISTRICT BOUNDARY

The proposed local improvement district boundary was established using normal and typical methods associated with road system local improvement districts. A zone of benefit is established with the greatest cost borne by those most adjacent to the roadway with costs and benefits declining as you move further from the proposed roadway. A typical zone area approach was taken and appears to be the most equitable for achieving a distribution of costs aligned with associated benefits. The project is made somewhat cumbersome by the fact that a single property owner owns portions of property on both sides of the proposed roadway. However, the bulk of the ownership by this property owner lies on the west side of the facility with a 62' remnant on the east. The project would be much simpler if the 62' remnant did not exist and the project costs could be divided equally between the two.

III. EXISTING FACILITIES

This roadway currently does not exist but has been considered in planning efforts for some time. The recent improvements to Stark Street located a signalized intersection at the beginning of this facility and constructed the appropriate curb and sidewalk returns to which proper and necessary connections could be made.

Existing utilities in Stark Street include a 12" waterline, a 21" storm collection system, recently constructed electrical utility vaults and conduits and a 10" sanitary sewer recently constructed and properly stubbed out to serve this facility and any associated development..... Each of these facilities in Stark Street has been constructed with this future development in mind.... That is to say, their sizing is adequate and cost reducing "stub-outs" provided for the proposed Dunbar Way.

In short, all necessary infrastructure to connect with and provide service to this new roadway is in place.

TAX LOT 16

60'

TAX LOT 51

DUNBAR WAY

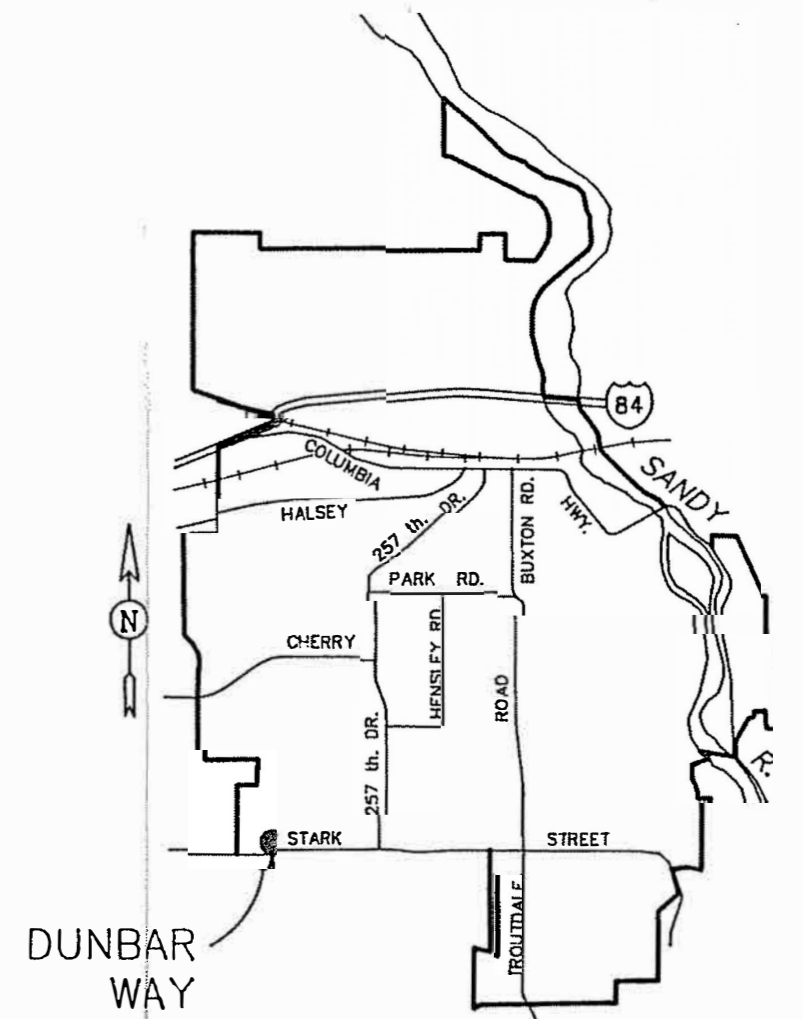
TAX LOT 51

TAX LOT 16



RIGHT-OF-WAY ACQUISITION
REQUIRED 60' X 377'

S.E. STARK STREET

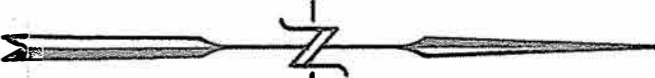


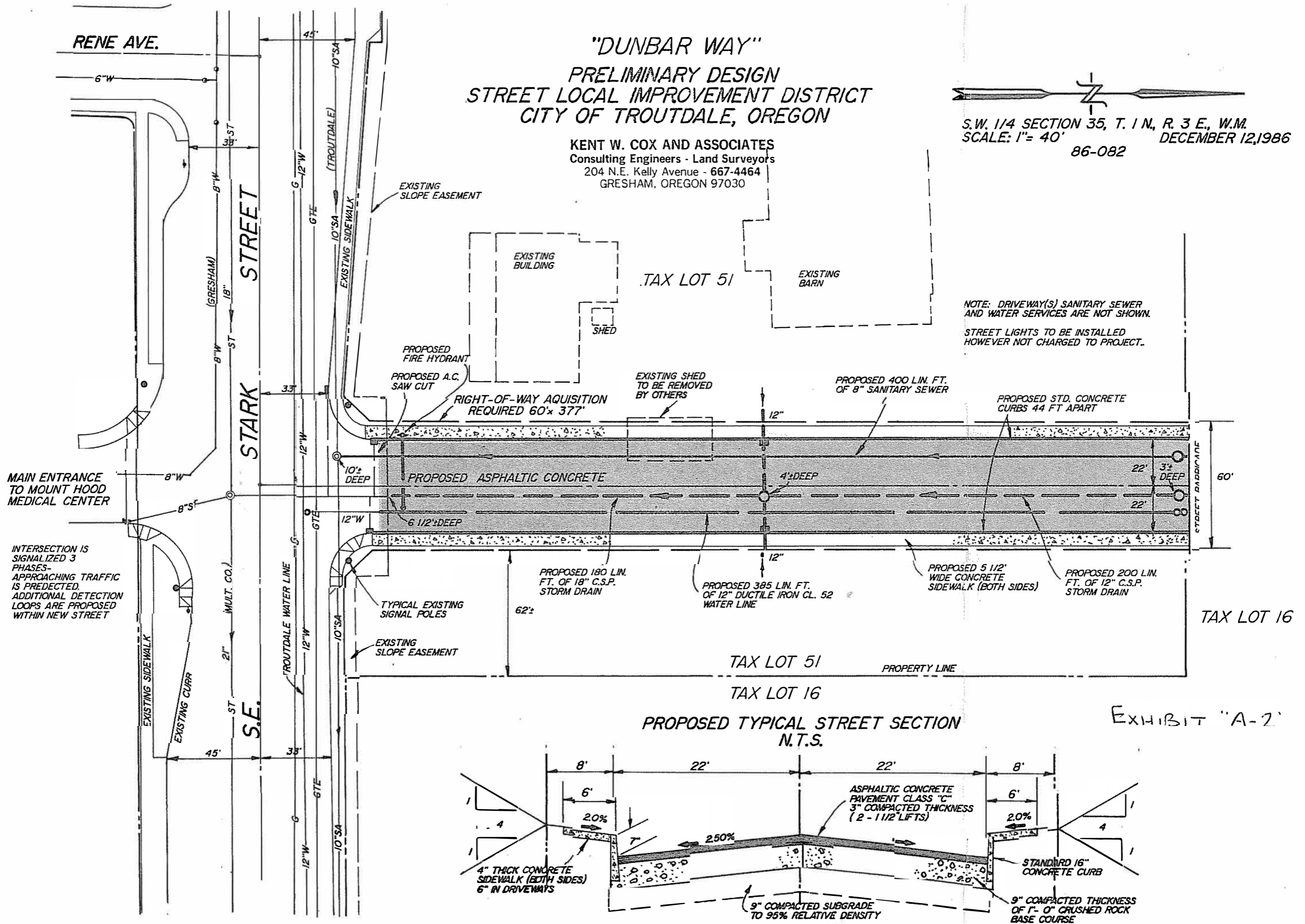
VICINITY MAP

DATE	12-31-86	EXHIBIT A-1 DUNBAR WAY LOCAL IMPROVEMENT DISTRICT CITY OF TROUTDALE MULTNOMAH COUNTY, OREGON		
SCALE	1"=60'			
DRAWN	D.D.			
APPRV.	F.G.W.			
NOTES				
REV				
FILE	EXMDUNWY	T 1 N	R 3 E	Sec 35 SW4 Sheet 1/1

"DUNBAR WAY"
PRELIMINARY DESIGN
STREET LOCAL IMPROVEMENT DISTRICT
CITY OF TROUTDALE, OREGON

KENT W. COX AND ASSOCIATES
 Consulting Engineers - Land Surveyors
 204 N.E. Kelly Avenue - 667-4464
 GRESHAM, OREGON 97030


 S.W. 1/4 SECTION 35, T. 1 N., R. 3 E., W.M.
 SCALE: 1" = 40'
 DECEMBER 12, 1986
 86-082



MAIN ENTRANCE TO MOUNT HOOD MEDICAL CENTER

INTERSECTION IS SIGNALIZED 3 PHASES- APPROACHING TRAFFIC IS PREDICTED. ADDITIONAL DETECTION LOOPS ARE PROPOSED WITHIN NEW STREET

NOTE: DRIVEWAY(S) SANITARY SEWER AND WATER SERVICES ARE NOT SHOWN.
 STREET LIGHTS TO BE INSTALLED HOWEVER NOT CHARGED TO PROJECT.

PROPOSED TYPICAL STREET SECTION
N.T.S.

EXHIBIT "A-2"

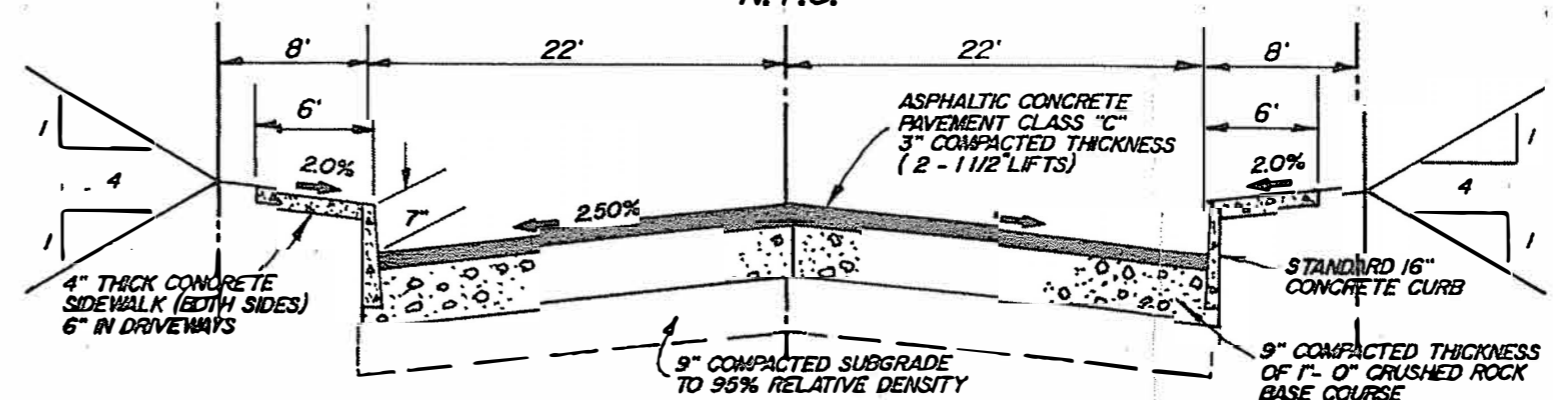


EXHIBIT B

PRELIMINARY COST ESTIMATE

As discussed earlier in this report, the project includes the construction of a 44' wide collector roadway together with 6' sidewalks on both sides. Other items to be constructed as part of this project include approximately 400 lineal feet of 8" sanitary sewer together with a manhole and other necessary appurtenances, 200' of 12" concrete storm drain, together with the associated catch basins, manholes and other appurtenances, 180 lineal feet of 18" concrete storm drain together with associated facilities, 385 lineal feet of 12" ductile iron waterline, together with valves, fire hydrant and other associated appurtenances, overhead street lighting to the standards of East Multnomah County Lighting District, the construction of underground power conduit together with necessary vault structures and other appurtenances (see Exhibit A-2).

It is typical and customary for the developer to be totally responsible for the construction of underground power, as required by City ordinances.... Portland General Electric will design the power facilities to this end. This project must be responsible for the conduit and associated vault structures and PGE will subsequently, at no additional cost to the project, provide any and all necessary wire, and switching equipment. It is proposed, in this report, that the City establish a system development cost (SDC) credit to the benefiting property in direct proportion to their level of participation in system oversizing (see Exhibit B-1). This SDC credit would be tied to and would remain with the property and would not be transferable in any fashion..... It has been calculated that the approximate SDC credit for the entire project would be \$12,275.

CONSTRUCTION COST	79,000
- ROAD, CURB & WALK, ETC.	41,500
- STORM DRAINAGE	11,500
- SANITARY SEWER	9,000
- WATER	9,500
- UNDERGROUND POWER	5,500
- STREET LIGHTING	2,000
- UNDERGROUND PHONE	N/A
PROJECT ENGINEERING	11,950
- PRELIMINARY ENGINEERING	950
- DESIGN	5,500
- SURVEYING/STAKING	2,500
- CONSTRUCTION INSPECTION	3,000

CITY ADMINISTRATION		3,700
- LID RELATED	2,500	
- CONTRACT RELATED	1,200	
INTERIM FINANCING		3,000
BANCROFT BONDING		1,200
PROJECT TOTAL		98,850
		=====

EXHIBIT B-1

SDC CREDIT(S) CALCULATION

I. DEVELOPMENT ORIENTED IMPROVEMENT NEEDS

- a) Road... 32 ft. with curb & walk - both sides.
- b) Storm Drainage... 8" with catch basins, manholes, etc.
- c) Sanitary sewer... 6" with manholes, etc.
- d) Water... 6" with fire hydrant & appurtenances.
- e) Underground power.
- f) Street lighting.
- g) Underground phone.

II. CITY REQUIRED OVERSIZING NEEDS

- a) Road... 44 ft. with curb & walk - both sides.
- b) Storm drainage... 12" with catch basins, manholes, etc.
- c) Sanitary sewer... 8" with manholes, etc.
- d) Water... 12" with hydrant & appurtenances.
- e) Underground power.
- f) Street lighting.
- g) Underground phone.

III. OVERSIZING ADJUSTMENT FACTORS

	Construction Cost	SDC Credit
a) Road...	.93	.07
b) Storm drainage	.75	.25
c) Sanitary sewer	.70	.30
d) Water	.60	.40
e) Underground power	N/A	N/A
f) Street lighting	N/A	N/A
g) Underground phone	N/A	N/A

IV. SDC CREDITS

a) Road (\$41,500) (.07)	=	\$ 2,900
b) Storm drainage (11,500) (.25)	=	2,875
c) Sanitary sewer (9,000) (.30)	=	2,700
d) Water (9,500) (.30)	=	3,800
e) Underground power	=	N/A
f) Street lighting	=	N/A
g) Underground phone	=	N/A
TOTAL SDC CREDIT(S)	=	12,275

EXHIBIT C

BENEFIT OF PROPOSED IMPROVEMENT

This Local Improvement District is being formed at the request of the owner of Tax Lot #51. This project, when completed, will provide the necessary ingress and egress to any development on the property as well as properties within the boundaries as set forth in Exhibit D-2 of this report. The project provides for the construction of a new facility whose ultimate benefit will be greater than that of just the benefiting property owners. It will also benefit additional undeveloped property to the north as such time as development takes place by providing a connecting point for the necessary ingress and egress to that undeveloped property outside of the Local Improvement District boundaries.

The completed project will provide a greater convenience in safety for vehicular and pedestrian circulation in the commercial area, as well as in the adjoining residential areas to the north. Enhanced circulation will be provided for future traffic associated with a proposed middle school location. This additional benefit should be provided for by way of the previously discussed and mentioned SDC credits.

However, the immediate beneficiaries of the improvements will be the property owners adjacent to and within the Local Improvement District boundaries.

EXHIBIT D

METHOD OF ASSESSMENT

Cities within the State of Oregon have used a wide variety of methods to assess the costs of public improvements among the properties benefiting for those improvements. The most common methods of allocation of costs for street work are as follows:

1. Area Benefit - Each parcel of land served by the improvement is assessed that proportion of the cost which its area bears to the total area of the district.
2. Frontage - Each parcel of land abutting an improvement is assessed that proportion of the total cost which its frontage bears to the total frontage of the improvements.
3. Zone Area - The land on each side of an improvement is divided into zones or strips parallel to the improvement and the property within each zone is assessed a percentage of the cost in proportion to its area.
4. Assessed Valuation - Costs of the improvement are distributed on the basis of assessed valuation.
5. Fixed Cost - The benefiting property owner is charged a fixed amount, such as \$1 per square foot of area, and the City pays any additional cost of the project.

There are various reasons for selecting different methods of assessment. It can be shown that there is a direct benefit and value in a declining proportion away from a road project. Because of this, together with the configuration of the properties, it was determined that a zone area method would be the most likely and equitable procedure to utilize. The calculations associated with this method follow as Exhibit D-1.

EXHIBIT D-1

ZONE COST CALCULATIONS

PROJECT COST = \$98,850

ZONE	FACTOR	AREA-FT ²	COST/FT ²	COST/ZONE
1W	.20	11,910	\$ 1.66	\$ 19,770
1E	.20	11,910	1.66	19,770
2W	.125	11,910	1.04	12,356
2E	.125	11,910	1.04	12,356
3W	.10	11,910	.83	9,885
3E	.10	11,910	.83	9,885
4W	.05	11,910	.42	4,943
4E	.05	11,910	.42	4,943
5W	.025	11,910	.21	2,471
5E	.025	11,910	.21	2,471

COST/TAX LOT

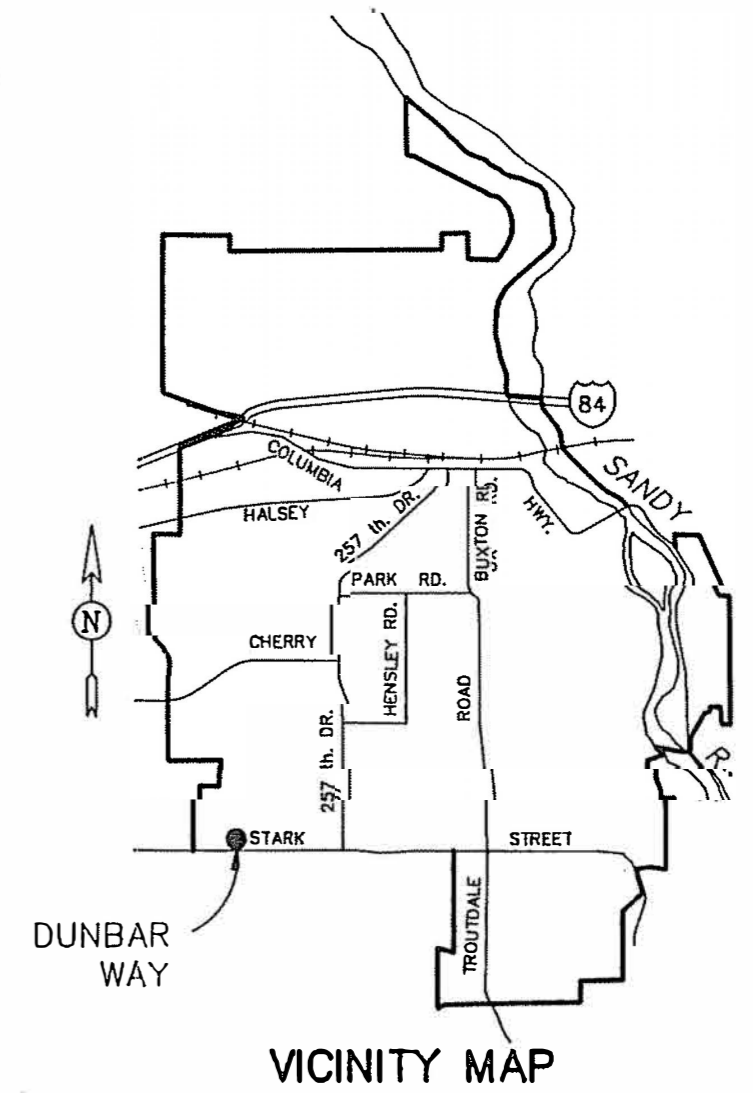
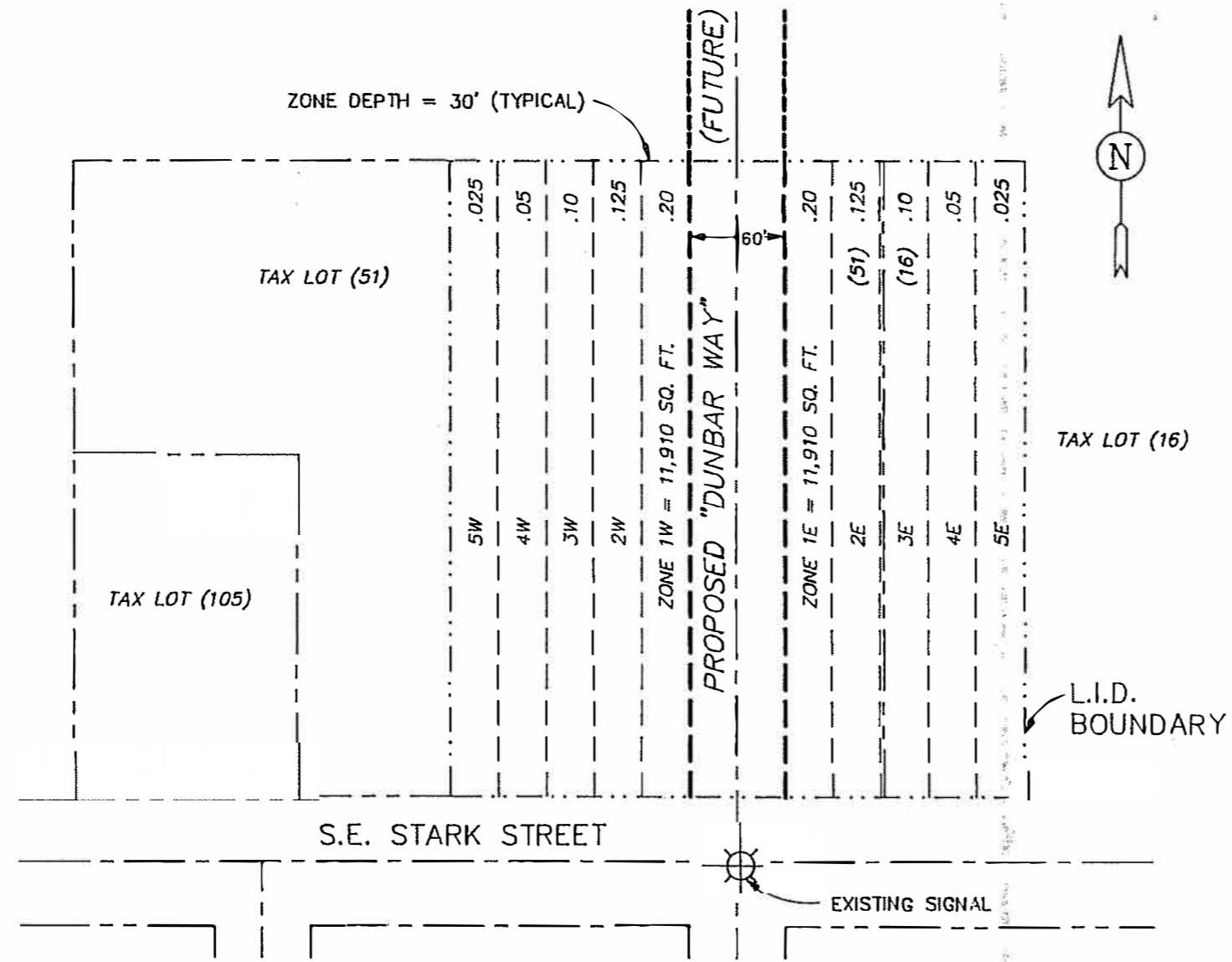
TAX LOT #51
 Harrison & Greta McKnight
 Rt. 2, Box 924
 Troutdale, Or 97060

TAX LOT #16
 Paul Montecucuo, El Al
 4120 N. Locust St.
 Canby, Or 97013

ZONE 1W	\$ 19,770	3E (11,116 FT ²)	\$ 9,226
1E	19,770	4E	4,943
2W	12,356	5E	2,471
2E	12,356		
3W	9,885		
3E (794 FT ²)	659		
4W	4,943		
5W	2,471		

TOTAL	82,210		16,640
	=====		=====

SDC CREDIT(S)	10,209	SDC CREDITS(S)	2,066
- Road	2,412	- Road	488
- Storm	2,392	- Storm	483
- Sanitary	2,245	- Sanitary	455
- Water	3,160	- Water	640



DATE	1-12-87	EXHIBIT D-2 ZONE AREA MAP DUNBAR WAY L.I.D.		
SCALE	1"=100'			
DRAWN	D.D.	CITY OF TROUTDALE MULTNOMAH COUNTY, OREGON		
APPRV.	F.G.W.			
NOTES				
REV				
FILE	EXMDWZA	T 1 N	R 3 E	Sec 35 SW4 Sheet 1/1

EXHIBIT E

PRELIMINARY UNIT ASSESSMENT

Exhibit D-1 depicts the various unit costs and potential assessments associated with this project. The "zone-area" method is utilized.

EXHIBIT F
OUTSTANDING ASSESSMENTS

<u>TAX LOT</u>	<u>SECTION</u>	<u>OWNER / ADDRESS</u>	<u>BALANCE</u>
16	35 (1N-3E)	Montecucuo, Paul Et Al 4120 N. Locust St. Canby, Or 97013	\$15,467.02
51	35 (1N-3E)	McKnight, Harrison & Greta Rt. 2, Box 924 Troutdale, Or 97060	\$ 4,449.08