

CITY OF SHERWOOD, OREGON

RESOLUTION NO. 241

A RESOLUTION OF THE CITY COUNCIL OF SHERWOOD, OREGON DECLARING INTENTION TO CONSTRUCT STREET AND UTILITY IMPROVEMENTS IN AN AREA DETERMINED TO BE A STREET AND UTILITY IMPROVEMENT ASSESSMENT DISTRICT TO BE KNOWN AS THE HIGHLAND-WILLAMETTE STREET LOCAL IMPROVEMENT DISTRICT; PROVIDING FOR THE ASSESSMENT OF TWENTY-THREE PERCENT OF THE TOTAL COSTS AGAINST ALL LANDS IN THE DISTRICT AS BEING SPECIALLY BENEFITED; AND SETTING A HEARING DATE

WHEREAS, the City Council proposes to establish a street and utility local improvement assessment district for the purpose of making street and utility improvements to service and benefit the hereinafter described lands within an area to be known as the Highland-Willamette Street Local Improvement District; and

WHEREAS, pursuant to Ordinance No. 738 the City Council finds it expedient and necessary to order the improvement of the hereinafter described lands by the construction of street improvement and utility facilities, and pursuant thereto the City's engineer has submitted to the Council plans, specifications, and an engineer's report and estimates for the work to be done and the probable cost thereof, together with a statement of the lots, parts of lots, and parcels of land to be benefited, and the estimated total cost of the improvements which each of such lots, parts of lots, and parcels of land to be benefited, and the estimated total cost of the improvements which each of such lots, parts of lots, and parcels of land shall pay on account of the benefits to be derived; and

WHEREAS, the City Council finds that such preliminary plans, specifications and estimates are satisfactory;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sherwood, Oregon as follows:

1. That the City Council does deem it expedient and necessary, and does hereby declare its intention, to construct street and utility improvements for the purpose of providing service and benefit to the area within the City of Sherwood, as described on the attached sheet marked Exhibit "A", by this reference made a part hereof.
2. That all lands situated within the boundaries described on the attached Exhibit "A" are determined and declared to be a local improvement assessment district, and it is further declared that each lot, part of lot, and parcel of land within said boundaries will be specially benefited by said improvement.
3. That the total probable cost of said improvements, including engineering, superintendence, advertising, legal expense, and all other miscellaneous costs, is the sum of \$340,125. and that twenty three percent, \$78,228.75, of said sum of \$340,125 shall be paid by the property owners, based upon the benefits derived from the improvement by the properties to be assessed within the district.

RESOLUTION NO. 241

4. That the engineer's report dated June 22, 1982 by David Evans and Associates, Inc. together with the plans, specifications and estimates with respect to the improvements as submitted by the City's engineer, be and the same are hereby adopted and ordered to be maintained on file by the City Recorder for public inspection.

5. That Wednesday, the 25th day of August, 1982 at the hour of 8:00 p.m. at Sherwood, Oregon, be and the same are hereby, set as the time and place for hearing and considering objections or remonstrances to the proposed improvement by any parties aggrieved thereby.

6. That the City Recorder be and she is hereby directed to give notice of said hearing and proposed improvement by causing to have this resolution published in the "Tigard Times" at least twice, provided that the first publication shall be not less than 15 days prior to the time when all interested persons may present their objections to the improvement.

7. Within fifteen days from the date of the first publication of the notice of this resolution, the owners of 75% or more in area of the property within the boundaries described on Exhibit "A" attached hereto may make and file with the City Recorder written objections or remonstrances against the proposed amendment.

PASSED AND DATED AT Sherwood, Oregon this 28th day of July, 1982.

Clyde List

Clyde List, Mayor

ATTEST:

Tood Dugdale

~~POLLY~~ Blankenbaker, City Recorder

TOOD DUGDALE City Administrator



DAVID EVANS AND ASSOCIATES, Inc.
200 SW MARKET STREET · SUITE 110 · PORTLAND, OREGON 97201 · 503/223-6663

SHW001

ENGINEER'S REPORT

Highland / Willamette Street Improvements
City of Sherwood, Oregon
June 22, 1982

This report and the attached exhibits set forth the Scope of Improvements for S.E. Willamette Street and S.E. Highland Street. As we have discussed and as per our recommendation, this project has been scaled down from the recommendations of Section VI, Transportation, of Part 2, Community Development Plan, which has designated the project area "Urban Collector".

PROJECT DESCRIPTION

S.E. Willamette Street - S.W. Washington Street to E. Norton Street.

S.E. Highland Street - S.E. Willamette Street to N.E. Oregon Street.

This project consists of street widening, curbs, sidewalks, water, sewer and storm drainage improvements along existing rights-of-way providing access to existing and future light industrial and residential properties.

PRELIMINARY DESIGN

This project is unique in that a portion of S.E. Willamette Street has right-of-way of sixty (60') feet (S.W. Washington to S.E. Highland Drive), the remainder consists of portions that are forty (40') feet to forty-five (45') feet in width. Additionally, some of the residences are constructed quite close to the right-of-way in the narrower portions, and much of their landscaping including some large diameter trees extend into the right-of-way.

After visiting the site, studying aerial photographs and meeting with the City and residents adjacent to this project, it was felt that creating right-of-way and improvements for the recommended forty (40') foot wide street would unnecessarily



Engineer's Report
June 22, 1982
page two

destroy much of the pleasant character of the neighborhood.

Therefore it is recommended, and this report is based upon, improving these streets to a twenty-eight (28') foot width with curbs and sidewalks. Additional widening is recommended behind the proposed curb along S.E. Willamette Street between S.W. Washington Street and S.E. Highland Drive to accommodate on-street parking for adjacent residents.

Because of the "Urban Collector" nature and adjacent light-industrial zoning, it is felt that potential large-truck movement along this project will preclude retainage of the existing street sections and it is recommended that the full street section consisting of four (4") inches of asphaltic concrete over fifteen (15") inches of crushed rock base be utilized.

Sanitary sewers and water mains are existing and are adequate and no improvements to them is anticipated other than extension in S.E. Highland Street. A portion of the storm drainage facilities will be constructed separately from this project and are funded entirely by the City and HUD.

Right-of-way must be dedicated from Tax Lots 500 and 4200 on S.E. Willamette Street five (5') feet, Tax Lot 1400 on the westerly side of S.E. Highland Street twenty (20') feet and Tax Lots 1200, 1400, 1500, 1600 and 1900 on the easterly side of S.E. Highland Street five (5') feet.

ASSESSMENT

Both City and HUD funding is available for this project and only twenty-three (23%) percent of the total project cost is anticipated to be assessed to adjacent properties under Local Improvement District.

The method of assessment recommended for this project is based upon the properties frontage along the improvement. These tax lot frontages and Estimated Assessments are summarized on Exhibit C, attached.

Alternative assessment costs, based upon elimination of off-street parking and sidewalk from one side of S.E. Willamette Street, are presented on Exhibit D, attached.



Engineer's Report
June 22, 1982
page three

EXHIBIT 'A'

Highland / Willamette Street Improvement
L.I.D.
Assessment District Boundary

A tract of land located in Section 32, Township 2 South, Range 1 West of the Willamette Meridian, City of Sherwood, Washington County, Oregon more particularly described as follows:

Beginning at the intersection of the northerly right-of-way line at S.E. Willamette Street and the easterly right-of-way line of S.W. Washington Street; thence northerly along the said easterly right-of-way line of S.W. Washington Street 100 feet, more or less to the northwesterly corner of Lot 4, Block 2, EPLERS ADDITION; thence easterly along the northerly line of said Lot 4, and Lots 3, 2 and 1, said Block 2, to a point on the westerly right-of-way line of South Pine Street; thence northerly to the southwesterly corner of Tax Lot 300, Assessor's Map No. 2S 1 32 BD, said point being on the easterly right-of-way line of said South Pine Street; thence easterly along the southerly line of said Tax Lot 300 and the southerly line of Tax Lot 200, Assessor's Map No. 2S 1 32 BD to the southeasterly corner thereof; thence northerly along the easterly line of said Tax Lot 200 105 feet, more or less, to the most northerly northwesterly corner of Tax Lot 400, Assessor's Map No. 2S 1 32 BD; thence South 47°15' West 6 feet, more or less; thence North 43°20' West 105 feet, more or less to the northeasterly corner of said Tax Lot 200; thence westerly along the northerly line and westelrly extension thereof, of said Tax Lot 200, to a point on the Southwesterly corner of that portion of South Pine Street vacated, as recorded in Book 343, Page 491, Deed Records of said Washington County; thence southerly to a point that is North 44°30' West 26 feet, more or less from the northeasterly corner of Lot 1, Block 1, said EPLERS ADDITION; thence from said point westerly 50 feet, more or less to a point that is North 44°30' West 26 feet, more or less from the northwesterly corner of said Lot 1, Block 1; thence southerly to the said northwesterly corner of Lot 1, Block 1; thence westerly along the northerly line of Lot 2, Block 1 said EPLERS ADDITION 15 feet, more or less; thence northerly along the easterly line of Tax Lot 800, Assessor's Map No. 2S 1 32 BD



Engineer's Report
June 22, 1982
page four

to the northeasterly corner thereof; thence westerly along the northerly line of said Tax Lot 800 to the northwesterly corner thereof; thence southerly along the westerly line of said Tax Lot 800 to a point that is northerly 26 feet, more or less from the northwesterly corner of said Lot 2, Block 1 EPLERS ADDITION; thence westerly, parallel to and 26 feet more or less from the northerly line of Lots 3 and 4, Block 1 said EPLERS ADDITION to a point on the easterly right-of-way line of said S.W. Washington Street; thence northerly along said easterly right-of-way line to a point on the southerly right-of-way line of the Southern Pacific Railroad; thence easterly along the said southerly right-of-way line to a point that is 40 feet, more or less, northwesterly from the intersection of the southerly right-of-way line of S.E. Oregon Street and the westerly right-of-way line of S.E. Lincoln Street; thence, leaving said southerly right-of-way line of the Southern Pacific Railroad, southeasterly 40 feet, more or less, to the said intersection of the southerly right-of-way line of S.E. Oregon Street and the westerly right-of-way line of S.E. Lincoln Street; thence southerly, along the said westerly right-of-way line of S.E. Lincoln Street to the northeasterly corner of Lot 13, Block 2, SHERWOOD ACRES; thence westerly along the northerly line of said Lot 13 to the northwesterly corner thereof; thence southerly along the westerly line of said Lot 13 to the southwesterly corner thereof; thence easterly, along the southerly line of said Lot 13 to the southeasterly corner thereof, said point being on the said westerly right-of-way line of S.E. Lincoln street; thence southerly along said westerly right-of-way line to the northeasterly corner of Lot 15, Block 2 of said SHERWOOD ACRES; thence westerly along the northerly line of said Lot 15 to the northwesterly corner thereof; thence southerly along the westerly lines of said Lot 14 and Lot 16, Block 2 said SHERWOOD ACRES to the northwesterly corner of Tax Lot 1801, Assessor's Map No. 2S 1 32 AB; thence easterly, along the northerly line of said Tax Lot 1801 to a point on the said westerly right-of-way line of S.E. Lincoln Street; thence northerly along the said westerly right-of-way line 46 feet, more or less; thence easterly 40 feet, more or less to a point on the easterly right-of-way line of said S.E. Lincoln Street, said point being also the northerly corner of Tax Lot 501, Assessor's Map No. 2S 1 32 AB; thence easterly along the northerly lines



Engineer's Report
June 22, 1982
page five

of said Tax Lot 501 and Tax Lots 502 and 500, Assessor's Map No. 2S 1 32 AB to the northeasterly corner of said Tax Lot 500; thence southerly along the easterly line of said Tax Lot 500 to a point on the northerly right-of-way line of S.E. Willamette Street; thence continuing southerly 45 feet, more or less to a point on the southerly right-of-way line of said S.E. Willamette Street, said point being also the northeasterly corner of Tax Lot 801, Assessor's Map No. 2S 1 32 AC; thence continuing southerly along the easterly line of said Tax Lot 801 to the southeasterly corner thereof; thence westerly along the southerly lines of said Tax Lot 801 and Tax Lots 802 and 800, Assessor's Map No. 2S 1 32 AC to a point on the said easterly right-of-way line of S.E. Lincoln Street; thence continuing westerly 40 feet, more or less to a point on the said westerly right-of-way line of S.E. Lincoln Street, said point being also the southeasterly corner of Lot 9, Block 1 of said SHERWOOD ACRES; thence westerly along the southerly lines of said Lot 9 and Lot 8, Block 1 said SHERWOOD ACRES to the southwesterly corner of said Lot 8, said point being on the easterly right-of-way line of S.E. Highland Street; thence continuing westerly 20' more or less to a point on the westerly right-of-way line of said S.E. Highland Street, said point being also on the easterly line of Tax Lot 4200, Assessor's Map No. 2S 1 32 BA; thence southerly along the said westerly right-of-way line of S.E. Highland Street to the most southerly corner of Tax Lot 500, Assessor's Map No. 2S 1 32 BD; thence northerly along the westerly line of said Tax Lot 500 to the southeasterly corner of Lot 33, SHERWOOD HIGHLANDS NO. 1; thence westerly along the southerly lines of said Lot 33 and Lots 16, 15, 2 and 1 of said SHERWOOD HIGHLANDS NO. 1 to the southwesterly corner of said Lot 1; thence southerly along the easterly line of Tax Lot 600, Assessor's Map No. 2S 1 32 BD to the southeasterly corner thereof; thence westerly along the southerly line of said Tax Lot 600 to the southwesterly corner thereof; thence northerly along the westerly line of said Tax Lot 600 to the southeasterly corner of Tax Lot 700, Assessor's Map No. 2S 1 32 BD; thence westerly along the southerly line of said Tax Lot 700 to a point on the easterly right-of-way line of South Pine Street; thence continuing westerly 60 feet, more



Engineer's Report
June 22, 1982
page six

or less to a point on the westerly right-of-way of said South Pine Street, said point being also the southeasterly corner of Lot 5, Block 3 of said EPLERS ADDITION; thence continuing westerly along the southerly lines of said Lot 5 and Lots 6, 7 and 8, Block 3 of said EPLERS ADDITION to the southwesterly corner of said Lot 8, said point being also on the easterly right-of-way of said S.W. Washington Street; thence northerly along the said easterly right-of-way and, northerly extension thereof; to the POINT OF BEGINNING.



Engineer's Report
June 22, 1982
page seven

EXHIBIT 'B'

Highland / Willamette Street Improvements
Estimated Project Costs

STREETS

1. Clearing & Grubbing	LS		\$ 10,000.00
2. Excavation	LS		\$ 20,000.00
3. Curb & Gutter	4,600 LF @ \$5.50		\$ 25,300.00
4. Mountable Curb	700 LF @ \$5.00		\$ 3,500.00
5. A.C. Paving, 4" thick	7,400 SY @ \$6.50		\$ 48,100.00
6. A.C. Paving, 3" thick	520 SY @ \$5.00		\$ 2,600.00
7. 3/4"-0 Rock, 3" thick	7,400 SY @ \$1.50		\$ 11,100.00
8. 3/4"-0 Rock, 6" thick	520 SY @ \$2.50		\$ 1,300.00
9. 2"-0 Rock, 12" thick	8,600 SY @ \$5.00		\$ 43,000.00
10. Sidewalk	17,000 SF @ \$1.50		\$ 25,500.00
			<hr/>
		SUBTOTAL	\$190,400.00

STORM SEWERS

1. Manholes	1 EA @ \$900.00		\$ 900.00
2. 21" C.S.S.P.	50 LF @ \$ 25.00		\$ 1,250.00
3. 18" C.S.S.P.	400 LF @ \$ 20.00		\$ 8,000.00
4. 12" C.S.S.P.	120 LF @ \$ 15.00		\$ 1,800.00
			<hr/>
		SUBTOTAL	\$ 11,950.00

SANITARY SEWERS

1. Manholes	3 EA @ \$1,200.00		\$ 3,600.00
2. 8" C.S.P.	675 LF @ \$ 18.00		\$ 12,150.00
3. 6" Lateral	300 LF @ \$ 16.00		\$ 4,800.00
			<hr/>
		SUBTOTAL	\$ 20,550.00



Engineer's Report
June 22, 1982
page eight

EXHIBIT 'B'

Continued

WATER

1. 12" Water	1,000 LF @ \$ 20.00	\$ 20,000.00
2. Hydrants	2 EA @ \$1,000.00	\$ 2,000.00
3. 12" Gate Valves	2 EA @ \$ 600.00	\$ 1,200.00

SUBTOTAL \$ 23,200.00

MISCELLANEOUS

1. Street Trees	50 EA @ \$112.00	\$ 5,600.00
2. R/W & Utility Relocation	LS	\$ 20,400.00

SUBTOTAL \$ 26,000.00

TOTAL CONSTRUCTION	\$272,100.00
CONTINGENCIES, ENGINEERING & ADMINISTRATION (25%)	\$ 68,025.00
TOTAL PROJECT COST	\$340,125.00
AMOUNT TO BE ASSESSED (23%)	\$ 78,228.75



Engineer's Estimate
June 22, 1982
page nine

EXHIBIT 'C'

Highland / Willamette Street Improvements
Estimated Assessments

Amount To Be Assessed = \$78,228.75
Total Benefitted Frontage = 4,326 LF
Assessment Per LF = \$18.083

	<u>TAX LOT</u>	<u>ASSESSABLE FRONTAGE</u>	<u>ESTIMATED ASSESSMENT</u>
<u>2S1 32 AB</u>	500	100'	\$1,808.34
	501	70'	\$1,265.84
	502	74'	\$1,338.17
	1200	380'	\$6,871.69
	1400	550'	\$9,945.87
	1500	100'	\$1,808.34
	1600	100'	\$1,808.34
	1801	100'	\$1,808.34
	1900	100'	\$1,808.34
	1901	50'	\$ 904.17
	2000	50'	\$ 904.17
<u>2S1 32 AC</u>	800	100'	\$1,808.34
	801	72'	\$1,302.00
	802	72'	\$1,302.00
	2300	100'	\$1,808.34
	2400	100'	\$1,808.34
<u>2S1 32 BA</u>	4100	494'	\$8,933.20
	4200	145'	\$2,622.09
<u>2S1 32 BD</u>	100	345'	\$6,238.77
	400	213'	\$3,851.76
	401	75'	\$1,356.25
	500	75'	\$1,356.25
	600	60'	\$1,085.00
	601	61'	\$1,103.09
	602	61'	\$1,103.09
	615	60'	\$1,085.00
	616	60'	\$1,085.00
	633	60'	\$1,085.00
	700	89'	\$1,609.42
	1200	55'	\$ 994.59
	1300	60'	\$1,085.00
	1400	90'	\$1,627.51
	1500	50'	\$ 904.17
	1501	50'	\$ 904.17
	1700	50'	\$ 904.17
	1800	55'	\$ 994.59
		4,326 LF	\$78,228.75