

RESOLUTION NO. 376

A RESOLUTION AUTHORIZING STAFF TO APPROVE FINAL PLANS AND SPECIFICATIONS; APPROVING ROBERT PERRON TO PREPARE THE FINAL PLANS AND SPECIFICATIONS; AND AUTHORIZING STAFF TO ADVERTISE TO RECEIVE SEALED BIDS FOR LOCAL IMPROVEMENT DISTRICT NO. 6 - LANDSCAPE IMPROVEMENTS

WHEREAS, the city staff has prepared a report on the above captioned subject which is attached hereto as Exhibit "A"; and

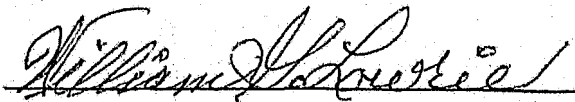
WHEREAS, the City Council has duly considered the subject and the recommendation(s) contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.


NOW, THEREFORE, BE IT HEREBY RESOLVED that the City Council of the City of Wilsonville does hereby adopt the staff report attached hereto as Exhibit "A", with the recommendation(s) contained therein and further instructs that action appropriate to the recommendation(s) be taken.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 6th day of February,

1984, and filed with the Wilsonville City Recorder this same day.

  
\_\_\_\_\_  
WILLIAM G. LOWRIE, Mayor

ATTEST:

  
\_\_\_\_\_  
DEANNA J. THOM, City Recorder

# MEMO

January 31, 1984

DATE

Council Meeting

2/6/84

Agenda Category

Legal

Business

TO: MAYOR AND CITY COUNCIL

FROM: LARRY R. BLANCHARD, PUBLIC WORKS DIRECTOR

SUBJECT: LOCAL IMPROVEMENT DISTRICT NO. 6 - LANDSCAPE PLAN

The City Council reviewed a memorandum titled "Landscaping Engineering - LID #6" at their regular City Council meeting, held September 19, 1983 at 7:30 o'clock p.m. in the Council Chambers, 30000 SW Town Center Loop East. The original estimated cost for landscaping improvements for LID #6 was determined to be \$60,000 plus. However, this estimate was prior to meeting the requirements of the Design Review Board.

The Planning Commission approved the realignment of Wilsonville Road on March 17, 1982, by the adoption of Resolution 82PC3 "Confirmation of Street Alignment for Wilsonville Road - Boeckman Bridge". Resolution 82PC3 is attached hereto and referenced herein as Attachment #1.

The Design Review Board was not scheduled to review the landscape improvements until such time as final construction drawings were complete. The thought behind this process was to minimize change orders to the landscape plan due to modifications or changes to Local Improvement District No. 6.

The city then contracted with Robert Perron, Landscape Architects and Planners, to complete the preliminary landscape plan for Local Improvement District No. 6 for submittal to the Design Review Board. Mr. Perron is a sub-contractor with CRS Engineering, the contract engineering firm engaged in a large percentage of our transportation planning. Design Review Board Resolution 83DR25, attached hereto and referenced herein as Attachment #2, added the following requirements to the landscape plan for Local Improvement District No. 6:

1. Additional cedar trees be provided at the east end of Boeckman Bridge, abutting Tax Lots 3500 and 3600,

EXHIBIT "A"

owned by James and Cathey Farrel.

2. Intersections shall be designed to provide clear vision to maintain an unobstructed view as stipulated in Section 4.151 of the Wilsonville Code. This means that the unobstructed view shall be between ten and thirty feet above the curb.
3. Five foot high cyclone fence be constructed the full length of Tax Lot 3300 - Mr. Chartier; Tax Lots 3500 and 3600 - James and Cathey Farrell; and Tax Lot 3300, Section 13 - Richard and Grace Stangel.
4. All street trees are to be of a larger size in order to act as screening for properties mentioned herein. Final plans have been prepared for the City Council and are referenced herein as Attachment #3. A cost estimate has been prepared and is attached hereto and referenced herein as Attachment #4. The total estimated cost for this project is \$162,800. Presently, with Change Order No. 2 approved by the City Council, LID #6 was estimated to cost 1.1 million dollars, excluding \$550,000 of federal funding. By approval of the Local Improvement District No. 6 - Landscape Plan, the total project construction costs are estimated to be approximately 1.3 million dollars of which approximately \$800,000 would be accessible to the participants of Local Improvement District No. 6.

Mr. Perron has submitted a proposal to the City of Wilsonville to complete the final engineering design plans and specifications, advertise to receive sealed bids and services during construction, for a total cost of \$10,750. Including the amount necessary to complete the preliminary plans for DRB and City Council approval, the engineering design costs total 8.8% of total construction costs. This amount is in line with normal total design costs of between eight and ten percent. For your reference see Attachment #5.

#### RECOMMENDATIONS

1. Approve Robert Perron, Landscape Architect and Planner, to complete the plans and specifications for final bid of the landscaping improvements for LID #6. Total cost

for design, and during construction costs, shall not exceed \$14,350 without Council approval.

2. Authorize staff to advertise to receive final bids for the landscape improvements to Local Improvement District No. 6.
3. Approve engineering costs to be allocated from Account Number 10-69-60401; construction funds from Account Number 10-69-74403.

cc: LID #6 File

lrb:vr

PLANNING COMMISSION RESOLUTION  
CONFIRMATION OF STREET ALIGNMENT FOR THE  
WILSONVILLE ROAD - BOECKMAN CREEK BRIDGE (LID NO. 6)

WHEREAS, the existing Wilsonville Road "S" curve has been identified as a serious safety problem, and

WHEREAS, based on recommendation of the Planning Commission and under the provisions of Ordinance No. 171 (Tolovana PDI) and Ordinance No. 176 (NIKE World Headquarters), a Condition of Approval was established whereby no Building Permits would be issued for the respective developments until construction of the realignment of the "S" curve was initiated and that Occupancy Permits shall not be issued until said construction is complete, and

WHEREAS, pursuant to the procedures set forth in Section 3.210 through 3.218 of the Wilsonville Code and authorized under the provisions of Resolution No. 183 adopted September 8, 1981, the Local Improvement District was formed to establish financing by assessment to affected properties to make said improvements, and

WHEREAS, on November 16, 1981, the City Council passed on Resolution No. 193 adopting the revised Engineer's Report and preliminary design plan for the bridge and road improvements to eliminate said "S" curve, and

WHEREAS, said design plans were considered by the Planning Commission at a regularly scheduled meeting conducted on March 8, 1982, at which time said exhibits, together with findings and public testimony, were entered into the public record with said public hearing being continued for written testimony to be submitted by March 16, and considered by the Commission on March 17, 1982, and

WHEREAS, the Planning Commission finds the proposed street alignment to be consistent with the Comprehensive Plan and Street System Master Plan and that said alignment is a practical and economically feasible solution to the existing safety problem,

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Commission does hereby conditionally approve the bridge design and street alignment as submitted.

FINDINGS

The following Findings are hereby adopted by the Planning Commission and entered into the public record as confirmation of its consideration of the bridge design and street alignment as submitted in compliance with the City's Comprehensive Plan and Street System Master Plan.

1. That under the provisions of ORS 92.040 any major partition or creation of a street must be approved by the City and that under the provisions of ORS 227.100 and 227.110, all locations of streets and dedications of land must be approved by the Planning Commission prior to recordation.

The Commission further finds that under the provisions of Section 4.102(2) of the City Code, the Planning Commission is given full powers and duties for approval of tentative and final plans and maps for all subdivisions and land partitions consistent with ORS 92.010 to 160.

2. That the Wilsonville curves have been identified as an existing safety hazard and that for over 40 years residents of the community have discussed the need to realign the street to eliminate the dangerous curves.

3. That the Street System Master Plan adopted as part of the Comprehensive Plan, indicates the general realignment of Wilsonville Road to eliminate the "S" curve. The street is proposed with a 60' right-of-way, 30' pavement section and based on the recommendations of Carl Buttke, the City's Traffic Consulting Engineer, includes the design standard with a minimum 600-foot curve radius. Based on the highway engineering design standards, the minimum site distance is 350 feet.

4. That as part of the review of three separate proposed development projects, including the Tolovana/Lindquist PDR, the Gesellschaft PDR and the NIKE PDC, the Planning Commission and City Council has received and heard testimony regarding the requirements for realignment of the "S" curve and the general proposed alignment at 13 separate meetings. The first testimony was received by the Planning Commission on March 10, 1980, during the hearing on the Tolovana/Lindquist Planned Development.

Planning Commission hearings were initiated on August 11, 1980, for the Gesellschaft Planned Development and on December 8, 1980, for the NIKE Planned Development. The hearings concluded with the adoption of Ordinance No. 175 (Gesellschaft) on March 16, 1981, and Ordinances Nos. 161 (Tolovana/Lindquist) and 176 (NIKE) on April 6, 1981.

All three of these Ordinances established a requirement for realignment of the "S" curve prior to issuance of the Building Permits with Occupancy Permits restricted until construction is completed. In addition, under the provisions of Ordinance No. 176 (NIKE) a Condition of Approval established a Neighborhood Review Committee to oversee NIKE's proposal for street and site development improvements.

The Commission further finds that the Stage I preliminary plans for the Tolovana/Lindquist Planned Development identified a conceptual realignment of Wilsonville Road including a bridge over Boeckman Creek intersecting with the old Wilsonville Road at the Rose Lane intersection.

5. That based on the Conditions of Approval established in the Zone Change Ordinance, NIKE, Inc. hired OBEC Engineers out of Eugene to prepare preliminary engineering plans for the bridge and street realignment. Subsequently, NIKE, Inc. has financed preliminary engineering design work, right-of-way site surveying and soil test bores for the bridge piers. Overall, NIKE, Inc. has expended in excess of \$30,000 for preliminary design work resulting in plans with an estimated construction cost of \$1.2 million dollars.

6. That based on the OBEC Engineering estimate on June 1, 1981, NIKE, Inc., together with Robert Randall Company, Stuart Lindquist and Pete Olson, submitted a Petition to form a Local Improvement District to finance the proposed street realignment. The petitioners submitted a \$6,500 deposit for engineering services and Westech Engineers submitted a preliminary report to City Council on June 22, 1981. On July 20, 1981, the City Council, by motion, accepted the Petition to form the LID and authorized the City Engineer to prepare a revised Report.

The revised Report was submitted on July 27, 1981. On August 3, 1981, the City Council adopted Resolution No. 179



approving the preliminary Engineer's Report declaring their intention to make the proposed improvements and set a public hearing on August 17, 1981, to hear remonstrances against the LID. Following the remonstrance hearing on September 8, 1981, the City Council adopted Resolution No. 183 adopting the revised Engineer's Report and creating LID No. 6, thereby directing the City Engineer to prepare plan specifications and cost estimates for assessments to properties within the District. On November 16, 1981, the City Council adopted Resolution No. 193 adopting the Engineer's Report submitted on September 30, 1981.

Therefore, the Commission finds that preliminary engineering plans including bridge design and street alignment have been available beginning with the OBEC preliminary design and street alignment submitted to the City on December 12, 1980, continuing with the Westech preliminary report issued June 22, 1981, and ending with the revised plans prepared by Westech and submitted to the City on September 30, 1981. All affected property owners have been notified and have had opportunity to comment and testify on the preliminary plans and all subsequent revisions.

7. That the proposed design submitted by Westech Engineers identifies a realignment including construction of a new street section 450 feet long on the west side of Boeckman Creek connecting to a 245 foot bridge and continuing with the construction of a new section of street 875 feet long on the east end of the bridge and concluding with a 220 foot taper to the existing pavement section of the old road east of Rose Lane. In total, the proposed plan includes construction of approximately 1325 feet of new street excluding the bridge.

The Commission further finds that as designed, site distance from Rose Lane is a minimum of 375 feet to the west and more than 800 feet to the east. This is

a substantially better site distance than is currently available at the Wilsonville Road - Rose Lane intersection.

8. That the Commission has heard testimony from adjacent property owners proposing that the bridge and new street section be moved to the north to completely eliminate the existing sharp curve east of Rose Lane. It is estimated that at a minimum, such a realignment would add an additional 830 feet of new road construction plus a taper to the old road section over that proposed by Westech. This alignment would consume approximately 1.14 acres of additional land in the Tolovana/Lindquist Planned Development and could result in the loss of substantially more developable land south of the street alignment. Any development south of the street would require an additional street access or frontage road and depending on the available land, may make development south of the road impractical. This, then, would necessitate a transfer of density to the north side of the street, thereby substantially increasing the effective net density above that anticipated by the Comprehensive Plan.

The Commission further finds that, assuming a street construction cost of a minimum of \$108 per linear foot, the additional street required for this alignment would cost approximately \$89,640. Given that the Stage I preliminary plan for the Tolovana development estimated a total unit count of 890 units, this would result in an additional cost of approximately \$100 per unit.

The Commission further finds that given the functional design efficiency of the alignment proposed by Westech, that the additional \$100 per unit cost resulting in the realignment proposed by adjacent property owners would add an unreasonable and unnecessary cost to the construction of housing in the Tolovana development.

9. That the Commission has heard testimony from adjacent property owners that they were not heard and yet counter-

testimony was heard from Nik Parrish to the extent that there were alternative plans drawn that moved the road completely north of property owned by the Lyons, Farrells and Chartiers, and that the intersection with Rose Lane was so designed to minimize the amount of land taken off of the point of the Chartier property.

The Commission further finds that the participants in LID No. 6 have borne the full engineering cost, as well as the dedication of all right-of-way necessary, and will, through the LID, bear the cost of said improvements with the exception of the Federal funds potentially involved.

The Commission further heard testimony from Jim Farrell that the proposed alignment would destroy his property. In this regard the Commission finds that the proposed alignment will not destroy Mr. Farrell's property. In fact, as noted, the entire right-of-way will be completely separated from the Farrell property and the alignment will move the arterial traffic from his southern property line to the north of his property. In addition, the proposed intersection with Rose Lane, together with the proposed cul-de-sac on the old portion of Wilsonville Road west of Rose Lane, results in a local residential street to the Farrells and neighboring properties rather than accessing directly to an arterial.

Cam Steketee from Westech Engineers further testified that he could not envision a significant difference in noise levels from the existing alignment versus the proposed alignment or the recommended alignment moving the road further to the north. In fact, if anything, the cuts required to the north of the Farrell property would function like a noise barrier, thereby reducing noise for the property to the south.

The Commission further heard testimony regarding safety and the slope access from Rose Lane to Wilsonville Road. The Commission, in a previous finding, found the proposed alignment actually improves site distance substantially and based on the testimony from Cam Steketee from Westech

finds that the proposed alignment results in approximately a 3% to 4% grade for the extension of Rose Lane which levels to an at-grade or flat alignment with the re-aligned Wilsonville Road. The old portion of Rose Lane, however, would remain at greater than 6%.

Therefore, the Commission finds that the proposed alignment substantially improves safety and site distance at or near the Rose Lane intersection and will not destroy the value of the adjacent properties to the south. In fact, the greatest burden in terms of overall cost is placed on the properties within the Tolovana development.

The Commission further finds that the cost of re-engineering the road to an alternate alignment would be substantial and that the participants of the LID should not be held financially responsible for providing an alternative design. The proposed design is, in fact, a safe, reasonable and least cost solution to the problem based on the requirement for a bridge.

10. That Winston Kurth, Deputy Director of the Clackamas County Department of Environmental Services, testified that a redesign of the street at this point would result in a delay of up to at least six months because all of the preliminary engineering, tests and environmental report prepared on the proposed alignment would have to be revised. This in turn, could jeopardize the Federal funding which subsequently could jeopardize the whole project.

The Commission heard further testimony from representatives of NIKE and Randall Company that loss of Federal funds would require them to re-evaluate their participation in the proposed improvement.

The Commission further finds that this was a duly advertised hearing, timely performed providing ample opportunity for testimony for and against the proposed alignment.

11. That design plans have been available since July 20, 1980, and that to date

no factual testimony has been received that would lead the Commission to find that the proposed alignment is not reasonable or justified or that adjacent property owners have not been given due and proper consideration in the design and alignment of the street.

12. That the Commission has received verbal and written testimony from Weldon R. Sloan regarding adequate site distance on the curve east of Rose Lane. Testimony received suggests that this curve be designed with a minimum 600 foot radius consistent with the recommendations of Carl Buttke and that, at a minimum, if the flattening of this curve is not provided as part of LID No. 6, that right-of-way grading be conditioned as part of LID No. 6 to provide the necessary site distance until such time that the adjacent properties develop and the curve is realigned.

The Commission finds that the proposed bridge and realignment project will likely increase traffic speeds approaching the curve to the east of Rose Lane.

The Commission further finds that the minimum 600 foot radius is a reasonable design standard for the arterial street and that since this portion of the street is anticipated to be improved in conjunction with the development of the Tolovana project rather than LID No. 6, that Mr. Sloan's recommendation is a reasonable and prudent solution to a potentially dangerous situation.

#### CONDITIONS OF APPROVAL

The following Conditions of Approval are hereby adopted by the Planning Commission and recommended to the City Council for its consideration as part of the requirements for LID No. 6.

1. That Wilsonville Road be realigned to include elimination of the existing "S" curve consistent with the design submitted by Westech Engineers and subsequently revised as part of LID No. 6.

2. That in order to provide adequate site distance through the curve east of the Rose Lane intersection, right-of-way grading be accomplished in the southeast portion of the Tolovana project to provide site distance equal to that resulting from the minimum 600 foot radius that the street will ultimately be re-designed to provide.

#### EXHIBITS

The following exhibits are hereby entered into the public record as confirmation of the Planning Commission's consideration of the project as submitted.

1. City of Wilsonville Comprehensive Plan and Street System Master Plan.

2. Ordinances Nos. 161, 175 and 176, including administrative records from the Planning Commission, City Council hearings related to the adoption of these Ordinances.

3. Design Plan submitted by Westech for the realignment of Wilsonville Road as part of LID No. 6.

4. Testimony received by the Planning Commission on March 8, 1982, together with additional written testimony submitted on or before March 16, 1982, and considered by the Commission on March 17, 1982.

5. Maps labeled A through F-1, F-2 and G.

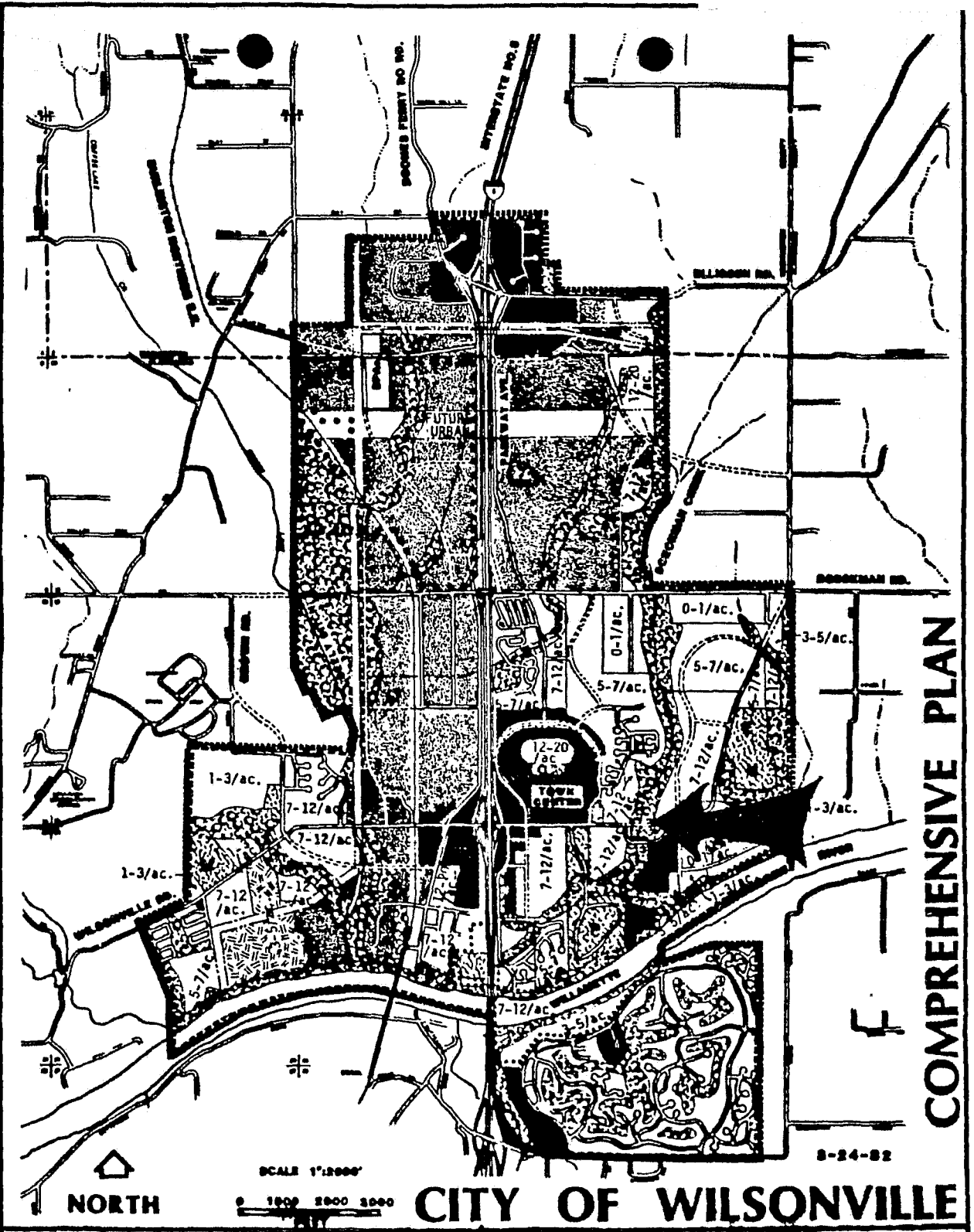
#### ACTION TAKEN BY PLANNING COMMISSION AT MARCH 17, 1982 MEETING:

Bill Cooley moved to approve the realignment of the bridge improvement of Wilsonville Road known as the "S" curve per the Staff Report as prepared with a change on page 7, second full paragraph down, the word "considerable" to "substantial" and the addition of Exhibit 5:

5. Maps labeled A through F-1, F-2 and G.

Arland Andersen seconded the motion which passed 7-0.

# L.I.D. #6 LANDSCAPE PLAN



# COMPREHENSIVE PLAN

0 to 20	<b>RESIDENTIAL</b> (dwelling units per acre)		<b>PUBLIC LANDS</b>		<b>POWER LINE EASEMENTS</b>
	<b>COMMERCIAL</b>		<b>CITY LIMITS</b>		<b>WILLAMETTE RIVER GREENWAY BOUNDARY</b>
	<b>INDUSTRIAL PARK</b>	P -	<b>PARKS</b>		<b>PROPOSED STREETS</b>
	<b>OPEN SPACE</b> (all open space is not shown on map - see plan text)	E -	<b>ELEMENTARY SCHOOL</b>		<b>URBAN GROWTH BOUNDARY</b>
	<b>CONTINUING AGRICULTURE</b> (future conversion density)	M -	<b>MIDDLE SCHOOL</b>		<b>FUTURE URBAN GROWTH BOUNDARY</b>
		H -	<b>HIGH SCHOOL</b>		

# PLANNING DEPARTMENT

## SUMMARY STAFF REPORT

**TO:** Design Review Board

**DATE:** 10 January 1984

**SUBJECT:** Landscape Plan - LID No. 6

**MEETING DATE:** 23 January 1984

**ACTION REQUIRED:** Approval of a Resolution approving the final right-of-way Landscape Plan for Wilsonville Road in the immediate vicinity of the Boeckman Bridge (LID No. 6)

**PREVIOUS ACTION TAKEN:** Design Review Board approved the preliminary Landscape Plan with the recommendation of a meeting between Daryl May, Jim Hensley of Robert Perron and Associates and Steve Winstead to develop a materials list and size of planting materials.

### CONCLUSIONARY FINDINGS:

1. A meeting was held on December 9, 1983, to develop a materials list and review the sizes of plant materials. The plans submitted to the Design Review Board reflect the agreed-upon design and plant materials.
2. See attached Findings

**RECOMMENDATION:** Approval with conditions.



DESIGN REVIEW BOARD  
RESOLUTION NO. 83DR25

A RESOLUTION APPROVING THE FINAL RIGHT-OF-WAY LANDSCAPE PLAN FOR WILSONVILLE ROAD IN THE IMMEDIATE VICINITY OF THE BOECKMAN BRIDGE (LID NO. 6)

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008(4) and 4.440 (1) of the Wilsonville Code, and

WHEREAS, the Planning Director has prepared a report on the above-captioned subject which is attached hereto as Exhibit "A", and

WHEREAS, said planning exhibits and staff report were duly considered by the Design Review Board at a regularly scheduled meeting conducted on January 23, 1984, at which time said exhibits, together with findings and public testimony, were entered into the public record, and

WHEREAS, the Design Review Board has duly considered the subject and the recommendation(s) contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Design Review Board of the City of Wilsonville does hereby adopt the staff report attached hereto as Exhibit "A", with the findings, recommendation(s) and Conditions of Approval contained therein, and further authorizes the Planning Director to issue a Site Development Permit consistent with said recommendation(s).

ADOPTED by the Design Review Board of the City of Wilsonville at a regular meeting thereof this 23rd day of January, 1984, and filed with the Wilsonville City Recorder this same day.

\_\_\_\_\_  
Chairman, Design Review Board

Attest:

\_\_\_\_\_

FINDINGS

The following findings are hereby adopted by the Design Review Board and entered into the public record in consideration of the application as submitted in conformance with the City's Comprehensive Plan and Zoning Regulations.

1. The decision from the previous Design Review Board meeting on October 24, 1983, recommended that the applicant address the following concerns prior to resubmittal for final approval.
  - A. That additional Cedar trees be provided at the east end of the Boeckman bridge abutting Tax Lots 3500 and 3600 owned by James and Cathey Farrell.
  - B. That all intersections be designed to maintain corner and clear vision area as specified in Section 4.151 WC. This section requires that an unobstructed view be maintained between 30 feet to 10 feet above the curb. It is further specified that the vision clearance area shall be the 20-foot triangular area measured from the intersecting curblines.
  - C. That a five-foot-high fence be provided along Tax Lot 3300 as requested by Richard and Grace Stangel.
2. Since the last Design Review Board, James and Cathey Farrell have requested a fence to be constructed along their north property line. The Planning staff recommends that a fence be provided from the Boeckman bridge to approximately 30 feet west of Rose Lane.
3. The proposed Landscape Plan is in conformance with the Public Works Department's requirements for street lighting. The Plan provides locations of street lighting which allows coordination of plantings with underground utilities.
4. As recommended by the Planning staff in Exhibit 4, Item 2, the wild roses east of the

intersection of Rose Lane and Wilsonville Road have been omitted and replaced with Oregon Grape and Compact Oregon Grape. This minimizes the continual maintenance and site distance problems.

5. The attached Resolution is only for the landscaping of LID No. 6. A separate Resolution will be prepared in the future for adoption of the Master Plan for Wilsonville Road between the Freeway and the City Hall site.
6. SUMMARY FINDING: The location, design and sizes of landscape materials, both separately and as a whole, are in compliance with Section 4.166 WC.

### CONDITIONS OF APPROVAL

The following Conditions of Approval are hereby adopted to assure completion of the project in compliance with the Comprehensive Plan, Zoning and Site Development standards:

1. That detailed construction plans, including:
  - landscaping and irrigation, and
  - exterior lightingbe submitted for review and approval by the City's Planning Director and Public Works Director.
2. All landscaping and fencing as approved by the Board be installed prior to final inspection and sign off of LID No. 6.

EXHIBITS

The following Exhibits are hereby entered into the public record by the Design Review Board as confirmation of its consideration of the application as submitted.

A. Findings and Conditions of Approval.

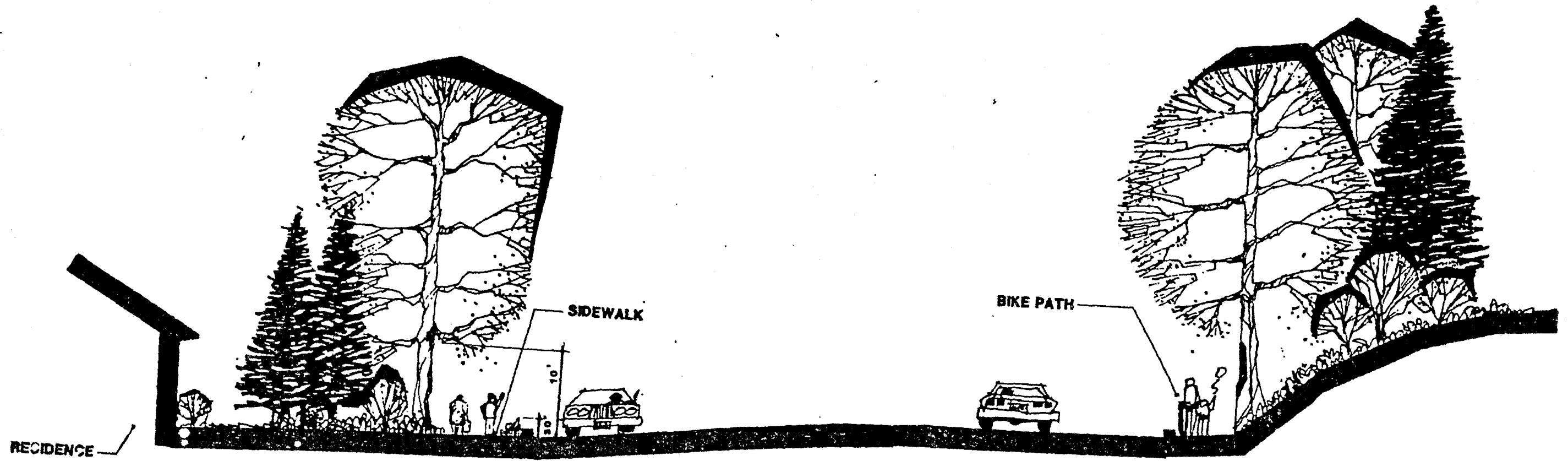
1. City of Wilsonville Comprehensive Plan.
2. Chapter 4 of the Wilsonville Code.
3. Applicant's submittal documents.
4. Memorandum to Design Review Board dated October 18, 1983.
5. Letter to Jim Hensley of Robert Perron and Associates, landscape architects dated
6. Design Review Board Minutes of October 24, 1983.

# PLANT LIST

<u>Qty.</u>	<u>Botanical Name</u>	<u>Common Name</u>	<u>Size</u>	<u>Condition</u> <u>Remarks</u>	<u>SYMBOL</u>
TREES					
50	<i>Acer circinatum</i>	Vine Maple	4-5-feet	5 gal. container	
2	<i>Acer macrophyllum</i>	Bigleaf Maple	1-1/2-in. cal.	B&B collected	
35	<i>Acer saccharum</i>	Sugar Maple	2-in. cal.	B&B	
61	<i>Alnus rubra</i>	Red Alder	8-10-feet	B&B	
4	<i>Libocedrus decurrens</i>	Calif. Incense Cedar	14-feet	B&B	
4	<i>Libocedrus decurrens</i>	"	16-feet	B&B	
4	<i>Libocedrus decurrens</i>	"	18-feet	B&B	
42	<i>Pseudotsuga menziesii</i>	Douglas Fir	6-7-feet	B&B	
33	<i>Quercus alba</i>	White Oak	1-1/2- 2-in. cal.	B&B	
84	<i>Thuja plicata</i>	Giant Arborvitae/ West Red Cedar	7-8-feet	B&B	
SHRUBS AND GROUNDCOVERS					
29	<i>Arbutus unedo</i>	Straberry Madrone	18-24-in.	5-gal. container	
110	<i>Arctostaphylos manzanita</i>	Common Manzanita	12-15-in.	2-gal. container	
11,000	<i>Gaultheria shallon</i>	Salaal	1-gal.	Container	
145	<i>Mahonia aquifolium</i>	Oregongrape	12-15-in.	2-gal. container	
69	<i>Mahonia aquifolium</i>	"	18-24-in.	5-gal. container	
290	<i>Mahonia aquifolium compacta</i>	Compact Oregongrape	2-gal.	Container	
100	<i>Rhododendron occidentale</i>	Western Azalea	15-18-in.	5-gal. container	
100	<i>Vaccinium ovatum</i>	Box Blueberry	12-15-in.	2-gal. container	

700 plants 24" O.C. 34.6 CONTAINERS





TYPICAL SECTION

SP-28



January 23, 1984

BOECKMAN CREEK SECTION OF THE WILSONVILLE HIGHWAY  
Landscape Description and Preliminary Estimated Costs

1.	Soil Preparation	\$ 2,400
2.	Finish Grading	3,500
3.	Trees:	
	Sugar Maples for accent at intersections	6,700
	Northern Red Oaks/White Oaks/Big Leaf Mapels along road	7,700
	Cedars & Giant Arborvitaes as accent and screening	9,900
	Douglas Firs for reforestation of banks	2,300
	Alders under bridge along creek bottom	7,400
4.	Shrubs:	
	South facing slopes would be Manzanita and Vine Maple; north facing slopes would be Oregon Grape and Huckleberry; westerly interesection to be Strawberry Madrone or Cinnamon Viburnum as back drop for Western Azaleas; Rose Lane intersection to be Oregon Grape as backdrop for Compact Oregon Grape; screens along walls to be Oregon Grape mixed with Western Red Cedars	17,800
5.	Groundcover: Salal on all banks	55,000
6.	Rough-seed with wildflowers at slope crowns and level areas that have been distrubed due to construction	1,000
7.	Lawn	300
8.	Irrigation: Combination of permanent at intersections and lawn areas, with temporary, or minimal coverage, on banks of establishing native materials	19,000
9.	One year of maintenance	10,000
10.	Five (5) foot cyclone fence	5,000
	Subtotal:	<u>\$148,000</u>
	10% Contingency:	<u>14,800</u>
	TOTAL	<u>\$162,800</u>



RECEIVED  
DEC 19 1983  
CITY OF WILSONVILLE

PT-W33-03-02

December 15, 1983

City of Wilsonville  
P.O. Box 220  
Wilsonville, Oregon 97070

Attention: Mr. Larry Blanchard, Public Works Director

Subject: Boeckman Creek Bridge - Landscape Architectural Services  
Job No. 30000-29R, Permit No. 83006

Gentlemen:

In response to your request for landscape architectural services, we propose to furnish the required final design services and services during construction through a subcontractor, Robert Perron Landscape Architects and Planners. The scope of final design services and services during construction is identified in the enclosed correspondence from Robert Perron. We propose an initial fee limit for final design services of \$7,500.00 not to be exceeded without further authorization. We propose an initial fee limit for services during construction of \$2,750.00 not to be exceeded without further authorization.

Please do not hesitate to contact us if you have questions regarding this proposal. Your response in the form of a notice to proceed with final design services is requested.

Very truly yours,

CRS/SIRRINE, Inc.

Gilbert R. Meigs, P.E.  
Senior Vice President

cc: Robert Perron (Jim Hensley)

RECEIVED

DEC 06 1983

STRAAM

the office of  
robert perron,  
landscape  
architects  
and  
planners  
2326 sw park place  
portland, oregon  
97205  
ph: (503) 223-2266

5 December 1983

Mr. Steve Simonson  
C.R.S. Group Engineers, Inc.  
5505 S.E. Milwaukie  
Portland, OR 97202

Re: City of Wilsonville Landscape Architectural Services for the  
Boeckman Creek Bridge Section of Wilsonville Road East of  
City Hall to Sta. 42+22

Dear Steve:

The following is my proposal for professional landscape architectural services to complete the drawings for contractor bidding and installation:

A. Construction Documents:

Working with the City staff, provide planting and irrigation plans at 1"=40' (detail plans at 1"=20' shall be developed for the intersections), construction details, technical specifications, maintenance specifications, and detailed construction cost estimate for the planting and irrigation. Presentation of the detailed plans to Design Review, if required, shall be included in this portion of the work.

Our fee for this work item will not exceed \$6,600.00.

B. Services During Bidding:

Provide assistance during bidding to include answering bidders' inquiries, issue addenda, attend the bid opening to advise on the acceptance of the lowest qualified bidder, review bids with the City, and assist in awarding the Contract.

Our fee for this work item will not exceed \$700.00.

C. Services During Construction:

Provide assistance during construction phase to include periodic site visits to affirm conformance of landscape construction with the construction documents, issue change orders, and perform final inspection at the end of construction with a letter certifying that construction is in compliance with the contract documents. Our site visits will cover observation of finish grading, planting soil preparation, irrigation, and planting installation.

Our fee for this work item will not exceed \$2,750.00.

Remuneration

Billings will be made monthly for my time based upon the following hourly rates:

Principal	\$60.00/hr.
Associate	\$50.00/hr.
Technical	\$40.00/hr.
Clerical	\$25.00/hr.

Direct reimbursable expenses (normally charged at cost) are:

- o Printing and reproductions
- o Use of personal automobile at \$.34/mi.
- o Long distance telephone calls

Expenses not included in the fee which would be considered as an "extra" are:

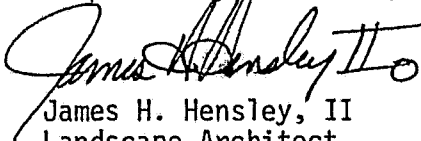
- o Fees of additional special professional consultants retained with client authorization
- o Bounds and topographic surveys, soils investigations
- o Maps and photographs
- o Report publication, models
- o Commercial travel and subsistence
- o Special fees, insurance, permits and licenses applicable to this assignment only
- o Time and expenses required for presentation to Planning Commission and Council

I typically bill monthly for work completed during the previous month. I ask that the monthly statements be paid promptly within ten days of receipt.

If this proposal is acceptable, please issue a letter to me to proceed with the work.

If you have any questions, please contact me at your convenience.

Respectfully submitted,



James H. Hensley, II  
Landscape Architect  
THE OFFICE OF ROBERT PERRON

JHH/ml