Wilsonville

Old Town

Neighborhood Plan

July 2008 Planning Commission Review Draft

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Acknowledgements:

List of everyone who worked on the Plan.

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To be completed after the rest of the Plan is done.

1. Introduction: Old Town – A Special Place

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To the families that live here, and the businesses that are located here, Old Town is a very special place. For the most part, they chose it over other neighborhoods in Wilsonville and wouldn't consider relocating.

Many of the rest of Wilsonville's residents have never been in Old Town and know little or nothing about it. So what is it about Old Town that generates such fierce loyalty in its residents and business people?

The purpose of the Old Town Neighborhood Plan is to identify the essence of what makes Old Town a special place, and to provide guidance on how to move Old Town into the 21st Century while maintaining its unique character.

The Old Town Neighborhood Plan is based on the results of a series of meetings with Old Town residents, businesses and property owners. Each meeting was organized around a specific topic with a goal of learning how that subject or issue has been implemented in the past, determining whether that should change, and if so, developing recommendations for those changes.

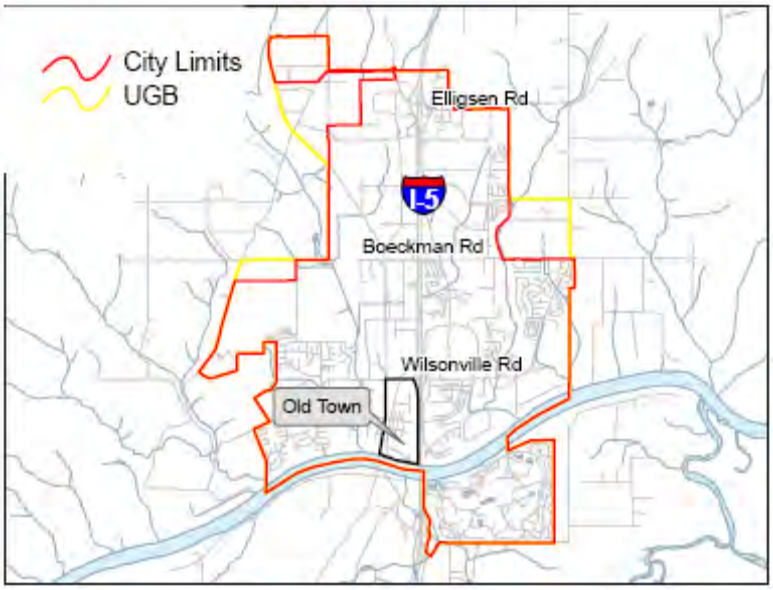
The impetus for this series of meetings was a "New Urbanism" type residential development proposal on one of the few larger vacant lots in Old Town. The neighborhood was opposed to the development, feeling that it would set a precedent for future similar development proposals that would destroy much of what makes Old Town unique.

The City Council responded to that testimony by requesting that City staff work with the Old Town community to determine the parameters of acceptable development and redevelopment in their community.

Where Is Old Town?

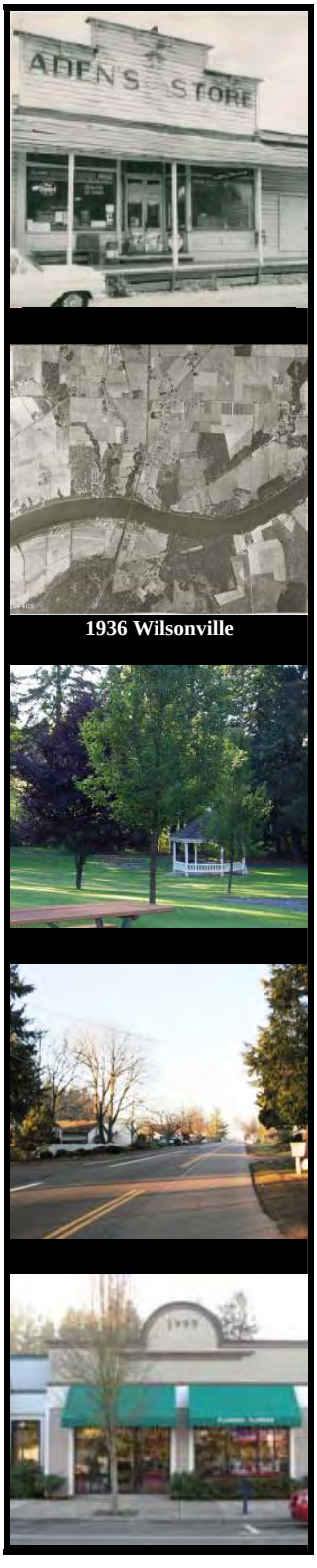
According to the West Side Master Plan, adopted by the City Council in December 1996, the Boones Ferry District (Old Town) includes all the lands located between the Oregon Electric Railway and the I-5 right-of-way, and between the Willamette River and approximately Wilsonville Road. (Map 1.1) Others would say that Old Town is smaller ending at Bailey Street on the north or even at the north end of Magnolia, but including the south, east and west boundaries identified as the Boones Ferry District. Still others feel that the historic core area developed around the Boones Ferry landing, and later, with the coming of the rail, expanding north to the vicinity of 5th Street is the 'real' Old Town. After discussion, it was decided to use the Boones Ferry District boundary extended north to Wilsonville Road for a more comprehensive planning effort. (Map 1.2)

Map 1.1. Boones Ferry District



Map 1.2. Old Town In Wilsonville

What Is Different About Old Town?



1936 Wilsonville

It is much older than the rest of the development in Wilsonville.

Most of the recent development in Wilsonville occurred after the construction of the Boone Bridge and I-5 in the late 1950's, and the incorporation of the City of Wilsonville in 1969. In contrast, the oldest buildings in Old Town were built in the late 1880's and early 1900's. Early aerial photos (1936) show Old Town surrounded by operating farms. The older buildings are simple in design and small in scale as shown in early photos. Several have been renovated in keeping with their historic character. Infill development has maintained the modest scale and has been repeating basic architectural style elements. At one time, Old Town was generally self sufficient with a school, a church, a general store, post office and other businesses serving the community.

The plat of Old Town was recorded in 1908 (Map 5.3), and reflects larger lots than are generally found in today's residential developments. There has been little partitioning or further subdivision, so large lot sizes remain. The reasons for that are beyond the scope of this planning effort to determine.

Because it is older, and very little redevelopment has occurred, stands of mature trees are found throughout Old Town.

Other factors creating a difference.

Streets were built to rural standards without curbs, gutters, and in many instances, without sidewalks. The overall appearance is less formal than in newer neighborhoods. There are no through streets, and no large scale commercial establishments so the neighborhood is quieter, and streets can be safely shared with bikes and pedestrians.

No riverfront development has occurred, other than Boones Ferry Park, an under-utilized City park located at the south end of Boones Ferry Road.

Existing development within Old Town includes a bank building, the Old Methodist Church, apartments, a mini-storage facility, two historic commercial structures, a manufacturing facility, Lowrie's Marketplace and two mixed-use commercial/industrial buildings, as well as many residential properties with varying densities. One of the mixed-use buildings was recently developed as the first historic replica façade envisioned for the Old Town District discussed in the Land Use chapter.

Scale

One of the defining characteristics of Old Town is the human scale of the neighborhood. Unlike most of Wilsonville, Old Town was platted in the early 1900s and built out incrementally with a variety of architectural styles reflecting housing trends over that period. Most of the development occurred in the county before Wilsonville was incorporated. Dwellings are mostly single story with larger yards and mature trees. Since there are few sidewalks and no through traffic, the character of the neighborhood is "old fashioned" and much less formal. Residents walk and play in the streets, and visit with their neighbors. Social interaction is encouraged by the evolving patterns of the neighborhood. Infrastructure does not separate people, but enables them to interact more freely.

The majority of Wilsonville's residential areas were developed after 1970 as planned unit developments, and built out with similar architectural styles in a relatively short time period. Dwellings are generally two-story or taller. The rights-of-way are fully developed with streets, sidewalks, street lights and street trees. A strong sense of identity and ownership has developed within each different development, as in, "I live in Rivergreen or Charbonneau, or Fox Chase".

Conventional wisdom says that Old Town should be retrofitted with all the amenities of residential planned unit developments in the remainder of the city, and the housing stock upgraded to modern housing styles and densities. If that occurs, Old Town as it now exists, will be lost, and it will become just one more PUD in the city. The Old Town residents are trying very hard to preserve their existing neighborhood, while being open to redevelopment and infrastructure upgrades consistent with the Old Town character.

2. Executive Summary

Not Available
Prior to Planning Commission
July 9, 2008 Work Session

3. Issues and Recommendations

3. Issues and Recommendations

Land Use Recommendations:

Comprehensive Plan Recommendations:

1. Amend the Comprehensive Plan map as follows:
    - Designate lands in public ownership south of 2nd Street east of the railroad tracks from Residential to Public.
    - Designate all ODOT owned lands south of 5th Street as public.
    - Designate lands one lot deep on both sides of Boones Ferry Road between Bailey Street and 5th Street as the Old Town Main Street District.
    - Designate lands one lot deep on both sides of Boones Ferry Road between 4th Street and 2nd Street as Boones Ferry Residential District.
    - Consider changing the designation for the River Village Mobile Home Park to a higher residential density if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plan on ODOT land to connect to the recommended alternate St. Cyril's Catholic Church access east of the Church's Social Hall and thence north to Bailey Street and Boones Ferry Road.
2. Resolve the conflict between the Comprehensive Plan residential designation of 16 – 20 du/acre and the Zoning designation of Planned Development Commercial for Tax Lots 2000, 2101 and the west half of 2100 in 3S 1W 23AB.
3. Amend the Comprehensive Plan to direct that the appropriate zone for implementation of the residential designation of 6 – 7 du/acre within the Old Town area is the Old Town Residential (R) Zone, and not the PDR-4 Zone.

Zoning Recommendations:

1. Create an Old Town Residential Zone (including a subsection for Boones Ferry Residential south of 5th Street) based on the criteria in the existing Residential (R) Zone. Include the appropriate architectural and site design standards from the existing Old Town Overlay Zone, as well as others that have been developed in neighborhood worksessions and included elsewhere in the Plan.
2. Amend the existing Old Town Overlay Zone by renaming it the Old Town Main Street Zone applicable to lands one lot deep on both sides of Boones Ferry Road between Wilsonville Road and 5th Street. Retain the architectural and site design criteria, and add any others evolving from the preparation of the Boone's Ferry Road Streetscape Plan.

Accessory Dwelling Unit (ADU) Recommendations:

1. Amend the Development Code to reflect changes in ADU standards (still subject to discussion)
2. Amend the Development Code to require one onsite parking space per ADU in residential zones. The additional parking space should not be in the front yard unless screened from the street by fencing or landscaping.

Architectural/Design Guidelines Recommendations

1. Buildings should reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately (1880 to 1930) or (1909 to 1969).
2. Architectural styles should not be mixed within buildings. For example, a bungalow should not have Queen Anne features.
3. Massing and scale of a new building should be compatible with neighboring structures. The massing and scale of new buildings will try to follow the predominant pattern of the neighborhood. Special consideration is to be given to adjacent structures, especially if they are consistent with the pattern of the neighborhood. The scale and volume of the new building should respect its context and adjacent neighbors, not overwhelm them or stand out due to inappropriate size. A well-designed building and site has a proportional relationship with adjoining properties and maintains the rhythm and scale of the streetscape by using similar massing, proportions and details.
4. Respect the existing rhythm of the streetscape. New infi ll construction should attempt to maintain the existing overall pattern and rhythm of the streetscape. Uniform narrow lots naturally set up a strong rhythm on the street frontage, and many design aspects of new construction should be considered in relating to that rhythm. Building massing, scale and orientation, roof forms, porches, building setbacks, garage and driveway locations, and landscaping all can contribute to the new structure's compatibility with the existing pattern and rhythm of the streetscape. Maintain or enhance existing patterns of pedestrian connection between the entry door and the sidewalk and/or street.
5. Follow alignment and setbacks predominant on the street and adjacent properties. One important component of street rhythm is the building-front alignment and setback from the street and boulevard. On many blocks, there is a predominant setback or alignment that, when followed, helps reinforce a feeling of unity on the streetscape. In most cases, relating to the predominant alignment is appropriate, even if some existing structures may not follow it. Varying lot sizes, corner lots, and other considerations should be examined on a case-by-case basis to determine where, and to what degree, variations from setbacks are appropriate.
6. Design new roofs to be compatible with forms of existing roofs in the neighborhood. The perception of scale, massing and the rhythm of a building is greatly affected by its roof form and height. Though a variety of roof forms may be seen on a street, the new building's roof should appear compatible in scale, pitch, orientation and complexity to those surrounding it. Oversized roofs due to unduly massive building volumes, or large unbroken roof surfaces parallel to the street, are examples of roof forms to be avoided. If the infill building is larger than those nearby, consider adjusting the massing to allow the larger roof forms to be more articulated and broken down into smaller, well-scaled components.
7. Building height should be considered in choosing roof forms, architectural style, and relating to context. Building height alone isn't adequate in considering the relationship of adjacent structures. Two buildings of the same height can be perceived quite differently in terms of scale and compatibility, depending on the overall massing of the building, its articulation and its roof forms.
8. Certain architectural styles are more appropriate than others when considering roof forms that fit a site and its context. Consider the pitch, slope and orientation of primary gables, and the use of hip roofs, in adjusting the apparent building volume, mass, and height, as appropriate to building style and context. Consider using projecting elements, roof forms, shed roofs, dormers and gables, when appropriate.

9. Building and site design should respond to natural features. Locate building forms on the site to work with existing significant trees, slopes, and other natural features. Consider locations of walks, driveways and garages that will minimize site disruption, erosion or damage to nearby or adjacent root systems.
10. Respect the site's natural slope in new building design: minimize cut, fill and retaining walls. When possible, locate structures to follow the natural contours of the property. Organize the building's massing to step down and work with the gradient, rather than creating an artificially flat building pad with abrupt retaining walls.
11. When retaining walls are necessary, minimize their impact. Design of retaining walls should minimize grade change by creating gradual steps or tiers. Consider the form and material of existing walls in the neighborhood, especially where visually prominent such as along the street frontage. Use landscaping to soften and minimize visual impact.
12. Preserve significant trees. The design and siting of the building should consider existing trees on site and trees immediately adjacent to the site. Consider the tree canopy and root zone, and avoid excessive removal of topsoil from building site. Consider permeable materials for paths and driveways in sensitive areas.
13. Many homes in Old town were originally built without garages. Often, detached garages were added later in the side or back yards, with the house façade emphasized at the street front. Garage and driveway location and design character has an important impact on site, building design and compatibility with the neighborhood. Special consideration should be given to size, mass and location of the garage in new construction, and its relationship to the building and the immediate streetscape. Locate garage and driveway to respect existing street and neighborhood patterns. Because of the impact garage location has on streetscape and building massing, consider existing neighborhood garage/building/site relationships in new infill site and building design. Garage design should relate strongly to the main structure.
14. Minimize garage impact on new structure massing and street front. Design the garage to set back and defer to the main building massing. Consider tandem garages, or side-loaded or backyard garages where site permits. Avoid oversized garages that dominate the site and street frontage on narrower lots. Consider dormers, windows and other design elements to help break up blank garage roof forms or walls. Single garage doors are preferred over double garage doors. Minimize driveway paving area.
15. The size and mass of the structure should be compatible with the size of the property. Consider the open space around a structure, and how it relates to the pattern of the neighborhood. Provide enough space to allow for sunlight and air, enhance privacy, and preserve the character of the neighborhood. By using less than the allowed maximum lot coverage, and by varying the building footprint within the required setbacks, a more interesting structure can be created, with a variety of outdoor spaces. Maximizing lot coverage and building out to setbacks can result in a structure of inappropriate bulk and mass, relative to the streetscape.
16. Consider front porch elements in the design of infill structures. Part of the rhythm of the existing streetscape may include front porch elements, including open or enclosed single story porches or minimally, entrance porticos. New infill structures should reflect the pattern of the neighborhood and adjacent structures with respect to porch elements and design.
17. Accessory buildings should be compatible with the main building. Accessory buildings (including garages) should strongly relate to the main building design, including roof pitch, windows, trim details and materials. This relationship increases in importance with the

visibility of the accessory building from the street. Accessory dwelling units, where allowed, can promote affordable housing and flexible living arrangements.

18. Design and detail new construction as four-sided architecture. Four-sided architecture means the building's style, design and detail is consistent on all sides, not just the front façade. It recognizes that all sides of a house are visible and affect the neighborhood, especially the adjacent sites. Four-sided architecture, regardless of style, is also more authentic, bringing a character that is more consistent with the character of existing four-sided design in the neighborhood. Roof forms, location and style of window openings, siding materials and texture, trim and detailing all play a role in creating consistent, honest, four-sided design.
19. The façade of the structure should be compatible in scale and character to the houses of the streetscape and be consistent with architectural standards. Window and door placement, proportions, and size can affect a building's compatibility with adjacent structures. If the houses on the street tend to have a consistent vertical or horizontal emphasis in their facade elements, this should be incorporated in the new structure design.
20. Building elements should be proportional to the scale and style of the building, and its architectural context. Building facades should provide visual interest and a sense of human scale. Door and window proportions should relate to the style of the building, and façade design and detail should be consistent in all elevations of the structure (see Guideline #15). Tall narrow window openings are appropriate with some traditional styles of architecture, while larger openings may fit more contemporary styles.
21. Avoid large area of blank walls, disproportionate gables sizes or shapes, minimal detailing. Features such as bay windows, bump-outs, dormers, and masonry chimneys can help add detail and enliven facades.
22. Use architectural details to create visual interest and support architectural style. Architectural details, such as columns, brackets, rails, window, door and corner trim, watertable and horizontal banding, frieze and fascia boards can greatly affect a building's design and compatibility with adjacent structures. An absence of detail, especially in traditional styles, conveys a sense of cheapness or lack of authenticity. The quality of materials can provide authenticity as well.
23. In new building design, consider appropriate materials, textures and colors, and their relationship to other buildings of the neighborhood. Developing a relationship of building materials to prevailing materials of the streetscape can help unify old and new structures of the neighborhood. Traditional materials may include wood, stucco, stone, brick, and shingle siding. The use of natural materials, rather than simulated, is preferred. Color, though a matter of personal choice, should complement the structure and streetscape. For traditional styles, consider historic color palettes, often of three or more colors.
24. Use masonry and stone authentically. Masonry and stone materials, especially thin veneer types, should be used carefully, and in an authentic way. Their primary use as a foundation element relates well to the traditional use of local limestone and brick in historic structures. Another use may be enclosing exterior chimney massing, starting from the grade up. When masonry and stone is used as cladding for wall elements, care should be taken to define building mass elements with it, typically terminating it at inside corners.
25. Locate taller portions of buildings to minimize obstruction of sunlight to adjacent yards and rooms. Consider neighbor's views in placement and size of new building elements. Windows, balconies and decks should be located to respect privacy of neighboring

properties. Consider using landscape elements and fences to buffer views and maintain privacy between properties.

26. Minimize the impact of exterior lighting on adjacent properties. Use recessed downlight fixtures or shields. Avoid floodlights and non- shielded point source lights. Use motion sensors and timers to control fixtures.
27. Design grading and impervious surface drainage to minimize water run-off impact on neighboring properties.
28. Contain debris and respect noise restrictions during construction.
29. Recommended standards for rehabilitation of historic buildings
    a. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    b. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
    c. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
    d. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
    e. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
    f. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.
    g. Chemical or physical treatments, such a sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
    h. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
    i. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old, and by using consistent materials shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.
    j. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Transportation Recommendations

1. It is recommended that the City consider changing the designation of Boones Ferry Road between Bailey Street and 5th Street to a minor collector with on-street parking consistent with Main Street guidelines regarding a pedestrian friendly character.
2. The Old Town Neighborhood requests that the City pursue funds for the construction of an alternate access or accesses to Old Town, and construct that access by 2012.
3. It is further recommended that, in single-family neighborhoods in Old Town, parking be provided by the installation of 8-ft. wide gravel parking strips within the right-of-way adjacent to, and separated from the private property by a 3-ft. – 4-ft. hedge or fence, or other similar permanent demarcation. Such strips to be maintained by the homeowner at all times. Parking strips may be paved if approved by the City Engineer.
4. It is recommended that the streetscape of Boones Ferry Road from Wilsonville Road to 5th Street, and streets adjacent to new multi-family development include curbs, sidewalks, plantings and paved, on-street parking. Between 4th and 5th Streets, the streetscape should respect the historic buildings east of Boones Ferry Road, and any associated existing streetscape features. A Boones Ferry Road streetscape plan needs to be developed so that the City and property owners are in agreement regarding development expectations.
5. It is recommended that streetlight design and placement be included in the Boones Ferry Road streetscape plan, and that standards for shielding/reduction in lighting intensity also be included in the streetscape plan. For the residential neighborhood, it is recommended that the existing cobra head fixtures be replaced with the PGE black Independence fixtures on black fluted poles at the same height as those in Old Town Village. Spacing should be at the greatest intervals permitted in order to maintain a sense of an older, peaceful residential area. Brightness is not desired; rather low intensity lighting levels are preferred.
6. It is recommended that stop signs be installed on 5th Street, or on all four arms of the intersection of 5th Street and Boones Ferry Road.
7. It is recommended that the neighborhood, the church, and the city work together to identify a solution for improved access and parking for the church and implement it as soon as possible.
8. It is recommended that property owners owning corner lots work with the City to determine the impacts of both vision triangle calculations as it applies to their site, and work with the City to move towards compliance without removal of significant trees.

Utilities Recommendations

1. The Old Town Neighborhood Plan recommends that any future expansion of the wastewater treatment plant be to the east to save the large stands of mature trees located on the City-owned parcel to the west.
2. Due to the difficulty in constructing a standard piped system, and the very pervious nature of the area, this is an excellent opportunity to create Wilsonville's first green stormwater management system for a neighborhood.
3. The Old Town neighborhood would like to work with the City to develop costs and a plan for eventual undergrounding of overhead utility wires. Under transportation, there is a recommendation for replacement of streetlights which are currently cobra heads on the same utility poles. There will also need to be some streetscape improvements as

recommended in the transportation section. Perhaps all the associated improvements could be done at the same time with an LID and city participation.

Parks, Trails, Trees and Open Spaces Recommendations

1. The neighborhood should be made aware of the CIP schedule for the expansion of the play area in Boones Ferry Park, upgrades to the basketball court and/or construction of other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the French Prairie Bridge.
2. Maintain the feeling of open green area by continuing the existing proportion of building to lot in new and redeveloped projects.
3. As a neighborhood project, have residents prepare a lot by lot tree inventory (using the City's 2001 topography maps and recent aerial photos as a base) under the guidance of a professional arborist.
4. The groves of mature trees in Old Town are an essential part of the character of the area and should be preserved. Development should be designed to accommodate trees, not to remove and replant.
5. Add additional trees and vegetative screening between Old Town and I-5 wherever possible.
6. Install Heritage Tree and Tree Grove interpretative signage at all locations in Old Town. Add the locations to the Historical Society Walking Tour Map.
7. Include a map of designated Heritage Trees and Tree Groves in the Old Town Neighborhood Plan.

4. Neighborhood Meetings

4. Neighborhood Meetings

A neighborhood meeting was held in December 2006, to explore options for resolution of development issues raised by the application for the Wilsonvillage residential project. Invitations sent to all property owners in Old Town and flyers were distributed. Approximately 40 people attended. Issues were identified, and a schedule of meetings established in which to explore and attempt to reach resolution of those issues. Invitations to the December meeting were sent to all property owners in Old Town and flyers were distributed.

The issues that were identified were:

- Maintaining the "character of Old Town". Human scale, diverse, historic, eclectic, safe, walkable, friendly, slower paced.
- Transportation, alternative ingress/egress, speeding, large trucks, increasing traffic, street cross-sections.
- Utilities, streetlights, underground utilities
- Keep large trees.
- SW Boones Ferry Road, commercial between Wilsonville Road and 4th Street. Residential character south of 4th Street. Need a streetscape plan.
- Do not want CC&Rs or other tight controls for design issues.

Subsequent meetings were held on the second and fourth Thursday evenings at St. Cyril's Church in Old Town from January 2007 through May 2007. During that time, it was decided that incorporating the results of discussions at those meetings into an Old Town Neighborhood Plan would provide guidelines for development, redevelopment and infrastructure upgrades in Old Town. The Plan could be adopted by the City and made part of the Comprehensive Plan. Notice of the January and February meeting dates was mailed to the same list as the initial December invitation. Flyers were distributed in the neighborhood for the April 26, 2007 meeting, and for the June 28, 2007 neighborhood barbecue. Agendas and meeting notes were posted on the City's Old Town website.

Meeting dates and discussion topics were:

December 7:	Initial exploration of the issues and ideas for resolution
January 11:	Land use and housing
January 25:	Historic character, architectural styles, etc.
February 8:	Transportation
February 22:	Transit Master Plan, Bike and Pedestrian Master Plan and Natural Resources
March 8:	Park and Recreation Master Plan, Boones Ferry Streetscape
March 22:	Utilities

April12:	Miscellaneous topics, odds and ends.
April 26:	Economics of Infill Development
May 10:	Design factors
May 24:	Design factors, ADU's
July 31:	Review of June Old Town Plan Draft
August 28:	Continued Review of Draft Plan
Sept. 13:	Streetscape Plan
Oct. 29:	Streetscape Plan, Oct. Draft Plan

A core group developed, which included Rose Case, Barbara Bergmans, Michelle Dempsey, Doug Muench, Tim Knapp, Monica Keenan, Nathan and Sandra Lawrence, Connie Kenny, Carol Dickey, and Jeff Cameron. Others attended one of several meetings, depending on the topic and schedules. Jack Kohl, or a representative, attended several meetings as did Sue Guyton, Paul Missal, Steve VanWechel, and the Duckworths. John Ludlow and State Representative Jerry Krummel attended several of the initial meetings, having worked on the 1996 West Side Master Plan and having been prior residents of Old Town.

The draft Old Town Neighborhood Plan was presented to the core group and to city staff for edits in July 2007. Corrections and edits were made during July, August and early September. The draft Plan was presented to a neighborhood meeting on September 20, 2007. The draft Plan was placed on the City's Old Town website. The Wilsonville Spokesman printed a news story on the draft Plan on November 29, 2006.

During August 2007, the City contracted with the consulting firm, Nevue Ngan Associates to work with Boones Ferry Road property and business owners on preparation of a streetscape plan for Boones Ferry Road from Wilsonville Road to the Willamette River. The consultants held an initial meeting with Boones Ferry Road property and business owners on September 13, 2007.

In addition to recommending adoption of the OTNP, Old Town residents would like to organize a neighborhood association to assist in implementing the Old Town Neighborhood Plan. If desired, City staff can assist the new association is setting up bylaws, determining duties and developing a first year action plan.

5. Historic Character

5. Historic Character

Wilsonville was settled in 1846 by Alfonso Boone, grandson of Daniel Boone. He started a ferry service across the Willamette River, which was later operated by his son, Jesse. Jesse enhanced the ferry business by creating a trail north to Portland and south to Salem. (Boones Ferry Road) At its height, there were as many as 300 people crossing per day!

Bill Flynn's Saloon was located on the land near the river west of Boones Ferry (now owned by the City) and probably enjoyed a thriving business. The building was destroyed during a windstorm in 1971.

Jesse was gunned down at the south ferry landing in 1872 in a dispute with a neighboring settler. The ferry was operated by various operators in the subsequent years. Tauchman House overlooks the site of the ferry operations and was the home of Emil Tauchman, who operated the ferry for 30 years.

The ferry operation, one of the first across the Willamette, was a critical link in commerce between the Willamette Valley and Portland. Farmers shipped agricultural products directly from their docks at their farms. At one time, there were 38 landings in the stretch of river between Butteville and Canby.

The community was renamed Wilsonville in 1880 after the town's first postmaster, Charles Wilson.

The coming of the railroad brought change. The trestle was completed in 1907, and a train depot was built at the corner of 5th Street and Boones Ferry Road. As businesses moved away from the river towards the railroad depot, a small community developed near the intersection of 5th Street and Boones Ferry Road which included: .

School: A one-room school was built in the 1870's at the site now known as the Lowrie's Marketplace. That site continued as a school site until the redevelopment of the Lowrie's Market to the Albertson's complex in 2000.

Stores: Aden's Store and home were built in 1897, and included the post office. A drugstore and community center was built at 5th Street and Boones Ferry Road in the early 1900's.

Lodging: The Cottage Hotel was built around 1907 for rail passengers.

Churches: The Methodist Church was built in 1911. St. Cyril's Catholic Church was built in 1926.

Train Depot: About 1907 on the west side of Boones Ferry Road near 5th Street.

Services The Norris Young Machine Shop, now a cabinet shop, was built in the late 1800's on the corner of 5th and Boones Ferry Road.

Both the railroad and ferry continued to be critical to commerce in and through Wilsonville. The ferry closed in 1954 after the I-5 Bridge was constructed. The location of I-5 caused many businesses to move once again to be closer to the interchange, and Old Town became primarily a quiet, residential community until 2000 with the commercial development of Old Town Village and the adaptive reuse of the machine shop to a cabinet shop.

Structures were built along Boones Ferry Road and Magnolia Street as follows:

Boones Ferry Road:

Address	Year built	Comments
30310	1911	Methodist Church
30520		
30535		
30550	1951-60	
30580	Vacant	
30596	Vacant	
30610	Prior to 1930?	
30623	Remodel 2007	Old Town Village
30625	Remodel 2007	Old Town Village
30650	1904	Old Feed Store
←----------5th Street--------→		
30690	1905	Norris Machine
30740	1905	Aden's Store
30760	1923	
30775	1991-2000	Old Town Village
30789	1991-2000	Old Town Village
←----------4th Street----------→		
30825	1971-80	
30865	??	
30870	1961-70	
30885	1971-80	
30895	1971-80	
30900	1961-70	
30924	1971-80	
30935	1971-80	
30945	1981-90	
30950	1971-80	

Magnolia Avenue

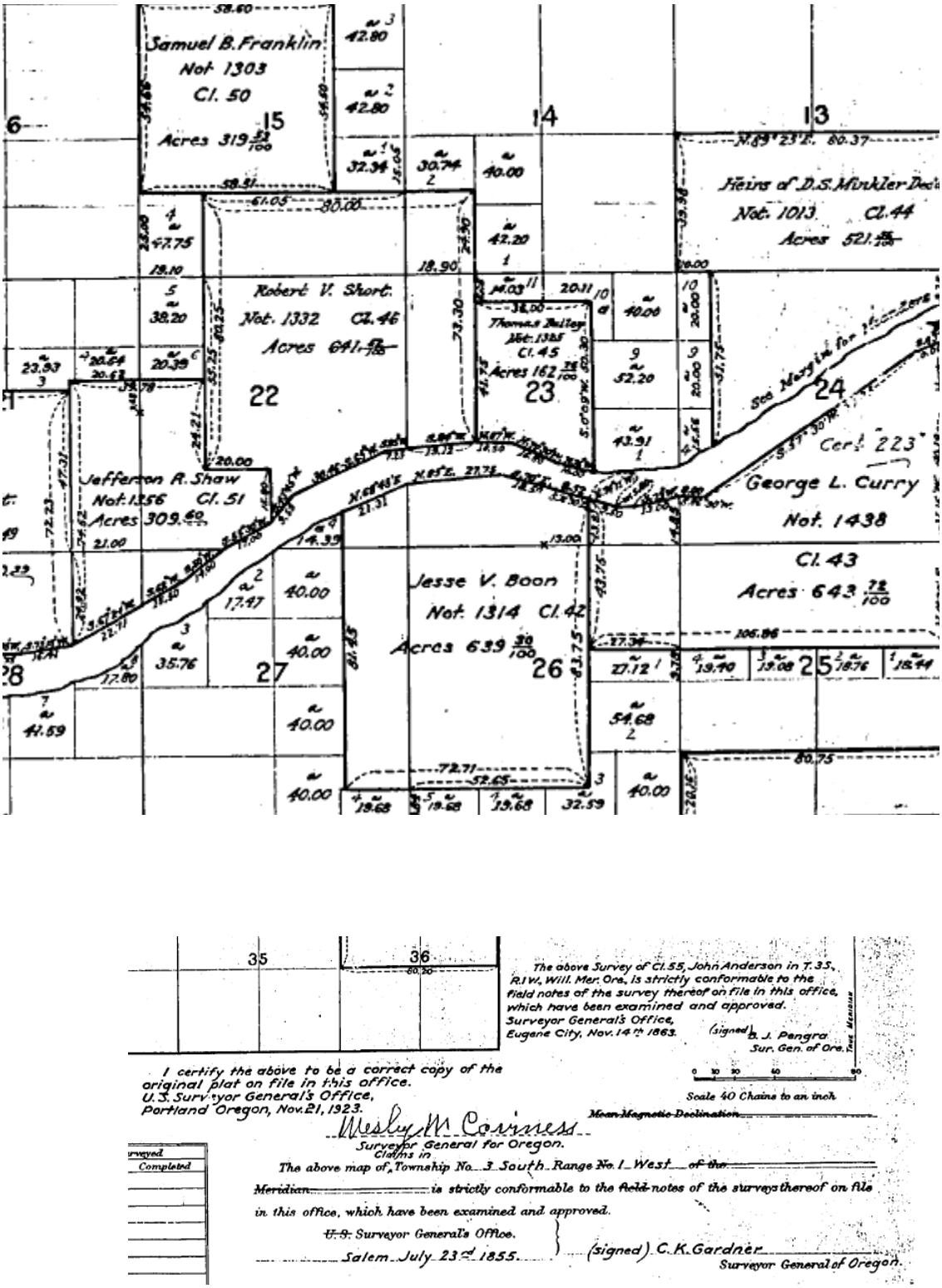
Address	Year built	Comments
30555	1920	
30560	1961-70	
30570	1971-80	
30575	1971-80	
30590	1971-80	
30595	1971-80	
30605	Prior to 1930??	
30610	1971-80	
30625	1971-80	
30640	1971-80	
30645	Prior to 1930?	
30670	1971-80	
←---------5th Street-------→		
30710	1907	Cottage Hotel
30720	2001-2010	
30725	Prior to 1930?	
30730	1981-90	
30740	1981-90	
30745		Old Train Station (partial)
30750	1971-80	
30765	1981-90	
30780	1971-80	
30785	2001-2010	
30800	1971-80	
←---------4th Street-------→		
30870	1961-70	
30895	1961-70	

30990	Prior to 1930??	
30965	1981-90	
30983	1981-90	
30999	1981-90	
31020	Prior to 1930??	
31025	1930-40	
31050	1991-2000??	
31090	Prior to 1930?	
←--------Tauchman Street------→		
31240	1880	Tauchman House
4th Street & Extension		
9150		
9155	vacant	
9180		
9185	Vacant	
9210		
9250		
9415	1951-60	
9430	1961-70	
9455	1971-80	
9460	1900	Old Bank
Fir Street		
30705	1971-80	
30755	1971-80	
30775	1971-80	
30795	1971-80	
30820	1981-90	
30825	1971-80	
30845	1971-80	
30875	1951-60	
30925	Prior to 1920?	
30950	Prior to 1920?	
30955	Prior to 1920?	
←-------Otto Lane-----→		
30825		
30995	1930-40	

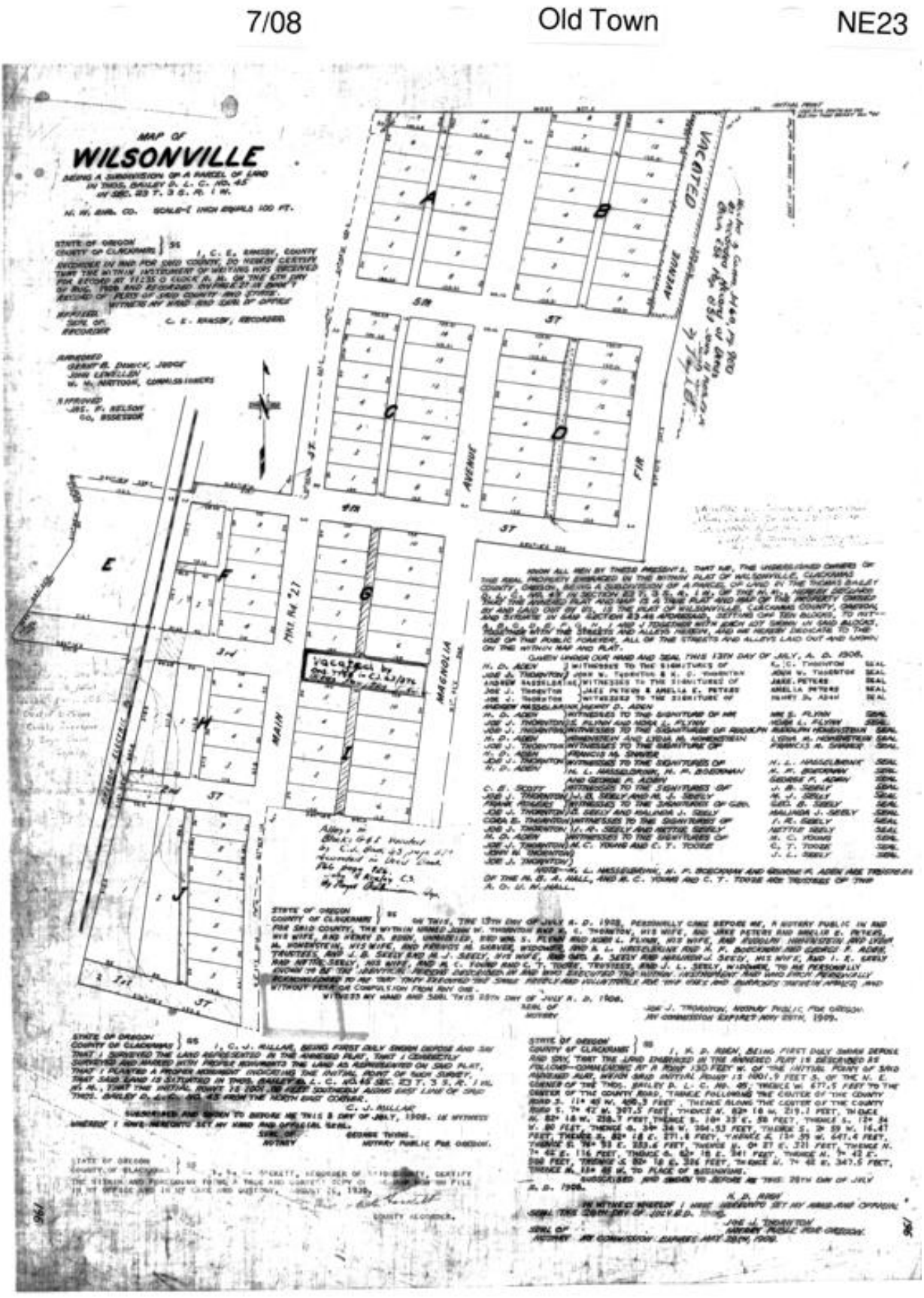
30900	Prior to 1920?	
30930	1981-90	
30935	Prior to 1920?	
30950	1981-90	
30955	1951-60	
30965	1984	
30995	1961-70	
31015	1961-70	
31029	2001-2010	
31045	1971-80	
5th Street		
9201		St. Cyril's
9205		St. Cyril's
9210	1926	St. Cyril's
9265		Curran's
9270	1971-80	
9301	1971-80	
9350	1991-2000	
9355	1971-80	
9655	1890	West of RR
9655	1890	West of RR

No Data
Pre 1900-1929
1930-1940
1941-1950
1951-1960
1961-1970
1971-1980
1981-1990
1991-2000
2000-2010

Map 5.1. Old Town Historic Structures



Map 5.2. 1855 Old Town Plat



Map 5.3. 1908 Old Town Plat

6. Land Use

6. Land Use

The Old Town Neighborhood has an overlay of land use regulations, some of which conflict. Old Town is subject to state, Metro and local land use rules and regulations.

State

The State's land use program is based on the Department of Land Conservation and Development's (DLCD) nineteen (19) Statewide Planning Goals and Guidelines. The first 14 goals were adopted in December 1974, with the remaining goals adopted over the next two years. The Statewide Planning Goals have since been amended and readopted as part of the Oregon Administrative Rules (OAR 660, Division 15)

OAR 660 requires municipalities to prepare Comprehensive Land Use Plans and implementing ordinances, which are then reviewed by DLCD and the Land Conservation and Development Commission (LCDC) for compliance with the Goals. Plans and ordinances that are determined to comply are then "acknowledged" by LCDC to be in compliance with the Goals and become acknowledged plans. If a municipality does not have an acknowledged Plan, then the Statewide Goals must be applied directly to each development proposal in that municipality. Once a municipality has received acknowledgement, then development proposals are reviewed under the local Comprehensive Plan and development regulations. Municipalities are required to update their Comprehensive Plans and ordinances periodically, a process called "Periodic Review".

The City of Wilsonville has an acknowledged Comprehensive Plan and acknowledged development regulations which apply to all of Wilsonville, including Old Town. The Comprehensive Plan includes a Transportation Systems Plan, the Villebois Village Master Plan, the Water System Master Plan, the Wastewater Treatment System Master Plan, the Stormwater Master Plan, the Bike and Pedestrian, Park and Recreation and the Transit Master Plans, and will eventually include the Old Town Neighborhood Plan.

Metro:

The City of Wilsonville is a member of Metro, an elected regional service district serving three counties and 25 cities within its service area. Under its charter, it has jurisdiction over the urban growth boundary and other regional land use issues, solid waste and recycling, planning and implementation, regional open space and regional transportation planning as well as several facilities such as the Zoo and the Convention Center. Metro also has adopted and acknowledged land use-related documents, some of which are a

Department of Land Conservation and Development

The mission of the department is to support all of our partners in creating and implementing comprehensive plans that reflect and balance the statewide planning goals, the vision of citizens, and the interests of local, state, federal and tribal governments

Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 Statewide Planning Goals.

METRO

METRO

REGIONAL FRAMEWORK PLAN
Updated & Effective 12/28/05

REGION 2040
Decisions for Tomorrow

2040 Growth Concept

Urban Growth Management Functional Plan

The functional plan provides tools that help meet goals in the 2040 Growth Concept, Metro's long-range growth management plan.

2040 Growth Concept Plan, a Regional Framework Plan, an Urban Growth Boundary that includes the three member counties and 25 member cities, an implementing Urban Growth Management Functional Plan, and a Regional Transportation Plan. The City's Plans and ordinances must be compatible not only with DLCD rules, but also with Metro rules and regulations.

Old Town

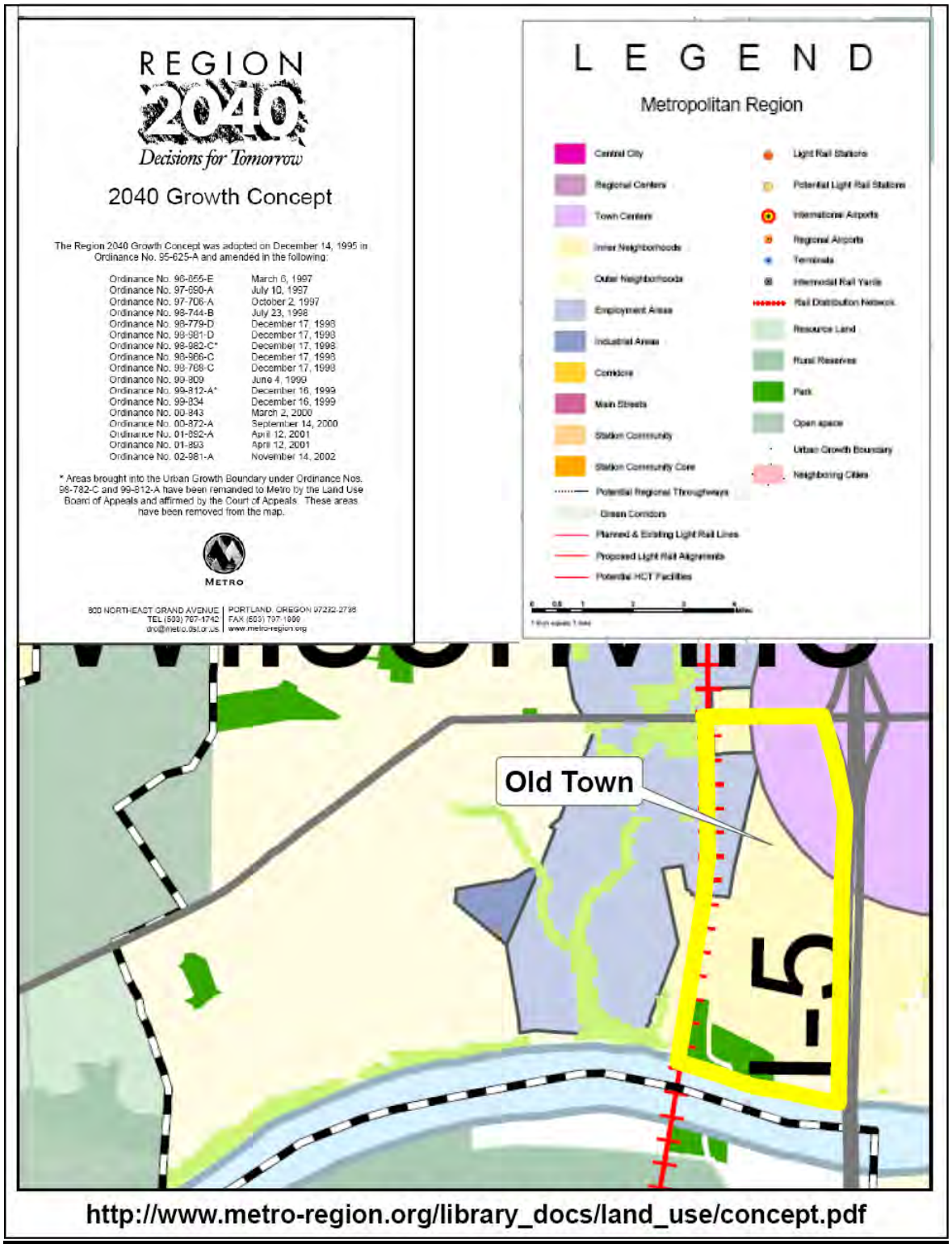
So, how does all this apply to Old Town, and what does it all mean?

First, Statewide Land Use Goals do not apply directly to Old Town since the City has an acknowledged Comprehensive Plan and land use ordinances. However, Metro plans and requirements may apply to the extent that the City may have not included all Metro's requirements and rules within the City's Plans and ordinances.

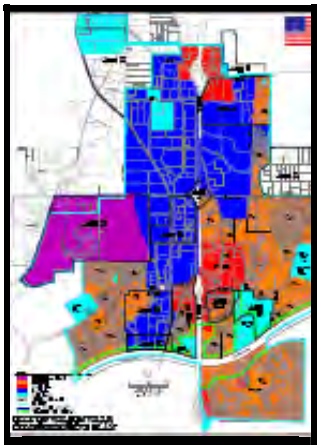
Old Town is designated as an Inner Neighborhood on the 2040 Growth Concept Map (Map 6.1). In the Metro Urban Growth Management Functional Plan (Title 1), an Inner Neighborhood is defined as, "…(a) residential area(s) accessible to jobs and neighborhood businesses with smaller lot sizes". The assigned average density for Inner Neighborhoods is 14 persons per acre. In Wilsonville, the 2000 Census average household size was 2.34 persons per household, so the density translates to an average of 6 dwelling units per acre for Old Town. For comparison purposes, Villebois is also an Inner Neighborhood, while the Old Canyon Creek area prior to development was designated as an Outer Neighborhood.

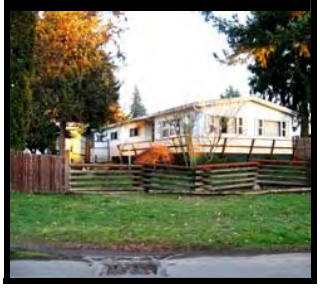
Title 12 of the Metro Urban Growth Management Functional Plan is titled "Protection of Residential Neighborhoods". It states that, "Existing neighborhoods are essential to the success of the 2040 Growth Concept" and that, "Metro shall not require any city to authorize an increase in residential density of a single-family neighborhood in an area mapped solely as an Inner or Outer Neighborhood pursuant to Metro Code Section 3.07.130 prior to May 22, 2002".

The question becomes, 'Is Old Town a single-family neighborhood mapped solely as an Inner Neighborhood'. Metro's 2040 Growth Concept Plan was first adopted in 1995, and designated most of the Old Town area as an Inner Neighborhood. However, the map also included a Town Center designation which applies to the Town Center development north of Wilsonville Road, to the Village at Main, and extends across I-5 to the Fred Meyer lands, Lowrie's Marketplace (Albertson's) and commercial lands along Wilsonville Road west almost to the railroad tracks. Due to large differences in the scale of Metro maps vs. city maps, City staff has been working to reconcile the exact location of the designations on the Metro map with the City's Comprehensive Plan and zoning.



Map 6.1. Old Town's Metro's Region 2040 Growth Concept Map Designations





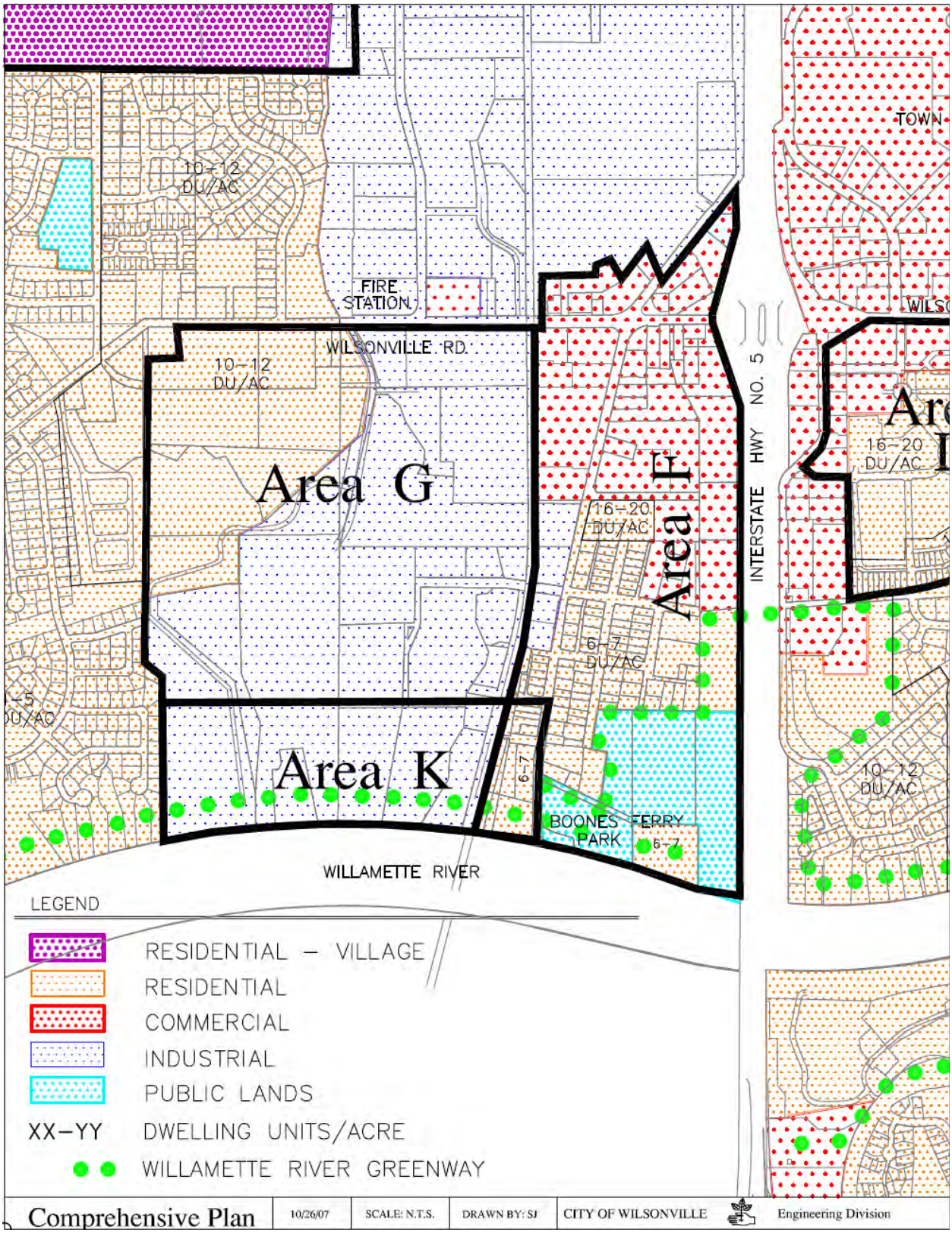
City

City regulations need to be reviewed in light of the City's development process which requires application for a development proposal at the same time that a zoning map amendment is applied for. The City's Comprehensive Plan designates future land uses of properties in the city, but unlike many other communities in Oregon, zoning is not changed to be consistent with the Comprehensive Plan until a development application on a specific site has been reviewed by the DRB and the zoning application reviewed and approved by the City Council.

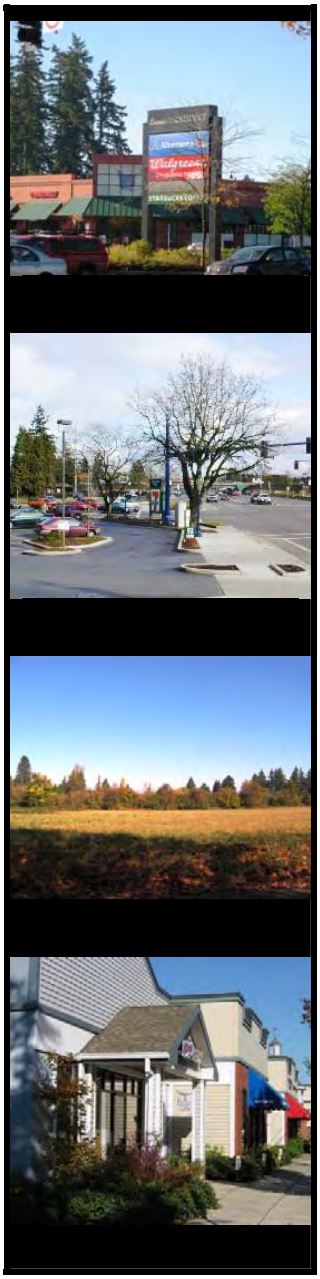
City Comprehensive Plan

The Comprehensive Plan designates lands between Wilsonville Road and Bailey Street as Commercial. (Map 6.2) Lands between Bailey and 5th Streets, west of I-5 to the alley east of Magnolia Avenue, are also designated Commercial. Lands west of Boones Ferry Road between Bailey Street and 4th Street are designated Industrial. The remaining lands, except for those in public ownership are designated as a variety of residential densities, mostly 6 – 7 dwelling units/acre with the apartments being designated at 16 – 20 du/acre. The River Village Mobile Home Park, located at the east end of Tauchman Street between the street and the Willamette River, is also designated 6 – 7 dwelling units per acre.

According to the Comprehensive Plan, the 6 – 7 du/acre designation translates to zoning districts of Planned Development Residential – 3 (PDR-3) or Planned Development Residential – 4 (PDR-4). The Land Use and Development Code further refines the designation by equating the PDR-4 zone with the 6-7 du/acre Plan designation.



Map 6.2. Old Town Planning Area Comprehensive Plan Designations



The Old Town area is also included in two Areas of Special Concern in the Comprehensive Plan. Area F includes almost all of Old Town. (Map 6.3)

Area F

This area is situated west of I-5 and primarily, although not entirely, south of Wilsonville Road, and includes commercial and residential properties in the Old Town neighborhood. It includes the existing retail centers, both north and south of Wilsonville Road, plus land to the south along both sides of Boones Ferry Road to the Willamette River. Future development applications in Area 'F' must address the design objectives listed below, as well as all other applicable Development Code requirements.

This Area of Concern specifically includes the "Old Town" area of the City. A portion of Old Town includes properties previously master planned as "Wilsonville Square 76." As a result of the West Side master planning effort, additional emphasis has been placed on creating an Old Town District (through overlay zoning), and reinforcing the appearance of the City's historic beginnings.

The purpose of the Overlay Zone is to reinforce the appearance of the city's historic beginnings and to create a unique commercial main street. The Old Town District is envisioned as a modern representation of the community's past, and is intended to promote compatibility of commercial designs with Old Town residential development and to create a functional main street.

By moving in the direction of recreating an "Old Town", it is recognized that the Wilsonville Square 76 Plan is outdated, falling short of new design objectives. Therefore, there is a need for coordinated planning and broader based master planning that addresses all of the commercial development in Old Town, not just that on the east side of Boones Ferry Road.

The Design Objectives in the Westside Plan listed below include provisions dealing with both commercial and noncommercial properties.

Objectives

1. *Establish Old Town as a special overlay zoning district, with design criteria reflecting the character of Willamette Valley architecture that was prevalent between (1880 and 1930) (1909 and 1969).*

   Comments: **The Old Town Overlay District (OTOD) has been created and OTOD language added to the zoning and Development Code. Amendments to the Overlay District language are recommended elsewhere in the Plan.**

2. *As noted above, not all of Area 'F' is within the Old Town Overlay Zone. Because of this, there are two different standards of review for new development proposals in the area. Require master planning (Stage I) coordinating access, circulation, and streetscape, linking both sides of Boones Ferry Road, for any proposed development as far south as 5th Street. For properties within the Old Town Overlay Zone, include architectural design and general building orientation within the Stage I review process. A "Main Street" pedestrian-oriented feel and look is the desired outcome of such coordinated design. In order for that to be accomplished, on–street parking will need to be provided wherever feasible in the Old Town area only to accommodate residential parking..*

   Comment: **See recommendation under # 3 below.**

3. *Coordinate public facilities, and in particular, master planning of commercial accesses and circulation options, consistent with Old Town Overlay zoning regulations. These requirements apply to all properties in Area F.*

   Comment: **This Plan recommends that a consultant be retained to prepare a Boones Ferry streetscape plan for Boones Ferry Road from Wilsonville Road south to the proposed entrance to the French Prairie Bridge.**

4. *Coordinate street improvements, including alternate routes to help relieve traffic impacts on Old Town neighborhood residents and on Wilsonville Road near the I-5 Interchange. The new coordinated access and circulation plan is intended, in part, to replace and expand upon the old local street plan set forth in the Wilsonville Square 76 Plan. Internal circulation is intended to provide flow through access from site to site, not limited by property lines. However, such access need not be via dedicated public streets.*

   Comment: **Coordinated access and circulation plans are evolving on Boones Ferry Road north of Bailey Street as part of the planning for the already constructed Lowrie's Marketplace, the proposed Fred Meyer development and the proposed Wilsonville Road/Boones Ferry Road/I-5 Interchange improvements. Access and circulation on Boones Ferry Road south of Bailey will be addressed as part of the recommended development of a Boones Ferry Road streetscape plan. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."**

5. *Maintaining reasonable access is an important factor in accommodating additional commercial development in this area. Commercial development will create additional traffic. Therefore, it will be necessary to balance maintaining an acceptable level of service and safety while providing reasonable and functional commercial access.*

   Comment: **The proposed improvements to Wilsonville Road/Boones Ferry Road/I-5 Interchanges will maintain an acceptable level of service and safety while providing reasonable and functional commercial access. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."**

6. *Almost all of the long-standing businesses in this area of the community are now in need of modernization or redevelopment, and may also be planning to expand. Therefore, allowing for appropriate remodeling and/or redevelopment of the existing commercial sites or buildings is a concern for the current owners of these properties. There needs to be flexibility allowed to accommodate normal modernization and even redevelopment of existing commercial operations while still making provisions for coordinated design, access, and circulation.*

   Comment: **The City's Public Works Standards require upgrades in off-site infrastructure only when the existing use is changed or increased in intensity. Building Codes will generally apply unless the building is on the local Register of Historic and Cultural Resources. Such listing allows exceptions to the building codes for preservation of historic construction and features. The Old Town Overlay District applies to new building construction, substantial redevelopment of existing buildings and any exterior remodeling that requires a building permit when that remodeling is visible from a public street.**

7. *New development and redevelopment is expected throughout most of the old Wilsonville Square 76 area. Redevelopment of the school property and the Lowrie's property (on the west side of Boones Ferry Road) is also anticipated. The anticipated redevelopment plan for the school site includes stores fronting Boones Ferry Road. There is also intent to preserve and remodel the old church on the east side of Boones Ferry Road as some form of public space.*

   Comment: **The redevelopment of the former school site and Lowrie's Marketplace has occurred. The design was determined to be consistent with the Overlay District criteria. A recent feasibility study sponsored by the City regarding viable uses for the old Methodist Church concluded that a commercially-related use was the most feasible, particularly regarding long-term upkeep and general public use of building. The Fred Meyer/Kroger Corporation owns the building, participated in the feasibility study and is investigating commercial options for the church in its existing location. Fred Meyer continues to work with the City on plans for changes to the Square 76 Plan and adjacent lands in their ownership.**

8. *Community members have expressed concern about the loss of the park and play facilities which were part of the historic school site. The City will seek ways to replace the recreational space and explore incentive mechanisms to protect and encourage enhancement of the historic residential character of the neighborhood, while preserving appropriate public open space.*

   Comment: **The newly adopted Parks & Recreation Master Plan and Bicycle & Pedestrian Master Plan propose expansion of the play area in Boones Ferry Park, upgrades to the basketball court and/or (construction of) other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the French Prairie Bridge.**

9. *Minimize the disruptive and incompatible nature of the railroad, which abuts this District. The City may consider pursuing a second Commuter Rail stop in or near Old Town, at such time as Commuter Rail service is extended south toward Salem. If a park & ride is added in this area, it will need to be sized and sited to be complimentary with the needs of the commercial district, without drawing unnecessary freeway traffic into the neighborhood.*

   Comment: **The historic train station was located at 5th Street and Boones Ferry Road adjacent to the tracks. There was discussion about locating a Commuter Rail stop at or near the historic station site, but the consensus was that the amount of parking necessary for an effective stop location was incompatible with the character of Old Town.**

10. *Minimize non-residential traffic impacts south of 4th Street, while planning for improving the recreational potential of the Willamette River and Boones Ferry Park.*

11. *Allow flexible mixed-use development, including retail commercial, offices, service commercial and light industrial, residential, and public activities within the Old Town Overlay Zone north of 5th Street. Limit the area of service commercial development based on traffic capacity.*

12. *Coordination of utilities and street locations, alignment, and connections will require cooperation among property owners. The City will need to work with private landowners and developers to deliver the desired outcomes.*

13. *Two-story buildings shall be encouraged along Boones Ferry Road in the Old Town area in order to add to the "Main Street" feel.*

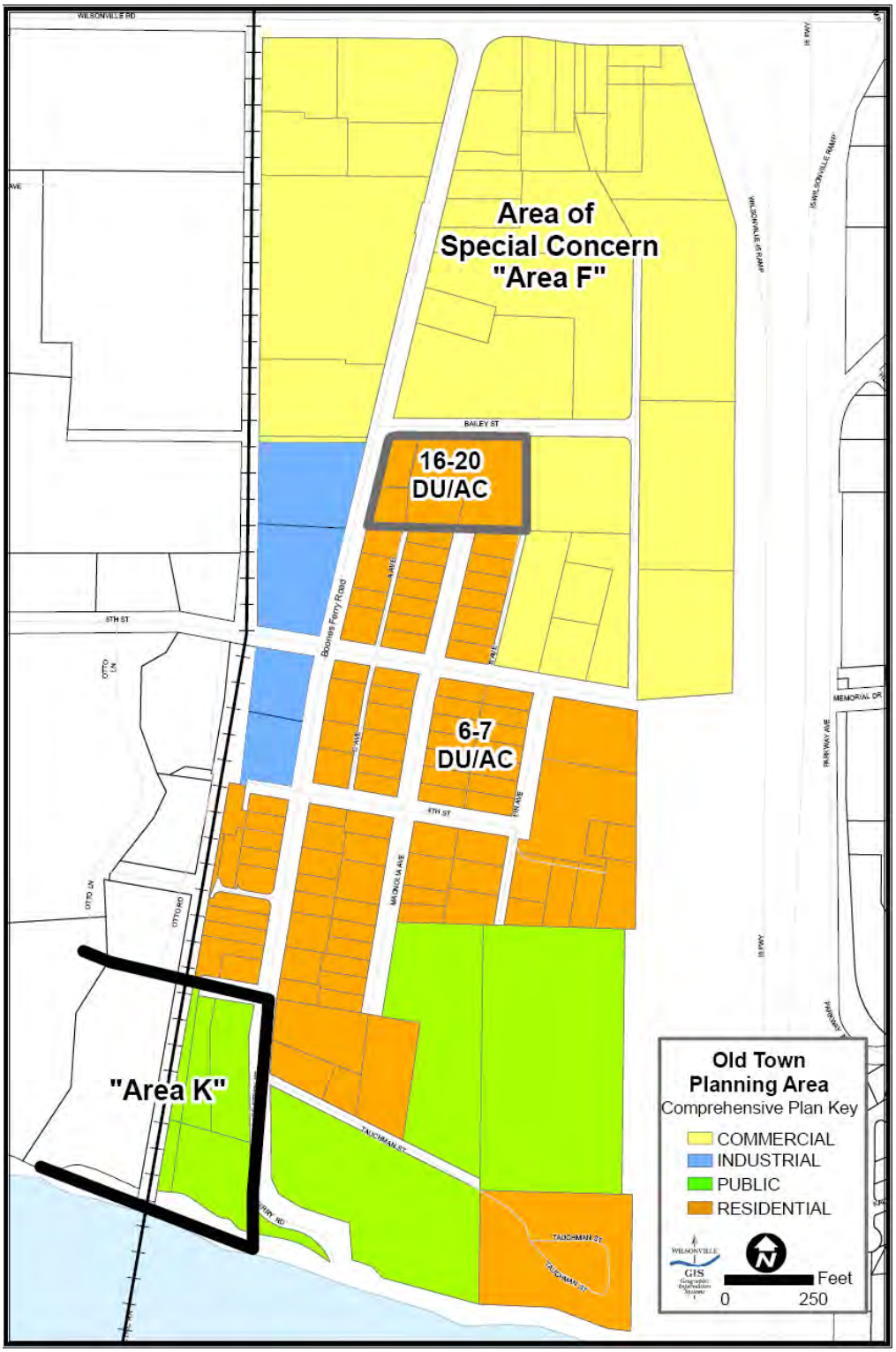
The portion of Old Town located west of Boones Ferry Road and south of "3rd" Street is located in the second Area of Special Concern, Area K. Area K lies south of and immediately adjacent to Area G. Planning and development must be coordinated between the two areas for efficiency of infrastructure and compatibility of uses.

Area K

The Comprehensive Plan says, "Note: Area K, land along the Willamette River, west of Boones Ferry, has been designated in the West Side Master Plan for river-focused development. Text applying to this Area of Special Concern will be completed when the Natural Resource Plan has been adopted." Within Area K, east of the railroad tracks, lands south of 2nd Street are in public ownership, while residential lots between 3rd and 2nd Streets are in private ownership.

Recommendations:

1. **Amend the Comprehensive Plan map as follows:**
   - **Designate lands in public ownership south of 2nd Street east of the railroad tracks from Residential to Public.**
   - **Designate all ODOT-owned lands south of 5th Street as public.**
   - **Designate lands one lot deep on both sides of Boones Ferry Road between Bailey Street and 5th Street as the Old Town Main Street District.**
   - **Designate lands one lot deep on both sides of Boones Ferry Road between 5th Street and 2nd Street as Boones Ferry Residential District.**
   - **Consider changing the designation for the River Village Mobile Home Park to a higher residential density if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plan, on ODOT land to connect to the recommended alternate St. Cyril's Church's access east of the Social Hall and thence north to Bailey Street and Boones Ferry Road.**
2. **Resolve the conflict between the Comprehensive Plan residential designation of 16 – 20 du/acre and the Zoning designation of Planned Development Commercial for Tax Lots 2000, 2101 and the west half of 2100 in 3S 1W 23AB.**
3. Amend the Comprehensive Plan to direct that the appropriate zone for implementation of the residential designation of 6 – 7 du/acre within the Old Town area is the Old Town Residential (R) Zone, and not the PDR-4 Zone.



Map 6.3. Old Town Planning Area – Comprehensive Plan Areas "F" and "K"

Zoning Designations

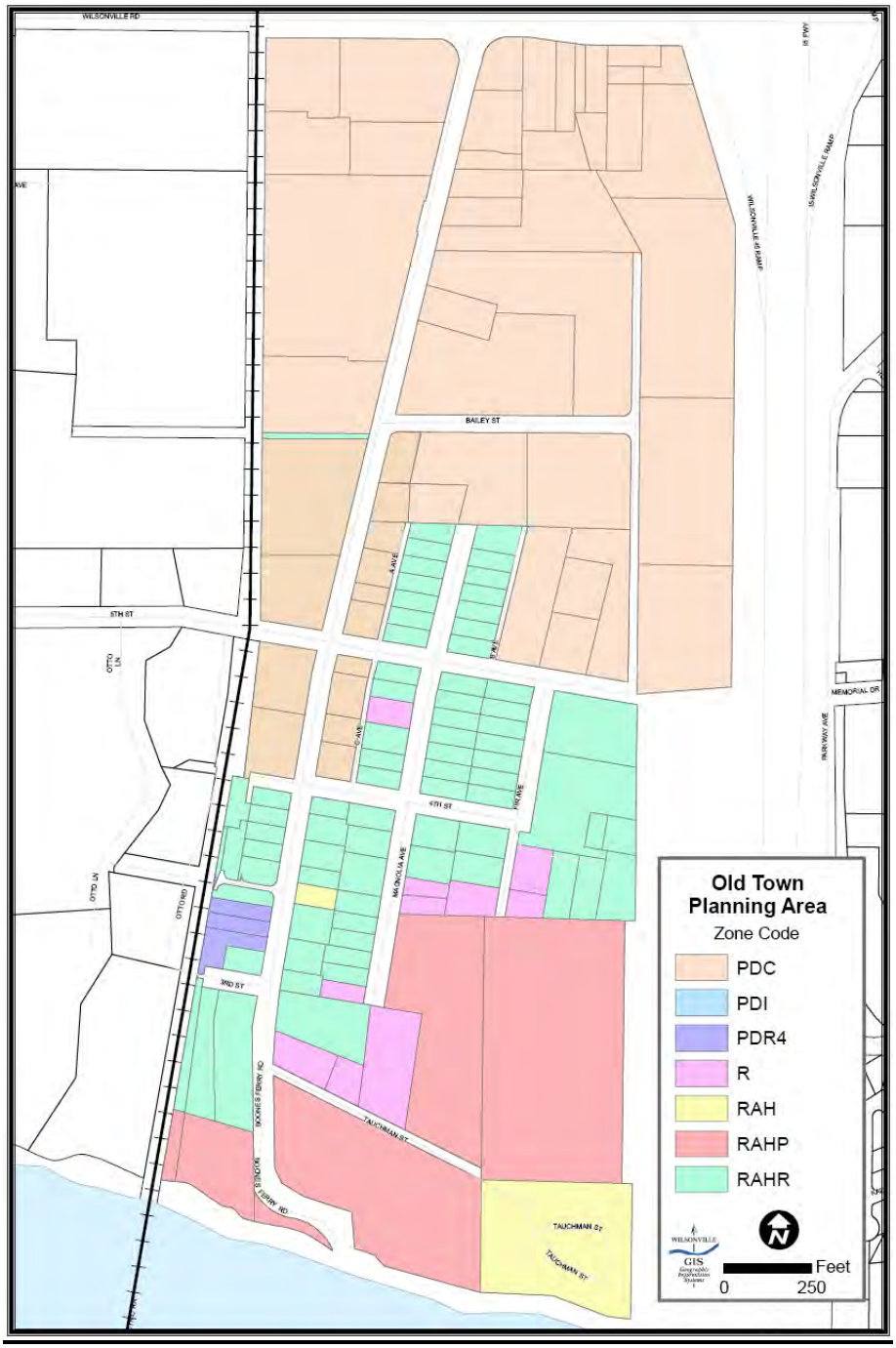
Consistent with practice in Wilsonville, lands are not rezoned to be consistent with the Comprehensive Plan until a development proposal on the site requesting a rezone has been reviewed and approved. In the interim, lands are held in holding zones which allow very limited uses.

In Old Town, lands within the approved Lowrie's Marketplace development and Wilsonville Square 76 are zoned Planned Development Commercial. Lands included in Old Town Village are zoned Planned Development Industrial, and most of the area between 2nd Street and 3rd Street has been zoned Planned Development Residential (PDR– 4). (Map 6.4)

The remaining residential lands are zoned either Residential Agricultural-Holding (RA-H, Residential) or Residential (R), and the public lands are zoned RA-H (Public Lands). The RA-H zone allows a single-family dwelling and accessory uses, home occupations subject to the criteria in Section 4.001(110) of the City's Development Code, agricultural uses and public recreational facilities.

The purpose of the Residential (R) Zone is to provide standards and a simplified review process for small-scale low and medium density residential development. It is for sites which do not qualify as Planned Developments. The subject site must be 2 acres or less in size, and no more than 30% of the site can be proposed to be covered by buildings. Detached and attached single-family dwellings and apartments are permitted uses subject to the density limitations of the Comprehensive Plan. For example, the apartments north of Tauchman are zoned 'R'.

A single accessory dwelling unit (ADU) is allowed as part of any single family dwelling anywhere in the city subject to Class I Administrative Review. ADUs provide a separate, but nearby, residential opportunity for older family members and relatives, college students, newlyweds, disabled or impaired adult children, or caregivers, or can be used as rentals to supplement family income. ADUs are limited to 600-square feet in total area.



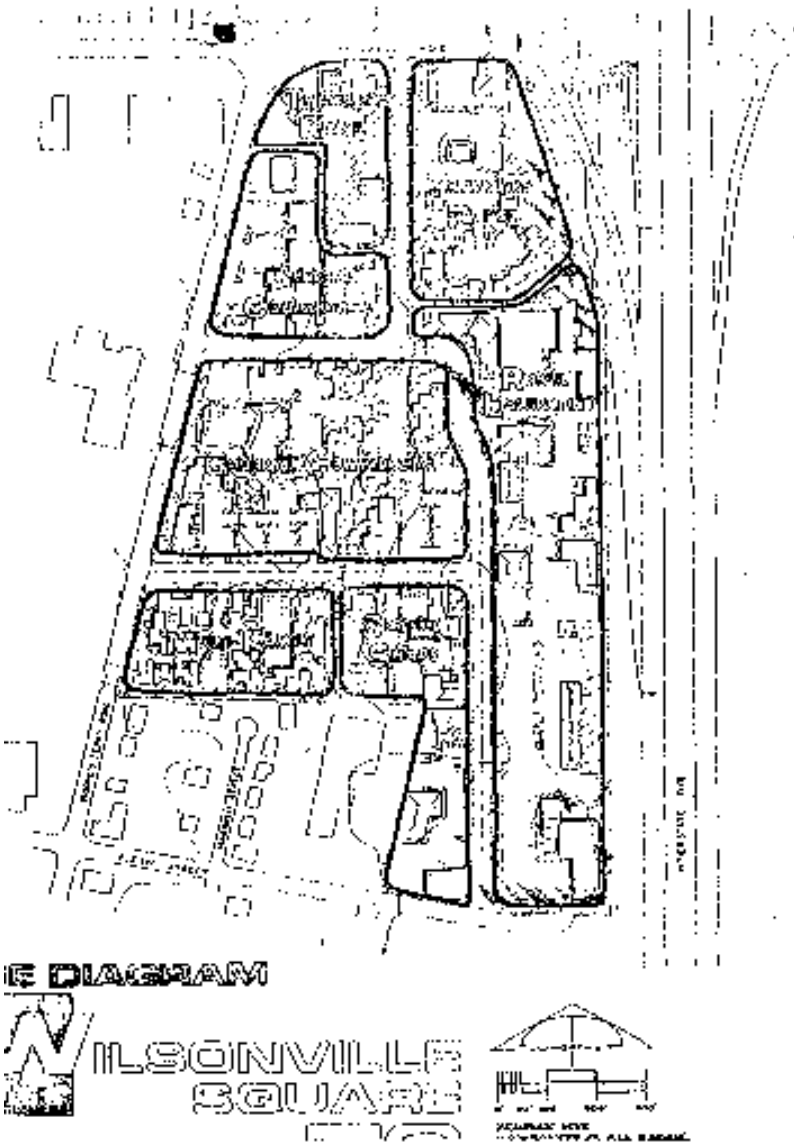
Map 6.4. Old Town Planning Area – Zone Code

Wilsonville Square 76 Plan:

The Square 76 Plan was approved in 1976, modifying an earlier Concept Plan adopted in 1973. It includes 33 acres of land located east of Boones Ferry Road, between Wilsonville Road and a line running east from Boones Ferry Road at the north end of Magnolia Street, to the I-5 right-of-way; and also including lands located between the Curran Coil Spring, Inc. plant and I-5 north of 5th Street. (Map 6.5) In 1998, the Catholic Church purchased the lands due east of the Curran lands. Approval was received for modification of the Square 76 Plan and for the construction of the Church's Social Hall and parking lot. The modification located the building approximately where an internal street for Square 76 was located. According to the Clackamas County Assessor's Maps, there is a 25' right-of-way, dedicated to the public in 2003, running north-south along the east side of the Social Hall parcel. Tax Lot 101 located between I-5 and the dedicated public right-of-way is vacant and is still included in the Square 76 Plan.

Note: **This 25' right-of-way, together with addition of approximately 25' of right-of-way from the property to the east would allow development of an alternate vehicle access between the Church and Bailey, thus relieving some of the traffic conflicts with the neighborhood on 5th Street. The right-of-way width would also allow sidewalks on both sides providing access from the neighborhood to the commercial facilities in Square 76**.

All of the Square 76 lands north of Bailey Street are now owned by Fred Meyer, and an application to amend the Square 76 Plan has been submitted, but tolled pending resolution of traffic issues.



Map 6.5. Wilsonville Square 76 Plan

Old Town Overlay Zone (OTOZ)

Over the period from the mid-1990's until today, the city has consulted with a variety of nationally recognized planning and development experts. Several of these experts came to Wilsonville to assess the needs of the city from the standpoint of transportation needs, commercial services, neighborhood development, pedestrian-friendly and human-scale concepts as applied to Wilsonville. Expert consultants who have worked with the city in these areas include Bill Lennertz and Steve Coyle, (Lennertz & Coyle), Robert Gibbs and Fred Kent.

Several important concepts were developed through these discussions. These concepts include:

- Development of amenities for people will enhance the community. Development of amenities for automobiles will increase traffic.
- Infrastructure development to encourage alternate transportation modes will have to occur before growth in non-automobile transportation mode usage can be expected.
- Delineation of "neighborhoods" should guide plans to make direct connections from each neighborhood center to adjacent neighborhood centers.
- Multiple connections need to be available to residents to choose routes when faced with vehicle congestion on the roads. More small connections are better than a few large ones.
- Residents need to be able to travel to schools, commercial services, recreation and employment on routes other than Wilsonville Road, if they are not intending to access I-5.
- Commercial goods and services need to be available to residents on both sides of I-5, so that unnecessary congestion-causing trips across I-5 are avoided.

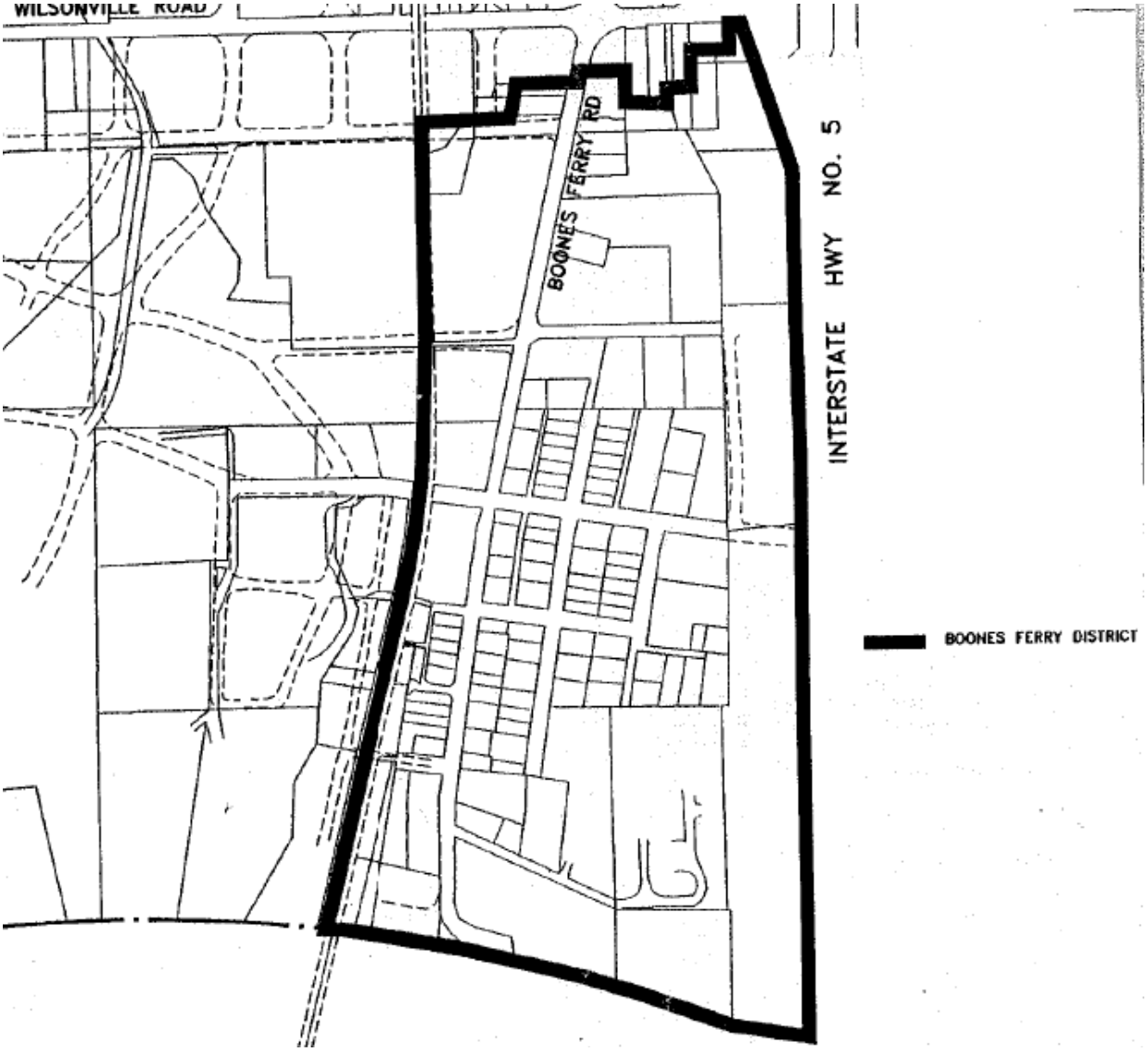
During plans to reconstruct Wilsonville Road as far west as Brown Road, a series of meetings and discussions were held by City staff, elected officials and residents. Consideration was given to making Wilsonville Road five lanes to Brown Road in order to accommodate commercial development on both sides of the road. Consideration was also given to creating a "couplet" consisting of Wilsonville Road for one-way traffic and a parallel road one block south to carry return traffic, with commercial development along the couplet. After extensive debate, the decision was made that the commercial development to serve the west side residents should be along Boones Ferry Road. Wilsonville Road should be held to the minimum size practical and the City should not have commercial development on Wilsonville Road west of the railroad tracks.

The creation of the Old Town Overlay was the first step in implementing this vision. (Map 6.6) Significant investment by the private sector in commercial development and street improvements based on these concepts has occurred, and more is pending. The next steps to codify a master plan for Old Town north of 5th Street need to honor and continue the vision, concepts and plans to which this commitment has been made. Clarification, refinement and improvements can be made while maintaining the integrity of the overall concept. Building communities is a long-term project requiring consistent long-term direction for success.

Section 4.138 of the City's Development Code states that the purpose of the Old Town Overlay Zone is to establish design standards that will be applied to developments within the Old Town Neighborhood. It is not intended as an additional set of permit criteria, but rather to serve as guidelines creating a traditional Old Town Main Street and mixed-use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. It is the desire of the City to have buildings in the Overlay Zone reflect a range of architectural types and styles that were popular in the Willamette Valley (Wilsonville) from approximately (1880 to 1930) (1909 to 1969). The OTOZ appears to assume gradual, but significant redevelopment in Old Town, rather than lot-by-lot improvements to and/or replacements of existing dwellings. The majority of the standards included in the OTOZ apply to development along Boones Ferry Road and/or to commercial, industrial and multi-family dwellings. The OTOZ is an overlay zone over the base PDR-4 Zone. The criteria in the PDR-4 zone apply, unless specifically modified by the OTOZ.

The primary land use type in Old Town, south of Bailey Street, is the detached single-family dwelling on 50' x 125' (6250 square feet) or larger lots. The character is more similar to development under the provisions of the R Zone, rather than the PDR-4 Zone. (Table 6.1) The greatest difference in character is the difference in allowable lot coverage. The R Zone standards clearly provide more open lot area, and by default, a smaller dwelling footprint, both of which are typical of existing Old Town development patterns.

The architectural design standards in the OTOZ will not preserve the character of Old Town without accompanying regulations that continue to allow the existing ratio of open yard area to building on individual lots.



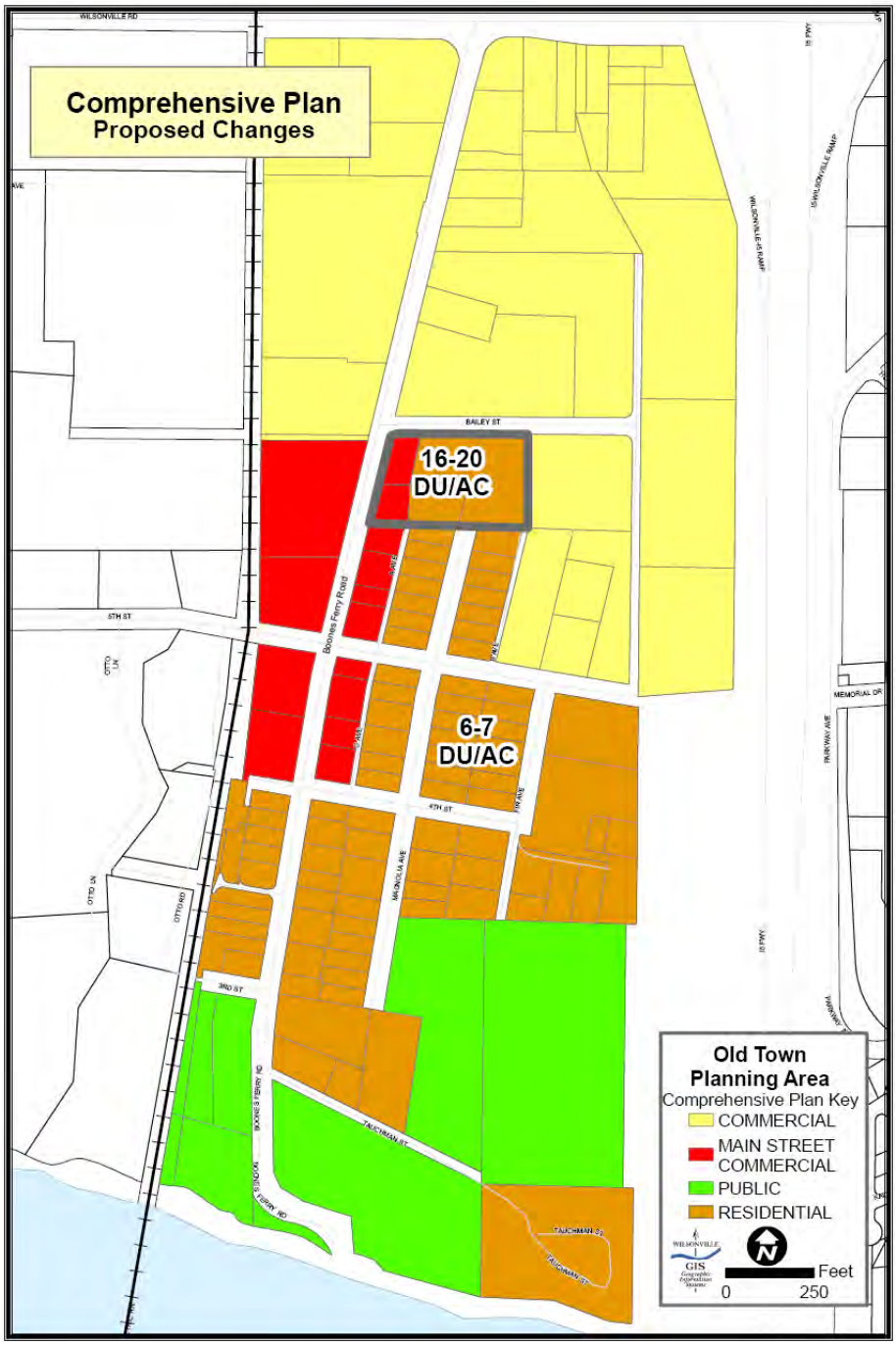
Map 6.6. Old Town Overlay Zone.

Table 6.1: Comparison of the PDR-4 Zone, the OTOZ and the R Zone

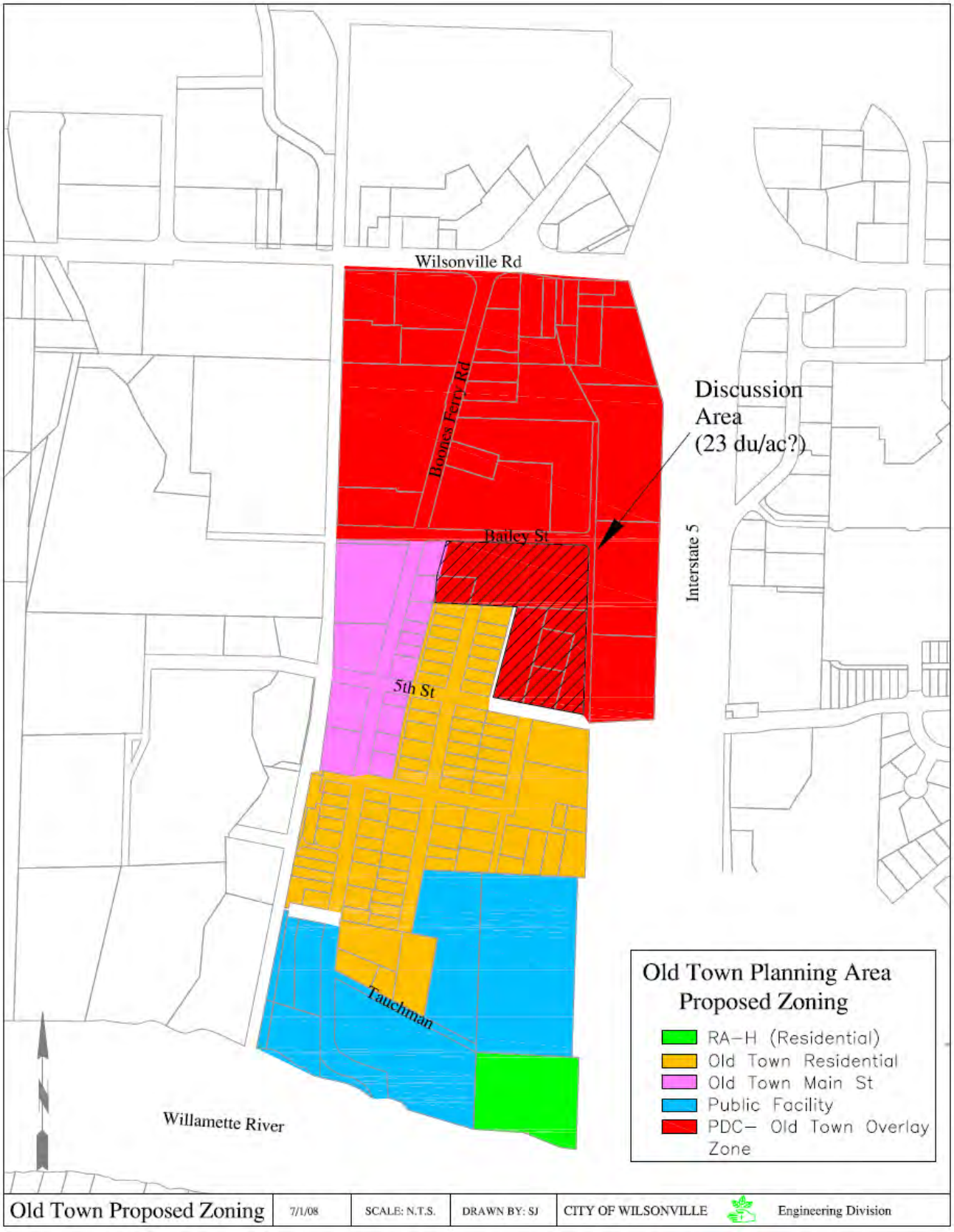
	PDR-4	OTOZ	Residential (R) Zone
Average lot size	5000 square feet	5000 square feet	
Minimum lot size	4000 square feet	4000 square feet	5000 square feet
Minimum density	1 unit/6000 square feet		
Minimum lot width at building line	35 feet	35 feet	60'
Minimum street frontage on public street	35 feet		30'
Minimum lot depth	60 feet	60 feet	70'
Setbacks			
Minimum front yard	15 feet To garage or carport: 20'	15 feet To garage or carport: 20'	15' To garage or carport: 20'
Minimum side yard		5'	
One story	5'		5'
Two or more stories	7'		7'
Corner lots	10' adjacent to streets	10' adjacent to streets	10' adjacent to streets
To garage or carport	20'	20'	20'
Rear yard		15'	
One story	15'		15'
Two or more stories	20'		20'
Maximum building height	35 feet	35 feet	35'
Maximum lot coverage	75% total for all buildings	75% total for all buildings	20% for all residential bldgs, 30% for all bldgs.

Recommendations: (Map 6.7)

1. **Create an Old Town Residential Zone (including a subsection for Boones Ferry Residential south of 5th Street) based on the criteria in the existing Residential (R) Zone. Include the appropriate architectural and site design standards from the existing Old Town Overlay Zone, as well as others that have been developed in neighborhood worksessions and included elsewhere in the Plan.**
2. **Amend the existing Old Town Overlay Zone by renaming it the Old Town Main Street Zone applicable to lands one lot deep on both sides of Boones Ferry Road between Wilsonville Road and 5th Street. Retain the architectural and site design criteria, and add any others evolving from the preparation of the Boone's Ferry Road Streetscape Plan.**



Map 6.7. Comprehensive Plan – Proposed Changes



Map 6.8. Recommended Zoning Map

Accessory Dwelling Units (ADUs)

Accessory dwelling units, sometimes called "granny flats" are small dwelling units accessory to the main dwelling unit. They may be attached or detached. ADUs are widely used within the United States, initially to provide housing for dependent relatives, for caregivers for a resident of the main dwelling, or as a living unit for caretakers of property. In college communities, ADUs provide student housing and income for the resident family while reducing the number of illegal apartment conversions. Over time, as housing has become more costly, the use of ADUs has been broadened in many places to allow affordable occupancy by anyone, whether related to the occupants or operation of the main dwelling unit or not.

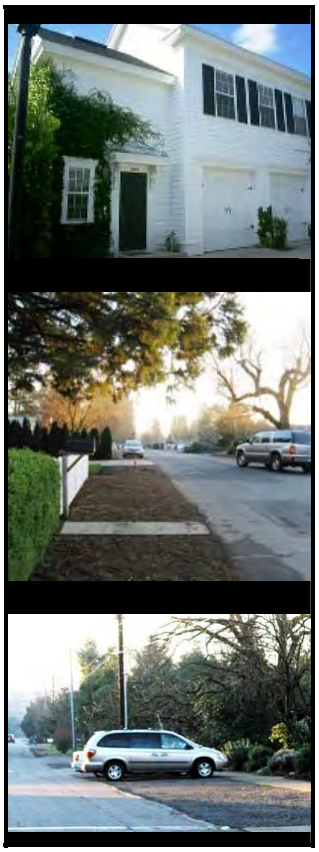
Very little consensus has been reached on draft policies regarding placement of ADUs in Old Town. The City's Development Code presently allows ADUs as a permitted use in residential zones subject to certain standards. A compromise proposal was drafted by Old Town residents and is included in the Appendix. Other property owners have provided another alternative also included in the appendix.

The table below compares the various proposals to the existing City Code.

Table 6.2. Comparisons of ADU Characteristics

ADU characteristics	City Code	OT residents & Property Owners	Developers' Preferred Alternative
Size of unit	600 sq. ft.	OK	OK
# of units/sfd	1	1	1
Occupancy	Anyone	Family member in ADU or primary unit	Anyone
Architectural compatibility	yes	yes	yes
Offstreet parking spaces	0	1	1
Limit on # of total *occupants* on lot	no	yes	no
Limit density of ADUs in neighborhood	no	yes	no

Areas of Consensus on ADUs:



Architectural Design:

There is agreement that the architecture of the ADU should be compatible with the architectural style of the main dwelling unit.

The City's Development Code currently requires that, "The Accessory Dwelling Unit must be of substantially the same exterior design and architecture as the primary dwelling unit on the property."

Size and location of ADUs:

The ADU may be attached to, or detached from the primary dwelling unit. The size of ADUs is limited to 600 square feet or less. There appears to be consensus on these requirements.

Parking:

In the Development Code, there are no parking requirements for ADUs. The Architectural Pattern Books for Villebois included one parking space per ADU. There are a few ADUs in Canyon Creek Estates. They do not have extra parking spaces for those units. Concerns have been raised about the additional congestion and loss of neighborhood character caused by onstreet parking for ADUs.

Recommendation:

1. **Amend the Development Code to reflect changes in ADU standards (still subject to discussion)**
2. **Amend the Development Code require one onsite parking space per ADU in residential zones. The additional parking space should not be in the front yard unless screened from the street by fencing or landscaping.**

7. Architectural Guidelines

7. Architectural Guidelines

The basics:

1. Buildings should reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately (1880 to 1930) (1909 to 1969).
2. Architectural styles should not be mixed within buildings. For example, a bungalow should not have Queen Anne features.
3. Massing and scale of a new building should be compatible with neighboring structures. The massing and scale of new buildings will try to follow the predominant pattern of the neighborhood. Special consideration is to be given to adjacent structures, especially if they are consistent with the pattern of the neighborhood. The scale and volume of the new building should respect its context and adjacent neighbors, not overwhelm them or stand out due to inappropriate size. A well-designed building and site has a proportional relationship with adjoining properties and maintains the rhythm and scale of the streetscape by using similar massing, proportions and details.
4. Respect the existing rhythm of the streetscape. New infill construction should attempt to maintain the existing overall pattern and rhythm of the streetscape. Uniform narrow lots naturally set up a strong rhythm on the street frontage, and many design aspects of new construction should be considered in relating to that rhythm. Building massing, scale and orientation, roof forms, porches, building setbacks, garage and driveway locations, and landscaping all can contribute to the new structure's compatibility with the existing pattern and rhythm of the streetscape. Maintain or enhance existing patterns of pedestrian connection between the entry door and the sidewalk and/or street.
5. Follow alignment and setbacks predominant on the street and adjacent properties. One important component of street rhythm is the building-front alignment and setback from the street and boulevard. On many blocks, there is a predominant setback or alignment that, when followed, helps reinforce a feeling of unity on the streetscape. In most cases, relating to the predominant alignment is appropriate, even if some existing structures may not follow it. Varying lot sizes, corner lots, and other considerations should be examined on a case-by-case basis to determine where, and to what degree variations from setbacks are appropriate.
6. Design new roofs to be compatible with forms of existing roofs in the neighborhood. The perception of scale, massing and the rhythm of a building is greatly affected by its roof form and height. Though a variety of roof forms may be seen on a street, the new building's roof should appear compatible in scale, pitch, orientation and complexity to those surrounding it. Oversized

roofs due to unduly massive building volumes, or large unbroken roof surfaces parallel to the street, are examples of roof forms to be avoided. If the infill building is larger than those nearby, consider adjusting the massing to allow the larger roof forms to be more articulated and broken down into smaller, well-scaled components.

7. Building height should be considered in choosing roof forms, architectural style, and relating to context. Building height alone isn't adequate in considering the relationship of adjacent structures. Two buildings of the same height can be perceived quite differently in terms of scale and compatibility, depending on the overall massing of the building, its articulation and its roof forms.
8. Certain architectural styles are more appropriate than others when considering roof forms that fit a site and its context. Consider the pitch, slope and orientation of primary gables, and the use of hip roofs, in adjusting the apparent building volume, mass, and height, as appropriate to building style and context. Consider using projecting elements, roof forms, shed roofs, dormers and gables, when appropriate.
9. Building and site design should respond to natural features. Locate building forms on the site to work with existing significant trees, slopes, and other natural features. Consider locations of walks, driveways and garages that will minimize site disruption, erosion or damage to nearby or adjacent root systems.
10. Respect the site's natural slope in new building design: minimize cut, fill and retaining walls. When possible, locate structures to follow the natural contours of the property. Organize the building's massing to step down and work with the gradient, rather than creating an artificially flat building pad with abrupt retaining walls.
11. When retaining walls are necessary, minimize their impact. Design of retaining walls should minimize grade change by creating gradual steps or tiers. Consider the form and material of existing walls in the neighborhood, especially where visually prominent such as along the street frontage. Use landscaping to soften and minimize visual impact.
12. Preserve significant trees. The design and siting of the building should consider existing trees on site and immediately adjacent. Consider the tree canopy and root zone, and avoid excessive removal of topsoil from building site. Consider permeable materials for paths and driveways in sensitive areas.
13. Many homes in Old town were originally built without garages. Often, detached garages were added later in the side or back yards, with the house façade emphasized at the street front. Garage and driveway location and design character has an important impact on site, building design and compatibility with the neighborhood. Special consideration should be given to size, mass and location of the garage in new construction, and its relationship to the building and the immediate streetscape. Locate garage and

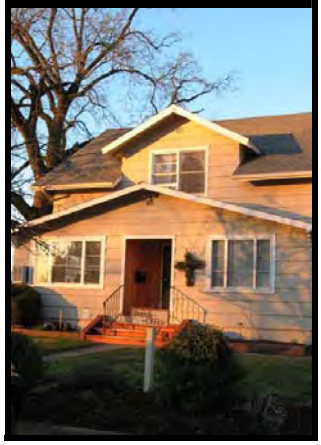
driveway to respect existing street and neighborhood patterns. Because of the impact garage location has on streetscape and building massing, consider existing neighborhood garage/building/site relationships in new infill site and building design. Garage design should relate strongly to the main structure.

14. Minimize garage impact on new structure massing and street front. Design the garage to set back and defer to the main building massing. Consider tandem garages, or side-loaded or backyard garages where site permits. Avoid oversized garages that dominate the site and street frontage on narrower lots. Consider dormers, windows and other design elements to help break up blank garage roof forms or walls. Single garage doors are preferred over double garage doors. Minimize driveway paving area.

15. The size and mass of the structure should be compatible with the size of the property. Consider the open space around a structure, and how it relates to the pattern of the neighborhood. Provide enough space to allow for sunlight and air, enhance privacy, and preserve the character of the neighborhood. By using less than the allowed maximum lot coverage, and by varying the building footprint within the required setbacks, a more interesting structure can be created, with a variety of outdoor spaces. Maximizing lot coverage and building out to setbacks can result in a structure of inappropriate bulk and mass, relative to the streetscape.

16. Consider front porch elements in the design of infill structures. Part of the rhythm of the existing streetscape may include front porch elements, including open or enclosed single story porches or minimally, entrance porticos. New infill structures should reflect the pattern of the neighborhood and adjacent structures with respect to porch elements and design.

17. Accessory buildings should be compatible with the main building. Accessory buildings (including garages) should strongly relate to the main building design, including roof pitch, windows, trim details and materials. This relationship increases in importance with the visibility of the accessory building from the street. Accessory dwelling units, where allowed, can promote affordable housing and flexible living arrangements.



18. Design and detail new construction as four-sided architecture. Four-sided architecture means the building's style, design and detail is consistent on all sides, not just the front façade. It recognizes that all sides of a house are visible and affect the neighborhood, especially those sites adjacent. Four-sided architecture, regardless of style, is also more authentic, bringing

a character that is more consistent with the character of existing four-sided design in the neighborhood. Roof forms, location and style of window openings, siding materials and texture, trim and detailing all play a role in creating consistent, honest, four-sided design.

19. The façade of the structure should be compatible in scale and character to the houses of the streetscape and be consistent with architectural standards. Window and door placement, proportions, and size can affect a building's compatibility with adjacent structures. If the houses on the street tend to have a consistent vertical or horizontal emphasis in their facade elements, this should be incorporated in the new structure design.

20. Building elements should be proportional to the scale and style of the building, and its architectural context. Building facades should provide visual interest and a sense of human scale. Door and window proportions should relate to the style of the building, and façade design and detail should be consistent in all elevations of the structure (see Guideline #15). Tall narrow window openings are appropriate with some traditional styles of architecture, while larger openings may fit more contemporary styles.

21. Avoid large area of blank walls, disproportionate gables sizes or shapes, minimal detailing. Features such as bay windows, bump-outs, dormers, and masonry chimneys can help add detail and enliven facades.

22. Use architectural details to create visual interest and support architectural style. Architectural details, such as columns, brackets, rails, window, door and corner trim, watertable and horizontal banding, frieze and fascia boards can greatly affect a building's design and compatibility with adjacent structures. An absence of detail, especially in traditional styles, conveys a sense of cheapness or lack of authenticity. The quality of materials can provide authenticity as well.

23. In new building design, consider appropriate materials, textures and colors, and their relationship to other buildings of the neighborhood. Developing a relationship of building materials to prevailing materials of the streetscape can help unify old and new structures of the neighborhood. Traditional materials may include wood, stucco, stone, brick, and shingle siding. The use of natural materials, rather than simulated, is preferred. Color, though a matter of personal choice, should complement the structure and streetscape. For traditional styles, consider historic color palettes, often of three or more colors.

24. Use masonry and stone authentically. Masonry and stone materials, especially thin veneer types, should be used carefully, and in an authentic way. Their primary use as a foundation

element relates well to the traditional use of local limestone and brick in historic structures. Another use may be enclosing exterior chimney massing, starting from the grade up. When masonry and stone is used as cladding for wall elements, care should be taken to define building mass elements with it, typically terminating it at inside corners.

25. Locate taller portions of buildings to minimize obstruction of sunlight to adjacent yards and rooms. Consider neighbor's views in placement and size of new building elements. Windows, balconies and decks should be located to respect privacy of neighboring properties. Consider using landscape elements and fences to buffer views and maintain privacy between properties.
26. Minimize the impact of exterior lighting on adjacent properties. Use recessed downlight fixtures or shields. Avoid floodlights and non- shielded point source lights. Use motion sensors and timers to control fixtures.
27. Design grading and impervious surface drainage to minimize water run-off impact on neighboring properties.
28. Contain debris and respect noise restrictions during construction.
29. Recommended standards for rehabilitation of historic buildings
    a. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    b. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
    c. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
    d. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
    e. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
    f. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.

g. Chemical or physical treatments, such a sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

h. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

i. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old, and by using consistent materials shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.

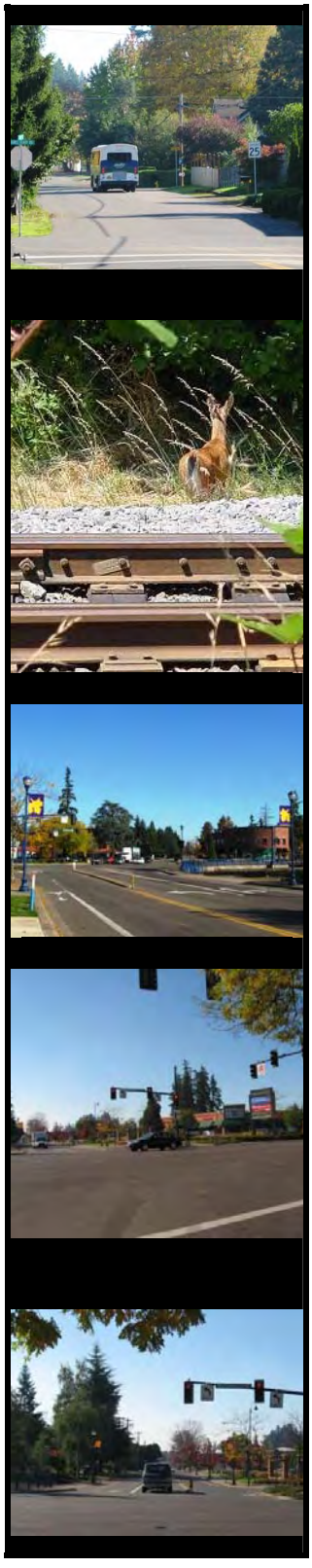
j. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Appendix B. *Architectural Guidelines* contains different architectural style guidelines. Persons building new structures or remodeling older period structures should review the guidelines prior to having plans drawn and/or submitting for DRB review or building permits.

8. Transportation

8. Transportation

Old Town has been able to remain a quiet, secluded neighborhood partially because of the lack of transportation facilities. There are no through streets, bike or pedestrian connections, and no through transit routes. Other than Boones Ferry Road, local streets do not have curbs, gutter or sidewalks. The intersection of Boones Ferry Road and Wilsonville Road, together with intersections to the east on Wilsonville Road, have capacity issues which have contributed to the slow rate of development/redevelopment in Old Town for several years.



Most residents of Old Town enjoy the resulting slow pace of life, and have little desire for major transportation improvements. Businesses on Boones Ferry Road would like to see the implementation of the Old Town Overlay District 'Main Street' concept from Bailey Street south to 5th Street as part of making the Main Street area a viable commercial center. (See Appendix C for Nevue Ngan Associates's "Boones Ferry Road Streetscape Project") The development of lands to the east of Boones Ferry Road between Wilsonville Road and Bailey Street by Fred Meyer or another larger commercial entity will cause major changes in transportation patterns in Old Town. A secondary street route into Old Town will become critical as an alternate route for safety/emergency access, for ease of daily ingress and egress, and for increased Old Town neighborhood business visibility.

Boones Ferry Road/Wilsonville Road/I-5 Improvement Project

The City has a concurrency standard that requires transportation and public facilities to be available to a development within two years or, on a state facility, within four years of the date of Stage II approvals. For transportation, the standard is Level of Service (LOS) "D" between 4 and 6 pm (pm peak hour). Four connected intersections on Wilsonville Road are currently at capacity, and will require improvements in order for concurrency standards to be met. Those intersections are Wilsonville Road and, respectively, Boones Ferry Road, the I-5 Interchange ramps and Town Center Loop West. A $35 million project is in the planning stages for construction in 2009 – 2011, with design work occurring in 2007-2008. The City has $3.5 million allocated for part of these improvements, and is pursuing a substantial amendment to the East Side Urban Renewal Plan for additional funding. Approximately $17 million of the cost will be provided by ODOT, developers and Supplemental Street Systems Development Charge revenues. The project will widen Wilsonville Road to 6 lanes between Town Center Loop West and Boones Ferry Road, reconstruct I-5 ramps, lower the grade of Wilsonville Road under the I-5 bridge and reconstruct the intersection of Wilsonville Road and Boones Ferry Road. Construction of these improvements will remove the capacity cap which now exists for those four intersections, and will allow development in Old Town as well as other areas, particularly those south of Boeckman Road.

Street network and classification:
The Old Town street network is shown on Map 8.1.

The City's Transportation Systems Plan (TSP) designates Boones Ferry Road between Wilsonville Road and 5th Street as a major collector. All other existing Old Town streets are designated local streets. The TSP includes standards for street cross-sections by street classification. The standards include major collector standards both with and without on-street parking and also local residential streets with and without on-street parking.

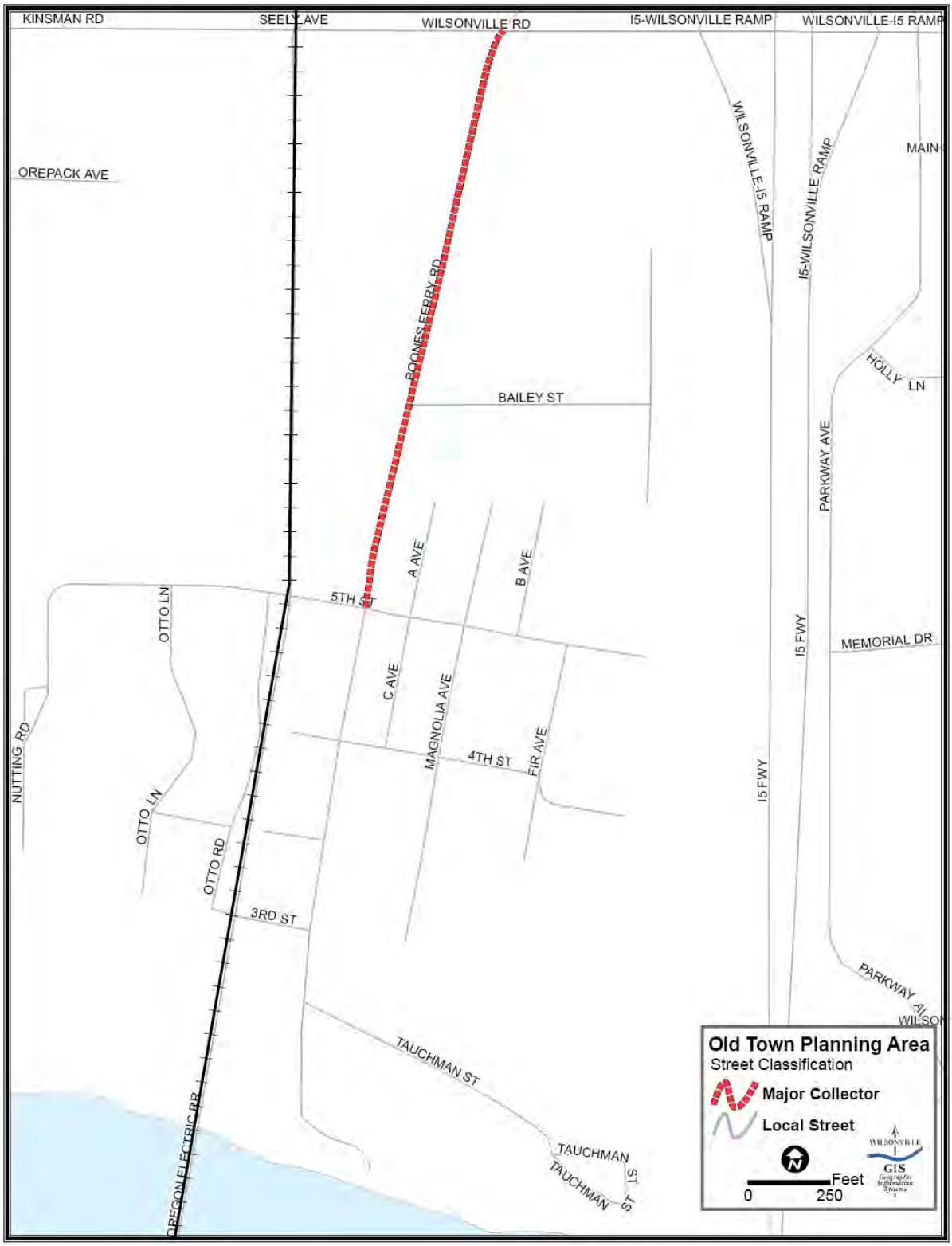
Since Boones Ferry Road, north of 5th Street, is a designated Main Street, it will have on-street parking, at least to 4th Street. Existing Boones Ferry Road right-of-way north of 4th Street is 60 feet wide. The cross-section standard for a major collector with on-street parking requires an 85-ft. – 87-ft. right-of-way, while the minor collector standard with on-street parking requires only a 69-ft. – 73-ft. right-of-way. Both cross-sections include 5' sidewalks, 6.5-ft. planter strips, 8-ft. parking strips, 5-ft. bike lanes and 12-ft. travel lanes. The main difference is the additional 14' continuous left turn land in the major collector standard. (Map 8.2)

The local residential street standard calls for a 59-ft. right-of-way with on-street parking on both sides of the street, and a 47-ft. – 51-ft. right-of- way with parking on one side only. Local street rights-of-way generally are 60-ft. wide with a few exceptions where they are narrower.

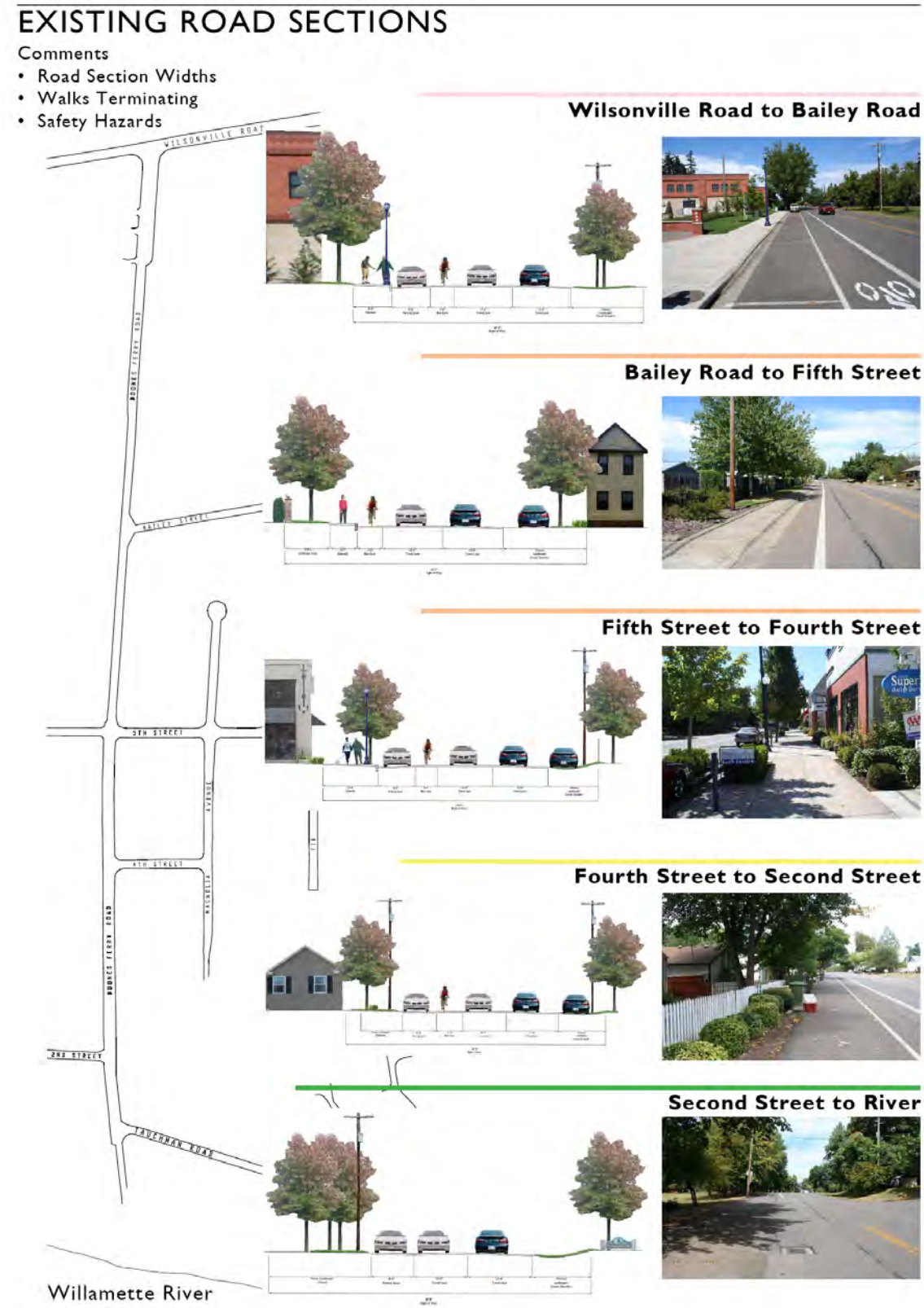
The TSP also includes, as part of the Recommended Roadway Network, recommendations for two lane, minor collector connections between both 5th Street and Bailey Street, west to Brown Road, with connections to Kinsman Road extended south across Wilsonville Road. The need for this connection is becoming critical for safety/emergency access purposes, given the 2 year duration of construction for the Wilsonville Road / Boones Ferry Road / I-5 Improvement Project. Emergency access to Old Town must be maintained at all times throughout the project. Daily ingress/egress for Old Town residents will also be severely impacted by the construction, further substantiating the need for an alternate access.

Recommendations:

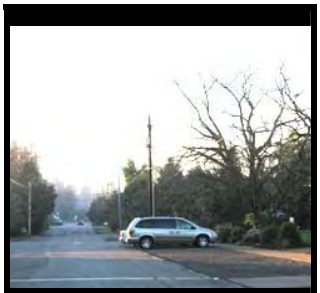
1. **It is recommended that the City consider changing the designation of Boones Ferry Road between Bailey Street and 5th Street to a minor collector with on-street parking consistent with Main Street guidelines regarding a pedestrian friendly character.**
2. **The Old Town Neighborhood requests that the City pursue funds for the construction of an alternate access to Old Town, and construct that access by 2012.**



Map 8.1. Old Town Street Network



Map 8.2. Residential Street Standards
Courtesy of Nevue Ngan Associates



Parking

The streetscape of Boones Ferry Road between Bailey Street and 5th Street will clearly follow minor collector standards, with curbs, planting strips and paved, on-street parking. The Old Town Overlay District states that, "…a continuity of streetscape design is maintained along Boones Ferry Road, generally following that pattern that has been started with the 1996 approval for Old Town Village… In situations where existing buildings are located at the right-of-way line, special sidewalk designs may be necessary to assure pedestrian access."

However, there is no desire to have a formal streetscape with curbs and sidewalks in the existing residential neighborhoods. Rather, the neighborhood prefers the slowly developing pattern of neatly and clearly defined gravel parking strips such as that found adjacent to the bed and breakfast inn and adjacent house at the corner of 5th Street and Magnolia Avenue. A hedge or a fence clearly define the property edge, and, since the area was excavated, and filled with **xxx**" of gravel, the gravel remains in the strip, and does not spread out onto the street. **(Figure xx**). Properly installed porous pavers are also suitable for parking strips. Due to the gravel strata underlying Old Town, these parking strips will provide "greenscape" type drainage, without the expense and difficulty of installing a formal storm drainage system.

Recommendations:

1. **It is recommended that the streetscape of Boones Ferry Road from Wilsonville Road to 5th Street, and streets adjacent to new multi-family development include curbs, sidewalks, plantings and paved, on-street parking. Between 4th and 5th Streets, the streetscape should respect the historic buildings east of Boones Ferry Road, and any associated existing streetscape features. A Boones Ferry Road streetscape plan needs to be developed so that the City and property owners are in agreement regarding development expectations.**

2. **It is further recommended that, in single-family neighborhoods in Old Town, parking be provided by the installation of 8-ft. wide gravel parking strips within the right-of-way adjacent to, and separated from the private property by a 3-ft. – 4-ft. hedge or fence, or other similar permanent demarcation. Such strips to be maintained by the homeowner at all times.**

Streetlights

There are currently several types of streetlights in Old Town. Acorn lights on cobalt blue decorative poles were installed as part of the Wilsonville Road improvements from Kinsman east to Boones Ferry Road. Old Town Village has a shorter version of the same lights with a vintage style luminaire. The storage units on Boones Ferry Road have globe lighting on enclosure wall posts. In the remainder of Old Town, cobra head fixtures are attached to utility poles.

After discussion, it was decided that the lighting fixtures at Old Town Village were appropriate as part of the Boones Ferry Road streetscape, provided that the acorn fixtures have caps directing light downward, that lighting is shielded from residences, and decreased in intensity after 10 pm. There are perhaps too many fixtures along the Old Town Village frontage, creating a higher than desired lighting intensity. Can a standard be identified as part of the Boones Ferry Road streetscape plan that provides for safety and an after hours pedestrian identity, without over-lighting the street?

Old Town Village Lighting

In the residential areas, the level of lighting clearly needs to be low. Residents determined that a different lighting fixture was needed to clearly differentiate between the more public commercial areas, and the more private residential areas. The PGE black "Independence" fixture on fluted poles was selected as being the most appropriate for maintaining the character of Old Town. There was discussion about the placement of these lights, given the recommendation for gravel parking strips. It was determined that placement in the right-of-way at the property boundary in conjunction with the hedge or fence separating the gravel strip from the private property was most appropriate, both for aesthetics and for the integrity of the lighting fixture. The lighting fixtures would need to be shielded from adjacent residential uses.

Independence Streetlight

Recommendation:

1. **It is recommended that streetlight design and placement be included in the Boones Ferry Road streetscape plan, and that standards for shielding/reduction in lighting intensity also be included in the streetscape plan. For the residential neighborhood, it is recommended that the existing cobra head fixtures be replaced with the PGE black Independence fixtures on black fluted poles at the same height as those in Old Town Village. Spacing should be at the greatest intervals permitted in order to maintain a sense of an older, peaceful residential area. Brightness is not desired, rather low intensity lighting levels are preferred.**

Speeding/Congestion Issues

Three items were raised in discussion over several meetings. One is speed, especially on Boones Ferry Road. The second is the congestion, speed, and traffic generated by services at St. Cyril's Catholic Church, and truck traffic to the City's Wastewater Plant and the third is vision clearance at 5th Street and Boones Ferry Road.

Speed: Residents and business owners reported that late evening and nighttime 'drag racing' type activities were occurring with some regularity on Boones Ferry Road, making the neighborhood both unsafe and unpleasant. The second complaint was regarding speeding on 5th Street by persons leaving services at St. Cyril's Church.

Recommendation:

1. **It is recommended that stop signs be installed on 5th Street, or on all four arms of the intersection of 5th Street and Boones Ferry Road.**

Parking/congestion: There is inadequate parking for the numbers of persons attending services at St. Cyril's, especially evening services on Wednesday and Saturday. On-street parking occurs in a haphazard way since there are no defined parking spaces or strips.

Recommendation:

1. **It is recommended that the neighborhood, the church, and the city work together to identify a solution and implement it as soon as possible.**

Vision Clearance**:**

The Wilsonville Public Works Standards, April 2006 contains the following requirements for vision clearance:

201.2.19 Sight Distance

A clear vision area shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad, or a driveway and a street. Clear vision area shall be in conformance with Section 4.177 of the City Code and this standard. The following specifies the minimum requirements for sight distance for roads that intersect each other, and for driveways that intersect roads:

a. The minimum intersectional sight distances shall be based on the posted speed of the road. The intersectional sight distance shall be
   - Based on an eye height of 3.5 feet and an object height of 2.0 feet above the road.
   - Measured from the center of the drive lane ten feet from the extended curb line or edge of pavement of the crossroads.

b. No structures, plantings, or other obstructions shall be allowed that would impede visibility between the height of 30 inches and ten feet, as measured from the top of curb, or in absence of a curb, from the established street centerline elevation.

c. Trees placed in sidewalk planting areas must be located at least 30 feet from the nearest intersection and ten feet from driveways.

d. Minimum intersectional sight distance for railroad and street intersections shall be in conformance with AASHTO design guidelines.

e. Minimum intersectional sight distance shall be equal to ten times the posted speed of the road for grades of 3% or less, as shown in **Table 2.6**. For grades in excess of 3%, sight distances must be adjusted and shall be in conformance with AASHTO design guidelines. For significant road improvement projects, the following intersectional standards shall be met in addition to the AASHTO remaining sight distance standards.

Design Speed (mph)	**Distance Along Crossroads** (feet)
25	250
30	300
35	350
40	400
45	450
50	500

Table 2.6. Intersectional Sight Distance

The City's Planning and Land Development Ordinance (Wilsonville's Development Code) includes a similar requirement for vision clearance at intersections.

Section 4.177(.01)(F.) Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
   a. Light and utility poles with a diameter less than 12 inches.
   b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
   c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
   d. Official warning or street sign.
   e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Many other cities in Oregon and the nation use a different vision clearance area. The following is from the City of Springfield.

This standard means that shrubbery, fences, or other visual impediments taller than 30" within this area must be trimmed, modified or removed to provide safe visibility at intersections.

The Wilsonville Public Works Standards also says:

4.2-130 Vision Clearance

A. All corner lots/parcels shall maintain a clear area at each access to a public street and on each corner of property at the intersection of two streets or a street and an alley in order to provide adequate sight distance for approaching traffic.

B. No screen or other physical obstruction is permitted between 2 1/2 and 8 feet above the established height of the curb in the triangular area(See Figure 4.2-A).

EXCEPTION: Items associated with utilities or publicly owned structures for example; poles and signs, and existing street trees may be permitted.

C. The clear vision area shall be in the shape of a triangle. Two sides of the triangle shall be property lines for a distance specified in this Subsection. Where the property lines have rounded corners, they are measured by extending them in a straight line to a point of intersection. The third side of the triangle is a line across the corner of the lot/parcel joining the non-intersecting ends of the other two sides.

The following measurements shall establish the clear vision areas:

Type Of Intersection	Measurement Along Each Property Line
Any Street	25 feet(1)
Any alley	15 feet(1)
Any driveway	0 feet(1)

(1) These standards may be increased if warranted for safety reasons by the Public Works Director.

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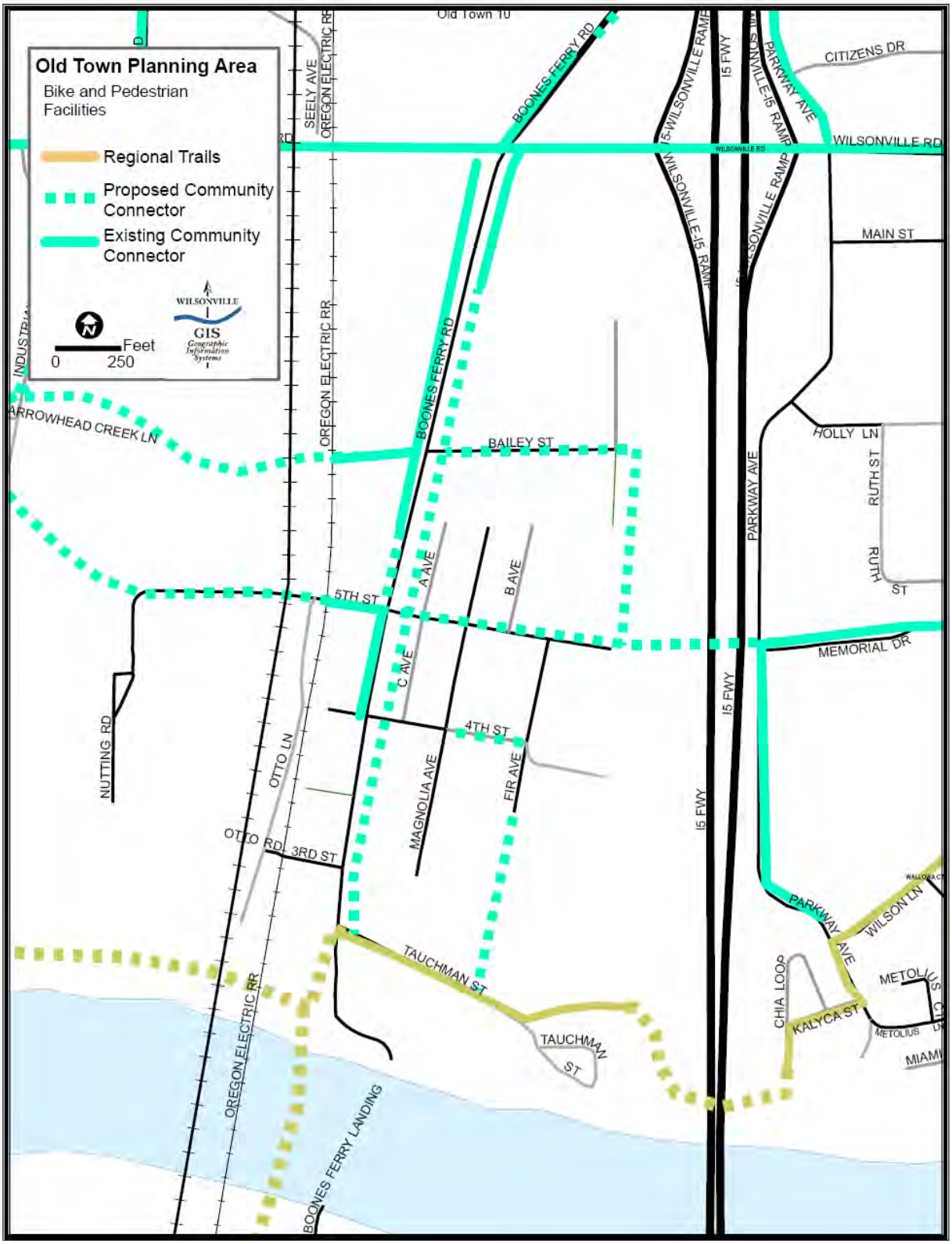
Table 4.2-5

Recommendation:

1. **It is recommended that property owners owning corner lots work with the City to determine the impacts of both vision triangle calculations as it applies to their site, and work with the City to move towards compliance without removal of significant trees.**

Bicycle/Pedestrian Networks:

Both major and minor collector streets include provision for 5-ft. on-street bicycle lanes on both sides of the street. Bicycles share local residential streets with motor vehicles and can be signed *shared roadway*. The City's newly adopted Bicycle and Pedestrian Master Plan (BPP) has replaced those chapters in the Transportation Systems Plan. The new BPP calls for bicycle/pedestrian connections on Boones Ferry Road, the Brown Road to 5th Street connection, the Brown Road to Bailey Street connection, and the Kinsman Road south connection. (Map 8.3) It also includes connections to a regional bicycle/pedestrian path both east-west through Old Town between Memorial Park and the Water Treatment Plant Park; and north-south over the proposed French Prairie Bridge at the south end of Boones Ferry Road. The local bicycle/pedestrian connections will be built as part of street improvements. The regional trail connection between Boones Ferry Park and Memorial Park exists, but needs improvement.



Map 8.3. Old Town Bicycle and Pedestrian Facilities

The French Prairie Bridge

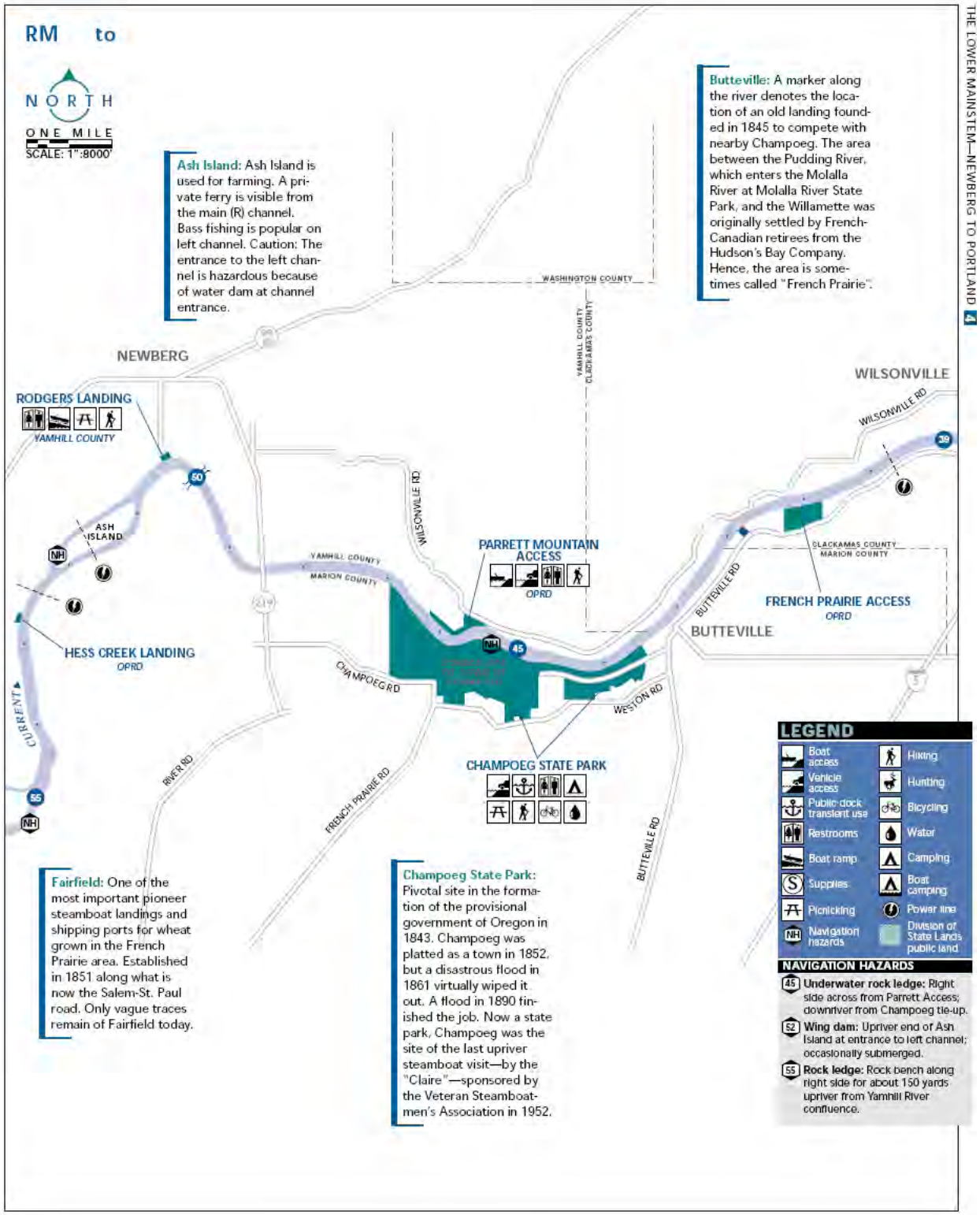
The French Prairie Bridge is proposed to cross the Willamette River at the Boones Ferry Landing, drawing on the heritage of this place as the historical crossing place before the interstate system was built. (Figure 8.1) The Bridge will create a fully integrated regional bike and pedestrian system by connecting the Tonquin Trail, the Champoeg Trail, the Willamette Valley Scenic Bikeway, and also travelers accessing the system via the Commuter Rail from Beaverton. It will also be designed to carry emergency vehicles when the Boone Bridge on I-5 is inaccessible. The construction of this bridge will likely bring an influx of non-motorized visitors to the Main Street area of Old Town to buy lunch, a beverage, or guidebooks, stop for bicycle repairs, browse the shops or learn the history of Old Town. The proposed commercial redevelopment of the Old Methodist Church will provide an historic gateway to Old Town for these visitors. Some residents living south of 4th Street, especially those closest to the bridge location have expressed reservations about increased noise, littering and lack of privacy that the Bridge may bring to their neighborhood.

The Willamette River Water Trail

The Willamette River Water Trail will run over 200 miles from Eugene to the Columbia River. The section of the Trail abutting Wilsonville was part of the last section to be planned. That effort is completed, and was adopted in June 2007. The Bike and Pedestrian Master Plan includes the portion of the Water Trail proposed to abut Wilsonville, as well as two landing sites, one in Boones Ferry Park and one in Memorial Park.

Wilsonville serves as the gateway to the Metro Area Water Trail as well as a logical halfway mark between Champoeg State Park and the Molalla River State Park. Consideration will need to be given for accommodation of non-motorized watercraft and vehicles, as well as targeting commercial enterprises on Boones Ferry Road that cater to the needs of bike, pedestrian and watercraft users (Map 8.4).

Figure 8.1. Proposed French Prairie Bridge



Map 8.4. Willamette River Water Trail
Courtesy of the Willamette Riverkeepers

Streets

9. Utilities

9. Utilities

Utilities include water, sewer, storm drainage, street lights and, of course, all the private utilities. There are no system deficiencies that would preclude or limit service to the Old Town area. However, some of the collection/distribution systems are inadequate or in need of replacement.

Water:

Domestic water is provided to Old Town from the City's Water Treatment Plan located west of Old Town on Arrowhead Creek Drive. Completed in 2002**,** the plant has sufficient capacity to serve the city for many years. The water source is the Willamette River. The intake is upriver from Old Town directly adjacent to the Water Treatment Plant. The distribution system is shown on Map 9.1. There in a 14-inch line in the Boones Ferry Road right-of-way. Magnolia Avenue, Tauchman, and Fir Avenue have 8-inch lines, and Bailey Street and 4th Street have 6-inch lines. There is a 14-inch line in 5th Street connecting west just beyond the railroad tracks and east under I-5 to a 12-inch line in Memorial Drive.

Wastewater:

The City's Wastewater Treatment Plant is located in Old Town at the east end of Tauchman. There is a 30-inch line in Boones Ferry Road, an 18-inch line running north on Fir Avenue to 5th Street and then due east under I-5 to Memorial Drive. The alleys between Boones Ferry Road and Magnolia Avenue carry 8-inch lines. There is an 8-inch line in Magnolia Avenue, with cross connections on 5th Street, 4th Street, and 1st Street. There is no sewer line in Bailey Street east or west of Boones Ferry Road. The apartments south of Bailey Street are served from the line in Magnolia Avenue. (Map 9.2) There is adequate wastewater collection system capacity to serve Old Town.

The Wastewater Plant is scheduled for upgrades/expansion between 2007-2009. The proposed construction will occur within the footprint of the existing plant. The improvements are intended to mitigate the current odor problem, and to change the processing of the sewage sludge to a dry product that can be landfilled, rather than spread on farm lands. The City owns the parcel immediately to the west of the existing plant. ODOT right-of-way is located to the east. There is adequate space for future expansions. The Old Town Neighborhood Plan recommends that any future expansion be to east to save the large stands of mature trees located on the City-owned parcel to the west.

Stormwater:

The stormwater system in Old Town is shown on Map 9.3. The system is inadequate to serve existing development, and will need improvements to serve any new development. Because much of Old Town is built over a layer of very large rocks and cobbles deposited by the river, the substrata is very pervious allowing surface water to drain easily. Due to the difficulty in constructing a standard piped system, and the very pervious nature of the area, this is an excellent opportunity to create Wilsonville's first green stormwater management system for a neighborhood. The City will be updating the City's Stormwater Management Plan in 2007-08, and intends to include green stormwater systems in the upgrades. In the interim, when developing a drainage plan for stormwater management, the design engineer is encouraged to provide, to the extent feasible, on-site stormwater management through the use of Low Impact Development (LID) principles. The primary stormwater management objective for LID is to match pre-development hydrologic condition over the full range of rainfall intensities and durations. LID principles include, but are not limited to, the following:

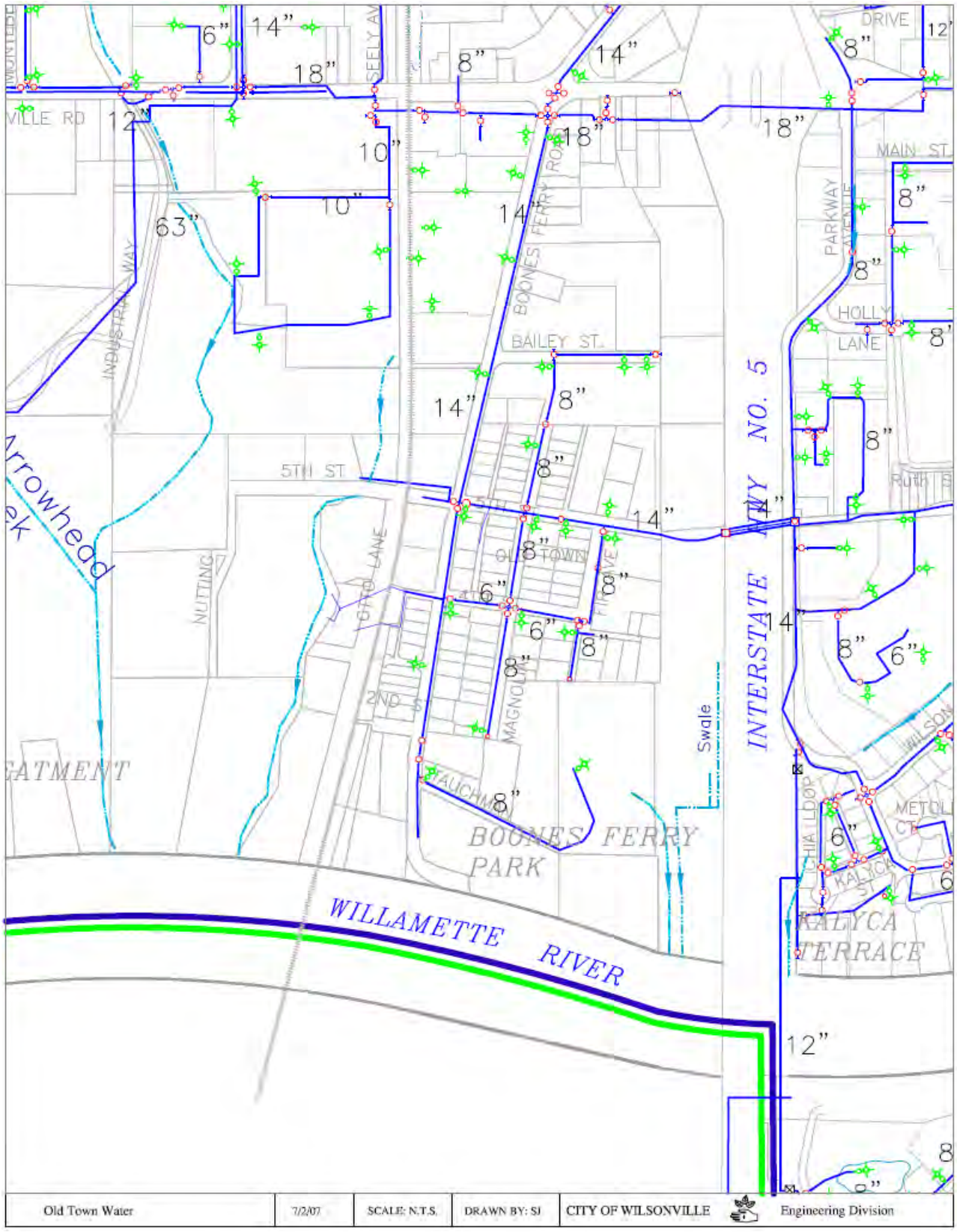
1. Integrate stormwater management into site planning activities.
2. Use natural hydrologic functions as the integrating framework.
3. Minimize site disturbance.
4. Focus on prevention rather than mitigation.
5. Emphasize simple, nonstructural, low-tech, and low cost methods.
6. Manage stormwater as close to the source as possible.
7. Distribute small-scale LID techniques throughout the landscape.
8. Create a multifunctional landscape.
9. If approved by the City's authorized representative, alternative stormwater design standards may be substituted for the current Public Works Standards for stormwater. While LID principles provide for the consideration of alternative standards that may conflict with the City's adopted Fire Prevention Code, it is understood that alternative standards will be considered and applied on a case-by-case basis.

Private Utilities:

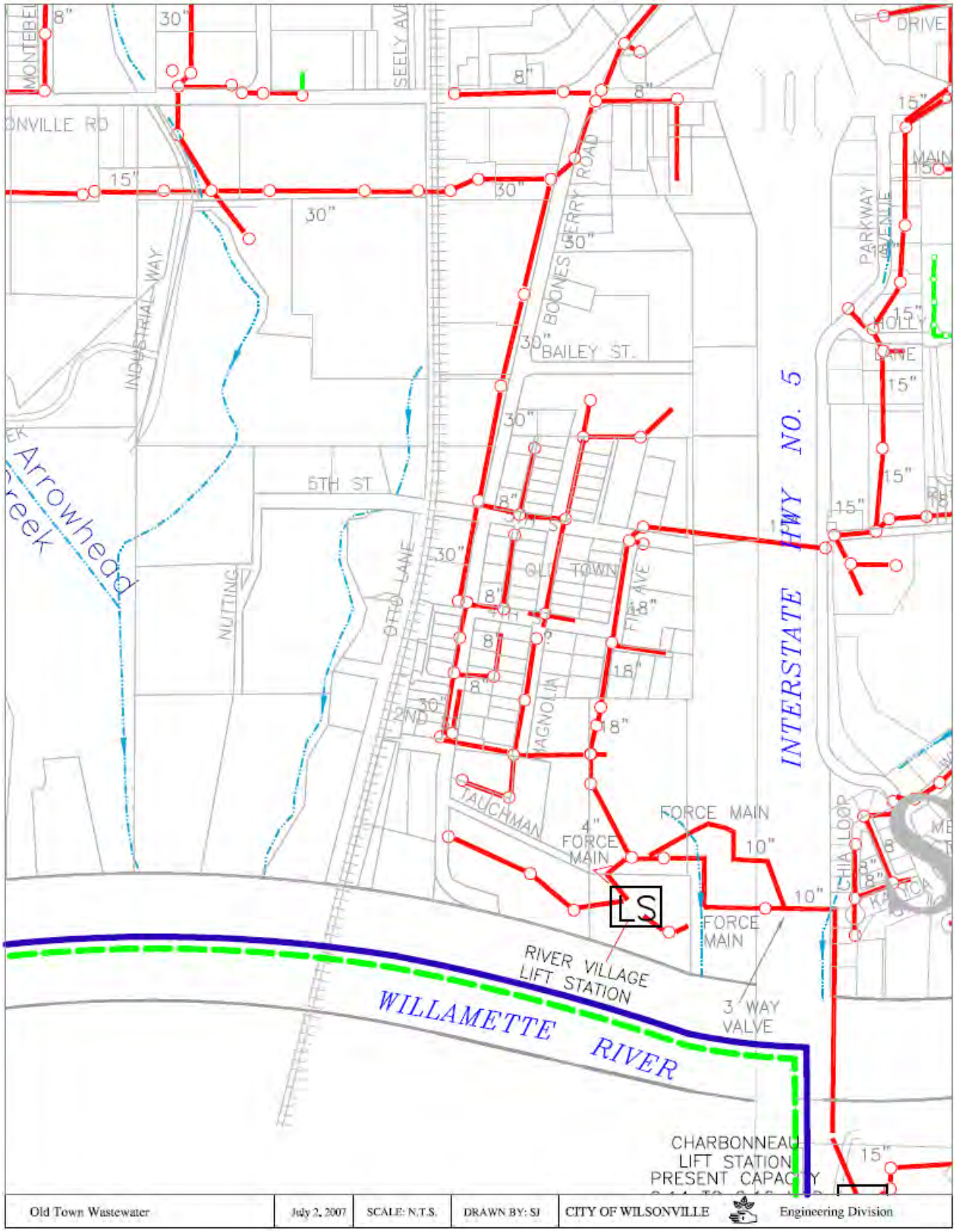
Electricity, phone and internet services are currently provided via overhead lines on wooden poles. The Old Town neighborhood would like the undergrounding of utilities, but realizes that such an undertaking is very expensive. Nonetheless, they would like to work with the City to develop costs and a plan for eventual undergrounding of utilities. Under transportation, there is a recommendation for replacement of streetlights which are currently cobra heads on the same utility poles. There will also need to be some streetscape improvements as recommended in the transportation section. Perhaps all the associated improvements could be done at the same time with an LID and City participation.

Recommendations

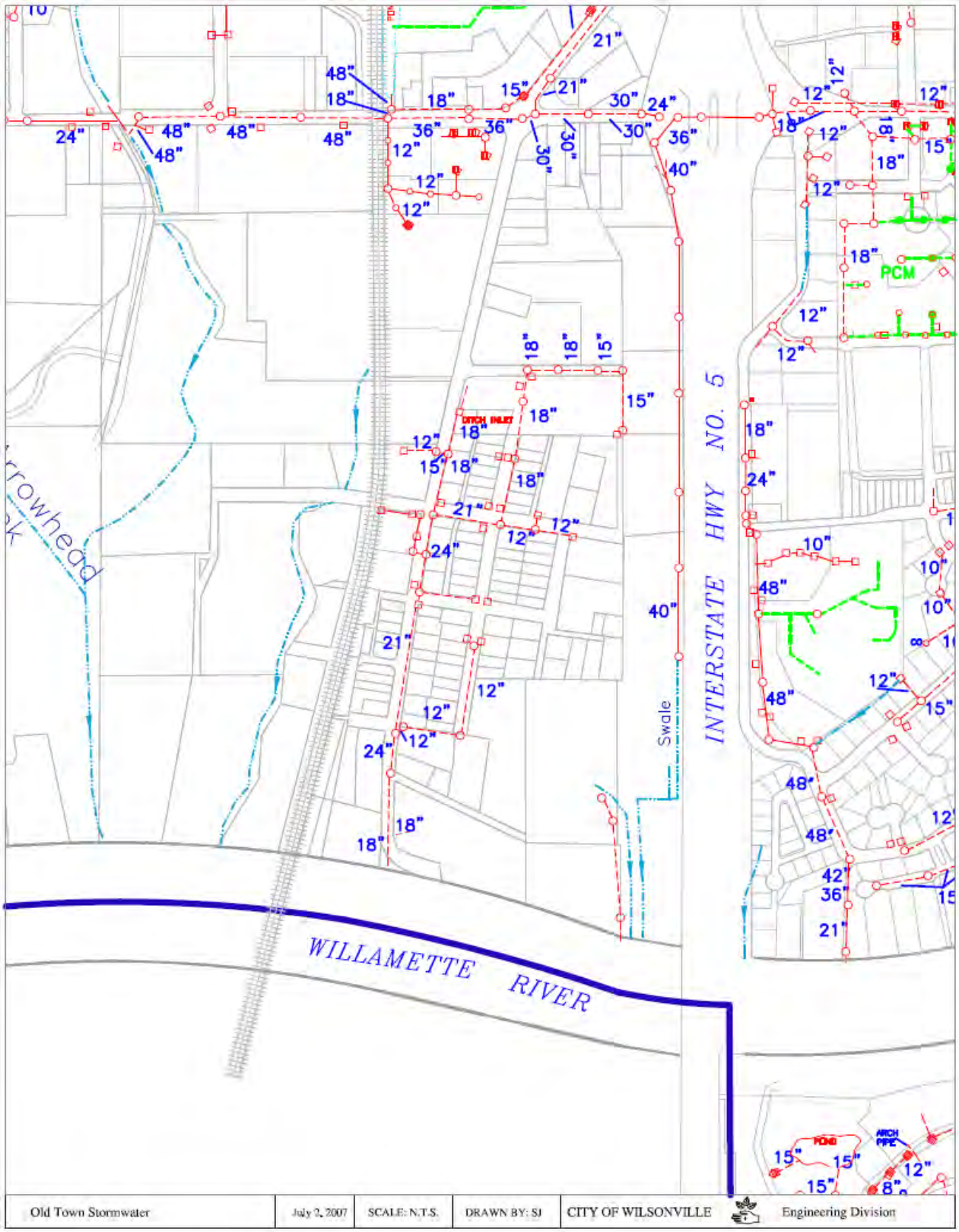
1. **The Old Town Neighborhood Plan recommends that any future expansion of the wastewater treatment plant be to the east to save the large stands of mature trees located on the City-owned parcel to the west.**
2. **Due to the difficulty in constructing a standard piped system, and the very pervious nature of the area, this is an excellent opportunity to create Wilsonville's first green stormwater management system for a neighborhood.**
3. **The Old Town neighborhood would like to work with the City to develop costs and a plan for eventual undergrounding of overhead utility wires. Under transportation, there is a recommendation for replacement of streetlights which are currently cobra heads on the same utility poles. There will also need to be some streetscape improvements as recommended in the transportation section. Perhaps all the associated improvements could be done at the same time with an LID and city participation.**



Map 9.1. Old Town Water Distribution System



Map 9.2. Old Town Wastewater Distribution System



Map 9.1. Old Town Stormwater System

10. Parks, Trails, Trees, and Open Space

10. Parks, Trails, Trees and Open Space

Parks, trees and open space are a large part of the character of Old Town. Boones Ferry Park provides limited visual and physical access to the Willamette River. It is also an essential part of the history of Old Town, since it includes the location of the Boone's Ferry landing and the residence of a ferry operator, the Tauchman House. Large groves of Douglas fir are located throughout Old Town, including a Heritage Tree Grove in the 4th Street right-of-way between Magnolia and Fir Streets and the Schoolhouse Grove in Lowrie's Marketplace. Individual yards are generally larger than newer lots in other portions of the city and have a larger proportion of open space to structures than many newer lots. This ratio is partly due to lot size and partly to the generally smaller size of dwelling units in Old Town.

Parks:

Boones Ferry Park: (from the adopted City Parks and Recreation Master Plan)

Boones Ferry Park is located at Boones Ferry Road and Tauchman Street. It includes 6 acres developed for park use and 3.88+ undeveloped acres located west of Boones Ferry Road. Both the developed and undeveloped portions are owned by the City.

Boones Ferry Park is located on the Willamette River, and includes the historic Tauchman House. Boones Ferry Road ends at the Willamette River adjacent to the park at the site of the historic Boone's Ferry Landing. Both the R.O.W. and the additional undeveloped park land may offer opportunities for river access. The Tauchman House is a historic house, formerly the home to the operator of the historic Boones Ferry. The park has a pleasant wooded character. Although it is adjacent the river, views of the Willamette are limited due to the steep bank and heavy tree cover. Existing facilities at Boones Ferry Park are children's play equipment (2 areas), the Tauchman House, a Basketball ½ court, a gazebo with picnic tables, parking and restrooms.

Boones Ferry Park Recommended Additions/Improvements (from the City's newly adopted Parks and Recreation Plan)

1. Develop a master plan for the entire site, including the parcel on the west side of Boones Ferry Road. As part of the master planning process, consider the following:
   - Provide waterfront access for non-motorized watercraft
   - Improve the gazebo to support larger groups, including electricity and a larger picnic area
   - Evaluate the potential future uses of the Tauchman House
   - Incorporate more historic and environmental interpretation
   - Add overviews to the Willamette River

- Improve the trail connection to Memorial Park
- Improve restrooms
- Consider an improved basketball court
- Consider storage needs to facilitate operations

Recommendation:

1. **The neighborhood should be made aware of the CIP schedule for the expansion of the play area in Boones Ferry Park, upgrades to the basketball court and/or construction of other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the French Prairie Bridge.**
2. **Maintain the feeling of open green area by continuing the existing proportion of building to lot in new and redeveloped areas.**

Trees

While trees and tree groves are a significant part of the Old Town character, no formal tree inventory exists. A recent aerial photo shows significant tree cover, particularly in the southwest quadrant adjacent to the Wastewater Treatment Plant and River Village Mobile Home Park. A vegetated strip exists between Old Town and I-5 extending from the river as far north as 5th Street and providing a partial buffer for Old Town from I-5 generated noise, lights and dust. The Willamette River frontage is fully vegetated, protecting the river bank from erosion, but precluding river views from Boones Ferry Park.

The application for the Wilsonville School Fir Grove stated that those trees were about 120 to 150 years old, but does not have data about size. It does state that problem trees have been removed and remaining trees pruned and cared for as part of the Lowrie's Marketplace approvals.

The application for the Heritage Tree Grove in the 4th Street right-of-way states that the trees are in the 120 year + age category and over 100 feet tall. It is a Douglas fir grove.

A tree inventory done as part of the Wilsonvillage, (now Fir Street Development) application documents 22 Douglas firs ranging from 12" to 40" diameter breast height (DBH) and 3 western red cedar from 10" to 12" DBH on that site, located immediately south of St. Cyril's Sanctuary parking area. This inventory is a good indicator of the size of many of the trees in Old Town.

City code requires all planned unit development applications to provide an arborist's report for the site of the proposed development. The arborist's report includes an inventory of species, size, location and condition for all trees over 6" DBH. If trees are proposed to be removed, mitigation is required. However, the City works very closely

with the developer to design the proposed development to preserve as many original trees as possible, especially when they are as significant as those in Old Town.

Recommendations:

1. **As a neighborhood project, have residents prepare a lot by lot inventory (using the City's 2001 topography maps and recent aerial photos as a base) under the guidance of a professional arborist.**
2. **The groves of mature trees in Old Town are an essential part of the character of the area and should be preserved. Development should be designed to accommodate trees, not to remove and replant.**
3. **Add additional trees and vegetative screening between Old Town and I-5 wherever possible.**
4. **Install Heritage Tree and Tree Grove interpretative signage at all locations in Old Town. Add the locations to the Historical Society Walking Tour Map.**
5. **A map of designated Heritage Trees and Tree Groves in the Old Town Neighborhood Plan is to be included.**

Trails:

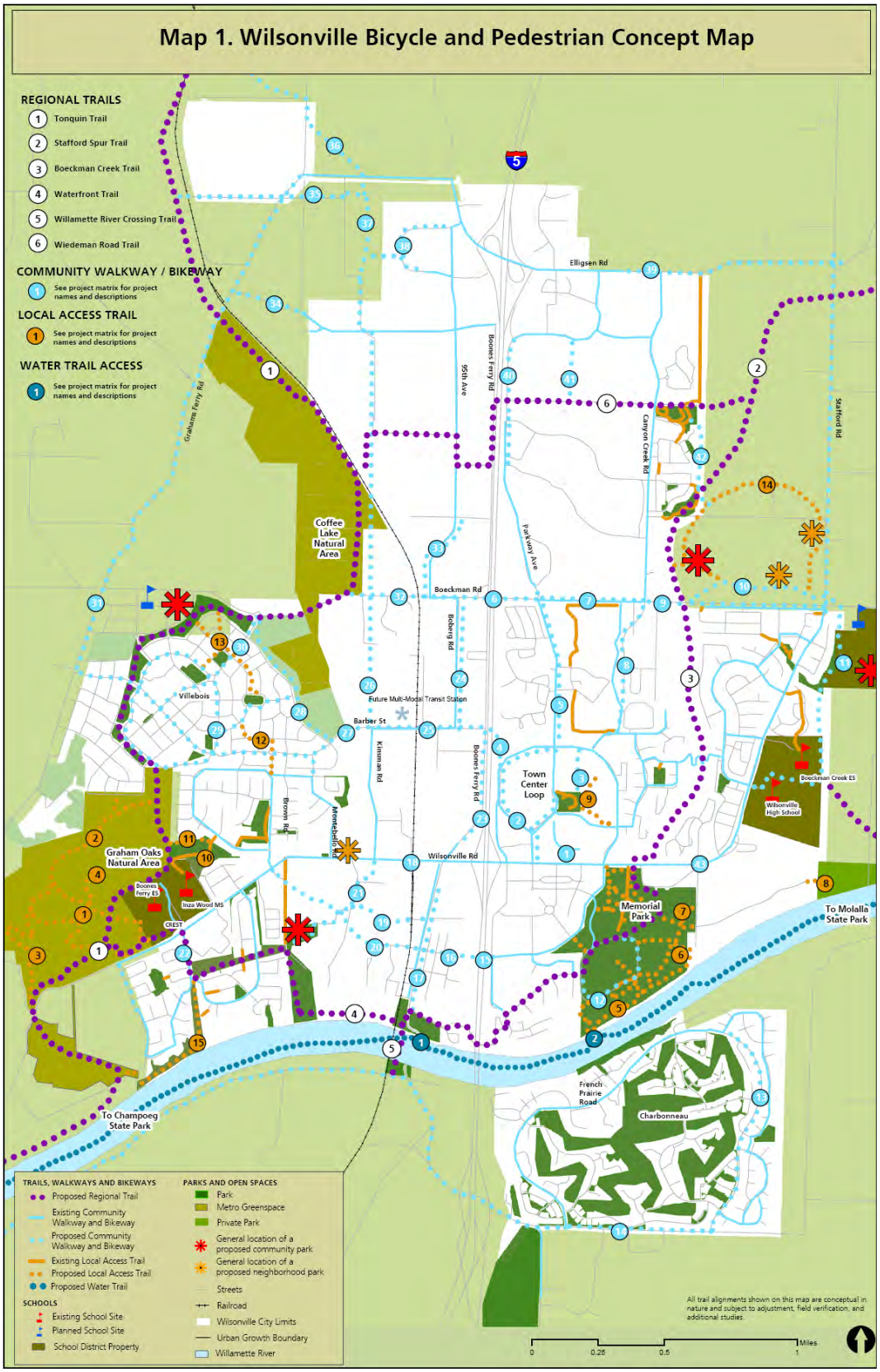
Bicycle and pedestrian paths are included in the City's newly adopted Bicycle and Pedestrian Path Master Plan. (Map 10.1) Bike and pedestrian paths within the City's rights-of-way are considered to be part of street design and are included in the costs of street improvements. Bike and pedestrian paths within rights-of-way are covered in the transportation section of this plan.

Those paths located outside public rights-of-way are considered to be trails, for either bikes and/or pedestrians. Funding for those improvements is not derived from street funds, but rather from parks SDCs, urban renewal funds and grants. Map 8.1 shows a major trail segment within Old Town as well as improvements within rights-of-way to add sidewalks and bike lanes where deficiencies have been identified. The Boones Ferry Streetscape will include plans for bike and pedestrian improvements.

Regional Trails

Two major regional trail systems are planned to join along the Willamette River. (Map 10.1) The Tonquin Trail is a regional trail envisioned to connect the Tualatin River Wildlife Refuge in Sherwood to the Willamette River and the Willamette River Greenway in Wilsonville. A second "Y" in the northern half of the trail would connect the Tonquin Trail to the City of Tualatin and join with the Fanno Creek Greenway. A feasibility study for a trail alignment has been completed by regional and local government partners. Federal transportation funding will provide for the development of a master plan for the Tonquin Trail beginning in 2007. A section of the trail running through the new "Villebois" neighborhood in Wilsonville will be built by the area's developers.

Tonquin Trail
Bicycle & Pedestrian Master Plan



Map 10.1. Wilsonville Bicycle and Pedestrian Concept Map
From the 2006 Wilsonville Bicycle and Pedestrian Master Plan

Stafford Basin Pathway

Stafford Basin Pathway
Courtesy of Alta Panning + Design's Regional Trails Newsletter Summer 2006

Description
The Boones Ferry entry site is representative of the historic ferry terminal operated by the Boone family. A steep paved access road leads to the rivers edge where the concrete foundation of the historic ferry landing can be viewed. The site is tied to a formal park while the current path leading to the river is paved most of the way and does not meet ADA access standards. Opportunities exist to develop facilities that foster safe entry to the river for non-motorized watercraft. While formalizing a connection to the river there is an opportunity to develop a park and river access facility that celebrates the historic uses of the river. The site offers opportunities to develop a possible storage facility. The site also provides excellent economic development opportunities for the Old Town along Boones Ferry Road as a tourist and traveler destination spot.
Put-in/Take-out: Both — Length from Parking: Approximately 500 feet
Ownership: City of Wilsonville
Key Land Uses/Destinations/Facilities: Businesses and residents in Old Town, Tauchman House and key regional bike paths. Play, sports and picnic facilities at Boones Ferry Park.
Issues: · Steep pathway down to river · Improve river access · Path surface is uneven and needs to be formally developed
Planning-Level Cost Estimate: $100,000 - $300,000

Boones Ferry Landing
As proposed in the 2006 Wilsonville Bicycle and Pedestrian Master Plan

The Stafford Basin Pathway and Trail Concept Plan is a long-range strategy for the acquisition, development, and management of a system of public pathways for transportation and recreation in the Stafford Basin. Once completed, this plan will lay the groundwork for a system of trails connecting the communities of Lake Oswego, West Linn and Tualatin. In addition, it will provide safe routes for non-motorized transportation between schools, businesses, and neighborhoods, and access to the region's natural and cultural resources. The Stafford Basin is located in unincorporated Clackamas County north of Interstate Highway 205, west of West Linn, south of Lake Oswego, and east of Tualatin. It is outside the Metropolitan Urban Growth Boundary.

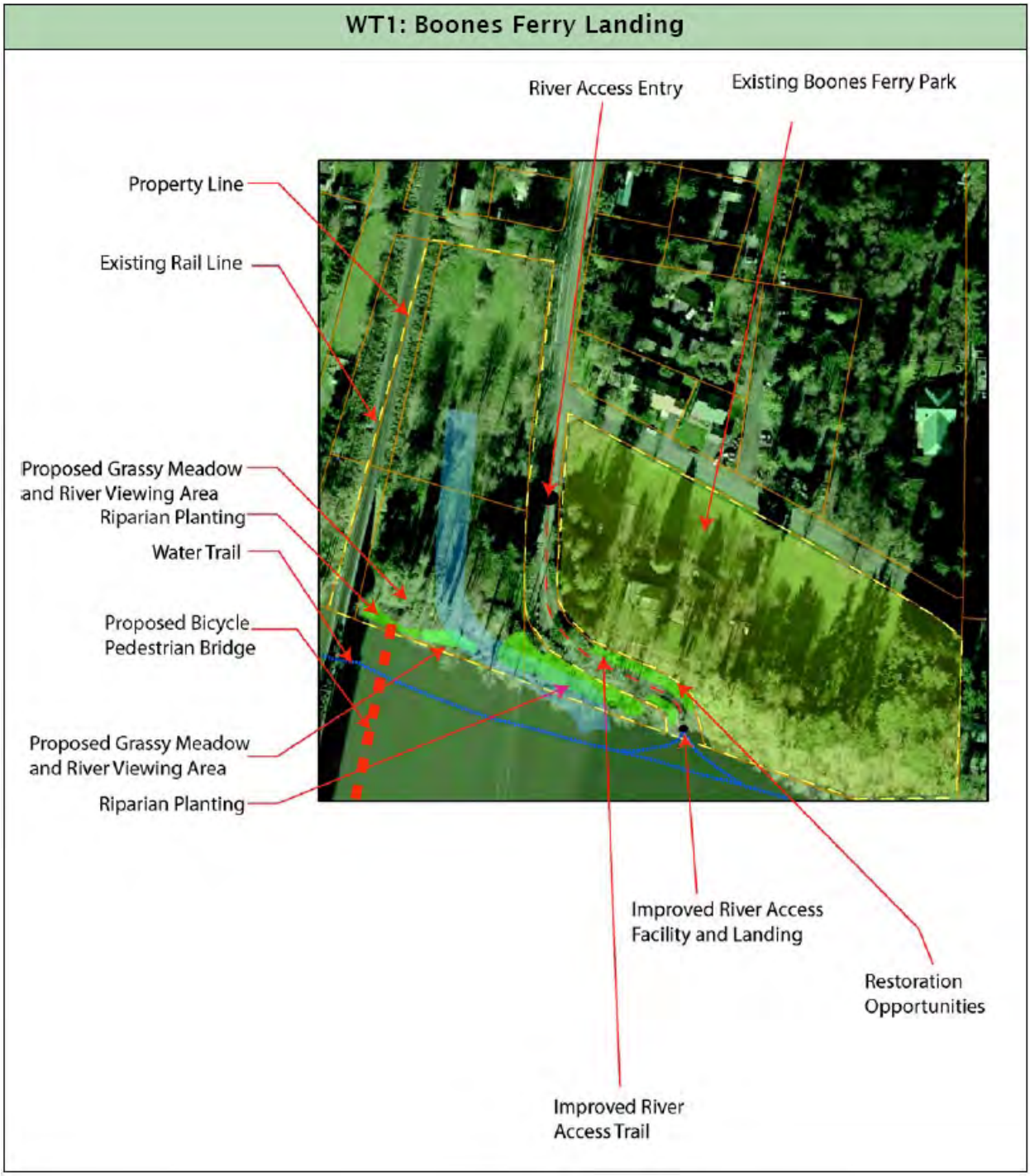
Within Wilsonville, two connecting points between these two trails are planned, one in Old Town and the other north of Boeckman Road. In Old Town, the proposed trail would enter Old Town from the west within the Willamette River Greenway on the undeveloped portion of Boones Ferry Park, continuing east along Tauchman and under I-5 using the existing, but improved, route, connecting to Memorial Park on neighborhood streets in Daydream Ranch, then north along the Boeckman Creek Corridor Path into the Frog Pond area connecting eventually to the Stafford Basin Spur Trail. (Map 10.1)

Local Trails

The Bike and Pedestrian Plan includes local connecting pathways from the west side of the railroad tracks at both 5th and Bailey Streets. (Map 10.1) These would be pathways unless the accompanying streets are built, in which case the bike/pedestrian connections would be sidewalks and bike lanes within the rights-of-way. The 5th Street path is proposed to continue east across Boones Ferry Road on 5th Street, past St. Cyril's Church to an I-5 bike/pedestrian overpass connecting to Memorial Drive. If the 5th Street connection across I-5 is built, it will likely become the connection between the regional trails since it is more direct for through bicyclists and hikers. However, travelers to the south and north may continue to use the Greenway Trail to access the French Prairie Bridge.

Willamette River Water Trail

In general terms, a water trail is a stretch of river, shoreline or other waterway that has been mapped out for access and use by—and the education of—canoeists, kayakers, other non-motorized boaters, and related recreational consumers. Just as hikers walk on dirt pathways, the flow of a river-based trail provides liquid pathways for canoeists, kayakers, and rafters. Water trails provide multiple access points, allowing users to choose to travel along it for short or long distances and even choose to spend multiple nights along the trail. The Willamette River Water Trail (WRWT) links existing public lands, providing the public with more opportunities to use existing public



Map 10.2. Boones Ferry Landing
As proposed in the 2006 Wilsonville Bicycle and Pedestrian Master Plan

resources and reconnecting people and communities with the Willamette River. (Map 8.5) The WRWT Guide shows Water Trail access points at Memorial Park and at the County Boat Ramp across the river from Old Town.

The June 2007 water trail dedication completed the Willamette River Water Trail, which now stretches from Eugene to the confluence of the Columbia and Willamette Rivers. Two other portions of the trail-from the Buena Vista Ferry to the Wheatland Ferry, and from Eugene to the Buena Vista Ferry-were dedicated in 2005 and 2006 respectively.

Willamette River Water Trail facts:

- Length when completed: ~216.5 river miles.
- Dedicated in 2005: 35 river miles, from Buena Vista Ferry (between Albany and Salem) to Wheatland Ferry (between Keizer and Woodburn).
- Dedicated in 2006: 109.5 river miles (12.5 miles of the Coast Fork, 17 miles of the Middle Fork and 80 miles of the mainstem of the Willamette River).
- Dedicated June 2, 2007: 72 river miles from Wheatland Ferry to Portland.

The City's Bicycle and Pedestrian Master Plan incorporates the section of the River Trail adjacent to the City, and provides for three access points to the trail. (Map 10.3)
They are:

- the old Boones Ferry Landing in Old Town
- the dock in Memorial Park
- Meridian Park, an undeveloped State Park just downriver from the city limits

Other access points were considered, but discarded due to the difficulty in access due to river and bank topography.

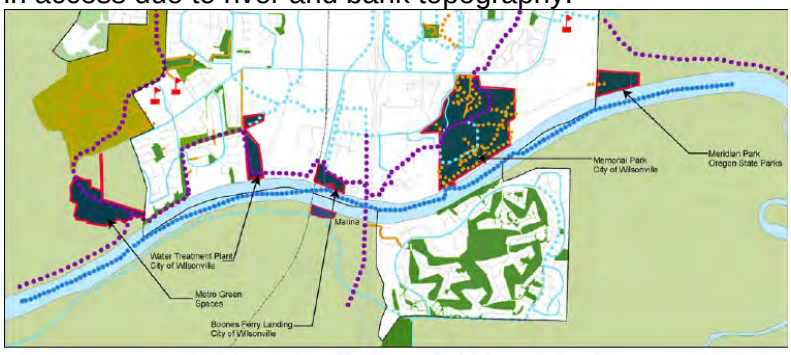


Figure 8. Potential Water Trail Site Locations

Map 10.3. Potential Water Trail Site Location
From the 2006 Wilsonville Bicycle and Pedestrian Master Plan

II. Proposed Capital Projects

Chapter 11 – Capital Projects

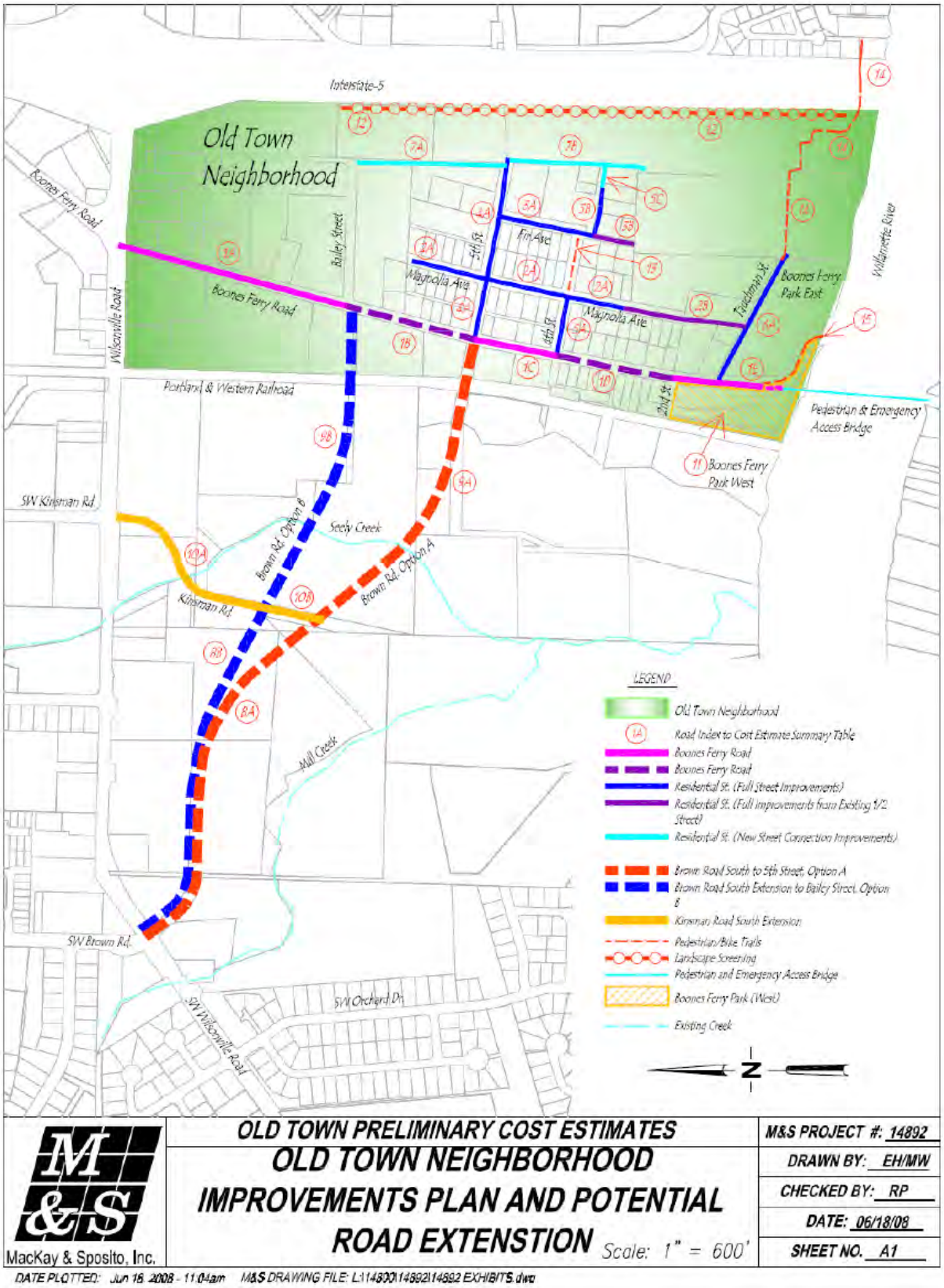
This Neighborhood Plan has identified a series of capital projects necessary or desired to implement the direction and spirit of the Plan. The proposed capital projects have been collected from their respective Plan chapters, and assembled into a Capital Projects chapter, together with estimated project costs, to allow a coordinated view of all proposed capital projects. Detailed cost estimates are found in Appendix D.

The Capital Projects List follows, and is illustrated on Map 11 - 1.

- Boones Ferry Road Improvements: (include sidewalks, on-street parking, streetscape and dark sky lighting)
  - Wilsonville Road – Bailey Street
  - Bailey Street – 5th Street
  - 5th Street to 4th Street
  - 4th Street to 2nd Street
  - 2nd Street to the Willamette River
- Boones Ferry Park Improvements (as directed by the Parks and Recreation Plan)
- Handicapped accessible trail between Magnolia and Fir Streets (4th Street right-of-way)
- Other bike/trail improvements
- Boat dock
- Vegetative screening from I-5
- East side street (proposed Square 76 street east of St. Cyril's Church extending from the east end of Bailey Street south to the Wastewater Treatment Plant (WWTP).
  - Bailey Street to 5th Street
  - 5th Street to WWTP
- Brown Road Extension (to 5th Street and to Bailey Street)
- Kinsman Road Extension (to Brown Road Extension)
- Old Town Residential Streets (gravel parking areas and street lights) (Bikes Share the Road)

The preliminary cost estimates included in Appendix D were prepared by MacKay and Sposito Inc. based on information and recommendations provided by city staff, the Draft Old Town Neighborhood Plan (October 2007) and the Boones Ferry Road Streetscape Project Technical Memorandum dated February 2008 prepared by Nevue Ngan Associates.

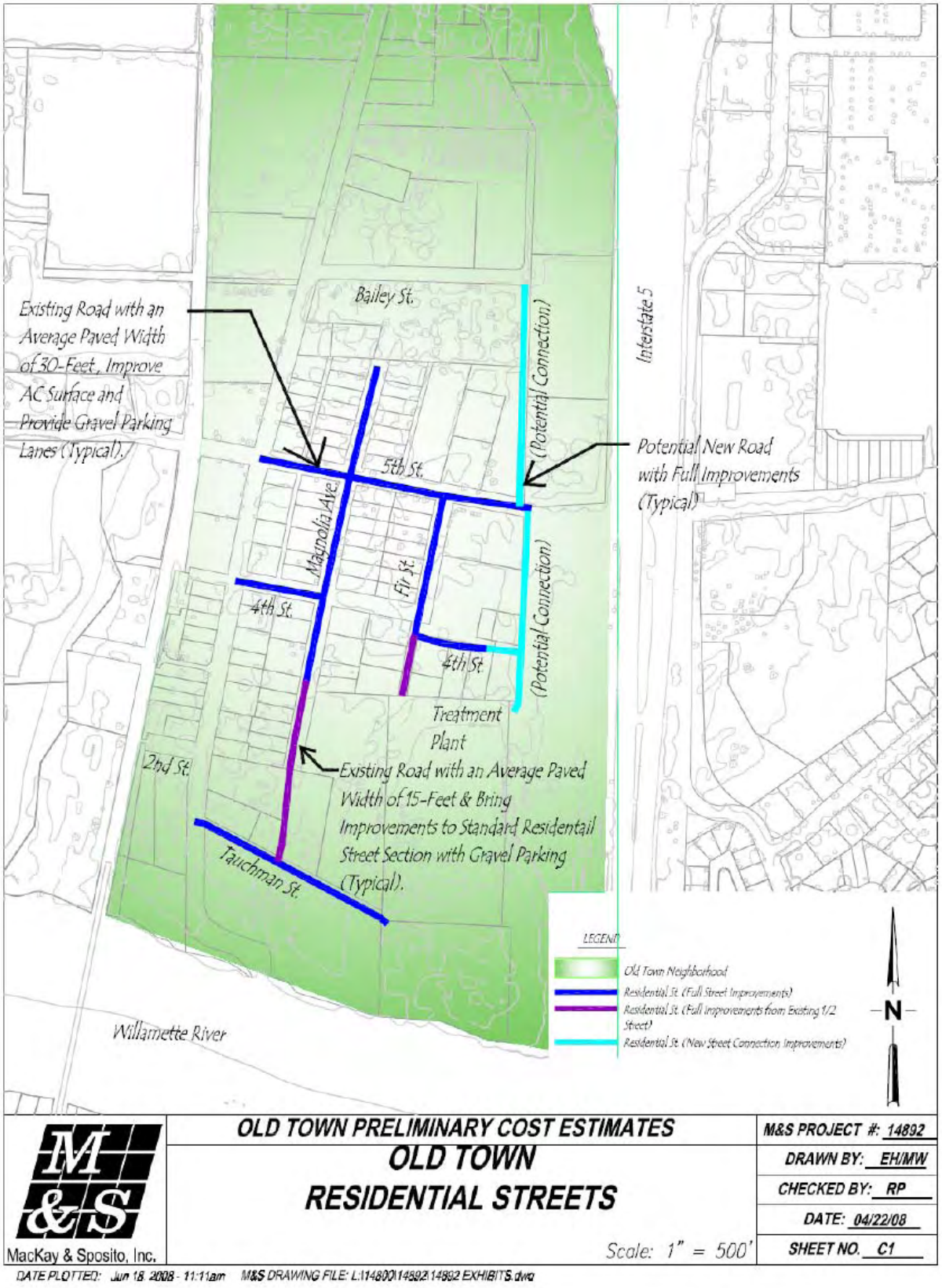
Summary:



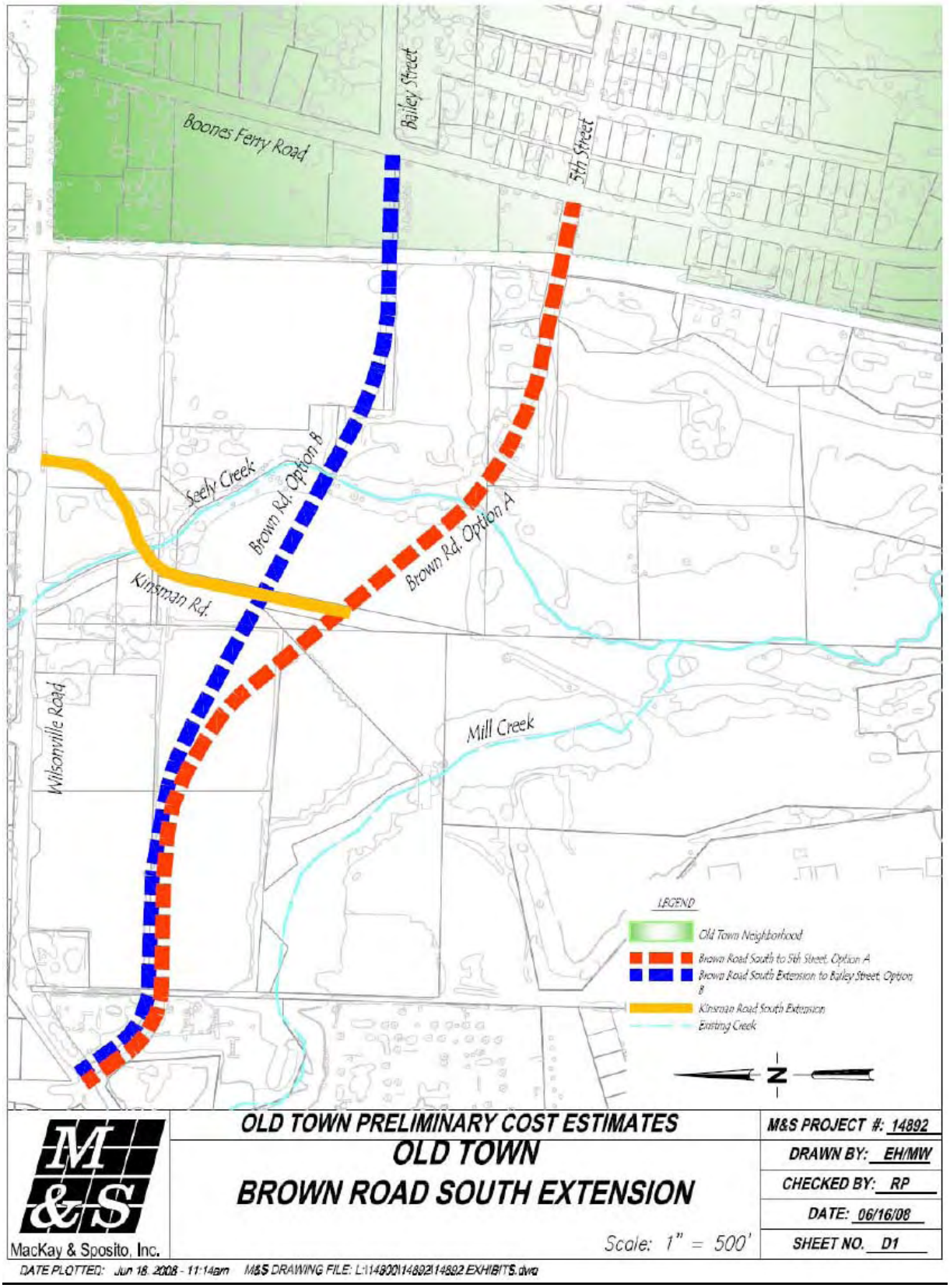
Map 11.1. Old Town Neighborhood Improvements Plan and Potential Road Extension
From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)

Map 11.2. Old Town Boones Ferry Road

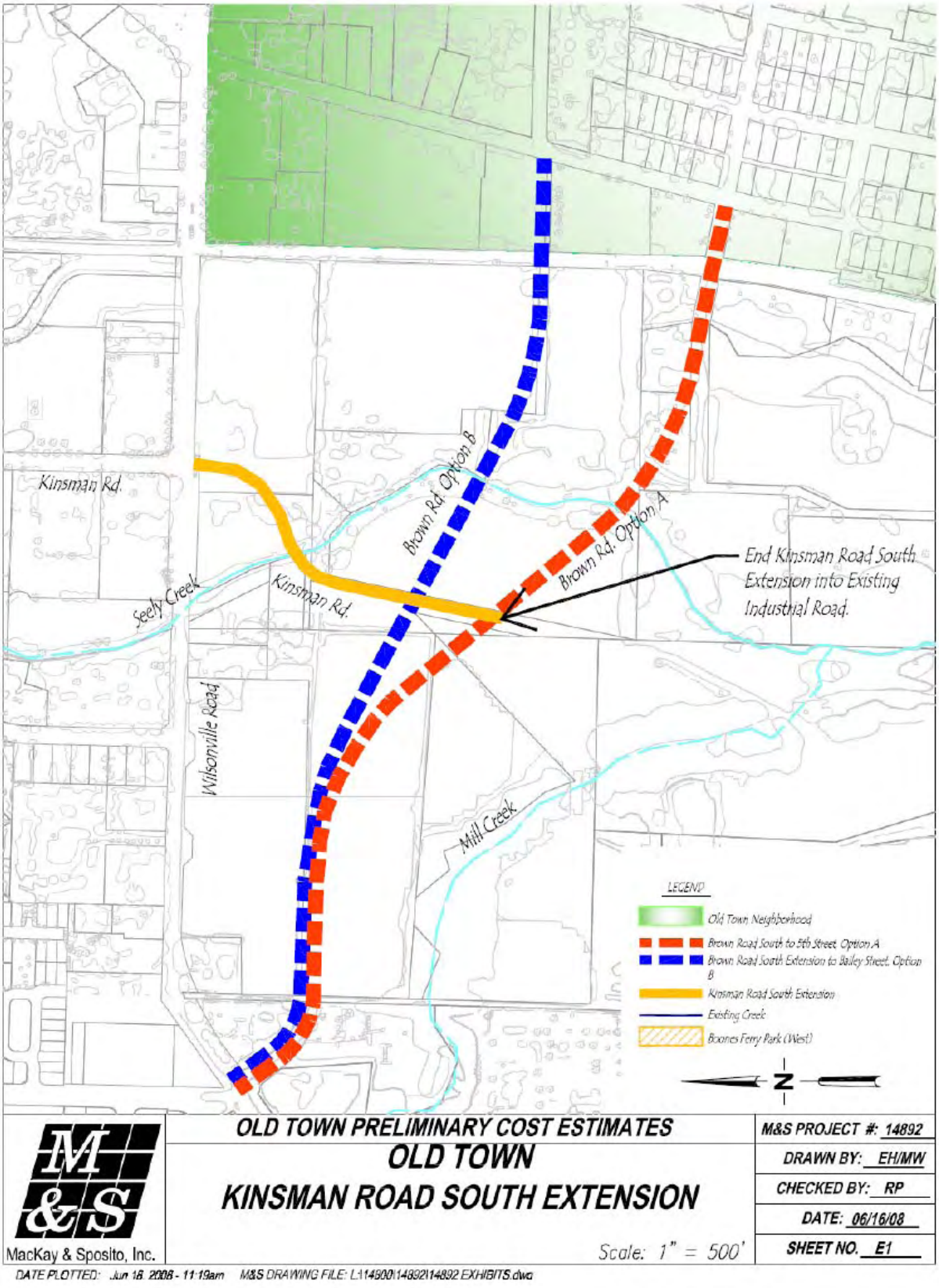
From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)



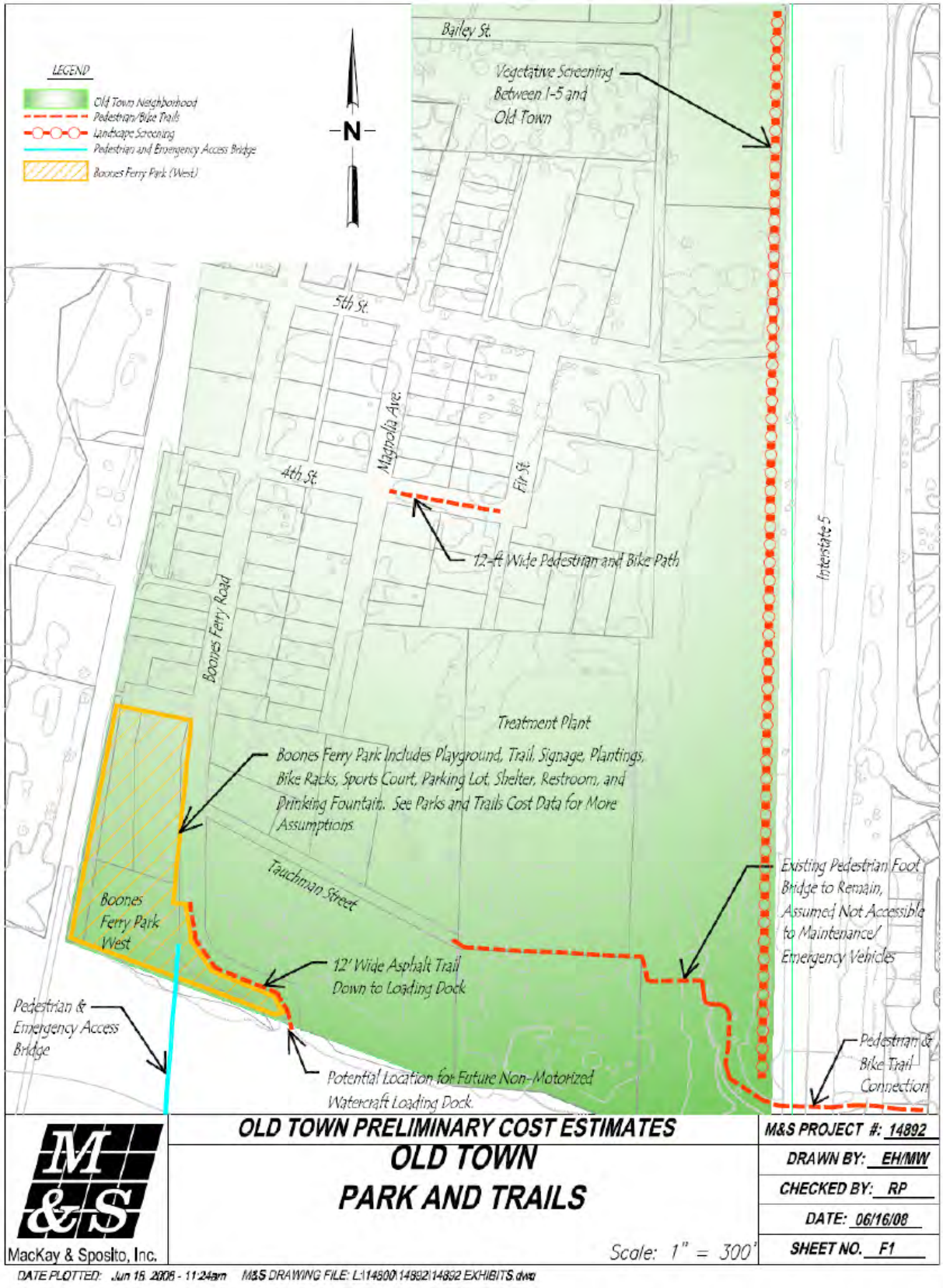
Map 11.3. Old Town Residential Streets
From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)



Map 11.4. Old Town Brown Road South Extension
From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)



Map 11.5. Old Town Kinsman Road South Extension
From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)



Map 11.6. Old Town Parks and Trails

From the MacKay & Sposito Proposed Capital Projects Preliminary Cost Estimates (Appendix D)

12. Next Steps

Chapter 12 – Next Steps

Plan Adoption:

In order for the Old Town Neighborhood Plan to be used as the "master plan" for Old Town, it must first be adopted by the City in the same way that all master plans are adopted.

The draft Old Town Neighborhood Plan (OTNP) would first be forwarded by the Old Town Neighborhood to the Planning Commission for worksessions and public hearings.

City staff will request that representatives of the Old Town Neighborhood present the Plan, together with staff, to the Planning Commission in worksession, particularly the areas where there are differences. The areas of difference are primarily the Accessory Dwelling Unit standards and the architectural guidelines. A Planning Commission public hearing will be noticed for perhaps as soon as August 2008, depending on the results of the worksession.

Following the Planning Commission public hearing(s), the Commissioners will review all testimony, and make a recommendation to the City Council. The recommendation will include any changes the Commission believes are necessary, and will likely include recommendations on accessory dwelling unit standards and architectural guidelines.

The Council will review the Plan in worksession and will notice a public hearing for a date in the Fall of 2008. Following the hearing(s), the Council will adopt the Old Town Neighborhood Plan, with any approved changes, as part of the City's Comprehensive Plan.

Comprehensive Plan Map and City Code Amendments:

The adoption of the Old Town Neighborhood Plan (OTNP) as a part of the Comprehensive Plan establishes policy and direction for Comprehensive Plan Map and City Code changes indentified as necessary in the OTNP to implement the OTNP. For example, the adoption of a Boones Ferry Mainstreet Zone will repeal the Old Town Overlay District, but incorporate those sections of the Overlay District that implement the newly adopted OTNP. Changes to residential zones are also recommended in the OTNP. Any changes to ADUs authorized by the adopted OTNP will need to be amended into the code, as will the final version of architectural guidelines. These amendments will follow the same procedure as that used for OTNP adoption. The Old Town Neighborhood will be asked to review and comment on draft Comp Plan map and code amendments prior to any actions by the Commission or Council. Amendments will likely occur between Fall 2008 and late Spring 2009.

2008 Planning Commission

Steve Hurst - Chair
Robert Meyer - Vice Chair
Dustin Kohls
Carol Montclaire
Marta McGuire
Yvonne Peck
Ray Phelps

Map from CIP Chapter to be inserted when available

Figure 10: Proposed Gateway Old Town Sign with Bicycle Lane at Bailey Street Intersection

Capital Projects:

In order for a capital project anywhere in the City to be funded, it must first be included in the 5-year Capital Improvement Plan (CIP), and then, as funding becomes available, in the 1-year CIP. The 5-year and 1-year CIPs are prepared by staff.

If the project is a transportation project, the City's Transportation Systems Plan (TSP) may need to be amended to include it, particularly if funding sources from outside the city are to be used on the project. The TSP amendment process is that same as that for master plan and code amendments.

Protection of Trees:

The OTNP recommends that an Old Town tree inventory be prepared by the Old Town Neighborhood, under the guidance of a professional arborist. The City may be able to secure grant funding for such an inventory, particularly as it relates to the historic character of Old Town. Following the inventory, nominations of any trees or groves qualifying for Heritage Tree or Tree Grove status may occur. Signage for Heritage Trees and Groves needs to be developed and installed and the locations included in a citywide Heritage Tree/Grove Tour Map.

Old Town Identity:

The Old Town Neighborhood Plan speaks to the development of an identity for Old Town as an identifiable entity with a logo and specialized street signs. The Nevue Ngan "Boones Ferry Road Streetscape Project (Appendix D) included ideas for signage, historic fencing and intersection design near Bailey and Boones Ferry Road, and interpretative ideas for the area along Boones Ferry Road south of 2nd Street. The Old Town Neighborhood should meet and develop a plan for implementing these recommendations.

13. Appendix

Appendix A:

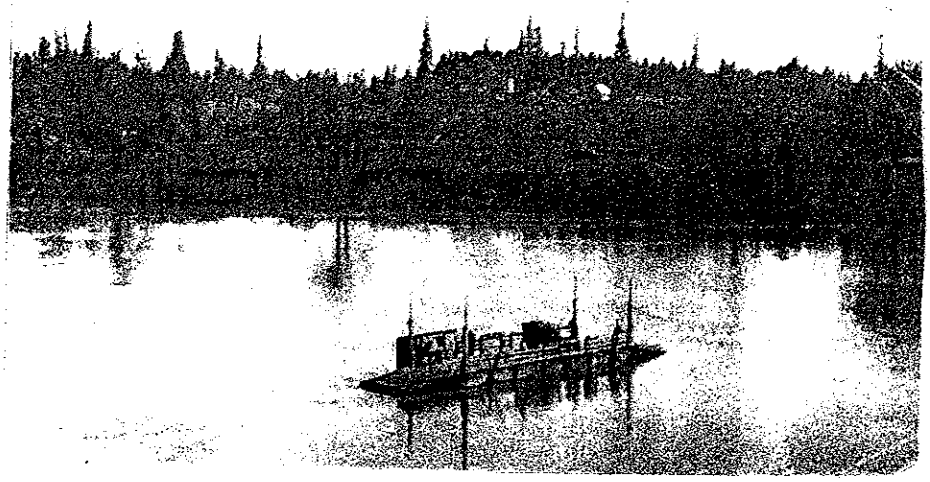
A Short History of Early Wilsonville

By

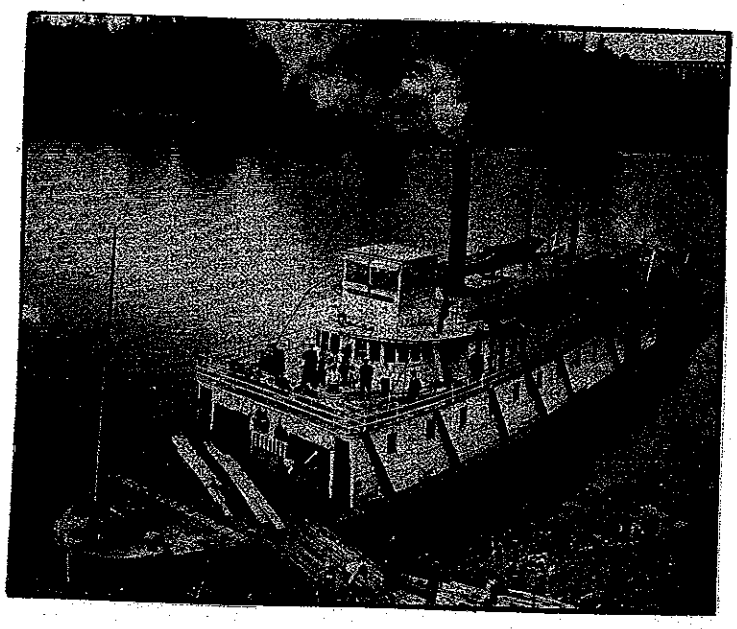
Rose Case

A SHORT HISTORY OF EARLY WILSONVILLE

ROSE C. CASE



OREGON'S SOCIAL HISTORY
HST 240 WINTER TERM
DICK PINTARICH



Old Town Wilsonville can be found by taking exit 283 from I-5 and traveling West on Wilsonville Road to the first intersection and then turning South on Boones Ferry Road.

This area was originally inhabited by members of the Calapooya Tribe. Although I could find no written documentation of any Calapooya living in this area, my neighbor did find a scaper while working in his garden. By the time the first white settlers were moving into the Willamette Valley, most of the original inhabitants had died from epidemics of small pox, measles and other European diseases.

The Hudson Bay Company Trappers who chose to retire in the Oregon Country by-passed the Wilsonville area and settled about seven miles from here in French Prairie and established the town of Champoeg. The Hudson Bay Company also established a mill at Willamette Falls and Oregon City grew up around it. Wilsonville is located between these two towns on the Willamette River.

It wasn't until 1846 that the first settlers came to this area. Amoung these early residents were; Robert Valentine Short, Joseph Carey Geer, George Law Curry and Col. Alphonso Boone. These settlers took advantage of the Donation Land Act and chose the Wilsonville area for their new homes.(1)

Robert V. Short's claim encompassed all of the western portion of modern Wilsonville. He became a state legistator and the first assessor for Yamhill County. He surveyed the townsite of Portland and in 1847 helped organize one of the oldest and still active, granges in Oregon, Frogpond. The Joseph C. Geer Farm was West of the Short Farm towards Butteville. His grandson T.T. Geer was the 10th Govenor of Oregon.

Col. Alphonso Boone and George Law Curry were members of the first wagon train to travel the Southern Applegate route to Oregon. Curry's land claim was on the South side of the Willamette River. East of I-5 where Charbonneau is located and Boone's claim was right next door to the West of I-5, also on the South side of the river.

Alphonso Boone was the grandson of Daniel Boone. After his wife died, he packed up his 10 children and came to Oregon. Alphonso and his oldest son Jesse established a ferry service across the river. Two years later Alphonso and two of his sons headed south to the California gold field where he died. Jesse ran the ferry for 20 years until his death in 1872.

Jesse offered day and night service. Customers would ring a loud bell to call the ferry. Jesse employed local indians to row the ferry which could carry one wagon at a time. Jesse was The Boone who cut the timber and created a road from Portland to Boones Ferry to Salem. The settlement

which grew next to the ferry crossing was called Boones Ferry.

Alphonso's daughter Chloe Donnelly Boone was one of the first public school teachers in Oregon. In 1848 she married the boy next door, George Law Curry, whom she had met while traveling with the wagon train.

George Law Curry made some important contribution to Oregon. He was editor of the OREGON SPECTOR for a year and then he founded the FREE PRESS in 1848. He served as Provisional legislator,1848-49; chief clerk of the Council, 1850-51; Member lower house of legislature, 1852-53; Secretary, 1853; Acting Goveenor May 19-Dec. 2, 1853 and Aug.1-Nov. 1,1854, and then he was appointed Governor, serving until March 3, 1859, when Oregon became a State. Curry County is named in his honor.(2)

Two other resident pioneers made a first in the economic development of the upper Willamette River. John Kruse and Captain Swain built and operated the first commercial steam powered ship above Oregon City.(3)

Kruse and Swain heard there were plans to build a steam ship for the upper Willamette River. In May of 1851 they built the HOOSIER. "Then on May 19, 1851, the HOOSIER appeared as the first steam-propelled boat on the upper Willamette. A reconstructed long-boat built below the falls by Captain Swain and Engineer John Kruse, she was portaged to the upper

river and launched at Canemah. Though small and crude in construction, she could carry wheat much faster and cheaper than any flatboat; and she soon put Miller and Pease out of business." (4) Miller and Pease were the major shippers of the upper river. On June 6, 1851 the WASHINGTON came to the upper river and era of river commerce began for the upper valley. By 1928 the steamboat era on the upper Willamette had come to an end. (5)

The period from 1850 through 1900, saw lots of growth for Boones Ferry. Many of the original settlers subdivided their lands and sold them to new settlers. It took only an hour to travel to Portland via steamboat. The main landing was near the 'new' railroad trestle. But there were numerous landings along this section of the river for picking up produce, refueling at woodyards, delivering or taking on mail, cargo and passengers.

In 1860, the first school was built on same site as present day Wilsonville Primary. It went from one room to two rooms by the 1890's. There were 40 students in grades 1 through 8 in 1899 and the school master was paid $35 a month for Spring and Fall sessions. Older students had to attend high school in West Linn, Tualatin or Portland. There still isn't a High school in Wilsonville.

The 1870's brought settlers from Germany. The Schlitkalser's came in the late 1870's. His Granddaughter, Eva Moser, remembers that German was still spoken here in the 1920's.(6) In 1878 the German Church was formed. It is still standing and is refered to as the "Frogpond Church".

The Town of Boones Ferry changed names in 1880. It was renamed Wilsonville after Postmaster Charles Wilson. I couldn't find any information about him. The Tauchman house was built on the North side of the Willamette river in 1880. Local folklore has it, that 'old man' Tauchman was the last ferryman before the State took over running it.

Wilsonville continued its quiet existence for two more decades. Wilsonville and Boone's Ferry were on the main road between Portland and Salem. The town was prosperous but remained a small farming communiity.

In 1908 the Oregon Electic Railroad was built and there was a train depot built here. This railroad ran from Portland to Salem then later on to Eugene.(7) Travel to Portland now took only 45 minutes. The railroad carried flowers from local nurseries and dairy goods to Portland. The town moved Northward along Boones Ferry Road away from the river. Now Wilsonville had the depot, serveral hotels (one is now a residence), the Farmer's Bank of Wilsonville, drugstore, general store (Henry Aden's), a feed store, a doctor's

office, a saloon, a blcksmith/machine shop and a hardware store.(8)

It wasn't until the end of the 1920's that a paved road or electicity came to Wilsonville. Market Street was built in 1926 between Wilsonville and Oregon City. One side was paved and the other half was dirt. It was referred to as the Scotchman's Road. Today it's Wilsonville Road. Farmers with loaded wagons would use the paved side while empty wagons used the dirt side. 1928 brought electricity to part of Wilsonville. The Young Electric Company was formed and a small generating plant built on Coffee Creek by B.S. Young, " 'the juice went on at 4 pm everyday,'enough to light one bulb in each home." Later the Molalla Elecric company brought electicity to the rest of Wilsonville. This area is now served by Portland General Electric.(10)

By 1954, most of I-5 and the freeway bridge were completed. The Boone's Ferry was retired. The Oregon Elecric Railway had been bought-out by the Burlington Northern and the depot torn down.

Wilsonville starts it's "modern" history. That's another paper.

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(2)DICTIONARY OF OREGON HISTORY 1989
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(6)(9)BRINGING BACK OLD MEMMORIES
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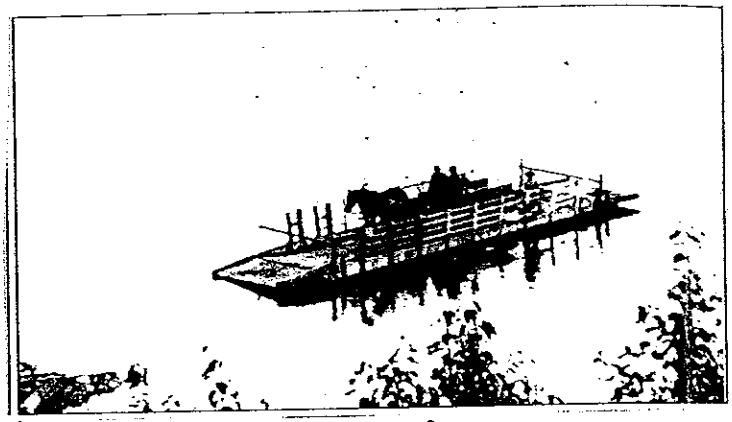
3rd Grade Wilsonville Primary
unpublished material

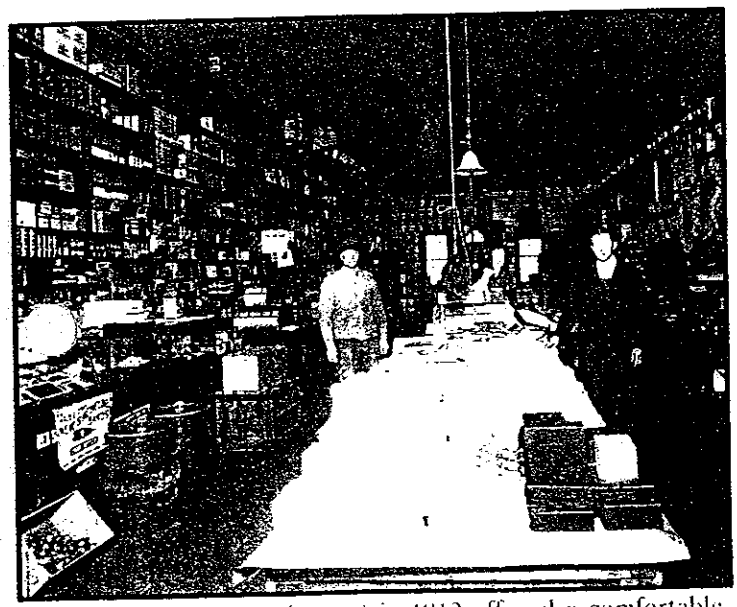
(7)EARLY OREGON DAYS 1987
Edwin D. Culp

CLACKAMAS COUNTY CULTURAL RESOURCE INVENTORY
Book number VI November 1984

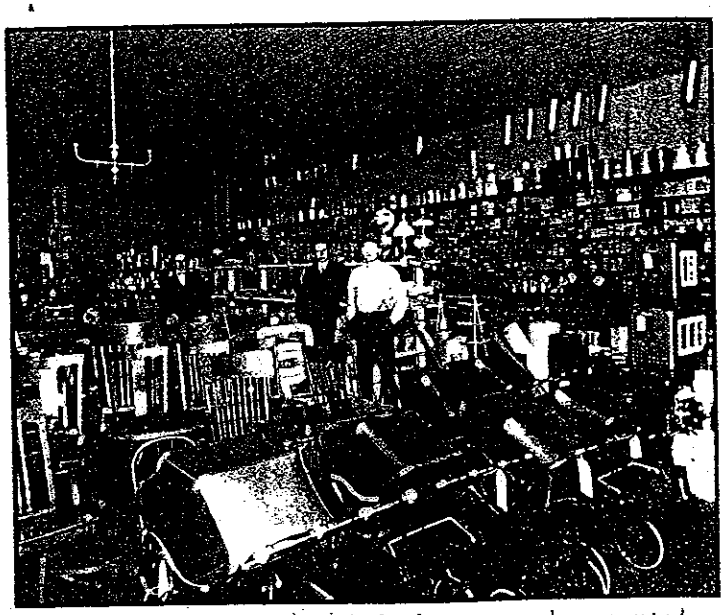


one of the earlier ferries

Photos taken from chamber of Commerce Publication.
Emery Aden Collection.



H. D. Aden residence ( ) in 1912 offered a comfortable place to live while operating the Aden General Store, shown here in 1916.



Jake Peters was also an early businessman who operated a hardware store. The Peters residence (cover) was originally built as a boarding house at the ferry landing.

Friends and relatives of early pioneer Gus Jaeger gather for his annual keg party. In those days, his beer was "imported" on the Oregon Electric Railway, probably from the Blitz Weinhard Brewery in Portland.

Appendix B:

Architectural Guidelines

1. Old Town Residents Review Response to the Old Town Neighborhood Plan

2. Architectural Guidelines – Illustrated

Architectural Guidelines Appendix B:

1. Old Town Residents Review Response to the Old Town Neighborhood Plan

12/10/2007

Old Town Residents Review Response to the Old Town Neighborhood Plan

Major Issues:

1. ADUs – No ADUs in Old Town.

Old Town is a single family home residential area that is bordered by multi-family housing to the North and South; the use of ADUs to develop additional multi family housing is not acceptable for future projects. The approval of ADUs in previous projects to be built in Old Town is not to be accepted as precedence for additional approvals.

Old Town is an Inner Neighborhood and does not need to provide additional higher density housing to appease Metro.

If a waiver is requested by a homeowner who wishes to pursue the construction of an ADU for personal or family use the **Owner Occupancy Requirements must be met. See the following samples of code.**

> *The property owner, which shall include title holders and contract purchasers, must occupy either the principal unit or the ADU as their permanent residence, but not both, . . . and at no time receive rent for the owner-occupied unit.* [DCTED Model Accessory Dwelling Unit Ordinance]

> *'Owner occupancy' means a property owner, as reflected in title records, makes his or her legal residence at the site, as evidenced by voter registration, vehicle registration, or similar means ....* [Ch. 20.20.120(A)(3), Bellevue Municipal Code]

Communities that adopt owner-occupancy restrictions may also want to include a provision that exempts temporary absences to allow some flexibility for homeowners while still requiring that the home be maintained as their principal residence.

> *One (1) of the dwelling units in the structure shall be occupied by one or more owners of the property as the owner's(s') permanent and principal residence; provided that the Director may waive this requirement for temporary absences of less than one (1) year, where the accessory unit has been a permitted use for at least two (2) years and the owner submits proof of absence from the Puget Sound region.* [Sec. 23.44.025(A)(2), Seattle Municipal Code]

To ensure compliance, some communities require that homeowners sign an affidavit affirming that they will occupy either the primary or accessory residence.

> *Affidavit. The property owner shall sign an affidavit before a notary public affirming that the owner occupies either the main building or the ADU ....* [Sec. 13.06.196(B)(3), Tacoma Municipal Code]

For added insurance that owner-occupancy requirements will continue to be met, some communities provide for termination of an ADU permit upon the sale of the property and require new owners to re-register.

> *Upon sale of the property, a new owner shall be required to sign a new affidavit and to register the ADU, paying a reauthorization fee of $100 ....*
> [Sec.13.06.196(B)(2), Tacoma Municipal Code] .

2. LAND USE ISSUES: Boones Ferry 'Main Street District'

Comprehensive Plan Recommendations

- The Old Town Mainstreet District to be established form Bailey Street to 5th street on the East side of SW Boones Ferry and Bailey Street to 4th Street on the West side.

- Adaptive reuse of the historic buildings located on SW Boones Ferry between 4th and 5th is only acceptable as a home based business by the Homeowner.

DO NOT modify the Comprehensive Zoning Plans to change the businesses on the west side of Boones Ferry from Bailey to 4th street from Industrial to Commercial. The congested dead end nature of Old Town is not conducive to Commercial businesses south of 5th street.

- Future Commercial Development is to stay north of 5th Street and respect the Historic Structures on the Corners of Boones Ferry and 5th Street.

- There is no desire for a commercial "Main Street" feel to be extended through the residential portion of the Boones Ferry from 5th street to the River.

Land Use Design Objectives:

The further development of formal on street Parking is not practical or desired south of 5th Street on Boone's Ferry there is no need to replicate the Old Town Village details on the opposite side of the street. .

Boones Ferry should maintain its open feel down to the park and should not be subject to over design of infrastructure. A shared road concept for bikes and vehicles is desired south of 5th street. A bike lane on the west side of Boones Ferry is in place to 4th street already.

Residential Zoning:

Residential Zoning should have a maximum building height of 28' to deter 3rd stories.

Architectural Comments:

The goal is to have Old Town grow, revitalize itself with the improvement of individual properties that support the eclectic feel of what has developed over time without a master plan.

See Attached Architecture Document

Miscellaneous comments:

Storage Facility on Boones Ferry
Old Town Residents have no issues with the existence of the storage facility on Boones Ferry; it has been mentioned by others in meetings over the year as being undesirable to the area. In reality the storage facility is a good neighbor that serves Wilsonville with needed storage and does not generate traffic that impacts the Neighborhood.

These comments are not all inclusive but are submitted as a culmination of the opinions of most of the residents of Old Town.

Attachments:

1. **Architectural Guidelines**
2. **Marked up Copy of the October 2007 Old Town Plan Draft**
3. **Signatures of Property Owners and Residents in Old Town in agreement with these comments**

Vernacular: Architecture, the local architecture of a place or people, especially the architectural style that is used for ordinary houses as opposed to large official or commercial buildings

"Old Town Wilsonville Neighborhood"

We, the residents of the Old Town Wilsonville neighborhood are presenting our neighborhood description in a manner that is personal, not contrived. There is not adequate professional wording that describes what we are focusing on to accomplish for the Old Town Wilsonville Neighborhood.

We propose a vernacular set to describe attributes of the existing residential structures of our neighborhood in reference to the true and authentic historic development between 1909 when Wilsonville was first platted and 1969, the time it was incorporated

Our proposal is practical and aligns with historic fact that supports a cultural foundation that will draw people to the area who are interested in what is here and what we represent. There were no real architectural dynamos in Wilsonville, but straightforward, simple buildings of an almost pioneer genre.

By the time the Ferry stopped service Wilsonville had not realized vitalization until affordable housing was constructed in the area. We realize that these later homes do not add any particular significance to the overall appearance of our community, but they do reflect the honesty and integrity of those who live in them. Our approach is practical and straightforward: Any residential remodeling or structure replacement needs either to maintain the design attributes and footprint of the existing building, or fit one of the neighborhood-accepted styles.

The following structures have been earmarked as having particular historic significance through their specific purpose of construction, historic timing in the development of early Wilsonville (early 1900's), Clackamas County and their historical story in the early development of the State of Oregon, and desire to preserve their integrity:

- The Methodist Episcopal Church
- The Granary and Community Hall.
- Buggy Shop.
- Aden's General Store.
- Wilsonville Bank building
- NE Corner of Boones Ferry and Tauchman St.
- Tauchman House, the Ferry Master's house
- Station Masters House
- Old Hotel
- St. Cyril's Catholic Church
- RR house John Ludlow's
- RR house 2

We desire to set the following guidelines established by interpretation of the Secretary of the Interior Standards http://www.nps.gov/history/hps/tps/tax/rhb/stand.htm

> A property shall be used for its historic purpose or be placed in a new use that requires minimal changes to the defining characteristics of the building and its site and environment. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided

1. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development such as adding conjectural features or architectural elements from other buildings shall not be undertaken.
2. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved
3. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved

4. Deteriorated historic structures shall be repaired rather than be replaced. ...
5. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. (New additions can enhance property without being intrusive by providing clear information and examples in the design guidelines.)
6. No Modern interpretation, planned development design
7. We request a Historic Architectural Development Review Board, consisting of educated and trained citizens who will assist in this vision.

The majority of the neighborhood today reflects development over the period of 1909-1969, which has historical significance to the area. We propose the following Architectural Standards Overview:

- Maintain architectural styles from existing range of structures circa 1909-1959
- Repair of older historic homes to fit the guidelines *(SOI standards)* as listed above
- Use a model of the seven architectural styles in the existing Wilsonville historic neighborhood (listed below)
- That no reinterpretation of historic style or stylization occur including the addition of fancy gingerbread details, non-relative architectural detailing to basic structure, additions, garages, false historic characterization, or redesign of basic appearance
- Respect the existing neighborhood style and leave out contrived forced building design and detail that is not consistent with the existing neighborhood vernacular pattern book (to be outlined)
- No importing of styles, not in keeping with the true essence of the neighborhood as it exists today i.e. maintain the existing structure to its most accurate details.
- Consider general improvements that only enhance the existing genre of the neighborhood; i.e. no sidewalks, conservative street lights, etc., no Disneyland, modern subdivision, planned community-urban appearance
- Create a pattern book to include examples of the existing structures that align with each of the following styles, only.
- Where new construction is necessary, a selection from one of the seven/nine styles listed here is the bases for single family dwellings

- Encourage landscaping, street friendly applications such as fences, walkways, generous planting, and porch detailing where applicable to original design.
- Maintain existing lot sizes
- Establish a Design Review Board trained and qualified to determine suitability of projects to meet agreed upon standards.

ARCHITECTURAL STYLES EXISTING IN OLD WILSONVILLE NEIGHBORHOOD

A. Western Farmhouse 1850-1900
   - Gable Roof
   - Placement of two rectangular volumes placed at right angles to form a "T" or "L" composition
   - Usually built by the owner using whatever materials that were available with thrift and utility being the major concerns ***

B. Modified Bungalow

C. Bungalow

D. Craftsman Bungalow 1900-1925
   - Low pitched gables or hipped roof with wide overhanging eaves and exposed rafters
   - Rectangular composition with horizontal earth-hugging quality
   - Double hung windows with small panes in upper sash, large windows often flanked by two smaller windows on the front façade, dormer windows with gable roofs
   - Wood-frame construction with rough surface materials,(shingles or clapboard)
   - Porches supported by tapered porch posts

E. Colonial 1910-1935
   - Hipped roof
   - Small Chimney
   - bilateral symmetry
   - Small paned, rectangular windows often with shutters, dormer windows, sidelights with transoms
   - Wood-frame, narrow weather board siding
   - Classical decorative elements

F. Mid century modern 1935-1965
   - Broad overhanging gable or hipped roofs often with broken or asymmetrical slopes
   - Asymmetrical open floor plan
   - Large glass windows
   -

G. Ranch 1935-present
   - Low pitched gable or hipped roof
   - Combinations of wood (vertical and horizontal siding)
   - Large picture windows with wood and aluminum casements
   - Minimal decorative elements
   - Wood frame construction

H. Minimal Traditional / WWII Cottage 1935-1950
   - Low-medium pitched roof either hipped or gable
   - Relatively small, 1 or 1 ½ story
   - Rectangular or "L" shaped, wall surfaces are wide wood shingles or horizontal wood siding
   - Closed eave construction (eave-less), nearly flush with the wall surfaces, (no overhangs)
   - Lack decorative detailing
   - Fairly wide windows, often grouped in pairs

I. Modern Mix

Buildings should reflect existing Old Town Wilsonville architectural types with no addition of out of area designs or styles, i.e. general Willamette Valley, Queen Anne, Victorian, three-story, or contrived architectural -non-style. (see above vernacular) The desired focus is to stay within the true and exact cultural experience of Circa 1910 Wilsonville, honoring all existing historic structures in the current neighborhood and the fifty year span of growth to the 1960' (which time is considered to be historic by today's standards). NO URBANIZATION!

Architectural Styles are to be respected individually for presence and purpose. The least historic and most bland buildings, those without architecture or respect for the neighborhood are the structures that have been built with the past 10 years to today (as a result of the ineffective parameters of the current overlay zone). We want all new single family residential structures to be designed from the architectural styles existing in Wilsonville using the Vernacular.

ARCHITECTURAL STYLES EXISTING IN OLD WILSONVILLE NEIGHBORHOOD

A. Western Farmhouse 1850-1900

- Gable Roof
- Placement of two rectangular volumes at right angles to form a "T" or "L" composition
- Usually built by the owner using whatever materials that were available with thrift and utility being the major concerns

B. Modified Bungalow 1900-

- One or two story basic structure
- Dormer Windows
- Low gable or hip roof, side overhang eaves
- Shingle replaced clapboard
- Rectangular or square composition

C. Bungalow 1900-1925

ARCHITECTURAL STYLES EXISTING IN OLD WILSONVILLE NEIGHBORHOOD

D. Craftsman 1900-1925

- Wood frame construction, shingles or clap-board, exposed rafters
- Dormer windows with gable roof
- Double hung windows with small panes in upper sash, large windows often flanked by two smaller windows on the front façade
- Porches supported by tapered columns

E. Colonial Revival, Cape Cod 1910-1935

- Hipped roof, Small chimney
- Bi-lateral symmetry
- Small paned windows with shutters, dormer windows, sidelights with transoms
- Wood frame, narrow weather board siding
- Classical decorative elements

F. Mid-Century Modern 1935-1965

- Broad overhanging gable or hipped roof often with broken or asymmetrical slopes
- Asymmetrical open floor plan
- Large glass windows
- Wood frame construction
-

APPROVED EXISTING ARCHITECTURAL STYLES IN OLD WILSONVILLE NEIGHBORHOOD

G. Ranch 1935-Present

- Low Pitched Roof or hipped roof
- Combination of wood (horizontal and vertical siding)
- Large picture windows with wood or aluminum casements
- Minimal decorative elements

H. Minimal Traditional / 1935-1950

- Hipped or gabled roof
- Simple Lines
- Nominal Architectural Details

I. Modern Mix

- Small, affordable, unique

The following neighborhood is located on SW Lincoln, south of SW 39th to the west of the Hawthorne District. Several blocks of homes are cleaning up and renovating without urbanization. This areas conveys the quiet softness the we desire to maintain in Old Town Wilsonville, a place where you can walk the neighborhood easily, children can play safely, with a cozy neighborly feeling of safety, with respect for the heritage of area.

The residences are raised (no slab construction) and have porches. There is a good mix of style; bungalows along with simple two story traditional/wood frame, and cottages that have large windows.

We show these examples to convey the neighborhood choice and present this design guideline to build the criteria for neighborhood ordinances that achieve our goals.

We like our neighborhood and when Wilsonville residents are asked about the virtues of Old Town they comment on the feeling of being in the country and out of the hassle of the rest of Wilsonville when in the area. Given the proposed parameters, many would choose to move in to the area. We know Old Town needs a cohesive direction to inspire the changes that are needed.

The few examples here make a great statement. We all agreed that we like Old Town as it is and in order to make it better, we need to use these examples.

Our decision is simple:

Any remodeling, renovation, additions to existing structures will adhere to core design attributes of the structure

Any new construction will follow the building design styles set forth by our Wilsonville Neighborhood Design Ordinances

OLD TOWN WILSONVILLE NEIGHBORHOOD VISUAL DESIGN GUIDELINE

Single Family / Duplex / Condo

Single Family / Duplex / Condo

Condominium

VISION FOR OLD TOWN NEIGHBORHOOD

Single Family Residence
Bungalow

Single Family Residence
Western Farmhouse with porch

Single Family Residence
Craftsman Bungalow

VISION FOR OLD TOWN NEIGHBORHOOD

Single Family Residence
Modified Craftsman Bungalow

Single Family Residence

Single Family Residence

VISION FOR OLD TOWN NEIGHBORHOOD

Single Family Residence
Two Story Traditional with Large Windows

Single Family Residence
Craftsman Bungalow

Single Family Residence
Craftsman Bungalow

VISION FOR OLD TOWN NEIGHBORHOOD

Single Family Residence
Craftsman Bungalow

Single Family Residence
Craftsman Bungalow

Single Family Residence
New Construction, Colonial Farmhouse

Architectural Guidelines Appendix B:

2. Architectural Guidelines – Illustrated

Craftsman Bungalow

Characteristics of the Style

Background and Inspiration:
This was one of the most popular styles during the early 20th century. Its one or one and-a-half stories, wide overhanging eaves, and front porch characterize a true Craftsman. They usually exhibit exposed structural members, often oversized, to showcase the carpenters' skill. During this period, relative to the Arts and Crafts movement, the use of natural materials and the relationship to the landscape were emphasized. Porch supports may be square or tapered, frequently resting on piers and enclosed with a knee wall. A number of stylistic variations appear, including Colonial, Oriental, and perhaps most commonly, Craftsman Bungalows. Because this style emphasizes construction details, individual craftsmanship, and the close relationship to the land, it should remain open and inviting.

Identifying Features:
Roof: Broad gabled roof forms are occasionally hipped. Larger bungalows may have cross gables. Generally the roof over the porch is lower than the main roof and has a low-pitched front gable or shed roof. Wide overhanging eaves cover exposed rafter tails and decorative braces (knee braces) at gable ends. Low pitched (6:12 minimum) gable roof, front or side facing. Roof often continues outward to form a cover over the prominent front porch. Dormers are single front facing, with lower slope gable or shed roof. Chimneys project out on the side of the house and are usually brick

Siding: The most common siding material is wood, often shingles, lapped siding, or a combination of horizontal siding and shingles. Stone, brick, block, or stucco often accents porches and foundations.

Windows: Craftsmen usually have double-hung windows with small panes in the upper sash. Often a large window flanked by smaller windows will be prominent. A variety of window sizes may be used in different combinations, often with leaded or stained glass. Dormer windows are smaller, often grouped at shed dormers, fixed or casement style where smaller

Doors: Typically doors were paneled woods. Sometimes beveled glass was used as panels.

Porches: These typically are full or wrap-around front porch supported with substantial pillars and are simply detailed. Roof rafters and purlins are typically exposed; false beams or braces may be used for decoration. Porch ceilings are commonly finished with tongue and groove boards. Short boxed posts rest

on battered piers. Often the posts are tapered to emphasize the base. Railings on the bungalow porch are often open; when closed they are clad with the same siding material as the main body of the house. If closed, rails may be flared. Generally, the porch is raised three to five steps from ground level.

Doors: Single or double doors with glass are the rule; transom windows are common.

Garages: Detached at the rear of the house.

Building form:

- Basic floor plan is a square or rectangle
- 1 or 1.5 stories, often a basement
- Height to width: 1:1.5
- Height to depth: no more than2 for main building portion, not including the porch

Design Characteristics

- Front façade may be symmetrical or asymmetrical
- Bays: possible single story, cantilevered and rectangular, usually located on the side of the house
- Finishes: generally earth tones, no white doors or windows.

Homestead Vernacular

Characteristics of the Style

Background and Inspiration:

A vernacular one-and-one-half story (occasionally one or two stories) front-gabled building, called the Homestead style house has a predominantly symmetrical arrangement of openings. Occasionally this balance is compromised on the first floor by an off-center entry. These tall narrow buildings were commonly built between 1890 and 1910, and are less ornate than most Victorians. In most cases, they are sited close to the street with a conspicuous, asymmetrical entry. Usually the porches run continuously across the front facade of the building with simple posts.

Identifying Features:

Roof: The Homestead style house usually has a front-facing or cross-gabled roof form with a steep pitch. Eaves typically have very little overhang and are usually closed with a fascia board and a soffit with eave returns.

Siding: Horizontal wood siding is almost always used. Lapped and clapboard sidings are often used. The profile may vary, but the overall appearance is similar. Narrow profile siding in the form of a false beveled board is most common.

Windows: Tall one-over-one double-hung sashes are most common. They are symmetrically arranged, and small attic windows are common.

Doors: Plain single or double doors with glass (sometimes beveled) and/or wood panels are the rule.

Porches: The Homestead porch extends across the entire façade, and is typically three to five steps off of the ground. Stairs can be centered, or offset to one side. The porch roof is usually a low-pitch hip, but shed roofs can also be found. Boxed eaves cover the rafter tails with moderate overhangs. Porch supports are typically square or turned columns with a simple base and capital, which may contain decorative brackets. Both open and closed railings are used.

Folk Victorian (1880-1910)

Characteristics of the Style

Background and Inspiration:

The spread of Folk Victorian (and other late 19th century styles) was made possible by railroads expanding into smaller towns and cities. Mass-produced wood features could be transported quickly and cheaply almost anywhere. Home builders often simply added trim and ornament to traditional folk houses. Older folk homes were often updated with new ornamentation, now available everywhere due to pattern books and mass production and sale of wood features. A very common style found in turn-of-the-century western towns settled during that time.

Identifying Features:

Detailing, L-shaped or gable-front plan, cornice brackets, details often with Italianate and/or Queen Anne inspiration, sometimes Gothic. Basically, working class/middle class versions of Queen Anne. Simpler details and basic, asymmetrical floor plans.

Roofs: Gable or cross-gable of not less than 8:12 pitch, often steeper. Occasionally, have spindlework in the peaks of gable roofs, arranged in a sunburst pattern.

Siding: Horizontal board siding, typically shiplap or channel, occasionally bevel. readily available locally.

Windows: 1:1, double hung. Simple window trim.

Doors:

Porches with spindlework. Full length at front entry, possibly wrap-around. Generally not curved.

Garages: Detached and at rear of house

Building Form:

- Shape: rectangular or square in plan, combinations to form L-plan, T-plan. Form easily allows additions and alterations.
- Height: 1, 1.5 or 2 stories. Basement optional.
- Proportions: Height to maximum width: 1;1 Height to depth varies widely
- Property edges are often defined by low, open picket fencing in front. Lawn between fencing and house. Shrubbery and trees to the sides and rear.
- Historically, designed by owner and builder. Not architect designed. A collaborative, functional design process.

Design Composition

- Exterior detailing variable. Allows design flexibility
- Detailing: Exterior decoration is modest, consisting of scroll-work brackets at the top of the porch pillars, decoratively cut or laid shingles, often in the peak of a front gable roof, plain cornerboards.

Gothic Revival

Past

Present

Characteristics of the Style

Background and Inspiration:
A movement originating in the 18th century and culminating in the 19th century, flourishing throughout Europe and the United States, aimed at reviving the spirit and forms of Gothic forms; applied to country cottages, churches, some public buildings, and castlelike structures. The initial phase is sometimes called *Early Gothic Revival* ; the latter phase is sometimes called *Late Gothic Revival* or Victorian Gothic.

Identifying Features:
Gothic Revival buildings usually are characterized by ashlar masonry, polychromed brickwork, or wood walls, often extending into the gables without interruption; Gothic motifs such as battlements, decorative brackets, finials, foils, foliated ornaments, hood moldings, label moldings, pinnacles, pointed arches, towers, turrets; often.

Windows: Windows extending into the gables;

Roofs: Often, a porch with flattened Gothic or Tudor arches; a symmetrical façade; steeply pitched gables often decorated with ornate gingerbread bargeboards; projecting eaves; decorative slate or shingle patterns on the roof; occasionally, a flat roof with crenelated and castellated parapets; ornamental chimney stacks and chimney pots; a cast-iron decorative strip at the ridge of the roof;

Doors and Porches: :an elaborately paneled front door set into a lancet arch; the entry door sometimes within a recessed porch or under a door hood, occasionally bordered with sidelights.

Queen Anne Vernacular

Characteristics of the Style

Background and Inspiration:

Vernacular style: "Vernacular architecture" is a term used to describe traditional building methods and materials, especially of domestic (houses), agricultural (barns, silos, fences), and industrial structures (mills, factories, warehouses). Carpenters and builders learn the methods by training and observation, rather than through formal schooling, and decoration may be absent or may also be traditional.

Queen Anne style: an architectural style that was extremely popular in Oregon from about 1880 until 1900. It incorporates many elements of composition: a variety of roof types including large gables and turrets or towers, assorted porches and bay windows, an asymmetrical plan, and windows that are arched or rectangular, pilastered or recessed. Additional wooden decorative elements associated with the Eastlake style are common.

Identifying Features:

Building form:

- characterized by vertical proportions,

Design Composition

- A wrap-around front porch is characterized by vertical proportions, a wrap-around front porch and a complex roof. More elaborate examples have turrets and towers as well as decorative brackets, porch posts and spindle-work. Vernacular examples have simpler forms and decoration and some have a two-story gallery porch across the front.

Building Form:
Symmetrical or asymmetrical combinations of rectangles; L-plan or T-plan possible
Usually has single primary roof form with minor cross or dropped gable extension; Slope 8:12 minimum often steeper.

A variety of plan configurations; allow some alterations and additions depending on initial complexity. Emphasis on the vertical and on combinations of volumes that play off one another.

Height: 1 ½ to 2 ½ story; possible basement. Porches: Front porch, full, corner or wrap around; Rear or Side: smaller, less detail, but not plain. Garages, Accessory Buildings: Rectangular, less decorative; lower roof slope.

Design Composition:
Front façade can be symmetrical, or asymmetrical if balanced with other element6s such as a porch or bay. Porch: full or wrap-around front porches; can integrate with bay roof; can include extensions, such as an entry gable; porches are decorative.

Roof Overhang: over-hanging eaves often soffited on rafter slope.
Siding: horizontal boards similar to Vernacular, patterned shingles, various combinations; Trim at corner boards, water table, floor level demarcation.

Windows: Emphasis on vertical proportions; primarily double hung, may be grouped; possible fixed units or smaller casements.

Window designs: A variety of window styles, but not arched; stained glass bands; a central fixed window with multi-panes or stained/decorative glass above; porthole or lancet windows some with stained glass.
Doors: Entry doors single or paired, optional transom windows.

Colonial Revival - Cape Cod

Characteristics of the Style

Background and Inspiration:
A variation of the Colonial Revival is the Cape Cod style that is based on small New England eighteenth-century houses. The reinterpretation has simple rectangular shapes with one or one-and-one-half stories and roof dormers

Identifying Features:
Roof: Gable roof forms

Siding: Usually clad in wood siding or bricks, although many original examples used wood shingles.

Windows: Small paned and have shutters

Doors: Some entries may have simple classical decoration.

Mill Cottage **(ca.1890-1915)**

Characteristics of the Style

Background and Inspiration:

This modest single-story home was generally constructed between 1890-1915. It is simply and efficiently constructed from local materials. The entry is centered on a symmetrical facade and is covered by a full-length or wraparound porch.

Identifying Features:

Roof: The Mill Cottage style generally has a pyramidal-shaped hipped roof on a square plan, or a hipped roof with the ridge parallel to street on a rectangular plan. Almost all roof forms are low-pitched and have open eaves with exposed rafter tails. Occasionally dormers are included, usually gable or shed-roof types.

Siding: Horizontal wood siding is almost always used. Lapped and clapboard sidings are found throughout the District. Narrower profiled siding in the form of a false beveled-board is most common.

Windows: These simple one-story cottages usually have symmetrical openings, rectangular in shape with double-hung sashes. The windows are typically tall and narrow with one-over-one double-hung sash with little detailing, other than lambs-tongue brackets.

Doors: Single or double doors with glass are the rule; transom windows are common.

Porches: The Mill Cottage porch typically runs the full or partial width of the front facade, sometimes wrapping around the building. The porch roof is generally a low pitched shed or a hip roof with exposed rafters. Supports may include solid, full height chamfered posts or turned columns. Railings are often later additions. The porch deck generally rests only one or two steps off the ground.

American Foursquare: 1900-1930

SOURCE: BILLANDKATHYKIESEL.COM

Characteristics of the Style

Background and Inspiration:

Design characteristics: The American Foursquare was a popular vernacular house style constructed primarily between 1900 and 1930 with a four-over-four room plan. The overall shape of the building is a two-story square or rectangle with a hipped roof and symmetrical configuration. The symmetry common to this style is reinforced by the position of the entry. Many exhibit Craftsman or Colonial details. The main entry, located off-center on the front facade, is a dominating visual feature. Due to their larger size most Foursquare houses are sited close to the street.

Identifying Features.

Roof: The American Foursquare roof is usually hipped, sometimes with hipped dormers, and with the ridge located perpendicular to street. Projecting eaves generally have flared edges. Lower pitched roof styles often include an enclosed soffit with brackets or cantilevers (horizontal rafter ends).

Siding: The American Foursquare style house may be clad with horizontal wood siding and possibly wood shingles if a Craftsman Foursquare. Trim boards are generally wider than five-and-a-half inches.

Windows: The American Foursquare is related to the Prairie style, and is easily recognized by symmetrically placed windows. Double-hung windows, often in pairs, typically have a single pane of glass in the upper and lower sash. In more elaborate houses the upper sash is separated by muntins into square panes. Window placement typically forms a repetitive pattern.

Doors: Typically made of oak; glass panels or sidelights are occasionally used. With either a center or an off-center entrance

Porches: The porch extends across the front façade; stairs may be centered or offset to one side. There are usually three to five steps from the porch decking to grade. The porch roof is usually a low-pitched, hipped style, but can also be constructed with a shed roof. Square posts with a simple base and capital are common. Small, simple members are grouped to form either a solid or open railing.

Ranch (ca. 1940-1970)

Characteristics of the Style

Background and Inspiration

Although it first appears in the 1940's, the Ranch style house only gained widespread acceptance during the postwar building boom of the 1950's when it became a popular suburban form. This single-story dwelling has a low-pitched roof and a rectilinear or elongated shape. The rambling floor plan typically consists of a large living room flanked by bedrooms and the kitchen and dining room. Garages may be detached but are often attached at the kitchen end. Ranch houses may be faced in brick, wood or stone and have large rectangular and picture windows, low chimneys and minimal front porches. Around 1960, sliding glass doors and rear patios became popular features of Ranch houses.

Identifying Features

Roof:

Design Composition

Other??????


KAY & TODD
CLOTHIERS
KAY & TODD
TAILORS

Commercial – Western Falsefront


FURNITURE AND IMPLEM
NO 6 BUSINESS STREET WILSONVILLE ORE


GENERAL MERCHANDISE
SEPARATORS

Characteristics of the Style

Background and Inspiration:

Identifying Features:

Building form

Design Composition

Commercial – Vernacular

Characteristics of the Style

Background and Inspiration:

Identifying Features:
Building form

Design Composition

Design Checklist

This Design Checklist can be used to determine whether your project is a good fit in your neighborhood.

Project Address:

_____

1. Neighborhood Architectural Styles:
   - ❑ Vernacular
   - ❑ Bungalow
   - ❑ Queen Anne
   - ❑ Gothic Revival
   - ❑ American Foursquare
   - ❑ Other_____

2. Prevailing neighborhood front yard setback
   Prevailing setback on block (est.) _____
   Average setback on block (est.) _____
   Proposed new house setback _____

3. Is the pattern of homes in your vicinity - 1, 1-1/2, or 2 stories high?

Stories	1	1-1/2	2
House on right	____	____	____
House on left	____	____	____
House to rear	____	____	____
Prevailing on block	____	____	____
Prevailing opposite block	___	____	____
Proposed new house	____	____	____

4. Prevailing Front Porch pattern in your vicinity

	Front Porch	None
House on right	_____	_____
House on left	_____	_____
House to rear	_____	_____
Prevailing on block	_____	_____
Prevailing opposite block	_____	_____
Proposed new house	_____	_____

5. Pedestrian connection to street/sidewalk

	To Sidewalk	to Street (no sidewalk)
House on right	_____	_____
House on left	_____	_____
House to rear	_____	_____
Prevailing on block	_____	_____
Prevailing opposite block	_____	_____
Proposed new house	_____	_____

6. Prevailing Garage Location pattern in your vicinity

	Front Garage	Rear Garage	Side Garage
House on right	_____	_____	_____
House on left	_____	_____	_____
House to rear	_____	_____	_____
Prevailing on block	_____	_____	_____
Prevailing opposite block	_____	_____	_____
Proposed new house	_____	_____	_____

7. Prevailing Garage Size in your vicinity

	1 stall Garage	2 stall Garage	3 stall Garage
House on right	_____	_____	_____
House on left	_____	_____	_____
House to rear	_____	_____	_____
Prevailing on block	_____	_____	_____
Prevailing opposite block	_____	_____	_____
Proposed new house	_____	_____	_____

8. Is the proposed garage compatible in form and detail with the design character of the main house?

9. If the proposed structure/garage location, setbacks, size or general design character does not fit prevailing neighborhood patterns, how do you propose to reduce its impact on the neighborhood and streetscape? :

10. Does the proposed structure work with natural slopes and contours of the property?
    Structure sited parallel to slope
    Building deigned to reduce cut and fill (minimized retaining walls)
    Landscaping incorporated into grading changes

11. Are there significant trees on the property? Will any trees be removed or damaged by new construction?

Types and number of trees _____
Heights _____
Trunk diameters (+6" DBH?) _____

12. Will the proposed structure significantly affect your neighbors' privacy
House to right: _____
House to left:_____
House to rear:_____

13. How will you mitigate any negative impacts on neighbors' privacy?
Offset/locate windows to reduce impact
Use obscure glass in window
Locate balconies to minimize impact.
Use landscaping elements for screening
Other:_____
_____
_____

14. How is outdoor lighting impact minimized for neighbors
Lights are located or directed away from neighboring property
Light fixtures are shielded to prevent glare at neighboring property
Other:_____

Appendix C:

Boones Ferry Road Streetscape Project

By

Nevue Ngan Associates

A technical memorandum prepared February 2008

BOONES FERRY ROAD STREETSCAPE PROJECT

DESIGN GUIDELINES FOR BOONES FERRY ROAD IN OLD TOWN WILSONVILLE

TECHNICAL MEMORANDUM
FEBRUARY 2008

CITY OF WILSONVILLE

PREPARED BY
NEVUE NGAN ASSOCIATES

TABLE OF CONTENTS

City of Wilsonville
Sandi Young

Nevue Ngan Associates

Purpose

The purpose of this study was to develop a street right-of-way plan for Boones Ferry Road in the Old Town district of Wilsonville. This memo records the inventory, design concepts, public process, and recommendations that were made as part of this study. Additional illustrations and design concepts that were produced for this project are included in a power point presentation and attached in CD format in Appendix I.

The Boones Ferry Road Streetscape Project grew from the Old Town Neighborhood Plan. The Old Town Plan (June 2007) was based on a series of meetings with Old Town residents and business owners. The purpose of that plan was to identify the essence of what makes Old Town a special place and to provide direction to future development and redevelopment in the Old Town community.

Project Goals

Goals of the project were defined at the beginning of the project and refined through the planning process. Goals of the project are as follows:

- Develop general street standards for Boones Ferry Road from Wilsonville Road to Boones Ferry Park
- Respect history of road and district and create standards that highlight historic identity
- Support businesses and respect homeowners
- Develop standards that are consistent with other city planning efforts
- Review existing street widths, bicycle lanes, walks, plantings, lighting, and furnishings to inform new standards
- Develop standards that are appropriate for various conditions along the street
- Make right-of-way development compatible with city engineering standards
- Investigate ways to use low technology and green solutions for stormwater treatment

New Commercial Development on Boones Ferry Road

Public Involvement

Public involvement played a key role in the design process for Boones Ferry Road Streetscape Project.

Three public meetings were held to discuss the project and gain public input from neighborhood residents and stakeholders.

Meetings were held on the following dates: September 16, October 29, and December 6. Options that addressed street issues and development alternatives were presented to neighbors. During each meeting, attendees reviewed the design proposals and divided into small discussion groups to comment on the plans. Public comments and concerns were recorded and incorporated into the streetscape standard concepts. Information and proposals from the meetings were posted on-line on the city website.

General development concept and recommendations are informed by public commentary, site conditions, and existing planning documents. A complete list of the public comments is included at the end of this report in Appendix II.

Aerial Photograph of Boones Ferry Road

The Site

Boones Ferry Road marks the western edge of Wilsonville's Old Town district, where the town was originally settled. The road is a historic route between the Willamette Valley and Portland. Until construction of Interstate 5 and development patterns in the city began to change, Boones Ferry Road served as the town's main street.

Within Old Town, the character and use of Boones Ferry Road changes as it moves from Wilsonville Road toward the river.

At the district's northern edge from Wilsonville Road to Bailey Street, large-scale commercial development exists or is planned. From Bailey Street to Fourth Street, development patterns are mixed and include apartments, commercial, and single family residential. From Fourth Street to Second Street, development is residential. From Second Street, the road dead ends at Boones Ferry Park, where the historic ferry landing exists at the Willamette River.

Existing Conditions

Right-of-way improvements vary from Wilsonville Road to the Park. Traffic lane widths, sidewalks, bike lanes, and on-street parking respond to historic use patterns and city standards at the time a particular site was developed. General improvements are shown on the adjacent illustration, Figure 1. The illustration also shows how the use of the street and the scale of the development changes from north to south. The general land use divisions and street elements are indicated by the colors shown.

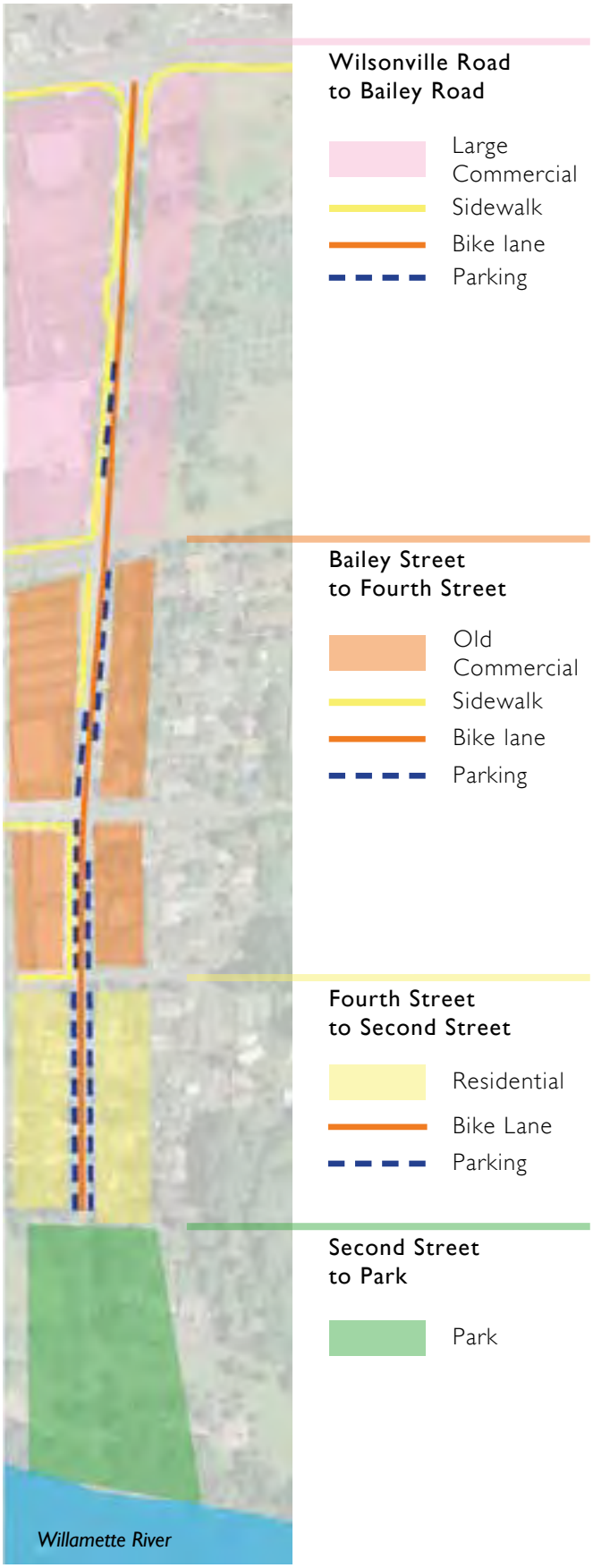


Figure 1: Existing Conditions at Boones Ferry Road

Boones Ferry Road, 1900

Boones Ferry Road, looking north, "Main Street," 1910

Boones Ferry Road, 1950

Boones Ferry Road, 1950

Street History

Boones Ferry Road history begins in the 1840s when Col. Alphonso Boone, (grandson of Daniel Boone), moved his family by wagon trail along the Applegate Trail to Willamette Valley settlements. In the spring of 1847, the Boones family claimed 1,000 acres at current day Charbonneau, built a ferry and cleared a road along an Indian trail. The establishment of Boones Ferry and Boones Ferry Road enabled 24-hour commerce between Salem and Portland. Boones Ferry operated from 1847-1959 when it was made obsolete by the construction of Interstate 5.

During the past 150 years, Boones Ferry Road has experienced change. The Boone Family widened and improved the path by laying down a "corduroy road" of split tree trunks to get wagons through muddy stretches. The dirt road was eventually paved, and by the 1930s, a nine-foot wide concrete road beginning at Boones Landing was laid from Wilsonville to Oregon City.

Boones Ferry Road was the main street for the original trading center of Boones Ferry and Boones Landing. As the town grew and was officially named, Wilsonville, in 1880, the number of buildings also grew. Some of these buildings of the original settlement are still standing.

In more recent years, Wilsonville has continued to grow. Most of the recent development in Wilsonville occurred after the Boone Bridge and Interstate 5 construction in the late 1950s and the incorporation of the City of Wilsonville in 1969. At this time, the city's population was 1,000. In 1990, the population totaled 7,106. The most recent population statistic in 2006 marks the population at approximately 16,885. The city continues to grow and the street continues to change.

Development Projects

Currently, several development projects along Boones Ferry Road are planned. Fred Meyers, Inc. owns a commercially zoned property between Wilsonville Road and Bailey Street. The store has plans for mixed-use development with its store as the retail anchor. When the development occurs, Boones Ferry Road will be widened from Wilsonville Road to Bailey Street.

Between Bailey Street and Fifth Street, a mixed-use housing development and a building remodel are permitted for construction. An extension of Bailey Street also is planned. This street will connect Bailey Street to Fifth Street, providing an additional exit and circulation for the Old Town district.

At Boones Ferry Park, playground improvements are planned. A pedestrian bridge across the Willamette River is included in the future vision. The bridge will serve as a route for bicycles and emergency vehicles. A trail along the north bank of the Willamette River also is part of future plans.

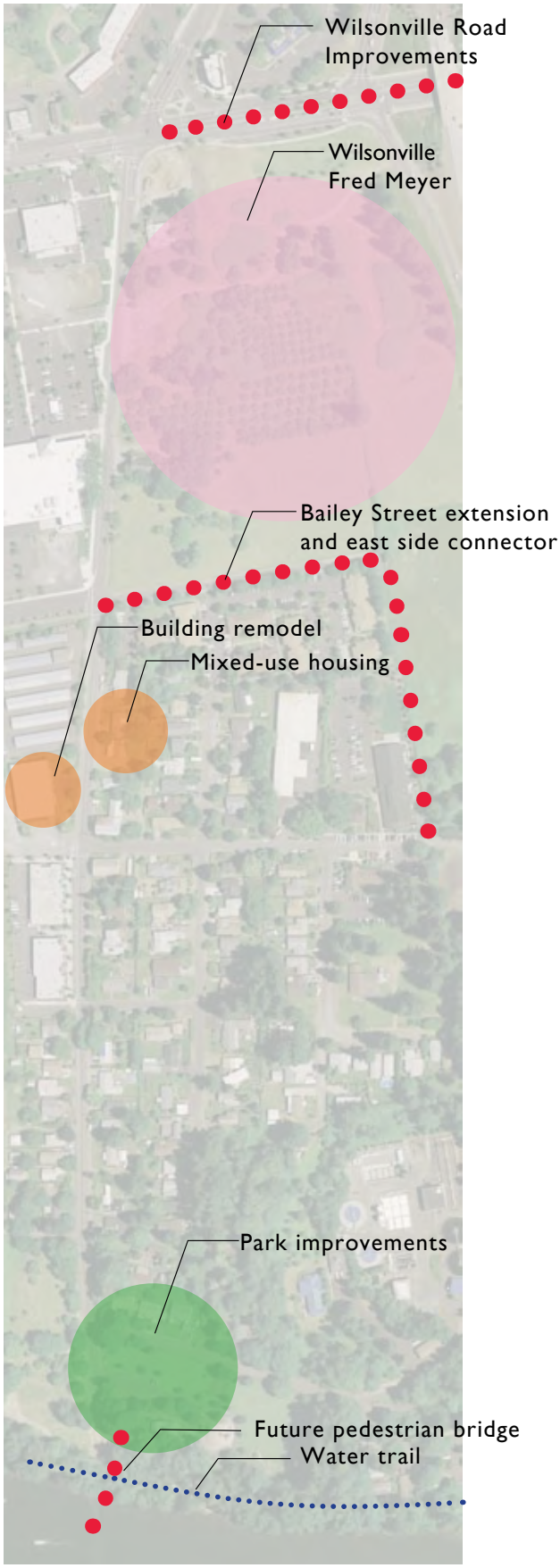


Figure 2: Diagram of Planned Future Development

General Development Concept

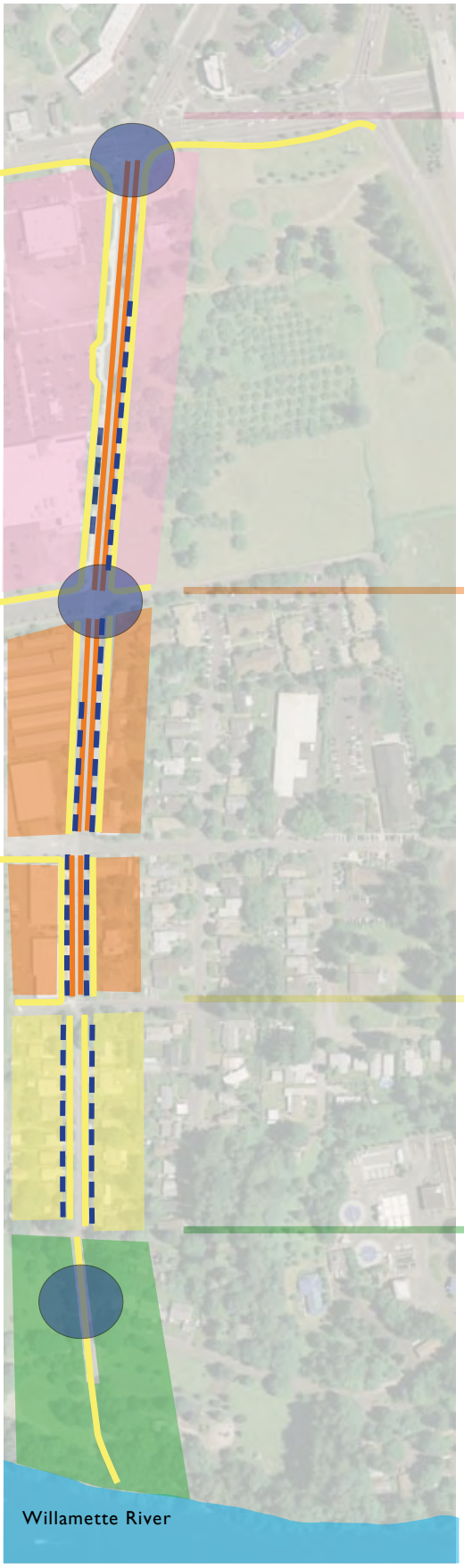
The general development concept incorporates the idea that street use, character, and traffic volume change in intensity from the north to the south of Boones Ferry Road, see Figure 3. Because of these variations through Old Town, scale, formality, and materials should change to respond the various conditions.

General Concept Guidelines:

- Recognize that street use and character varies from Wilsonville Road to the River
- Provide for pedestrian safety with continuous sidewalks from Wilsonville Road to the river
- Terminate the road in the park with a feature to commemorate the historic ferry crossing
- Provide bikes lanes to Fourth Street on both sides of the road
- Allow vehicles and bikes to share the road between Fourth Street and the park
- Provide lane widths and street detailing to reinforce a more casual feel closer to the river
- Capitalize on river views
- Provide curb extensions to emphasize crosswalks at intersections
- Protect mature trees
- Provide opportunities for plantings along the road
- Derive character from simple and utilitarian historic details. Employ streetscape elements that are specific to Wilsonville, Boones Ferry, and Old Town as much as possible

Recommendations

Specific recommendations are made for each of the four areas of Boones Ferry Road. The recommendations are designed to maintain the distinct qualities of each section. Recommendations are discussed in the following sections.



Wilsonville Road to Bailey Street

- Large Commercial character
- Sidewalk
- Bike lane
- Parking
- Old Town District Gateway
  - New retail development
  - Pedestrian improvements
  - Store Fronts

Bailey Street to Fourth Street

- Old Commercial / Residential character
- Sidewalk
- Bike lane
- Parking
- Old Town Neighborhood Gateway
  - Simple Signage
  - Commemorate history
  - Curb extensions and plantings

Fourth Street to Second Street

- Residential character
- Sidewalk
- Parking

Second Street to Park

- Park character
- Sidewalk
- River Gateway
  - Terminate road at Tauchman House
  - Signage
  - Continue road as walkway to river
  - Welcome entry for river travelers

Figure 3: Diagram of Proposed Concept

LARGE COMMERCIAL

Wilsonville Road to Bailey Road

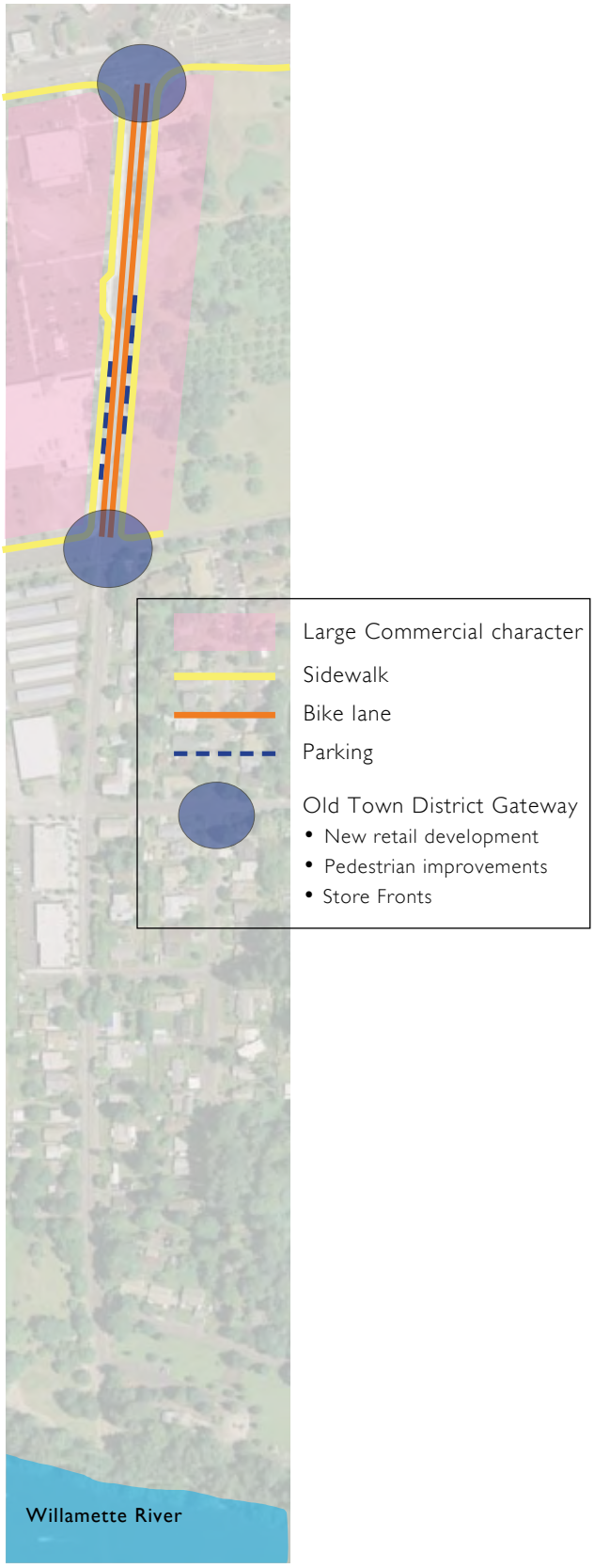


Figure 4: Concept Plan

This area is characterized by existing and planned large retail development. The west side of the road is fully developed with walks, plantings, and street furnishings.

The east side of the road is primarily undeveloped at this time. A Fred Meyer shopping center and potential commercial storefront development along Boones Ferry Road are in the planning stages.

Future development on the road's east side includes street front-commercial, the existing bank, and potentially the historic church. New street and right-of-way development should be specific to these uses.

Primary considerations include:

- Respond to planned large-scale commercial development

- Walks, lighting, and plantings should respond to the scale of the commercial development

Existing Character of Large trees near Albertsons Grocery Store

Existing Road Includes Sidewalk, Parking, and Single Bike Lane

RECOMMENDATIONS

Historic Four Corners Intersection at Wilsonville Road and Boones Ferry Road. Location for Old Town District Gateway

Stormwater Planters and Street-Side Parking Example

GENERAL RECOMMENDATIONS

- Define the Old Town district with a gateway feature. A sign, marker, or plantings could serve as this gateway
- Provide curb extensions where possible to ease pedestrian crossing across Boones Ferry Road
- Install concrete sidewalks with curbs
- Provide parking at storefront commercial areas
- Provide bike lanes on both sides of the road
- Install stormwater planters in landscaped areas
- Plant street trees. Select tree species that mature to a large size and thrive in the dry summer and the wet winter climate. Spacing should be a maximum of 40 feet on center for large canopy trees and less for smaller trees
- Install streetlights
- Provide landscaped grounds at the historic church site

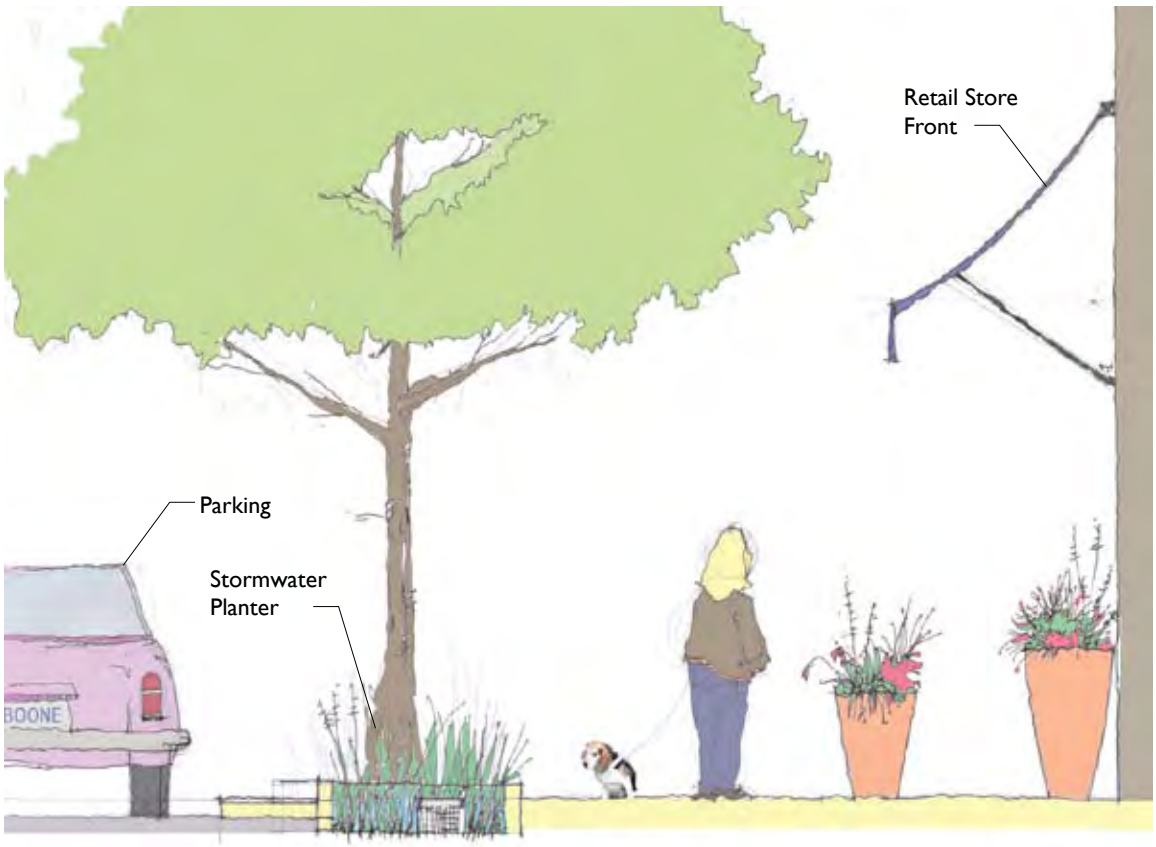


Figure 5: Parking, Stormwater Planter, and Sidewalk at Retail Store Front

Figure 6: Wilsonville Road to Bailey Street Proposed Plan

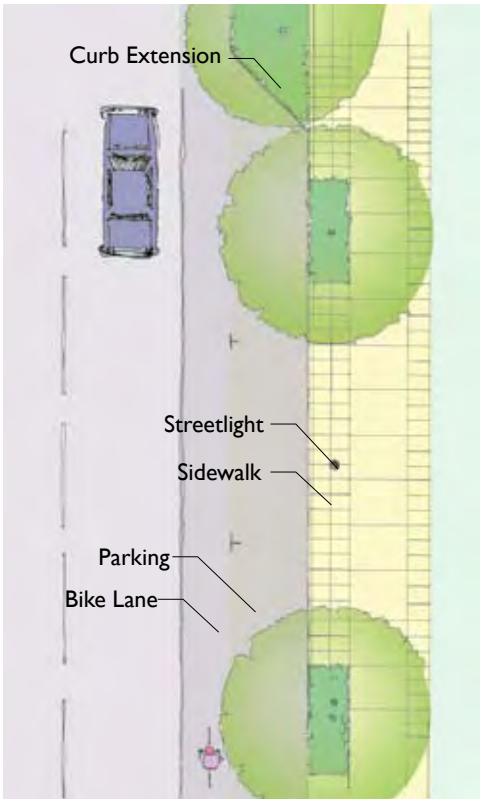


Figure 7: Enlarged Plan with Street Elements: Bike Lane, Parking, and Sidewalk

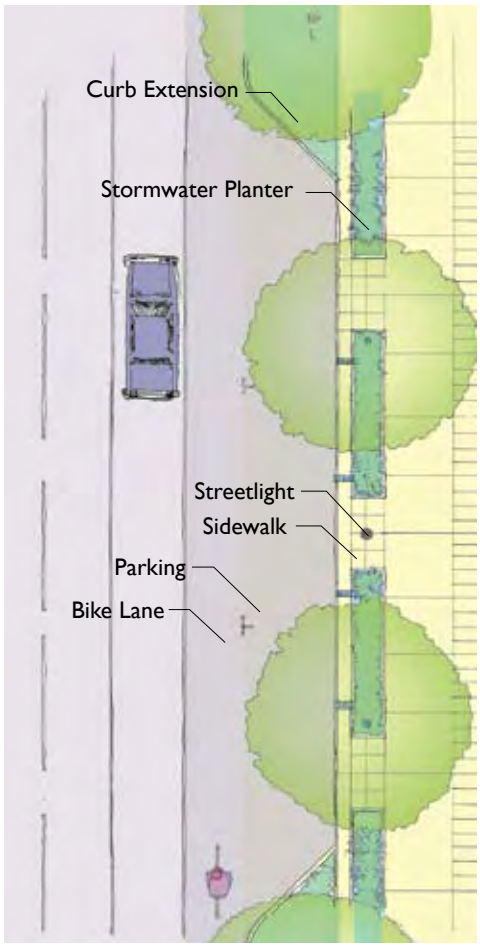


Figure 8: Enlarged Plan with Street Elements and Stormwater Planters

OLD COMMERCIAL / RESIDENTIAL

Bailey Street to Fourth Street

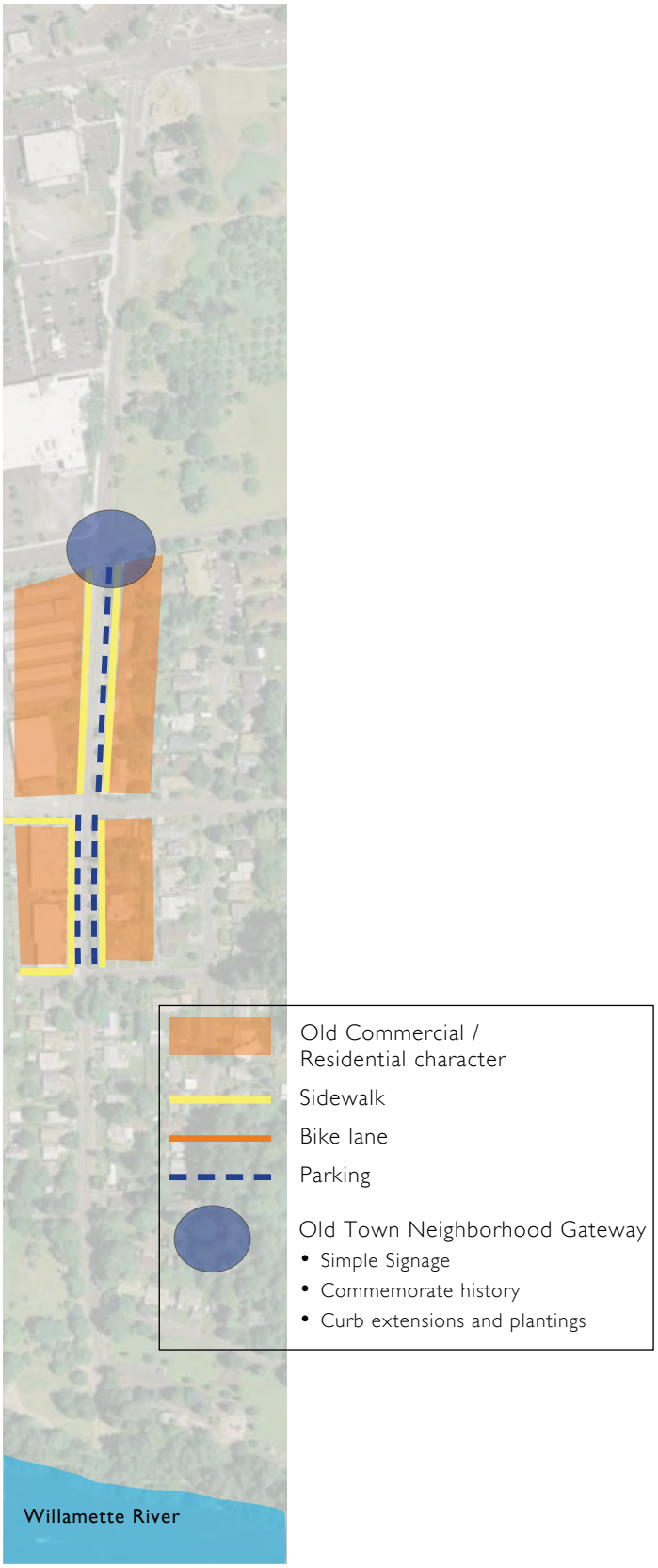


Figure 9: Concept Plan

This area of Boones Ferry Road has the greatest variety of structures and uses. It has the newest and oldest structures in the neighborhood, including an assortment of apartments, old commercial, new commercial, and mixed residential.

Right-of-way improvements also vary. In some locations there are formal curbs, walks, parking, plantings, and lighting. While in other areas, the street lacks curbs, walks, or paved parking.

Primary considerations include:

- Address the diversity of neighborhood use
- Maintain the casual character of the neighborhood and the road
- Provide pedestrian and bicycle connections through the neighborhood
- Existing driveways will need to be incorporated into the improvements
- Maintain on-street parking

Existing Commercial development at Fourth Street

Existing Commercial Retail at Fifth Street

Existing

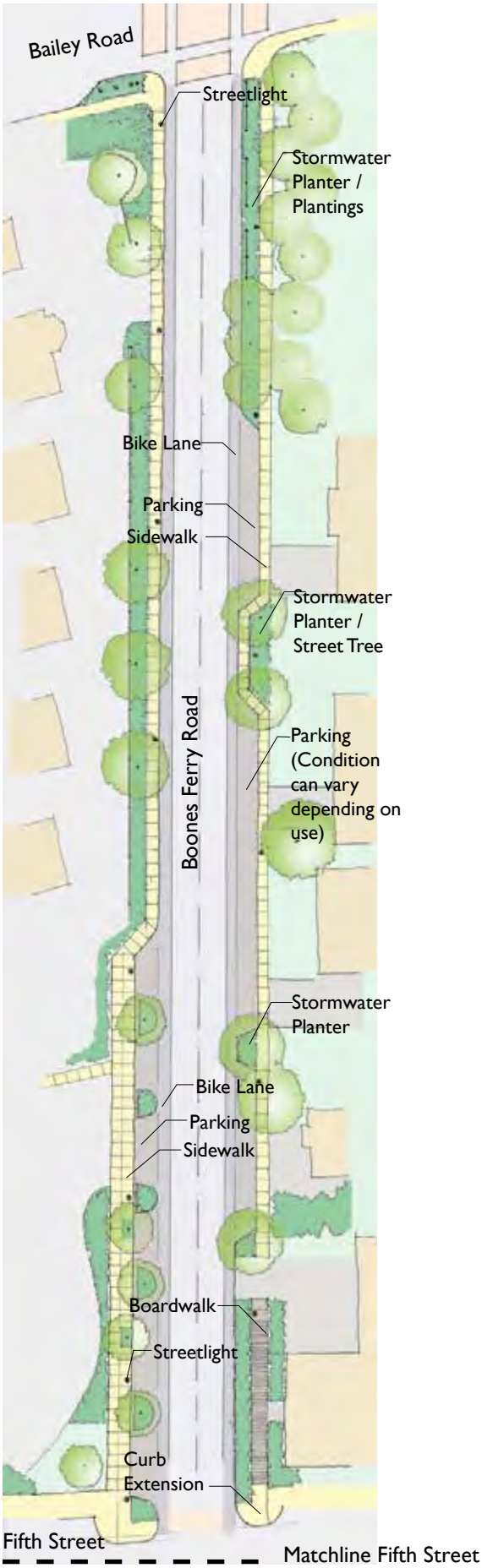
Figure 10: Proposed Gateway Old Town Sign with Bicycle Lane at Bailey Street Intersection

Existing

Figure 11: Proposed Stormwater Planter and Boardwalk at Historic

RECOMMENDATIONS

- Define Old Town with a gateway feature that identifies the entry to the neighborhood. A simple sign, plantings, or sculpture could serve as this gateway
- Provide curb extensions at Second, Third and Fourth Streets to scale down the road, make pedestrian travel easier and provide areas for planting and stormwater treatment
- Install curbs and sidewalks at all new developments
- Provide bike lanes on both sides of the road
- Provide stormwater planters along the road to assist with drainage and provide aesthetic appeal Provide on-street parking in front of all buildings
- Maintain all driveway access into private property
- Install historic lighting on both sides of the street
- Plant additional street trees as properties re-develop
- Make plantings contribute and be distinctive
- Maintain on street parking throughout the district
- Treat historic buildings as special conditions. Provisions should be made for improvements appropriate to their use and character. Boardwalks, casual stormwater planters, and furnishings should be designed to respect the historic buildings. Street trees should not interfere with the architecture



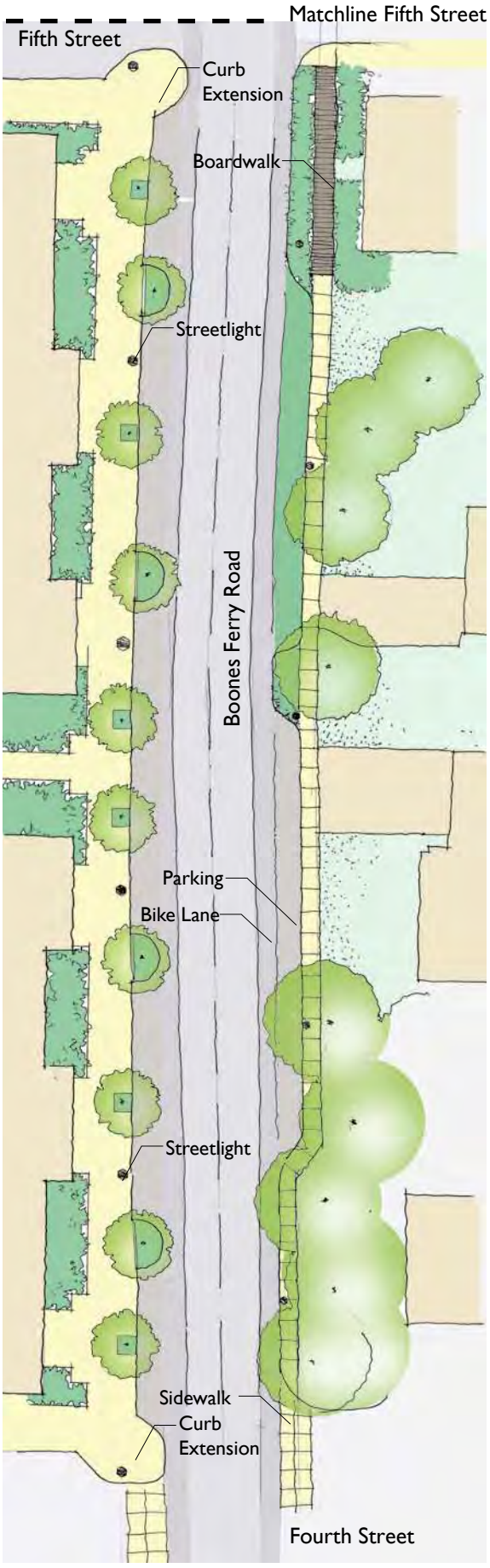


Figure 12: Bailey Road to Fourth Street Proposed Plan

RESIDENTIAL

Fourth Street to Second Street

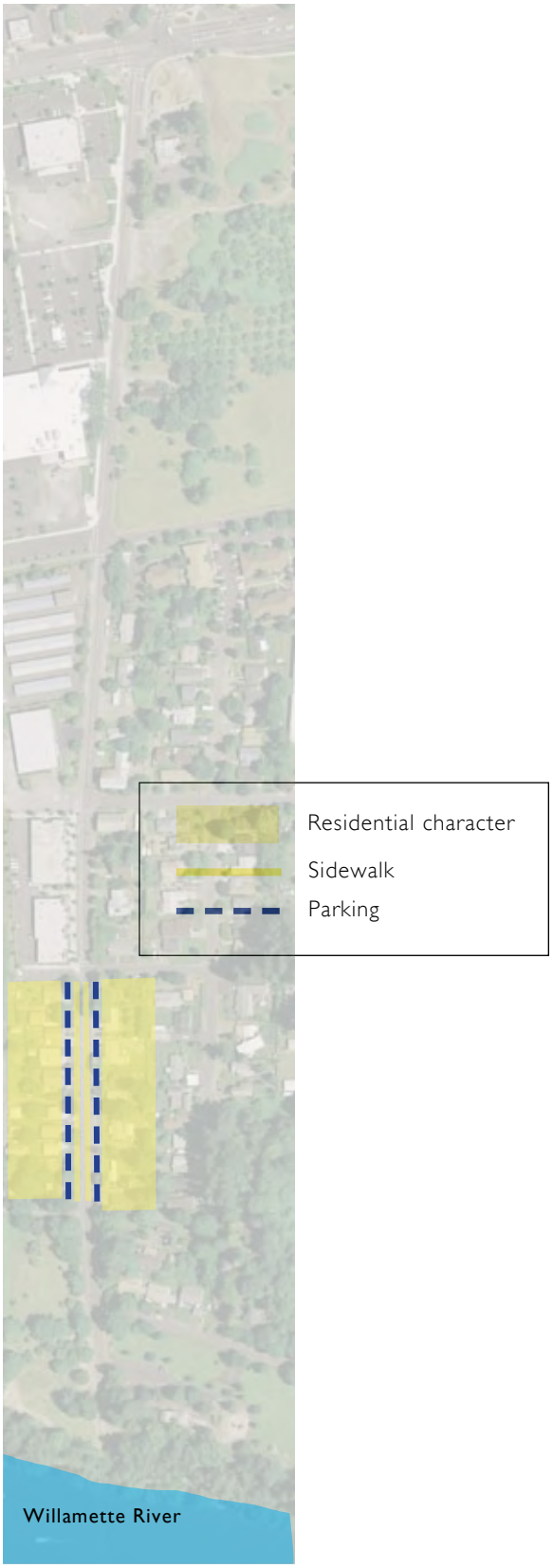


Figure 13: Concept Plan

Fourth Street to Second Street

This area is characterized by older residential development. Existing streets are built to casual rural standards without curbs, sidewalks and formal parking areas. In this area, large trees overhang homes and the street, provide shade, and help to reinforce the historic character. Picket fences, front yard gardens, and street side mailboxes all contribute to the casual feel of the neighborhood.

In some areas, private plantings and development encroach onto the right of way. Traffic primarily serves the park, the homes, and the sewage treatment plant.

Primary considerations include:

- Address the diversity of the neighborhood
- Maintain the casual character of the neighborhood and the road
- Provide safer pedestrian connections through the neighborhood

Existing Single Bike Lane and Large Trees

Existing Residential Character Includes Curbless Road and Picket Fence

Residence in 1900s Wilsonville Includes Picket Fence

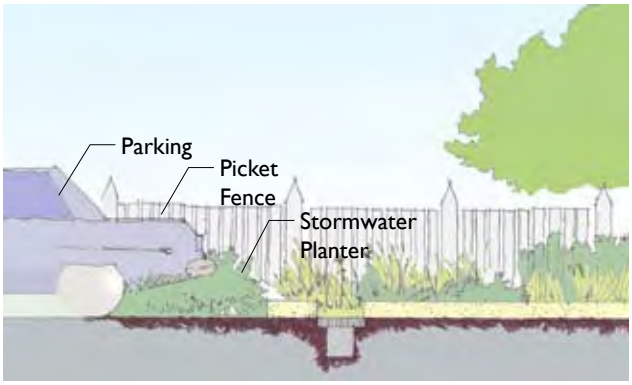


Figure 14: Parking, Stormwater Planter, and Residential Picket Fence

RECOMMENDATIONS

- Maintain the casual curbless street
- Provide an on-grade concrete sidewalk for pedestrians located between the road and parking areas
- Terminate bicycle lanes at Fourth Street. Bikes and vehicles share the road from Fourth Street to the river
- Continue stormwater swales in the street right-of-way between parking areas and the proposed sidewalk
- Define parking spaces with pervious pavement or gravel
- Encourage elements that contribute to the casual residential character of the street. These could include a variety of picket fences to define private property, gardens to enhance the residential scale of the area, and planting of large shade trees that will provide a canopy over the street
- Protect all large old trees by minimizing root zone impacts on any construction

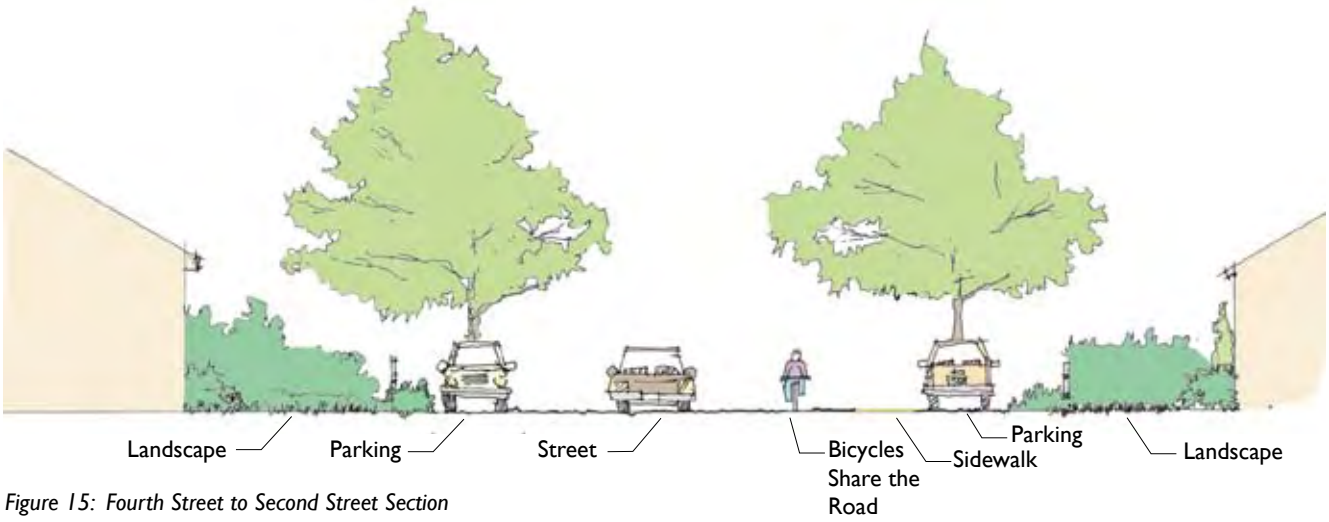


Figure 15: Fourth Street to Second Street Section

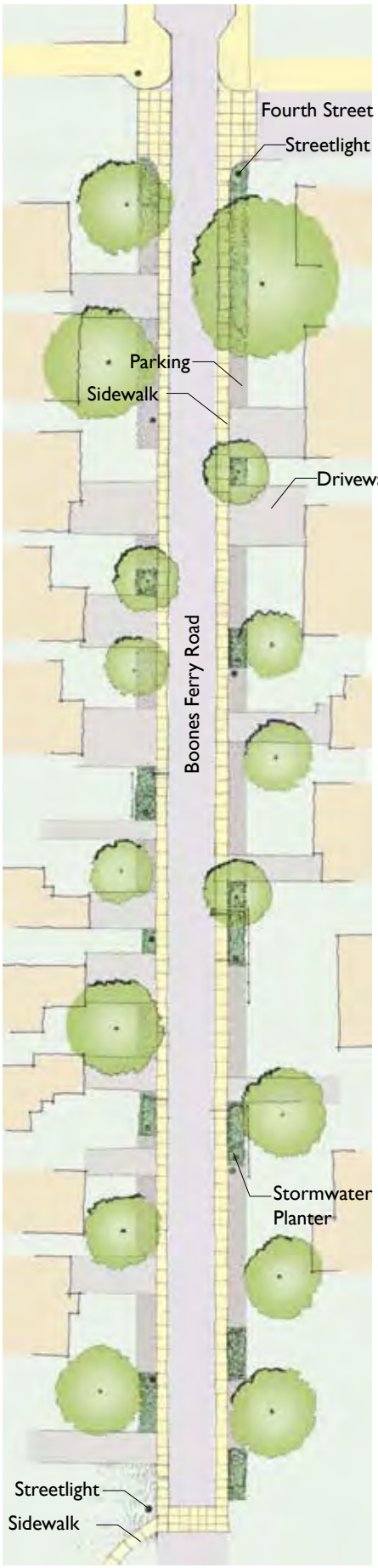


Figure 16: Fourth Street to River Proposed Plan

Figure 17: Enlarged Plan with On-Grade Sidewalks, No Bike Lanes and Casual Parking

Figure 18: On-Grade Sidewalk and Stormwater Planter

Figure 19: Proposed Curb Extension at Fourth Street

Existing

PARK

Second Street to Park

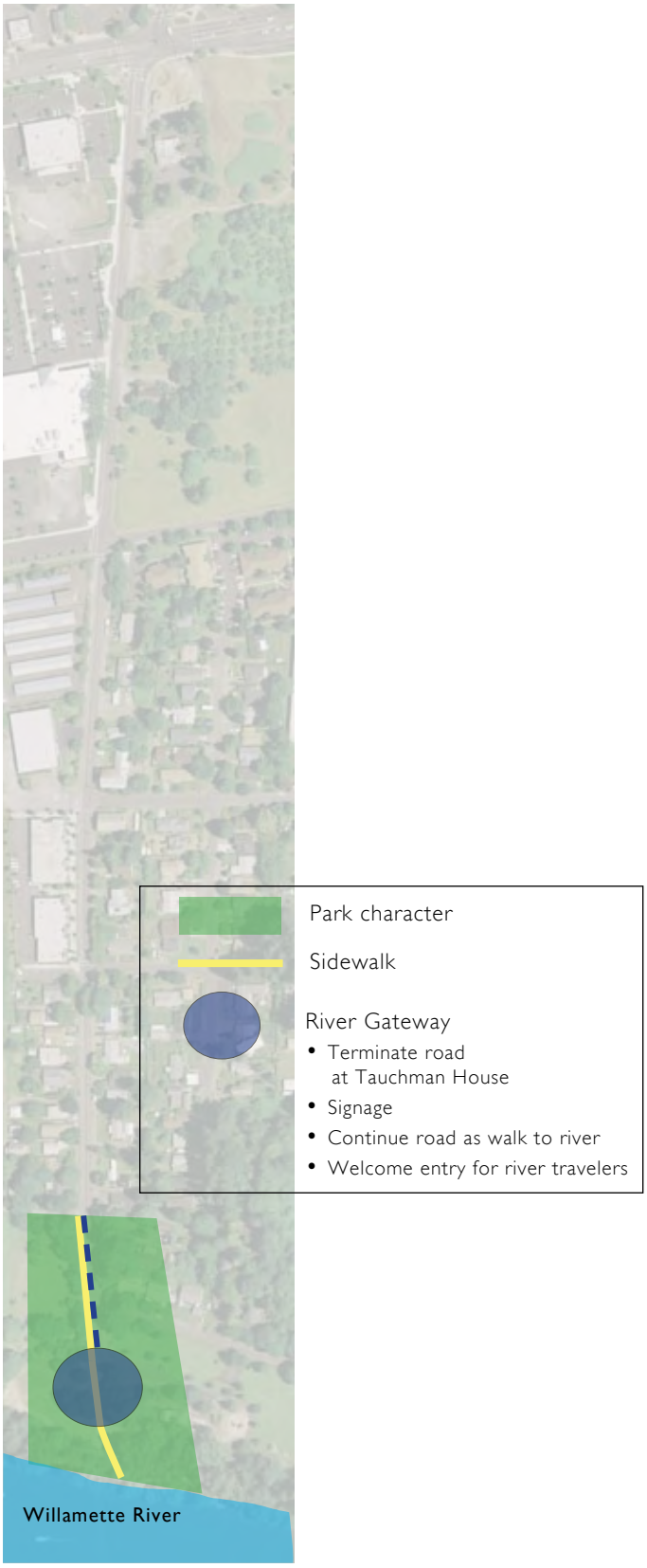


Figure 20: Concept Plan

This section of Boones Ferry Road includes the southern terminus of the street at the park, the historic Tauchman House, and the walkway to the river. Glimpses of the river and railroad bridge can be seen from the road.

Existing right-of-way improvements include the road and casual parking along the road. Because Boones Ferry Road is a dead end, little traffic exists at this end of the street.

Primary considerations include:

- Maintain the casual character of the park and road
- Respect and capitalize on the valuable historic location

Existing Character of Trail to Willamette River at Boones Ferry Park

Existing Road Includes Curbless Street, Bike Lane and Remnant Orchard

Historic Tauchman Farm and House in 1909

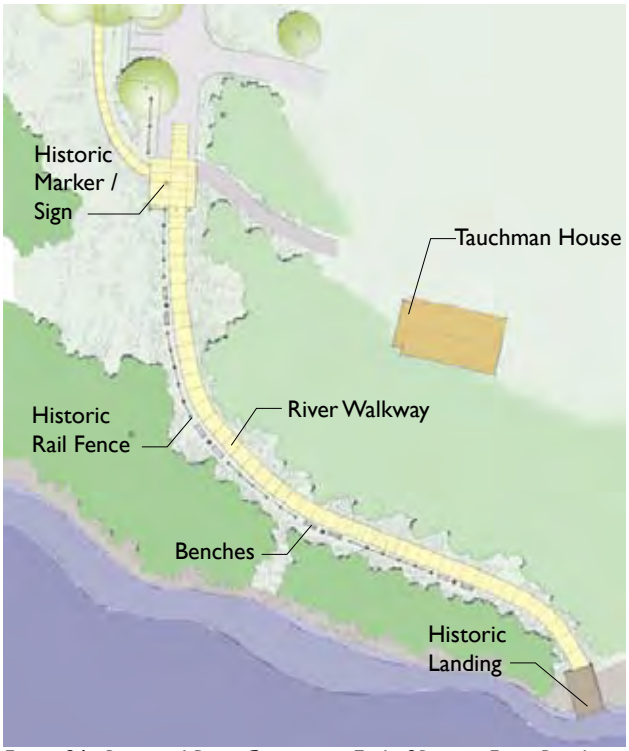


Figure 21: Proposed River Gateway at End of Boones Ferry Road

RECOMMENDATIONS

- Provide sidewalks from the neighborhood to the Tauchman House. Continue a river walkway to the historic river crossing. (Grades are too steep to be considered accessible by the Americans with Disabilities Act; however, an improved walk would still provide safe pedestrian access to the riverbank.)
- Maintain curbless road
- Provide a lighted walk to the Tauchman House. Streetlights should have features to minimize bright lights
- Plant trees in the park, in parking areas and along the sidewalks. Trees shown in concept plans are spaced to mimic the historic orchards
- Explore opportunities for stormwater treatment in the park
- Re-grade the existing ditch on the east side of the road to minimize erosion, improve views into the park, and simplify mowing
- Re-create the historic fencing / guardrail along the road to the ferry crossing
- Commemorate the ferry crossing with a small plaza, signs, and fencing

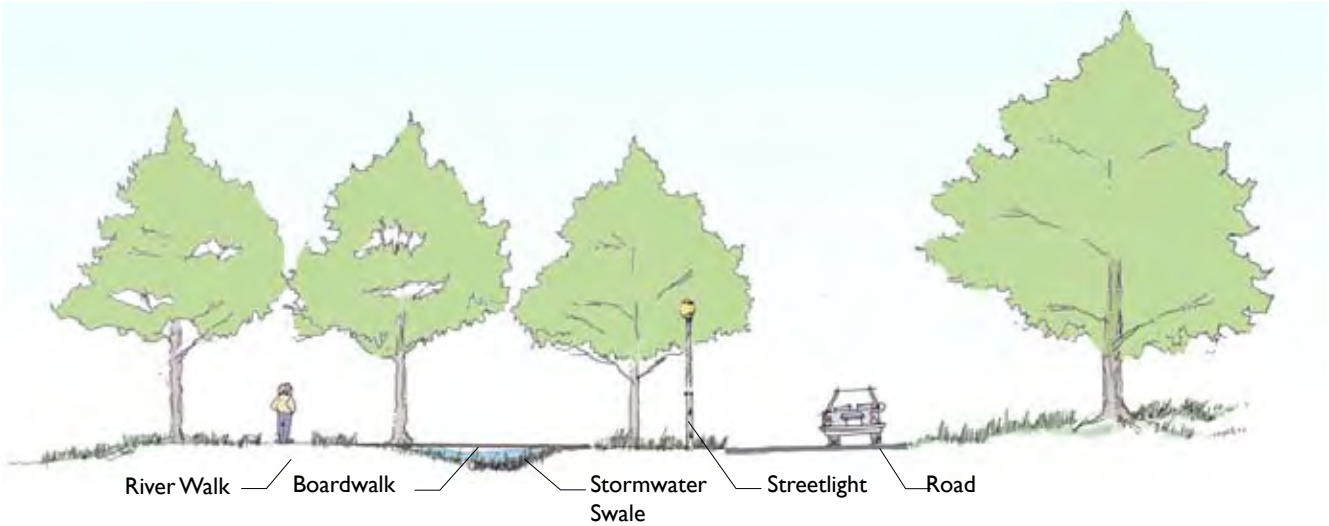


Figure 22: Park to Willamette River Section

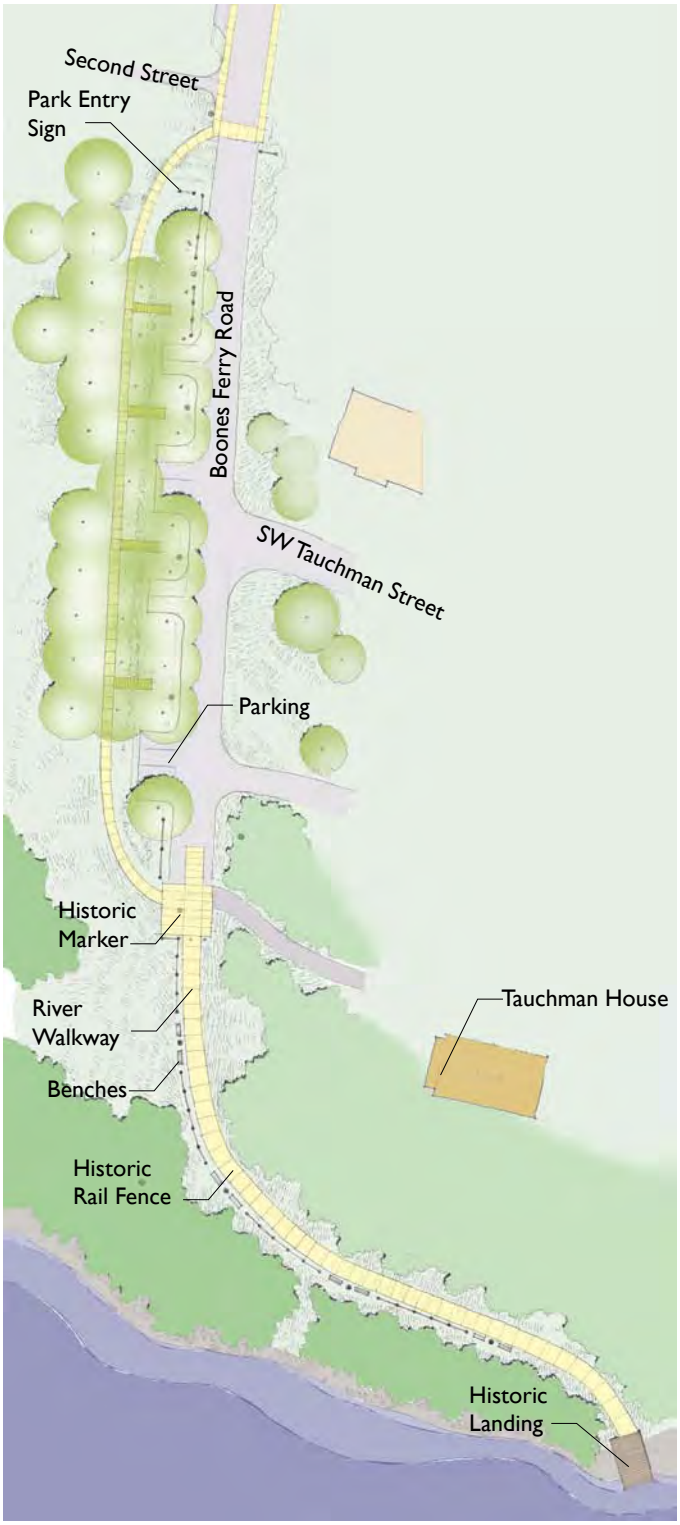


Figure 23: Second Street to Park Proposed Plan

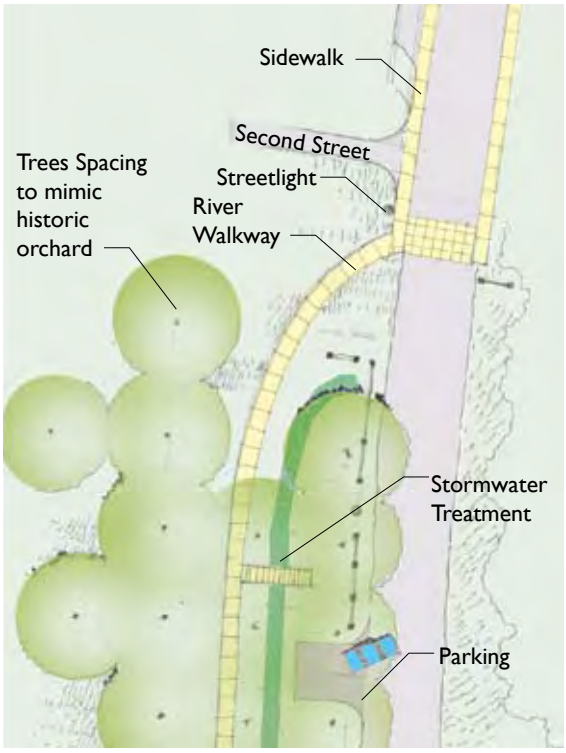


Figure 24: Plan Enlargement at Second Street and Boones Ferry Road

Boones Ferry and Historic Fence Railing, 1950

Figure 25: Historic Rail Fence Example along River Walkway

Wilsonville Road to Bailey Street

Feature	Existing	Proposed	Materials /Comments
Road Lanes	12 feet	Lanes / Widths will be developed as part of the development plan	
Sidewalks	0-8 Feet	6-Foot Walk 4-Foot Furnishing Zone	Widths shown are minimums. Additional width at storefronts for tables, benches, commercial displays, and plantings may be possible
Stripes	Formal Striping Plan	Formal Striping Plan as part of road development	
Bike Lanes	5-Foot Lane on the west side of the street	5-Foot Lanes on Both Sides of the Street	
Parking	No Formal	On-Street Parking at storefront development	On-street parking could utilize pervious pavement to minimize stormwater impacts and as a demonstration for the city
Curbs	None	Concrete Curbs	Curbs may have breaks to allow stormwater to flow into stormwater planters
Lights	Existing Lights on west side of the street	Match West Side of Street	
Street Trees	Ornamental Oak	Plant Large Decidious Trees that compliment the trees on the west side of the road	Plant trees that will thrive in dry summer conditions. Provide adequate tree well for trees, minimum 4-6 feet
Benches / Furnishings			Pots / Benches
Green Streets / Drainage	None	Possible to Continue Green Stormwater Planters along the street	Continuation of stormwater planters can help to provide a continued theme and connection to the river

Bailey Street to Fourth Street

Feature	Existing	Proposed	Materials /Comments
Road Lanes	12 feet	12 Feet	
Sidewalks	0-8 Feet	8 Feet	Walks can be larger at commercial areas and smaller in front of residential areas, minimum 6-feet at residential, commercial areas can be as wide as 12-feet, depending on use
Stripes	Stripe Travel Lanes	Stripe Travel Lanes	
Bike Lanes	One 5-Foot Lane	5-Foot Lanes on both sides of the street	
Parking	On-Street Parking	On-Street Parking	Formalize on-street parking when residential uses convert to retail
Curbs	Varies	Curbs	
Lights	Varies	Historic Light Fixtures	
Street Trees	Mix of Trees	Medium Scale Decidious Trees	Maintain and promote larger trees on residential properties and in larger tree well opportunities in right-of-way
Benches / Furnishings		Provide Benches	Simple utilitarian benches
Green Streets / Drainage			Possible retrofit of existing planters

Fourth Street to Second Street

Feature	Existing	Proposed	Material / Comments
Road Lanes	10-11 feet	11 Feet	Need to confirm specific lane widths when the area is surveyed. Widths may need to be altered to preserve trees
Sidewalks	None	4 Feet at Edge of Road	On-grade scored concrete
Stripes	None	None	
Bike Lanes	One 6 Foot Lane	Bikes to Use Vehicle Lanes	Provide signs to indicate lanes have ended
Parking	Parallel Parking On-Street	Parallel Parking On Street	Pervious paving or gravel. Pervious Paving may work better to keep rock off sidewalk
Curbs	None	None	Curbs may be incorporated into stormwater planters, if implemented for auto and pedestrian safety
Lights	Cobra Lights	Historic Fixture with Cut Off Feature	Employ existing historic fixture
Street Trees	Variety of Species. Many in residential landscapes and notin right-of-way	Promote Large Native Trees	Maintain all mature trees
Benches / Furnishings	None	None	Encourage fencing and other detailing adjacent to the right-of-way to compliment historic character
Green Streets / Drainage	None	Provide Opportunities for Stormwater Treatment in Parking Zone	

Second Street to Park

Feature	Existing	Proposed	Material / Comments
Road Lanes	10 feet	10 Feet	Asphalt
River Walkway	10 feet	10 Feet	Concrete
Sidewalks	None	6 Feet	Concrete
Stripes	None	None	
Bike Lanes	None, In Road	None, Bikes Share Road	Bicycles Share Road with Cars
Parking	Parallel Parking	Option 1: Parallel Option 2: Perpendicular	Parallel Parking
Curbs	None	None	
Lights	None	Provide Lights with cut off feature	Match existing features
Street Trees	Mix of Volunteer Trees and Mature Native Trees	Native Trees and Historic Trees to mimic historic orchard	
Benches / Furnishings	None	Benches along walkway at river overlook. Fencing / Rail Fence	Wood benches. Research historic railing and restore along walkway
Green Streets / Drainage	Ditches and Street Drainage	Formalize the Drainage to minimize erosion and treat stormwater	Provide stormwater planters to accommodate runoff

APPENDICES

APPENDIX I: Power Point Presentation in attached CD format

APPENDIX II: Survey/Public Comments

Appendix C:

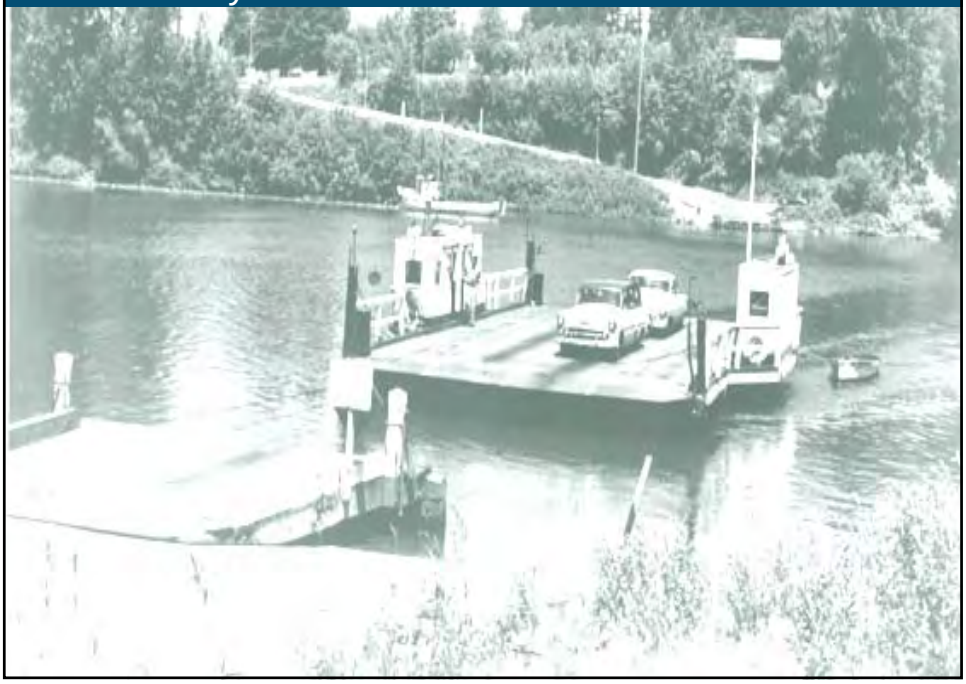
Boones Ferry Road Streetscape Project

By

Nevue Ngan Associates

Appendix I. Power Point Presentation

Boones Ferry Road



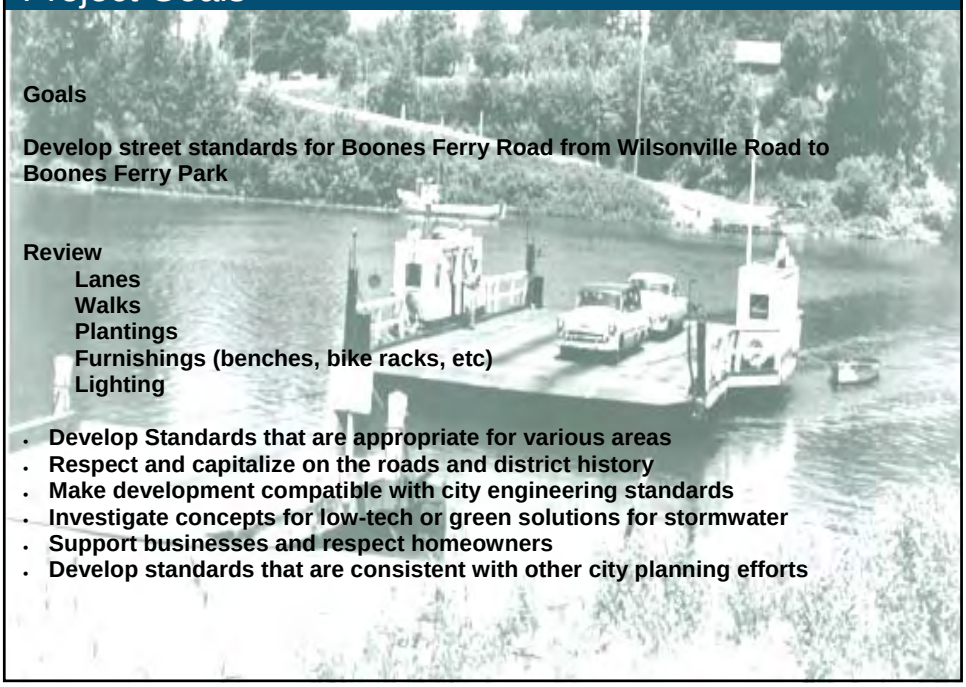
Agenda

Boone's Ferry Road Streetscape Plan
Public Meeting #2

6:00 - 6:15	**Review Drawings**
6:15	**Introduction - Sandi Young**
6:20 - 6:30	**Presentation - Bo Nevue**
6:30 - 7:30	**Group Discussions**
7:30 - 8:00	**Group Presentations**
8:00	**Old Town Plan Presentation**

Goals of the Meeting
Review input from Meeting 1
Review preliminary concepts
Comment and give direction on preliminary ideas

Project Goals



Goals

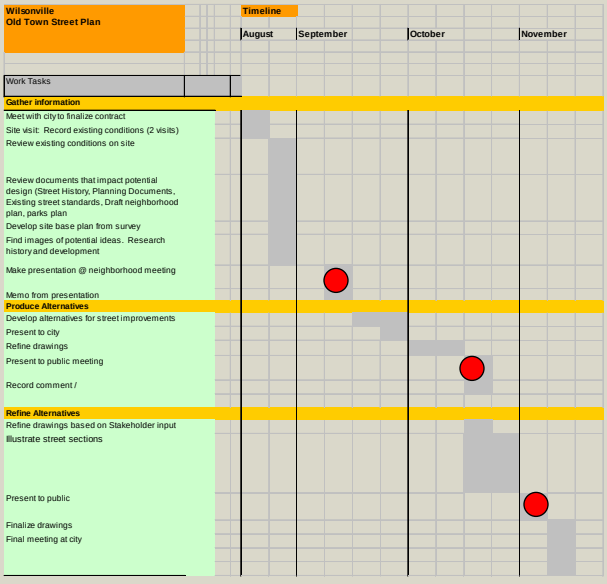
Develop street standards for Boones Ferry Road from Wilsonville Road to Boones Ferry Park

Review

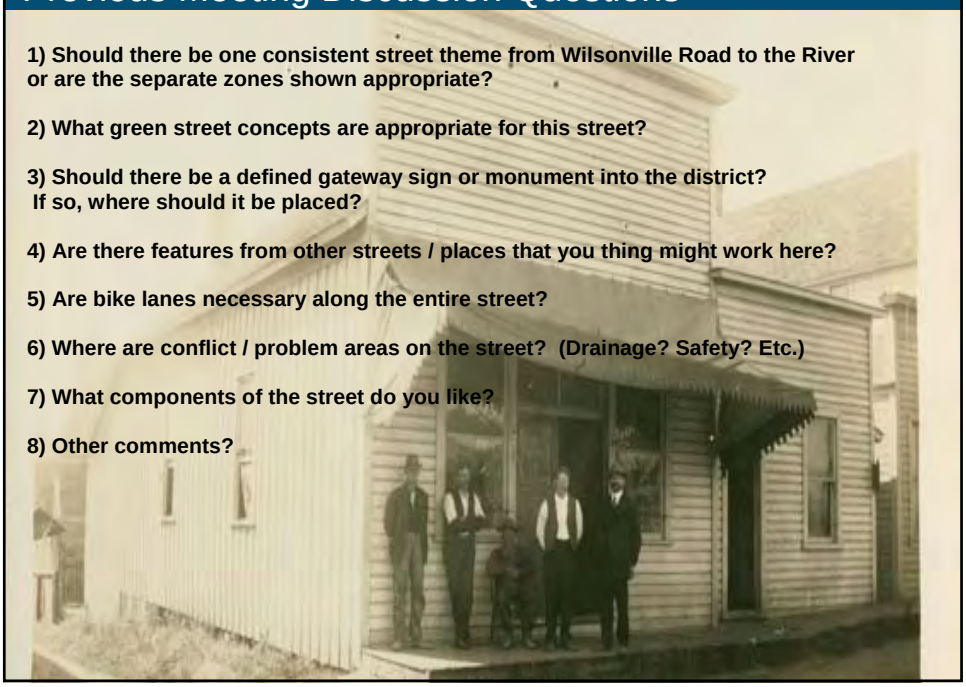
- **Lanes**
- **Walks**
- **Plantings**
- **Furnishings (benches, bike racks, etc)**
- **Lighting**

- **Develop Standards that are appropriate for various areas**
- **Respect and capitalize on the roads and district history**
- **Make development compatible with city engineering standards**
- **Investigate concepts for low-tech or green solutions for stormwater**
- **Support businesses and respect homeowners**
- **Develop standards that are consistent with other city planning efforts**

Timeline



Previous Meeting Discussion Questions



1) Should there be one consistent street theme from Wilsonville Road to the River or are the separate zones shown appropriate?

2) What green street concepts are appropriate for this street?

3) Should there be a defined gateway sign or monument into the district? If so, where should it be placed?

4) Are there features from other streets / places that you thing might work here?

5) Are bike lanes necessary along the entire street?

6) Where are conflict / problem areas on the street? (Drainage? Safety? Etc.)

7) What components of the street do you like?

8) Other comments?

Previous Meeting Comments – Group 1

Question #1
- **Lighting: Reduce the scale towards the river**
- **Sidewalks: Reduce the scale towards the river**
- **Drainage: Open to green ideas**
- **Bike Paths: On street south of 4th Street**
- **Bump Outs(curb extensions) only North of 4th Stret**
- **Parking: Needed on the street all the way to the river**
- **Landscape: More casual / naturalistic south of 4th Street**

Question #2
- **Yes. Some concepts more naturalistic south of 4th Street, less urban, more wild.**
- **Green drainage strip south of 4th Street in front of houses**
- **More urban North of 4th Street to achieve traffic calming functions**
- **Swales possible in front of houses south of 4th Street**

Question #3
- **If so where should it be placed**
- **Yes**
- **Various opinions. Probably between Bailey and 5th Streets**

Question #4
- **West Linn @ 10th Street**
- **Old town Lake Oswego**

Question #5
- **Bike lanes both sides to 4thStreet**
- **Shared travel lanes from 4th Street to the river**

Question #6
- **At 5th Street traffic and speed**
- **At 4th Street U-turns, speed,**

Question #7

No Answer

Previous Meeting Comments – Group 2

Question #1

No. There should not be a consistent theme.

Question #2

- **On street for some parts of Boones Ferry**
- **Off street for other parts of the Street**
- **Green street at North East side of Boones Ferry at 4th Street**
- **No sidewalk E side of Boones Ferry between 4th and 5th Street**

Question #3

- **Signage for old town at Bailey Street**
- Old town flavor … logo from historical society

Question #4

- **Willamette area of West Inn**
- **First Addition are of Lake Oswego**

Question #5

Yes

Question #6

- **Drainage of Boones Ferry on the East side between 4th and 5th Street**
- **Conflicts between 4th and 5th Street with poor business traffic flow**
- **Elevations of curbs and sidewalks need to be determined for future homes to be constructed between bailey and 5th Street**

Question $7

- **Trees**
- **Dead End**

Question #8

- **Can the church be moved?**
- **Don't' mess with historic buildings**
- **If sidewalk is necessary make them similar to those in front of St. Cyris Church**
- **Preference to no sidewalks or curbing in residential areas**
- **Closer to the river there could be the same basic plane but different surfaces that delineate where bikes/ pedestrians and cars travel.**
- **Soft vintage lighting**
- **More rural feel towards the river**
- **Curb extensions at 5th and 4th for green street elements**

Previous Meeting Comments – Group 3

Question #1

- **There should be some unifying theme along the street, but realize that there are definite zones along the street corridor. Potentially lighting, green street elements, artwork, or historical signage can be the consistent theme.**

Question #2

- **Alternating stormwater curb extensions could provide a sinuous travel pattern along the street.**
- **Roundabouts were mentioned.**
- **The general addition and preservation of street trees**

Question #3

- **Liked the "Welcome to Wilsonville" type of gateway sign**
- **Could be a primary gateway at Wilsonville Road intersection and a secondary gateway at Bailey Road**
- **Perhaps gateway signage could be incorporated in roundabouts**

Question #4

No response

Question #5

- **Yes, would like to see the existing bike path remain along the entire street**

Would be open to having a shared bike path/pedestrian path condition

Question #6

- **Parking in between 4th and 5th Streets is already congested**
- **People constantly speed down the street (especially the SMART Bus)**
- **Cars/Trucks make U-turns along Boones Ferry especially at 4th Avenue**
- **Considerable ponding of water occurs along the east shoulder of the road between 4th Street and Tauchman Road.**

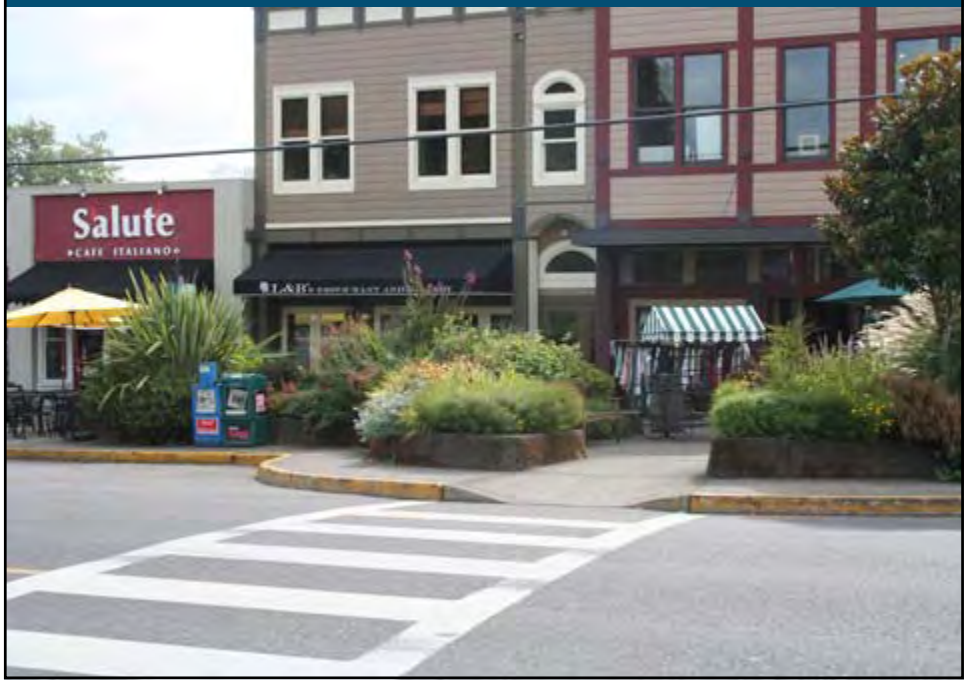
Question #7

- **Like the historical looking lighting near Albertsons**
- **Like the park space at the end of Boones Ferry**
- **Like the existing bike path (mostly used for joggers and pedestrians)**

Question #8

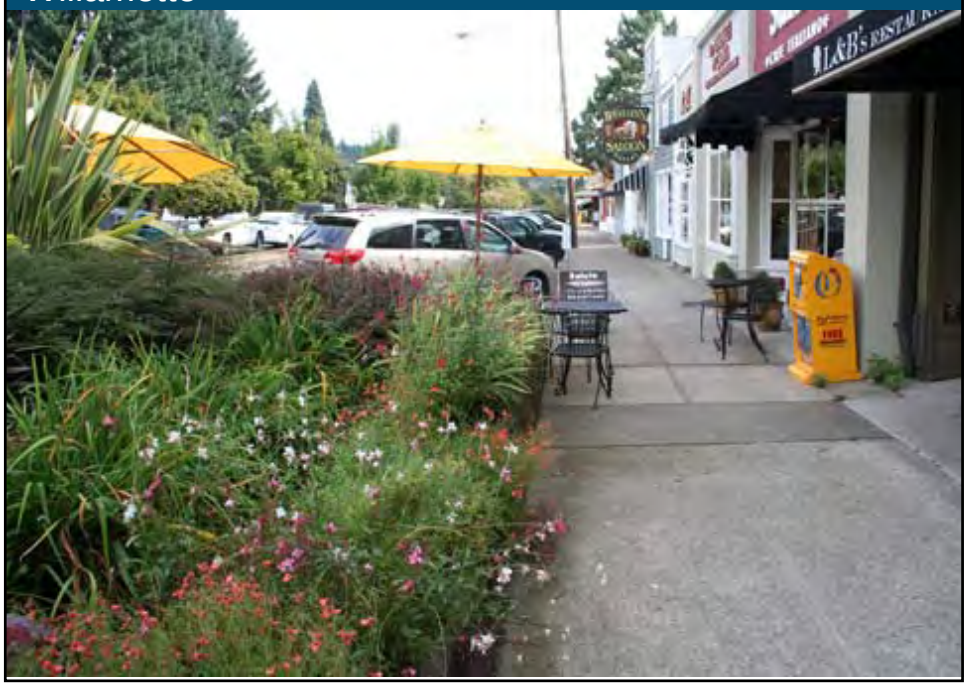
- **General concern about new development occurring and having building massing over 2-stories**
- **Liked the idea of having artwork along the street, potentially mixed in with green street elements**
- **Generally like the idea of a bike bridge connection across the Willamette River**
- **Would like to see the riverfront at the terminus of Boones Ferry Road enhanced.**
- **-If more lighting is introduced, we are concerned about light pollution.**

Willamette



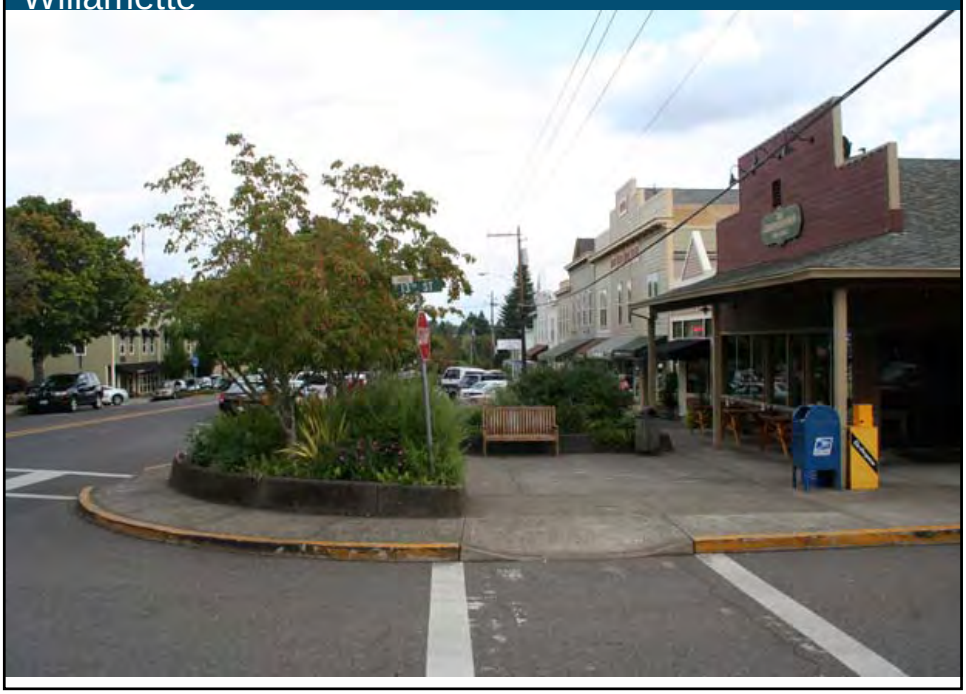
Willamette

Willamette

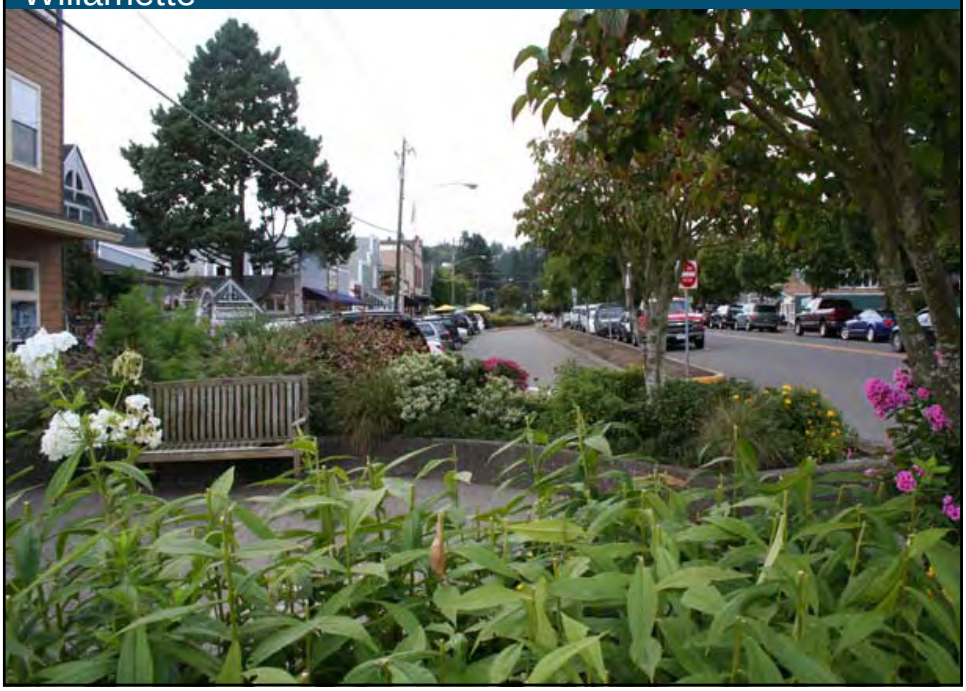


Willamette

Willamette

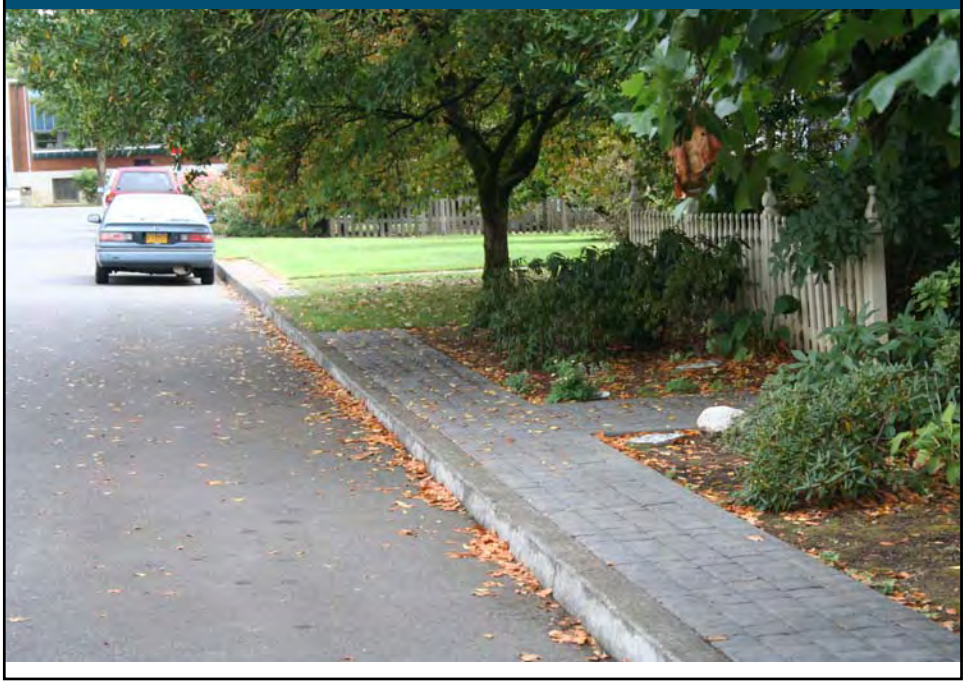


Willamette



Willamette

Willamette



Willamette

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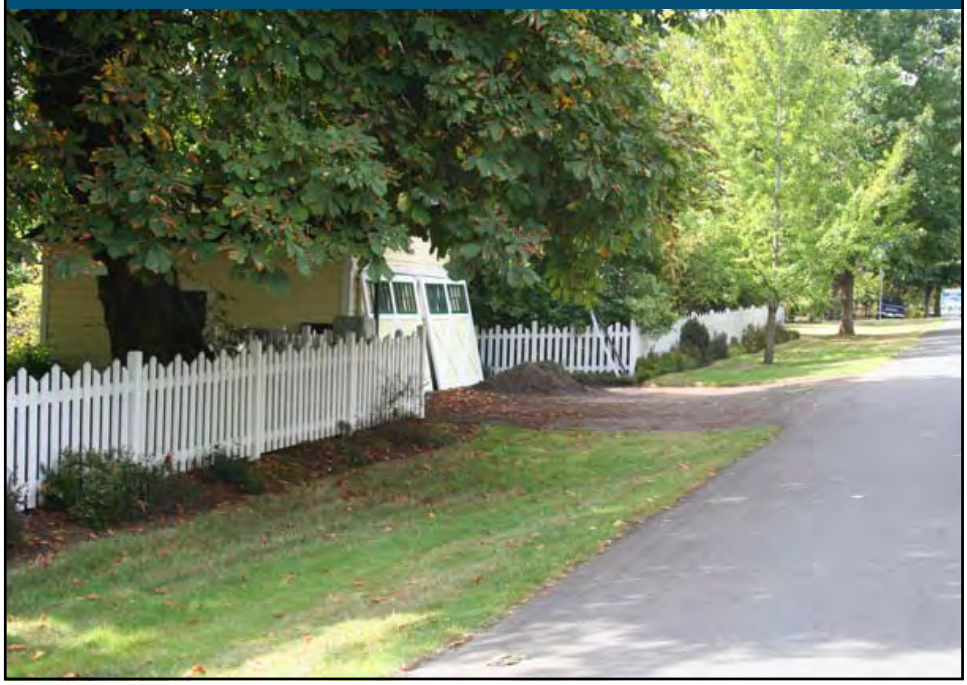
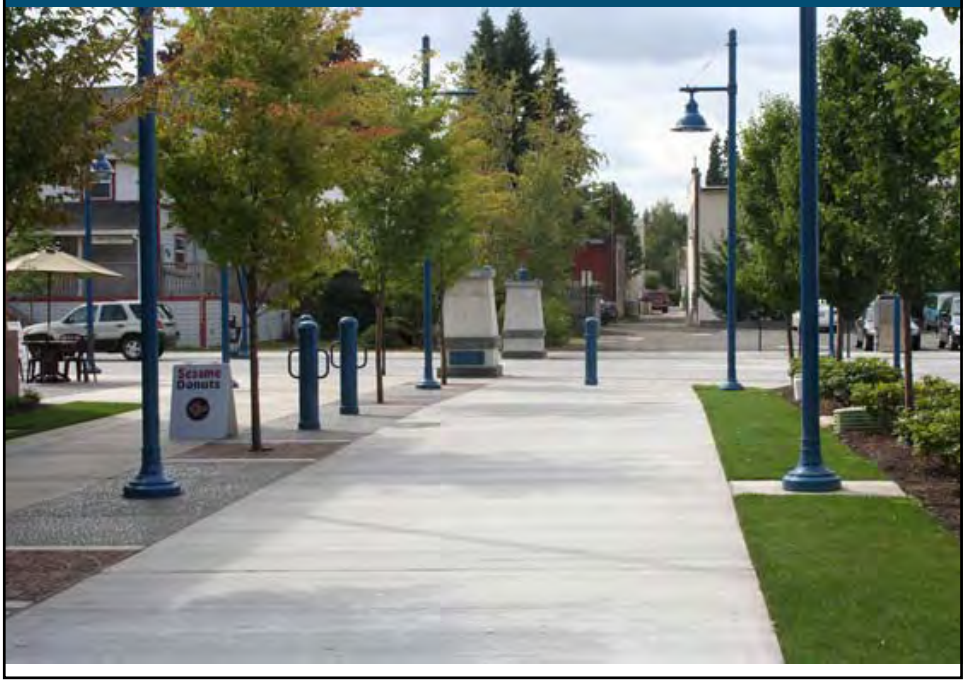
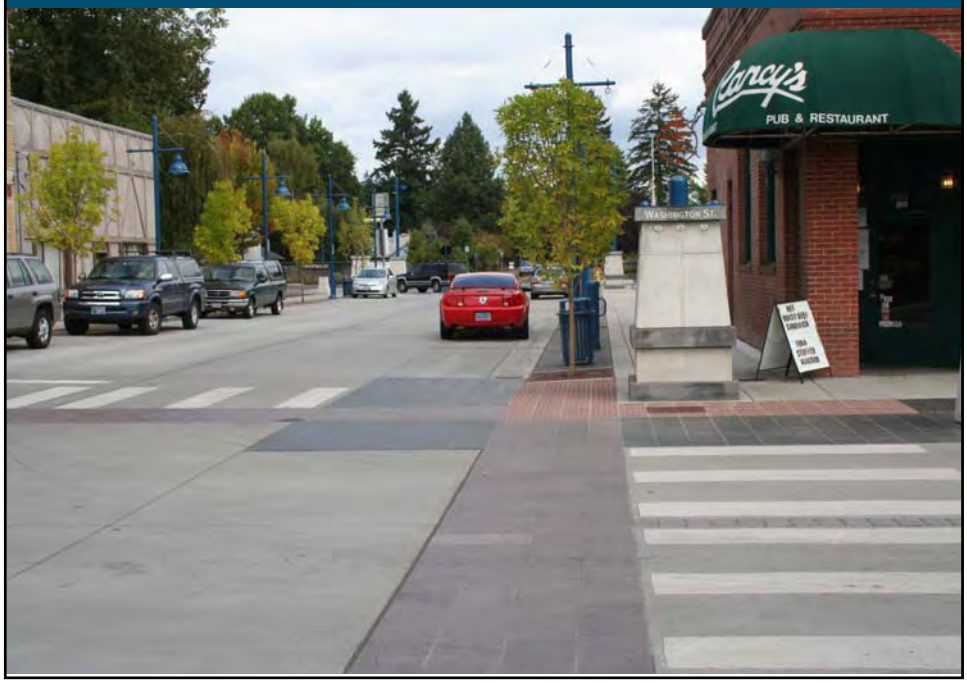


Sherwood



Sherwood

Sherwood



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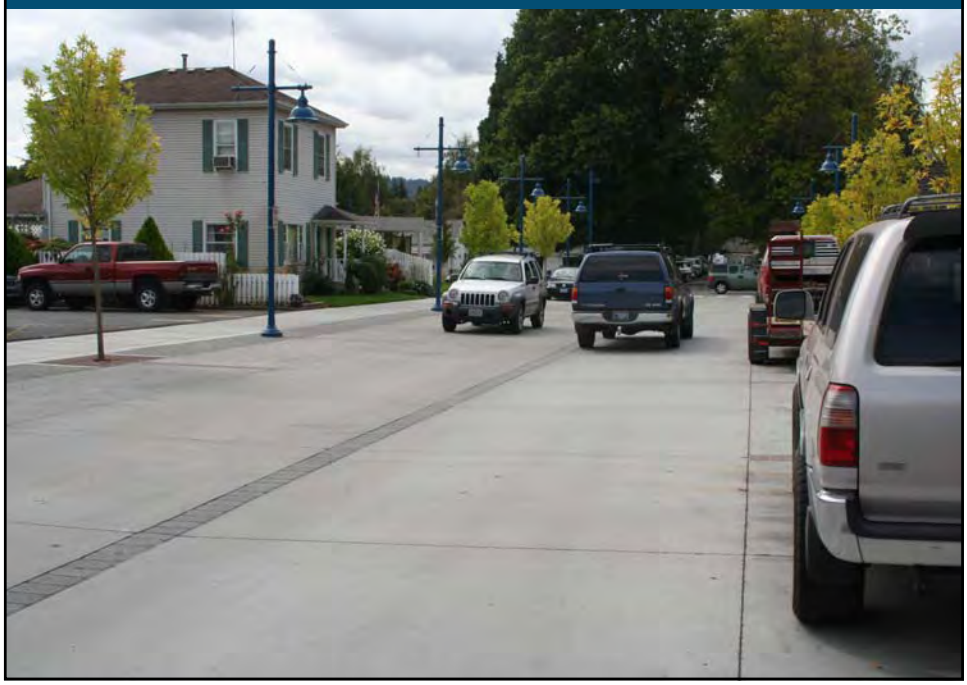

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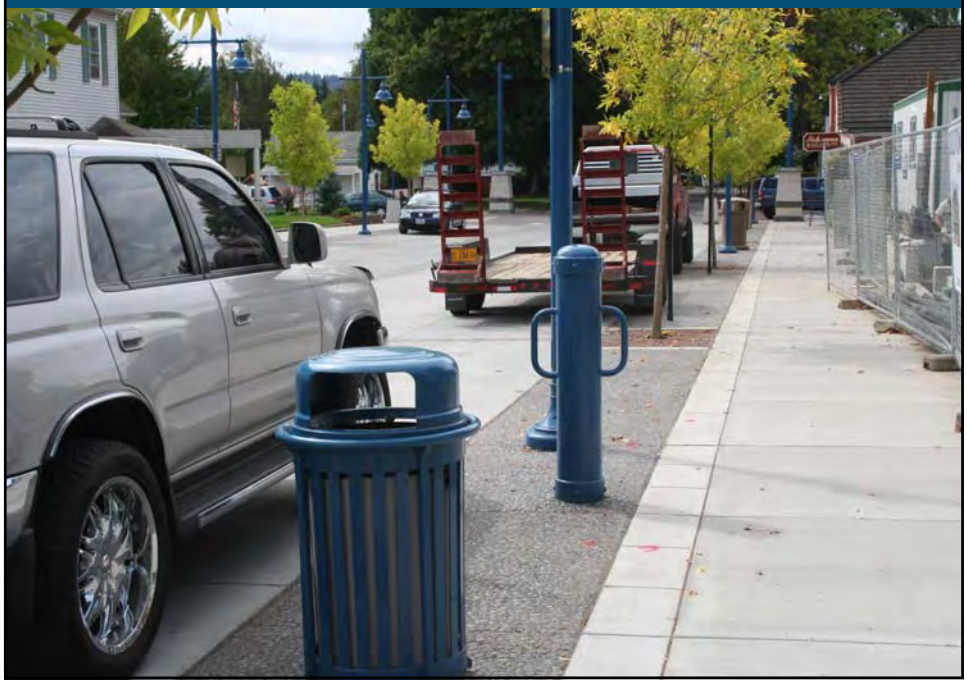

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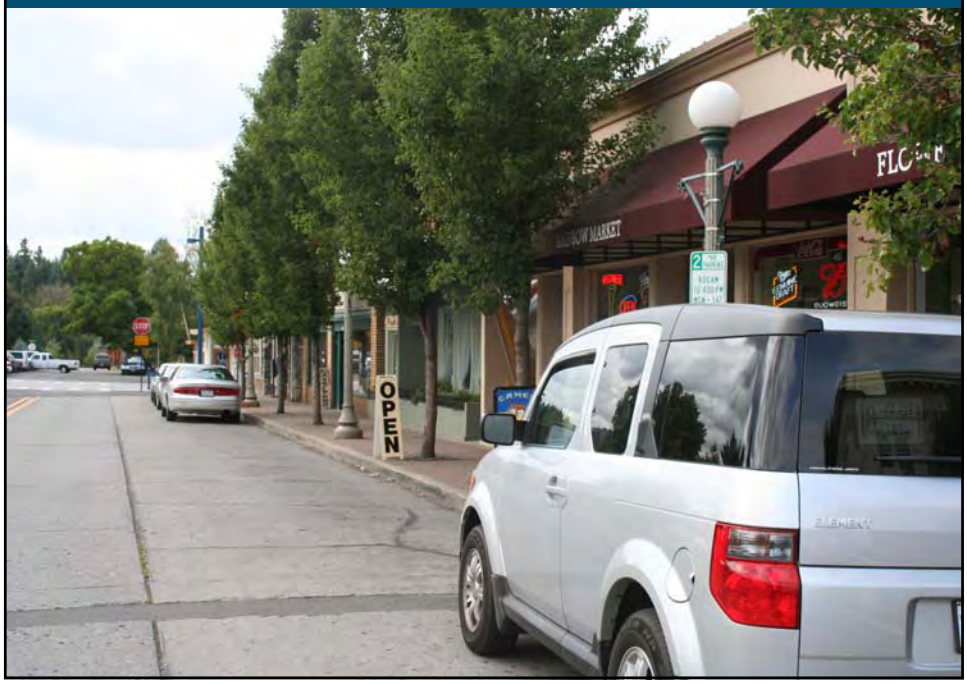


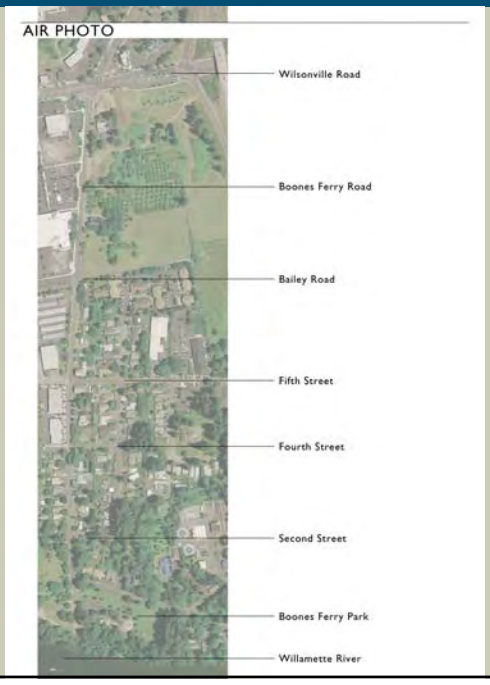
Sherwood

Sherwood

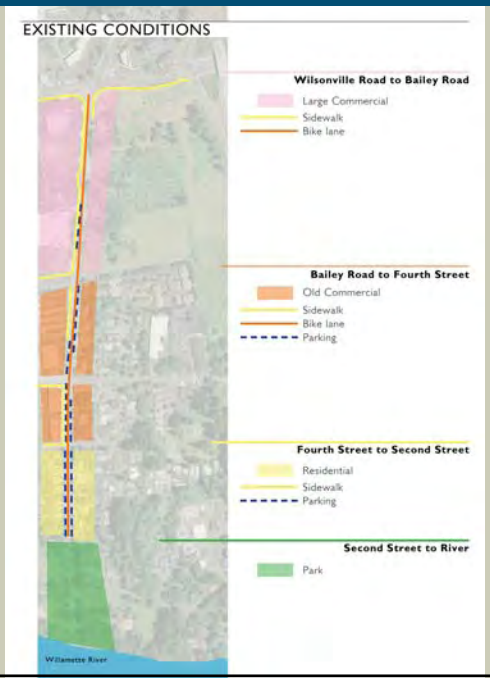
Existing Boones Ferry Road


Lance's
Superior
Auto Service

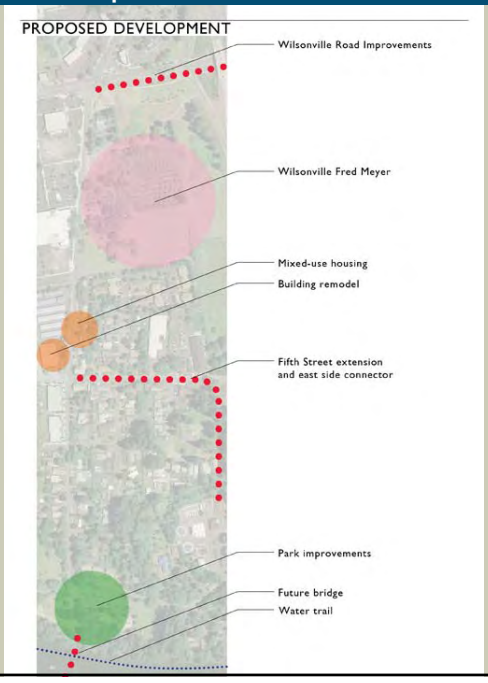
Air Photo


AIR PHOTO
Wilsonville Road
Boones Ferry Road
Bailey Road
Fifth Street
Fourth Street
Second Street
Boones Ferry Park
Willamette River

Existing Conditions



Proposed Development



General Ideas

- Recognize that street varies from Wilsonville Road to the River
- Provide continuous sidewalks from Wilsonville Road to the river
- Terminate the road with some feature at the park to commemorate the crossing
- Bikes lanes on both sides of the road or not on either side of the road
- Change scale. Make street seem smaller, slower and more rural towards the river.
- Maintain the casual character of the district (not a too self conscious design)
- Capitalize on view to river and historic crossing
- Curb extensions to emphasize crosswalks where there is side street parking
- Protect the mature trees Drainage

- Change the character along the street of typical elements.
  - Pavement
  - Lights
  - Trees
- Derive character from historic details. Simple, utilitarian and hopefully authentic might work best. Use elements that are specific to Wilsonville, Boones Ferry, and Old Town District as much as possible

Historic Features

Four Corners

Orchard and Historic Concrete Road

Appendix C:

Boones Ferry Road Streetscape Project

By

Nevue Ngan Associates

Appendix II: Survey/Public Comments

[nev-ū · non]
Nevue Ngan Associates
Landscape Architecture

1006 SE Grand Ave.
Portland, OR 97214
(503) 239–0600
FAX(503) 239–0605

MEMORANDUM

TO: Sandi Young
FROM: Bo Nevue
DATE: 10-31-07
SUBJECT: Meeting Notes

A public meeting was held on October 29th, to review design concepts related to Boone's Ferry Road through Old Town Wilsonville. Approximately 30 people attended the meeting which was held at St. Cyril Catholic Church. Comments are as follows:

Boones Ferry Road Streetscape, Meeting # 2 – Alternatives			
Discussion Questions	**Group 1**	**Group 2**	**Group 3**
Should Old Town Wilsonville be more like Sherwood or Willamette?	This is comparing apples to oranges. Closer to Willamette. Wilsonville is different. Not as many businesses, a dead-end road, and not as wide of a street. No through traffic. Scale down the street from 4th to Boones ferry / river.	More like Willamette. .	Neither. Be distinctive and authentic to Wilsonville.
Wilsonville Road to Bailey. Should the intersection be used to lead people to the historic district?	Leading people down the street is fine but limit the cars through the neighborhood to a dead end road. Want to encourage vehicle traffic only to 4th street. The group has a question whether business can be supported on a dead end street	Gateway should be at Bailey. Identify Old Town at Wilsonville Road	Refer to Old Town overlay with on-street parking.

Discussion Questions	Group 1	Group 2	Group 3
Bailey to Fourth Remove bike lane and add planting can scale down street	Yes it is a good idea for neighbors. No it is not a good idea for businesses. Safety issue.	No. Keep the bike lane	No. Provide bike lanes on street except at the historic buildings. Provide parking on the east side of the street
What would be an appropriate gateway into Old Town	Signage or statue may be appropriate. Sophisticated bronze design with information about historic area. Something similar to the sign @ Willamette Falls might be appropriate.	Signage with an Old Town icon…the ferry with a horse team.	A monument sign
Other comments on concepts	What is the cost impact on different choices and how will the projects be funded.	None	No consensus on this area in the group. Some wanted walks and others did not want walks. Provide parking on the east side of the street
Fourth to Second Should the sidewalk be closer to homes or closer to the street	Sidewalk should be close to the street	Sidewalks should be close to the street	The sidewalk should be close to the street.
Should bike lane and walkway be combined	Don't agree as a group about this	Yes. From 4th Street to the river bikes should share the road with traffic	Combine bikes and vehicles on street and have a separate sidewalk for pedestrians.

Discussion Questions	Group 1	Group 2	Group 3
Second to the river Should there be parking on the street in the park	Yes	Yes	The street should be similar as the 4th to 2nd section. Keep the "street look" with parallel parking.
Should features be developed to commemorate the history of this site	There is signage there already. Prefer it to be non structural like pictures. Art is subjective and needs neighborhood approval.	Yes	Yes. Something may be appropriate but first need to determine what it would look like.
Other comments	Park is only 3 acres on the west side of Boones ferry and 7 acres on the east side of the road. . Old Town should not be a destination or regional park. It should remain a neighborhood park. We don't want to invite the region into our neighborhood. Consider putting a shelter on the other side of the river. It would attract riff-raff. A turn around any where near the residences would impact the homes.	Round about monument and at the end of the road should be located away from Tauchman Road. Provide diagonal parking on the end of the road in the park Move any potential turnaround towards the end of the road. Provide textured surfaces to designate certain areas for sidewalks and bike lanes	Develop the Old Town identity at Bailey. Bike lanes and on street parking except in front of historic buildings. Parking between Wilsonville Road and Bailey should be provided for future development from driveway south. There are approved plans for a redevelopment project at 5th Street.

Appendix D:

Proposed Capital Projects
Preliminary Cost Estimates

Prepared by

MacKay and Sposito, Inc.

13. APPENDIX D
Subsection A: Introduction

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TABLE OF CONTENT FOR PRELIMINARY COST ESTIMATE

INTRODUCTION, SUMMARY, AND ASSUMPTION SECTION

INTRODUCTION

The preliminary cost estimates provided in this Appendix were prepared based on the information and recommendations provided by City staffs, Drafted Old Town Neighborhood Plan (OTNP) dated October 2007, and the Boones Ferry Road Streetscape Project technical memorandum dated February 2008 by Nevue Ngan Associates.

The cost estimates include the streetscape improvements for Boones Ferry Road, Magnolia Street and all cross streets, Fir Street and all cross streets, Alternate access road from Bailey to wastewater treatment plant, Brown Road south extension (Option A to Fifth St and Option B to Bailey Street), Kinsman Road south extension to potential future Brown Road, Boones Ferry Park west improvements, vegetative screening between I-5 and Old Town, pedestrian and bike trail connection, and boat dock.

SUMMARY

A summary table for the preliminary costs associated with the items mentioned in the introduction section above is attached at the end of this section. The summary table also provides references to the OTNP, and Nevue Ngan technical memo. An overall map indicating the general location of the improvements is also provided at the end of this section, see Map A1.

ASSUMPTIONS

Below list the general assumptions and/or information used to prepare the preliminary cost estimates at the planning stage level for the OTNP. A detailed breakdown of items used to establish the cost can be referred in the cost estimates sub sections of the Appendix.

Boones Ferry Road Streetscape Assumptions

- Boones Ferry Road preliminary streetscape cost estimates are split into five segments as outlined in the Boones Ferry Road Streetscape plan prepared by Nevue Ngan Associates dated February 2008.
- Cost estimates from Wilsonville Road to Fourth Street have been estimated both as Major and Minor street classification for comparison.
- From Fourth Street to pedestrian bridge have been estimated based on Residential street classification with on-street parking.
- Major street cross sections with on-street parking based on City of Wilsonville 2003 Transportation System Plan (TSP), Figure 4.19.
- Minor street cross sections with on-street parking based on TSP, Figure 4.17.
- Assumed "DARKSKY" street lights as recommended by City staffs.
- Assumed majority of the existing storm, sanitary and water system to be replaced and/or upgraded in size, using recommendation provided by the City of Wilsonville (see subsection G), 2001 Wastewater Collection System Master Plan (WCSMP), and 2001 Stormwater Master Plan (SMP).

- Assumed Boones Ferry Pedestrian Bridge improvements will start at end of Boones Ferry Road Improvements and extend across the river to the south side of the Willamette River where it will join with the proposed community walkway and bikeway as outline in Map 10.1 of the OTNP. A cost for the bridge improvement is not included with this study.
- Street pavement section was based upon Wilsonville Road Phase 2B & 3B pavement sections and Boberg Street section. Sections include 2" of ½" and 4" of ¾" dense graded level "3" AC pavements over 13" of aggregate base.
- Traffic control labor price was based upon 4 flaggers per 8 hour day for 80 days.
- Assumed full road reconstruction. The estimates also include the cost that would be paid by Fred Meyer's public improvements which includes 24-feet from face of curb to roadway and all east side public improvements (sidewalks, swale, landscaping strip, and parking).

<u>Old Town Residential Streets Streetscape Assumptions</u>

- Old Town residential streetscape based on recommendation presented in the OTNP.
- Residential streets for Old Town have been subdivided into three distinct cases (Case A, Case B, and Case C).
    - Case A1, existing road with roughly 30-feet of existing pavement to be grind and overlaid by 4-inches of new pavement. Provide gravel parking strip on both sides of the road as recommended in the OTNP. Improve/extend the existing waterline to 18-inch water main.
    - Case A2, same as Case A1 with 8-inch water main improvements.
    - Case B, existing road with roughly 10-20 feet of existing pavement to be grind and overlaid by 4-inches of new pavement. Assumed an average of 15-feet of existing pavement to remain and be ground, and add additional 9-feet of pavement to provide a total of two 12-foot travel lanes. Provide gravel parking strip on both sides of the road as recommended in the OTNP.
    - Case C, new residential road section.
- The existing right-of-way for residential streets located in Old Town is estimated at 60-feet based on City of Wilsonville digital drawing and verified by Clackamas County Quarter Section Map (03S01W23AC).
- The residential street standards is based on the 2003 City of Wilsonville Transportation System Plan (TSP) for right-of-way varying from 47-feet to 59-feet (TSP, Figure 4.14 and Figure 4.15)
- Provide an 8-foot wide gravel parking strip on both sides of the street as recommended in the OTNP.
- Assumed majority of the existing storm, sanitary and water system to be replaced and/or upgraded in size using recommendation provided by the City of Wilsonville as provided in this Appendix under subsection G, 2001 Wastewater Collection System Master Plan (WCSMP), and 2001 Stormwater Master Plan (SMP).
- The estimates was prepared by MacKay & Sposito, Inc. (M&S), in September 2004, revised in January 2007, and revised again in April 2008, and is based upon topographic drawings and aerial photographs received from the City of Wilsonville, as well as a proposed lane configuration drawing prepared by Group Mackenzie, and Fred Meyer layout.

- The estimate was prepared by M&S in April 2008 and is based upon topographic drawings, and aerial photographs.
- Street pavement section was based upon Wilsonville Road Phase 2B & 3B pavement sections and Boberg Street section. Sections include 2" of ½" and 4" of ¾" dense graded level "3" AC pavements over 13" of aggregate base.
- Traffic control labor price was based upon 2 flaggers per 8 hour day for 40 days.
- This project may require the acquisition of land for right-of-way purposes. A cost for this land acquisition was not included in the estimates.

<u>Brown Road and Kinsman Road Extension Assumptions</u>

- Brown Road
  - Cost estimates have been provided for two alternatives. Option A alternative assumed Brown Road to extend to Fifth Street, and Option B alternative assumed Brown Road to extend to Bailey Street.
  - Two lanes Minor Collector road classification (TSP, Figure 4.7 & 4.8) with an additional 14-foot center median for turn lanes for conservative cost estimates. Potential future alignment shown in exhibit maps provided in the appendix section has been established per City of Wilsonville recommendation.
  - Wetland impact and mitigation may be required for Brown Road to cross existing Seely Creek.
  - Assumed railroad surface crossing to be improved as part of the Brown Road extension per each alternatives.
  - Assumed concrete street to match Kinsman Road concrete street design and as recommended by City staff.
  - Option A
    - The estimate was prepared by M&S in December 2005, revised in January 2007, and revised again in February 2008.
    - Full width street improvements from the intersection of Wilsonville Road and Brown Road to the intersection of Boones Ferry Road and Fifth Street, (approximately 3,550 lineal feet).
    - Include traffic signalization, and underground utilities.
    - Street section were based upon a 77-feet right-of-way, 50-feet roadway width with 8" of 1-1/2" base rock, 2" of 3/4" top rock and 7" concrete pavement.
    - Traffic control labor price was based upon 2 flaggers per 8 hour day for 100 days.
    - Grading quantities were based on an assumed excavation depth of 2-feet over the project area from right-of-way to right-of-way.
    - A right-of-way cost is included in the estimates. The approximated right-of-way necessary is 275,000 square feet, and area of slope and/or temporary construction easements is estimated at 35,500 square feet.
  - Option B
    - The estimate was prepared by M&S in December 2006, revised in January 2007, and revised again in February 2008.
    - Full width street improvements from the intersection of Wilsonville Road and Brown Road to the intersection of Boones Ferry road and Bailey Street, (approximately 3,400-feet).

        - Include traffic signalization, and underground utilities.
        - Street section were based upon a 77-feet right-of-way, 50-feet roadway width with 8" of 1-1/2" base rock, 2" of 3/4" top rock and 7" concrete pavement.
        - Traffic control labor price was based upon 2 flaggers per 8 hour day for 100 days.
        - Grading quantities were based on an assumed excavation depth of 2-feet over the project area from right-of-way to right-of-way.
        - A right-of-way cost is included in the estimates. The approximated right-of-way necessary is 272,000 square feet, and area of slope and/or temporary construction easements is estimated at 34,000 square feet.
- Kinsman Road
    - Two lanes Minor Collector road classification (TSP, Figure 4.7 & 4.8) with an additional 14-foot center median for turn lanes for conservative cost estimates. Potential future alignment shown in exhibit maps provided in the appendix section has been established per City of Wilsonville recommendation.
    - Wetland impact and mitigation may be required for Kinsman Road to cross existing Seely Creek.
    - Assumed concrete street for Kinsman Road extension to match the existing Kinsman Road north of Wilsonville Road and as recommended by City staff.
    - The estimate was prepared by M&S in April 2008.
    - Full width street improvements from the intersection of Wilsonville Road and Kinsman Road to the intersection of future Kinsman Road and future Brown Road south extension.
    - Include traffic signalization, and underground utilities.
    - Street section were based upon a 77-feet right-of-way, 50-feet roadway width with 8" of 1-1/2" base rock, 2" of 3/4" top rock and 7" concrete pavement.
    - Traffic control labor price was based upon 2 flaggers per 8 hour day for 100 days.
    - Grading quantities were based on an assumed excavation depth of 2-feet over the project area from right-of-way to right-of-way.
    - Right-of-way costs are included in this estimate.

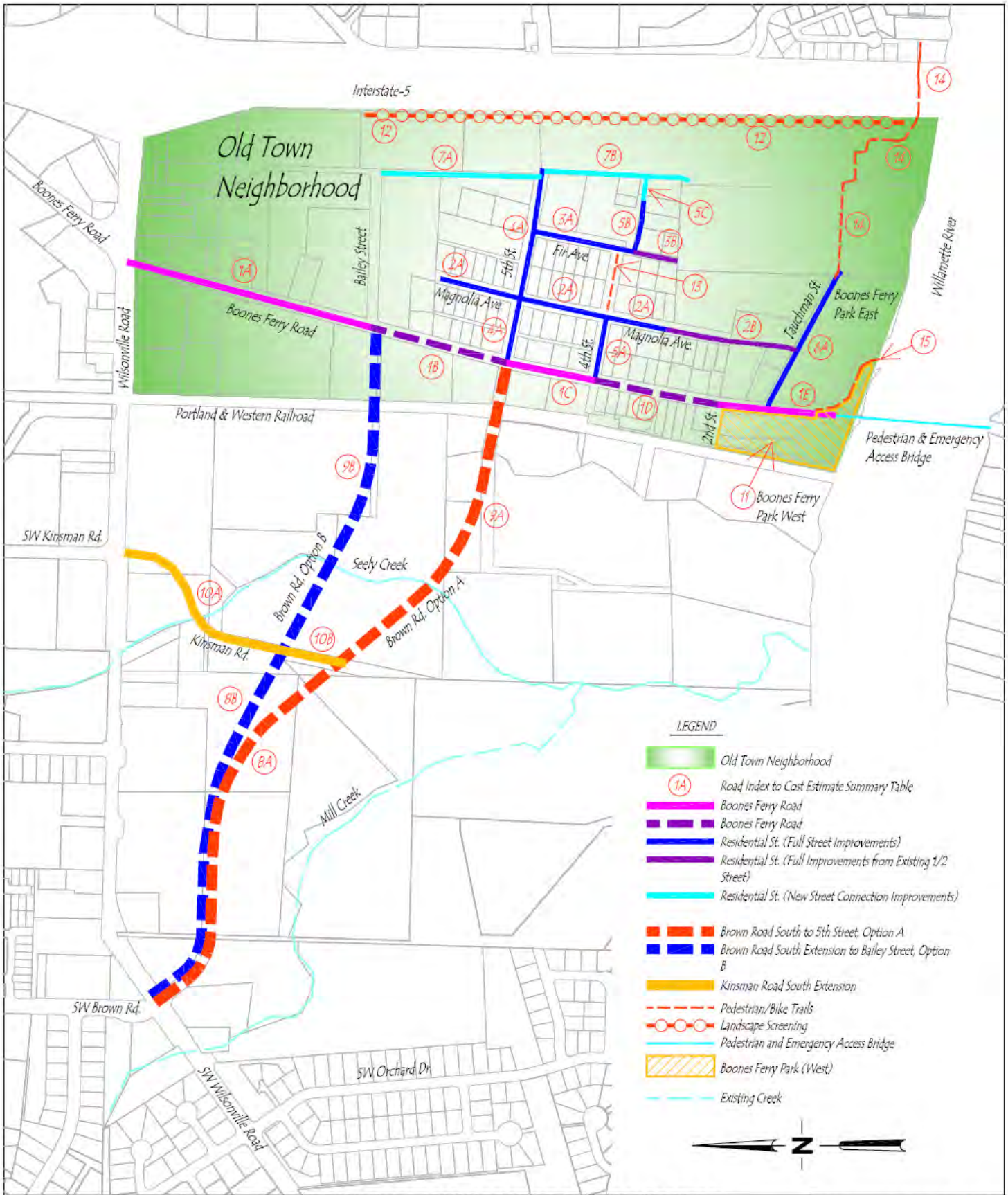
<u>Park and Trails Assumptions</u>

- Boones Ferry Park (West)
    - Cost based on acreage for typical park improvements as established by MacKay & Sposito landscape architect. Detailed lists of items used to establish the cost per acreage have been included in this package. The cost per acreage includes items such as playground, benches, tables, trail, irrigation, power, water, plantings, bike rack, trash, sports court, parking lot, shelter, restroom, and drinking fountain. The improvement will be for Boones Ferry Park west of Boones Ferry Road with and estimated net acreage of 3.88 acres.
- Vegetative screening
    - Between I-5 and Old Town to be accomplished by planting dense evergreen trees of 3" caliper every 10-foot for conservative rough estimates. Cost based on recent planting material for the Baber Street Improvement from Boberg to Kinsman Road.

- Trails
    - Improve trail near existing mobile home park at Tauchman Street to east end of trail under I-5 overpass. Pedestrian footbridge located east of the mobile home park to remain, and assumed it is not accessible to maintenance and emergency vehicles. Maintenance and emergency vehicles can access from the Waste Water Treatment Plant and along ODOT property.
    - Improve trail between Fir and Magnolia at Fifth Street.
    - Trail cost is based on an assumed 12-foot wide travel path. The 12-foot wide travel path would provide enough room for maintenance and emergency vehicles.
- Boat dock
    - Cost based on existing projects listed in the Oregon State Marine Board website (www.oregon.gov/OSMB/news/2003/6-26Facilities.html).
- Costs for park and trails are based on recommendations outlined in Chapter 10 of the OTNP.

General Assumptions

- Unit prices shown in this estimate were based upon current bid prices received by this office without increase in inflation.
- The following items were not included in the cost estimates.
    - Any staking costs
    - Geotechnical engineering
    - Wetland or other environmental permits
    - Any agency fees for application, review, system development, or impact fees.
    - Costs for permanent storm water quality or quantity.
    - Any fences or wall.
    - Any structure design.



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN NEIGHBORHOOD IMPROVEMENTS PLAN AND POTENTIAL ROAD EXTENSTION

Scale: 1" = 600'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 06/18/08
SHEET NO. A1

DATE PLOTTED: Jun 18, 2008 - 11:04am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

PRELIMINARY COST ESTIMATE SUMMARY TABLE
FOR OLD TOWN NEIGHBORHOOD STREETSCAPE IMPROVEMENTS

ROAD INDEX	APPENDIX SUB SECTION	BOONES FERRY ROAD	NOTE	REFERENCE	OPTION A: MAJOR ROAD CLASSIFICATION	OPTION B: MINOR ROAD CLASSIFICATION
1A	B2 & B3	Wilsonville Road to Bailey Street (City's Portion)	Major/Minor, see option	Nevue Ngan Technical Memo, Feb. 2008, pg. 9 & 24, Old Town Neighborhood Plan Oct. 2007, Ch. 8, Pg. 2 & 5	$1,001,000.00	$821,000.00
1A	B2 & B3	Wilsonville Road to Bailey Street (Fred Meyer Portion)	Major/Minor, see option	Nevue Ngan Technical Memo, Feb. 2008, pg. 9 & 24, Old Town Neighborhood Plan Oct. 2007, Ch. 8, Pg. 2 & 6	$1,909,000.00	$1,882,000.00
1B	B4 & B5	Bailey Street to Fifth Street	Major/Minor, see option	Nevue Ngan Technical Memo, Feb. 2008, pg. 13 & 25, Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5	$1,716,000.00	$1,441,000.00
1C	B6 & B7	Fifth Street to Fourth Street	Major/Minor, see option	Nevue Ngan Technical Memo, Feb. 2008, pg. 13 & 25, Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5	$1,082,000.00	$916,000.00
1D	B8	Fourth Street to Second Street	Residential Street Classification	Nevue Ngan Technical Memo, Feb. 2008, pg. 17 & 26, Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5	$932,000.00	$932,000.00
1E	B9	Second Street to Boones Ferry Bridge	Residential Street Classification	Nevue Ngan Technical Memo, Feb. 2008, pg. 21 & 27, Old Town Neighborhood Plan Oct. 2007, Ch. 8, Pg. 2 & 5	$728,000.00	$728,000.00
			($2008) TOTAL FOR BOONES FERRY ROAD STREETSCAPE IMPROVEMENTS		**$7,368,000.00**	**$6,720,000.00**

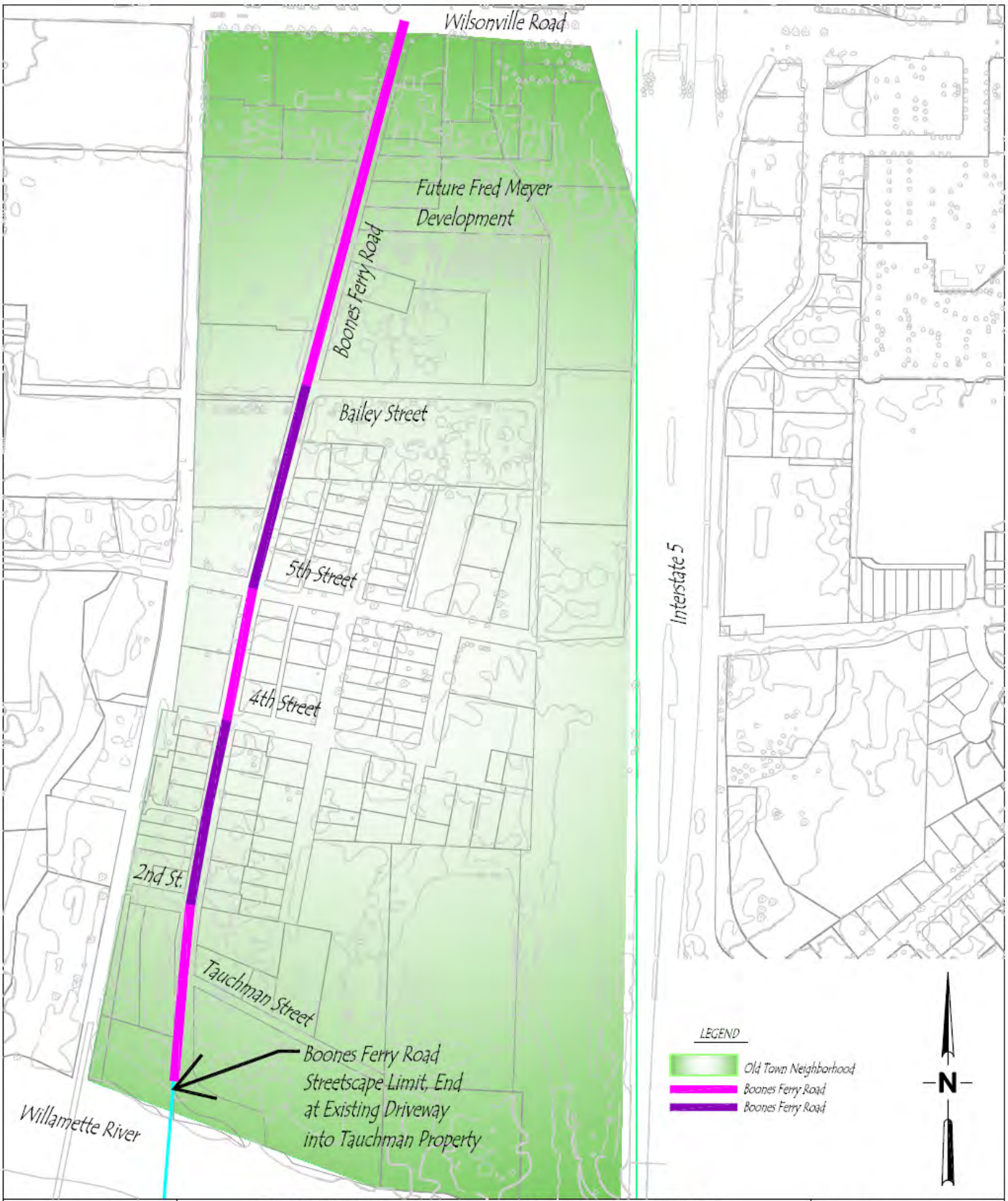
ROAD INDEX	APPENDIX SUB SECTION	OLD TOWN RESIDENTIAL STREETS	NOTE	REFERENCE		PRELIMINARY ESTIMATES
2A	C2	Magnolia Avenue, from cul-de-sac to 280-feet south of Fourth Street	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$1,306,000.00
2B	C3	Magnolia Avenue, from 280-feet south of Fourth Street to Tauchman Street	Residential street standards with gravel parking and 15-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$1,010,000.00
3A	C2	Fir Street, from Fifth Street to Fourth Street	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$571,000.00
3B	C3	Fir Street, from south of Fourth Street to dead end	Residential street standards with gravel parking and 15-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$257,000.00
4A	C2	Fifth Street, from Boones Ferry Road to Dead End	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$1,222,000.00
5A	C2	Fourth Street, from Boones Ferry Road to Magnolia Avenue	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$364,000.00
5B	C2	Fourth Street, east of Fir Street	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$583,000.00
5C	C4	Connection from Fourth Street to Alternate Access near treatment plant	Potential new road with residential street standards with gravel parking	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$253,000.00
6A	C2	Tauchman Street, from Boones Ferry Road to road fork	Residential street standards with gravel parking and 30-feet of existing pavement	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, Pg. 2 & 5		$887,000.00
7A	C4	Alternate Access by existing church (9201 SW 5th St), from Bailey Street to Fifth Street	Potential new road with residential street standards with gravel parking	Old Town Neighborhood Plan, Oct. 2007, Ch. 6, pg. 9, Ch. 8, pg. 2 & 5		$1,448,000.00
7B	C4	Alternate Access to wastewater treatment plant, from Fifth Street to north of wastewater treatment plant	Potential new road with residential street standards with gravel parking	Old Town Neighborhood Plan, Oct. 2007, Ch. 6, pg. 9, Ch. 8, pg. 2 & 5		$1,553,000.00
				($2008) TOTAL FOR OLD TOWN STREETSCAPE IMPROVEMENTS		**$9,454,000.00**

ROAD INDEX	APPENDIX SUB SECTION	BROWN ROAD SOUTH EXTENSION	NOTE	REFERENCE	OPTION A: WILSONVILLE ROAD TO FIFTH STREET	OPTION B: WILSONVILLE ROAD TO BAILEY STREET
8A & 8B	D2 & D3	Wilsonville Road to Kinsman Road South Extension	Minor Road Collector	Old Town Neighborhood Plan, Oct. 2007, Ch. 6, pg. 7	$5,637,000.00	$5,726,000.00
9A & 9B	D2 & D3	Kinsman Road South Extension to Fifth Street & Bailey Street	Minor Road Collector	Old Town Neighborhood Plan, Oct. 2007, Ch. 6, pg. 7	$7,213,000.00	$6,577,000.00
				($2008) TOTAL FOR BROWN ROAD SOUTH EXTENSION	**$12,850,000.00**	**$12,303,000.00**

ROAD INDEX	APPENDIX SUB SECTION	KINSMAN ROAD SOUTH EXTENSION	NOTE	REFERENCE		PRELIMINARY ESTIMATES
10A	E2	Wilsonville Road to Brown Road (Option B)	Minor Road Collector	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, pg. 2		$3,792,000.00
10B	E2	Brown Road (Option B) to Brown Road (Option A)	Minor Road Collector	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, pg. 2		$2,095,000.00
				($2008) TOTAL FOR KINSMAN ROAD SOUTH EXTENSION		**$5,887,000.00**

ROAD INDEX	APPENDIX SUB SECTION	PARK AND TRAILS	NOTE	REFERENCE		PRELIMINARY ESTIMATES
11	F2	Boones Ferry Park (West)	Roughly 3.88 Acres	Old Town Neighborhood Plan, Oct. 2007, Ch. 10, pg. 1		$939,000.00
12	F2	Vegetative screening between I-5 and Old Town	3" caliper evergreen trees	Old Town Neighborhood Plan, Oct. 2007, Ch. 10, pg. 3		$161,000.00
13	F2	Sidewalk Trail on Fourth Street between Magnolia and Fir St.	12-foot wide path, accessible for emergency and maintenance vehicles	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, pg. 9		$21,000.00
14	F2	Pedestrian/bike trail connection improvements from Tauchman Street to east side of freeway	12-foot wide path, accessible for emergency and maintenance vehicles	Old Town Neighborhood Plan, Oct. 2007, Ch. 8, pg. 9		$103,000.00
15	F2	Boat dock	Boat Ramp and loading dock for non motorized watercraft	Old Town Neighborhood Plan, Oc. 2007, Ch. 8, pg. 11		$200,000.00
				($2008) TOTAL FOR PARK AND TRAILS		**$1,424,000.00**

13. APPENDIX D
Subsection B: Boones Ferry Road Streetscape Improvements



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN
BOONES FERRY ROAD

Scale: 1" = 500'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 06/18/08
SHEET NO. B1

DATE PLOTTED: Jun 18, 2008 - 11:07am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

SUBSECTION B2

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE**
FROM WILSONVILLE ROAD TO BAILEY STREET
MAJOR COLLECTOR WITH PARKING

OWNER: **CITY OF WILSONVILLE / FRED MEYER**

DATE: APRIL 16, 2008

ITEM	QUANITITY		UNIT	DESCRIPTION	ENGINEER'S EST. UNIT PRICE	SUB TOTAL FRED MEYER	SUB TOTAL COW	TOTAL
	FRED MEYER	COW						
STREET WORK								
1.			L.S.	Mobilization		$78,437.00	$49,373.00	$127,810.00
2.			L.S.	Temp. Protection & Direction of Traffic		$17,500.00	$17,500.00	$35,000.00
3.	1,100	1,100	HRS.	Flaggers	$40.00	$44,000.00	$44,000.00	$88,000.00
4.	90	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00	$18,000.00	$36,000.00
5.			L.S.	Watering		$3,000.00	$2,000.00	$5,000.00
6.			L.S.	Clearing and Grubbing		$17,500.00	$17,500.00	$35,000.00
7.	2,010	4,290	C.Y.	Unclassified Excavation	$14.00	$28,140.00	$60,060.00	$88,200.00
8.	1,070	1,750	Ton	3/4" Dense Graded Level 3 A.C Pavement	$48.00	$51,360.00	$84,000.00	$135,360.00
9.	350	580	Ton	1/2" Dense Graded Level 3 A.C Pavement	$53.00	$18,550.00	$30,740.00	$49,290.00
10.	1,020	1,670	C.Y.	Aggregate Base	$32.00	$32,640.00	$53,440.00	$86,080.00
11.		450	L.F.	Asphalt Pavement Cutting	$2.00		$900.00	$900.00
12.	250		C.Y.	Rock Excavation (If Nec.)	$35.00	$8,750.00		$8,750.00
13.	100		C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$2,500.00		$2,500.00
14.	3,320	5,460	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$3,320.00	$5,460.00	$8,780.00
				TOTAL STREET WORK		$323,697.00	$382,973.00	$706,670.00
CONCRETE WORK								
1.	1,090	1,260	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$13,080.00	$15,120.00	$28,200.00
2.	1,080	2,040	S.F.	Standard Concrete Commercial Driveway	$4.50	$4,860.00	$9,180.00	$14,040.00
3.	10,400	6,090	S.F.	Concrete Walks (incl. Bus Stop Pads)	$3.50	$36,400.00	$21,315.00	$57,715.00
				TOTAL CONCRETE WORK		$54,340.00	$45,615.00	$99,955.00

STORM SEWER

1.	120	300	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$4,080.00	$10,200.00	$14,280.00
2.		745	L.F.	24" Storm Main	$60.00		$44,700.00	$44,700.00
3.		5	EA.	Curb Inlet (Type CG-30)	$1,100.00		$5,500.00	$5,500.00
4.		1	EA.	Curb Inlet (Type CG-48)	$1,300.00		$1,300.00	$1,300.00
5.	4		EA.	Ditch Inlet	$1,200.00	$4,800.00		$4,800.00
6.		2	EA.	48" Conc. Stm. MH	$2,000.00		$4,000.00	$4,000.00
7.		1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00		$1,500.00	$1,500.00
8.		1,050	L.F.	Trench Protection	$5.00		$5,250.00	$5,250.00
9.		30	C.Y.	Trench Foundation (If Nec.)	$30.00		$900.00	$900.00
10.		50	C.Y.	Rock Excavation (If Necessary)	$100.00		$5,000.00	$5,000.00
				TOTAL STORM SEWER		$8,880.00	$78,350.00	$87,230.00

SANITARY

1.	1,200		L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$102,000.00		$102,000.00
2.	3		E.A.	Sanitary Manhole	$2,000.00	$6,000.00		$6,000.00
3.	1,200		L.F.	Trench Protection	$4.00	$4,800.00		$4,800.00
4.	50		C.Y.	Rock Excavation	$100.00	$5,000.00		$5,000.00
				TOTAL SANITARY WORK		$117,800.00		$117,800.00

WATER

1.	1,200		L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$134,400.00		$134,400.00
2.			L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00			
3.	4		E.A.	18" Butterfly Valves	$2,600.00	$10,400.00		$10,400.00
4.			E.A.	8" Gave Valves	$860.00			
5.	2		E.A.	Hydrant Assemblies	$2,050.00	$4,100.00		$4,100.00
6.	1,200		L.F.	Trench Protection	$1.50	$1,800.00		$1,800.00
				TOTAL WATER WORK		$150,700.00		$150,700.00

CONDUIT SYSTEM AND VAULTS

1.		150	L.F.	12" PVC C-900 Conduit Sleeves	$12.00		$1,800.00	$1,800.00
2.	1,135		L.F.	Convert Overhead Utilities to Underground	$100.00	$113,500.00		$113,500.00
3.	20		C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00		$600.00
4.	20		C.Y.	Rock Excavation (If Nec.)	$100.00	$2,000.00		$2,000.00
				TOTAL CONDUIT SYSTEM AND VAULTS		$116,100.00	$1,800.00	$117,900.00

EROSION CONTROL

1.	1,200	1,000	L.F.	Sediment Fence, Unsupported	$3.00	$3,600.00	$3,000.00	$6,600.00
2.	3	8	EA.	Inlet Protection (Type 3)	$55.00	$165.00	$440.00	$605.00
3.			L.S.	Permanent Seeding, Complete		$15,000.00	$200.00	$15,200.00
				TOTAL EROSION CONTROL		$18,765.00	$3,640.00	$22,405.00

SIGNING AND STRIPING

1.			L.S.	Perm. Striping And Pavement Marking		$2,500.00	$2,500.00	$5,000.00
2.			L.S.	Permanent Sign Installation, Complete		$1,300.00	$1,300.00	$2,600.00
3.			L.S.	Remove Existing Signs		$250.00	$250.00	$500.00
4.			L.S.	Remove and Reinstall Ex. Signs		$500.00	$500.00	$1,000.00
				TOTAL SIGNING AND STRIPING		$4,550.00	$4,550.00	$9,100.00

STREET LIGHTING

1.			L.S.	Roadway Lighting, Complete		$24,000.00	$10,500.00	$34,500.00
				TOTAL STREET LIGHTING		$24,000.00	$10,500.00	$34,500.00

MISCELLANEOUS CONSTRUCTION

1.		3	EA.	Adjust Existing Gas Valves to F.G.	$200.00		$600.00	$600.00
2.			L.S.	Franchise Utility Markers to be Relocated		$375.00	$375.00	$750.00
3.		1	EA.	Adj. Ex. Telephone MH Rim (Minor Adj.)	$700.00		$700.00	$700.00
4.		1	EA.	Adjust Ex. Utility Vault to F.G.	$700.00		$700.00	$700.00
5.		1	EA.	Centerline Monument	$300.00		$300.00	$300.00
6.	1,200	1,000	L.F.	Orange Safety Fence	$3.00	$3,600.00	$3,000.00	$6,600.00
				TOTAL MISCELLANEOUS CONST.		$3,975.00	$5,675.00	$9,650.00

LANDSCAPING

1.			L.S.	Landscaping, Complete		$40,000.00	$10,000.00	$50,000.00
				TOTAL LANDSCAPING		$40,000.00	$10,000.00	$50,000.00
				TOTAL CONSTRUCTION		**$862,807.00**	**$543,103.00**	**$1,405,910.00**

MISCELLANEOUS

1.	30,835	5,000	S.F.	Right-of-Way	$14.00	$431,690.00	$70,000.00	$501,690.00
2.	10,900	7,400	S.F.	Temporary Construction Easement	$1.00	$10,900.00	$7,400.00	$18,300.00
3.				Design & Construction Costs	30%	$258,842.10	$162,930.90	$421,773.00
4.				Contingency	40%	$345,122.80	$217,241.20	$562,364.00
				TOTAL MISCELLANEOUS		**$1,046,554.90**	**$457,572.10**	**$1,504,127.00**

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$1,909,000.00** **$1,001,000.00** **$2,910,000.00**
FROM WILSONVILLE ROAD TO BAILEY STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B3

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE**
FROM WILSONVILLE ROAD TO BAILEY STREET
MINOR COLLECTOR WITH PARKING

OWNER: **CITY OF WILSONVILLE / FRED MEYER**

DATE: APRIL 16, 2008

ITEM	QUANITITY		UNIT	DESCRIPTION	ENGINEER'S EST. UNIT PRICE	SUB TOTAL FRED MEYER	SUB TOTAL COW	TOTAL
	FRED MEYER	COW						
STREET WORK								
1.			L.S.	Mobilization		$85,252.00	$39,753.60	$125,005.60
2.			L.S.	Temp. Protection & Direction of Traffic		$17,500.00	$17,500.00	$35,000.00
3.	1,100	1,100	HRS.	Flaggers	$40.00	$44,000.00	$44,000.00	$88,000.00
4.	90	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00	$18,000.00	$36,000.00
5.			L.S.	Watering		$3,000.00	$2,000.00	$5,000.00
6.			L.S.	Clearing and Grubbing		$17,500.00	$17,500.00	$35,000.00
7.	2,010	3,775	C.Y.	Unclassified Excavation	$14.00	$28,140.00	$52,852.80	$80,992.80
8.	1,070	1,540	Ton	3/4" Dense Graded Level 3 A.C Pavement	$48.00	$51,360.00	$73,920.00	$125,280.00
9.	350	510	Ton	1/2" Dense Graded Level 3 A.C Pavement	$53.00	$18,550.00	$27,051.20	$45,601.20
10.	1,020	1,470	C.Y.	Aggregate Base	$32.00	$32,640.00	$47,027.20	$79,667.20
11.		450	L.F.	Asphalt Pavement Cutting	$2.00		$900.00	$900.00
12.	250		C.Y.	Rock Excavation (If Nec.)	$35.00	$8,750.00		$8,750.00
13.	100		C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$2,500.00		$2,500.00
14.	3,320	4,805	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$3,320.00	$4,804.80	$8,124.80
				TOTAL STREET WORK		$330,512.00	$345,309.60	$675,821.60
CONCRETE WORK								
1.	1,090	1,260	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$13,080.00	$15,120.00	$28,200.00
2.	1,080	2,040	S.F.	Standard Concrete Commercial Driveway	$4.50	$4,860.00	$9,180.00	$14,040.00
3.	10,400	6,090	S.F.	Concrete Walks (incl. Bus Stop Pads)	$3.50	$36,400.00	$21,315.00	$57,715.00
				TOTAL CONCRETE WORK		$54,340.00	$45,615.00	$99,955.00

STORM SEWER

1.	120	300	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$4,080.00	$10,200.00	$14,280.00
2.	745		L.F.	24" Storm Main	$60.00	$44,700.00		$44,700.00
3.	5		EA.	Curb Inlet (Type CG-30)	$1,100.00	$5,500.00		$5,500.00
4.	1		EA.	Curb Inlet (Type CG-48)	$1,300.00	$1,300.00		$1,300.00
5.	4		EA.	Ditch Inlet	$1,200.00	$4,800.00		$4,800.00
6.	2		EA.	48" Conc. Stm. MH	$2,000.00	$4,000.00		$4,000.00
7.	1		EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00		$1,500.00
8.	1,050		L.F.	Trench Protection	$5.00	$5,250.00		$5,250.00
9.	30		C.Y.	Trench Foundation (If Nec.)	$30.00	$900.00		$900.00
10.	50		C.Y.	Rock Excavation (If Necessary)	$100.00	$5,000.00		$5,000.00
				TOTAL STORM SEWER		$77,030.00	$10,200.00	$87,230.00

SANITARY

1.	1,200		L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$102,000.00		$102,000.00
2.	3		E.A.	Sanitary Manhole	$2,000.00	$6,000.00		$6,000.00
3.	1,200		L.F.	Trench Protection	$4.00	$4,800.00		$4,800.00
4.	50		C.Y.	Rock Excavation	$100.00	$5,000.00		$5,000.00
				TOTAL SANITARY WORK		$117,800.00		$117,800.00

WATER

1.	1,200		L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$134,400.00		$134,400.00
2.			L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00			
3.	4		E.A.	18" Butterfly Valves	$2,600.00	$10,400.00		$10,400.00
4.			E.A.	8" Gave Valves	$860.00			
5.	2		E.A.	Hydrant Assemblies	$2,050.00	$4,100.00		$4,100.00
6.	1,200		L.F.	Trench Protection	$1.50	$1,800.00		$1,800.00
				TOTAL WATER WORK		$150,700.00		$150,700.00

CONDUIT SYSTEM AND VAULTS

1.		150	L.F.	12" PVC C-900 Conduit Sleeves	$12.00		$1,800.00	$1,800.00
2.	1,135		L.F.	Convert Overhead Utilities to Underground	$100.00	$113,500.00		$113,500.00
3.	20		C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00		$600.00
4.	20		C.Y.	Rock Excavation (If Nec.)	$100.00	$2,000.00		$2,000.00
				TOTAL CONDUIT SYSTEM AND VAULTS		$116,100.00	$1,800.00	$117,900.00

EROSION CONTROL

1.	1,200	1,000	L.F.	Sediment Fence, Unsupported	$3.00	$3,600.00	$3,000.00	$6,600.00
2.	3	8	EA.	Inlet Protection (Type 3)	$55.00	$165.00	$440.00	$605.00
3.			L.S.	Permanent Seeding, Complete		$15,000.00	$200.00	$15,200.00
				TOTAL EROSION CONTROL		$18,765.00	$3,640.00	$22,405.00

SIGNING AND STRIPING

1.			L.S.	Perm. Striping And Pavement Marking		$2,500.00	$2,500.00	$5,000.00
2.			L.S.	Permanent Sign Installation, Complete		$1,300.00	$1,300.00	$2,600.00
3.			L.S.	Remove Existing Signs		$250.00	$250.00	$500.00
4.			L.S.	Remove and Reinstall Ex. Signs		$500.00	$500.00	$1,000.00
				TOTAL SIGNING AND STRIPING		$4,550.00	$4,550.00	$9,100.00

STREET LIGHTING

1.			L.S.	Roadway Lighting, Complete		$24,000.00	$10,500.00	$34,500.00
				TOTAL STREET LIGHTING		$24,000.00	$10,500.00	$34,500.00

MISCELLANEOUS CONSTRUCTION

1.		3	EA.	Adjust Existing Gas Valves to F.G.	$200.00		$600.00	$600.00
2.			L.S.	Franchise Utility Markers to be Relocated		$375.00	$375.00	$750.00
3.		1	EA.	Adj. Ex. Telephone MH Rim (Minor Adj.)	$700.00		$700.00	$700.00
4.		1	EA.	Adjust Ex. Utility Vault to F.G.	$700.00		$700.00	$700.00
5.		1	EA.	Centerline Monument	$300.00		$300.00	$300.00
6.	1,200	1,000	L.F.	Orange Safety Fence	$3.00	$3,600.00	$3,000.00	$6,600.00
				TOTAL MISCELLANEOUS CONST.		$3,975.00	$5,675.00	$9,650.00

LANDSCAPING

1.			L.S.	Landscaping, Complete		$40,000.00	$10,000.00	$50,000.00
				TOTAL LANDSCAPING		$40,000.00	$10,000.00	$50,000.00
				TOTAL CONSTRUCTION		**$937,772.00**	**$437,289.60**	**$1,375,061.60**

MISCELLANEOUS

1.	19,800	5,000	S.F.	Right-of-Way	$14.00	$277,200.00	$70,000.00	$347,200.00
2.	10,900	7,400	S.F.	Temporary Construction Easement	$1.00	$10,900.00	$7,400.00	$18,300.00
3.				Design & Construction Costs	30%	$281,331.60	$131,186.88	$412,518.48
4.				Contingency	40%	$375,108.80	$174,915.84	$550,024.64
				TOTAL MISCELLANEOUS		**$944,540.40**	**$383,502.72**	**$1,328,043.12**

TOTAL BOONES FERRY ROAD IMPROVEMENTS FROM WILSONVILLE ROAD TO BAILEY STREET PRELIMINARY COST ESTIMATE	**$1,882,000.00**	**$821,000.00**	**$2,703,000.00**

SUBSECTION B4

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM BAILEY STREET TO FIFTH STREET, APPROXIMATELY 680-FEET MAJOR COLLECTOR WITH PARKING**

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$77,800.00	$77,800.00
2.		L.S.	Temp. Protection & Direction of Traffic	$12,200.00	$12,200.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$4,000.00	$4,000.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	1,544	C.Y.	Unclassified Excavation	$14.00	$21,616.00
8.	636	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$54,060.00
9.	547	Ton	3/4" Dense Graded Level 3 A.C Pavement	$85.00	$46,495.00
10.	928	C.Y.	Aggregate Base	$40.00	$37,120.00
11.	1,360	L.F.	Asphalt Pavement Cutting	$2.00	$2,720.00
12.	928	C.Y.	Rock Excavation (If Nec.)	$35.00	$32,480.00
13.	428	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$10,700.00
14.	2,568	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$2,568.00
			TOTAL STREET WORK		$366,800.00
CONCRETE WORK					
1.	1,360	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$16,320.00
2.	350	S.Y.	Standard Concrete Commercial Driveway	$75.00	$26,250.00
3.	755	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$33,975.00
			TOTAL CONCRETE WORK		$76,545.00
STORM SEWER					
1.	200	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$6,800.00
2.	680	L.F.	24" Storm Main	$60.00	$40,800.00
3.	2	EA.	Curb Inlet (Type CG-30)	$1,100.00	$2,200.00
4.	4	EA.	Curb Inlet (Type CG-48)	$1,300.00	$5,200.00
5.		EA.	Ditch Inlet	$1,200.00	
6.	3	EA.	48" Conc. Stm. MH	$2,000.00	$6,000.00
7.	2	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$3,000.00
8.	680	L.F.	Trench Protection	$5.00	$3,400.00
9.	126	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,780.00
10.	200	C.Y.	Rock Excavation (If Necessary)	$100.00	$20,000.00
			TOTAL STORM SEWER		$91,180.00
SANITARY					
1.	680	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$57,800.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	680	L.F.	Trench Protection	$4.00	$2,720.00
4.	30	C.Y.	Rock Excavation	$100.00	$3,000.00
			TOTAL SANITARY WORK		$67,520.00

WATER

1.	680	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$76,160.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	680	L.F.	Trench Protection	$1.50	$1,020.00
			TOTAL WATER WORK		$86,480.00

CONDUIT SYSTEM AND VAULTS

1.	400	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$4,800.00
2.	680	L.F.	Convert Overhead Utilities to Underground	$100.00	$68,000.00
3.	130	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,900.00
4.	150	C.Y.	Rock Excavation (If Nec.)	$100.00	$15,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$91,700.00

EROSION CONTROL

1.	1,360	L.F.	Sediment Fence, Unsupported	$3.00	$4,080.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.		L.S.	Permanent Seeding, Complete	$1,500.00	$1,500.00
			TOTAL EROSION CONTROL		$5,910.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$3,500.00	$3,500.00
2.		L.S.	Permanent Sign Installation, Complete	$1,800.00	$1,800.00
3.		L.S.	Remove Existing Signs	$400.00	$400.00
4.		L.S.	Remove and Reinstall Ex. Signs	$700.00	$700.00
			TOTAL SIGNING AND STRIPING		$6,400.00

STREET LIGHTING

1.	5	E.A	Roadway Lighting, Darksky Type	$4,500.00	$22,500.00
			TOTAL STREET LIGHTING		$22,500.00

MISCELLANEOUS CONSTRUCTION

1.	4	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$800.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	1,360	L.F.	Orange Safety Fence	$3.00	$4,080.00
			TOTAL MISCELLANEOUS CONST.		$6,030.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$35,000.00	$35,000.00
			TOTAL LANDSCAPING		$35,000.00
			TOTAL CONSTRUCTION		**$856,065.00**

RIGHT-OF-WAY

1.	18,360	S.F.	Right-of-Way	$14.00	$257,000.00
2.	3,500	S.F.	Temporary Construction Easement	$1.00	$3,500.00
			TOTAL RIGHT-OF-WAY		$260,500.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$256,800.00
2.			Contingency	40%	$342,400.00
			TOTAL MISCELLANEOUS		$599,200.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$1,716,000.00**
FROM BAILEY STREET TO FIFTH STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B5

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM BAILEY STREET TO FIFTH STREET, APPROXIMATELY 680-FEET MINOR COLLECTOR WITH PARKING**

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$70,300.00	$70,300.00
2.		L.S.	Temp. Protection & Direction of Traffic	$10,800.00	$10,800.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$4,000.00	$4,000.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	986	C.Y.	Unclassified Excavation	$14.00	$13,804.00
8.	523	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$44,455.00
9.	322	Ton	3/4" Dense Graded Level 3 A.C Pavement	$85.00	$27,370.00
10.	546	C.Y.	Aggregate Base	$40.00	$21,840.00
11.	1,360	L.F.	Asphalt Pavement Cutting	$2.00	$2,720.00
12.	546	C.Y.	Rock Excavation (If Nec.)	$35.00	$19,110.00
13.	252	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$6,300.00
14.	1,511	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$1,511.00
			TOTAL STREET WORK		$287,200.00
CONCRETE WORK					
1.	1,360	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$16,320.00
2.	350	S.Y.	Standard Concrete Commercial Driveway	$75.00	$26,250.00
3.	755	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$33,975.00
			TOTAL CONCRETE WORK		$76,545.00
STORM SEWER					
1.	100	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$3,400.00
2.	680	L.F.	24" Storm Main	$60.00	$40,800.00
3.	2	EA.	Curb Inlet (Type CG-30)	$1,100.00	$2,200.00
4.	4	EA.	Curb Inlet (Type CG-48)	$1,300.00	$5,200.00
5.		EA.	Ditch Inlet	$1,200.00	
6.	3	EA.	48" Conc. Stm. MH	$2,000.00	$6,000.00
7.	2	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$3,000.00
8.	680	L.F.	Trench Protection	$5.00	$3,400.00
9.	126	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,780.00
10.	200	C.Y.	Rock Excavation (If Necessary)	$100.00	$20,000.00
			TOTAL STORM SEWER		$87,780.00
SANITARY					
1.	680	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$57,800.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	680	L.F.	Trench Protection	$4.00	$2,720.00
4.	30	C.Y.	Rock Excavation	$100.00	$3,000.00
			TOTAL SANITARY WORK		$67,520.00

WATER

1.	680	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$76,160.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	680	L.F.	Trench Protection	$1.50	$1,020.00
			TOTAL WATER WORK		$86,480.00

CONDUIT SYSTEM AND VAULTS

1.	400	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$4,800.00
2.	680	L.F.	Convert Overhead Utilities to Underground	$100.00	$68,000.00
3.	130	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,900.00
4.	150	C.Y.	Rock Excavation (If Nec.)	$100.00	$15,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$91,700.00

EROSION CONTROL

1.	1,360	L.F.	Sediment Fence, Unsupported	$3.00	$4,080.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.		L.S.	Permanent Seeding, Complete	$1,500.00	$1,500.00
			TOTAL EROSION CONTROL		$5,910.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$3,500.00	$3,500.00
2.		L.S.	Permanent Sign Installation, Complete	$1,800.00	$1,800.00
3.		L.S.	Remove Existing Signs	$400.00	$400.00
4.		L.S.	Remove and Reinstall Ex. Signs	$700.00	$700.00
			TOTAL SIGNING AND STRIPING		$6,400.00

STREET LIGHTING

1.	5	E.A	Roadway Lighting, Darksky Type	$4,500.00	$22,500.00
			TOTAL STREET LIGHTING		$22,500.00

MISCELLANEOUS CONSTRUCTION

1.	4	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$800.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	1,360	L.F.	Orange Safety Fence	$3.00	$4,080.00
			TOTAL MISCELLANEOUS CONST.		$6,030.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$35,000.00	$35,000.00
			TOTAL LANDSCAPING		$35,000.00
			TOTAL CONSTRUCTION		**$773,065.00**

RIGHT-OF-WAY

1.	8,840	S.F.	Right-of-Way	$14.00	$123,800.00
2.	3,500	S.F.	Temporary Construction Easement	$1.00	$3,500.00
			TOTAL RIGHT-OF-WAY		$127,300.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$231,900.00
2.			Contingency	40%	$309,200.00
			TOTAL MISCELLANEOUS		$541,100.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$1,441,000.00**
FROM BAILEY STREET TO FIFTH STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B6

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM FIFTH STREET TO FOURTH STREET, APPROXIMATELY 415-FEET MAJOR COLLECTOR PARKING**

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
			STREET WORK		
1.		L.S.	Mobilization	$49,400.00	$49,400.00
2.		L.S.	Temp. Protection & Direction of Traffic	$7,800.00	$7,800.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$2,500.00	$2,500.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	945	C.Y.	Unclassified Excavation	$14.00	$13,230.00
8.	388	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$32,980.00
9.	334	Ton	3/4" Dense Graded Level 3 A.C Pavement	$85.00	$28,390.00
10.	566	C.Y.	Aggregate Base	$40.00	$22,640.00
11.	830	L.F.	Asphalt Pavement Cutting	$2.00	$1,660.00
12.	566	C.Y.	Rock Excavation (If Nec.)	$35.00	$19,810.00
13.	261	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$6,525.00
14.	1,568	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$1,568.00
			TOTAL STREET WORK		$251,500.00
			CONCRETE WORK		
1.	830	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$9,960.00
2.	100	S.Y.	Standard Concrete Commercial Driveway	$75.00	$7,500.00
3.	461	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$20,745.00
			TOTAL CONCRETE WORK		$38,205.00
			STORM SEWER		
1.	128	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$4,352.00
2.	415	L.F.	24" Storm Main	$60.00	$24,900.00
3.		EA.	Curb Inlet (Type CG-30)	$1,100.00	
4.	4	EA.	Curb Inlet (Type CG-48)	$1,300.00	$5,200.00
5.		EA.	Ditch Inlet	$1,200.00	
6.	2	EA.	48" Conc. Stm. MH	$2,000.00	$4,000.00
7.	2	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$3,000.00
8.	415	L.F.	Trench Protection	$5.00	$2,075.00
9.	76	C.Y.	Trench Foundation (If Nec.)	$30.00	$2,280.00
10.	123	C.Y.	Rock Excavation (If Necessary)	$100.00	$12,300.00
			TOTAL STORM SEWER		$58,107.00
			SANITARY		
1.	415	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$35,275.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	415	L.F.	Trench Protection	$4.00	$1,660.00
4.	20	C.Y.	Rock Excavation	$100.00	$2,000.00
			TOTAL SANITARY WORK		$42,935.00

WATER

1.	415	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$46,480.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	1	E.A.	Hydrant Assemblies	$2,050.00	$2,050.00
6.	415	L.F.	Trench Protection	$1.50	$622.50
			TOTAL WATER WORK		$54,352.50

CONDUIT SYSTEM AND VAULTS

1.	400	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$4,800.00
2.	415	L.F.	Convert Overhead Utilities to Underground	$100.00	$41,500.00
3.	100	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,000.00
4.	100	C.Y.	Rock Excavation (If Nec.)	$100.00	$10,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$59,300.00

EROSION CONTROL

1.	830	L.F.	Sediment Fence, Unsupported	$3.00	$2,490.00
2.	4	EA.	Inlet Protection (Type 3)	$55.00	$220.00
3.		L.S.	Permanent Seeding, Complete	$1,000.00	$1,000.00
			TOTAL EROSION CONTROL		$3,710.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$1,500.00	$1,500.00
2.		L.S.	Permanent Sign Installation, Complete	$800.00	$800.00
3.		L.S.	Remove Existing Signs	$200.00	$200.00
4.		L.S.	Remove and Reinstall Ex. Signs	$300.00	$300.00
			TOTAL SIGNING AND STRIPING		$2,800.00

STREET LIGHTING

1.	3	E.A	Roadway Lighting, Darksky Type	$4,500.00	$13,500.00
			TOTAL STREET LIGHTING		$13,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	830	L.F.	Orange Safety Fence	$3.00	$2,490.00
			TOTAL MISCELLANEOUS CONST.		$4,040.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$15,000.00	$15,000.00
			TOTAL LANDSCAPING		$15,000.00
			TOTAL CONSTRUCTION		**$543,449.50**

RIGHT-OF-WAY

1.	11,205	S.F.	Right-of-Way	$14.00	$156,900.00
2.	1,000	S.F.	Temporary Construction Easement	$1.00	$1,000.00
			TOTAL RIGHT-OF-WAY		$157,900.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$163,000.00
2.			Contingency	40%	$217,400.00
			TOTAL MISCELLANEOUS		$380,400.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$1,082,000.00**
FROM FIFTH STREET TO FOURTH STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B7

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM FIFTH STREET TO FOURTH STREET, APPROXIMATELY 415-FEET MINOR COLLECTOR WITH PARKING**

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$44,900.00	$44,900.00
2.		L.S.	Temp. Protection & Direction of Traffic	$6,900.00	$6,900.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$2,500.00	$2,500.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	602	C.Y.	Unclassified Excavation	$14.00	$8,428.00
8.	319	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$27,115.00
9.	196	Ton	3/4" Dense Graded Level 3 A.C Pavement	$85.00	$16,660.00
10.	333	C.Y.	Aggregate Base	$40.00	$13,320.00
11.	830	L.F.	Asphalt Pavement Cutting	$2.00	$1,660.00
12.	333	C.Y.	Rock Excavation (If Nec.)	$35.00	$11,655.00
13.	154	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$3,850.00
14.	922	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$922.00
			TOTAL STREET WORK		$202,900.00
CONCRETE WORK					
1.	830	L.F.	Curb and Gutter, Concrete Curbs	$12.00	$9,960.00
2.	100	S.Y.	Standard Concrete Commercial Driveway	$75.00	$7,500.00
3.	461	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$20,745.00
			TOTAL CONCRETE WORK		$38,205.00
STORM SEWER					
1.	100	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$3,400.00
2.	415	L.F.	24" Storm Main	$60.00	$24,900.00
3.		EA.	Curb Inlet (Type CG-30)	$1,100.00	
4.	4	EA.	Curb Inlet (Type CG-48)	$1,300.00	$5,200.00
5.		EA.	Ditch Inlet	$1,200.00	
6.	2	EA.	48" Conc. Stm. MH	$2,000.00	$4,000.00
7.	2	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$3,000.00
8.	415	L.F.	Trench Protection	$5.00	$2,075.00
9.	76	C.Y.	Trench Foundation (If Nec.)	$30.00	$2,280.00
10.	123	C.Y.	Rock Excavation (If Necessary)	$100.00	$12,300.00
			TOTAL STORM SEWER		$57,155.00
SANITARY					
1.	415	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$35,275.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	415	L.F.	Trench Protection	$4.00	$1,660.00
4.	20	C.Y.	Rock Excavation	$100.00	$2,000.00
			TOTAL SANITARY WORK		$42,935.00

WATER

1.	415	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$46,480.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	1	E.A.	Hydrant Assemblies	$2,050.00	$2,050.00
6.	415	L.F.	Trench Protection	$1.50	$622.50
			TOTAL WATER WORK		$54,352.50

CONDUIT SYSTEM AND VAULTS

1.	400	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$4,800.00
2.	415	L.F.	Convert Overhead Utilities to Underground	$100.00	$41,500.00
3.	100	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,000.00
4.	100	C.Y.	Rock Excavation (If Nec.)	$100.00	$10,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$59,300.00

EROSION CONTROL

1.	830	L.F.	Sediment Fence, Unsupported	$3.00	$2,490.00
2.	4	EA.	Inlet Protection (Type 3)	$55.00	$220.00
3.		L.S.	Permanent Seeding, Complete	$1,000.00	$1,000.00
			TOTAL EROSION CONTROL		$3,710.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$1,500.00	$1,500.00
2.		L.S.	Permanent Sign Installation, Complete	$800.00	$800.00
3.		L.S.	Remove Existing Signs	$200.00	$200.00
4.		L.S.	Remove and Reinstall Ex. Signs	$300.00	$300.00
			TOTAL SIGNING AND STRIPING		$2,800.00

STREET LIGHTING

1.	3	E.A	Roadway Lighting, Darksky Type	$4,500.00	$13,500.00
			TOTAL STREET LIGHTING		$13,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	830	L.F.	Orange Safety Fence	$3.00	$2,490.00
			TOTAL MISCELLANEOUS CONST.		$4,040.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$15,000.00	$15,000.00
			TOTAL LANDSCAPING		$15,000.00

TOTAL CONSTRUCTION	**$493,897.50**

RIGHT-OF-WAY

1.	5,395	S.F.	Right-of-Way	$14.00	$75,500.00
2.	1,000	S.F.	Temporary Construction Easement	$1.00	$1,000.00
			TOTAL RIGHT-OF-WAY		$76,500.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$148,200.00
2.			Contingency	40%	$197,600.00
			TOTAL MISCELLANEOUS		$345,800.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS	**$916,000.00**

FROM FIFTH STREET TO FOURTH STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B8

PROJECT: **BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM FOURTH STREET TO SECOND STREET, APPROXIMATELY 590-FEET RESIDENTIAL STREET STANDARDS WITH PARKING**

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$49,700.00	$49,700.00
2.		L.S.	Temp. Protection & Direction of Traffic	$7,100.00	$7,100.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$3,000.00	$3,000.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	219	C.Y.	Unclassified Excavation	$14.00	$3,066.00
8.	419	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$35,615.00
9.	100	L.F.	Asphalt Pavement Cutting	$2.00	$200.00
			TOTAL STREET WORK		$163,700.00
CONCRETE WORK					
1.	500	S.Y.	Standard Concrete Residential Driveway	$40.00	$20,000.00
2.	656	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$29,520.00
			TOTAL CONCRETE WORK		$49,520.00
STORM SEWER					
1.	80	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$2,720.00
2.	590	L.F.	24" Storm Main	$60.00	$35,400.00
3.	4	EA.	Ditch Inlet	$1,200.00	$4,800.00
4.	2	EA.	48" Conc. Stm. MH	$2,000.00	$4,000.00
5.	1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00
6.	590	L.F.	Trench Protection	$5.00	$2,950.00
7.	109	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,270.00
8.	175	C.Y.	Rock Excavation (If Necessary)	$100.00	$17,500.00
			TOTAL STORM SEWER		$72,140.00
SANITARY					
1.	590	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$50,150.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	590	L.F.	Trench Protection	$4.00	$2,360.00
4.	25	C.Y.	Rock Excavation	$100.00	$2,500.00
			TOTAL SANITARY WORK		$59,010.00

WATER

1.	590	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$66,080.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	590	L.F.	Trench Protection	$1.50	$885.00
			TOTAL WATER WORK		$76,265.00

CONDUIT SYSTEM AND VAULTS

1.	200	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$2,400.00
2.	590	L.F.	Convert Overhead Utilities to Underground	$100.00	$59,000.00
3.	50	C.Y.	Trench Foundation (If Nec.)	$30.00	$1,500.00
4.	50	C.Y.	Rock Excavation (If Nec.)	$100.00	$5,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$67,900.00

EROSION CONTROL

1.	1,180	L.F.	Sediment Fence, Unsupported	$3.00	$3,540.00
2.	4	EA.	Inlet Protection (Type 3)	$55.00	$220.00
3.	1,000	L.S.	Permanent Seeding, Complete	$1,500.00	$1,500.00
			TOTAL EROSION CONTROL		$5,260.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$2,500.00	$2,500.00
2.		L.S.	Permanent Sign Installation, Complete	$1,300.00	$1,300.00
3.		L.S.	Remove Existing Signs	$250.00	$250.00
4.		L.S.	Remove and Reinstall Ex. Signs	$500.00	$500.00
			TOTAL SIGNING AND STRIPING		$4,550.00

STREET LIGHTING

1.	4	E.A	Roadway Lighting, Darksky Type	$4,500.00	$18,000.00
			TOTAL STREET LIGHTING		$18,000.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	3	EA.	Centerline Monument	$300.00	$900.00
4.	1,180	L.F.	Orange Safety Fence	$3.00	$3,540.00
			TOTAL MISCELLANEOUS CONST.		$5,390.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$25,000.00	$25,000.00
			TOTAL LANDSCAPING		$25,000.00

TOTAL CONSTRUCTION **$546,735.00**

RIGHT-OF-WAY

1.	3,000	S.F.	Temporary Construction Easement	$1.00	$3,000.00
			TOTAL RIGHT-OF-WAY		$3,000.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$164,000.00
2.			Contingency	40%	$218,700.00
			TOTAL MISCELLANEOUS		$382,700.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$932,000.00**
FROM FOURTH STREET TO SECOND STREET
PRELIMINARY COST ESTIMATE

SUBSECTION B9
PROJECT: BOONES FERRY STREET IMPROVEMENTS - PRELIMINARY COST ESTIMATE FROM SECOND STREET TO BRIDGE, APPROXIMATELY 550-FEET RESIDENTIAL STREET STANDARDS WITH PARKING
OWNER: CITY OF WILSONVILLE
DATE: APRIL 16, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$38,900.00	$38,900.00
2.		L.S.	Temp. Protection & Direction of Traffic	$5,800.00	$5,800.00
3.	1,100	HRS.	Flaggers	$40.00	$44,000.00
4.	90	Day	Portable Changeable Message Signs	$200.00	$18,000.00
5.		L.S.	Watering	$2,500.00	$2,500.00
6.		L.S.	Clearing and Grubbing	$3,000.00	$3,000.00
7.	200	C.Y.	Unclassified Excavation	$14.00	$2,800.00
8.	390	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$33,150.00
11.	100	L.F.	Asphalt Pavement Cutting	$2.00	$200.00
			TOTAL STREET WORK		$148,400.00
CONCRETE WORK					
2.	100	S.Y.	Standard Concrete Residential Driveway	$40.00	$4,000.00
3.	611	S.Y.	Concrete Walks (incl. Bus Stop Pads)	$45.00	$27,495.00
			TOTAL CONCRETE WORK		$31,495.00
STORM SEWER					
1.	80	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$2,720.00
2.	460	L.F.	24" Storm Main	$60.00	$27,600.00
5.	6	EA.	Ditch Inlet	$1,200.00	$7,200.00
6.	4	EA.	48" Conc. Stm. MH	$2,000.00	$8,000.00
7.	2	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$3,000.00
8.	460	L.F.	Trench Protection	$5.00	$2,300.00
9.	100	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,000.00
10.	165	C.Y.	Rock Excavation (If Necessary)	$100.00	$16,500.00
			TOTAL STORM SEWER		$70,320.00
SANITARY					
1.	550	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$46,750.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	550	L.F.	Trench Protection	$4.00	$2,200.00
4.	25	C.Y.	Rock Excavation	$100.00	$2,500.00
			TOTAL SANITARY WORK		$55,450.00

WATER

1.		L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	
2.	550	L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	$28,600.00
3.		E.A.	18" Butterfly Valves	$2,600.00	
4.	2	E.A.	8" Gave Valves	$860.00	$1,720.00
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	550	L.F.	Trench Protection	$1.50	$825.00
			TOTAL WATER WORK		$35,245.00

CONDUIT SYSTEM AND VAULTS

1.	100	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$1,200.00
2.	270	L.F.	Convert Overhead Utilities to Underground	$100.00	$27,000.00
3.	100	C.Y.	Trench Foundation (If Nec.)	$30.00	$3,000.00
4.	100	C.Y.	Rock Excavation (If Nec.)	$100.00	$10,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$41,200.00

EROSION CONTROL

1.	920	L.F.	Sediment Fence, Unsupported	$3.00	$2,760.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.		L.S.	Permanent Seeding, Complete	$1,000.00	$1,000.00
			TOTAL EROSION CONTROL		$4,090.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$2,000.00	$2,000.00
2.		L.S.	Permanent Sign Installation, Complete	$1,100.00	$1,100.00
3.		L.S.	Remove Existing Signs	$200.00	$200.00
4.		L.S.	Remove and Reinstall Ex. Signs	$400.00	$400.00
			TOTAL SIGNING AND STRIPING		$3,700.00

STREET LIGHTING

1.	3	E.A	Roadway Lighting, Darksky Type	$4,500.00	$13,500.00
			TOTAL STREET LIGHTING		$13,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	920	L.F.	Orange Safety Fence	$3.00	$2,760.00
			TOTAL MISCELLANEOUS CONST.		$4,310.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$20,000.00	$20,000.00
			TOTAL LANDSCAPING		$20,000.00
			TOTAL CONSTRUCTION		**$427,710.00**

RIGHT-OF-WAY

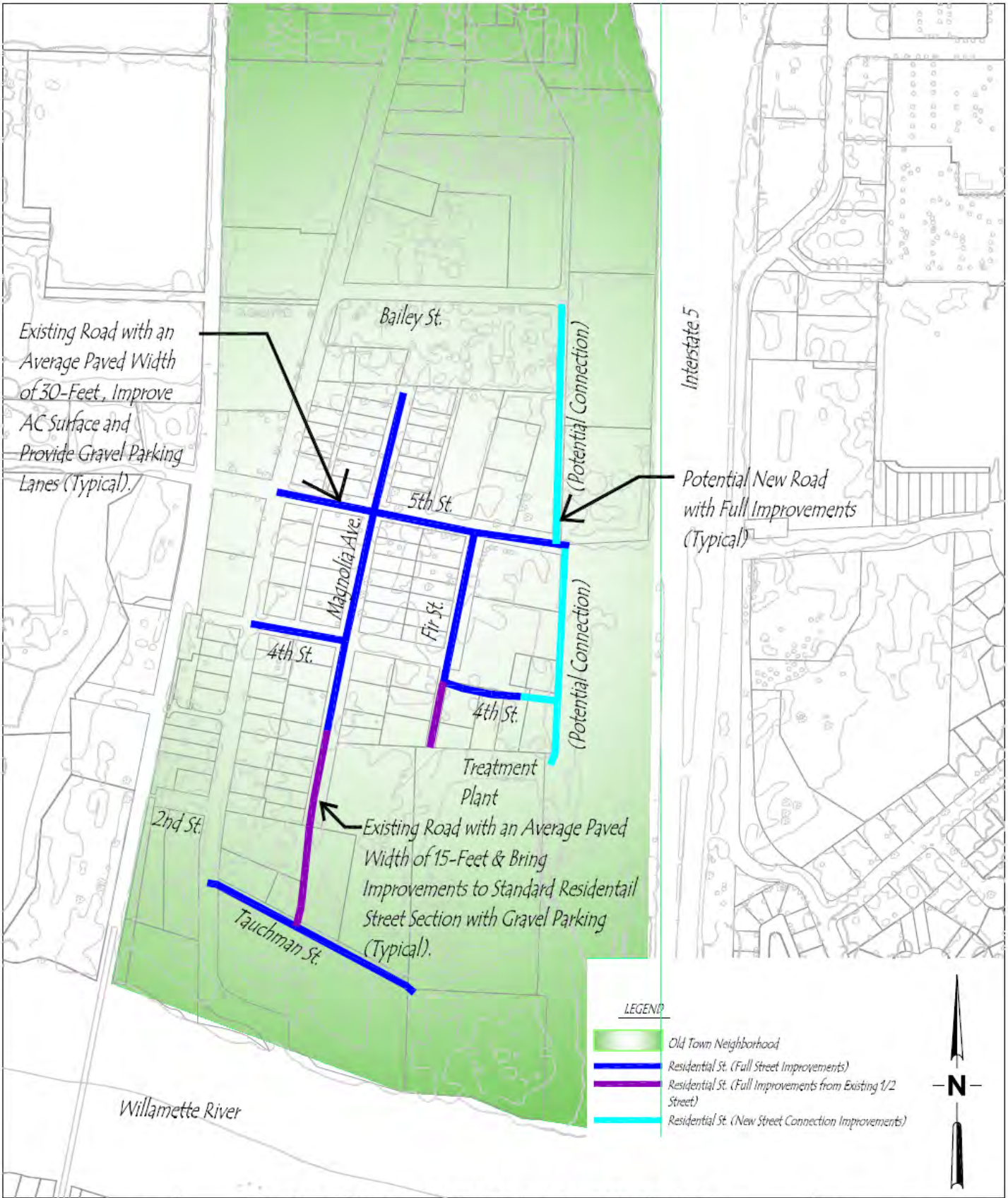
2.	1,000	S.F.	Temporary Construction Easement	$1.00	$1,000.00
			TOTAL RIGHT-OF-WAY		$1,000.00

DESIGN, CONSTRUCTION AND CONTINGENCY

1.			Design & Construction Costs	30%	$128,300.00
2.			Contingency	40%	$171,100.00
			TOTAL MISCELLANEOUS		$299,400.00

TOTAL BOONES FERRY ROAD IMPROVEMENTS **$728,000.00**
FROM SECOND STREET TO BRIDGE
PRELIMINARY COST ESTIMATE

13. APPENDIX D
Subsection C: Old Town Residential Streetscape Improvements



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN RESIDENTIAL STREETS

Scale: 1" = 500'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 04/22/08
SHEET NO. C1

DATE PLOTTED: Jun 18, 2008 - 11:11am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

SUBSECTION C2

PROJECT: RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY COST ESTIMATE
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING

OWNER: CITY OF WILSONVILLE

CASE "A"

DATE: APRIL 21, 2008

ITEM, BASE ON CASE A1 OR A2 AS NOTED BELOW	TOTAL COST BASED ON 400-FEET ROADWAY, REFER TO PRELIMINARY BASE COST FOR CASE "A"	UNIT PRICE PER LINEAL FOOT OF ROADWAY	ENGINEER'S EST. RESIDENTIAL ROAD DESCRIPTION, BASE ON CASE "A"					
			MAGNOLIA AVENUE, FROM CUL-DE-SAC TO 280-FEET SOUTH OF 4TH STREET	FIR STREET, FROM 5TH ST.TO 4TH ST.	FIFTH STREET, FROM BOONES FERRY RD TO DEAD END EAST	FOURTH STREET, FROM BOONES FERRY RD TO MAGNOLIA	FOURTH STREET, EAST OF FIR ST.	TAUCHMAN STREET, FROM BOONES FERRY TO ROAD FORKS
ROADWAY LENGTH, FEET			**1075**	**470**	**920**	**300**	**245**	**730**
STREET WORK, CASE A1	$107,800.00	$269.50			$247,940.00			
STREET WORK, CASE A2	$108,700.00	$271.75	$292,131.25	$127,722.50		$81,525.00	$66,578.75	$198,377.50
CONCRETE WORK, CASE A1	$30,780.00	$76.95			$70,794.00			
CONCRETE WORK, CASE A2	$30,780.00	$76.95	$82,721.25	$36,166.50		$23,085.00	$18,852.75	$56,173.50
STORM SEWER, CASE A1	$46,160.00	$115.40			$106,168.00			
STORM SEWER, CASE A2	$46,160.00	$115.40	$124,055.00	$54,238.00		$34,620.00	$28,273.00	$84,242.00
SANITARY SEWER, CASE A1	$42,100.00	$105.25			$96,830.00			
SANITARY SEWER, CASE A2	$42,100.00	$105.25	$113,143.75	$49,467.50		$31,575.00	$25,786.25	$76,832.50
WATER, CASE A1	$54,700.00	$136.75			$125,810.00			
WATER, CASE A2	$27,220.00	$68.05	$73,153.75	$31,983.50		$20,415.00	$16,672.25	$49,676.50
CONDUIT SYSTEM AND VAULTS, A1	$3,700.00	$9.25			$8,510.00			
CONDUIT SYSTEM AND VAULTS, A2	$3,700.00	$9.25	$9,943.75	$4,347.50		$2,775.00	$2,266.25	$6,752.50
EROSION CONTROL, CASE A1	$2,930.00	$7.33			$6,739.00			
EROSION CONTROL, CASE A2	$2,930.00	$7.33	$7,874.38	$3,442.75		$2,197.50	$1,794.63	$5,347.25
SIGNING AND STRIPING, CASE A1	$700.00	$1.75			$1,610.00			
SIGNING AND STRIPING, CASE A2	$700.00	$1.75	$1,881.25	$822.50		$525.00	$428.75	$1,277.50
STREET LIGHTING, ASSUMED 1 EACH PER EVERY 150-FEET	$4,500.00		$32,250.00	$14,100.00	$27,600.00	$9,000.00	$7,350.00	$21,900.00
MISC. CONSTRUCTION, CASE A1	$1,550.00	$3.88			$3,565.00			
MISC. CONSTRUCTION, CASE A2	$1,550.00	$3.88	$4,165.63	$1,821.25		$1,162.50	$949.38	$2,828.75
LANDSCAPING, CASE A1	$10,000.00	$25.00			$23,000.00			
LANDSCAPING, CASE A2	$10,000.00	$25.00	$26,875.00	$11,750.00		$7,500.00	$6,125.00	$18,250.00
TOTAL CONSTRUCTION			$768,195.00	$335,862.00	$718,566.00	$214,380.00	$175,077.00	$521,658.00
RIGHT-OF-WAY, PER S.F.		$14.00					$285,600.00	
DESIGN AND CONSTRUCTION COST		30.0%	$230,458.50	$100,758.60	$215,569.80	$64,314.00	$52,523.10	$156,497.40
CONTINGENCY		40.0%	$307,278.00	$134,344.80	$287,426.40	$85,752.00	$70,030.80	$208,663.20
TOTAL WITH DESIGN, CONSTRUCTION, AND CONTINGENCY			$1,306,000.00	$571,000.00	$1,222,000.00	$364,000.00	$583,000.00	$887,000.00

SUBSECTION C3

PROJECT: **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY COST ESTIMATE**
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING

OWNER: **CITY OF WILSONVILLE**

CASE "B"

DATE: APRIL 21, 2008

			ENGINEER'S EST.		
			RESIDENTIAL ROAD DESCRIPTION, BASE ON CASE "B"		
ITEM	TOTAL COST BASED ON 400-FEET ROADWAY, REFER TO PRELIMINARY BASE COST FOR CASE "B"	UNIT PRICE PER LINEAL FOOT OF ROADWAY	MAGNOLIA AVENUE, FROM 280-FT SOUTH OF 4TH TO TAUCHMAN ST.	FIR STREET, SOUTH OF 4TH TO DEAD END	
ROADWAY LENGTH, FEET			**615**	**207**	
STREET WORK	$115,000.00	$287.50	$176,812.50	$59,512.50	
CONCRETE WORK	$30,780.00	$76.95	$47,324.25	$15,928.65	
STORM SEWER	$46,160.00	$115.40	$70,971.00	$23,887.80	
SANITARY SEWER	$42,100.00	$105.25	$64,728.75	$21,786.75	
WATER	$27,220.00	$68.05	$41,850.75	$14,086.35	
CONDUIT SYSTEM AND VAULTS	$3,700.00	$9.25	$5,688.75	$1,914.75	
EROSION CONTROL	$2,930.00	$7.33	$4,504.88	$1,516.28	
SIGNING AND STRIPING	$700.00	$1.75	$1,076.25	$362.25	
STREET LIGHTING, ASSUMED 1 EACH PER EVERY 150-FEET	$4,500.00		$18,450.00	$6,210.00	
MISCELLANEOUS CONSTRUCTION	$1,550.00	$3.88	$2,383.13	$802.13	
LANDSCAPING	$10,000.00	$25.00	$15,375.00	$5,175.00	
		TOTAL CONSTRUCTION	$449,165.25	$151,182.45	
		RIGHT-OF-WAY, PER S.F. $14.00	$246,120.00		
		DESIGN AND CONSTRUCTION COST 30.0%	$134,749.58	$45,354.74	
		CONTINGENCY 40.0%	$179,666.10	$60,472.98	
		TOTAL WITH DESIGN, CONSTRUCTION, AND CONTINGENCY	$1,010,000.00	$257,000.00	

SUBSECTION C4

PROJECT: **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY COST ESTIMATE**
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING

OWNER: **CITY OF WILSONVILLE**

CASE "C"

DATE: APRIL 21, 2008

			ENGINEER'S EST.			
			RESIDENTIAL ROAD DESCRIPTION, BASE ON CASE "C"			
ITEM	TOTAL COST BASED ON 400-FEET ROADWAY, REFER TO PRELIMINARY BASE COST FOR CASE "C"	UNIT PRICE PER LINEAL FOOT OF ROADWAY	FOURTH STREET, FROM MAGNOLIA TO FIR	ALTERNATE ACCESS BY CHURCH, FROM BAILEY TO 5TH	ALTERNATE ACCESS TO TREATMENT PLANT, FROM 5TH TO NORTH OF TREATMENT PLANT	CONNECTION FROM 4TH TO ALTERNATE ACCESS NEAR TREATMENT PLAN
ROADWAY LENGTH, FEET			**325**	**742**	**675**	**110**
STREET WORK	$149,200.00	$373.00	$121,225.00	$276,766.00	$251,775.00	$41,030.00
CONCRETE WORK	$30,780.00	$76.95	$25,008.75	$57,096.90	$51,941.25	$8,464.50
STORM SEWER	$51,460.00	$128.65	$41,811.25	$95,458.30	$86,838.75	$14,151.50
SANITARY SEWER	$43,100.00	$107.75	$35,018.75	$79,950.50	$72,731.25	$11,852.50
WATER	$25,170.00	$62.93	$20,450.63	$46,690.35	$42,474.38	$6,921.75
CONDUIT SYSTEM AND VAULTS	$8,900.00	$22.25	$7,231.25	$16,509.50	$15,018.75	$2,447.50
EROSION CONTROL	$3,730.00	$9.33	$3,030.63	$6,919.15	$6,294.38	$1,025.75
SIGNING AND STRIPING	$450.00	$1.13	$365.63	$834.75	$759.38	$123.75
STREET LIGHTING, ASSUMED 1 EACH PER EVERY 150-FEET	$4,500.00		$9,750.00	$22,260.00	$20,250.00	$3,300.00
MISCELLANEOUS CONSTRUCTION	$3,950.00	$9.88	$3,209.38	$7,327.25	$6,665.63	$1,086.25
LANDSCAPING	$15,000.00	$37.50	$12,187.50	$27,825.00	$25,312.50	$4,125.00
TOTAL CONSTRUCTION			$279,288.75	$637,637.70	$580,061.25	$94,528.50
RIGHT-OF-WAY, PER S.F.		$14.00		$363,580.00	$567,000.00	$92,400.00
DESIGN AND CONSTRUCTION COST		30.0%	$83,786.63	$191,291.31	$174,018.38	$28,358.55
CONTINGENCY		40.0%	$111,715.50	$255,055.08	$232,024.50	$37,811.40
TOTAL WITH DESIGN, CONSTRUCTION, AND CONTINGENCY			$475,000.00	$1,448,000.00	$1,553,000.00	$253,000.00

SUBSECTION C5

CASE "A1": **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY BASE COST**
ASSUMED ONE CITY BLOCK (ROUGHLY 400-FEET)
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING
ROUGHTLY 30-FEET OF EXISTING PAVEMENT, 18" WATER MAIN UPGRADE

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 21, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$27,700.00	$27,700.00
2.		L.S.	Temp. Protection & Direction of Traffic	$5,400.00	$5,400.00
3.	640	HRS.	Flaggers	$40.00	$25,600.00
4.	40	Day	Portable Changeable Message Signs	$200.00	$8,000.00
5.		L.S.	Watering	$500.00	$500.00
6.		L.S.	Clearing and Grubbing	$1,000.00	$1,000.00
7.	465	C.Y.	Unclassified Excavation	$14.00	$6,510.00
8.	170	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$14,450.00
9.	257	C.Y.	Aggregate Base	$40.00	$10,280.00
10.	120	C.Y.	Aggregate Shoulder Gravel for Parking Area	$40.00	$4,800.00
11.	20	C.Y.	Rock Excavation (If Nec.)	$35.00	$700.00
12.	20	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$500.00
13.	710	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$710.00
14.	800	L.F.	Asphalt Pavement Cutting	$2.00	$1,600.00
			TOTAL STREET WORK		$107,800.00
CONCRETE WORK					
1.	270	S.Y.	Standard Concrete Residential Driveway	$40.00	$10,800.00
2.	444	S.Y.	Concrete Walks (including ramps)	$45.00	$19,980.00
			TOTAL CONCRETE WORK		$30,780.00
STORM SEWER					
1.	240	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$8,160.00
2.	400	L.F.	24" Storm Main	$60.00	$24,000.00
3.	6	EA.	Ditch Inlet	$1,200.00	$7,200.00
4.	1	EA.	48" Conc. Stm. MH	$2,000.00	$2,000.00
5.	1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00
6.	240	L.F.	Trench Protection	$5.00	$1,200.00
7.	20	C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00
8.	15	C.Y.	Rock Excavation (If Necessary)	$100.00	$1,500.00
			TOTAL STORM SEWER		$46,160.00
SANITARY					
1.	400	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$34,000.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	400	L.F.	Trench Protection	$4.00	$1,600.00
4.	25	C.Y.	Rock Excavation	$100.00	$2,500.00
			TOTAL SANITARY WORK		$42,100.00

WATER

1.	400	L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	$44,800.00
2.		L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	
3.	2	E.A.	18" Butterfly Valves	$2,600.00	$5,200.00
4.		E.A.	8" Gave Valves	$860.00	
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	400	L.F.	Trench Protection	$1.50	$600.00
			TOTAL WATER WORK		$54,700.00

CONDUIT SYSTEM AND VAULTS

1.	200	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$2,400.00
2.		L.F.	Convert Overhead Utilities to Underground	$100.00	
3.	10	C.Y.	Trench Foundation (If Nec.)	$30.00	$300.00
4.	10	C.Y.	Rock Excavation (If Nec.)	$100.00	$1,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$3,700.00

EROSION CONTROL

1.	800	L.F.	Sediment Fence, Unsupported	$3.00	$2,400.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.	1	L.S.	Permanent Seeding, Complete	$200.00	$200.00
			TOTAL EROSION CONTROL		$2,930.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$200.00	$200.00
2.		L.S.	Permanent Sign Installation, Complete	$250.00	$250.00
3.		L.S.	Remove Existing Signs	$100.00	$100.00
4.		L.S.	Remove and Reinstall Ex. Signs	$150.00	$150.00
			TOTAL SIGNING AND STRIPING		$700.00

STREET LIGHTING

1.	1	E.A	Roadway Lighting, Darksky Type	$4,500.00	$4,500.00
			TOTAL STREET LIGHTING		$4,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.		L.F.	Orange Safety Fence	$3.00	
			TOTAL MISCELLANEOUS CONST.		$1,550.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$10,000.00	$10,000.00
			TOTAL LANDSCAPING		$10,000.00

SUBSECTION C6

CASE "A2": **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY BASE COST**
ASSUMED ONE CITY BLOCK (ROUGHLY 400-FEET)
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING
ROUGHTLY 30-FEET OF EXISTING PAVEMENT, 8" WATER MAIN UPGRADE

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 21, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$29,100.00	$29,100.00
2.		L.S.	Temp. Protection & Direction of Traffic	$4,900.00	$4,900.00
3.	640	HRS.	Flaggers	$40.00	$25,600.00
4.	40	Day	Portable Changeable Message Signs	$200.00	$8,000.00
5.		L.S.	Watering	$500.00	$500.00
6.		L.S.	Clearing and Grubbing	$1,000.00	$1,000.00
7.	465	C.Y.	Unclassified Excavation	$14.00	$6,510.00
8.	170	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$14,450.00
9.	257	C.Y.	Aggregate Base	$40.00	$10,280.00
10.	120	C.Y.	Aggregate Shoulder Gravel for Parking Area	$40.00	$4,800.00
11.	20	C.Y.	Rock Excavation (If Nec.)	$35.00	$700.00
12.	20	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$500.00
13.	710	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$710.00
14.	800	L.F.	Asphalt Pavement Cutting	$2.00	$1,600.00
			TOTAL STREET WORK		$108,700.00
CONCRETE WORK					
1.	270	S.Y.	Standard Concrete Residential Driveway	$40.00	$10,800.00
2.	444	S.Y.	Concrete Walks (including ramps)	$45.00	$19,980.00
			TOTAL CONCRETE WORK		$30,780.00
STORM SEWER					
1.	240	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$8,160.00
2.	400	L.F.	24" Storm Main	$60.00	$24,000.00
3.	6	EA.	Ditch Inlet	$1,200.00	$7,200.00
4.	1	EA.	48" Conc. Stm. MH	$2,000.00	$2,000.00
5.	1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00
6.	240	L.F.	Trench Protection	$5.00	$1,200.00
7.	20	C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00
8.	15	C.Y.	Rock Excavation (If Necessary)	$100.00	$1,500.00
			TOTAL STORM SEWER		$46,160.00
SANITARY					
1.	400	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$34,000.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	400	L.F.	Trench Protection	$4.00	$1,600.00
4.	25	C.Y.	Rock Excavation	$100.00	$2,500.00
			TOTAL SANITARY WORK		$42,100.00

WATER

1.		L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	
2.	400	L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	$20,800.00
3.		E.A.	18" Butterfly Valves	$2,600.00	
4.	2	E.A.	8" Gave Valves	$860.00	$1,720.00
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	400	L.F.	Trench Protection	$1.50	$600.00
			TOTAL WATER WORK		$27,220.00

CONDUIT SYSTEM AND VAULTS

1.	200	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$2,400.00
2.		L.F.	Convert Overhead Utilities to Underground	$100.00	
3.	10	C.Y.	Trench Foundation (If Nec.)	$30.00	$300.00
4.	10	C.Y.	Rock Excavation (If Nec.)	$100.00	$1,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$3,700.00

EROSION CONTROL

1.	800	L.F.	Sediment Fence, Unsupported	$3.00	$2,400.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.	1	L.S.	Permanent Seeding, Complete	$200.00	$200.00
			TOTAL EROSION CONTROL		$2,930.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$200.00	$200.00
2.		L.S.	Permanent Sign Installation, Complete	$250.00	$250.00
3.		L.S.	Remove Existing Signs	$100.00	$100.00
4.		L.S.	Remove and Reinstall Ex. Signs	$150.00	$150.00
			TOTAL SIGNING AND STRIPING		$700.00

STREET LIGHTING

1.	1	E.A	Roadway Lighting, Darksky Type	$4,500.00	$4,500.00
			TOTAL STREET LIGHTING		$4,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.		L.F.	Orange Safety Fence	$3.00	
			TOTAL MISCELLANEOUS CONST.		$1,550.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$10,000.00	$10,000.00
			TOTAL LANDSCAPING		$10,000.00

SUBSECTION C7

CASE "B": **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY BASE COST**
ASSUMED ONE CITY BLOCK (ROUGHLY 400-FEET)
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING
ROUGHTLY 10-20-FEET OF EXISTING PAVEMENT (ASSUMED 15-FEET)

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 21, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$25,900.00	$25,900.00
2.		L.S.	Temp. Protection & Direction of Traffic	$5,100.00	$5,100.00
3.	640	HRS.	Flaggers	$40.00	$25,600.00
4.	40	Day	Portable Changeable Message Signs	$200.00	$8,000.00
5.		L.S.	Watering	$500.00	$500.00
6.		L.S.	Clearing and Grubbing	$1,000.00	$1,000.00
7.	642	C.Y.	Unclassified Excavation	$14.00	$8,988.00
8.	150	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$12,750.00
9.	29	Ton	3/4" Dense Graded Level 3 A.C. Pavement	$85.00	$2,465.00
10.	400	C.Y.	Aggregate Base	$40.00	$16,000.00
11.	120	C.Y.	Aggregate Shoulder Gravel for Parking Area	$40.00	$4,800.00
12.	20	C.Y.	Rock Excavation (If Nec.)	$35.00	$700.00
13.	20	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$500.00
14.	1,100	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$1,100.00
15.	800	L.F	Asphalt Pavement Cutting	$2.00	$1,600.00
			TOTAL STREET WORK		$115,000.00
CONCRETE WORK					
1.	270	S.Y.	Standard Concrete Residential Driveway	$40.00	$10,800.00
2.	444	S.Y.	Concrete Walks (including ramps)	$45.00	$19,980.00
			TOTAL CONCRETE WORK		$30,780.00
STORM SEWER					
1.	240	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$8,160.00
2.	400	L.F.	24" Storm Main	$60.00	$24,000.00
3.	6	EA.	Ditch Inlet	$1,200.00	$7,200.00
4.	1	EA.	48" Conc. Stm. MH	$2,000.00	$2,000.00
5.	1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00
6.	240	L.F.	Trench Protection	$5.00	$1,200.00
7.	20	C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00
8.	15	C.Y.	Rock Excavation (If Necessary)	$100.00	$1,500.00
			TOTAL STORM SEWER		$46,160.00
SANITARY					
1.	400	L.F.	8 Inch Sanitary Sewer Pipe, 10-ft Depth	$85.00	$34,000.00
2.	2	E.A.	Sanitary Manhole	$2,000.00	$4,000.00
3.	400	L.F.	Trench Protection	$4.00	$1,600.00
4.	25	C.Y.	Rock Excavation	$100.00	$2,500.00
			TOTAL SANITARY WORK		$42,100.00

WATER

1.		L.F.	18 Inch D.I. Potable Water Pipes and Fittings	$112.00	
2.	400	L.F.	8" Inch D.I. Potable Water Pipes and Fittings	$52.00	$20,800.00
3.		E.A.	18" Butterfly Valves	$2,600.00	
4.	2	E.A.	8" Gave Valves	$860.00	$1,720.00
5.	2	E.A.	Hydrant Assemblies	$2,050.00	$4,100.00
6.	400	L.F.	Trench Protection	$1.50	$600.00
			TOTAL WATER WORK		$27,220.00

CONDUIT SYSTEM AND VAULTS

1.	200	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$2,400.00
2.		L.F.	Convert Overhead Utilities to Underground	$100.00	
3.	10	C.Y.	Trench Foundation (If Nec.)	$30.00	$300.00
4.	10	C.Y.	Rock Excavation (If Nec.)	$100.00	$1,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$3,700.00

EROSION CONTROL

1.	800	L.F.	Sediment Fence, Unsupported	$3.00	$2,400.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.	1	L.S.	Permanent Seeding, Complete	$200.00	$200.00
			TOTAL EROSION CONTROL		$2,930.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$200.00	$200.00
2.		L.S.	Permanent Sign Installation, Complete	$250.00	$250.00
3.		L.S.	Remove Existing Signs	$100.00	$100.00
4.		L.S.	Remove and Reinstall Ex. Signs	$150.00	$150.00
			TOTAL SIGNING AND STRIPING		$700.00

STREET LIGHTING

1.	1	E.A	Roadway Lighting, Darksky Type	$4,500.00	$4,500.00
			TOTAL STREET LIGHTING		$4,500.00

MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.		L.F.	Orange Safety Fence	$3.00	
			TOTAL MISCELLANEOUS CONST.		$1,550.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$10,000.00	$10,000.00
			TOTAL LANDSCAPING		$10,000.00

SUBSECTION C8

CASE "C": **RESIDENTIAL STREETSCAPE IMPROVEMENTS - PRELIMINARY BASE COST**
ASSUMED ONE CITY BLOCK (ROUGHLY 400-FEET)
RESIDENTIAL STREET STANDARDS WITH GRAVEL PARKING
ASSUMED NEW ROAD IMPROVEMTNS

OWNER: **CITY OF WILSONVILLE**

DATE: APRIL 21, 2008

				ENGINEER'S EST.	
ITEM	**QUANITITY**	**UNIT**	**DESCRIPTION**	**UNIT PRICE**	**TOTAL**
STREET WORK					
1.		L.S.	Mobilization	$30,600.00	$30,600.00
2.		L.S.	Temp. Protection & Direction of Traffic	$6,000.00	$6,000.00
3.	640	HRS.	Flaggers	$40.00	$25,600.00
4.	40	Day	Portable Changeable Message Signs	$200.00	$8,000.00
5.		L.S.	Watering	$500.00	$500.00
6.		L.S.	Clearing and Grubbing	$1,000.00	$1,000.00
7.	940	C.Y.	Unclassified Excavation	$14.00	$13,160.00
8.	114	Ton	1/2" Dense Graded Level 3 A.C Pavement	$85.00	$9,690.00
9.	227	Ton	3/4" Dense Graded Level 3 A.C. Pavement	$85.00	$19,295.00
10.	642	C.Y.	Aggregate Base	$40.00	$25,680.00
11.	120	C.Y.	Aggregate Shoulder Gravel for Parking Area	$40.00	$4,800.00
12.	50	C.Y.	Rock Excavation (If Nec.)	$35.00	$1,750.00
13.	50	C.Y.	Import Subgrade Stab. Rock (If Nec.)	$25.00	$1,250.00
14.	1,780	S.Y.	Subgrade Geotextile (If Nec.)	$1.00	$1,780.00
15.	50	L.F	Asphalt Pavement Cutting	$2.00	$100.00
			TOTAL STREET WORK		$149,200.00
CONCRETE WORK					
1.	270	S.Y.	Standard Concrete Residential Driveway	$40.00	$10,800.00
2.	444	S.Y.	Concrete Walks (including ramps)	$45.00	$19,980.00
			TOTAL CONCRETE WORK		$30,780.00
STORM SEWER					
1.	240	L.F.	12" C-900 Storm Lateral (Imp. Backfill)	$34.00	$8,160.00
2.	400	L.F.	24" Storm Main	$60.00	$24,000.00
3.	6	EA.	Ditch Inlet	$1,200.00	$7,200.00
4.	3	EA.	48" Conc. Stm. MH	$2,000.00	$6,000.00
5.	1	EA.	Core & Connect to Ex 48" Conc. Stm. MH	$1,500.00	$1,500.00
6.	400	L.F.	Trench Protection	$5.00	$2,000.00
7.	20	C.Y.	Trench Foundation (If Nec.)	$30.00	$600.00
8.	20	C.Y.	Rock Excavation (If Necessary)	$100.00	$2,000.00
			TOTAL STORM SEWER		$51,460.00

SANITARY SEWER

1.	400	L.F.	8" Sanitary Sewer Pipe (10' deep)	$85.00	$34,000.00
2.	3	EA.	Sanitary MH	$2,000.00	$6,000.00
3.	400	L.F.	Trench Protection	$4.00	$1,600.00
4.	15	C.Y.	Rock Excavation (If Necessary)	$100.00	$1,500.00
			TOTAL SANITARY SEWER		$43,100.00

WATER SUPPLY SYSTEMS

1.	400	LF	8" Water Main	$52.00	$20,800.00
2.	2	EA	8" Gate Valve	$860.00	$1,720.00
3.	1	EA	Hydrant Assembly	$2,050.00	$2,050.00
4.	400	LF	Trench Protection	$1.50	$600.00
			TOTAL WATER SUPPLY SYSTEM		$25,170.00

CONDUIT SYSTEM AND VAULTS

1.	200	L.F.	12" PVC C-900 Conduit Sleeves	$12.00	$2,400.00
2.		L.F.	Convert Overhead Utilities to Underground	$100.00	
3.	50	C.Y.	Trench Foundation (If Nec.)	$30.00	$1,500.00
4.	50	C.Y.	Rock Excavation (If Nec.)	$100.00	$5,000.00
			TOTAL CONDUIT SYSTEM AND VAULTS		$8,900.00

EROSION CONTROL

1.	800	L.F.	Sediment Fence, Unsupported	$3.00	$2,400.00
2.	6	EA.	Inlet Protection (Type 3)	$55.00	$330.00
3.	1	L.S.	Permanent Seeding, Complete	$1,000.00	$1,000.00
			TOTAL EROSION CONTROL		$3,730.00

SIGNING AND STRIPING

1.		L.S.	Perm. Striping And Pavement Marking	$200.00	$200.00
2.		L.S.	Permanent Sign Installation, Complete	$250.00	$250.00
3.		L.S.	Remove Existing Signs		
4.		L.S.	Remove and Reinstall Ex. Signs		
			TOTAL SIGNING AND STRIPING		$450.00

STREET LIGHTING

1.	1	E.A	Roadway Lighting, Darksky Type	$4,500.00	$4,500.00
			TOTAL STREET LIGHTING		$4,500.00

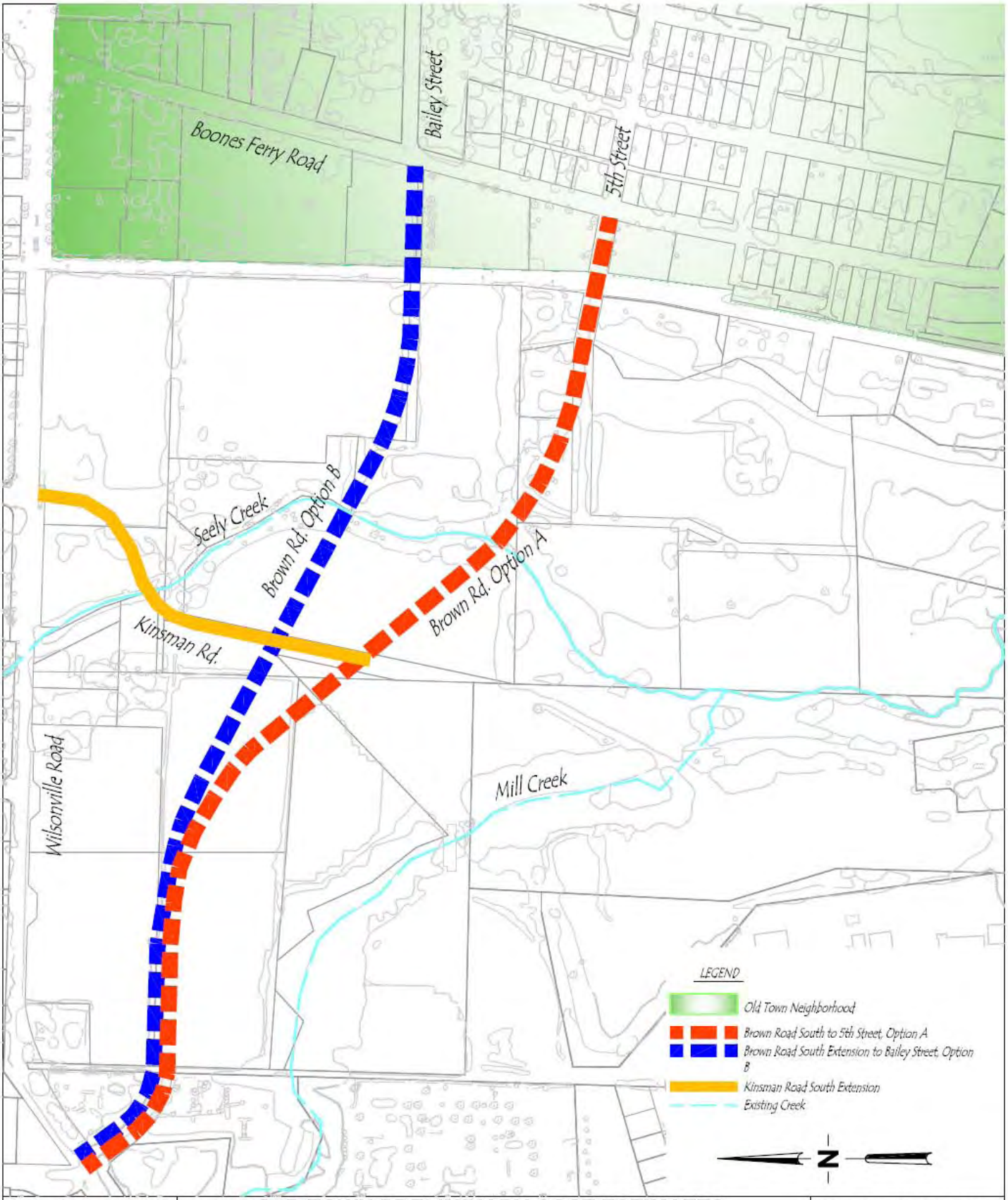
MISCELLANEOUS CONSTRUCTION

1.	2	EA.	Adjust Existing Gas Valves to F.G.	$200.00	$400.00
2.		L.S.	Franchise Utility Markers to be Relocated	$550.00	$550.00
3.	2	EA.	Centerline Monument	$300.00	$600.00
4.	800	L.F.	Orange Safety Fence	$3.00	$2,400.00
			TOTAL MISCELLANEOUS CONST.		$3,950.00

LANDSCAPING

1.		L.S.	Landscaping, Complete	$15,000.00	$15,000.00
			TOTAL LANDSCAPING		$15,000.00

13. APPENDIX D
Subsection D: Brown Road South Extension



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN
BROWN ROAD SOUTH EXTENSION

Scale: 1" = 500'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 06/16/08
SHEET NO. D1

DATE PLOTTED: Jun 16, 2008 - 11:14am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

SUBSECTION D2
PROJECT: BROWN ROAD SOUTH EXTENSION, OPTION A (SOUTH)
FROM WILSONVILLE ROAD TO FIFTH STREET
MINOR COLLECTOR WITH NO PARKING
OWNER: CITY OF WILSONVILLE
DATE: MAY 6, 2008

ENGINEER'S ESTIMATES

			FROM WILSONVILLE ROAD TO FIFTH STREET TOTAL LENGTH, 3,550 FT				WILSONVILLE RD TO KINSMAN LENGTH, 1,750 FT	KINSMAN TO 5TH ST. LENGTH, 1,800 FT
ITEM	SECTION NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL	49% OF TOTAL OR AS NOTED	51% OF TOTAL OR AS NOTED
PART 00150 - CONTROL OF WORK								
1.	00150	EXTENDED MAINTENANCE (2YR)	LS		$2,000.00	$2,000	$2,000.00	$2,000.00
					SUBTOTAL	$2,000	$2,000	$2,000
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES								
2.	00210	MOBILIZATION	LS			$472,405	$215,151	$302,893
3.	00225	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	1	$8,000.00	$8,000	$3,920.00	$4,080.00
4.	00225	TEMPORARY SIGNS	SF	320	$17.00	$5,440	$2,665.60	$2,774.40
5.	00225	TEMPORARY BARRICADES, TYPE III	FT	100	$65.00	$6,500.00	$6,500.00	$6,500.00
6.	00225	PORTABLE CHANGEABLE MESSAGE BORD SIGNS	DAY	120	$200.00	$24,000.00	$24,000.00	$24,000.00
7.	00225	FLAGGERS (TRAFFIC CONTROL LABOR)	HR	1600	$40.00	$64,000	$64,000	$64,000
					SUBTOTAL	$580,345	$316,237	$404,248
EROSION CONTROL								
8.	00280	TEMPORARY TYPE ORANGE PLASTIC MESH FENCE	LF	7000	$2.50	$17,500	$8,575.00	$8,925.00
9.	00280	CONSTRUCTION ENTRANCES	EA	2	$1,145.00	$2,290	$2,290	$2,290
10.	00280	INLET PROTECTION	EA	23	$55.00	$1,265	$605.00	$660.00
11.	00280	TIRE WASH FACILITY	EA	2	$2,000.00	$4,000	$4,000	$4,000
12.	00280	BIOFILTER BAGS	EA	92	$14.50	$1,334	$652.50	$681.50
13.	00280	SEDIMENT FENCE, UNSUPPORTED	LF	7000	$3.00	$21,000	$10,290.00	$10,710.00
14.	00280	TEMPORARY SEEDING	AC	2	$2,530.00	$5,060	$2,479.40	$2,580.60
15.	00280	SAWCUT EXISTING PAVEMENT	LF	200	$2.00	$400	$196.00	$204.00
16.	00280	REMOVAL OF SURFACINGS	SY	3400	$4.00	$13,600	$6,664.00	$6,936.00
					SUBTOTAL	$66,449	$35,751.90	$36,987.10

PART 00300 - ROADWORK

17.	00310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$25,000.00	$25,000	$12,250.00	$12,750.00
18.	00320	CLEARING AND GRUBBING	LS	1	$50,000.00	$50,000	$24,500.00	$25,500.00
19.	00330	COMMON EXCAVATION	CY	20000	$14.00	$280,000	$137,200.00	$142,800.00
20.	00331	SUBGRADE STABILIZATION (IF NECESSARY)	CY	3290	$25.00	$82,250	$40,302.50	$41,947.50
21.	00340	WATERING	LS	1	$10,000.00	$10,000	$4,900.00	$5,100.00
22.	00350	GEOSYNTHETIC INSTALLATION	SY	20000	$1.00	$20,000	$9,800.00	$10,200.00
					SUBTOTAL	$467,250	$228,952.50	$238,297.50

PART 00400 - DRAINAGE AND SEWERS

STORM SEWERS

23.	00470	STORM MANHOLE	EA	7	$2,000.00	$14,000	$6,000.00	$8,000.00
24.	00470	CONCRETE INLETS, TYPE CG-30	EA	18	$1,300.00	$23,400	$11,700.00	$11,700.00
25.	00470	10" STORM PIPE	LF	400	$40.00	$16,000	$7,840.00	$8,160.00
26.	00470	24" STORM PIPE	LF	2800	$60.00	$168,000	$82,320.00	$85,680.00
27.	00470	6'x4' BOX CULVERT WITH 8' HEAD WALLS	EA	2	$150,000.00	$300,000	$0.00	$300,000
28.		TRENCH PROTECTION	LF	2900	$2.00	$5,800	$2,842.00	$2,958.00
					SUBTOTAL	$527,200	$110,702	$416,498

SANITARY SEWERS

29.	00445	8 INCH SANITARY SEWER PIPE, 10 FT DEPTH	LF	2000	$85.00	$170,000	$83,300.00	$86,700.00
30.		SANITARY MANHOLE	EA	6	$2,000.00	$12,000	$6,000.00	$6,000.00
31.		TRENCH PROTECTION	LF	2000	$4.00	$8,000	$3,920.00	$4,080.00
					SUBTOTAL	$190,000	$93,220	$96,780

UTILITY CONDUITS & VAULTS

32.	00445	2 INCH PVC PIPE, 5 FT DEPTH	LF	13000	$2.00	$26,000	$12,740.00	$13,260.00
33.	00445	4 INCH PVC PIPE, 5 FT DEPTH	LF	24000	$2.50	$60,000	$29,400.00	$30,600.00
34.		UTILITY TRENCH EXCAVATION	LF	4500	$30.00	$135,000	$66,150.00	$68,850.00
35.	00470	RAILROAD TRACK CROSSING	LS	1	$50,000.00	$50,000	$0.00	$50,000
36.	00470	UTILITY VAULT, 12' X 6' X 8'	EA	3	$4,600.00	$13,800	$4,600.00	$9,200.00
37.	00470	UTILITY VAULT, 2' X 3'	EA	9	$800.00	$7,200	$3,200.00	$4,000.00
					SUBTOTAL	$292,000	$116,090	$175,910

PART 00600 - BASES

38.	00640	AGGREGATE BASE	CY	4500	$40.00	$180,000	$88,200.00	$91,800.00
					SUBTOTAL	$180,000	$88,200	$91,800

PART 00700 - WEARING SURFACES

39.	00744	ASPHALT APPROACHES	CY	100	$650.00	$65,000	$31,850.00	$33,150.00
40.	00759	CURB AND GUTTER CONCRETE CURBS	LF	7100	$14.00	$99,400	$48,706.00	$50,694.00
41.	00759	CONCRETE DRIVEWAYS	SY	900	$75.00	$67,500	$33,075.00	$34,425.00
42.	00759	CONCRETE WALKS	SY	3945	$45.00	$177,525	$86,987.25	$90,537.75
43.	00755	7" PCC PAVEMENT	SF	165800	$6.00	$994,800	$487,452.00	$507,348.00
					SUBTOTAL	$1,404,225	$688,070	$716,155

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES

44.	00850	PAVEMENT LEGEND, TYPE A: ARROWS	EA	20	$100.00	$2,000	$1,000.00	$1,000.00
45.	00850	PAVEMENT LEGEND, TYPE A: BICYCLE LANE SYMBOLS	EA	20	$125.00	$2,500	$1,250.00	$1,250.00
46.	00861	PAINTED PERMANENT PAVEMENT STRIPING	LF	22000	$0.10	$2,200	$1,078.00	$1,122.00
47.	00863	STRIPING AND STRIPE REMOVAL MOBILIZATION	EA	1	$200.00	$200	$200.00	$200.00
48.	00850	PVMNT LEGEND; TYPE B "ONLY"	EA	2	$275.00	$550	$275.00	$275.00
49.	00860	BI DIRECTIONAL TYPE I YELLOW MARKERS	EA	360	$4.00	$1,440	$704.00	$736.00
50.	00860	WHITE TYPE II MARKERS	EA	200	$3.00	$600	$294.00	$306.00
					SUBTOTAL	$9,490	$4,801	$4,889

PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS

51.	00930	SIGN AND LUMINAIRE SUPPORTS	LS	1	$2,000.00	$2,000	$2,000	$2,000
52.	00990	TRAFFIC SIGNAL INSTALLATION	EA	1	$350,000.00	$350,000	$350,000	$350,000
53.	00960	COBRA HEAD LUMINAIRES, POLES, FOUNDATIONS, JUNCTION	EA	50	$3,400.00	$170,000	$85,000.00	$88,400.00
54.	00990	ILLUMINATION SERVICE CABINET AND EQUIPMENT	EA	2	$7,500.00	$15,000	$7,500.00	$7,500.00
					SUBTOTAL	$537,000	$444,500	$447,900

PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL

55.	01040	LANDSCAPING	LS	1	$210,000.00	$210,000	$102,900.00	$107,100.00
56.	01040	WETLAND MITIGATION	AC	0.60	$5,000.00	$3,000	$0.00	$3,000
57.	01040	RAILROAD SURFACE CROSSING	LS	1	$400,000.00	$400,000	$0.00	$400,000
					SUBTOTAL	$613,000	$102,900	$510,100

PART 01100 - WATER SUPPLY SYSTEMS

58.	01120	IRRIGATION	LS	1	$60,000.00	$60,000	$29,400.00	$30,600.00
59.	01170	2 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	700	$30.00	$21,000	$10,290.00	$10,710.00
60.	01170	12 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	3350	$49.00	$164,150	$80,433.50	$83,716.50
61.	01150	6 INCH GATE VALVE	EA	8	$475.00	$3,800	$1,900.00	$1,900.00
62.	01150	12 INCH GATE VALVE	EA	8	$1,000.00	$8,000	$4,000.00	$4,000.00
63.	01160	HYDRANT ASSEMBLIES	EA	8	$2,050.00	$16,400	$8,200.00	$8,200.00
64.		RAILROAD TRACK CROSSING	LS	1	$50,000.00	$50,000	$0.00	$50,000
65.		TRENCH PROTECTION	LF	4100	$1.50	$6,150	$3,013.50	$3,136.50
					SUBTOTAL	$329,500	$137,237	$192,263

SUBTOTAL OF CONSTRUCTION ITEMS	$5,198,459	$2,368,661	$3,333,827

DESIGN, ROW & CONTINGENCIES

		RIGHT OF WAY (Residential)	SF	284,000	$14.00	$3,976,000	$1,948,240.00	$2,027,760.00
		TEMPORARY CONSTRUCTION EASEMENT	SF	35,500	$1.00	$35,500	$17,395.00	$18,105.00
		DESIGN AND CONST. MGMT. (25%)				$1,299,615	$592,165	$833,457
		CONTINGENCIES (30%)				$1,559,538	$710,598	$1,000,148
SUBTOTAL INCLUDING ROW, DESIGN, AND CONTINGENCIES						**$6,870,653**	**$3,268,399**	**$3,879,470**

TOTAL PRELIMINARY COST ESTIMATE	**$12,069,000**	**$5,637,000**	**$7,213,000**

SUBSECTION D3
PROJECT: BROWN ROAD SOUTH EXTENSION, OPTION B (NORTH)
FROM WILSONVILLE ROAD TO BAILEY STREET
MINOR COLLECTOR WITH NO PARKING
OWNER: CITY OF WILSONVILLE
DATE: APRIL 18, 2008

ENGINEER'S ESTIMATES

			FROM WILSONVILLE ROAD TO BAILEY STREET TOTAL LENGTH, 3,400 FT				WILSONVILLE RD TO KINSMAN LENGTH, 1,810 FT	KINSMAN TO BAILEY ST. LENGTH, 1,590 FT
ITEM	SECTION NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL	53% OF TOTAL OR AS NOTED	47% OF TOTAL OR AS NOTED
PART 00150 - CONTROL OF WORK								
1.	00150	EXTENDED MAINTENANCE (2YR)	LS		$2,000.00	$2,000	$2,000.00	$2,000.00
					SUBTOTAL	$2,000	$2,000	$2,000
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES								
2.	00210	MOBILIZATION	LS			$450,556	$225,225	$270,630
3.	00225	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	1	$8,000.00	$8,000	$4,240.00	$3,760.00
4.	00225	TEMPORARY SIGNS	SF	320	$17.00	$5,440	$2,883.20	$2,556.80
5.	00225	TEMPORARY BARRICADES, TYPE III	FT	100	$65.00	$6,500.00	$6,500.00	$6,500.00
6.	00225	PORTABLE CHANGEABLE MESSAGE BORD SIGNS	DAY	120	$200.00	$24,000.00	$24,000.00	$24,000.00
7.	00225	FLAGGERS (TRAFFIC CONTROL LABOR)	HR	1600	$40.00	$64,000	$64,000	$64,000
					SUBTOTAL	$558,496	$326,848	$371,447
EROSION CONTROL								
8.	00280	TEMPORARY TYPE ORANGE PLASTIC MESH FENCE	LF	7000	$2.50	$17,500	$9,275.00	$8,225.00
9.	00280	CONSTRUCTION ENTRANCES	EA	2	$1,145.00	$2,290	$2,290	$2,290
10.	00280	INLET PROTECTION	EA	19	$55.00	$1,045	$550.00	$495.00
11.	00280	TIRE WASH FACILITY	EA	2	$2,000.00	$4,000	$4,000	$4,000
12.	00280	BIOFILTER BAGS	EA	76	$14.50	$1,102	$580.00	$522.00
13.	00280	SEDIMENT FENCE, UNSUPPORTED	LF	7000	$3.00	$21,000	$11,130.00	$9,870.00
14.	00280	TEMPORARY SEEDING	AC	2	$2,530.00	$5,060	$2,681.80	$2,378.20
15.	00280	SAWCUT EXISTING PAVEMENT	LF	200	$2.00	$400	$212.00	$188.00
16.	00280	REMOVAL OF SURFACINGS	SY	2000	$4.00	$8,000	$4,240.00	$3,760.00
					SUBTOTAL	$60,397	$34,958.80	$31,728.20

PART 00300 - ROADWORK

17.	00310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$25,000.00	$25,000	$13,250.00	$11,750.00
18.	00320	CLEARING AND GRUBBING	LS	1	$50,000.00	$50,000	$26,500.00	$23,500.00
19.	00330	COMMON EXCAVATION	CY	19500	$14.00	$273,000	$144,690.00	$128,310.00
20.	00331	SUBGRADE STABILIZATION	CY	3150	$25.00	$78,750	$41,737.50	$37,012.50
21.	00340	WATERING	LS	1	$10,000.00	$10,000	$5,300.00	$4,700.00
22.	00350	GEOSYNTHETIC INSTALLATION	SY	19000	$1.00	$19,000	$10,070.00	$8,930.00
					SUBTOTAL	$455,750	$241,547.50	$214,202.50

PART 00400 - DRAINAGE AND SEWERS

STORM SEWERS

23.	00470	STORM MANHOLE	EA	6	$2,000.00	$12,000	$6,000.00	$6,000.00
24.	00470	CONCRETE INLETS, TYPE CG-30	EA	14	$1,300.00	$18,200	$9,100.00	$9,100.00
25.	00470	10" STORM PIPE	LF	350	$40.00	$14,000	$7,420.00	$6,580.00
26.	00470	24" STORM PIPE	LF	2250	$60.00	$135,000	$71,550.00	$63,450.00
27.	00470	6'x4' BOX CULVERT WITH 8' HEAD WALLS	EA	1	$150,000.00	$150,000	$0.00	$150,000
28.		TRENCH PROTECTION	LF	2700	$2.00	$5,400	$2,862.00	$2,538.00
					SUBTOTAL	$334,600	$96,932	$237,668

SANITARY SEWERS

29.	00445	8 INCH SANITARY SEWER PIPE, 10 FT DEPTH	LF	2000	$85.00	$170,000	$90,100.00	$79,900.00
30.		SANITARY MANHOLE	EA	6	$2,000.00	$12,000	$6,000.00	$6,000.00
31.		TRENCH PROTECTION	LF	2000	$4.00	$8,000	$4,240.00	$3,760.00
					SUBTOTAL	$190,000	$100,340	$89,660

UTILITY CONDUITS & VAULTS

32.	00445	2 INCH PVC PIPE, 5 FT DEPTH	LF	13000	$2.00	$26,000	$13,780.00	$12,220.00
33.	00445	4 INCH PVC PIPE, 5 FT DEPTH	LF	24000	$2.50	$60,000	$31,800.00	$28,200.00
34.		UTILITY TRENCH EXCAVATION	LF	4500	$30.00	$135,000	$71,550.00	$63,450.00
35.	00470	RAILROAD TRACK CROSSING	LS	1	$50,000.00	$50,000	$0.00	$50,000
36.	00470	UTILITY VAULT, 12' X 6' X 8'	EA	3	$4,600.00	$13,800	$9,200.00	$4,600.00
37.	00470	UTILITY VAULT, 2' X 3'	EA	9	$800.00	$7,200	$4,000.00	$3,200.00
					SUBTOTAL	$292,000	$130,330	$161,670

PART 00600 - BASES

38.	00640	AGGREGATE BASE	CY	6250	$40.00	$250,000	$132,500.00	$117,500.00
					SUBTOTAL	$250,000	$132,500	$117,500

PART 00700 - WEARING SURFACES

39.	00744	ASPHALT APPROACHES	CY	100	$650.00	$65,000	$34,450.00	$30,550.00
40.	00759	CURB AND GUTTER CONCRETE CURBS	LF	6800	$14.00	$95,200	$50,456.00	$44,744.00
41.	00759	CONCRETE DRIVEWAYS	SY	900	$75.00	$67,500	$35,775.00	$31,725.00
42.	00759	CONCRETE WALKS	SY	3780	$45.00	$170,100	$90,153.00	$79,947.00
43.	00755	7" PCC PAVEMENT	SF	158000	$6.00	$948,000	$502,440.00	$445,560.00
					SUBTOTAL	$1,345,800	$713,274	$632,526

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES

44.	00850	PAVEMENT LEGEND, TYPE A: ARROWS	EA	20	$100.00	$2,000	$1,100.00	$900.00
45.	00850	PAVEMENT LEGEND, TYPE A: BICYCLE LANE SYMBOLS	EA	20	$125.00	$2,500	$1,375.00	$1,125.00
46.	00861	PAINTED PERMANENT PAVEMENT STRIPING	LF	22000	$0.10	$2,200	$1,166.00	$1,034.00
47.	00863	STRIPING AND STRIPE REMOVAL MOBILIZATION	EA	1	$200.00	$200	$200.00	$200.00
48.	00850	PVMNT LEGEND; TYPE B "ONLY"	EA	2	$275.00	$550	$275.00	$275.00
49.	00860	BI DIRECTIONAL TYPE I YELLOW MARKERS	EA	340	$4.00	$1,360	$720.00	$640.00
50.	00860	WHITE TYPE II MARKERS	EA	170	$3.00	$510	$270.00	$240.00
					SUBTOTAL	$9,320	$5,106	$4,414

PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS

51.	00930	SIGN AND LUMINAIRE SUPPORTS	LS	1	$2,000.00	$2,000	$2,000	$2,000
52.	00990	TRAFFIC SIGNAL INSTALLATION	EA	1	$350,000.00	$350,000	$350,000	$350,000
53.	00960	COBRA HEAD LUMINAIRES, POLES, FOUNDATIONS, JUNCTION	EA	46	$3,400.00	$156,400	$81,600.00	$74,800.00
54.	00990	ILLUMINATION SERVICE CABINET AND EQUIPMENT	EA	2	$7,500.00	$15,000	$7,500.00	$7,500.00
					SUBTOTAL	$523,400	$441,100	$434,300

PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL

55.	01040	LANDSCAPING	LS	1	$210,000.00	$210,000	$111,300.00	$98,700.00
56.	01040	WETLAND MITIGATION	AC	0.90	$5,000.00	$4,500	$0.00	$4,500
57.	01040	RAILROAD SURFACE CROSSING	LS	1	$400,000.00	$400,000	$0.00	$400,000
					SUBTOTAL	$614,500	$111,300	$503,200

PART 01100 - WATER SUPPLY SYSTEMS

58.	01120	IRRIGATION	LS	1	$60,000.00	$60,000	$31,800.00	$28,200.00
59.	01170	2 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	700	$30.00	$21,000	$11,130.00	$9,870.00
60.	01170	12 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	3200	$49.00	$156,800	$83,104.00	$73,696.00
61.	01150	6 INCH GATE VALVE	EA	8	$475.00	$3,800	$1,900.00	$1,900.00
62.	01150	12 INCH GATE VALVE	EA	8	$1,000.00	$8,000	$4,000.00	$4,000.00
63.	01160	HYDRANT ASSEMBLIES	EA	8	$2,050.00	$16,400	$8,200.00	$8,200.00
64.		RAILROAD TRACK CROSSING	LS	1	$50,000.00	$50,000	$0.00	$50,000
65.		TRENCH PROTECTION	LF	3900	$1.50	$5,850	$3,100.50	$2,749.50
					SUBTOTAL	$321,850	$143,235	$178,616

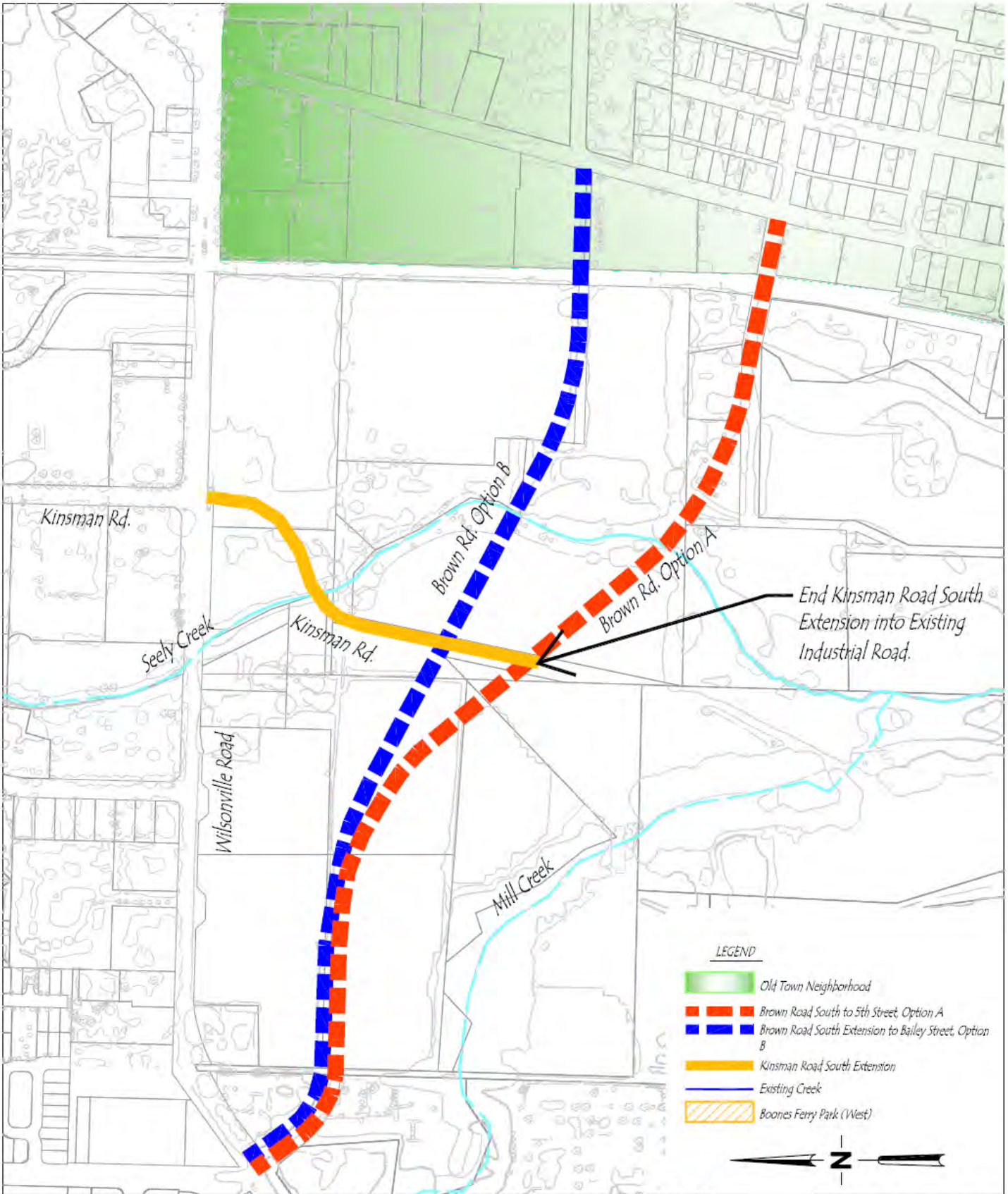
SUBTOTAL OF CONSTRUCTION ITEMS	$4,958,113	$2,479,471	$2,978,931

DESIGN, ROW & CONTINGENCIES

		RIGHT OF WAY (Residential)	SF	272,000	$14.00	$3,808,000	$1,865,920.00	$1,942,080.00
		TEMPORARY CONSTRUCTION EASEMENT	SF	34,000	$1.00	$34,000	$16,660.00	$17,340.00
		DESIGN AND CONST. MGMT. (25%)				$1,239,528	$619,868	$744,733
		CONTINGENCIES (30%)				$1,487,434	$743,841	$893,679
SUBTOTAL INCLUDING ROW, DESIGN, AND CONTINGENCIES						**$6,568,962**	**$3,246,289**	**$3,597,832**

TOTAL PRELIMINARY COST ESTIMATE	**$11,527,000**	**$5,726,000**	**$6,577,000**

13. APPENDIX D
Subsection E: Kinsman Road South Extension



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN
KINSMAN ROAD SOUTH EXTENSION

Scale: 1" = 500'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 06/16/08
SHEET NO. E1

DATE PLOTTED: Jun 16, 2008 - 11:19am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

SUBSECTION E2

PROJECT: **KINSMAN ROAD SOUTH EXTENSION**
FROM WILSONVILLE ROAD TO FUTURE BROWN ROAD
MINOR COLLECTOR WITH NO PARKING

OWNER: **CITY OF WILSONVILLE**

DATE: MAY 6, 2008

NOTE:
BROWN ROAD (1) IS FROM WILSONVILLE RD TO 5TH
BROWN ROAD (2) IS FROM WILSONVILLE RD TO BAILEY

ENGINEER'S ESTIMATES

			FROM WILSONVILLE ROAD TO FUTURE BROWN ROAD TOTAL LENGTH, 1,400 FT				WILSONVILLE RD TO BROWN RD (2) LENGTH, 960 FT	BROWN RD (2) TO BROWN RD (1) LENGTH, 440 FT
ITEM	SECTION NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL	69% OF TOTAL OR AS NOTED	31% OF TOTAL OR AS NOTED
PART 00150 - CONTROL OF WORK								
1.	00150	EXTENDED MAINTENANCE (2YR)	LS		$2,000.00	$2,000	$2,000.00	$2,000.00
					SUBTOTAL	$2,000	$2,000	$2,000
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES								
2.	00210	MOBILIZATION	LS			$269,448	$180,187	$99,360
3.	00225	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		$8,000.00	$8,000	$5,520.00	$2,480.00
4.	00225	TEMPORARY SIGNS	SF	320	$17.00	$5,440	$3,753.60	$1,686.40
5.	00225	TEMPORARY BARRICADES, TYPE III	FT	100	$65.00	$6,500.00	$6,500.00	$6,500.00
6.	00225	PORTABLE CHANGEABLE MESSAGE BORD SIGNS	DAY	120	$200.00	$24,000.00	$24,000.00	$24,000.00
7.	00225	FLAGGERS (TRAFFIC CONTROL LABOR)	HR	1600	$40.00	$64,000	$64,000	$64,000
					SUBTOTAL	$377,388	$283,961	$198,026
EROSION CONTROL								
8.	00280	TEMPORARY TYPE ORANGE PLASTIC MESH FENCE	LF	2800	$2.50	$7,000	$4,830.00	$2,170.00
9.	00280	CONSTRUCTION ENTRANCES	EA	2	$1,145.00	$2,290	$2,290	$2,290
10.	00280	INLET PROTECTION	EA	8	$55.00	$440	$330.00	$110.00
11.	00280	TIRE WASH FACILITY	EA	1	$2,000.00	$2,000	$2,000	$2,000
12.	00280	BIOFILTER BAGS	EA	84	$14.50	$1,218	$841.00	$377.00
13.	00280	SEDIMENT FENCE, UNSUPPORTED	LF	2800	$3.00	$8,400	$5,796.00	$2,604.00
14.	00280	TEMPORARY SEEDING	AC	1.5	$2,530.00	$3,795	$2,618.55	$1,176.45
15.	00280	SAWCUT EXISTING PAVEMENT	LF	200	$2.00	$400	$276.00	$124.00
16.	00280	REMOVAL OF SURFACINGS	SY	200	$4.00	$800	$552.00	$248.00
					SUBTOTAL	$26,343	$19,533.55	$11,099.45

PART 00300 - ROADWORK

17.	00310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$10,000.00	$10,000	$6,900.00	$3,100.00
18.	00320	CLEARING AND GRUBBING	LS	1	$20,000.00	$20,000	$13,800.00	$6,200.00
19.	00330	COMMON EXCAVATION	CY	8000	$14.00	$112,000	$77,280.00	$34,720.00
20.	00331	SUBGRADE STABILIZATION (IF APPLICABLE)	CY	1300	$25.00	$32,500	$22,425.00	$10,075.00
21.	00340	WATERING	LS	1	$4,000.00	$4,000	$2,760.00	$1,240.00
22.	00350	GEOSYNTHETIC INSTALLATION	SY	7780	$1.00	$7,780	$5,368.20	$2,411.80
					SUBTOTAL	$186,280	$128,533.20	$57,746.80

PART 00400 - DRAINAGE AND SEWERS

STORM SEWERS

23.	00470	STORM MANHOLE	EA	4	$2,000.00	$8,000	$6,000.00	$2,000.00
24.	00470	CONCRETE INLETS, TYPE CG-30	EA	8	$1,300.00	$10,400	$7,800.00	$2,600.00
25.	00470	10" STORM PIPE	LF	200	$40.00	$8,000	$5,520.00	$2,480.00
26.	00470	24" STORM PIPE	LF	1400	$60.00	$84,000	$57,960.00	$26,040.00
27.	00470	6'x4' BOX CULVERT WITH 8' HEAD WALLS	EA	1	$150,000.00	$150,000	$150,000.00	$0
28.		TRENCH PROTECTION	LF	1400	$2.00	$2,800	$1,932.00	$868.00
					SUBTOTAL	$263,200	$229,212	$33,988

SANITARY SEWERS

29.	00445	8 INCH SANITARY SEWER PIPE, 10 FT DEPTH	LF	1400	$85.00	$119,000	$82,110.00	$36,890.00
30.		SANITARY MANHOLE	EA	4	$2,000.00	$8,000	$6,000.00	$2,000.00
31.		TRENCH PROTECTION	LF	1400	$4.00	$5,600	$3,864.00	$1,736.00
					SUBTOTAL	$132,600	$91,974	$40,626

UTILITY CONDUITS & VAULTS

32.	00445	2 INCH PVC PIPE, 5 FT DEPTH	LF	5200	$2.00	$10,400	$7,176.00	$3,224.00
33.	00445	4 INCH PVC PIPE, 5 FT DEPTH	LF	9600	$2.50	$24,000	$16,560.00	$7,440.00
34.		UTILITY TRENCH EXCAVATION	LF	1800	$30.00	$54,000	$37,260.00	$16,740.00
35.	00470	UTILITY VAULT, 12' X 6' X 8'	EA	2	$4,600.00	$9,200	$4,600.00	$4,600.00
36.	00470	UTILITY VAULT, 2' X 3'	EA	4	$800.00	$3,200	$2,400.00	$800.00
					SUBTOTAL	$100,800	$67,996	$32,804

PART 00600 - BASES

37.	00640	AGGREGATE BASE	CY	1762	$40.00	$70,480	$48,631.20	$21,848.80
					SUBTOTAL	$70,480	$48,631	$21,849

PART 00700 - WEARING SURFACES

38.	00744	ASPHALT APPROACHES	CY	420	$650.00	$273,000	$188,370.00	$84,630.00
39.	00759	CURB AND GUTTER CONCRETE CURBS	LF	2960	$14.00	$41,440	$28,593.60	$12,846.40
40.	00759	CONCRETE DRIVEWAYS	SY	228	$75.00	$17,100	$11,799.00	$5,301.00
41.	00759	CONCRETE WALKS	SY	1560	$45.00	$70,200	$48,438.00	$21,762.00
42.	00755	7" PCC PAVEMENT	SF	70000	$6.00	$420,000	$289,800.00	$130,200.00
					SUBTOTAL	$821,740	$567,001	$254,739

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES

43.	00850	PAVEMENT LEGEND, TYPE A: ARROWS	EA	8	$100.00	$800	$600.00	$200.00
44.	00850	PAVEMENT LEGEND, TYPE A: BICYCLE LANE SYMBOLS	EA	8	$125.00	$1,000	$750.00	$250.00
45.	00861	PAINTED PERMANENT PAVEMENT STRIPING	LF	8800	$0.10	$880	$607.20	$272.80
46.	00863	STRIPING AND STRIPE REMOVAL MOBILIZATION	EA	1	$200.00	$200	$200.00	$200.00
47.	00850	PVMNT LEGEND; TYPE B "ONLY"	EA	2	$275.00	$550	$275.00	$275.00
48.	00860	BI DIRECTIONAL TYPE I YELLOW MARKERS	EA	145	$4.00	$580	$400.00	$180.00
49.	00860	WHITE TYPE II MARKERS	EA	80	$3.00	$240	$165.00	$75.00
					SUBTOTAL	$4,250	$2,997	$1,453

PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS

50.	00930	SIGN AND LUMINAIRE SUPPORTS	LS	1	$2,000.00	$2,000	$2,000	$2,000
51.	00990	TRAFFIC SIGNAL INSTALLATION	EA	2	$350,000.00	$700,000	$350,000.00	$350,000.00
52.	00960	COBRA HEAD LUMINAIRES, POLES, FOUNDATIONS, JUNCTION	EA	20	$3,400.00	$68,000	$47,600.00	$20,400.00
53.	00990	ILLUMINATION SERVICE CABINET AND EQUIPMENT	EA	2	$7,500.00	$15,000	$7,500.00	$7,500.00
					SUBTOTAL	$785,000	$407,100	$379,900

PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL

54.	01040	LANDSCAPING	LS	1	$84,000.00	$84,000	$57,960.00	$26,040.00
55.	01040	WETLAND MITIGATION	AC	0.15	$5,000.00	$750	$750.00	$0
					SUBTOTAL	$84,750	$58,710	$26,040

PART 01100 - WATER SUPPLY SYSTEMS

56.	01120	IRRIGATION	LS	1	$24,000.00	$24,000	$16,560.00	$7,440.00
57.	01170	2 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	280	$30.00	$8,400	$5,796.00	$2,604.00
58.	01170	12 INCH POTABLE WATER PIPE, FITTINGS AND COUPLINGS	LF	1340	$49.00	$65,660	$45,305.40	$20,354.60
59.	01150	6 INCH GATE VALVE	EA	3	$475.00	$1,425	$950.00	$475.00
60.	01150	12 INCH GATE VALVE	EA	3	$1,000.00	$3,000	$2,000.00	$1,000.00
61.	01160	HYDRANT ASSEMBLIES	EA	3	$2,050.00	$6,150	$4,100.00	$2,050.00
62.		TRENCH PROTECTION	LF	1640	$1.50	$2,460	$1,697.40	$762.60
					SUBTOTAL	$111,095	$76,409	$34,686

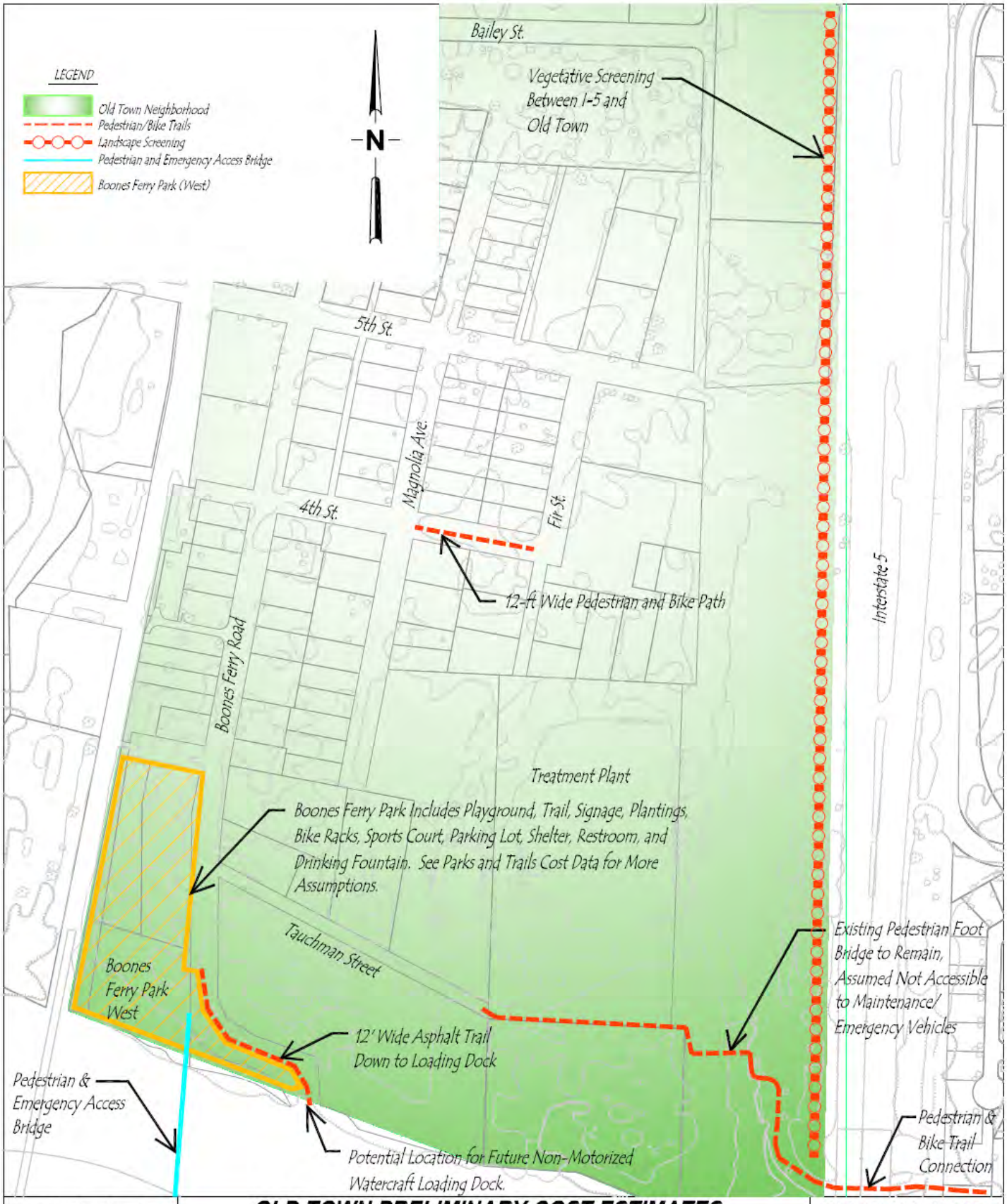
SUBTOTAL OF CONSTRUCTION ITEMS	$2,965,926	$1,984,057	$1,094,958

DESIGN, ROW & CONTINGENCIES

		RIGHT OF WAY (Residential)	SF	49,780	$14.00	$696,920	$696,920.00	$0.00
		RIGHT OF WAY (Residential)	SF	28,350	$14.00	$396,900	$0.00	$396,900.00
		TEMPORARY CONSTRUCTION EASEMENT	SF	19,540	$1.00	$19,540	$19,540.00	$0.00
		TEMPORARY CONSTRUCTION EASEMENT	SF	1,000	$1.00	$1,000	$0.00	$1,000.00
		DESIGN AND CONST. MGMT. (25%)				$741,481	$496,014	$273,739
		CONTINGENCIES (30%)				$889,778	$595,217	$328,487
SUBTOTAL INCLUDING ROW, DESIGN, AND CONTINGENCIES						**$2,745,619**	**$1,807,691**	**$1,000,127**

TOTAL PRELIMINARY COST ESTIMATE	**$5,712,000**	**$3,792,000**	**$2,095,000**

13. APPENDIX D
Subsection F: Park and Trails Improvements



MacKay & Sposito, Inc.

OLD TOWN PRELIMINARY COST ESTIMATES

OLD TOWN PARK AND TRAILS

Scale: 1" = 300'

M&S PROJECT #: 14892
DRAWN BY: EH/MW
CHECKED BY: RP
DATE: 06/16/08
SHEET NO. F1

DATE PLOTTED: Jun 18, 2008 - 11:24am M&S DRAWING FILE: L:\14800\14892\14892 EXHIBITS.dwg

SUBSECTION F2
PROJECT: **PARKS AND TRAILS - PRELIMINARY COST ESTIMATES**
OWNER: **CITY OF WILSONVILLE**
DATE: MAY 6, 2008

ENGINEER'S ESTIMATES

ITEM	DESCRIPTION	UNIT PRICE	UNIT	TOTAL									
				QUANTITY	**BOONES FERRY PARK**, SEE PARKS AND TRAILS COST DATA FOR ASSUMPTIONS	QUANTITY	**VEGETATIVE SCREENING BETWEEN I-5 AND OLD TOWN**, TREE EVERY 10-FEET, ESTIMATED 2400-FEET FROM BAILEY DOWN TO I-5 BRIDGE	QUANTITY	**SIDEWALK/TRAIL IN 4TH STREET** RIGHT-OF-WAY BETWEEN MAGNOLIA AND FIR, SEE PARKS AND TRAILS COST DATA FOR ASSUMPTIONS	QUANTITY	**PEDESTRIAN/BIKE TRAIL** CONNECTION FROM TAUCHMAN TO EAST SIDE OF FREEWAY	QUANTITY	**BOAT DOCK,** SELF ADJUSTING BOARDING FLOAT SYSTEM AND RAMP, INCLUDING PATH TO RAMP
CONSTRUCTION													
1.	Mobilization		L.S.		$50,204.00		$8,610.00		$1,148.40		$5,509.00		$11,183.00
2.	Clearing and Grubbing		L.S.		$1,000.00		$500.00		$200.00		$200.00		$500.00
3.	Unclassified Excavation	$14.00	C.Y.	100	$1,400.00	100	$1,400.00	10	$140.00	10	$140.00	20	$280.00
4.	Sediment Fence, Unsupported	$3.00	L.F.	1000	$3,000.00	2400	$7,200.00	323	$969.00	1300	$3,900.00	100	$300.00
5.	Permanent Seeding, Complete		L.S.				$5,000.00		$100.00		$100.00		$250.00
6.	Landscaping, Complete		L.S.						$2,000.00		$2,500.00		$500.00
	TOTAL CONSTRUCTION				$55,604.00		$22,710.00		$4,557.40		$12,349.00		$13,013.00
SPECIAL ITEMS													
1.	Park Improvements	$128,000.00	AC	3.88	$496,640.00								
2.	Tree Screening	$300.00	EA			240	$72,000.00						
3.	12' Wide Asphalt Path/Trail	$25.00	LF					323	$8,075.00	1380	$34,500.00	400	$10,000.00
4.	Alternate 12' Wide Asphalt Pat/Trail/Veh. Access	$25.00	LF							550	$13,750.00		
5.	Boat Dock	$100,000.00	LS										$100,000.00
	TOTAL OF SPECIAL ITEMS				$496,640.00		$72,000.00		$8,075.00		$48,250.00		$110,000.00
DESIGN, CONSTRUCTION AND CONTINGENCY													
1.	Design & Construction Management	30%			$165,673.20		$28,413.00		$3,789.72		$18,179.70		$33,000.00
2.	Contingency	40%			$220,897.60		$37,884.00		$5,052.96		$24,239.60		$44,000.00
	TOTAL CONSTRUCTION WITH DESIGN, CONSTRUCTION, AND CONTINGENCY				**$939,000.00**		**$161,000.00**		**$21,000.00**		**$103,000.00**		**$200,000.00**

SUBSECTION F3
PARKS AND TRAILS COST DATA
Data Obtained from MacKay and Sposito's Landscaping Department

Amenities Cost Breakdown
Local = 3 Acre Neighborhood Park (Medium Development Level)

Cost		Description
$	60,000	Playground
$	3,500	Benches (4) on conc. ($875 Each)
$	3,000	Tables (2) @ 1500/EA
$	40,000	Trail asphalt 10' wide $20/lf - 2000'
$	2,000	Signage 1D sign (1)
$	15,000	Seeding $0.12/SF
$	32,500	Shrubs/groundcover (planted) $2.50/SF 10% ofsite
$	11,200	Perimeter fence / 4' High - $8/LF (1400')
$	16,250	Irrigation - $1.25/SF (1300 SF)
$	4,000	Power
$	10,000	Water
$	25,000	Grading/earthwork (6" deep @ 3AC.)
$	10,000	Fine Grading - $0.60/SY
$	18,000	Trees $300/Tree - Assume 60
$	200	Bike Racks
$	700	Trash
$	251,350	Total
$	**84,000**	**Per Acre**

Community Park = 6 Acre

Cost		Description
$	80,000	Playground
$	7,000	Benches (8) on conc. ($875 Each)
$	6,000	Tables (4) @ 1500/EA
$	60,000	Trail asphalt 10' wide $20/lf - 3000'
$	4,000	Signage 1D sign (2)
$	30,000	Seeding $0.12/SF
$	65,000	Shrubs/groundcover (planted) $2.50/SF 10% ofsite 26000 SF
$	24,000	Perimeter fence / 4' High - $8/LF (1400')
$	32,500	Irrigation - $1.25/SF (1300 SF)
$	4,000	Power
$	13,000	Water
$	50,000	Grading/earthwork (6" deep @ 3AC.)
$	20,000	Fine Grading - $0.60/SY
$	36,000	Trees $300/Tree - Assume 120
$	1,000	Bike Racks
$	1,400	Trash
$	35,000	Sports court $22/SY Acrylic colored
$	21,600	Parking Lot
$	60,000	Shelter (20'x30')
$	200,000	Restroom
$	13,000	Backstop (2/EA)
$	3,500	Drinking Fountain
$	767,000	Total
$	**128,000**	**Per Acre**

Trail Cost

$	22	12' Wide Path/Maintenance Vehicle Path (LF)
$	0.25	Total Seeding and Minor Grading (cost/SF) or $3/LF

13. APPENDIX D
Subsection G: Miscellaneous Supporting Documents for Cost Estimates

MISCELLANEOUS SUPPORTING DOCUMENTS FOR COST ESTIMATES

The following list the City staff recommendation for utility improvements for the Old Town Neighborhood.

Storm sewer main Information

- Most of the existing storm sewer lines are currently 27 years old concrete pipes.
- Boones Ferry Road
  - Fred Meyer to add 24" storm
  - From Bailey Street to Fifth Street, existing 24" N-12 pipes installed in 2002. Assumed line may need to be replaced due to storm realignment and/or adjustment.
  - From Bailey Street to Fifth Street, existing 18" CSP pipes installed in 1992. Replace per City staff.
  - From Fifth Street to Boones Ferry Park, existing 18"-24" concrete pipes installed in 1981. Replace per City staff.
- Magnolia Avenue
  - North of Fourth Street, existing 12"-24" concrete pipe installed in 1981. Assumed line may need to be replaced due to storm realignment and/or adjustment.
  - South of Fourth Street, existing 12" concrete pipe installed in 1986. Assumed line may need to be replaced due to storm realignment and/or adjustment.
- Fourth Street and Fifth Street
  - Existing 12"-24" concrete pipe installed in 1981. Assumed line may need to be replaced due to storm realignment and/or adjustment.

Sanitary sewer main Information

- Most of the existing sanitary sewer lines are 32 to 36 years old.
- Sanitary sewer lines would need to be TV, but assumed all lines to be replaced for estimating purposes per City staff recommendation.

Water main Information

- Most of the 14" cast iron pipes are 37 years old.
- Boones Ferry Road and Fifth Street
  - Existing 14" cast iron pipes. Upgrade line to 18" ductile iron pipe per City staff recommendation.
- Magnolia Avenue, Fir Avenue and Fourth Street.
  - Existing 6"-8" cast iron pipes. Upgrade line to 8" ductile iron pipe per City staff recommendation.