

City of Donald

SYSTEM DEVELOPMENT CHARGE METHODOLOGY & CAPITAL IMPROVEMENT PLAN UPDATES

**Water System
Sanitary Sewer System
Stormwater
Transportation
Parks & Recreation**

**Resolution 403-16
Adopted May 4, 2016**

Marion County, Oregon

**CURRAN-McLEOD, INC., CONSULTING ENGINEERS
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CITY OF DONALD

SYSTEM DEVELOPMENT CHARGE METHODOLOGY & CAPITAL IMPROVEMENT PLAN UPDATES

Water System, Sanitary Sewer, Stormwater,
Transportation, Parks & Recreation

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City of Donald
**SYSTEM DEVELOPMENT CHARGE METHODOLOGY &
CAPITAL IMPROVEMENT PLAN UPDATES**

Water System, Sanitary Sewer, Stormwater,
Transportation, Parks & Recreation
January, 2016

INTRODUCTION & BACKGROUND

In November, 2015, the City of Donald contracted with Curran-McLeod, Inc. to assist in documenting the City's five public utility Capital Improvement Plans (CIP) and to provide System Development Charge (SDC) methodologies to maintain compliance with state statutes. This effort was completed with assistance from the City Manager, Ms. Heidi Bell, City Accountant, Lisa Hassel, Public Works Director, Alonso Limones and City Engineer, Corbey Boatwright.

This text is intended to document and summarize the value of the existing infrastructure and the estimated costs of needed capital improvements for each of the five public infrastructure components. A methodology is then defined to equitably allocate these values to all benefitted users.

The City of Donald's System Development Charges are divided into five areas of infrastructure in compliance with the requirements of the Oregon Revised Statutes, to include:

1. Water Supply, Treatment, Distribution and Storage System;
2. Wastewater Collection, Treatment and Disposal;
3. Stormwater Collection and Disposal Systems;
4. Transportation Systems; and,
5. Parks & Recreation Facilities.

This text identifies the detail of each of the five infrastructure systems, including specific summaries of the value and capacity of existing facilities, an estimate of costs of needed capital improvement for future growth, and an allocation of costs to benefitted users. The goal of this effort is to provide an understandable, equitable and defensible framework of charges that represent the proportionate cost of providing service for each benefitted user.

The SDC fees are intended to cover the cost of an equitable share of the capital improvements only and not the cost of the actual service connections. The actual cost of connecting to the system, or the connection charge, is in addition to the SDC fees.

SDC METHODOLOGY OVERVIEW

The City of Donald adopted Water and Sanitary Sewer Methodologies in Resolution Number 221-97 in 1997. Subsequently, the actual SDC fees for water and sanitary sewer were adopted in Resolution 222-97 in 1997, and have not been updated since. The City currently does not have SDC fees or methodologies for transportation, stormwater or park facilities.

Oregon Revised Statutes 223.297 through 223.314 provides the statutory basis for application of System Development Charges. These statutes are intended to provide a uniform framework for development of equitable funding to support orderly growth.

According to the statute, SDCs are composed of:

- Reimbursement Fees to address the value of existing improvements,
- Improvement Fees to address the cost of needed future improvements, or
- Combination of both Reimbursement and Improvement Fees.

The City's updated methodologies identify current "replacement value" for all existing improvements to establish the basis of the Reimbursement Fee. The basis for the Improvement Fee is the "estimated cost" of improvements not yet constructed, but needed to serve future populations.

Existing improvements typically have surplus capacity for future users as well as some areas of deficiencies or inadequacies in serving the existing users. Similarly, projects on the Capital Improvement Plan listing are required to provide capacity for future users, but also frequently resolve deficiencies in service to the existing users. To account for the available capacity in the City's infrastructure and the concurrent need to undertake capital improvements to resolve deficiencies, the Donald SDC Methodologies include a combination of both Reimbursement Fees and Improvement Fees.

The existing infrastructure essentially provides a base level of service to serve current and future users, whereas the required capital improvements provide resolution of existing deficiencies as well as the improvements needed for future users.

To assure an equitable allocation of costs between existing and future users, the value of all existing facilities and the estimated cost of all future improvements are allocated to all users, current and future equally, based on their proportionate use of the available capacity. This method of allocating costs to all users ensures that the charge to future connections is equitable and that it is no more than the proportionate cost allocated to each existing user.

This methodology avoids double charging for capacity and is also independent of current population. With this approach there is no need to identify percentage of remaining capacity to serve future users, nor to estimate future population growth. This allocation is dependent only upon the ultimate capacity of the facility, the value of the existing facilities and the estimated cost of the future facilities.

Population projections are useful to anticipate future needs; however, the rate of growth to reach the projected population does not impact the fee calculations. The fee is based on funding the needed improvements to support growth, independent of when that population growth is realized. In periods of high growth, SDC revenues will accrue more quickly to allow undertaking needed improvements earlier, to support the accelerated growth. In periods of low growth, revenues will accrue more slowly, but the need for infrastructure improvements to support this growth is also protracted.

SDCs are typically collected with building permits which are not based on population. As a result, the unit of measure for allocating SDC costs is defined in various unique forms for each utility, but is generally based on the impact of one single family residential unit which is adopted to be one Equivalent Dwelling Unit (EDU).

EQUIVALENT DWELLING UNIT (EDU) DEFINITIONS

A Water System Equivalent Dwelling Unit (EDU) is based on the Peak Daily Demand (PDD); which is the amount of water used during a peak day event by the average single-family residential unit. The 2010 census identified an average of 2.82 people per single family household and the 2005 Water System Master Plan identified a peak day demand of 200 gallons per capita per day (gpcd). Accordingly, per EDU, Peak Day Demand will be based on 2.82 multiplied by 200 gpcd for a total of 560 gallons per day, per EDU.

Based on population estimates prepared by the Center for Population Research at Portland State University, the current 2015 population is estimated at 980 people, which at 2.82 people per household equates to a total of 348 residential EDU. Based on water consumption records in the 2005 Master Plan, 18% of the demands are from commercial/other uses. This equates to 18% / 82% or an additional 76 commercial/other EDU. Total water system EDU is then estimated at 424 in 2015.

A Wastewater System Equivalent Dwelling Unit is based on the average daily flow from a single family residence. From May, 2014, through April, 2015, the measured flow from the City was 20.456 million gallons (MG) of wastewater to the existing lagoons. Equating the service population to be the same 424 EDU as the water system, the 2014-15 annual residential wastewater flow of 20.456 MG equates to 130 gallons per day, per EDU.

Donald has a unique situation where the wastewater flows from the Fargo interchange discharge into a dedicated City lagoon. The May, 2014, through April, 2015, flow from the Fargo interchange measured 14.683 MG, which equates to an estimated 310 EDU at 130 gallons per day, per EDU.

Transportation EDUs are based on the average number of weekday Equivalent Length New Daily Trips (ELNDT) identified for a single family residential unit. Current trip rates published by the Institute of Transportation Engineers (ITE) define the average number of ELNDT for a single family residence as 9.52 trips.

A Stormwater EDU is based on square feet of impervious area, with a typical single family residential unit, or one EDU, based on having an estimated 2,500 square feet of impervious area.

Parks and Recreation EDUs are based on the cost of providing a Level of Service (LOS), which was discussed in the 2014 Parks & Recreation Needs Assessment. The per capita cost to fund a defined LOS times the census average of 2.82 people per household establishes the basis of an EDU. Parks and Recreation fees are unique in that they are based on the cost of providing a per capita Level of Service (LOS) as opposed to completion of a Capital Improvement Plan or reimbursement for existing improvements.

ANNUAL ADJUSTMENTS

As permitted by ORS 223.304(8): 1) adopted SDC fees may be adjusted as needed, based upon changes in the cost of materials, labor or real property applied to projects or project capacity as set forth in the associated systems' CIP; or 2) adopted SDC fees may be increased periodically based upon application of a specific cost index.

The statutes require an adopted cost index to be:

- (A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property, or a combination of the three;
- (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
- (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.

The Engineering News Record (ENR) publishes a nationwide 20-city average cost escalation factor called the Construction Cost Index (CCI) that satisfies the criteria in this statute. The use of this 20-city average provides a well-established and well-known industry standard for the average change in construction costs. For reference, this current SDC update is based on an ENR CCI for December, 2015, of 10,092.

In accordance with ORS 223.309(2), the City may adjust any of the capital improvement projects, adjust project cost estimates, or values of existing improvements by resolution or ordinance at any time. However, if the SDC is increased as a result of the addition of a new "capacity increasing capital improvement" project, the City must provide a written notice, a minimum of 30 days prior to adoption, of the modifications to persons who have requested notice under ORS 223.304(6). Subsequently, the City must hold a public hearing for adoption only if, within seven days of the proposed adoption, the City receives a written request for a hearing.

If the City elects to modify the cost allocation methodology as opposed to only adjusting the project values or CIP inventories, written notice is required to be mailed 90 days prior to any adoption hearings to all persons who have requested notification. Additionally, the revised methodology must subsequently be made available for public review a minimum of 60 days prior to the hearing for adoption.

If no one has requested to be on the list of interested persons per ORS 223.304(6), then no special notification is required for any adjustments; however, complying with the public notice requirements would be conservative.

CREDITS FOR ELIGIBLE CONSTRUCTION

ORS 223.304(4) requires that a method of credits be available for the construction of qualified public improvements. The statute further defines qualified public improvements as those required as a condition of development approval, identified in the plan and list adopted pursuant to ORS 223.309 and either:

- (a) Not located on or contiguous to property that is the subject of development approval; or
- (b) Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

As a result of ORS 223.304(4)(a), a credit must be provided for eligible off-site public improvements; and in accordance with ORS 223.2304(4)(b), a credit must be provided for on-site development only for the component of an eligible improvement which has capacity greater than the local government's minimum standard facility size or capacity. Under each infrastructure section below, minimum standard facility size and values for credits are summarized.

Additionally, when growth pressures mandate the improvement of infrastructure within fully developed areas or unrelated to any specific development, the entire cost of the improvement may be funded with SDC revenues. Improvement Fee revenues may only be used for projects listed in the CIP. Reimbursement Fee revenues may be used for any capital improvement for the utility for which the fee was collected.

SDC CREDIT PAYMENTS

Credits are typically used to offset the SDC fees due from the developing property. In the event the credit exceeds the fees due from the development, the City has the option of reimbursing the developer with cash from current SDC reserves, cash receipts from future SDC revenues, and/or providing a credit against future development. ORS 223.304(5)(d) limits the application of a credit for future development to a maximum of 10 years. However, ORS 223.304(5)(c) allows the City to adopt additional methods of credit beyond the qualified public improvement credits required by statute.

CREDIT FOR PRE-EXISTING USE

A system development charge is imposed on all new construction, or when a change of use on a parcel increases the demand on the utility. In the event of a change of use, the system development charge for the new use shall be offset by a credit in the amount of the calculated system development charge for the pre-existing use.

If, for example, a residential unit was converted to a restaurant, the SDC would be calculated for the restaurant application, and then the calculated fees for the pre-existing residential unit would be deducted from that amount due. By City Code, the adjustment may not reduce the SDC charges to result in a refund.

SDC ADMINISTRATION REQUIREMENTS

Per ORS 223.311, System Development Charge revenues must be deposited in accounts designated for SDC revenues for each infrastructure. An annual accounting must be prepared by January 1 of each year identifying amounts collected for each utility, and the projects that were funded in the previous fiscal year.

The statute allows Reimbursement Fees to be expended on any capital improvements or associated debt service within the subject infrastructure. Improvement Fees may only be spent on projects that are included in the Capital Improvement Plan for each infrastructure, including associated debt service. Accordingly, it is important to account for reimbursement and improvement fees separately.

Oregon Revised Statutes 223.307(5) also allows SDC revenues to be expended for costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of administration and providing annual accounting of development charge expenditures. Accordingly, a 2% surcharge is added to each identified fee to account for the cost of administration.

Annually, a transfer from each SDC fund in the amount of the 2% of the annual collections should be made to the City's general fund to cover the costs of administration for calculations, collections, accounting and annual fee adjustments. This expenditure should be identified in each annual summary.

REVIEW PROCEDURE

Adoption of this System Development Charge Methodology and Capital Improvement Plan Update includes the adoption of an administrative review procedure for the methodology, expenditures and fee calculation.

Per ORS 223.304(7)b. the SDC Methodology may be contested within 60 days of adoption in accordance with the procedure established in ORS 34.010 to 34.100. A challenge of any SDC expenditure revenues must be made in accordance with the procedures defined in ORS 34.010 to ORS 34.100, and may be filed within 2 years of the SDC revenue expenditure.

If a private developer objects to the calculation of a system development fee, the City will take into consideration a utility impact analysis prepared specifically for the development that substantiates the demand on the infrastructure. The subsequent formal conclusion by the City may be contested through the procedures established in ORS 34.010 to ORS 34.100 for a writ of review. To avoid project delays, in the case of a contested fee calculation, the SDC fee payment shall be made as a deposit pending the formal review and outcome.

PUBLIC INFRASTRUCTURE SDC UPDATES

The following sections contain a summary of existing improvements and required capital improvements for each of the five public infrastructure systems, with estimates of project costs, capacity, timing, percentage of SDC eligible costs, and last, an allocation methodology to define an equitable System Development Charge fee.

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City of Donald

WATER SYSTEM SDC UPDATE

January, 2016

W-I. OVERVIEW

The City of Donald adopted Resolution 221-97 in August of 1997 to establish a methodology for water and sanitary sewer System Development Charges (SDC). At the same time Resolution 222-97 was adopted to establish the current Water SDC fee of \$1,200 and has not been adjusted since.

The previous methodology acknowledges that the development of the water system was funded through grants and loans paid by a general obligation bond. As a result, the existing methodology does not contain a reimbursement fee to account for the value of the existing facilities.

This SDC update is based on using the current replacement value of all facilities less the original grant component. Original costs paid by general obligation bonds are considered but not excluded from the SDC fees since the majority of the cost was paid by the existing residents. Undeveloped properties would have paid a portion of the project costs through property taxes, although that portion would have been based on an undeveloped property with a very low assessed value relative to the developed properties. The resulting payments would not have amounted to a proportionate share of the costs comparable to a developed property.

Subsequently, a Water System Master Plan was prepared in 2005 which was used as the basis for this System Development Charge Update. The 2005 Master Plan summarized the existing system improvements, calculated system demands, projected future demand and compiled a listing of needed future capital improvements to meet the growth through the year 2024.

EDU Population & Demand Summary:

Although not required by statute, to be conservative all water system components should be based on the ability to meet the Peak Daily Demand (PDD). This assures that adequate resources are available at all times to serve the demand and replenish supplies within 24 hours. As the observed PDD approaches the reliable system capacity, capital improvements should be undertaken to expand the system.

The PDD in the 2005 Master Plan is based on the average per person demand of 72 gallons per capita per day (gpcd) and a peaking factor of 2.75, for a peak day demand of 200 gpcd. Based on the 2010 US Census, the average household size is 2.82 persons. This equates to a peak day demand of 560 gallons per day per EDU.

In the 2005 Master Plan, residential demands accounted for 82% of the water use, with commercial/other being 18%. Using this PDD and incorporating the 18% of commercial and other uses, the 2015 population of 980 equates to 424 EDU and a peak day flow of 237,500 gallons.

Distribution system capacities are defined not only by their ability to deliver the PDD plus fire flows, but also by a geographical service area. The distribution system provides the backbone for expanding the system throughout the service area or Urban Growth Boundary. As a result, cost allocations for distribution system improvements are based on the number of EDUs calculated at build-out of the UGB area.

The 2014 Housing Needs Analysis indicated there is 8.64 acres of single family residential land at a density of 6.22 units per acre remaining to develop in the UGB. Additionally there is 1.29 acres of multifamily residential land at a density of 11 units per acre to develop. These lands are sufficient to develop an additional 68 EDU with associated population of 192 based on the Census average of 2.82 persons per unit. Adding this to the 2014 PSU population of 975 indicates the build-out population of the UGB is estimated to be 1,167. The total number of EDUs served by the water system at build-out of the UGB, assuming residential is 82% and commercial/other account for 18%, is estimated to be 505 EDU.

W-II. CREDITS FOR ELIGIBLE CONSTRUCTION

As discussed previously, credits must be available for eligible public works construction developed privately that meets the requirements of the statute. Credits should be issued for eligible off-site improvements and for the oversize component only of eligible on-site improvements, identified herein as an Oversize Credit. The oversize component would be any improvement that exceeds the local government's minimum standard facility size, which for a water line is 6" diameter. Thus in this SDC update, oversize credits will apply only to lines sized above the minimum 6" diameter.

The following table lists unit pricing, including engineering, contained in the 2005 Water System Master Plan adjusted by the ENR CCI of 10,092 for December of 2015. This value is recommended to be used as the basis for any SDC credits given for eligible distribution system improvements:

**CITY OF DONALD
WATER DISTRIBUTION SYSTEM
VALUE OF CONSTRUCTION CREDITS
January, 2016**

LINE SIZE	6"	8"	10"	12"
CONSTRUCTION COST	\$85/LF	\$113/lf	\$140/lf	\$170/lf
OVERSIZE CREDIT	\$0	\$28/lf	\$55/lf	\$85/lf

When growth pressures require replacement of an undersized existing waterline in a developed area, the entire cost of the improvement is eligible for SDC Improvement Fee funding. Alternatively, when a new line is installed by a developer and the plan calls for the line to be larger than the minimum 6" diameter, only the incremental cost is eligible for SDC improvement fee credit, and is noted as Oversizing.

W-III. WATER SYSTEM CAPITAL IMPROVEMENT PLAN

Water systems are conservatively designed to reliably meet peak day demands. Reliable capacity is based on having the single largest component out of service. For Donald, this would include one well, one booster pump and a portion of the green sand filter units being out of service.

The distribution system is supplied by three booster pumps with total current capacity limited to approximately 1,000 gpm. During a power outage, a backup generator and one engine driven pump are intended to meet the demand.

Continued increases in demands and fire protection requirements will require increasing both the reliability and capacity of the existing booster system.

Capital Improvements anticipated to serve future users include:

1. Source Development - Well No. 1: To provide redundancy for the existing well systems, Well No. 1 will require redevelopment to restore its design capacity. This may include new casing, screens, gravel pack or other treatments. With Well Number 1 at full capacity, the reliable capacity with Wells 1 and 2 would be 175 gpm, which is capable of serving 450 EDU. This will meet the current demands but will require additional source be developed within a few years.
2. Source Development - Well No. 3: Additional source capacity will be required at build-out of the UGB. With 505 EDU estimated at build-out, and peak day demands of 560 gpd/EDU, a minimum reliable capacity of 200 gpm is required. This will require development of an additional well source, Number 3. Well 3 could be located within the same well field as Wells 1 and 2, near the treatment and storage facilities. Its function is to provide redundancy, to ensure two of the three wells are functional. Assuming the new well would produce 175 gpm, similar to the existing wells, the reliable capacity of the three-well source system would be 350 gpm, and would be capable of serving a 20-year growth window of approximately 900 EDU.
3. Similar to the source capacity, the green sand filters need to have an adequate reliable capacity to serve a 20-year planning window. Currently the filters have a capacity of 175 gpm, capable of serving 450 EDU but without any redundancy. In the event the mixing tank or any one of the three filters failed, the City would not be able to meet the current peak day demands. Additional filtration capacity should be provided for an ultimate reliable capacity of 350 gpm to match the future reliable source capacity and 20-year planning window. Filters could be added incrementally as needed.

Concurrent with increasing the filtration capacity, the disinfection system adjacent to the filters should be improved to provide spill containment and isolation to minimize corrosion concerns. Disinfection is not currently required, but is likely in the future.

4. As the water system expands, growth pressures will require the ability to monitor the system 24 hours a day and to control it remotely. Alarms should be transmitted to operators throughout the City and they should have the ability to react remotely. A Supervisory Control and Data Acquisition (SCADA) system should be added to intertie with the Wastewater Treatment Plant and City Hall as a minimum. This improvement should be coordinated with similar SCADA improvements for the Wastewater lagoon and irrigation system.
5. Booster Pump Upsizing should include a reliable capacity of 1,500 gpm fire flow to meet current code requirements, plus current peak day demand of 200 gpm, which will increase to 350 gpm to serve a 20-year planning window. This will include replacing all existing pumps with a 3 or 4 pump system with backup generator upsized to support all pumps and controls.
6. As the water system grows and places more demands on the operators, staff facilities need to be added at the Water Treatment Plant site, including office space, bathrooms, locker room with showers, and a break room. This could be a stand-alone building at the Water Treatment Plant site or possibly integrated into the existing building.
7. 8. and 9. Distribution System Improvements:

Distribution system improvements have been defined in the 2005 Master Plan. Where growth pressure mandates a new line larger than 6", such as the two lines extending service into the UGB, the oversize component should be funded with SDC revenues. Where growth pressures have caused an existing line to be deficient, the entire cost of upsizing the existing line should be funded with SDC revenues.

10. With the addition of new source capacity and source water rights, the Oregon Water Resources Department (OWRD) will first require the City prepare a Water Management and Conservation Plan. This document contains much of the same information as a Master Plan, but emphasizes the water demands and source options. This document will be required prior to developing Well 3.
11. Master Planning and additional SDC Updates will be required over the course of a 20-year planning window. The Master Plan is important to understand demand trends and the long term system requirements. The SDC documents should also be maintained periodically to assure the cost recovery factors are equitable and adequate.

The following table summarizes the required capital improvements to serve future growth with an estimate of the eligible SDC costs and time frame. The cost estimates in the following table are based on an Engineering News Record (ENR) Construction Cost Index (CCI) of 10,092 for December 2015. This table is published to satisfy the requirements of ORS 223.309.

**CITY OF DONALD
WATER SYSTEM CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
JANUARY, 2016**

No.	PROJECT DESCRIPTION	PROJECT PRIORITY	ELIGIBLE COST 100%	EDU CAPACITY	SDC COST PER EDU
1.	Source Development - Rehabilitate Existing Well	1-5 yrs	\$140,000	900*	\$156
2.	Source Development - Well Number 3 Development	6-10 yrs	\$160,000	900	178
3.	Expansion of the Green Sand Filters to 350 gpm and Disinfection Improvements	6-10 yrs	\$200,000	900	222
4.	WTP SCADA & Telemetry Improvements w/connections to WWTP & City Hall	6-10 yrs	\$60,000	900	67
5.	Booster Pump Upsizing to 1,850 gpm, three pumps with new Auxiliary Generator, upsized mechanical piping	6-10 yrs	\$200,000	900	222
6.	Expanded WTP Staff Facilities - Office, Bath/Locker room	6-10 yrs	\$120,000	900	133
7.	Distribution System - North UGB Loop, 3,500' 8" oversize	1-20 yrs	\$98,000	505**	194
8.	Distribution System - Matthieu St., Rees to the UGB 300' of 10" oversize	1-20 yrs	\$20,000	505	40
9.	Miscellaneous Waterline Oversizing & Replacements	1-20 yrs	\$20,000	505	40
10.	Water Management & Conservation Plan	1 -5 yrs	\$16,000	505	32
11.	Master Planning and SDC Updates	1-20 yrs	\$25,000	505	50
TOTAL ESTIMATED COST PER EDU					1,334

* Capacity based on reliable capacity of 350 gpm, assuming the single largest component is out of service, and 560 gpd/EDU.

** Build-out EDU based on projected population of 1,167 (414 EDU) within the current boundary and 18% commercial/other use (91 EDU), for total of 505 EDU.

The Improvement Fee is intended to quantify the cost of needed improvements to serve future users. The fee is based on the cost per EDU for each capital improvement listed in the above table. The Improvement Fee component of the SDC is thus:

$$\text{SDC Improvement Fee} = \$1,334 \text{ per EDU}$$

W-IV. WATER SYSTEM REIMBURSEMENT FEE ASSET SUMMARY

The Reimbursement Fee is intended to quantify the value of existing capacity available to serve future demands. The system capacity is based on the demand per EDU for source, treatment & storage. The booster pump and oversized distribution improvements' capacities are limited only by build-out of the Urban Growth Boundary. Future expansion of the UGB may permit these existing facilities to serve a greater number of EDU. Current Urban Growth Boundary build-out population is estimated to be 1,167 and approximate total 505 EDU. A 20-year planning window is estimated to include a total 900 EDU by the year 2035.

The records for grants and loans are difficult to secure due to the age of the facilities. USDA records indicate the City undertook water system improvements in 1980 with a USDA Loan of \$113,560 and grant of \$175,300. This is the only grant identified for the water system and is deducted from the current replacement value for the water facilities.

Original costs paid by general obligation bonds are considered but not excluded from the SDC fees since to the majority of the cost being paid by the existing residents.

The following table lists the current estimated value of each capital improvement completed to-date, based on the December 2015 ENR CCI of 10,092. The current value is then divided by the capacity in EDU of each existing facility to determine the cost per EDU.

**CITY OF DONALD
WATER SYSTEM REIMBURSEMENT FEE
EXISTING IMPROVEMENTS SUMMARY & CAPACITY
January, 2016**

No.	ASSET DESCRIPTION	2015 ASSET VALUE	GRANT FUNDING	CAPACITY IN EDU	SDC COST PER EDU
1.	Water Rights; Permits and Certificates	\$10,000	---	900*	\$11
2.	Well Number 1	\$60,000	---	900	67
3.	Well Number 2	\$200,000	---	900	222
4.	Water Treatment Facility, Booster Pump Station & Aux Power Supply	\$450,000	\$175,300	900	305
5.	0.20 MG Storage Reservoir	\$200,000	---	723**	277

6.	0.325 MG Storage Reservoir	\$300,000	---	723	415
7.	Distribution Oversizing				
	3,210 LF 8" @ \$28/lf	\$89,880		505***	178
	5,700 LF 10" @ \$55/lf	\$313,500	---	505	620
8.	Distribution Upsizing - N Williams Street, Main to Oak Streets, 270' of 6" @ \$85/lf	\$23,000	---	505	45
TOTAL		\$1,646,380	\$175,300	Per EDU	\$2,140

* Capacity based on reliable capacity of 350 gpm with largest of 3 well system out of service, and 560 gpd/EDU

** Capacity based on .525 MG storage, 120,000 Fire Flow (per 2005 Master Plan) and PDD of 560 g/EDU

*** Build-out EDU based on projected population of 1,167 (414 EDU) within the current boundary and 18% commercial/other use (91 EDU), for total of 505 EDU.

W-V. WATER SYSTEM SDC REIMBURSEMENT FEE CALCULATION

Similar to the Improvement Fee, the reimbursement component of the SDC is cost per EDU identified in the table above:

$$\text{SDC Reimbursement Fee per EDU} = \$2,140$$

W-VI. WATER SYSTEM SDC FEE SUMMARY

All residential units are assigned one EDU per dwelling unit. Commercial and industrial developments are assessed proportionate SDC charges based on the capacity of the water meter required to serve the number of fixture units. All SDC fees also include a charge of 2% for staff administration.

CITY OF DONALD WATER SYSTEM SDC FEE SCHEDULE January, 2016

METER SIZE	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMINISTRATION FEE (2%)	TOTAL SDC
3/4"*	1	\$1,334	\$2,140	\$69	\$3,543
1"	1.66	\$2,214	\$3,552	\$115	\$5,882
1 1/2"	3.33	\$4,442	\$7,126	\$231	\$11,800
2"	5.33	\$7,110	\$11,406	\$370	\$18,887
3"	11.67	\$15,568	\$24,974	\$811	\$41,353
4"	20	\$26,680	\$42,800	\$1,390	\$70,870

* Includes 5/8" x 3/4" and 3/4" x 3/4" meters

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City of Donald
SANITARY SEWER SYSTEM SDC UPDATE
January, 2016

SS-I. OVERVIEW

The City of Donald adopted Resolution 221-97 in August of 1997 to establish a methodology for both water and sanitary sewer System Development Charges (SDC). At the same time Resolution 222-97 was adopted to establish the current Wastewater SDC fee of \$2,250 and has not been adjusted for inflation since.

Similar to the water system, the previous methodology acknowledges that the development of the wastewater system was funded through grants & loans paid by a general obligation bond. As a result, the existing methodology does not contain a reimbursement fee to account for the value of the existing facilities.

This SDC update is based on using the current replacement value of all facilities, less the original grant component. Similar to the Water SDC, costs paid by general obligation bonds are considered but not excluded from the SDC fees, since to the majority of the cost was paid by the existing residents.

The 2015 residential service population is estimated at 980 people. Based on the 2010 Census figure of 2.82 people per household, this population equates to a total of 348 households, or Equivalent Dwelling Units (EDU). The 2005 Water System Master Plan indicate approximately 82% of the demands were residential with the remaining 18% from commercial/other uses. Wastewater contribution is assumed to be proportionate to the water demand allocation, with 82% residential and 18% commercial/other contributions. The total number of EDU in 2015 is then 348 residential and 76 commercial/other for a total of 424 EDU in 2015.

The capacity used for the wastewater collection, treatment and irrigation disposal system is based on average daily flows. Observed flows in 2014-15 totaled 20.456 Million Gallons (MG) from the City of Donald, for an average of 56,000 gallons per day. As a result, the average flow of 56,000 gallons per day divided by 424 EDU on the City's sanitary sewer system in 2015 equates to approximately 130 gallons per day per EDU (gpd/EDU).

Additionally, the City accepts wastewater from the Fargo Interchange on the Interstate 5 Freeway into a dedicated lagoon. The Fargo wastewater flow amounted to a total of 14.683 MG in 2014-15. At 130 gpd/EDU, the Fargo service area accounted for an additional 310 EDU in 2015.

The City's wastewater system consists of individual pumped STEP (Septic Tank Effluent Pumping) systems, a common force main to three lagoon sites, and a pumped irrigation system. The Fargo Interchange has a conventional gravity system to a dedicated fourth lagoon. Both the City and the Fargo Interchange wastewaters are combined for disposal through use of the City's irrigation system.

Based on the 2014 Housing Needs Analysis and the 2014 population of 975, the build-out population of the UGB is estimated to be 1,167. At 2.82 people per unit from the 2010 Census, and an 82%/18% split between residential and commercial/other, the total number of EDUs served by City sewers at build-out of the City's UGB is estimated to be 505 EDU.

Build-out of the Fargo collection area is estimated in the 2015 Wastewater Lagoons Storage and Capacity Analysis to generate an additional 1.5 million gallons per year, which at 130 gpd/EDU equates to an additional 32 EDU. At build-out of the Fargo Interchange there will be an estimated total of 342 EDU served by the City's wastewater irrigation system.

SS-II. CREDITS FOR ELIGIBLE CONSTRUCTION

By statute, credits must be issued for eligible improvements required to be constructed by private development. Similar to the water and stormwater systems, SDC credits are required for the oversized component of any on-site improvements, and for off-site improvements. To receive a credit, the project must be a qualified public improvement contained in the Capital Improvement Plan.

The following table summarizes estimated current construction costs based on the December 2015 ENR CCI of 10,092:

**CITY OF DONALD
SANITARY SEWER COLLECTION SYSTEM
VALUE OF CONSTRUCTION CREDITS
January, 2016**

LINE SIZE	1 1/2" Force Main	2" Force Main	8" GRAVITY	10" GRAVITY
CONSTRUCTION COST	\$20/lf	\$30/lf	\$80/lf	\$100/lf
OVERSIZE CREDIT	\$0	\$10/lf	\$0	\$20/lf

When growth pressures require replacement of an undersized existing pipeline in a developed area, the entire cost of the improvement is eligible for SDC funding. When a new line is installed by development and the plan calls for the line to be larger than the minimum 1 1/2" force main or 8" gravity sewer, only the incremental cost is eligible for SDC funding, and is noted as Oversizing.

SS-III. SANITARY SEWER CAPITAL IMPROVEMENT PLAN

The methodology defined in this text allocates 100% of the estimated current replacement value and estimated costs of future improvements over the entire benefitted population. This equitably accounts for excess capacity as well as various system deficiencies, by allocating the value of existing improvements (in the Reimbursement Fee) and the cost of all needed improvements (in the Improvement Fee) over all users.

City of Donald Treatment Facilities:

As a result of using STEP systems, the capacity of the City's lagoon system is dependent upon the water management and not effluent quality. The lagoons are required to store the flow from November through April, and then irrigate the stored volume from May through October. Based on the Storage and Capacity Analysis completed earlier this year, the City system is currently at capacity. Anticipating irrigating through the month of October, utilizing all available storage and a small portion of the design freeboard for a short period in April, the lagoons are adequate in 2015 to serve the existing 424 EDUs.

In 2013-14 the total inflow from the City and net precipitation totaled 17.6 million gallons from November through April. The design volume of the lagoons without utilizing any freeboard is 16.42 million gallons. In 2015, the design water depth is projected to utilize approximately 6" of the available 36" freeboard during the month of April only.

Fargo Interchange Treatment Facilities:

The Fargo Interchange discharge has organic loading to consider as well as hydraulic. Based on the 4.9 acre surface area of Lagoon 4 and a design loading of 50 pounds of BOD per Acre, the Fargo lagoon can assimilate approximately 245 pounds of BOD. This is the equivalent of approximately 1,225 people or 435 EDU. Build-out of the Fargo Interchange is approximately 342 EDU; therefore the organic treatment capacity is not a limiting factor.

Hydraulically, similar to the City's dedicated lagoons, the 4.9 acre lagoon serving the Fargo Interchange is at capacity. In 2013-14 the amount of stored inflow from November through April totaled 11.85 million gallons. The design storage volume of the Fargo lagoon is 12.1 million gallons.

As a result, the capacity of the combined four lagoons is estimated as the current 2015 total EDU count of the City at 424 EDU plus Fargo at 310 EDU, for a total of 734 EDU.

Required Treatment Facility Capacity:

Build-out of the City UGB will generate an additional 81 EDU and build-out of the Fargo Interchange will generate an additional 32 EDU, for a total of 847 EDU or an increase of 15% over the current system. This would require an additional 2.2 acres of lagoon area and 13.5 million gallons of storage.

Construction to accommodate a 20-year planning window is more feasible and included in the Capital Improvement Plan (CIP). Based on the population projection of 2,085 people by the year 2034, the lagoons would need a capacity to serve a total of 900 EDU from the City and 342 EDU from the Fargo Interchange for a total of 1,242 EDU, or nearly a 70% increase in the facilities. This would require approximately 10 acres of lagoon surface and 60 million gallons of storage volume.

The current irrigation system utilizes 47.7 acres to land apply the City and Fargo Interchange wastewater, which totaled 35.1 million gallons in 2014-15. This equates to 108 acre-feet. A general rule for crop irrigation is to apply 2 acre-feet per acre, per season. The current loading rates of 2.25 acre-feet per acre exceed this criterion.

An additional 24 million gallons per year of wastewater would be added by the year 2035, for a total of nearly 60 million gallons or 180 acre-feet. By design, 90 acres would be required for irrigation at 2 acre-feet per season. By the year 2034, an additional 42 acres will be required to meet this criterion.

The existing irrigation pump does not have any redundancy and is required to operate continuously to meet the demand. Improvements to have a reliable capacity include both upsizing the pump and adding a second pump.

Capital Improvements anticipated to serve future users include:

1. Lagoon Number 5: A new minimum 10-acre lagoon should be located adjacent to the existing lagoons to take advantage of existing piping and dike construction. Depth should match the existing lagoon design and intertie with the existing piping system.
2. Effluent Disinfection Improvements: The disinfection system upgrades include installing spill containment, isolation from the electrical and mechanical equipment and a scale to monitor daily use. With a scale, there is no need to transfer hypochlorite from the drums to the transparent crock, which simplifies operation and improves the operator safety.
3. Irrigation Site Development: The City currently utilizes irrigation property that is isolated by a drainage ravine, with access limited to a marginally safe access road. This CIP project includes the cost to improve the access road either with fill material or a bridge structure.
4. Irrigation Pump Station Expansion: Includes installing a second irrigation pump for increased capacity and reliability.
5. New Irrigation Site Development: This is to include expansion of the effluent irrigation system to incorporate an additional 42 acres as close as possible to the existing facilities to simplify piping. This is anticipated to be leased property with an agreement for irrigation.
6. SCADA/Telemetry Improvements: This project is to provide remote monitoring and control for the wastewater system and should be completed jointly with the water system SCADA improvements. Communications should be established between the wastewater facility, the water treatment facility and City hall.

7. Master Planning & SDC Updates: Master planning should be completed to document the wastewater system loadings and growth projections.

The following table contains the Sanitary Sewer System Capital Improvement Plan with estimated costs, associated EDU capacities and priority for improvement in the next 20-year planning window. All estimated costs are based on a December 2015 ENR CCI of 10,092.

CITY OF DONALD
SANITARY SEWER CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
 January, 2016

No.	PROJECT DESCRIPTION	PRIORITY (YRS)	ELIGIBLE COST 100%	CAPACITY EDU	COST PER EDU
1.	Lagoon No. 5 Construction, 10 acres	1-5 yrs	\$1,500,000	1,242*	1,208
2.	WWTP Disinfection System Isolation, Containment & Scale	1-5 yrs	\$25,000	1,242	20
3.	North Irrigation Site Access Road Improvements	1-5 yrs	\$80,000	1,242	64
4.	Irrigation Pump Station Expansion	1-5 yrs	\$40,000	1,242	32
5.	New Effluent Irrigation Expansion, Under Contract, 42 acres	6-10 yrs	\$210,000	1,242	169
6.	SCADA/Telemetry Improvements	6-10 yrs	\$60,000	1,242	48
7.	Master Planning & SDC Updates	1-20 yrs	\$25,000	1,242	20
TOTAL			\$2,115,000		\$1,561

* 20-year Design Capacity of expanded facilities is 900 EDU from the City and 342 EDU from the Fargo Interchange

The Donald Capital Improvement Plan and reimbursement schedules do not contain any improvements or costs to serve the Fargo Interchange. The Fargo Interchange operates under the jurisdiction of Marion County, who funded the original Fargo Lagoon construction and is responsible for any costs associated with providing increased capacity to serve the area.

SS-IV. SANITARY SEWER SDC IMPROVEMENT FEE CALCULATION

The Improvement Fee is the total of the per EDU cost of each CIP project listed above and is intended to quantify the cost of needed improvements to serve future users. The Improvement Fee component of the Wastewater SDC is:

$$\text{SDC Improvement Fee} = \$1,561 \text{ per EDU}$$

SS-V. SANITARY SEWER SDC REIMBURSEMENT FEE ASSET SUMMARY

The Reimbursement Fee is intended to quantify the value of all existing improvements available to serve future demands. The following table lists the current value of each component of the sanitary system, based on replacement costs adjusted to the December, 2015, ENR CCI of 10,092. The current value is then divided by the capacity in EDU of each existing facility to determine the cost per EDU.

The records for grants and loans are difficult to secure due to the age of the lagoon facilities. USDA records indicate the City undertook wastewater system improvements in 1981 with a USDA Loan of \$120,000. The amount of USDA grants was not listed in the file but the project engineer has indicated the City secured grant funding for all but a small loan.

The following table has estimated the grant amount by first calculating the construction value in 1981, and subtracting the known value of the USDA loan. The remaining balance is assumed to be grants and is deducted from the reimbursement value.

CITY OF DONALD
SANITARY SEWER REIMBURSEMENT FEE
EXISTING IMPROVEMENTS SUMMARY & CAPACITY
 January, 2016

No.	EXISTING SYSTEM DESCRIPTION	CURRENT ASSET VALUE	LESS GRANT FUNDING	CAPACITY IN EDU	SDC COST PER EDU
1.	Lagoons 1, 2 & 3, (9.8 acres 1984) Office & Shop	\$2,200,000	\$358,000	1,242*	1,483
2.	Irrigation land, 56 acres	\$560,000	---	1,242	451
3.	Effluent Irrigation Pump Station	\$40,000	---	1,242	32
4.	2015 SDC Update	\$3,000	---	1,242	2
TOTAL		\$3,863,000	\$580,000	Per EDU	\$1,968

* 20-year Design Capacity of expanded facilities is 900 EDU from the City and 342 EDU from the Fargo Interchange

SS-VI. SANITARY SEWER SDC REIMBURSEMENT FEE CALCULATION

Similar to the Improvement Fee, the Reimbursement Fee is the total of the per EDU cost of each system improvement. The Reimbursement Fee component of the Sanitary Sewer SDC is:

$$\text{SDC Reimbursement Fee} = \text{\$1,968 per EDU}$$

SS-VII. SANITARY SEWER SDC FEE SUMMARY

All Residential units are assigned one EDU per dwelling unit, which is based on 130 gpd average annual flow. All Commercial and Industrial developments are assessed proportionate SDC charges, based on the capacity of the water meter sized according to the number of fixture units, in accordance with the following table. All SDC costs also include a charge of 2% for staff administration.

CITY OF DONALD SANITARY SEWER SDC FEE SCHEDULE

January, 2016

	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMIN FEE (2%)	TOTAL SDC
Single Family and Multi Family Residential:					
	1	\$1,561	\$1,968	\$71	\$3,600
Commercial / Industrial Development:					
METER SIZE	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMIN FEE (2%)	TOTAL SDC
3/4"*	1	\$1,561	\$1,968	\$71	\$3,600
1"	1.66	\$2,591	\$3,267	\$117	\$5,975
1 1/2"	3.33	\$5,198	\$6,553	\$235	\$11,987
2"	5.33	\$8,320	\$10,489	\$376	\$19,186
3"	11.67	\$18,217	\$22,967	\$824	\$42,007
4"	20	\$31,220	\$39,360	\$1,412	\$71,992

* Includes 5/8" x 3/4" and 3/4" x 3/4" meters

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City of Donald
STORMWATER SDC UPDATE
January, 2016

SD-I. OVERVIEW

The City of Donald currently does not charge a System Development Charge (SDC) for stormwater. In 1990, a brief Master Plan was created to resolve several drainage issues and to-date most tasks have been completed. However, as the City continues to grow, new development will place greater demands on the existing transportation system and associated stormwater infrastructure. These increased demands will require upgrading the level of performance and service of these existing systems.

This SDC text is intended to identify needed capital improvements to accommodate build-out of the Urban Growth Boundary, which is estimated to occur prior to the year 2020. Upon subsequent expansion of the UGB an updated CIP should be prepared and the development charges adjusted accordingly to fund the needed improvements.

SD-II. CREDITS FOR ELIGIBLE CONSTRUCTION

Common to all SDCs as discussed in the preface to this text, credits must be available for 'eligible' public works construction that met the requirements of the statute. When a regional improvement project is listed in the Capital Improvement Plan and is undertaken by a private developer as a development requirement of the City, credits must be made available for certain portions of the work.

The minimum line size for storm drainage system piping improvements in the City of Donald is defined to be 10" diameter. Anytime a developer is required to construct an onsite storm line greater than 10" diameter, a credit for oversizing the line should apply. If a developer is required to build any eligible off-site improvements, a credit for the entire construction cost should apply.

The following table summarizes construction costs, including 20% engineering, as the basis for SDC credits for eligible storm drainage system improvements:

CITY OF DONALD
STORM DRAINAGE SYSTEM
VALUE OF CONSTRUCTION CREDITS
January, 2016

LINE SIZE	10"	12"	15"
CONSTRUCTION COST	\$60/lf	\$70/lf	\$85/lf
OVERSIZE CREDIT	\$0	\$10	\$25

If the City is required to undertake off-site improvements as a result of growth pressures, all cost of construction is eligible for improvement fee funding.

SD-III. CREDITS FOR ALTERNATIVE SYSTEMS

The Stormwater SDC fee is comprised of two components, one to address the runoff that is generated directly from the on-site development, and a second for the off-site impacts of stormwater associated with the municipal transportation system. The Stormwater Capital Improvement Plan and Reimbursement Schedule together address both on-site and off-site impacts.

The intent of the Stormwater SDC is to equitably account for the impact of new development on the City's infrastructure. On-site development impacts the stormwater system if runoff is allowed to enter the municipal transportation or runoff conveyance systems. All land development has an impact on the off-site stormwater systems by dependency on the transportation system.

If all on-site stormwater is contained and disposed on the development site, or is routed to avoid any impact to the municipal transportation or conveyance systems, 50% of the total Stormwater SDC fee can be waived. To substantiate a waiver, documentation must be provided for review and approval of the City to demonstrate the capability to retain, percolate or route runoff from a 100-year design storm event.

SD-IV. STORMWATER SYSTEM CAPITAL IMPROVEMENT PLAN

The most recent stormwater planning effort was published as the 1990 Storm Drain System Master Plan. This document includes an inventory of existing system components and a listing of needed capital improvements.

The need to complete drainage system improvements is a result of growth pressure contributing additional runoff to the existing conveyance system. As discussed in the introduction to this SDC document, the value of existing improvements and the estimated costs of future improvements are allocated over all of the population, existing and future. This assures an equitable allocation of costs and accommodates expansion as well as system deficiencies. As a result of these two concepts, all Capital Improvements are deemed to be 100% SDC eligible.

The following table summarizes the remaining capital improvements identified in the Storm Drain System Master Plan as supplemented by City Staff input, with associated costs adjusted to the December 2015 ENR CCI of 10,092. This table is published to satisfy the requirements of ORS 223.309 and provides the CIP listing of projects eligible for SDC Improvement Fee expenditures.

CITY OF DONALD
STORM DRAINAGE CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
 January, 2016

NO	PROJECT	PROJECT PRIORITY	ELIGIBLE COST 100%
1	Oak St, Matthieu to Ehlen Street Drain to Existing RR Ditch, 310 lf 10"	1-10	\$24,000
2	Rees St, Matthieu to Ehlen Street Drain to Existing RR Ditch, 240 lf 10"	1-10	\$18,000
3	Main Street Storm Improvements, 900 lf 12" Drain Williams to Butteville Rd	1-10	\$75,000
4	West Railroad Drainageway Capacity Improvement, Oak to Cone Regrading	11-20	\$10,000
5	Blake Court & South UGB Drain to Existing Drainageway, 800 lf 10"*	11-20	\$50,000
6	Master Planning & SDC Update	1-20	\$20,000
TOTAL IMPROVEMENT COSTS			\$197,000

*SDC eligible costs include pipeline outside of the UGB only.

SD-V. STORMWATER SYSTEM IMPROVEMENT FEE CALCULATION

The EDU capacity of each capital improvement is based on serving the impervious area at build-out of the UGB. An estimate of the impervious area can be made based on the 2015 Comprehensive Plan update that quantified all buildable lands within the UGB for the City of Donald.

At build-out of the UGB, the residential component is estimated to total 1,167 people and 432 EDUs over the 68.47 residentially zoned acres. The residential impervious area is estimated at 2,500 square feet per EDU for a total of 29 acres.

There are a total of 8.08 acres of commercially zoned properties within the City's UGB. Based on an estimate of 75% of commercially zoned properties being impervious, the commercially zoned land at build-out will contribute 6.1 acres of impervious area.

Industrial land total 72.43 acres and are estimated to have an average of 60% impervious area. The industrial zoned lands are estimated to contribute 43.5 acres of impervious area.

In total, the impervious area in residential, commercial and industrial lands is estimated to be 78.6 acres at build-out. At 2,500 SF per EDU, this equates to 1,370 EDU for stormwater.

The Stormwater Improvement Fee is based on the CIP cost being allocated over the total projected impervious area within the UGB. The Improvement Fee calculation is stated in terms of EDU for residential development, and in terms of 1,000 SF or KSF for commercial/industrial development:

$$\begin{aligned} \text{Improvement Fee per EDU} &= (\text{Eligible CIP Cost}) / (\text{Total EDUs}) \\ \text{Improvement Fee per EDU} &= (\$197,000) / (1,370 \text{ EDU}) \end{aligned}$$

$$\textbf{Improvement Fee per EDU} = \textbf{\$144 per EDU}$$

$$\begin{aligned} \text{Improvement Fee Per KSF} &= (\text{Eligible CIP Cost}) / (\text{Impervious Area}) \\ \text{Improvement Fee Per KSF} &= (\$197,000) / (78.6 \text{ Acres}) \\ \text{Improvement Fee Per KSF} &= (\$197,000) / (3,424 \text{ KSF}) \end{aligned}$$

$$\textbf{Improvement Fee Per KSF} = \textbf{\$57 per KSF}$$

SD-VI. STORMWATER SYSTEM REIMBURSEMENT FEE

The Reimbursement Fee is intended to quantify the value of existing improvements in-place to accommodate future growth. This is the value of the existing improvements that have been constructed by the existing residents, and provides the backbone for collection of increased runoff created by growth.

The only construction projects included in the reimbursement calculations are those that were completed by the City as identified in the 1990 Storm Drain System Master Plan. This includes the Improvement A: Feller Street Storm Line and Improvement B: the Crissel Street Storm Line. The entire value of both of these improvements is included as needed to support continued growth of the City.

The value of all existing storm lines sized greater than 10" is also considered to have regional significance and capacity to serve future users. Last, the City has funded creation of this SDC methodology which is an eligible task that benefits all development within the UGB.

The following table lists the current 2015 (ENR CCI 10,092) value of all existing storm system components with capacity to serve future growth. Similar to the improvement fee calculation, the current value is then divided by the amount of total impervious area estimated within the UGB.

CITY OF DONALD
STORM DRAINAGE SYSTEM REIMBURSEMENT FEE
VALUE OF EXISTING IMPROVEMENTS
 January, 2016

No	PROJECT DESCRIPTION	CURRENT VALUE
1	Collection System Oversizing: 12" Pipeline, 340 LF @ \$10 per LF	\$3,400
2	Feller St, Main to Oak, 260 lf 10" @ \$60/lf	15,600
3	Crissel St, Main to Oak, 260 lf 10" @ \$60/lf	15,600
4	2016 SDC Update	1,500
TOTAL REIMBURSEMENT VALUE		\$36,100

SD-VII. STORMWATER SDC REIMBURSEMENT FEE CALCULATION

As determined in the above table, the Reimbursement Fee required to recover the cost of existing facilities that have been installed with capacity to serve future growth is the total value divided by the impervious area. For commercial/Industrial land use this fee is stated per 1,000 square feet (KSF) of impervious area on-site. For residential land use, this fee is stated per EDU, with one EDU equal to 2,500 square feet of impervious area.

$$\begin{aligned} \text{Reimbursement Fee Per KSF} &= (\text{Eligible Value}) / (\text{Total Impervious Area}) \\ \text{Reimbursement Fee Per KSF} &= (\$36,100) / (3,424 \text{ KSF}) \end{aligned}$$

Reimbursement Fee Per KSF = \$10 per KSF

The residential Reimbursement fee calculation per EDU is:

$$\begin{aligned} \text{Reimbursement Fee per EDU} &= (\text{Cost per KSF}) / (2,500 \text{ sf/EDU}) \\ \text{Reimbursement Fee per EDU} &= (\$10 \text{ per KSF}) / (2.5 \text{ KSF/ EDU}) \end{aligned}$$

Reimbursement Fee per EDU = \$25 per EDU

SD-VIII. STORM DRAINAGE SYSTEM SDC FEE SUMMARY

All residential units are assigned one EDU per dwelling unit, which is based on an average of 2,500 square feet of impervious area. Commercial and industrial developments are assessed SDC charges based on the actual impervious area times the unit costs for Improvement and Reimbursement fees. All SDC costs also include a charge of 2% for program administration.

CITY OF DONALD STORM DRAINAGE SDC FEE SCHEDULE January, 2016

LAND USE	UNITS	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMINISTRATION FEE (2%)	TOTAL SDC
All Residential	EDU	\$144	\$25	\$3	\$ 172 / EDU
Commercial/ Industrial	KSF*	\$57	\$10	\$1	\$ 68 / KSF

* Units are per 1,000 square feet of impervious area on the development site.

City of Donald
TRANSPORTATION SDC UPDATE
 January, 2016

T-I. OVERVIEW

Similar to the Stormwater and Parks systems, the City currently does not have a System Development Charge (SDC) for transportation system improvements. Also, similar to all other utilities, as continued growth impacts the community, transportation planning and improvements will become more critical.

This SDC document establishes funds to provide long term planning and matching funds to assist Marion County, ODOT or the Railroad in making needed transportation system improvements.

T-II. CREDITS FOR ELIGIBLE CONSTRUCTION

State statutes require a credit be made available to private developers for construction of qualified public improvements. This could include oversizing street improvements on a development site, or construction of transportation improvements off-site.

Qualified public improvements within a development site are eligible for Oversizing Credits if required to be constructed larger than the local government standards. The local government standard includes a 28-foot street construction with curbs and sidewalks, within a 50-foot right-of-way. The Oversize credit would be equal to the incremental cost of street widening that exceeds the minimum street standards. Credits are not provided for a 28 foot street, curb or sidewalk construction.

The following table lists the eligible credits to be applied to all eligible transportation improvements, for full street construction (half street would be half the oversize credit). The scope of the improvements includes excavation, base rock, curbs and sidewalks, 4" of AC paving, striping and storm collection improvements (catch basins). An additional \$2 per square foot credit is provided for any right of way dedications greater that 50 foot (25 foot half street).

CITY OF DONALD
TRANSPORTATION SYSTEM IMPROVEMENTS
FULL STREET CONSTRUCTION CREDIT
 January, 2016

	UP TO 28'	30'	32'	34'
Total Cost	\$240 / ft	\$260	\$280 / ft	\$300 / ft
Oversizing Credit	\$ 0 / ft	\$20 / ft	\$ 40 / ft	\$ 60 / ft
Land Dedication	\$2 per square foot for dedication greater than a 50' ROW			

T-III. TRIP RATE FACTORS:

An industry standard for allocating demands on a transportation system is to proportion the costs based on the relative number of trips created by a development. Trips are technically referred to as Equivalent Length New Daily Trips (ELNDT), and trip rates are published by the Institute of Transportation Engineers (ITE) for various land uses. This 2016 SDC adopts the use of Weekday Average Trips as is currently contained in the ITE Trip Generation Manual, current edition, as the basis for the ELNDT generation standards.

In addition, this update incorporates a Local Factor that considers the length of a typical trip, the number of shared trips and pass-by trips. This factor is an estimate of how many of the trips specific to the subject land use are linked to other destinations, where the actual trip is shared by multiple destinations or multiple stops on the same trip.

Current ITE Trip Rates and associated Local Factors are listed at the end of this document.

T-IV. TRANSPORTATION SYSTEM CAPITAL IMPROVEMENT PLAN:

The City currently does not have a Transportation Master Plan although the transportation system is discussed and potential improvements identified in the Donald 2015 Comprehensive Plan Update. The only arterial streets in the City, Butteville Road, Donald Road and Main Street, are all Marion County roadways. The City's remaining streets are limited to nine roadways all classified as local roadways.

The City has identified several improvement projects that will become necessary as the City continues to develop. At a minimum, master planning efforts and SDC updates will be required within the 20-year planning window.

Bicycle Paths are also identified as a long range goal in the Comprehensive Plan to coincide with the County-wide bicycle plan. This would include some roadway widening and striping on Butteville Road, Main Street, Cone Street and Williams Street to provide a continuation of the County's bicycle plan.

As growth continues, the commercial-zoned areas on Main Street from Butteville Road to Williams Street frontage would also warrant a 'Main Street' style improvement. This would include sidewalk improvements that provide accessible ADA routes, pedestrian amenities, sidewalk bump outs with on-street parking, lighting improvements to support the commercial zone, drainage improvements and improved travel surfacing.

A railroad Quiet Zone, which would eliminate train whistles at the Main Street crossing, would also provide a safety and convenience benefit to all residents as the population increases. A quiet zone would appear to be feasible due to the limited number of railroad crossings in the greater vicinity, with only one crossing in the City. Due to the crossing's close proximity to Matthieu Road and several private driveways, required improvements to secure approval for a quiet zone would likely include upgrading the cross arms to cover all four quadrants, and new signing.

The costs of all transportation improvements within the City are difficult to support locally. However, grants and/or cooperation with the County or ODOT have the potential to make the projects feasible. The Capital Improvement Plan includes funding only to establish a local match or seed money for County Roadway improvements, or as a match for state/federal grant programs.

CITY OF DONALD
TRANSPORTATION SYSTEM CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
 January, 2016

NO	PROJECT DESCRIPTION	PROJECT PRIORITY	ELIGIBLE COST 100%
1	Oak Street Improvements, Butteville Road to the railroad, curb, sidewalk, street widening, 950 lf	1-5 yrs	200,000
2	Main Street Improvements, Butteville Road to Williams Street, curb, sidewalks, landscaping, 50% match	6-10 yrs	250,000
3	Main St. Railroad Crossing Quiet Zone Improvements, cross arms, new signing, 50% Local Match	6-10 yrs	\$100,000
4	Butteville Road Improvements, curb, sidewalks, street widening, 20% Match	11-20 yrs	200,000
5	Bicycle Lane Improvements, striping, signing, street widening	11-20 yrs	50,000
6	Master Planning & SDC Updates	1-20 yrs	\$40,000
TOTAL			\$840,000

T-V. TRANSPORTATION SYSTEM SDC IMPROVEMENT FEE CALCULATION

The transportation SDC costs are allocated based on the number of Equivalent Length New Daily Trips (ELNDT) generated at build-out of the UGB. An estimate of trip can be made by estimating trips for each land use. Residential trips are based on the projected population of 1,167 and 2.82 persons per EDU estimated at build-out and 10 ELNDT per EDU. For commercial zoned areas, trips are based on building improvements occupying an estimated 60% lot coverage with a trip factor of 30 ELNDT per 1,000 square feet (KSF). For industrial lands, buildings are estimated to occupy 45% of the properties with a trip factor of 5 ELNDT per KSF. Public lands are not allocated any trip costs.

Estimated trip rates for each zone are listed in the following table:

CITY OF DONALD
ESTIMATED EQUIVALENT LENGTH NEW DAILY TRIPS
WITHIN THE URBAN GROWTH BOUNDARY
 January, 2016

LAND USE	Gross Acres	Estimated Units	Estimated Trip Rates	ELNDT AVE WEEKDAY
RESIDENTIAL	68.47	414 EDU	10 per EDU	4,140
COMMERCIAL	8.08	211 KSF	30 per KSF	6,330
INDUSTRIAL	72.43	1,420 KSF	5 per KSF	7,100
TOTAL				17,570

The SDC methodology allocates 100% of the costs of needed improvements over all users, existing and future. The existing street improvements and the improvements identified in the TSP will provide the backbone for service to the entire Urban Growth Boundary. As a result, similar to the Water, Sewer and Stormwater SDCs, the Transportation SDC Improvement Fee will allocate the improvement costs over the estimated build-out trip count. The cost per ELNDT is then:

$$\begin{aligned} \text{SDC Improvement Fee} &= (\text{SDC ELIGIBLE COSTS}) / (\text{Total ELNDT}) \\ \text{SDC Improvement Fee} &= (\$840,000) / (17,570 \text{ ELNDT}) \\ \text{Improvement Fee} &= \mathbf{\$46 \text{ per ELNDT}} \end{aligned}$$

T-VI. TRANSPORTATION SYSTEM SDC REIMBURSEMENT FEE:

A Reimbursement Fee is intended to incorporate the value of existing transportation system improvements with capacity to accommodate future growth. The City of Donald's street improvements provide the basis to serve the entire urban growth boundary. Although the street widths are generally less than the minimum standard of 28 feet, continued development is dependent upon the available capacity of the existing streets. As a result, 10% of the value, or \$20 per lineal foot, of the existing roadways that connect to future developable areas is included in the Reimbursement Fee.

The following table lists the value of these existing transportation system improvements excluding streets paid by grant funding or donated by developers:

CITY OF DONALD
TRANSPORTATION SYSTEM REIMBURSEMENT FEE
VALUE OF EXISTING IMPROVEMENTS
 January, 2016

NO.	EXISTING IMPROVEMENT	LENGTH (FT)	CURRENT VALUE	SDC VALUE
1	Oak Street	1,400	\$280,000	\$28,000
2	Williams Street	1,000	200,000	20,000
3	Crissel Street	750	150,000	15,000
4	Feller Street	750	150,000	15,000
5	Cone Street	1,200	240,000	24,000
6	Ehlen Street	850	170,000	17,000
7	Rees Street	600	120,000	12,000
8	Ernst Street	500	100,000	10,000
9	Matthieu Street	1,200	240,000	24,000
TOTAL			\$1,650,000	\$165,000

T-VII. TRANSPORTATION SDC REIMBURSEMENT FEE CALCULATION:

As determined in the above table, the value of existing improvements is estimated at \$165,000. The Reimbursement Fee component of the SDC is calculated by dividing the total value by the number of benefitting ELNDT:

$$\text{SDC Cost per SF} = (\text{Total Reimbursement Value}) / (\text{Total ELNDT})$$

$$\text{SDC Cost per SF} = (\$165,000) / (17,570 \text{ ELNDT})$$

$$\text{SDC Reimbursement Fee} = \text{\$9 per ELNDT}$$

T-VIII. TRANSPORTATION SYSTEM TOTAL SDC FEE CALCULATION

Based on the identified Capital Improvement Plan, reimbursement values and the projected number of new Equivalent Length New Daily Trips through the planning period, the SDC fee is summarized below:

SDC Improvement Fee	=	\$46 per ELNDT
SDC Reimbursement Fee	=	\$9 per ELNDT
Transportation SDC	=	\$55 per ELNDT

The cost per ELNDT, plus administration, should be applied to the ITE Trip Generation factor, as adjusted by the Local Factor, to determine the specific charge for each land use. The ITE Trip Generation factor should be based on the average weekday trips from the best category fit in the most current Trip Generation Manual, which is included at the end of this text as listed in the current edition.

The ITE tables publish average trip rates for each land use, however, they do not account for length of trip or linked trips because those factors are specific to each community. The length factor is an estimate of the ratio of the subject land use trip length to an average single family residential trip length. The linked trip factor is an estimate of how many of the trips specific to the subject land use are linked to other destinations, where the actual trip is shared by multiple destinations or multiple stops on the same trip.

The following table lists the SDC costs for selected land use, including a 2% charge for administration. Attached at the end of this section is a complete listing of all available ITE trip categories with published average weekday trip rates from the 9th Edition as adjusted by the factors discussed above.

CITY OF DONALD
TRANSPORTATION SDC FEES FOR SELECTED LAND USES
BASED ON ITE AVERAGE WEEKDAY ELNDT
January, 2016

	ITE CATEGORY, UNITS	ELNDT/ UNIT	TRIP FACTOR	FEE PER ELNDT	ADMIN FEE	SDC COST
--	Per ELNDT Improvement Fee	--	--	\$46	\$1	\$47
--	Per ELNDT Reimbursement Fee	--	--	\$9	-	9
--	Total Fee Per ELNDT	--	--	\$55	\$1	\$56
Residential						
210	Single family, per unit	9.52	100%	\$55	\$1	\$533
220	Apartment, per unit	6.65	100%	\$55	\$1	\$372
Commercial / Industrial						
110	Light Industrial, per KSF*	6.97	100%	\$55	\$1	\$390
710	General Office, per KSF*	11.03	50%	\$55	\$1	\$309

* Units are per 1,000 square feet of gross building area

TRANSPORTATION SDC FEES
AVERAGE WEEKDAY ELNDT FACTORS
 * ITE 9th Edition

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
Port & Terminal Use				
10	Waterport / Marine Terminal, Per Acre	11.93	100%	11.93
21	Commercial Airport, Per Commercial Flight per day	122.21	100%	122.21
22	General Aviation Airport, Per Average Flights per Day	1.97	100%	1.97
30	Truck Terminal, Per Acre	81.9	100%	81.90
90	Park-and-Ride Lot with Bus Service, Per Parking Space	4.50	100%	4.50
93	Light Rail Transit Station with Parking, Per Parking Space	2.51	100%	2.51
Industrial Use				
110	General Light Industrial, Per KSF	6.97	100%	6.97
120	General Heavy Industrial, Per KSF	1.50	100%	1.50
130	Industrial Park, Per KSF	6.83	100%	6.83
140	Manufacturing, Per KSF	3.82	100%	3.82
150	Warehousing, Per KSF	3.56	100%	3.56
151	Mini-Warehouse, Per KSF	2.50	100%	2.50
160	Data Center, Per KSF	0.99	100%	0.99
Residential Use				
210	Single-Family Detached Housing, Per Dwelling	9.52	100%	9.52
220	Apartment, Per Dwelling	6.65	100%	6.65
221	Low-Rise Apartment, Per Occupied Unit	6.59	100%	6.59
222	High-Rise Apartment, Per Dwelling	4.20	100%	4.20
230	Residential Condominium/ Townhouse, Per Dwelling	5.81	100%	5.81
232	High-Rise Residential Condominium /Townhouse, Per Dwelling	4.18	100%	4.18
240	Mobile Home Park, Per Occupied Dwelling	4.99	100%	4.99
251	Senior Adult Housing - Detached, Per Dwelling	3.68	100%	3.68

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
252	Sr. Adult Housing - Attached, Per Occupied Dwelling Unit	3.44	100%	3.44
253	Congregate Care Facility, Per Occupied Dwelling Unit	2.15	100%	2.15
254	Assisted Living, Per Bed	2.66	100%	2.66
255	Continuing Care Retirement Community, Per Occupied Unit	2.50	100%	2.50
260	Recreational Home, Per Dwelling	3.16	100%	3.16
270	Residential Planned Unit Development, Per Dwelling	7.50	100%	7.5
Lodging				
310	Hotel, Per Room	8.17	50%	4.08
311	All Suites Hotel, Per Room	4.90	50%	2.45
312	Business Hotel, Per Occupied Unit	7.27	50%	3.63
320	Motel, Per Room	5.63	50%	2.81
Recreational				
411	City Park, Per Acre	1.89	50%	0.94
412	County Park, Per Acre	2.28	50%	1.14
413	State park, Per Acre	0.65	50%	0.32
414	Water Slide Park, Per Parking Space	2.27	50%	1.13
415	Beach Park, Per Acre	29.81	50%	14.90
417	Regional Park, Per Acre	4.57	50%	2.28
418	National Monument, Per Acre	5.37	50%	2.68
420	Marina, Per Berth	2.96	50%	1.48
430	Golf Course, Per Acre	5.04	50%	2.52
435	Multipurpose Recreational Facility, Per Acre	90.38	50%	45.19
437	Bowling Alley, Per KSF or Per Lane	33.33	50%	16.66
443	Movie Theater without Matinee, Per KSF	78.06	50%	39.03
444	Movie Theater with Matinee, Per KSF	99.28	50%	49.64
452	Horse Track, Per Acre	43.00	50%	21.50
460	Arena, Per Acre	33.33	50%	16.66
480	Amusement Park, Per Acre	75.76	50%	37.88
481	Zoo, Per Acre	114.88	50%	57.44
488	Soccer Complex, Per Field	71.33	50%	35.66

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
490	Tennis Courts, Per Court	31.04	50%	15.52
491	Racquet/Tennis Club, Per KSF	14.03	50%	7.01
492	Health/Fitness Club, Per KSF	32.93	50%	16.46
493	Athletic Club, Per KSF	43.00	50%	21.50
495	Recreational Community Center, Per KSF	33.82	50%	16.91
Institutional				
520	Elementary School, Per KSF	15.43	50%	7.71
522	Middle School/Junior High School, Per KSF	13.78	50%	6.89
530	High School, Per KSF	12.89	50%	6.44
540	Junior/Community College, Per KSF	27.49	50%	13.74
560	Church, Per KSF	9.11	50%	4.55
561	Synagogue, Per KSF	10.64	50%	5.32
565	Day Care Center, Per KSF	74.06	50%	37.03
566	Cemetery, Per Acre	4.73	50%	2.36
590	Library, Per KSF	56.24	50%	28.12
Medical				
610	Hospital, Per KSF	13.22	50%	6.61
620	Nursing Home, Per KSF	7.60	50%	3.80
630	Clinic, Per KSF	31.45	50%	15.72
Office				
710	General Office Building, Per KSF	11.03	50%	5.51
714	Corporate Headquarters Building, Per KSF	7.98	50%	3.99
715	Single Tenant Office Building, Per KSF	11.65	50%	5.82
720	Medical-Dental Office Building, Per KSF	36.13	50%	18.06
730	Government Office Building, Per KSF	68.93	50%	34.46
731	State Motor Vehicles Department, Per KSF	166.02	50%	83.01
732	United States Post Office, Per KSF	108.19	50%	54.09
733	Government Office Complex, Per KSF	27.92	50%	13.96
750	Office Park, Per KSF	11.42	50%	5.71

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
760	Research and Development Center, Per KSF	8.11	50%	4.05
770	Business Park, Per KSF	12.44	50%	6.22
Retail				
812	Building Materials & Lumber Store, Per KSF	45.16	50%	22.58
813	Free-Standing Discount Superstore, Per KSF	50.75	50%	25.37
814	Variety Store, Per KSF	64.03	50%	32.01
815	Free-Standing Discount Store, Per KSF	57.24	50%	28.62
816	Hardware/Paint Store, Per KSF	51.29	50%	25.64
817	Nursery (Garden Center), Per KSF	68.10	50%	34.05
818	Nursery (Wholesale), Per Acre	39.00	50%	19.50
820	Shopping Center, Per KSF	42.70	50%	21.35
823	Factory Outlet Center, Per KSF	26.59	50%	13.29
826	Specialty Retail Center, Per KSF	44.32	50%	22.16
841	New Car Sales, Per KSF	32.30	50%	16.15
843	Automobile Parts Sales, Per KSF	61.91	50%	30.95
848	Tire Store, Per KSF	24.87	50%	12.43
849	Tire Superstore, Per KSF	20.36	50%	10.18
850	Supermarket, Per KSF	102.24	50%	51.12
851	Convenience Market (Open 24 Hours), Per KSF	737.99	5%	36.90
853	Convenience Market with Gasoline Pumps, Per KSF	845.60	5%	42.28
854	Discount Supermarket, Per KSF	90.86	5%	4.54
857	Discount Club, Per KSF	41.80	5%	2.09
860	Wholesale Market, Per KSF	6.73	5%	0.34
862	Home Improvements Superstore, Per KSF	30.74	50%	15.37
863	Electronics Superstore, Per KSF	45.04	50%	22.52
863	Book Superstore, Per KSF	143.53	50%	71.76
869	Discount Home Furnishing Superstore, Per KSF	20.00	50%	10.00
875	Department Store, Per KSF	22.88	50%	11.44

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
876	Apparel Store, Per KSF	66.40	50%	33.20
879	Arts and Craft Store, Per KSF	56.55	50%	28.27
880	Pharmacy/Drugstore without Drive-Through Window, Per KSF	90.06	50%	45.03
881	Pharmacy/Drugstore with Drive-Through Window, Per KSF	96.91	50%	48.45
890	Furniture Store, Per KSF	5.06	50%	2.53
897	Medical Equipment Store, Per KSF	6.00	50%	3.00
Service				
912	Drive-In Bank, Per KSF	148.15	20%	29.63
931	Quality Restaurant, Per KSF	89.95	20%	17.99
932	High-Turnover (sit-Down) Restaurant, Per KSF	127.15	20%	25.43
933	Fast Food Restaurant without Drive-Through Window, Per KSF	716.00	20%	143.20
934	Fast Food Restaurant with Drive-Through Window, Per KSF	496.12	20%	99.22
937	Coffee / Donut Shop w/Drive Thru, Per KSF	818.58	20%	163.72
938	Coffee / Donut Shop Drive Thru Only, Per KSF	1,800.00	20%	360.00
941	Quick Lubrication Vehicle Shop, Per Bay	40.00	20%	8.00
942	Automotive Care Center, Per KSF	23.72	20%	4.74
944	Gasoline/Service Station, Per Fueling Positions	168.56	20%	33.71
945	Gasoline/Service Station with Convenience Market, Per Fueling Positions	162.78	20%	32.56
946	Gasoline/Service Station with Convenience Market and Car Wash, Per Fueling Positions	152.84	20%	30.57
947	Self-Service Car Wash, Per Wash Stall	108	20%	21.60

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City of Donald
PARKS SDC UPDATE
January, 2016

P-I. OVERVIEW

Similar to the stormwater and transportation utilities, the City of Donald currently does not have SDC fees for Parks & Recreation.

The Comprehensive Plan identifies several County and State park facilities in the near vicinity of Donald, and also identifies the importance of requiring park facilities within the City as development occurs. The Comprehensive Plan did not quantify any park land requirements although the 2014 Parks and Recreation Needs Assessment inventoried the existing facilities and discussed service levels.

The City currently has 0.51 acres of parks to serve the 2015 population estimated at 980 residents. This SDC methodology is based on providing a comparable Level of Service (LOS) of 0.50 acres per 1,000 population for future residents. This simplifies the application of the SDC fee by eliminating the need to project the increase in population, identify specific new park improvements and eliminates the need to define that portion of any capital improvement that specifically benefits future population. A LOS approach is independent of population growth and assumes a per capita demand for park facilities.

P-II. CREDITS FOR ELIGIBLE CONSTRUCTION

In accordance with the state statutes, credits must be available for eligible public works construction completed by private development. Credits must be issued for eligible off-site improvements, and for the oversize component only of on-site improvements.

Parks and Recreation improvements differ from typical infrastructure in that each facility generally benefits a wide region of residents and are not typically located in all developments. As a result, except for the value of donated land, credits within any specific development would be unusual. Improvements should generally be defined and improved by the City with growth typically paying their share through the SDC fee.

The amount of any credit should be based on actual costs, but also generally follows the values listed in the CIP tables. If the City elects to have park improvements constructed by private development through the use of SDC credits, the City should be integrally involved in the selection of materials and purchase of equipment and pre-approve all expenditures.

P-III. PARKS & RECREATION CAPITAL IMPROVEMENT PLAN

The 2014 Parks and Recreation Needs Assessment identified a list of needed capital improvements for the existing park facilities. Although each park has substantial existing improvements, the proposed improvements in the 2014 Assessment identify several improvements needed to fully develop these existing parks. These improvements would be considered deficiencies that would further reduce the LOS of the existing system.

To determine the percentage of deficiency, and the current effective Level of Service, an estimate of the fully developed value is required. In this update, the 2015 fully developed value is based on land values estimated at \$250,000 per acre and development costs of \$250,000 per acre for pocket, community and neighborhood parks. The fully developed cost of the City's existing 0.51 acres of park facilities is estimated at \$255,000.

The park improvements listed in the 2014 needs assessment includes the addition of restroom facilities at both the Donald City Park and the Donald Skate Park, as well as several specific amenities, such as improved lighting, picnic facilities and paint. The estimate of cost for these improvements is approximately \$90,000, which lowers the value of the existing parks to an estimated \$165,000, which is a 35% reduction from the total developed cost. As a result, the per capita cost is reduced by 35%.

**CITY OF DONALD
PARKS & RECREATION SYSTEM
PER CAPITA SDC COST LOS 0.50
January, 2016**

No	PROJECT DESCRIPTION	DEVELOPMENT PRIORITY	ELIGIBLE COST 100%	BENEFITTED POPULATION	COST PER PERSON
1	Park Acquisition, LOS 0.5 \$250,000 per Acre	1-20 yrs	\$125,000	1,000	\$125
4	Park Development Cost, LOS 0.5 \$250,000 per Acre	1-20 yrs	\$125,000	1,000	125
Total Cost Per Person					\$250
Reduction of 35% to match existing LOS					\$88
Net Cost Per Person					\$162

P-IV. PARKS & RECREATION SDC IMPROVEMENT FEE CALCULATION

The Parks and Recreation SDCs are based on population only. This approach does not incorporate the collection of any SDCs from institutional, commercial or industrial development as it is difficult to define the nexus between non-residential land use and park facilities.

The 2010 census documented the average residential household population for the City of Donald to be 2.82 people per unit, which will be used for defining an EDU for Parks & Recreation.

Using a methodology based on residential population, with the cost per person as identified in the CIP table above, and the average population per household from the Census Bureau estimates, the Parks and Recreation SDC Improvement Fee per EDU is calculated as follows:

$$\text{SDC Improvement Fee} = (\$162 \text{ per person}) * (2.82 \text{ people per EDU})$$

$$\text{SDC Improvement Fee} = \text{\$457 per EDU}$$

The Improvement Fee revenues are based on providing the defined Level of Service and can be expended on any listed capital improvements within the Park System towards that goal. Some specific improvements are listed in the 2014 Needs Assessment.

P-V. PARKS & RECREATION SDC REIMBURSEMENT FEE SUMMARY

This SDC Update provides support for a Level of Service based Improvements Fee and does not include any costs for reimbursement.

P-VI. PARKS & RECREATION SDC FEE SUMMARY

All Parks & Recreation SDCs are charged per residential dwelling unit. No Parks & Recreation SDC is charged to Commercial / Industrial development. Additionally, a 2% administration fee is incorporated into each SDC charge as shown.

CITY OF DONALD
PARKS & RECREATION SYSTEM SDC FEES
 January, 2016

TYPE OF UNIT	IMPROVEMENT FEE PER EDU	REIMBURSEMENT FEE PER EDU	ADMINISTRATION FEE (2%)	TOTAL SDC PER EDU
Single & Multi Family Residential	\$457	\$0	\$9	\$466

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