DRAFT ENGINEERING REPORT
FOR PUBLIC HEARING & ADOPTION

CITY OF MT. ANGEL

SYSTEM DEVELOPMENT CHARGE METHODOLOGY & CAPITAL IMPROVEMENT PLAN UPDATES

Water System
Sanitary Sewer
Transportation
Storm Drainage
Parks & Recreation

Marion County, Oregon
January 2015

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CITY OF MT. ANGEL

SYSTEM DEVELOPMENT CHARGE METHODOLOGY & CAPITAL IMPROVEMENT PLAN UPDATES

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

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City of Mt. Angel

SYSTEM DEVELOPMENT CHARGE METHODOLOGY & CAPITAL IMPROVEMENT PLAN UPDATES

Water System, Sanitary Sewer, Stormwater,
Transportation, Parks & Recreation
January, 2015

INTRODUCTION & BACKGROUND

In December, 2014, the City of Mt. Angel contracted with Curran-McLeod, Inc. to assist in documenting the City's five public utility Capital Improvement Plans (CIP) and to update the System Development Charge (SDC) methodologies to maintain compliance with state statutes. This effort was completed with assistance from the City Administrator, Ms. Eileen Stein, Assistant, Justin Hogue, Public Works Superintendent, Dan Bernt, Utility Lead Worker, Daniel Shafer, Finance Director, Chaunee Seifried and the City Engineer, Steve Ward.

This text is intended to be a single point source document that summarizes all eligible capital improvement projects for each of the five public infrastructure components and the methodologies adopted to equitably allocate the cost to benefitted users. These Capital Improvement Plans are based on the Master Plans for each area of the municipal infrastructure as supplemented by an inventory of projects identified by City staff subsequent to adopting the plans. Although all projects are contained in this SDC document, additional detail on each of the listed projects can be found in the respective planning documents.

The City of Mt. Angel'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 and Flood Control 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 include only that portion of the connection charge that is greater than the amount necessary to reimburse the agency for the actual cost of inspecting and/or connecting to each system.

SDC METHODOLOGY OVERVIEW

The Mt. Angel System Development Charge enabling ordinances are contained in Ordinance 579, adopted in March of 1991, as amended by Ordinance 599 in May of 1994, and again amended in March of 1999. These Ordinances effectively provide the basis for implementing the SDC charges within the City of Mt. Angel; however, some minor amendments are needed to incorporate more recent changes in the State statutes. Mandated modifications include revised hearing notifications contained in Ordinance 599. Recommended changes relate to credit provisions that are contained in Ordinance 661.

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 will 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 deficiencies 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 Mt. Angel SDC Methodologies include a combination of both Reimbursement Fees and Improvement Fees.

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, and the value of the existing, or cost of the future, facility.

Although all SDCs are primarily related to population, the rate of population growth has no impact on calculation of the fee. The fee is based on funding 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 Maximum Daily Demand (MDD); which is the amount of water used during a peak day event by the average single-family residential unit. A wastewater EDU is based on the Average Dry Weather Flow (ADWF) measured at the treatment facility per single family residential unit. A single stormwater EDU is based on the estimate of impervious area of a typical single family residential unit.

Transportation EDUs are based on the average number of weekday Equivalent Length New Daily Trips (ELNDT) identified for a single family residential unit. Costs for Parks and Recreation improvements are based entirely on a defined Level of Service (LOS) on a per capita basis, and therefore an EDU is simply the average population of 2.57 persons per single family residential unit according to the 2010 census information.

Water and wastewater basic units are gallons for the City of Mt. Angel. A water system EDU is 210 gallons per capita per day, times the weighted average of 2.57 people per household, as defined in the 2010 census for the City of Mt. Angel, for a total of 540 gallons per day per EDU at MDD. A wastewater EDU is based on the ADWF measured at the plant of 110 gallons per day per capita times 2.57 people per household for a total of 280 gallons per day per EDU (gpd/EDU at ADWF.

Stormwater basic units are square feet of impervious area, with a typical single family residential unit, or one EDU, based on having 1,600 square feet of impervious area, as was defined in the existing SDC Methodology.

The basic unit for the transportation system is an Equivalent Length New Daily Trip (ELNDT). A transportation EDU is defined as 9.52 ELNDT for a single family residential dwelling unit per the ITE Trip Generation Manual, 9th Edition.

Parks and Recreation EDUs are based on the cost of providing a required Level of Service (LOS), which has been adopted previously to be 3 acres of parklands per 1,000 population. The per capita cost to fund this defined LOS times the average of 2.57 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 the state statutes, the SDC should be reviewed annually, and the cost of maintaining the SDC program recovered from the SDC improvement fees, as part of the Planning line item in each CIP. Annual adjustments should include updating the Improvement Fee CIP cost estimates, the value of existing facilities listed in the Reimbursement Fee schedules, the values of credits for eligible public works projects, and the resulting Reimbursement and Improvement Fees, all in accordance with an adopted 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 date 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 2014 of 9,936.

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 anytime. 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. These hearing provisions should be incorporated in an ordinance revising Mt. Angel Ordinance 559.

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), credits must be provided for 100% of the cost of 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.

The value of the credits granted in accordance with ORS 223.304(4)(a), for off-site improvements are ultimately collected from the adjacent benefitted property owners as an SDC Overlay for the minimum standard facility size as each intervening benefited property develops.

All credits granted as a result of ORS 223.304(4)(b) for on-site over-sizing are ultimately supported by the SDC revenues collected from all developments.

SITE SPECIFIC SDC OVERLAY

If a credit is provided under ORS 223.304(4)(a) for the entire cost of an off-site public improvement, a site-specific SDC Overlay allocation (as opposed to regional) should also be adopted by Resolution specific to the improvement project. A site specific SDC Overlay is intended to collect the value of the 'minimum standard facility size' that will exclusively serve any undeveloped, off-site benefitting properties, such as the 8" waterline component, the 8" sanitary sewer component or a 34-foot street component of an improvement project.

A resolution defining a site specific SDC Overlay should be adopted at the time any off-site credits are provided to a developer. The resolution must contain a description of the benefitted properties and the allocation of cost based on the benefitted area. SDC Overlay fees are due and payable concurrently with the regional SDC, at the time of issuing of a building permit or change in use of the benefitted property.

The methodology of adopting an SDC Overlay is defined within this SDC document, so the process of the Overlay adoption is simplified. Technically no special notice is required as long as the project was on the CIP list, however, to be conservative a 30-day notice should be provided to impacted parties prior to adoption of the Overlay allocation.

Where there is no potential for additional development of off-site properties abutting a development, the credit can be issued for the entire cost of the off-site improvements without establishing a site specific SDC Overlay.

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 always 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. Technically, the statutes limit the application of a credit for future development to a maximum of 10 years, but do not prevent the City from adopting any method of credits that are greater than the minimum stated.

In the interests of equity, cash payments should be made to a developer for any excess credit value from the SDC accounts, if financially feasible. This eliminates the need to account for long term repayment agreements. Additionally, if a project from the CIP is undertaken by a developer, a credit should be made available for the entire cost of the improvement. This may exceed the Improvement Fee component of the SDC fees due from the specific development; however, this would be the result of constructing an Improvement Fee element.

It is significant to note that reimbursements to private developers from SDC funds are not required to comply with prevailing wage or public bid laws if the City is not a party to the actual construction contract. Cash reimbursements from the SDC funds must be made to the developer as opposed to the contractor completing the work. This provides an opportunity for the City to have needed capital improvements constructed at lower costs as a component of development by private developers.

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.

Infrastructure services must be in-service to receive a credit against a changed use. Service discontinued for more than 24 months should be considered abandoned and no offsetting credits provided against any SDC fees due for development. Adoption of this SDC update incorporates this abandonment policy.

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 year.

The statute mandates that Reimbursement Fees may 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.

The City needs to establish administrative procedures to contest the methodology or calculations of the SDC fees. The SDC Methodology may only be contested within 60 days of adoption. Expenditures may only be contested within two years of the date of expenditure. The City must also advise a person making any written objection to the calculation of SDC fees of their right to petition for review pursuant to ORS 34.010 to 34.100.

Oregon Revised Statutes 223.307(5) 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, annual costs are estimated to be 2% of the annual revenues derived from SDCs. A 2% surcharge is added to each identified fee.

Annually, a transfer from each SDC fund in the amount of 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.

PUBLIC INFRASTRUCTURE SDC UPDATES

The following sections each contain a summary for each of the five public infrastructure systems of existing improvements with associated replacement value and capacity, a summary of the Capital Improvement Plans with estimate of project costs, capacity, timing and percentage of eligible costs, and last, allocation calculations to determine the updated System Development Charges.

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City of Mt. Angel
WATER SYSTEM SDC UPDATE

January 2015

W-I. OVERVIEW

The System Development Charge (SDC) enabling Ordinance Number 579, as amended, is common to all five public infrastructure components and was adopted in 1991. The current fee of $2,338 was adopted in Resolution 783 in 1999 based on the 1995 Water System Master Plan, and the 1998 System Development Charge Methodology Final Draft prepared by KCM, Inc., and has not been adjusted since.

Subsequently, a Water System Master Plan was updated in 2010 which was used as the basis for this System Development Charge Update. The 2010 Master Plan provided a thorough evaluation of the existing water system. This document calculated system demands, projected future demand and compiled a listing of required capital improvements to meet the growth through the year 2030, as well as build-out of the Urban Growth Boundary.

To be conservative, the capacities of all water system components, excepting distribution, are based on the ability to meet the Maximum Daily Demand (MDD). This assures that adequate resources are available at all times to serve the demand and replenish supplies within 24 hours. As the observed MDD approaches the reliable system capacity, capital improvements should be undertaken to expand the system. The MDD was derived in the 2010 Master Plan to be 210 gallons per capita per day (gpcd).

Based on the 2010 US Census, the average household size for Mt. Angel was 2.81 for the 734 owner-occupied units and 2.22 for the 487 renter-occupied units. A weighted average indicates an average population of 2.57 people per residence which defines the population of an Equivalent Dwelling Unit (EDU).

Accordingly, the water demands are quantified as 2.57 times 210 gallons per capita for a MDD of 540 gallons per day per EDU. Using this per EDU MDD figure, it is easy to identify the existing EDU capacity of source, treatment and storage components and to identify the improvements required to serve future population growth.

This demand is a reduction from the 2010 Master Plan completed prior to the availability of census data, and also based on a substantial per capita reduction from the 1995 Master Plan. This reduction will allow for approximately 10% greater number of EDUs to be served by the existing facilities than quantified in the master plan. Note these average values also include the demands for commercial/industrial developments, and assume commercial/industrial demands remain the same as the current relative percentage of the total demands.

The 2010 Master Plan improvements were predicated on a projected 2030 population of 4,977 based on County projections, which is the equivalent of 1,936 EDU. Source, treatment and storage facilities were deemed to have adequate capacity well beyond the year 2030.

Distribution system capacities are defined not only by their ability to deliver the MDD 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 resulting MDD for the number of EDUs calculated at build-out of the UGB area.

Based on the 2010 Master Plan, build-out population of the UGB is estimated to be 9,238. Although this figure was based on outdated census information, it is within the error of long term projections, and will be used as the build-out population in this SDC update. The total number of EDUs at build-out of the UGB is estimated to be 9,238 divided by 2.57, for a total of 3,600 EDU.

W-II. CREDITS FOR ELIGIBLE CONSTRUCTION

As discussed previously, credits must be available for eligible public works construction that met the requirements of the statute. Credits should be issued for 100% of eligible off-site improvements, identified herein as an Offsite Credit, or for the oversize component only of eligible on-site improvements, identified herein as an Oversize Credit. The oversize component would be any improvements that exceed the local government's minimum standard facility size, which for a water line is 8” diameter. Thus in this SDC update, oversize credits will apply only to lines sized above the minimum 8” diameter.

The following table lists unit pricing contained in the 2010 Water System Master Plan adjusted by the ENR CCI of 9,936 for December of 2014, which is recommended to be used as the basis for any SDC credits given for eligible distribution system improvements:

CITY OF MT. ANGEL
WATERLINE CONSTRUCTION CREDITS
January 2015

LINE SIZE	6"	8"	10"	12"	16"
CONSTRUCTION COST	$120/LF	$140/lf	$165/lf	$200/lf	$240/LF
OFFSITE CREDIT	$120/lf	$140/lf	$165/lf	$200/lf	$240/LF
OVERSIZE CREDIT	$0	$0	$25/lf	$60/lf	$100/LF

W-III. WATER SYSTEM CAPITAL IMPROVEMENT PLAN

Based on the 2010 Water System Master Plan, the water system is in very good condition to meet future demands. As a result, the list of needed improvements in the plan is very minimal for source, treatment and storage, and limited to addressing water rights certificates and master planning.

The distribution system has a relatively long list of specific improvements generally required to provide adequate capacity for growth, as would be expected as the system is required to support growth further into the UGB. Distribution system improvements are based on the Existing System Needs as published in Table 9-1 in the 2010 Master Plan, excepting the estimated unit prices have been recalculated using the estimated unit pricing published in this SDC update:

CITY OF MT. ANGEL
DISTRIBUTION SYSTEM CAPITAL IMPROVEMENT PLAN
January 2015

LOCATION	FROM	TO	DIAMETER (IN)	LENGTH (FT)	SDC ELIGIBLE COST
Academy Road	Humpert Lane	Leo Street	12”	1,690	$338,000
Birch Street	Taylor Street	E. Marquam Street	12”	900	$180,000
Cherry Street	E. College Street	Taylor Street	8”	980	137,200
E. Marquam St	Elm Street	N. Sheridan Street	12”	430	$86,000
Highway 214	E. Marquam St	Industrial Way	12”	2,060	$412,000
Industrial Way	Hwy 214	West end of Industrial Way	12”	1,310	$262,000
John Street	W Marquam St	North end of John Street	12”	1,080	$216,000
May Street	S Main Street	For Street	8”	920	128,800
Monroe & W Marquam St	Hwy 214	Monroe Street	12”	1,210	$242,000
N Cleveland St	E Church Street	Taylor Street	8”	830	116,200
N Garfield St	College Street	Taylor Street	8”	530	74,200
N Sheridan St	College Street	Taylor Street	8”	520	72,800
Oktoberfest Lateral	S Garfield St	S Cleveland St	8”	290	40,600
W College St & NW Cindy Ln	Lincoln Street	North end of NW Cindy Ln	8”	650	91,000
Wilco Corp Headquarters	Hwy 214	West end of Industrial Way	12”	1,600	$320,000
TOTAL SDC ELIGIBLE DISTRIBUTION COST					**$2,716,800**

W-IV. WATER SYSTEM SDC IMPROVEMENT FEE CALCULATION

The following table summarizes the SDC Cost per EDU to complete the capital improvements listed in the 2010 to meet future demands. The cost estimates in the following table are based on an Engineering News Record (ENR) Construction Cost Index (CCI) of 9,936 for December 2014. This table is published to document the list of needed capital improvements to serve growth, and to satisfy the requirements of ORS 223.309.

CITY OF MT. ANGEL
WATER SYSTEM CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
January 2015

NO.	PROJECT DESCRIPTION	PROJECT PRIORITY	ELIGIBLE COST	EDU CAPACITY	SDC COST PER EDU
1.	Water Rights Analysis, Transfers & Certificates	1-5 yrs	$56,000	2,533*	$22
2.	Master Planning and SDC Updates	1-20 yrs	56,000	1,936**	$29
3	Distribution System Improvements	1-20 yrs	$2,716,800	1,936**	$1,403
4	Miscellaneous Waterline Oversizing & Upsizing	1-20 yrs	50,000	1,936**	$26
				TOTAL ESTIMATED COST PER EDU	**$1,480**

* Capacity based on reliable capacity of 950 gpm with largest well out of service, and 540 gpd/EDU
** Capacity based on 2030 population of 4,977 divided by 2.57 people per 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:

SDC Improvement Fee = $1,480 per EDU

W-V. WATER SYSTEM SDC 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, but was also limited by the existing 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 9,238 or approximately 3,600 EDU.

The following table lists the current estimated value of each capital improvement completed to-date, based on the December 2014 ENR CCI of 9,936. The current value is then divided by the capacity in EDU of each existing facility to determine the cost per EDU.

CITY OF MT. ANGEL
WATER SYSTEM REIMBURSEMENT FEE
EXISTING IMPROVEMENTS SUMMARY & CAPACITY
January 2015

NO.	ASSET DESCRIPTION	2014 ASSET VALUE	CAPACITY IN EDU	SDC COST PER EDU
1.	Water Rights; Claims, Permits and Certificates	$250,000	2,533*	98.70
2.	Well Number 5	$500,000	2,533	197.39
3.	Well Number 6	$975,000	2,533	384.92
4.	Well Number 7	$630,000	2,533	248.72
5.	0.30 MG Concrete Reservoir	$600,000	3,600**	166.67
6.	1.0 MG Concrete Reservoir	$1,200,000	3,600	333.33
7.	Distribution System Oversizing 1,300 LF 10" @ $25/LF 12,800 LF 12" @ $60/LF 1,500 LF 16" @ $100/LF	 $32,500 $768,000 $150,000	1,936***	 16.79 396.69 77.48
8.	N. Pershing Upsizing, W Marquan to N End N Pershing1,340 LF 8"	187,600	1936	96.90
9.	Railroad Ave Upsizing, W Marquam to Hw 214, 1,300 lf 10"	214,500	1936	110.80
10.	2010 Water System Master Plan	$92,700	1,936	47.88
11.	2015 SDC Update	$3,480	1,936	1.80
	TOTAL	**$5,603,780**	**Per EDU**	**$2,178**

* Capacity based on reliable capacity of 950 gpm with largest well out of service, and 540 gpd/EDU
** Capacity based on 2010 Master Plan requirement of 25% of MDD plus Fire Flow, and is limited by build-out
*** Capacity based on 2030 planning window population of 4,977 divided by 2.57 people per EDU

W-VI. 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:

SDC Reimbursement Fee per EDU = $2,178

W-VII. 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 water meter used to service the facility. All SDC costs also include a charge of 2% for staff administration.

CITY OF MT. ANGEL
WATER SYSTEM SDC FEE SCHEDULE
January 2015

METER SIZE	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMINISTRATION FEE (2%)	TOTAL SDC
3/4"*	1	$1,480	$2,178	$73	**$3,731**
1"	1.66	$2,457	$3,615	$121	**$6,194**
1 ½"	3.33	$4,928	$7,253	$244	**$12,425**
2"	5.33	$7,888	$11,609	$390	**$19,887**
3"	11.67	$17,272	$25,417	$854	**$43,543**
4"	20	$29,600	$43,560	$1,463	**$74,623**

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

City of Mt. Angel
SANITARY SEWER SYSTEM SDC UPDATE

January 2015

SS-I. OVERVIEW

The System Development Charge (SDC) enabling Ordinance Number 579 was adopted in 1991. The current fee of $1,250 was adopted in Resolution 783 in 1999 based on the 1998 System Development Charge Methodology document. Resolution 783 included a Reimbursement Fee only, as all of the required capital improvements from the plan had been completed.

This current 2015 document is intended to update the SDC Methodology and fee and is based on the Capital Improvement Plan (CIP) published in the 2014 Facility Plan. The existing SDC only includes a Reimbursement Fee. This current update establishes a basis for an Improvement Fee to account for needed future improvements to the collection, treatment and disposal systems.

The previous SDC was based on the Average Wet Weather (AWWF) Flows to the plant. This parameter cannot be measured due to the piping limitations so has been estimated based on industry standards. Wet weather flows are influenced by Inflow and Infiltration so does not provide a true measure of per capita contribution. This current SDC Update is proposing to use the measured 110 gallons per capita per day Average Dry Weather Flow (ADWF) as the basic unit of measure to define the capacity of the system and the contribution per EDU. This unit is measurable, easily definable, and more closely reflects the actual contribution of each EDU. The measured averages also include the commercial and industrial contributions.

Based on the 2010 census weighted average of 2.57 persons per household for the City of Mt. Angel, the design loading per Equivalent Dwelling Unit (EDU) is 2.57 times 110 gpcd, for a total of 280 gallons per EDU per day.

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 100% of 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 construction costs contained in the 2014 Wastewater System Facilities Plan, as adjusted to the December 2014 ENR CCI of 9,936:

CITY OF MT. ANGEL
SANITARY SEWER COLLECTION SYSTEM
VALUE OF CONSTRUCTION CREDITS
January 2015

LINE SIZE	8"	10"	12"	15"	18"	24"
CONSTRUCTION COST	$132/lf	$143/lf	$154/lf	$174/lf	$185/lf	$185/lf
OFFSITE CREDIT	$132/lf	$143/lf	$154/lf	$174/lf	$185/lf	$185/lf
OVERSIZE CREDIT	$0	$11/lf	$22/lf	$42/lf	$53/lf	$53/lf

SS-III. SANITARY SEWER CAPITAL IMPROVEMENT PLAN

As a result of the methodology defined in this current update, 100% of the estimated costs of the CIP are allocated over the entire benefitted population, in contrast to the previous methodology that estimated a current population and only allocated that portion of each project to growth. The methodology used in this 2014 update 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.

The previous methodology, which only included a reimbursement fee, was dependent upon determining the percent of remaining capacity for each component of the system and defining the value of that component to allocate to future users. The magnitude of the resulting fee is identical to that resulting from the methodology proposed in this update, if an accurate estimate of existing capacity and future benefitting population is provided. In the absence of an accurate evaluation, the resulting fees can result in subsidizing growth or in assessing an inequitable charge to future users.

Under the old methodology, inaccuracies are incorporated by making gross assumptions of percentage related to future growth of each individual improvement. Each system component, collection, treatment and disposal will have varying capacities, and specific deficiencies that need resolution. Additionally, if a gross percentage is identified and allocated to future growth only, that percentage changes with each annual SDC update, creating a substantial task to complete for each update.

A more simplistic, accurate and defensible method of accounting for the existing improvements and needed future improvements is to allocate the total value (as in the Reimbursement Fee) and estimated cost (in the Improvement Fee) over the entire benefitted population. This methodology accounts for varying capacities of individual unit processes and equitably incorporates existing deficiencies by allocating costs to existing users as well as future users.

Based on the ADWF capacity of the treatment facility of 0.56 MGD, the plant has a capacity to serve 2,000 EDU's at 280 gpd/EDU, or a population equivalent of 5,140. The collection system capacity is defined by the limits of the Urban Growth Boundary, anticipating the existing collection system is sized adequately to extend service throughout the UGB. Build-out population is estimated to be 9,238 or approximately 3,600 EDU.

The Master Planning window of 20 years extends to 2035, with projected population of 5,254. At 2.57 persons per EDU, the Master Plan benefits 2,044 EDU

The following table contains the Capital Improvement Priorities from in the 2014 Wastewater System Facilities Plan. All estimated costs have been adjusted from the September 2013 ENR CCI of 9,551 as published in the 2014 Facility Plan, to December 2014 ENR CCI of 9,936.

CITY OF MT. ANGEL
SANITARY SEWER CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
January 2015

NO.	PROJECT DESCRIPTION	PRIORITY (YRS)	ELIGIBLE COST	CAPACITY EDU	COST PER EDU
G-1	Main Trunk - MH 5 to new MH 100	1-10	$636,480	3,600	$176.80
G-2	North Trunk - Marquam MH 100 to Pershing MH 20	1-10	$353,600	3,600	$98.22
G-3	North Trunk - Marquam MH 20 to Railroad MH 25	1-10	$147,680	3,600	$41.02
G-4	North Trunk - Marquam MH 25 to Main MH 60	1-10	$390,000	3,600	$108.33
G-5	South Trunk - Segment 1 new MH 100 to May MH 130	1-10	$619,840	3,600	$172.18
G-8	South Trunk - MH 136 to MH 146	1-10	$371,280	3,600	$103.13
G-14	New Line MH 115 to MH 109	1-10	$52,000	3,600	$14.44
T-1	Treatment Plant Access Road	1-10	$88,400	2,000	$44.20
T-4	Wetlands Improvements, effluent box, influent valves	1-10	$71,760	2,000	$35.88
T-5	Effluent PS Confined Space Entry Improvements	1-10	$40,560	2,000	$20.28
G-6	South Trunk - May MH 130 to MH 135	11-20	$177,840	3,600	$49.40
G-7	South Trunk - South, Pershing MH 135 to MH 136	11-20	$133,120	3,600	$36.98
T-2	Headworks Improvements	11-20	$549,120	2,000	$274.56
T-3	Lagoon Cell 1 Sludge Removal	11-20	$923,520	2,000	$461.76
T-6	Effluent PS Electrical & Controls Modernization	11-20	$478,400	2,000	$239.20
T-7	Facilities Plan Update	11-20	$78,000	2,044	$38.16
		TOTAL	**$5,111,600**		**$1,914.54**

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:

SDC Improvement Fee = $1,915 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 sewerage system, based on replacement costs adjusted to the December 2014 ENR CCI of 9,936. The current value is then divided by the capacity in EDU of each existing facility to determine the cost per EDU.

CITY OF MT. ANGEL
SANITARY SEWER REIMBURSEMENT FEE
EXISTING SUMMARY & CAPACITY
January 2015

NO.	EXISTING SYSTEM DESCRIPTION	CURRENT ASSET VALUE	CAPACITY IN EDU	SDC COST PER EDU
1	Wastewater Treatment Plant	$4,574,000*	2,000	$2,287
2	Collection Oversizing & Upgrades			
	4,900 LF 10” @ $11/LF	$53,900	3,600	$14.97
	4,800 LF 12” @ $22/LF	$105,600	3,600	$29.33
	1,000 LF 14" @ $32/LF	$32,000	3,600	$8.89
	3,500 LF 15" @ $42/LF	$147,000	3,600	$40.83
	1,600 LF 18" @ $53/LF	$84,800	3,600	$25.56
	1,400 LF 24" @ $53/LF	74,200	3,600	$20.61
3	2014 Master Planning	$125,500	3,600	$61,40
4	2015 SDC Update	$3,480	3,600	$1.70
	TOTAL	**$5,200,480**	**Per EDU**	**$2,488**

* Value based on construction cost of $4,100,000 less grants for net of $2,295,000 at ENR CCI 4,985.

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:

SDC Reimbursement Fee = $2,488 per EDU

SS-VII. SANITARY SEWER SDC FEE SUMMARY

All residential units are assigned one EDU per dwelling unit which is based on 2.57 people per EDU and 280 gpd at ADWF per EDU. All Commercial and industrial developments are assessed proportionate SDC charges based on the capacity of the water meter serving the property in relationship to a typical 3/4" meter serving a typical single family residence, in accordance with the following table. All SDC costs also include a charge of 2% for staff administration.

CITY OF MT. ANGEL
SANITARY SEWER SDC FEE SCHEDULE
January 2015

	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMIN FEE (2%)	TOTAL SDC
Single Family and Multi Family Residential:					
	1	$1,915	$2,488	$88	**$4,491**
Commercial / Industrial Development:					
METER SIZE	EDU FACTOR	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMIN FEE (2%)	TOTAL SDC
3/4"*	1	$1,915	$2,488	$88	**$4,491**
1"	1.66	$3,179	$4,130	$146	**$7,455**
1 ½"	3.33	$6,377	$8,285	$293	**$14,955**
2"	5.33	$10,207	$13,261	$469	**$23,937**
3"	11.67	$22,348	$29,035	$1,028	**$52,411**
4"	20	$38,300	$49,760	$1,761	**$89,821**

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

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City of Mt. Angel
STORMWATER SDC UPDATE
January 2015

SD-I. OVERVIEW

The Storm Drainage System Development Charge (SDC) was created through enabling Ordinance Number 579, as amended, in 1991. The current fee was adopted in Resolution 783 in 1999 and has not been adjusted to-date.

The existing Storm Drainage SDC was prepared prior to any master planning, and the only project included was the administrative cost of preparing a master plan. As a result, the current Storm Drainage SDC does not have an Improvement or Reimbursement Fee, but only includes a $96 administration fee per EDU. This fee does not contribute funding associated with any existing or future system construction.

In 2002 a Storm Drainage System Master Plan was prepared that identified the Capital Improvement Plan (CIP) to both resolve current deficiencies and increase capacity for future growth. The Master Plan provides a listing of existing system components to support development of a Reimbursement Fee and a listing of required future improvements to support development of an Improvement Fee.

SD-II. CREDITS FOR ELIGIBLE CONSTRUCTION

Common to all SDCs, credits must be available for eligible public works construction that met the requirements of the statute. When a project is listed in the Capital Improvement Plan and is undertaken by a private developer as a requirement of the City, credits must be made available to offset the SDC charges.

The minimum line size for storm drainage system piping improvement is defined to be 12” diameter. Thus, oversizing credits apply only to storm sewers sized above the minimum 12” diameter. The following table summarizes construction costs, including 20% engineering, as the basis for SDC credits for eligible storm drainage system improvements:

CITY OF MT. ANGEL
STORM DRAINAGE SYSTEM CREDITS
January 2015

LINE SIZE	12"	15"	18"	21"	24"	27"	30"	36"	48"
CONSTRUCTION COST	$65/lf	$75/lf	$90/lf	$110/lf	$135/lf	$165/lf	$200/lf	$240/lf	$280/LF
OFFSITE CREDIT	$65/lf	$75/lf	$87/lf	$102/lf	$120/lf	$140/lf	$165/lf	$195/lf	$260/LF
OVERSIZE CREDIT	$0	$10/lf	$22/lf	$37/lf	$55/lf	$75/lf	$100/lf	$130/lf	$195/LF

When offsite improvements are approved with credits, an SDC overlay should be adopted to allocate the cost to the base pipeline size, the cost of a 12" pipeline, over the frontage of the offsite undeveloped properties. At the time the future offsite development occurs, both the regional SDC and the SDC overlay should be collected from the developer.

If there are no undeveloped offsite properties, the cost of any offsite improvements required to support growth can be funded 100% from SDC revenues.

SD-III. STORMWATER SYSTEM CAPITAL IMPROVEMENT PLAN

The most recent stormwater planning effort was published as the 2002 Storm Drainage System Master Plan. This document includes an analysis of system components and a listing of needed capital improvements. The improvements were designed to support build-out of the UGB established in the Comprehensive Plan.

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 Update document, all capital improvement costs are allocated over all of the population, existing and future, which 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 capital improvements identified in the Storm Drainage System Master Plan, with associated costs adjusted to the December 2014 ENR CCI of 9,936. This table is published to satisfy the requirements of ORS 223.309 and provides the CIP listing of projects eligible for SDC expenditures.

CITY OF MT. ANGEL
STORM DRAINAGE CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
January 2015

PROJECT	PROJECT PRIORITY	ELIGIBLE COST ENR CCI 9,936
36" Pipe, John Street to Middle School	1-10	$581,000
48" Pipe, Academy St. and Wilco Hwy	1-10	$881,900
48" Marquam Street Culvert	11-20	$31,100
36" Pipe by 48" Pipe S. of Marquam St.	11-20	$274,950
Master Planning & SDC Update	1-20	$30,000
	TOTAL IMPROVEMENT COSTS	**$1,798,950**

SD-IV. STORMWATER SYSTEM IMPROVEMENT FEE CALCULATION

Based on the land use inventory contained in the Storm Drainage System Master Plan and the factors for impervious area contained in the current SDC Methodology, an estimate of total impervious area and Storm Drainage EDUs at full build-out can be made. The following table inventories the stormwater EDUs at build-out of the UGB:

CITY OF MT. ANGEL
ESTIMATED STORMWATER EDU AT BUILD-OUT
January 2015

LAND USE	EDU'S PER ACRE (1,600 SF PER EDU)	TOTAL ACRES	TOTAL EDU
Single Family Residential	6	407	2,442
Multi-family Residential	13	62	806
Commercial	20	38	760
Industrial	20	98	1,960
Public Lands	NA	266	0
	TOTALS	**871**	**5,968**

The total number of EDU in residential, commercial and industrial lands is thus estimated to be 5,968 at 1,600 SF per EDU, or a total of 356 acres of impervious area.

The Stormwater Improvement Fee is based on the CIP cost being allocated over the total projected impervious area within the UGB. A single family residential Equivalent Dwelling Unit is based on 1,600 square feet of impervious area to be compatible with the previous methodology. The Improvement Fee calculation is:

Improvement Fee per EDU	=	(Eligible CIP Cost) / (Total EDUs)
Improvement Fee per EDU	=	($1,798,950) / (5,968 EDU)
Improvement Fee per EDU	**=**	**$300 per EDU**

Improvement Fee Per ksf	=	(Cost per EDU) / (Area per EDU)
Improvement Fee Per ksf	=	($300) / (1.6 ksf)
Improvement Fee Per ksf	**=**	**$188 per KSF**

SD-V. STORMWATER SYSTEM REIMBURSEMENT FEE

The Reimbursement Fee is intended to quantify the value of existing capacity available 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. Only the value of the oversize component, the incremental value over 12" diameter, is defined as providing capacity for growth.

The following table lists the current value of all existing storm system oversizing, based on an estimated current construction cost. Similar to the improvement fee calculation, the current value is then divided by the amount of total impervious area estimated within the UGB. A summary of all oversized components is contained in the 2002 Master Plan:

CITY OF MT. ANGEL
STORM DRAINAGE SYSTEM REIMBURSEMENT FEE
VALUE OF EXISTING IMPROVEMENTS
January 2015

PROJECT DESCRIPTION	CURRENT VALUE
Collection System Upgrades & Oversizing:	
15" Pipeline, 4,470 LF @ $10 per LF	$44,700
18" Pipeline, 2,410 LF @ $22 per LF	$53,020
21" Pipeline, 1,190 LF @ $37 per LF	$44,030
24" Pipeline, 2,690 LF @ $55 per LF	$147,950
27" Pipeline, 1,430 LF @ $75 per LF	$107,250
30" Pipeline, 2,540 LF @ $100 per LF	$254,000
36" Pipeline, 560 LF @ $130 per LF	$72,800
42" Pipeline, 1,350 LF @ 160 per LF	$216,000
48" Pipeline, 3,230 LF @ $195 per LF	$629,850
2002 Storm Drainage System Master Plan	$49,200
2015 SDC Update	$3,480
TOTAL REIMBURSEMENT VALUE	**$1,622,280**

SD-VI. 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 value per KSF times the impervious area. For a single family residential dwelling, one EDU is equal to 1,600 square feet of impervious area.

The Reimbursement fee calculation is:

Reimbursement Fee per EDU = (Eligible Value) / (Total EDUs)
Reimbursement Fee per EDU = ($1,622,280) / (5,968 EDU)

Reimbursement Fee per EDU = $270 per EDU

Reimbursement Fee Per ksf = (Cost per EDU) / (Area per EDU)
Reimbursement Fee Per ksf = ($270) / (1.6 ksf)

Reimbursement Fee Per ksf = $170 per KSF

SD-VII. STORM DRAINAGE SYSTEM SDC FEE SUMMARY

All residential units are assigned one EDU per dwelling unit, which is based on an average of 1,600 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 MT. ANGEL
STORM DRAINAGE SDC FEE SCHEDULE
January 2015

LAND USE	UNITS	IMPROVEMENT FEE	REIMBURSEMENT FEE	ADMINISTRATION FEE (2%)	TOTAL SDC
All Residential	EDU	$300	$270	$10	**$ 580 / EDU**
Commercial/ Industrial	KSF*	$188	$170	$7	**$365 / KSF**

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

City of Mt. Angel
TRANSPORTATION SDC UPDATE
January 2015

T-I. OVERVIEW

The Transportation System Development Charge (SDC) enabling Ordinance Number 579 was adopted in 1991 and amended by Ordinances 599 and 661 in 1994 and 1999 respectively. The current Transportation SDC fee of $1,310 per EDU was adopted in Resolution 783 in 1999. The current Transportation SDC consists of an Improvement Fee only, with cost estimated based on June 1998 ENR CCI of 6,744.

The 1997 Transportation System Plan (TSP) was prepared through an ODOT Transportation and Growth Management (TGM) Grant, and identified a substantial number of improvements to accommodate growth through the year 2020. In 1997 the pavement condition rating indicated the roadways were generally in good condition, and the TSP included an inventory of recommended improvements. In 2003, the pavement conditions were reviewed and an updated Capital Improvement Plan was prepared.

Total trip estimates were included in the technical memorandum prepared in 1998 to support the adopted SDC fees. Trip estimates through the year 2020 were estimated to total 39,867 based on arterial/collector traffic. Based on the future component of this trip count, an SDC Improvement Fee of $126.62 per trip was adopted.

The inventory of existing transportation system improvements provides the basis to establish a Transportation Reimbursement Fee. The updated Capital Improvement Plan provides the basis to revise the existing Transportation Improvement Fee.

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 Oversize credit would be equal to the incremental cost of that portion of the construction that exceeds the minimum street standards. The minimum street standard adopted as a component of this SDC includes a 34-foot street construction with curbs and sidewalks, within a 50-foot right-of–way.

The value of transportation credits given for qualified improvements required off-site of the development property are mandated by statute to be 100% of the costs of the eligible improvement, and are noted as Offsite Credits in the following table. The following table lists the eligible credits, including 20% engineering fees, to be applied to all eligible transportation improvements, for full street construction on a front foot basis. The scope of the improvements includes right-of-way, excavation, base rock, curbs and sidewalks, 4" of AC paving, striping and storm collection improvements (catch basins).

CITY OF MT. ANGEL
TRANSPORTATION SDC FOR STREET CONSTRUCTION
CREDIT FOR FULL STREET CONSTRUCTION
January 2015

	UP TO 34'	36'	40'	46'
Total Cost	$300 / ft	$330 / ft	$400 / ft	$500 / ft
Offsite Credit	$300 / ft	$330 / ft	$400 / ft	$500 / ft
Oversizing Credit	$ 0 / ft	$ 30 / ft	$ 100 / ft	$ 200 / ft

Credits for 2 1/2" street overlays with fabric are estimated at $20 per square yard.

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. Similar to the 1998 SDC, this 2015 SDC Update adopts the use of Weekday Average Trips as is currently contained in the ITE Trip Generation Manual, 9th 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. This adjustment encourages commercial / industrial development which in-turn supports the vitality of the community.

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

T-IV. TRANSPORTATION SYSTEM CAPITAL IMPROVEMENT PLAN:

The 2003 Amended TSP provided a CIP to support growth through the year 2020. The projected population for the year 2020 was estimated at 4,365 which is well below the capacity of the Urban Growth Boundary. The cost of the identified capital improvements will be allocated to the number of trips projected through the year 2020.

Similar to the Water, Stormwater and Sanitary Sewer SDCs, the Transportation SDC allocates 100% of the costs of needed improvements over all users, existing and future. This assures an equitable allocation of cost and equitably incorporates existing system deficiencies.

The following table summarizes the improvements identified in Appendix E of the 2003 TSP Update. The SDC statutes prohibit expending SDC revenues on "routine maintenance"; however, a structural overlay is clearly not a routine maintenance. As a result, the list of overlay projects contained in the 2003 TSP Amendments is also included in this Capital Improvement Plan. All entries have been adjusted to the Engineering News Record Construction Cost Index (ENR CCI) of 9,936 for December 2014 dollars.

CITY OF MT. ANGEL
TRANSPORTATION SYSTEM CAPITAL IMPROVEMENT PLAN
ESTIMATED COST OF IMPROVEMENTS
January 2015

NO	PROJECT DESCRIPTION	PROJECT PRIORITY	CURRENT COST
1	Intersection Improvements	1-10 yrs	$608,600
2	E. Church St - Cleveland to College	1-10 yrs	$193,000
3	E College St - Church to City Limits	1-10 yrs	$831,200
4	Railroad Crossing Imp. - Marquam St.	1-10 yrs	$185,500
5	Left Turn Pocket - Hwy 214@ Industrial	10-20 yrs	$124,600
6	E/W Street - Pershing to Marquam St	1-20 yrs	$831,200
7	N/S Street - W Church to Marquam	1-20 yrs	$541,800
8	N/S Street - Marquam to New N/S Conn	1-20 yrs	$593,700
9	E/W Street - Hwy 214 to City Limits	1-20 yrs	$593,700
10	Maple Street Extension	1-20 yrs	$593,700
11	N/S Street - Maple to W Church	1-20 yrs	$593,700
12	Spruce Street Extension	1-20 yrs	$148,400
13	Oak Street Extension	1-20 yrs	$519,500
14	May Street Extension	1-20 yrs	$623,400
15	Winchester St SW/Main St SE Connect	1-20 yrs	$623,400
16	Multi-use Path - Hwy 214 to Oak St	1-10 yrs	$25,000

17	Multi-use Path - Birch to S Cleveland	1-10 yrs	$41,500
18	Alder Bike & Ped - College to Taylor	1-10 yrs	$93,500
19	Alder Bike & Ped - Taylor to Marquam	1-10 yrs	$75,700
20	W Church Bike & Ped - Fir to City Limit	1-10 yrs	$22,200
21	S Main Bike & Ped - Church to City L.	1-10 yrs	$40,000
22	W Marquam Bike & Ped - N Main to RR	1-10 yrs	$44,500
23	W Marquam Bike & Ped - RR to City L.	1-10 yrs	$135,600
24	Rideshare Computer Program	1-10 yrs	$0
25	Multi-use Path - Lincoln to Cindy Ln	1-10 yrs	$8,300
26	Realignment Hwy 214/Marquam Inter.	1-20 yrs	$300,000
27	Street Improvement/Overlay Program	1-20 yrs	$3,686,000
28	Master Planning & SDC Update	1-20 yrs	$50,000
		TOTAL	**$12,127,700**

T-V. TRANSPORTATION SYSTEM SDC IMROVEMENT FEE CALCULATION

The transportation SDC costs are allocated based on the number of Equivalent Length New Daily Trips (ELNDT) generated by the benefitting properties. The 1997 TSP estimated benefitted population through the year 2020 at approximately 4,365, with total trips of 39,867.

An estimate of trip counts for full build-out of the UGB can be made by estimating trips for each land use. For the estimates, assumptions include an estimated 6 residential units per gross acre, 60% lot coverage for buildings in the Commercial area, and 20% coverage of buildings in the industrial areas. Estimated trip rates for each zone are listed below:

CITY OF MT. ANGEL
ESTIMATED EQUIVALENT LENGTH NEW DAILY TRIPS
WITHIN THE URBAN GROWTH BOUNDARY
January 2015

LAND USE	Gross Acres	Estimated Units	Estimated Trip Rates	ELNDT AVE WEEKDAY
RESIDENTIAL	469	2,814 EDU	10 per EDU	28,140
COMMERCIAL	38	1,100 KSF	30 per KSF	33,000
INDUSTRIAL	98	3,100 KSF	5 per KSF	15,500
PUBLIC LANDS	266	NA	NA	0
TOTAL	**871**		**TOTAL**	**76,640**

The improvements identified in the TSP will provide the backbone for service to the entire Urban Growth Boundary even though additional projects may be added when the City Limits are expanded into the UGB. As a result, the SDC Improvement Fee will allocate the improvement costs over the estimated build-out trip count. The cost per ELNDT is then:

SDC Improvement Fee = (SDC ELIGIBLE COSTS) / (Total ELNDT)

SDC Improvement Fee = ($12,127,700)/ (76,640 ELNDT)

Improvement Fee = $158 per ELNDT

T-VI. TRANSPORTATION SYSTEM SDC REIMBURSEMENT FEE:

A Reimbursement Fee is incorporated into this 2014 SDC Update to quantify the value of existing transportation system improvements with capacity to accommodate future growth. The value of the oversize component will include the incremental value over a 34 foot wide roadway. These existing improvements provide the network of transportation improvements to serve the needs of the existing residents and future growth.

The following table lists each arterial or collector with paved surface greater than 34 feet width, as surveyed in the 1997 TSP. The value of these existing transportation system improvements with capacity to serve build-out of the UGB is based on the unit price construction costs defined in this SDC Update:

CITY OF MT. ANGEL
TRANSPORTATION SYSTEM REIMBURSEMENT FEE
VALUE OF EXISTING IMPROVEMENTS
January 2015

NO.	PROJECT DESCRIPTION	LENGTH (FT)	PAVED WIDTH	CURRENT VALUE
1	E. Church - Hwy 214 to Garfield	250	46'	$50,000
2	E. Church - Garfield to Cleveland	250	41'	$25,000
3	W. Church - Railroad to Lincoln	600	40'	$60,000
4	S. Main - Church to City Limits	2,800	40'	$280,000
5	W. Marquam - N Main to Railroad	700	40'	$70,000
6	Taylor - N Main to N Garfield	250	39'	$25,000
			TOTAL	**$510,000**

T-VII. TRANSPORTATION SDC REIMBURSEMENT FEE CALCULATION:

As determined in the above table, the value of existing improvements is estimated at $510,000. The Reimbursement Fee component of the SDC is calculated by dividing the total value by the number of benefitting ELNDT:

SDC Cost per SF = (Total Reimbursement Value) / (Total ELNDT)

SDC Cost per SF = ($510,000) / (76,640 ELNDT)

SDC Reimbursement Fee = $7 per ELNDT

T-VIII. TRANSPORTATION SYSTEM TOTAL SDC FEE CALCUATION

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 = $158 per ELNDT

SDC Reimbursement Fee = $7 per ELNDT

Transportation SDC = $165 per ELNDT

The cost per ELDNT 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 9th 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 MT. ANGEL
TRANSPORTATION SDC FEES FOR SELECTED LAND USES
BASED ON ITE AVERAGE WEEKDAY ELNDT
January 2015

	ITE CATEGORY, UNITS	ELNDT/ UNIT	TRIP FACTOR	FEE PER ELNDT	ADMIN FEE (2%)	SDC COST
--	All ITE Trip Categories	--	--	$165	$3	$168
	Residential					
210	Single family, per unit	9.52	100%	$165	$31	**$1,600**
220	Apartment, per unit	6.65	100%	$165	$22	**$1,120**
	Commercial / Industrial					
110	Light Industrial, per KSF*	6.97	100%	$165	$23	**$1,173**
120	Heavy Industrial, per KSF*	1.50	100%	$165	$5	**$252**
320	Motel, per room	5.63	50%	$165	$9	**$474**
630	Medical Clinic, per KSF*	31.45	50%	$165	$52	**$2,647**
710	General Office, per KSF*	11.03	50%	$165	$18	**$928**
814	Variety Store, per KSF*	64.03	50%	$165	$106	**$5,388**

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

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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
252	Sr. Adult Housing - Attached, Per Occupied Dwelling Unit	3.44	100%	3.44

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
253	Congregate Care Facility, Per Occupied Dwelling Unit	2.15	100%	1.07
254	Assisted Living, Per Bed	2.66	100%	1.33
255	Continuing Care Retirement Community, Per Occupied Unit	2.50	100%	1.25
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
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

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
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
760	Research and Development Center, Per KSF	8.11	50%	4.05
770	Business Park, Per KSF	12.44	50%	6.22

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
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
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

ITE #	LAND USE	ITE TRIP RATE*	LOCAL FACTOR	ELNDT RATE
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 Mt. Angel
PARKS SDC UPDATE
January 2015

P-I. OVERVIEW

Similar to all of the five public infrastructure components, the System Development Charge (SDC) for the Parks was created through enabling Ordinance Number 579 in 1991 and was amended in 1994 and 1999. The current fee of $55 was adopted in Resolution 783 in 1999 and has not been adjusted to-date.

Similar to the Stormwater SDC, there was no master plan to provide the basis for Parks SDCs. The current charge of $55 per EDU was based on an administrative charge only, intended to fund 50% of a Parks Master Plan. There is currently no Improvement or Reimbursement Fee for Parks.

In 2009 the City of Mt. Angel prepared a Parks Master Plan that defined capital improvements to guide future development of the park infrastructure. The Plan quantified the existing Level of Service and defined a Capital Improvement Plan to fully develop each of the existing parks. The plan was for projected growth for 15 years, through the year 2024. No new parks were proposed in this planning window.

This SDC update is based on providing a Level of Service (LOS) approach for needed capital improvements. This approach is based on the cost per person of providing the LOS identified in the Master Plan for park facilities. 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. By adoption of the Parks Master Plan, the City has adopted a LOS of approximately 3 acres of parks per 1,000 population.

A LOS approach is independent of population growth and assumes a per capita demand for park facilities. The 2009 Master Plan identified the following LOS for the City of Mt. Angel based on the City's conclusion that the existing parks were sufficient for the existing population. From the total of 11.73 acres of park properties, the adopted LOS includes:

Neighborhood Parks	2.22 Acres per 1,000 residents
Community Parks	0.79 Acres per 1,000 residents
Special Use Parks	0.02 Acres per 1,000 residents

P-II. CREDITS FOR ELIGIBLE CONSTRUCTION

In accordance with the state statutes, credits must be available for eligible public works construction. Credits must be issued for 100% of 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 2009 Parks Master Plan identified a list of capital improvements for the existing park facilities, but did not propose the purchase of additional parks. Although each park has substantial existing improvements, the 2009 Capital Improvement Plan identified approximately $1,700,000 of improvements needed to fully develop these existing parks. These improvements would be considered deficiencies that would 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 $125,000 per acre and development costs of $175,000 per acre for community, neighborhood and specialty parks. The total developed cost of all park land is estimated at $3,520,000.

The Capital Improvement Plan adjusted to the ENR CCI of 9,936 for December 2014 totals $1,970,000, which equates to 56% of the total estimated current value of fully developed parks. Considering the capital improvements required for each park, the current effective LOS is 56% less than the adopted standard.

The following table estimates the cost per person based on the adopted LOS with a reduction of 56% to account for existing deficiencies:

CITY OF MT. ANGEL
PARKS & RECREATION SYSTEM
PER CAPITA COST BASED ON LOS ESTIMATES
JANUARY 2015

NO	PROJECT DESCRIPTION	DEVELOPMENT PRIORITY	ESTIMATED COST	BENEFITTED POPULATION	COST PER PERSON
1	Neighborhood Parks, Acquisition 2.22 acres @ $125k per Acre	1-20 yrs	$277,500	1,000	**$277**
2	Community Parks, Acquisition 0.79 acres @ $125k per Acre	1-20 yrs	$98,750	1,000	**99**
3	Specialty Parks, Acquisition 0.02 acres @ $125k per Acre	1-20 yrs	$2,500	1,000	**2**
4	Park Development Cost, 3.03 acres @ $175k per Acre	1-20 yrs	$530,250	1,000	**530**
11	Master Planning & SDC Update	1-20 yrs	$10,000	4,580	**2**
				Total Cost Per Person	**$910**
				Reduction of 56% to match existing LOS	**(510)**
				Net Cost Per Person	**$400**

* Benefitted population based on an estimated 2024 population of 4,580 from the Parks Master Plan,

P-IV. PARKS & RECREATION SDC IMPROVEMENT FEE CALCULATIONS

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 Mt. Angel to be 2.57 people per unit, which will be used for defining an EDU in this SDC update.

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:

SDC Improvement Fee = ($400 per person) * (2.57 people per EDU)

SDC Improvement Fee = $1,028 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. Specific improvements are listed in the May 2009 Capital Improvement Plan document. The following table summarizes the Capital Improvement Plan with cost estimates based on the December 2014 ENR CCI of 9,936:

CITY OF MT. ANGEL
PARKS CAPITAL IMPROVEMENT PLAN
JANUARY 2015

NO	PROJECT DESCRIPTION	DEVELOPMENT PRIORITY I	DEVELOPMENT PRIORITY II	DEVELOPMENT PRIORITY III	TOTAL
1	Ebner Park Improvements	$375,200	$669,100	$145,500	**$1,189,800**
2	Humpert Park Improvements	$78,900	$106,700	$154,400	**$340,000**
3	Fisher Park Improvements	$11,200	$44,300	$159,800	**$215,300**
4	Berchtold Park Improvements	$202,800	$18,600	$0	**$221,400**
	TOTAL	**$668,100**	**$838,700**	**$459,700**	**$1,966,500**

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 based on average population per residential dwelling unit. No Parks & Recreation SDC is allocated to commercial / industrial development. Additionally, a 2% administration fee is incorporated into each SDC charge as shown.

CITY OF MT. ANGEL
PARKS & RECREATION SYSTEM SDC FEES
January 2015

TYPE OF UNIT	POPULATION PER EDU	IMPROVEMENT FEE PER EDU	REIMBURSEMENT FEE PER EDU	ADMINISTRATION FEE (2%)	TOTAL SDC PER EDU
Single & Multi Family Residential	2.57	$1,028	$0	$20	**$1,048**