RESOLUTION NO. 748

A RESOLUTION AMENDING THE METHODOLOGIES FOR A SANITARY SEWER SYSTEM DEVELOPMENT CHARGE, A TRANSPORTATION SYSTEM DEVELOPMENT CHARGE, A STORM DRAINAGE SYSTEM DEVELOPMENT CHARGE, AND A PARKS AND RECREATION SYSTEM DEVELOPMENT CHARGE.

WHEREAS, the Canby City Council has determined by Ordinance No. 867 that a charge shall be imposed upon new residential development for acquiring funds for capital improvements, and for reimbursement of constructed excess capacity to the City's sanitary sewer system, transportation system, and storm drainage system; and

WHEREAS, the Canby City Council has determined by Ordinance No. 867 that a charge shall be imposed upon new residential development for acquiring funds for capital acquisition, improvements, and for reimbursement of constructed excess capacity for municipal parks; and

WHEREAS, said Ordinance No. 867 provides that methodology and charges for capital acquisition, improvements, and reimbursements be established and amended by resolution; and

WHEREAS, Section 26 (4) of Chapter 459 of Oregon Laws 1991 requires that a governing body, when adopting or amending a fee resolution imposing new rates, may include a provision classifying said fees as subject to or not subject to the limitations set in Section 11 (b), Article XI of the Oregon Constitution; and

WHEREAS, the City Council has determined that the methodology and rates hereinafter specified and established are just, reasonable and necessary; now therefore it is hereby

RESOLVED that the following methodology for system development charges for the City of Canby, attached hereto as Exhibit "A," be adopted to amend the current sanitary sewer system development charge, transportation system development charge, storm drainage system development change, and parks and recreation systems development charge effective immediately.

BE IT FURTHER RESOLVED that these charges shall be implemented by phasing to reduce the impact, as described in Exhibit "B." Twenty-five (25) percent of the total increase shall be effective immediately, with increases of an additional six and one-quarter (6.25) percent of the total taking effect on the first days of September, October, November, and December 2001, and additional increases of twenty-five (25) percent of the total on the first days of February and April 2002. Thus, the full increase shall be in place as of April 1, 2002.

BE IT FURTHER RESOLVED that, except as otherwise specified in Ordinance No. 867, the City shall review inflationary cost impacts to system development charges

annually and update the charges by resolution when appropriate; such calculations will be measured by the City Recorder based upon changes in the Engineering News Record Construction Index (ENR Index) of Portland, Oregon, with the current ENR Index as of enactment of this Resolution to be used for the basis of future calculations.

BE IT FURTHER RESOLVED that the Canby City Council hereby classifies the charges imposed herein as not being subject to the limitations imposed by Section 11 (b), Article XI of the Oregon Constitution and that the City Recorder is hereby directed to publish notice in accordance with Section 26 (8) of Chapter 459 of Oregon Laws 1991.

ADOPTED by the Canby City Council on the 6th day of June, 2001.

Terry L Prince, Mayor

ATTEST:

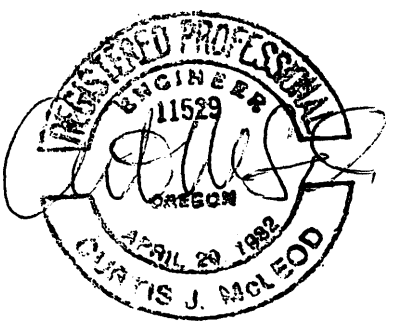
Chaunee Seifried, City Recorder Pro Tem

EXHIBIT "A"

CITY OF CANBY

SYSTEM DEVELOPMENT CHARGE PERIODIC REVIEW

April 2001



CURRAN-McLEOD, INC
CONSULTING ENGINEERS

CITY OF CANBY
SANITARY SEWER SDC PERIODIC REVIEW

IMPROVEMENT FEE CALCULATION

The improvement fee for the sanitary sewer system is based on the current cost per gallon of the SDC eligible Capital Improvement Plan (CIP) projects, allocated over the future loading. The remaining improvements from the Facility Plans and Collection System Master Plan are listed in the following table, with an estimate of remaining capacity. The future loading includes the growth estimated at the time the CIP was prepared.

From the 1999 Master Plan, the needed collection system improvements totaled $1,839,800, of which $1,119,820 was oversizing for future users. Escalating the cost to 2001 based on the Engineering News Record (ENR) Construction Cost Index of 5,920 for 1999 and 6,272 for 2001 places the total cost at $1,949,200, and the oversizing at $1,186,400.

Similar to the other City SDCs, the oversizing costs of the collection system are allocated over only the new connections. The total costs of the treatment facility are allocated over all users, existing and future. Based on the 1999 population of 12,595 and average flows of 76 gallons per day per capita, and a projected population of 21,000, the design flow associated with the oversizing projects totals 640,000 gallons per day.

SANITARY SEWER IMPROVEMENT FEE
CAPITAL IMPROVEMENT PLAN PROJECTS

DESCRIPTION	2001 VALUE	CAPACITY (ADWF)	COST PER GALLON
Sludge Dewatering Facilities	$890,000	2.0 mgd	0.445
Effluent Filtration	650,000	2.0 mgd	0.325
System Planning	120,000	2.0 mgd	0.060
Collection System Improvements	1,186,400	0.64 mgd	1.854
	TOTAL COST PER GALLON		**$2.684**

The treatment plant received an average of 1.0067 million gallons per day over 2000 to serve the population of 13,170. Based on this loading of 76 gallons per capita, and census information of 2.7 people per Equivalent Dwelling Unit (EDU), the improvement fee can be calculated:

Improvement Fee Per Gallon	$ 2.684 /g
Average Daily Flow per capita	76 gpd
Average Persons per EDU	2.7 people/EDU
Improvement Fee per EDU	**$550 Per EDU**

This Improvement fee should be applied to new multifamily and commercial/industrial connections based on the number of residential units or the water meter size as identified in the SDC methodology and shown on the attached tables.

REIMBURSEMENT FEE CALCULATION

To determine an equitable charge for connecting to existing facilities, the replacement value of the remaining system capacity was inventoried and allocated over the number of projected additional connections. This application varies from the previous SDC allocations in that it uses the replacement value, or current construction cost, of excess capacity as opposed to a depreciated value.

The essence of providing service to a new connection is that the City continually upgrades the system to provide service in perpetuity. As a result, the value of the service does not depreciate, but rather the value should be inflated to equate to the replacement cost of the service provided.

In the previous SDC Resolution Number 622, the City prepared an inventory of the system improvements and established a replacement value as of 1995. This SDC update has adjusted the 1995 replacement value to 2001 costs using the ENR Construction Cost Index. The average ENR construction cost index for 1995 was 5,471. The February 2001 index was 6,272, which equates to a 14.6% increase in cost. In addition, the cost of improvements completed since the 1995 inventory were also added into the reimbursement totals and removed from the Improvement Fee and Capital Improvement Plan.

The following table lists the existing system improvements, their initial value and current 2001 replacement value:

2001 VALUE OF EXISTING IMPROVEMENTS

DESCRIPTION	BASE VALUE	YEAR ESTABLISHED	INFLATION FACTOR	REPLACEMENT VALUE
Redwood Interceptor Sewer	$783,112	1989	1.358	$1,063,500
Township Road Oversizing	$24,600	1994	1.160	$28,500
1995 Asset Inventory	$7,481,916	1995	1.146	$8,574,300
South Pine Oversizing	$33,204	1995	1.146	$38,000
Screening & Compacting	$25,747	1996	1.116	$28,730
Odor Control	$87,200	1996	1.116	$97,300
UV Basin Cover	$336,994	1997	1.077	$362,900
Aeration Basin Construction	$2,442,404	2000	1.020	$2,491,200
Sequoia Parkway Oversizing	$26,712	2000	1.020	$27,250

Each project listed in the above table has a specific amount of capacity remaining. The following table lists the SDC eligible component of each project and the related remaining capacity:

SANITARY SEWER REIMBURSEMENT FEE
2001 VALUE OF REMAINING CAPACITY

DESCRIPTION	2001 VALUE	CAPACITY (ADWF)	REMAINING CAPACITY	COST PER GALLON
Redwood Interceptor Sewer	$1,063,500	2.0 mgd	0.99 mgd	0.532
Township Road Oversizing	$28,500	2.0 mgd	0.99 mgd	0.014
1995 Asset Inventory	$8,574,300	2.0 mgd	0.99 mgd	4.287

DESCRIPTION	2001 VALUE	CAPACITY (ADWF)	REMAINING CAPACITY	COST PER GALLON
South Pine Oversizing	$38,000	2.0 mgd	0.99 mgd	0.019
Screening & Compacting	28,730	2.0 mgd	0.99 mgd	0.014
Odor Control	97,300	2.0 mgd	0.99 mgd	0.049
UV Basin Cover	362,900	2.0 mgd	0.99 mgd	0.182
Aeration Basin Construction	$2,491,200	2.8 mgd	1.79 mgd	0.890
Sequoia Parkway Oversizing	$27,250	0.64 mgd	0.64 mgd	0.043
	TOTAL COST PER GALLON			**$6.03**

Using this cost per gallon, the average plant loading of 76 gallons per capita and 2.7 people per EDU, the reimbursement fee can be calculated as follows:

Reimbursement Fee Per Gallon	$6.03 /g
Average Daily Flow per capita	76 gpd
Average Persons per EDU	2.7 people per EDU
Reimbursement Fee per EDU	**$1,235 Per EDU**

DEVELOPMENT CREDITS

The capital cost for collection system improvements is based on unit prices for each pipe size. If the SDC fund has a sufficient cash balance, the practice has been to reimburse the developer for the value of any oversizing of collection lines. If sufficient funding is not available for reimbursement, ORS 223.304 provides for a credit to the developer for the value up to the qualified improvement.

The following table shows the updated costs used to estimate construction costs, and the value of any reimbursement or SDC credit given for construction of a qualified improvement. This should be applied to construction of any collection system improvements with diameter over 8". If the improvement is not listed in the CIP yet includes an overszing component, the credit should be provided and the CIP should be modified at the next periodic review.

PIPELINE REIMBURSEMENT/CREDIT SCHEDULE

LINE SIZE	AVE DEPTH	CONSTRUCTION COST	**OVERSIZE VALUE**
8"	7'	$36	**$0**
10"	10'	$50	**$14**
12"	12'	$58	**$22**
15"	12'	$70	**$34**
18"	12'	$88	**$52**

SANITARY SEWER REIMBURSEMENT FEE

By Water Meter Size or No. of Units

METER SIZE	3/4" METER EQUIVALENT	REIMBURSEMENT FEE (greater value)	
		By METER SIZE	MF PER UNIT
3/4"	1	$550	$540
1"	2	$1,100	$540
1 ½"	5	$2,750	$540
2"	10	$5,500	$540
3"	25	$13,750	$540
4"	35	$19,250	$540

SANITARY SEWER IMPROVEMENT FEE

By Water Meter Size or No. of Units

METER SIZE	3/4" METER EQUIVALENT	REIMBURSEMENT FEE (greater value)	
		By METER SIZE	MF PER UNIT
3/4"	1	$1,235	$1,210
1"	2	$2,470	$1,210
1 ½"	5	$6,175	$1,210
2"	10	$12,350	$1,210
3"	25	$30,875	$1,210
4"	35	$43,225	$1,210

CITY OF CANBY
TRANSPORTATION SDC PERIODIC REVIEW

UNIT PRICE ESTIMATES

Unit costs for street construction are shown in the following table and include street surfacing, curb & sidewalk, minimum storm drainage improvements, power and lighting, private utilities (gas, telephone, cable), street trees, engineering and construction contingency. The value of in-kind improvements in exchange for right of way dedication on existing roadways was estimated at $1 per square foot and is incorporated into the improvement costs where warranted. New right of ways were estimated at $3 per square foot. Similar to the estimates in the TSP, these costs do not include water or sewer costs which are included in other capital improvement plans and SDCs.

The estimates used in this update are based on the following estimated prices:

Excavation	$10 per cubic yard in place
Type "C" Curb	$12 per lineal foot
4" Sidewalk	$28 per square yard
6" Driveways	$38 per square yard
Base Rock	$26 per cubic yard in place
AC Surfacing	$38 per ton
Storm Drainage	$20 per lineal foot of roadway
Street Lighting	$8 per lineal foot of roadway
Landscaping/trees	$10 per lineal foot of roadway
Private Utilities	$20 per lineal foot of roadway
Engineering	20% of construction
Contingency	20% of construction
Right of way	$1 per square foot (widening/upgrading)
Right of way	$3 per square foot (new)

The recommended estimating cost per lineal foot for public street construction in 2001 is listed in the following table:

WIDTH	20'	32'	36'	40'	44'	48'
Unit Cost	$200	$255	$265	$ 290	$300	$315

Enclosed with this update are two spreadsheets on pages 13 and 14 that identify the remaining capital improvements in the TSP as required to serve build-out of the Urban Growth Boundary (UGB). These spreadsheets also identify the SDC eligible portion of the improvements relating to excess capacity mandated by a regional need. This inventory becomes the basis for the improvement fee portion of the SDC.

Also included on the second spreadsheet is an inventory of projects completed from the CIP, showing the value expended by the City of Canby from the SDC fund or from other City cash. As projects are completed, they are removed from the improvement fee CIP and are added to the reimbursement fee portion of the SDC.

The logic applied to determine what portions of project cost are eligible for SDC funding was based on private development being responsible for construction of a 36 foot wide local street in a 50 foot right of way dedication. The cost difference between a 36 foot local street and the improvements identified in the CIP become the responsibility of the SDC to fund, as this portion relates to excess capacity to serve the regional transportation needs.

In addition, mandated improvements needed to meet the growth related regional transportation needs in areas where no additional private development will occur, are deemed to be 100% SDC eligible.

The following schedule lists the value of the excess capacity for each roadway width identified in the CIP. This value should be reimbursed to any private developer upon construction of the identified CIP improvements, on a cost per lineal foot basis, per front foot.

Note where the CIP spreadsheet lists a larger percentage of SDC eligible expense than is shown in the following schedule, it is intended to account for the cost of frontage improvements abutting existing development, not to permit a higher reimbursement per lineal foot to a private developer. All reimbursements should be based on the following schedule:

SCHEDULE OF REIMBURSEMENT VALUE
TRANSPORTATION CIP CONSTRUCTION
$ per front foot (each side of street)

WIDTH	up to 36'	40'	44'	48'
SDC REIMBURSEMENT	**$0**	**$ 12**	**$18**	**$25**

SDC IMPROVEMENT FEE

The total capital improvement costs and the SDC eligible portions from the accompanying spreadsheet are summarized as follows:

TYPE	TOTAL COST	SDC ELIGIBLE
New Arterial Streets	$ 708,000	$ 708,000
New Collector Streets	18,584,500	7,687,000
New Connectors	2,059,000	281,300

Upgrade Arterials	13,192,860	4,879,014
Upgrade Collectors	6,781,000	3,198,800
Upgrade Connectors	1,249,000	380,900
Signal Projects	2,572,000	1,420,400
TOTAL	**$ 45,146,360**	**$ 18,555,414**

This capital improvement plan is an updated version of the TSP prepared in 1994, which accounted for a 2015 population of 20,040 at build-out within the current UGB. Even though the projected year of build-out has been extended to 2020 or beyond, and the build-out population increased to 21,000, the UGB has not been adjusted and thus the needed transportation system improvements are relatively unchanged.

The 1994 Transportation System Plan calculated new trips generated by future development within the UGB to be an additional 159,165 trips for the build-out population of 20,000 people. To account for the land use changes subsequently implemented by the City, we have recalculated the total trip generation for the remaining developable area based on the Canby Land Needs Summary published in 1999:

1999 DEVELOPABLE LANDS INVENTORY

LAND USE	GROSS ACRES	UNITS / ACRE	TOTAL UNITS
Low Density Residential	578.52	5.4	3,124
LDR (Manufactured Homes)	102.09	5.7	582
Medium Density Residential	11.63	6.0	70
High Density Residential	43.53	11.2	488
COMMERCIAL/INDUSTRIAL	NET ACRES	FLOOR AREA	SF OF FLOOR
Residential/Commercial	1.2	30%	15,681
Convenience Commercial	3.1	30%	40,511
Downtown Commercial	7.8	50%	169,884
Highway Commercial	14.2	20%	123,710
Commercial/Manufacturing	30.3	30%	395,960
Industrial	377	30%	4,926,636

Trip generation factors are from the 6th edition of the ITE Trip Generation Manual and adjusted for trip length and linking factors, approximating the type of development per the various land uses. The following shows the estimated total Equivalent Length New Daily Trips to build-out as estimated

in July 1999. Actual factors shall be derived from the specific building or site use, with length and linked factors taken from the current version of the ITE Trip Generation Manual in accordance with Canby Resolution 687.

DEVELOPABLE LAND TRIP GENERATION
ESTIMATED EQUIVALENT LENGTH NEW DAILY TRIPS (ELNDT)

LAND USE	TOTAL UNITS	ELNDT Factor	Trip Length Factor	Linked Trip Factor	ELNDT TOTAL
RESIDENTIAL					
Low Density Residential	3,124	9.57	1.00	1.00	29,897
LDR (Manufactured)	582	4.81	0.97	1.00	2,715
Medium Density Residential	70	6.59	0.97	1.00	447
High Density Residential	488	6.59	0.97	1.00	3,119
LAND USE	TOTAL SQ. FT.	ELNDT Factor / 1,000	Trip Length Factor	Linked Trip Factor	ELNDT TOTAL
COMMERCIAL					
Residential/Commercial	15,681	30.00	0.50	1.00	235
Convenience Commercial	40,511	368.80	0.08	0.35	418
Downtown Commercial	169,884	30.00	0.50	1.00	2,548
Highway Commercial	123,710	100.00	0.25	0.75	2,320
Commercial/Manufacturing	395,960	38.00	0.91	0.84	11,502
INDUSTRIAL					
All	4,926,636	6.00	1.12	1.00	33,107
SCHOOLS*					
all	390,000	12.00	1.08	1.00	5,054
				TOTAL ELNDT	**91,362**

* Schools were not specifically identified in the 1999 Canby Land Needs Study but were included in the total 101.6 acres needed for public facilities. Projected school needs are anticipated to accommodate an additional 3,000 students at an average of 130 sf/student.

The 1994 Transportation CIP lists improvements needed to accommodate the demands placed on the transportation system from new growth. As a result, the cost of the CIP is allocated over the number of new trips generated since development of the CIP. The original listing of the CIP was contained in the 1994 TSP which also listed the total projected ELNDT at approximately 160,000.

The current trip generation estimate is approximately 60% of that projected in 1994. The disparity between the 1994 projection and the current inventory is mainly attributed to:

- The land availability numbers that were generated in the 1999 Canby Land Needs Study are based on a detailed analysis of infill and development potential and are much more accurate than the 1994 summaries. This reduced the total land area available for all land uses from the earlier estimates;

- The Planning Department has revised the projected floor area ratios for commercial and industrial developments based on observed development patterns. This had a substantial impact on the commercial and industrial listings, reducing the projected ELNDT by approximately one half;

- The ITE Trip Generation projections have been modified by publication of the 6th Edition of the ITE Trip Generation Manual, which had minor impacts on several categories.

To equate the new trip generation figures to the 1994 CIP, the following table inventories the number of ELNDT generated each year since adoption of the SDC in 1994. This regression fully accounts for all planning changes and provides a total projected new daily trip generation for application to the improvement and reimbursement fee calculation:

EQUIVALENT LENGTH NEW DAILY TRIPS (ELNDT) HISTORY

YEAR	SDC REVENUES	COST PER ELNDT	TOTAL ELNDT
94-95	$102,480.00	$86	1,192
95-96	$191,534.00	$86	2,227
96-97	$275,140.00	$86	3,199
97-98	$140,127.00	$86	1,629
98-99	$532,069.00	$99	5,374
99-00	$272,944.00	$99	2,757
00-01 TO DATE	$96,108.00	$99	971

From this table, the ELNDT can be determined for 1994. The additional ELNDT generated for the years 94 through 99 total 13,621. Adding this to the inventory from the 1999 summary of 91,362 gives a total ELNDT of 104,983 for the time consistent with the CIP improvement schedule.

This total number of 104,983 ELNDT should be held as the total trip generation over which the CIP costs are allocated for the improvement fee component of the SDC and, as projects are undertaken, this figure of 104,983 trips should also be used for calculating the reimbursement fee.

SDC Improvement Fee = **(TSP CIP costs) / (Total New Trips)**

= **($18,555,414) / (104,983 New Trips)**

= **$176.75 per New Trip**

SDC REIMBURSEMENT FEE

The spreadsheet on page 14 identifies completed projects from the CIP which were eligible for SDC funding. The cost of these projects provides the basis for the reimbursement fee component of the SDC. The total of SDC eligible City funds expended on these projects should be confirmed trough the City's financial records; however they are conservatively estimated at $1,637,155 expended over the past six years net of all grants.

The System Development Charge Reimbursement fee per trip is again simply the total SDC eligible costs expended from the Capital Improvement Plan divided by the number of ELNDT:

SDC Reimbursement Fee = **(SDC Eligible Costs) / (Total New Trips)**

= **($1,637,155) / (104,983 New Trips)**

= **$15.60 per New Trip**

TOTAL SDC FEE CALCULATION

Based on the Capital Improvement Plan shown on the attached spreadsheets, and the number of Equivalent Length New Daily Trips generated through build-out of the Urban Growth Boundary, the SDC fees required to fund the needed improvements are summarized as follows:

SDC IMPROVEMENT FEE = $176.75 per ELNDT

SDC REIMBURSEMENT FEE = $15.60 per ELNDT

TOTAL TRANSPORTATION SDC = $192 per ELNDT

In the following table, this figure is applied to the average daily trips per land use, to determine the estimated typical SDC fees for development within each specific zone. Actual trip generation factors and resulting fees should be based on the best category fit from the current ITE Trip Generation Manual, which is adopted by reference within this update:

TRANSPORTATION SDC FOR EACH LAND USE

TYPE OF DEVELOPMENT	ELNDT/ UNIT	LENGTH/ LINK FACTOR	COST/ ELNDT	ESTIMATED SDC PER UNIT
RESIDENTIAL				
Low Density, per unit	9.57	(1)(1)	$192	**$1,837**
Manufactured, per unit	4.81	(.97)(1)	$192	**$895**
Medium Density, per unit	6.59	(.97)(1)	$192	**$1,227**
High Density, per unit	6.59	(.97)(1)	$192	**$1,227**
COMMERCIAL				
Res/Com, per 1,000 sf	30	(.50)(1)	$192	**$2,880**
Convenience, per 1,000 sf	368.8	(.08)(.35)	$192	**$1,982**
Downtown, per 1,000 sf	30	(.50)(1)	$192	**$2,880**
Highway, per 1,000 sf	100	(.25)(.75)	$192	**$3,600**
Comm/Mfgr, per 1,000 sf	38	(.91)(.84)	$192	**$5,577**
INDUSTRIAL				
All, per 1,000 sf	6	(1.12)(1)	$192	**$1,290**
SCHOOLS				
All, per 1,000 sf	12	(1.08)(1)	$192	**$2,488**

TSP SDC CAPITAL IMPROVEMENT PLAN SUMMARY

DESIGN LEGEND: C -Construction Standard; A -Adequacy Standard; 2/3/4/5 Number of lanes; P - parking allowed

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TABLE 1 NEW STREETS

NAME	FROM	TO		DESIGN	WIDTH	LENGTH	@COS	PRICE	ROW	TOTAL	FUNDING RESPONSIBILITY (%) CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC	FUNDING RESPONSIBILITY ($) CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC
A) ARTERIAL STREETS																								
BERG PKWY	CANBY SQ	SW 13th AVE		A-3	40	1200	290	348,000	360,000	708,000							100	0	0	0	0	0	0	708,000
B) COLLECTOR STREETS																								
NW BAKER ST	3RD	HWY 99		C-2	40	400	290	116,000		116,000		50					50	0	0	58,000	0	0	0	58,000
	BRIDGE	STRUCTURE		C-2	40		LS	6,700,000		6,700,000		50					50	0	0	3,350,000	0	0	0	3,350,000
NE 9TH EXT	LOG ROAD	REDWOOD		C-2	36	700	265	185,500		185,500						100		0	0	0	0	0	185,500	0
SE OTTO RD	WALNUT ST	HWY 99E		C-3	48	1400	320	448,000		448,000						75	25	0	0	0	0	0	336,000	112,000
SE WALNUT	SE 1ST AVE	TERRITORIAL		C-2	36	3200	265	848,000		848,000						100		0	0	0	0	0	848,000	0
SE 2nd AVE	SW 2nd AVE	SE 2nd AVE		C-2	40	300	290	87,000		87,000							100	0	0	0	0	0	0	87,000
INDUSTRIAL A	AREA MASTER	PLAN		C-2/3			LS	10,200,000		10,200,000						60	40	0	0	0	0	0	6,120,000	4,080,000
		SUBTOTAL						18,584,500		18,584,500								0	0	3,408,000	0	0	7,489,500	7,687,000
C) NEIGHBORHOOD CONNECTORS																								
NW BIRCH	TERRITORIAL	NW 22ND AVE		C-2-P	40	1600	290	464,000		464,000						90	10	0	0	0	0	0	417,600	46,400
NW 10TH AVE	BIRCH	GRANT ST		C-2-P	40	1300	290	377,000		377,000						90	10	0	0	0	0	0	339,300	37,700
SE 13TH AVE	IVY	REDWOOD		C-2-P	40	2600	290	754,000		754,000						90	10	0	0	0	0	0	678,600	75,400
S REDWOOD	SE 13TH	SE 17TH AVE		C-2-P	40	1600	290	464,000		464,000						90	10	0	0	0	0	0	417,600	46,400
S TEAKWOOD	TOWNSHIP	S 13th AVE		C-2-P	40	2600	290	754,000		754,000						90	10	0	0	0	0	0	678,600	75,400
								2,059,000		2,059,000								0	0	0	0	0	1,853,100	281,300

TABLE 2 STREET WIDENING/UPGRADING COSTS

NAME	FROM	TO	WIDTH	DESIGN	NEW CON	LENGTH	@COS	PRICE	ROW	TOTAL	CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC	CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC
A) ARTERIAL STREETS																								
N IVY ST	HWY 99E	NW 2nd AVE	40	A-2	40	330	290	95,700		95,700						50	50	0	0	0	0	0	47,850	47,850
N IVY ST	NW 2ND	NW 6th AVE	40	A-2-P	40	1300	290	377,000	78,000	455,000				10			90	0	0	0	0	45,500	0	409,500
N IVY ST	NW 6th	NW 9th AVE	40	A-2-P	40	800	290	232,000		232,000				10			90	0	0	0	0	23,200	0	208,800
N IVY ST	NW 9th	NW 10th AVE	40	A-2-P	Overlay	480	32	15,360		15,360				10			90	0	0	0	0	1,536	0	13,824
S IVY ST	HWY 99E	SW 2ND AVE	44	A-3	16	260	160	41,600		41,600							100	0	0	0	0	0	0	41,600
S IVY ST	SW 2ND	SE 9th AVE	48	C-3	22	2600	220	572,000		572,000							100	0	0	0	0	0	0	572,000
S IVY ST	S 13th AVE	SOUTH	36	C-2	18	2640	180	475,200		475,200						80	20	0	0	0	0	0	380,160	95,040
TERRITORIAL	HOLLY ST	REDWOOD	44	A-3	24	5700	240	1,368,000	114,000	1,482,000						50	50	0	0	0	0	0	741,000	741,000
	REDWOOD	HWY 99E	44	A-3	14	3200	140	448,000	48,000	496,000						50	50	0	0	0	0	0	248,000	248,000
KNIGHTSBRID	HOELY ST	K-BRIDGE	40	A-3	40	3000	290	870,000		870,000							100	0	0	0	0	0	0	870,000
S BERG PKWY	HWY 99	CANBY SQ	48	C-3	48	1000	315	315,000	60,000	375,000							100	0	0	0	0	0	0	375,000
S 13th AVE	W END	ELM ST	40	A-3	Overlay	1600	30	48,000		48,000							100	0	0	0	0	0	0	48,000
S TERRITOR	HAINES RD	HWY 99E	40	A-2-P	40	3000	290	870,000		870,000						60	40	0	0	0	0	0	522,000	348,000
S 13th AVE	ELM ST	FIR ST	40	A-3	40	700	290	203,000		203,000						20	80	0	0	0	0	0	40,600	162,400
	FIR ST	REDWOOD	44	C-3	30	2600	250	650,000	78,000	728,000						50	50	0	0	0	0	0	364,000	364,000
	REDWOOD	MULINO RD	44	C-2	44	4500	300	1,350,000		1,350,000						80	20	0	0	0	0	0	1,080,000	270,000
N HOLLY ST	TERRITORIAL	N 22nd AVE	36	C-2	20	2200	200	440,000		440,000						100		0	0	0	0	0	440,000	0
S ELM ST	HWY 99E	SW 2nd AVE	40	A-2	16	400	160	64,000		64,000							100	0	0	0	0	0	0	64,000
HWY 99E	TOWN LIMIT	TOWN LIMIT	EST 74	A/C/S	14	14600	200	2,920,000	1,460,000	4,380,000		90				10		0	0	3,942,000	0	0	438,000	0
		SUBTOTAL						11,354,860		13,192,860								0	0	3,942,000	0	70,236	4,301,610	4,879,014
B) COLLECTOR STREETS																								
N PINE	N 4th AVE	TERRITORIAL	40	A-2-P	40	3600	290	1,044,000		1,044,000						90	10	0	0	0	0	0	939,600	104,400
N REDWOOD	TERRITORIAL	HWY 99E	40	A-2-P	0-20	2000	200	400,000		400,000						90	10	0	0	0	0	0	360,000	40,000
ND	PRIVATE	SECT	40	A-2-P	24	700	240	168,000		168,000						90	10	0	0	0	0	0	151,200	16,800
4SHIP	REDWOOD	RAILROAD	44	A-3	14	1800	300	540,000		540,000						50	50	0	0	0	0	0	270,000	270,000
N 10TH AVE	LOCUST ST	PINE ST	40	A-2-P	20	2300	200	460,000		460,000						20	80	0	0	0	0	0	92,000	368,000
NE 3RD AVE	LOCUST ST	HWY 99E	44	A-2-P	40	2100	290	609,000	84,000	693,000						20	80	0	0	0	0	0	138,600	554,400
N HOLLY ST	N 1st AVE	N 7th AVE	40	A-2-P	40	2200	290	638,000		638,000							100	0	0	0	0	0	0	638,000
N HOLLY ST	13th AVE	TERRITORIAL	36	A-2-P	20	800	200	160,000		160,000						90	10	0	0	0	0	0	144,000	16,000
NW 2nd AVE	IVY ST	Douglas ST	40	A-2-P	40	2000	290	580,000		580,000							100	0	0	0	0	0	0	580,000
N GRANT ST	Hwy 99E	KNIGHTS BR R	40	A-2-P	40	2200	290	638,000		638,000						20	80	0	0	0	0	0	127,600	510,400
SW 2nd AVE	ELM ST	IVY ST	44	A-2-P	22	1800	220	396,000	108,000	504,000						80	20	0	0	0	0	0	403,200	100,800
SE HAINES	MULINO RD	BROWN RD	36	C-2	36	3200	265	848,000	108,000	956,000						100		0	0	0	0	0	956,000	0
		SUBTOTAL						6,481,000		6,781,000								0	0	0	0	0	3,582,200	3,198,800
C) NEIGHBORHOOD CONNECTORS																								
TERRITORIAL	BIRCH	HOLLY ST	40	C-2-P	40	2100	290	609,000		609,000						90	10	0	0	0	0	0	548,100	60,900
MAPLE	N 10TH	N 22nd AVE	36	A-2	0-16	4000	160	640,000		640,000						50	50	0	0	0	0	0	320,000	320,000
		SUBTOTAL						$1,249,000		$1,249,000								$0	$0	$0	$0	$0	$868,100	$380,900
		TOTAL								$42,574,360								$0	$0	$7,350,000	$0	$70,236	$18,094,510	$17,135,014

TSP SDC CAPITAL IMPROVEMENT PLAN SUMMARY

TABLE 3 TRAFFIC SIGNAL PROJECTS

INTERSECTING STREETS			PRICE		TOTAL	FUNDING RESPONSIBILITY (%)							FUNDING RESPONSIBILITY ($)						
						CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC	CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC
NEW SIGNALS																			
Highway 99E	Territorial		1,700,000		1700,000		24	40				36	0	400,000	650,000	0	0	0	600,000
Highway 99E	Otis		258,000		258,000						20	80	0	0	0	0	0	51,600	206,400
Ivy	Township		206,000		206,000							100	0	0	0	0	0	0	206,000
		Subtotal	2,164,000		2,164,000								0	400,000	650,000	0	ERR	51,600	1,012,400
SIGNAL UPGRADE/MODIFICATION																			
Highway 99	Ivy		258,000	50,000	308,000							100	0	0	0	0	0	0	308,000
		Subtotal	258,000		308,000								0	0	0	0	0		308,000
INTERSECTION RECONFIGURATION																			
NW 1ST	ELM	CLOSE WEST LEG OF 1ST	100,000		100,000							100	0	0	0	0	0	0	100,000
		Subtotal	100,000		100,000								0	0	0	0	0	0	100,000
		TOTAL			$2,572,000														$18,555,414

SDC REIMBURSEMENT FEE PROJECT SUMMARY

NAME	FROM	TO		SDC VALUE
ST	NW 14th AVE	TERRITORIAL		$156,300
ST	NW 10th	NW 14th AVE		180,300
India Park	SE 4th Ave			84,000
TERRITORIAL	HOLLY ST	REDWOOD		72,187
KNIGHTSBRID	HOLLY ST	K-BRIDGE		113,882
NE 3RD AVE	IVY ST	Locust St		93,700
N. Redwood	99E	11th Ave		92,645
TOWNSHIP	IVY ST	Redwood St		276,550
NEW SIGNALS				
Highway 99E	Redwood			25,000
Ivy	S 13th Ave			432,800
Highway 99	Bway Parkway			100,000
Master Planning & SDC				
	Kittleson & Assoc ($65,000 in 1994)			75,000
	W&H Pacific ($50,000 in 1998-2000)			50,000
	TOTAL VALUE			$1,637,155

CITY OF CANBY
STORM DRAINAGE SDC PERIODIC REVIEW

STORMWATER CAPITAL IMPROVEMENT PLAN

The attached Capital Improvement Plan listing uses a current cost estimate based on the Construction Price Index (CPI) of 6272 published in the February 2001 "Engineering News Record". The December 1994 CPI value was 5439.

The CIP was listed in the 1994 Storm Drainage Master Plan in three phases of work. The first phase included deficiency resolution and purchase of a regional treatment facility site. Phase II included NPDES permitting expense and development of regional treatment and monitoring facilities. Phase III was identified in the event that EPA required the City to discontinue the use of drywells for disposal of stormwater. This phase included the cost of constructing a complete piped system to surface water discharges.

The current SDC includes only a portion of Phase I improvements and no part of Phases II or III. Since adoption of the last SDC in 1994, the Oregon Department of Environmental Quality has accepted an application from the City for a permit to use the existing drywells for stormwater disposal. This permit application was submitted under an amnesty provision which assures that the permit will be issued to the City. The significance of this action is that Phase III of the Master Plan will not be required and thus SDCs will not include any cost of Phase III work.

With this update we have incorporated all eligible costs for the remaining work in Phases I and II, which accounts for the cost of permitting, monitoring and minimal treatment in anticipation of ultimately implementing EPA proposals. This information should be incorporated into a resolution to update the current Storm Drainage SDC Resolution Number 573.

The CIP for stormwater was listed in the 1994 Storm Drainage Master Plan. This work was divided into three phases generally for deficiency resolution, treatment/permitting, and piping. Phase I construction efforts were essentially completed with the construction of the Redwood Storm Drainage project and a portion of the public costs are included in the reimbursement fee calculation. Phase I also contained the cost to purchase a regional treatment site which has not been undertaken.

The following table lists the current total cost estimate for work remaining on each phase of the Stormwater Capital Improvement Plan, and the SDC eligible portion to be incorporated into the updated improvement fee. Land value was increased to $30,000 per acre for the regional treatment site which is adjacent yet outside the Urban Growth Boundary. Other costs were adjusted by the CPI value of 5920 for 1999 and 5439 for December 1994, or an increase of approximately 9%. Phase III improvements have been deleted from the listing.

The Storm Drainage SDCs are allocated on Equivalent Length New Daily Trips (ELNDT) similar to the transportation SDC, due to the primary source of runoff being the public roadways. The SDC eligible portion is based on the proportion of the current population to the build-out population of 21,000.

The 1999 Canby Land Needs Summary provided the most recent summary of developable properties throughout the Urban Growth Boundary. This inventory equated to a 1999 total ELNDT of 91,362 with the then current population of 12,595. This allocates 60% of the Stormwater CIP to the existing population and allocates 40% of the cost to the future 91,362 ELNDT generated to reach the build-out population of 21,000.

STORM DRAINAGE CAPITAL IMPROVEMENT SUMMARY

PH	PROJECT SCOPE	ORIGINAL COST	CURRENT COST	ELIGIBLE SDC COST
I	Land Acquisition (20 ac)	$200,000 ('94)	$600,000 ('99)	$ 240,000
II	Treatment & Permitting	$515,000 ('94)	560,500 ('99)	224,200
	TOTAL COSTS	**$715,000 ('94)**	**$1,194,000 ('99)**	**$464,200**

IMPROVEMENT FEE CALCULATION

As detailed in the 1994 Storm Drainage Master Plan, the improvement fee is calculated based on the total SDC eligible portion of the CIP divided by the future ELNDT. The cost per trip is as calculated below:

SDC Improvement Fee = **(SDC CIP costs) / (New Trips)**

= **($464,200) / (91,362 ELNDT)**

= **$5.00 per ELNDT**

REIMBURSEMENT FEE CALCULATION

The reimbursement fee is based on the value of improvements completed from the CIP and the Master Planning efforts completed in 1994. The planning efforts were completed at a cost of $59,300 which is a partially eligible expense based on population.

Only two components of the CIP have been completed since 1994, including construction of the Redwood Storm Drain under the Phase I improvements and purchase of the 13.9 acre regional treatment facility site at Northwest 3rd Avenue and Baker Street.

The eligible costs for the Redwood storm drain pipeline are based on the City's contribution beyond the average millage rate calculated in the Redwood AFD. The City actually paid $43,345 beyond their required millage rate payment for the 18.11 acres of existing development.

The regional stormwater treatment facility site at 3rd & Baker Streets was purchased through a legal action be the City of Canby. This land cost was not in the original SDC however, the site provides the primary stormwater treatment area for all downtown development and is an eligible expense for reimbursement.

The total eligible expenses are summarized in the following table:

TASK	Original Cost	Current Cost (1999)	% SDC Eligible	TOTAL SDC COST
Master Planning	$59,300 ('94)	$64,540	40%	$25,816
Redwood SD	$43,345 ('99)	43,345	100%	43,345
Regional Treatment Site	$245,000 ('95)	271,300	40%	108,520
TOTAL SDC ELIGIBLE EXPENSE				**$177,681**

The Reimbursement Fee is calculated by dividing all eligible costs by the number of ELNDT projected to buildout.

SDC Reimbursement Fee = (SDC Expended Costs) / (New Trips)

= ($177,681) / (91,362 Trips)

= $2.00 per ELNDT

SUMMARY OF STORM DRAINAGE SDC FEE

	Improvement	Reimbursement	TOTAL SDC
Project Cost	$ 464,200	$177,681	$641,881
ELNDT	91,362	91,362	91,362
Cost per ELNDT	**$5.00**	**$2.00**	**$7.00**

In the following table, the Storm Drainage SDC cost per trip is applied to the average daily trips per land use, to determine the estimated SDC fees for development within each planning zone. Actual trip generation factors and resulting fees should be based on the best category fit from the current ITE Trip Generation Manual, which is adopted by reference within this update:

ESTIMATED STORM DRAINAGE SDC FEE FOR EACH LAND USE

TYPE OF DEVELOPMENT	ELNDT/ UNIT	LENGTH/ LINK FACTOR	COST/ ELNDT	ESTIMATED SDC PER UNIT
RESIDENTIAL				
Low Density, per unit	9.57	(1)(1)	$7	**$70**
Manufactured, per unit	4.81	(.97)(1)	$7	**$32**
Medium Density, per unit	6.59	(.97)(1)	$7	**$44**
High Density, per unit	6.59	(.97)(1)	$7	**$44**
COMMERCIAL				
Res/Com, per 1,000 sf	30	(.50)(1)	$7	**$105**
Convenience, per 1,000 sf	368.8	(.08)(.35)	$7	**$72**
Downtown, per 1,000 sf	30	(.50)(1)	$7	**$105**
Highway, per 1,000 sf	100	(.25)(.75)	$7	**$131**
Comm/Mfgr, per 1,000 sf	38	(.91)(.84)	$7	**$203**
INDUSTRIAL				
All, per 1,000 sf	6	(1.12)(1)	$7	**$47**
SCHOOLS				
All, per 1,000 sf	12	(1.08)(1)	$7	**$90**

CITY OF CANBY
PARKS & RECREATION SDC PERIODIC REVIEW

PARKS & RECREATION CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan for the Parks & Recreation improvements was originally prepared in 1991 and last updated based on the 1997 Park & Recreation Master Plan Update. The additions to the CIP listing include

- The Logging Road Trail Project extending 0.75 miles north of Territorial Road,
- inclusion of the Willamette River Wayside Park, and a
- line item for future SDC and planning updates.

The Knights Bridge Swimming Hole was the only deletion from the CIP in this update, however, several projects or portions of projects were removed from the CIP and placed on the reimbursement fee project summary.

As a component of this SDC periodic review, all project costs have been adjusted by the 2001 Engineering News Record Construction Cost Index and land values adjusted to comparable 2001 sales. The ENR index in 1997 was 5825 and in 2001 is 6272, equating to a 7.7% increase in construction costs. In regard to land values, note the cost of the Honda Pits Park land is included for the first time in this current update, and the cost of land to be purchased has been increased to $100,000 per acre.

The City of Canby had the opportunity to purchase this additional nine acres of abandon Logging Road north of Territorial Road with a matching grant from the State of Oregon. This roadway purchase provides access to an additional Willamette River frontage parcel. The City's cost of the roadway was $187,500 in 2000. The frontage property is estimated to cost an additional $900,000 for 10.3 acres.

As a result of the trail extension, a new CIP entry, tentatively titled the Willamette River Wayside, was included at a cost of $900,000 for land and an estimated cost of $10,200 per acre for a low intensity development of the site, for a total cost of $1,003,000.

The list of the current CIP projects is shown in the following summary.

PARKS & RECREATION
CAPITAL IMPROVEMENT PLAN SUMMARY

PARK PROJECT	UNITS	UNIT COST	DEVEL COST	LAND COST	TOTAL COST
Regional Park*	9.8 ac	$76,100	$745,800	-	$745,800
13th Street	5.7 ac	61,000	347,700	-	347,700
ECO Park	22.0 ac	10,200	224,400	-	224,400
Logging Road	0.75 mi	$137,900	$103,400	-	$103,400
Molalla River	56.0 ac	4,900	274,400	-	274,400
Outdoor Pool	5,000 sf	120	600,000	-	600,000
Neighborhood Pks	19.0 ac	129,200	2,454,800	1,900,000	4,354,800
Willamette Rv Pk	10.3 ac	10,000	103,000	900,000	1,003,000
Master Plan/SDC	LS	50,000	50,000	-	50,000
		TOTAL COSTS	**$4,903,500**	**$2,800,000**	**$7,703,500**

*The Honda Pits Park has been renamed in recent planning documents as the Canby Regional Park.

IMPROVEMENT FEE CALCULATION

The park & recreation existing and proposed improvements are all geographically located within the City's Urban Growth Boundary and will benefit existing and future populations within this boundary. Residents that live outside of this boundary but within the Blue Heron Recreation District, although they may occasionally use the park improvements, are not assessed costs for the City's park system as was proposed in the 1998 SDC Update.

The primary justification for limiting the allocation of City Park costs to within the UGB include:

- the abundance of natural recreation lands surrounding the City, and
- the lack of any legal mechanism to collect potential charges through the County.

As a result, this update has allocated all costs to within the Urban Growth Boundary, based on the population projections within the UGB. From the most recent planning documents, the City has projected the 2020 buildout population to be 21,000 people, for a net increase of 9,570 people from the existing population at the time the last SDC update was prepared.

As detailed in the 1998 SDC Update calculations, the improvement fee is calculated by first dividing the total eligible cost by the number of additional population projected within the UGB, than adjusting this rate to equate to 'bedrooms', which is the variable on which the fee is applied.

Records from the City of Canby indicates there are on average 2.7 people per housing unit, and 3 bedrooms per housing unit. The improvement fee is thus:

Improvement Cost per person	=	(SDC CIP costs) / (Population increase)
	=	($7,703,500) / (9,570 people)
	=	$805 per person
SDC Improvement Fee/Bedroom	=	(Cost/Person)*(2.7 people/hse)/(3 bdrm/hse)
	=	($805/person)*(2.7 people/hse)/(3 bdrm/hse)
	=	**$724 Per Bedroom**

REIMBURSEMENT FEE CALCULATION

The reimbursement fee is based on the value of eligible expenditures since preparation of the parks master planning and implementation of the SDC fees.

PARKS & RECREATION
REIMBURSABLE EXPENSE SUMMARY

DESCRIPTION	BASE VALUE	YEAR ESTABLISHED	INFLATION FACTOR	REPLACEMENT VALUE
Regional Park land	$250,000	1996	1.116	$279,000
Master Plan Update	15,000	1997	1.077	16,100
Regional Pk Plan	50,000	1998	1.059	52,900
Molalla Greenway Plan	50,000	1998	1.059	52,900
Logging Rd Paving & Ped Bridge	$140,000	1999	1.035	144,960

DESCRIPTION	BASE VALUE	YEAR ESTABLISHED	INFLATION FACTOR	REPLACEMENT VALUE
Regional Park (Skate Park Area)	315,000	2000	1.020	321,300
13th Ave Park Plan	50,000	2000	1.020	51,000
Log Rd Land	187,500	2000	1.020	191,200
	TOTAL ELIGIBLE COST			**$1,109,360**

The Reimbursement Fee is calculated by dividing all eligible costs by the same number of 10,633 bedrooms projected to buildout of the UGB from the projected population increase of 9,570 people.

SDC Reimbursement Fee = (SDC Eligible Costs) / (Number of Bedrooms)

= ($1,109,360) / (10,633 Bedrooms)

= $104 per Bedroom

SUMMARY OF PARKS & RECREATION SDC FEE

	Improvement	Reimbursement	TOTAL SDC
Project Cost	$ 7,703,500	$1,109,360	$8,812,860
No. of Bedrooms	10,633	10,633	10,633
Cost per Bedroom	**$724**	**$104**	**$828**

RESOLUTION 748 - Exhibit B

System Development Charge adoption schedule – percent of total

6/7/01	25%
9/1/01	31.25%
10/1/01	37.50%
11/1/01	43.75%
12/1/01	50%
2/1/02	75%
4/1/02	100%