

**City of Lowell, Oregon**

**Resolution 389**

**A Resolution Adopting a Methodology and Establishing Fees for a Parks Development Charges**

**WHEREAS**, City of Lowell Ordinance 234 establishes System Development Charges (SDCs) pursuant to ORS 223.297-223.314; and

**WHEREAS**, the a Committee of stakeholders have reviewed, analyzed and made recommendations pertaining to the City’s requirements for and development of City Parks to accommodate additional development and methodology for computing SDCs; and

**WHEREAS**, Ordinance 234 imposes the reimbursement and improvement elements of SDCs on new development within the City’s service area and provides that system development methodologies for both the reimbursement and improvement portions of the charge be adopted through resolution; now therefore,

**BE IT RESOLVED** that:

**Section 1. Methodology.** The City of Lowell hereby adopts the methodology contained in the Lowell Park SDC Methodology dated April 1, 2004, located at Attachment One to this Resolution and by this reference is hereby incorporated into this Resolution.

**Section 2. Capital Improvement Project List.** The City of Lowell hereby adopts the Parks Capital Improvement Plan contained in Attachment One, titled Lowell Parks Capital Improvement Plan and dated April, 2004 as the Capital Projects Plan for which Park Improvement SDCs may be charged. The projects listed and costs associated with each project are for planning purposes and any project designs are conceptual in nature. The Council may make adjustments to this plan in the process of developing a more formal Park Master Plan and/or in the future design of facilities.

**Section 3. System Development Charges Established.** The following Park SDCs are hereby established in accordance with the methodology contained in Attachment 1:

a. Park Reimbursement.	\$ 0
b. Park Improvement	<u>\$ 932</u>
Total, Water system	\$ 932

**Section 4. Effective Date.** The above charges shall be effective on the effective date of Ordinance 234, however, they shall be applied retroactively to February 1, 2000 to adjust SDCs that were adopted and collected under Ordinance 198, which was challenged. Said adjustment will be as established in policy contained in Resolution 391.

Adopted by the City Council of the City of Lowell, this 15<sup>th</sup> day of June, 2004.

Yea 3  
Nay 0

Approved: \_\_\_\_\_  
Warren R. Weathers, Mayor

Attest: \_\_\_\_\_  
Charles F. Spies, City Administrator

Attachment One: Lowell Park SDC Methodology dated April 1, 2004.

## LOWELL SDC PARK METHODOLOGY

April 1, 2004

### 1. Improvements to Existing Parks.

1.1 Description & Cost. \$189,400 in improvements to Lowell's two existing parks are planned during the next 7 years<sup>1</sup>. This figure includes \$48,000 to replace ageing park equipment; this will not be considered further, as maintenance projects are not eligible to be paid by SDCs. This leaves a balance of \$141,400 in park improvements that will enhance the level-of-service for both existing and future park users, such as additional lighting, irrigation, landscaping, bathrooms, benches, picnic shelters and sculpture.

1.2 Capacity and Allocation. It is assumed that the \$141,400 cost of improvements to existing parks should be spread among all current and future development within the city limits, as both parks are located in the main portion of Lowell and serve a large area. A preliminary analysis of Lowell's urban land found 253 acres of vacant buildable land<sup>2</sup>. At a conservative 2 units per acre, at least 506 new homes could be built within the current city limits. Assuming a 3% growth rate, these 506 homes will be added by the year 2030.

A 1998 estimate showed 1,010 people living 374 housing units.<sup>3</sup> Since 1998, 16 new units have been added, bringing the current total to 390 dwelling units.<sup>4</sup> Adding the 506 new units possible under the scenario described above, the total number at build-out would be 896 homes. Since future users would comprise 56% of all homes at build-out, SDCs will be used to pay for 56% of the planned park improvements, or \$79,184.

### 2. Creation of New Parks.

2.1 Description. As the community grows, additional parks must be added to maintain the current level of service. Unlike water, sewer and transportation improvements, the exact location, design and timing of future park improvements are difficult to determine without knowing exactly how and when the City's vacant land will be developed. However, the City must ensure that adequate funds are collected for the eventual construction of parks to serve future development at a level-of-service comparable to that enjoyed by existing residents. The City's policy is that additional community- and regional-level parks are not necessary. However, smaller, local use parks should be provided for new development at roughly these levels:

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<sup>1</sup> See "Lowell Parks Capital Improvement Plan" dated April 2004

<sup>2</sup> See page 8 of "Draft Lowell Urban Growth Boundary Land Analysis" dated June 30, 2001.

<sup>3</sup> See Section 2.2, Exhibit A to Ordinance 193 "Public Facilities Strategy" and pages 4-1 & 4-2 of November 1998 "Water System Master Plan" (WSMP) by Systems West Engineers.

<sup>4</sup> See SDC fund revenue information from 1999-2001 City financial audits & 2002 revenue report.

Mini Parks (<1/4 mile service radius): 1/2 acre per 400 EDU  
Neighborhood Parks (1/4 to 1/2 mile service radius): 2 acres per 400 EDU  
Trails & Bike Paths: One mile per 400 EDU  
Natural Areas: 7 acres per 400 EDU

2.2 Timing. New parks will be constructed on an as-needed basis in conjunction with new residential development. Development proposals will be evaluated to see if there is an opportunity to add new parks as part of the new development. When a park opportunity is identified, it will be added to the Park Capital Improvement Plan, and appropriate expenditures of SDCs may then be made.

2.3 Cost. The proposed Sunridge/Railroad Park has a 2004 cost of \$102,564, and will provide roughly half the amount of trails and natural area required to serve the future 506 EDU to be added at build-out. The estimated cost of the remaining new trails, natural areas, neighborhood and mini parks sufficient to serve the future 506 EDU is \$289,600<sup>5</sup>. The total cost of these future parks is \$392,164, and will be paid for entirely with SDCs.

3. Level-of-Service. There will be no significant difference in level-of-service between existing and future park users.

4. Funding Concerns. The total cost of park improvements serving future development is \$471,348; it is assumed this will be funded entirely by SDCs. If grants are obtained for park improvements, the change will be reflected in future amendments to this methodology.

5. Unit of Assessment.

5.1 Residential. For residential uses, the total park SDC per EDU is \$932 ( $\$471,348 \div 506 \text{ EDU}$ ).

5.2 Non-Residential. Commercial, industrial and other non-residential developments that do not provide lodging will not pay a park SDC fee. Uses that do provide lodging, such as motels, hotels and RV parks, are assumed to be occupied 65% of the time, and so will pay 65% of the "total park SDC per EDU" described in the foregoing section, multiplied by the number of spaces or units to be created. The City Administrator, after consultation with the owner or person who will operate the non-residential use, shall calculate the park SDC.

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<sup>5</sup> See "Lowell Parks Capital Improvement Plan" dated April 2004

# LOWELL PARKS CAPITAL IMPROVEMENT PLAN

## April, 2004

Item	Total		Existing users		Future users	
	2004 Cost	%	Cost share	%	Cost share	
Paul Fisher Park replacements	\$48,000	100%	\$48,000	0%	\$0	
Paul Fisher Park expansion	\$47,800	44%	\$21,032	56%	\$26,768	
Rolling Rock Park expansion	\$93,600	44%	\$41,184	56%	\$52,416	
Sunridge/Railroad Park	\$102,564	0%	\$0	100%	\$102,564	
4 acres natural area park	\$40,000	0%	\$0	100%	\$40,000	
1/2 mile trail/bike path	\$39,600	0%	\$0	100%	\$39,600	
2.4 acres neighborhood park	\$180,000	0%	\$0	100%	\$180,000	
.4 acre mini park	\$30,000	0%	\$0	100%	\$30,000	
Total part costs	\$581,564		\$110,216		\$471,348	
divided by future EDU to be served:					÷ 506	
<b>EQUALS PARK SDC</b>					<b>\$932</b>	

**Notes:**

- Improvements to existing parks from 2002 costs estimates prepared by the City
- Sunridge Park costs from 12/17/02 proposal submitted by Shade Tree (land costs not included)
- Trail cost at \$3 per square foot
- Natural park cost from Willamalane Park District generic cost estimate of \$10,000 per acre
- Developed park cost from Willamalane Park District generic cost estimate of \$75,000 per acre

- Capital Improvement Plan for Lowell Parks -

2002 Basket Ball Court / Parking Lot	\$15,000.00 RRP
2002 Fish Pond & Fountain	\$1,600.00 RRP
2003 Additional Lighting	<del>\$4,000.00 RRP</del> grant
2003 Finish Sidewalks Rail Road	<del>\$2,000.00 RRP</del> completed
2003 Landscaping Dirt Seed etc.	\$2,000.00 RRP
2003 4 New Benches	<del>\$1,600.00 RRP</del> completed
2004 Stage	\$24,000.00 RRP
2004 Additional Lighting	\$12,000.00 RRP
2005 New Playground - replacement	× \$30,000.00 PFP
2006 Unisex Bathroom	<del>\$10,000.00 PFP</del>
2006 Unisex Bathroom	\$10,000.00 RRP
2007 2 New Picnic Shelters	\$8,000.00 PFP
2007 New Picnic Tables	\$2,400.00 PFP
2007 6 New Benches	\$2,400.00 PFP
2008 Irrigation Project	\$6,000.00 Both Parks
2008 Sculpture For the Park	\$16,000.00 RRP
2009 Replace Ageing Park Play ground Equipment	× \$18,000.00 PFP
2010 Additional Lighting	\$12,000.00 PFP

RRP = Rolling Rock Park    PFP= Paul Fisher Park

## WILLAMAUNE GENERIC COST ESTIMATES

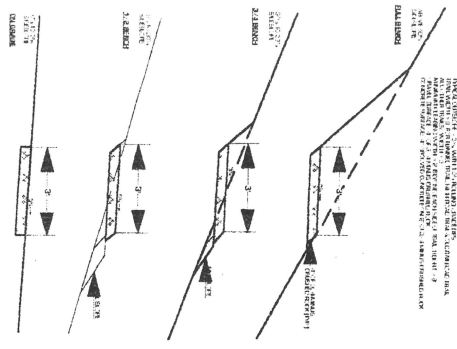
## APPENDIX A

## CAPITAL IMPROVEMENT COSTS

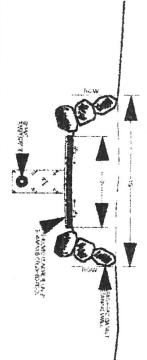
<u>Component (unit of measure)</u>	<u>Standard (FY96) LOS Per capita</u>	X	<u>Current Cost Per Facility</u>	=	<u>Standard Cost Per Capita</u>
→ Parkland (acres-Natural Area)	0.008083		<u>\$10,000</u>		\$80.83
Parkland (acres-Undev., in City)	0.000887		\$50,000		\$44.35
Parkland (acres-Dev., in City)	0.002396		<u>\$50,000</u>		\$119.78
Parkland (acres-Orchards)	0.001434		\$20,000		\$28.68
Other land (acres-in City)	0.000067		\$50,000		\$ 3.35
Infrastructure (acres-Dev. Parks)	0.002390		<u>\$25,000</u>		\$59.74
Basketball half courts (each)	0.000497		\$ 8,000		\$ 3.98
Bike paths (miles)	0.000024		\$105,600		\$ 2.52
Boat landings (each)	0.000038		\$15,000		\$ 0.57
Fitness courses (each)	0.000038		\$10,500		\$ 0.40
Horseshoe pits (each)	0.000038		\$ 1,050		\$ 0.04
Jogging paths (miles)	0.000033		\$10,500		\$ 0.35
Maintenance facility (sq. ft.)	0.124269		\$ 100		\$12.43
Picnic shelter (each)	0.000134		\$30,000		\$ 4.01
Playground area (each)	0.000249		\$50,000		\$12.43
Recreation center (sq. ft.)	0.736627		\$ 125		\$92.08
Restroom building (each)	0.000134		\$75,000		\$10.04
Softball field (each)	0.000172		\$55,000		\$ 9.46
Pool buildings (sq. ft.)	1.389898		\$ 150		\$208.48
Tennis courts (each)	0.000229		\$27,500		\$ 6.31
<b>TOTAL STANDARD COST PER CAPITA</b>					<b>\$700.00</b>

\$75,000  
per acre

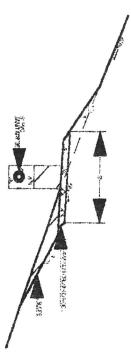
**TYPICAL TRAIL CROSS SECTIONS**



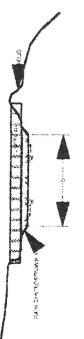
**TUNNEL TRAIL CROSS SECTION**



**HIGHROAD TRAIL CROSS SECTION**



**"EVERGREEN TO PINE OREST TRAIL" CROSS SECTION**



- 1. BLACKBERRIES & SCOTCH BROOD WILL BE REMOVED
- 2. CHINDLEPIN, REDODOODLE, CROWN GRACE, MADROSE & OTHER NATIVE SHRUBS WILL BE RETAINED
- 3. ALL TREES SHOWN ON THE MAP BELOW WILL BE RETAINED. BRANCHES LESS THAN 7 FEET ABOVE GROUND WILL BE REMOVED.
- 4. ADDITIONAL TREES MAY BE RETAINED DEPENDING ON SHADE BRANCH PLACEMENT & PROXIMITY TO OTHER TREES.
- 5. CUT TABLE STUMPS WILL BE CHEMICALLY TREATED TO PREVENT RESPIROUTING, EXCEPT SELECT TREES WHERE RESPIROUTING IS DESIRED.
- 6. CUT BRANCHES AND BRUSH WILL BE BURIED ON SITE. LOGS WILL BE REMOVED AS AN ECOLOGICALLY SOUND PRACTICE (SEE WARRANTIVE).
- 7. WILDFLOWERS AND SHORT GROWING GRASSES WILL BE PLANTED IN SUITABLE AREAS.

**SUNRIDGE PARK PROPOSAL**

**PRIMARY PURPOSE:**  
TO CREATE A 7.7 ACRE, NON-MONICERGED OUTDOOR RECREATION PARK WITH 4400 FEET OF INTERCONNECTING TRAILS IN A NATURAL SETTING

**SECONDARY PURPOSES:**  
TO IMPROVE PART OF THE EXISTING TOPOGRAPHIC OREST TRAIL ROUTE (SUPPORTED BY DEED HARVEY, EVERGREEN TO PINE OREST TRAIL) TO PROVIDE FREEWAYS AND ADDITIONAL ACCESS POINTS FOR BIKERS, HIKERS, AND JOGGERS.  
TO PROVIDE A MORE OPEN PARK-LIKE SETTING AND IMPROVE VIEWS FROM THE LOTS AND TRAILS ABOVE.  
TO IMPROVE WILDLIFE HABITAT BY REMOVING INVASIVE WEEDS WHILE RETAINING NATIVE UNDERSTORY PLANTS.

**FINANCING:**  
SHADE TREE WILL PAY ALL PARK CONSTRUCTION COSTS. CITY WILL PAY TO SPACE TREE ALL SYSTEM DEVELOPMENT CHARGES COLLECTED FOR THE PARK. THE CITY WILL PAY FOR THE FIRST PHASE OF THE PARK. THE CITY WILL PAY FOR THE SECOND PHASE SOUTH OF FIRST STREET. ESTIMATE \$8.1 US, AND FROM THE AD. GENERAL SUNRIDGE TRAIL AND DEVELOPMENT (ESTIMATE \$18.1 US). SEE WARRANTIVE FOR DETAILED COST ANALYSIS.

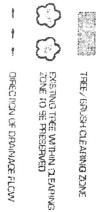
**TIMING:**  
ALL PARK IMPROVEMENTS WILL BE COMPLETED PRIOR TO FINAL APPROVAL OF SECOND ADDITION TO SUNRIDGE. PORTIONS OF SECOND ADDITION WILL BE COMPLETED ON THE TENTATIVE PLAN. PORTIONS OF SECOND ADDITION WILL BE COMPLETED ON THE TENTATIVE PLAN. PORTIONS OF SECOND ADDITION WILL BE COMPLETED ON THE TENTATIVE PLAN. PORTIONS OF SECOND ADDITION WILL BE COMPLETED ON THE TENTATIVE PLAN.

**OWNERSHIP & MAINTENANCE:**

THE PARK WILL BE OWNED & MAINTAINED BY THE CITY. ESTIMATE 2000 HOURS OF LABOR & \$180,000 OF SUPPLIES & EQUIPMENT WILL BE NEEDED ANNUALLY TO MAINTAIN TRAILS AND KEEP THE GROUNDS CLEAR OF UNWANTED VEGETATION.

**SUNRIDGE PARK BOUNDARY  
7.7 ACRES**

SCALE: 1" = 50'



PROPOSED IN CONNECTION WITH:  
PENDING TENTATIVE SUBDIVISION APPROVAL  
FIRST AND SECOND ADDITIONS TO  
SUNRIDGE SUBDIVISION - LOWELL OREGON

**SUNRIDGE PARK  
PROPOSAL**

PROPOSED BY:  
SHADE TREE, INC.  
40160 EAST FIRST  
LOWELL, OR 97452

12/17/02



# SUNRIDGE PARK PROPOSAL BUDGET

From RS Means year 2000 Heavy Construction Cost Data

RS Means #	JOB	PRICE
REMOVING/REPLACING FENCES		
02220-875-600/650	Remove 1140' old 4-strand barbed wire fence	\$1,881
02220-875-600 (?)	Remove 300' woven wire fence (Meelhuysen)	\$390
02800-500-0200	Replace 140' woven wire fence (Meelhuysen)	\$861
SIGNS & BOLLARDS		
02840-700-1300 (?)	2 removable bollards	\$482
02890-700-1200	4 park signs, 24"x24"	\$212
02890-700-1500	4 posts for park signs	\$160
CLEARING		
<i>Assumptions: Brush/small trees will be burned on site Firewood will be cut up &amp; hauled away by others Net income from City's timber over \$3000 paid to City</i>		
02230-200-0010/0400	Clear most trees, all brush - 1.5 acres, 0-10% slope	\$2,678
rate for 0-10% x 2	Clear most trees, all brush - 2.5 acres, 20-50% slope	\$8,925
our estimate	Light thinning & brush removal, .75 acres, 50-100% slope	\$1,500
our estimate	Medium thinning & brush removal, .5 acres, 50-100% slope	\$1,500
our estimate	Allowance for dealing with COE cable grown into trees	\$1,600
our estimate	Chemical treatment of maple stumps	\$375
our estimate	Herbicide blackberry regrowth	\$1,350
02920-510-4100	Seeding cleared areas with grass, wildflower mix - 4 acres	\$3,746
CAMAS TRAIL		
<i>150' of concrete trail, 3' wide, 4" of concrete on 2" base &amp; 480' of gravel trail, 3' wide, 4" of 3/4-minus crushed rock</i>		
our estimate	560 sq. ft. cut new trail bed - partial bench 4' wide	\$840
our estimate	2500 sq. ft. grade & compact trail subgrade	\$1,250
02775-275-2165	Load, haul & dump 25 cu. yds. rock, 200' haul	\$1,425
actual cost	Cost of 25 yds. crushed rock	\$375
02310-440-3000	Finish grade & compact 160 sq. yds. gravel trail	\$269
02775-275-0310	450 sq. ft. of concrete trail, 4" thick, base not included	\$1,233
02775-275-0450	Gravel base for 450 sq. ft. of concrete trail	\$207
TUNNEL TRAIL		
<i>2400 sq. ft. 4" concrete w/2" gravel base (3-8' wide)</i>		
our estimate	300 sq. ft. cut new trail bed - partial bench 4' wide	\$450
our estimate	2400 sq. ft. grade trail subgrade, build up behind crib wall	\$1,500
02830-400-0800	500 sq. ft. dry stone retaining/crib walls (materials free)	\$7,500
02775-275-0310	2400 sq. ft. of concrete trail, 4" thick, base not included	\$6,576
02775-275-0450	Gravel base for 2400 sq. ft. of concrete trail	\$1,128
02770-225-0300	90' concrete curb	\$581
our estimate	Culvert & rock outfall	\$300

LOW-ROAD TRAIL

*900' trail, 3' wide, 4" of 3/4"-minus crushed rock*

our estimate	3600 sq. ft. grade & compact trail subgrade	\$1,800
02775-275-2168	Load, haul & dump 50 cu. yds. rock, 300' haul	\$4,250
actual cost	Cost of 50 yds. crushed rock	\$750
02310-440-3000	Finish grade & compact 300 sq. yds. gravel trail	\$504

ED'S TRAIL

*300' trail 3' wide, 4" of 3/4"-minus crushed rock*

02230-280-02050/1040	Remove 10 trees under 6", including stumps	\$1,960
02230-280-02100/1050	Remove 5 trees 8-12", including stumps	\$1,645
our estimate	350 sq. ft. cut new trail bed - full bench 3.5' wide	\$700
our estimate	1200 sq. ft. grade & compact trail subgrade	\$600
02775-275-2165	Load, haul & dump 17 cu. yds. rock, 200' haul	\$969
actual cost	Cost of 17 yds. crushed rock	\$255
02310-440-3000	Finish grade & compact 100 sq. yds. gravel trail	\$168
our estimate	Wooden footbridge	\$1,200

EUGENE-TO-PACIFIC CREST TRAIL

*1570' trail, 8' wide, 6" of 3/4"-minus crushed rock*

02310-440-0200	Grade subgrade	\$612
02240-330-0010	1570' cut drainage ditch 30" wide x 12" deep	\$314
02630-100-2060	6 galv. steel culverts, 10" x 14'	\$1,441
our estimate	Cut trench for culverts	\$240
02720-200-0100	1570 sq. yds. 6" compacted 3/4"-minus crushed rock	\$12,089

HI-ROAD TRAIL

*630' trail, 8' wide, 6" of 3/4"-minus crushed rock*

02310-440-0200	Grade subgrade	\$246
02720-200-0100	630 sq. yds. 6" compacted 3/4"-minus crushed rock	\$4,851

SUBTOTAL	\$83,888
Plus 10% for 4 yrs. inflation (from ENR's index figures)	\$8,388
Plus 4% for City Cost Index (Eugene) on RS Means costs	\$3,691
Plus 10% for design, administration, permits, contingency	\$9,597
Less net income from sale of City timber	(\$3,000)
<b>Equals total improvement cost in 2004 dollars</b>	<b>\$102,564</b>

LAND VALUE:

our estimate	Plus ST's contribution of 2.6 acres of land	\$26,000
our estimate	Plus Meelhuysen's contribution of .5 acres of land	\$10,000
our estimate	Plus City's contribution of 4.6 acres of land	\$60,000
	<b>Equals total land value in 2004 dollars</b>	<b>\$96,000</b>

**TOTAL PARK COST \$198,564**

**City of Lowell, Oregon**

**Resolution 390**

**A Resolution Adopting a Methodology and Establishing Fees for a Transportation System Development Charges**

**WHEREAS**, City of Lowell Ordinance 234 establishes System Development Charges (SDCs) pursuant to ORS 223.297-223.314; and

**WHEREAS**, the a Committee of stakeholders has reviewed, analyzed and made recommendations pertaining to the City's requirements for and development of the City's Transportation system to accommodate additional development and methodology for computing SDCs; and

**WHEREAS**, Ordinance 234 imposes the reimbursement and improvement elements of SDCs on new development within the City's service area and provides that system development methodologies for both the reimbursement and improvement portions of the charge be adopted through resolution; now therefore,

**BE IT RESOLVED** that:

**Section 1. Methodology.** The City of Lowell hereby adopts the methodology contained in the Lowell Transportation Methodology dated May 26, 2004, located at Attachment One to this Resolution and by this reference is hereby incorporated into this Resolution.

**Section 2. Capital Improvement Project List.** The City of Lowell hereby adopts the Transportation Capital Improvement Plan contained in Attachment One, titled Lowell Capital Improvement Plan- Sidewalks and dated July, 2001 as the Capital Projects Plan for which Transportation Improvement SDCs may be charged.

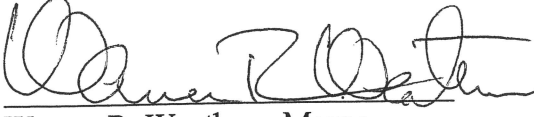
**Section 3. System Development Charges Established.** The following transportation SDCs are hereby established in accordance with the methodology contained in Attachment 1:

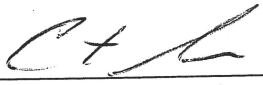
a. Transportation Reimbursement.	\$ 0
b. Transportation Improvement	<u>\$ 261</u>
Total, Transportatoin system	\$ 261

**Section 4. Effective Date.** The above charges shall be effective on the effective date of Ordinance 234, however, they shall be applied retroactively to February 1, 2000 to adjust SDCs that were adopted and collected under Ordinance 198, which was challenged. Said adjustment will be as established in policy contained in Resolution 391.

Adopted by the City Council of the City of Lowell, this 15<sup>TH</sup> day of June, 2004.

Yea 3  
Nay 0

Approved:   
Warren R. Weathers, Mayor

Attest:   
Charles F. Spies, City Administrator

Attachment One: Lowell Transportation Methodology dated May 26, 2004.

## LOWELL TRANSPORTATION METHODOLOGY

May 26, 2004

1. Description, Allocation & Cost. SDC-funded transportation improvements will be made to collector streets and to selected local streets that will experience significantly more traffic due to new development. SDCs will be used to pay for one-half of sidewalk improvements needed on these streets, and for street widening made necessary by new development. Sidewalk cost data is taken from a July, 2001 document titled "Lowell Capital Improvement Plan – Sidewalks". The 1999 Master Road Plan (MRP) designates certain high-volume streets as collectors. One of these is Hyland Lane.<sup>1</sup> However, current thinking by the City Council is that while the portion of Hyland between Third and Fourth Streets is an appropriate collector, Pioneer Street is a better choice for the section between Third and West Boundary Road. Since Third is the most likely connection between Hyland and Pioneer, that portion of Third should also be designated as a collector. This methodology assumes that the MRP will soon be amended to reflect this change.

1.1 Fourth Avenue. Fourth is designated as a minor collector on the 1999 MRP. Fourth does not require further widening, but has no sidewalks except for a portion adjacent to the Sav-Mor Park subdivision. SDCs will be used to pay for one-half the sidewalks on both sides of Fourth from Hyland Lane to Moss Street. The SDC portion is estimated at \$18,000.

1.2 Pioneer Street. Pioneer from Boundary to Fourth will be designated as a minor collector on the next revision of the MRP. Pioneer does not require further widening, but does need sidewalks on the west side from Boundary to Third, and on both sides from Third to Fourth. SDC-paid improvements shall be one-half the sidewalks for Pioneer from Boundary to Fourth. The SDC portion is estimated at \$28,000.

1.3 Third Avenue. The portion of Third Avenue between Hyland and Pioneer will be designated as a minor collector on the next revision of the MRP. Third is currently only 28' wide; to serve as a collector it requires widening to 36'. Third also needs sidewalks on the south side. SDC-paid improvements shall be one-half the sidewalks on the south side of Third from Hyland to Moss, plus the widening of Third between Hyland and Pioneer to 36'. The SDC portion of the sidewalks is estimated at \$21,000, plus another \$7,000 for the widening (calculated at \$20/sq. yd.).

1.4 First Street. First Street is not a collector, but 16 new lots were recently added at the end of First, and 5 more could be added at full build-out. Although some traffic from these new homes may use routes other than First, it is expected that most will use First. In addition, some future homes to the north or south of First may use it for access as well. First has no sidewalks except for a portion adjacent to the Hern subdivision. SDCs will be used to pay for one-half the cost of completing the sidewalks on both sides of First Street from Hyland to Wetleau Drive. The SDC portion is estimated at \$37,500.

1.5 Cannon Street. Cannon Street is not a collector, but provides parking and access to Rolling Rock Park. SDCs will be used to pay for one-half the cost of completing the sidewalks on both sides of Cannon from Main Street to the park. The SDC portion is estimated at \$8,500.

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<sup>1</sup> See page 2 of "City of Lowell Master Road Plan 1999 Update".

2. Level-of-Service. Regarding sidewalks, there may be a significant difference between the level-of-service for existing and future residents. This is due to a fairly recent policy change by the City Council. In the past, sidewalks were not usually required for new development. For the last several years, however, the City has consistently required sidewalks for development at urban densities. Further, the City plans to install sidewalks on nearly all streets that do not already have them, even small dead-end streets that will not serve any new development, such as Alder Street, at a cost through 2010 (for non-SDC funded sidewalks) of \$509,000.<sup>2</sup> These decisions indicate that the City may now regard sidewalks on both sides to be the minimum acceptable level-of-service for all streets, regardless of traffic loading. Since SDCs cannot be used to fund level-of-service improvements for existing users, it could be argued that SDCs should not pay for sidewalk improvements to existing streets in developed neighborhoods. However, on selected streets with increased traffic, new development should nevertheless pay a share of sidewalk improvements, since these streets, which are now quiet and have little need for sidewalks, will likely become relatively busy, with a pressing need for sidewalks.

3. Adjusted Improvement Costs. The total July, 2001 improvement cost estimates identified in paragraph 1 of \$120,000 needs to be adjusted for inflation to 2004 dollars. Using 10% inflation (May, 2001 to May 2004 ENR indexes increased 11.5%) the current year estimated cost is \$132,000

3. Capacity and Allocation. It is difficult to determine exactly how many new EDUs can or will be served by the above improvements. One method would be to assume the costs should be spread among the new development expected to occur within the current city limits. A preliminary analysis of Lowell's urban land found 253 acres of vacant buildable land<sup>3</sup>. At a conservative 2 units per acre, at least 506 new homes could be built within the current city limits. Assuming a 3% growth rate, these 506 homes will be added by the year 2030. Dividing the new user's share of \$132,000 by the 506 homes to be added by 2030, yields an SDC per EDU of \$261.

4. Funding Concerns. Existing users share of planned sidewalk improvements is \$509,000, and will be financed primarily with Lane County road fund and gas tax receipts. Future users' share of sidewalk and street widening improvements is \$132,000, and will be paid for entirely with SDCs.

5. Unit of Assessment.

5.1 Residential. For residential uses, the transportation SDC fee per EDU is \$261.

5.2 Non-Residential. For commercial, industrial and other non-residential developments, the transportation SDC shall be the "total transportation SDC per EDU" described in the foregoing section, multiplied by the trips expected to be generated by the non-residential use during "peak p.m. hours", and divided by the number of trips generated by a standard residential unit during the same time period. The number of trips will be determined by reference to the most recent "ITE Trip Generation Manual", or by the City Engineer if there is no listing for the particular non-residential use in the manual.

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<sup>2</sup> See "Lowell Capital Improvement Plan - Sidewalks" dated July, 2001.

<sup>3</sup> See page 8 of "Draft Lowell Urban Growth Boundary Land Analysis" dated June 30, 2001.

**LOWELL CAPITAL IMPROVEMENT PLAN - SIDEWALKS**

	Street Fund	SDC Fund	Total Cost	FY
Pioneer Street (East side)/Pengra to 3rd	\$21,000.00	\$21,000.00	\$42,000.00	2001 x
3rd Street (North side)/ Hyland to Moss (New)	\$11,000.00	\$11,000.00	\$22,000.00	2001 x
Everly Street (East side)/Main Street to sidewalk	\$3,000.00	\$0.00	\$3,000.00	2001 x
<b>TOTAL COST 2001</b>	<b>\$35,000.00</b>	<b>\$32,000.00</b>	<b>\$67,000.00</b>	
1st Street (South side)/Weillau to Hyland (Mixed)	\$12,500.00	\$12,500.00	\$25,000.00	2002
Cannon Street (Both sides)/ Main Street to Park	\$8,500.00	\$8,500.00	\$17,000.00	2002
Pioneer Street (West side)/ W. Boundary Road to 3rd	\$14,000.00	\$14,000.00	\$28,000.00	2002
Pengra Road (North side)/ Pioneer to Moss	\$0.00	\$0.00	Lane County	2002
Moss Street (East side)/ 6th Street to 7th Street	\$0.00	\$0.00	Lane County	2002
Moss Street (West side)/ 6th Street to 7th Street	\$0.00	\$0.00	Lane County	2002
<b>TOTAL COST 2002</b>	<b>\$35,000.00</b>	<b>\$35,000.00</b>	<b>\$70,000.00</b>	
4th Street (North side)/ Hyland to Moss (Fill In)	\$7,000.00	\$7,000.00	\$14,000.00	2003
2nd Street (North side)/ Hyland Lane to Moss	\$24,000.00	\$0.00	\$24,000.00	2003
Pioneer Street (Both sides)/ 3rd to 4th Streets	\$14,000.00	\$14,000.00	\$28,000.00	2003
<b>TOTAL COST 2003</b>	<b>\$45,000.00</b>	<b>\$21,000.00</b>	<b>\$66,000.00</b>	
Main Street (North side)/ Moss Street to Alder	\$24,000.00	\$0.00	\$24,000.00	2004
3rd Street (South side)/ Hyland Lane to Moss Street	\$21,000.00	\$21,000.00	\$42,000.00	2004 + \$7000 for widening
<b>TOTAL COST 2004</b>	<b>\$45,000.00</b>	<b>\$21,000.00</b>	<b>\$66,000.00</b>	
2nd Street (South side)/ Hyland Lane to Moss Street	\$42,000.00	\$0.00	\$42,000.00	2005
4th Street (South side)/ Hyland Lane to Moss Street	\$11,000.00	\$11,000.00	\$22,000.00	2005
6th Street (South side)/ Moss to "D" Street	\$6,000.00	\$0.00	\$6,000.00	2005
<b>TOTAL COST 2005</b>	<b>\$59,000.00</b>	<b>\$11,000.00</b>	<b>\$70,000.00</b>	
Hyland Lane (West side) / (4th) to First	\$28,000.00	\$0.00	\$28,000.00	2006 + \$7000 for widening
Cannon Street (Both sides)/ 2nd to 3rd Street	\$24,000.00	\$0.00	\$24,000.00	2006
2nd Street (South side)/ Moss to end	\$18,000.00	\$0.00	\$18,000.00	2006
<b>TOTAL COST 2006</b>	<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>	

D" Street (Both sides)/ 4th to 6th Street	\$48,000.00	\$0.00	\$48,000.00	2007
Main Street (South side)/ Moss to Alder	<u>\$22,000.00</u>	<u>\$0.00</u>	<u>\$22,000.00</u>	2007
<b><u>TOTAL COST 2007</u></b>	<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>	
1st Street (North side)/ Wetlau to Hyland Lane	\$25,000.00	\$25,000.00	\$50,000.00	2008
Cannon Street (Both sides)/ 2nd Street to end - south	<u>\$20,000.00</u>	<u>\$0.00</u>	<u>\$20,000.00</u>	2008
<b><u>TOTAL COST 2008</u></b>	<b>\$45,000.00</b>	<b>\$25,000.00</b>	<b>\$70,000.00</b>	
Hyland Lane (West side) 4th to First	\$28,000.00	\$0.00	\$28,000.00	2009
2nd Street (North side)/ Moss to the end (west)	\$20,000.00	\$0.00	\$20,000.00	2009
Damon Street (Both Sides) 2nd to vacate- north	\$10,000.00	\$0.00	\$10,000.00	2009
Alder Street (East side)/ Main Street to Cemetery	<u>\$12,000.00</u>	<u>\$0.00</u>	<u>\$12,000.00</u>	2009
<b><u>TOTAL COST 2009</u></b>	<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>	
Alder Street (East side)/ Main to end- south	\$18,000.00	\$0.00	\$18,000.00	2010
Alder Street (West side)/ Cemetery to end - south	\$25,000.00	\$0.00	\$25,000.00	2010
Hyland Lane (Both sides)/ First to W. Boundary Rd.	<u>\$27,000.00</u>	<u>\$0.00</u>	<u>\$27,000.00</u>	2010
<b><u>TOTAL COST 2010</u></b>	<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>	



City of Lowell

SIDEWALK CAPITAL Improvement Plan July 2001 Page 3

The Streets I have chosen for sidewalk improvements, will best serve our community, by providing safe passage for our foot traffic along the streets that will experience increased vehicle traffic.

The feeder streets, to support the new growth are obvious 4<sup>TH</sup> = 3<sup>RD</sup>, Pioneer = 1<sup>ST</sup> street.

We might have to add Hyland Lane to this list! We'll have to hide and watch on this one.

With a stop sign for south bound traffic on Hyland at 3<sup>RD</sup> we expect, Post office, store = Springfield traffic to make a right on third. And Hwy. 58 bound traffic to make the right on third = left on pioneer.

This side walk improvement plan only asked for new development to pay for half of feeder street improvements

I believe that more than fare.

I think its in everybody best interest to have safer streets with the upcoming increased traffic.

*[Handwritten Signature]*

**CITY OF LOWELL, OREGON****RESOLUTION 391****ESTABLISHING POLICY FOR ADJUSTMENTS TO SYSTEMS DEVELOPMENT CHARGES COLLECTED IN ACCORDANCE WITH ORDINANCE 198, THAT WERE CHALLENGED AND MODIFIED BY ORDINANCE 234 AND RESOLUTIONS 388, 389 AND 390.**

**WHEREAS**, Ordinance 198, dated February 1, 2000, established Systems Development Charges (SDCs) for Water, Sewer, Transportation and Parks, and

**WHEREAS**, the methodologies for determining said various SDCs were challenged and found to be in error and adjustments to payments collected for SDCs are required, and

**WHEREAS**, Ordinance 234 repealed Ordinance 198 and Resolutions 388, Resolution 389, and Resolution 390, adopted corrected methodology and established new SDCs for water and sewer, parks and transportation, respectively, and

**WHEREAS**, valid connection costs, which should have been billed for separately, were included in the amount collected for SDCs in many cases, now therefore,

**BE IT RESOLVED** that

**Section 1.** The City Administrator send, by first class mail, a notice to all persons who paid SDCs, to all property owners of record at the time the SDCs were paid and to all current property owners of properties for which SDCs were paid under Ordinance 198 advising that refunds of portions of previously paid SDCs may be made upon written request. The notice shall also provide a comparison of the corrected SDC charges with those required by Ordinance 198 and a statement that, in order to qualify for the refund, a written request for refund must be received by the City not later than six months from the date of the notification. A copy of this Resolution shall accompany the notice.

**Section 2.** Upon receipt of a written request for refund, the City Administrator shall compute a refund for SDC payments made pursuant to Ordinance 198 as follows:

1. Compute new total SDC charges based on the methodology and SDCs contained in Resolutions 388, 389 and 390.

2. Compare that total SDC to the total charged for SDCs under Ordinance 198 to determine if an over payment of total SDC charges were made.

3. If no separate charge for sewer service connection was collected at the time the SDCs were paid, deduct from any over payment an amount equal to:

- a. \$75.00 for inspection and administrative costs for a new sewer connection, if such connection was made to an existing service stub-out, or

- b. \$350 for tap, inspection and administrative costs for a new sewer connection for which no service stub-out existed.

4. If no separate charge for water service connection was collected at the time the SDCs were paid, deduct from any over payment an amount equal to:

a. \$200 for installation of water meter, inspection and administrative costs for a new water connection, if such connection was made to an existing service stub-out, or

b. \$350 for tap, installation, inspection and administrative costs for a new water connection for which no service stub-out existed, or

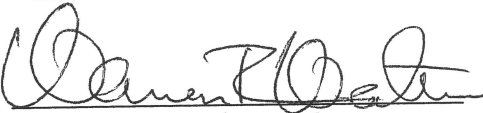
c. \$350 plus the cost for labor and material (not including meter) for a new water service connection that was installed by the City.


5. Interest at 3.0% per annum will be added to any net refund

**Section 3:** Refund checks shall be written, in the amount calculated in accordance with Section 2, to the person who actually paid the SDC unless documentation is presented that clearly demonstrates that a party other than the person paying the SDCs is eligible for the refund.

Adopted by the City Council of the City of Lowell, this 15<sup>th</sup> day of JUNE, 2004.

Yea 3  
Nay 0

Approved:   
Warren R. Weathers, Mayor

Attest:   
Charles F. Spies, City Administrator