

Storm Drainage

System Development Charges

City Council Work Session
October 9, 2023





Overview

Review SDC's Basics

Methodology

Proposed Fees Examples

Implementation Options

Adoption Process

SDC Basics

One-time charge:

- Charged to new development
- Can be charged for water, sewer, stormwater, transportation and parks
 - Water and Wastewater in 1991
 - Parks in 1993
 - Transportation in 1997

Designed to recover cost needed to provide infrastructure capacity for new development.

Oregon Revised Statutes 223.297-223.314 provide guidelines for:

- SDCs methodology
- Administration requirements

SDC Methodology

SDC Improvement Fee + SDC Reimbursement Fee = Total SDC Fee

Improvement Fee (SDC i)

- Projects identified in Storm Drainage Master Plan
- Provide increased capacity for growth
- Exceed local development needs (10" equiv.)

+

Reimbursement Fee (SDC r)

- Prior costs incurred by the City (excludes developer funded facilities)
- Adjustments for facilities to be replaced by future improvements
- Available capacity for growth

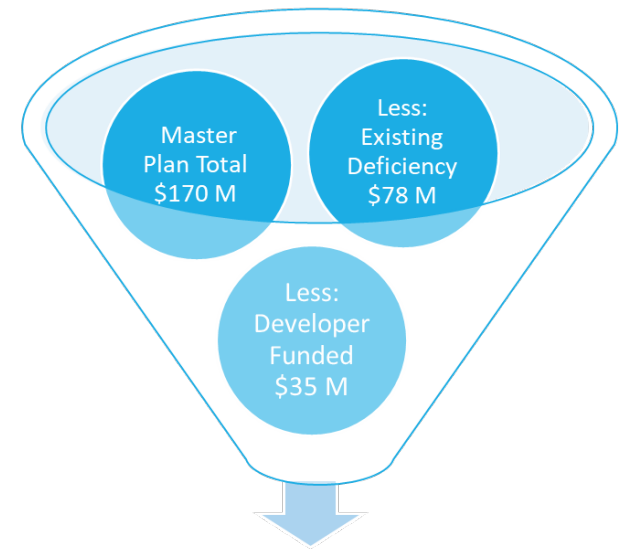
Improvement Fee (SDC i)

The improvement fee is based on the costs of future capacity-increasing improvements needed to address the impacts of growth.

Determining Eligible Costs

Projects - Storm Drainage Master Plan	\$170M
Existing Deficiencies - Subtract	- \$78M
<u>Developer Costs - Subtract</u>	<u>- \$35M</u>

SDC Eligible Cost **\$57.6M**



SDC \$57.6 M

Improvement Fee (SDC i)

How is the Eligible Cost (\$57.6M) distributed to future development?

Divide it by future allowable impervious area (Growth Component).

$$\begin{array}{ccc} \text{SDC i Eligible Cost} & \div & \text{Growth Component} \\ \$ & & \text{Future Sq. Ft. of Impervious Area} \\ & & = \\ & & \text{SDC i: } \$ / \text{Sq. Ft. of Imp. Area} \end{array}$$

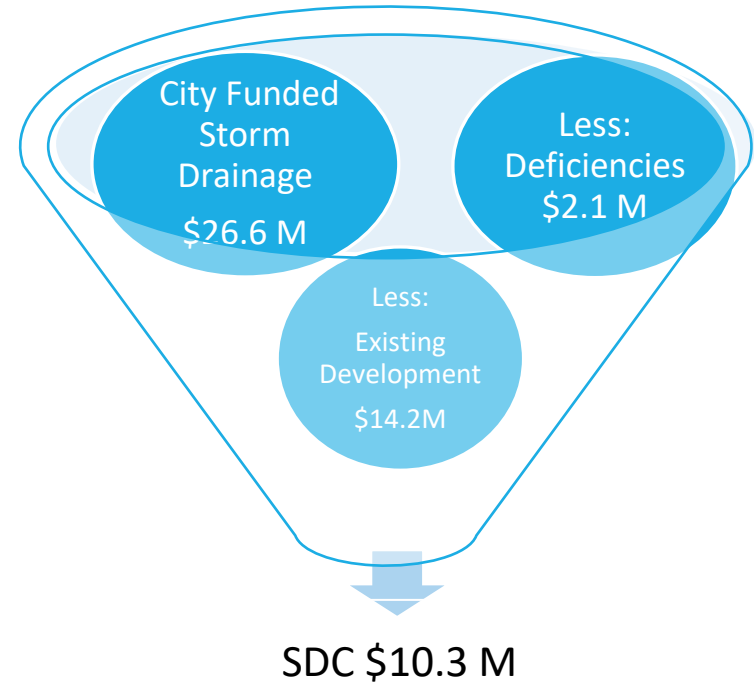
$$\begin{array}{ccc} \$57.6\text{M} & \div & 131.6 \text{ M Sq. Ft. of} \\ & & \text{Imp. Area} \\ & & = \\ & & \$0.437/\text{Sq. Ft.} \\ & & \text{of Imp. Area} \end{array}$$

Reimbursement Fee (SDC r)

The reimbursement fee recovers the costs associated with available capacity in the existing system.

Determining Eligible Costs

City Funded Storm Drainage Facilities	\$26.6M
Deficient Drainage Facilities to be Replaced	- \$2.1M
<u>Existing Development Share</u>	<u>-\$14.2M</u>
SDC Eligible Cost	<u>\$10.3M</u>



Reimbursement Fee (SDC r)

SDC r Eligible Cost
\$



Growth Component
Future Sq. Ft of Impervious Area.



SDC r \$ / Sq. Ft. of Imp. Area

\$10.3M



131.6 M
Sq. Ft. of Imp. Area



\$0.079/ Sq. Ft.
of Imp. Area

SDC Total

Component	Eligible \$M	\$/ Unit*
SDC r Reimbursement	\$10.3	\$0.079
SDC i Improvement	\$57.6	\$0.437
SDC Total	\$67.9	\$0.516

* Unit is Square Feet of Impervious Area

Proposed Development Examples

Development	Impervious Area Sq. Ft.	SDC \$ / Sq. Ft.	Total SDC
Single Family Dwelling	1,500	\$0.516	\$774
Single Family Dwelling	3,200	\$0.516	\$1,651
Multiple Family Dwelling	8,000	\$0.516	\$4,128
Medical Office	5,000	\$0.516	\$2,580
Retail Space	7,000	\$0.516	\$3,612
Warehouse	21,000	\$0.516	\$10,836
Hotel	80,000	\$0.516	\$41,280

All Development is charged the same SDC per Square Foot of Impervious Area.

SDC
Comparison
Single
Dwelling Unit

City	Storm Drain SDC Fee per Single Dwelling Unit
Stayton	\$3,216
Wilsonville	\$2,112
Brownsville	\$1,968
Philomath	\$1,801
Albany - Proposed	\$1,651
Salem	\$832
Eugene	\$733
Lebanon	\$317
Corvallis	\$226

Based on 3200 Sq. Feet of Impervious Area

SDC Implementation Questions

Questions

- Q1. Does Council support holding a public hearing to consider a Storm Drainage SDC?
If yes, then.....
- Q2. At what level should the SDC be implemented:
- * SDC Methodology Report Recommendation?
 - * A Lesser Amount?
- Q3. Should the SDC be Phased-In over a period of time?

SDC Implementation Options

Decisions to Make

Option 1

Implement Methodology Recommended SDC

- Recovers costs to construct growths share of Capital Improvement Projects in Stormwater Master Plan
- Growth Pays for Itself

Option 2

Implement Reduced SDC

- What projects are not funded?
- Who pays for unfunded projects?
 - They are not constructed - or -
 - Funded by Storm Drainage Utility

Phase in

- Option 1 – Methodology Recommended SDC
- Option 2 – Reduced SDC

Next Steps

Public Hearing Scheduled **November 8, 2023**

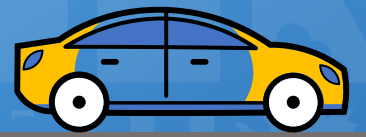
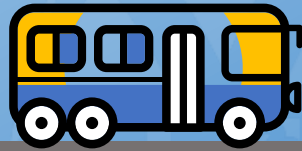
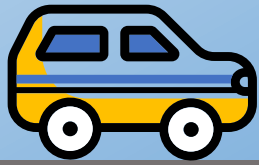
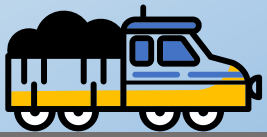
Two Separate Council Actions:

- 1) A Resolution to Adopt Methodology.
This is not set SDC Fees.
- 2) A Resolution to Adopt SDC Fees



Questions?

Public Works Department Transportation Discussion



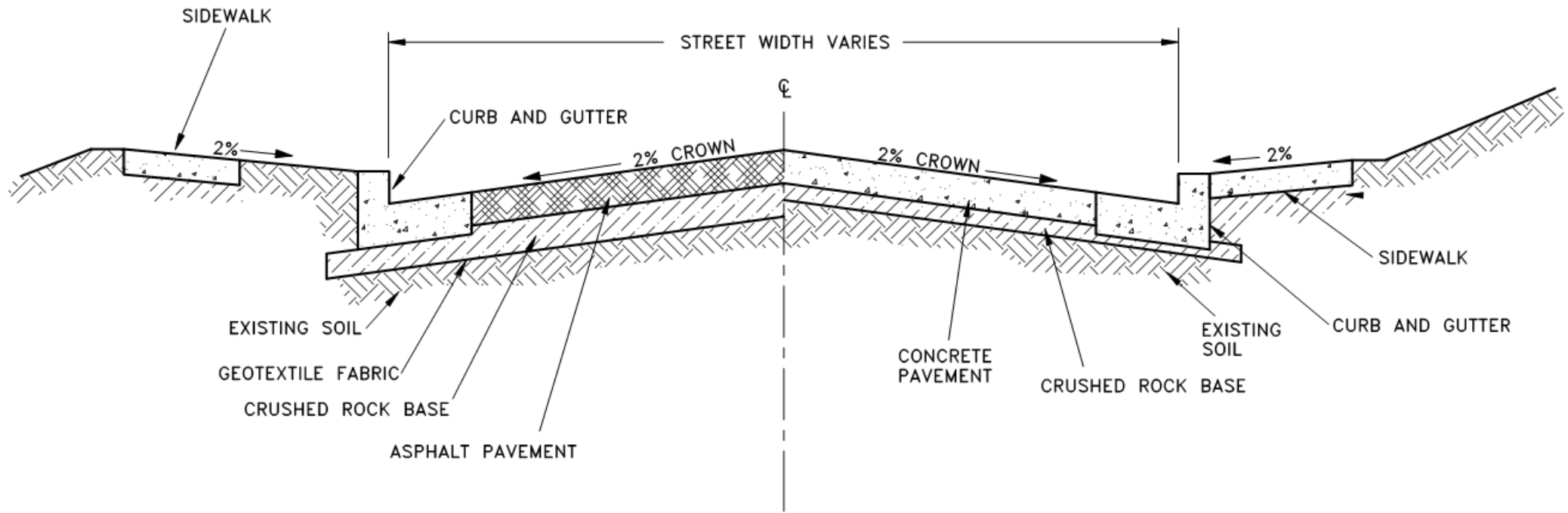
Pavement 101

Albany City Council Work Session

October 9, 2023

DISCUSSION OUTLINE

- Pavement Asset Management
- Pavement Condition Index (PCI)
- Pavement Deterioration (PCI vs. age)
- Types of Pavement Failures
- Level of Service
- Pavement Preservation Techniques
- Least Life Cycle Cost Strategies



ASPHALT PAVEMENT

CONCRETE PAVEMENT



Street Classification - Arterial

- Arterial streets – are transportation corridors that generally have high traffic volumes. They carry the majority of traffic entering, leaving, and moving across the city; examples include Waverly Drive and Queen Avenue.



Street Classification - Collector

- Collector streets serve the role of gathering and channeling traffic from arterials to neighborhood streets; examples include Marion Street and Jackson Street.



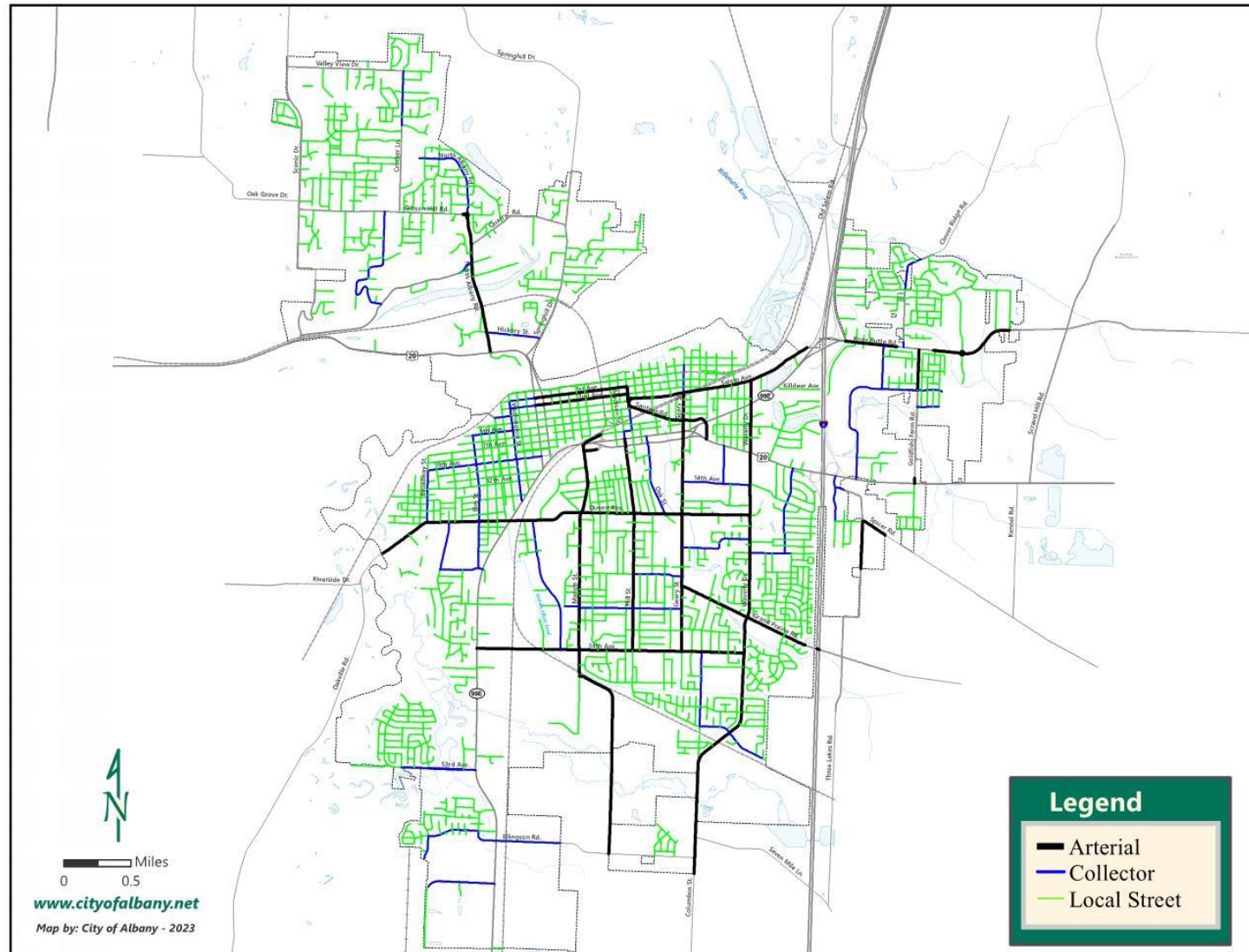
Street Classification – Local

- Local streets are neighborhood streets that have lower traffic volume compared to arterial and collector streets. They provide direct access to adjacent properties and are not intended to be used for long distance through movements.



Kerrisdale Drive near Hill Street

Street Classification



Street Classification

Classification	Miles of Roads	Number of Travel Lanes	Speed Limit (MPH)	Parking	Bike Lanes	Sidewalk	Traffic Volume (VPD)
Arterial	21	2 to 5	25 to 45	Generally prohibited	Yes	Yes	5,000 to 25,000
Collector	25	2 to 3	25-40	Limited/ Permitted	Yes	Yes	1,500 to 12,000
Local	143	2	25	Permitted	No	Yes	<2,500

EFFECTIVE PAVEMENT MANAGEMENT

- Optimized Decision Making
- Making the Right Investment at the Right Time, Utilizing the Right Renewal Strategy
- Ensures Lowest Life Cycle Costs to Meet Defined Level of Service
- Provides Transparency and Accountability, and Helps to *Tell the Story*

Pavement Condition Indexes (PCI's)

- Good Condition – North Albany Road near bridge (PCI 90)



Pavement Condition Indexes (PCI's)

- Fair Condition – 34th Avenue near Columbus Street (PCI 65)



Pavement Condition Indexes (PCI's)

- Poor Condition – Del Rio Avenue west of Columbus Street (PCI 34)



Pavement Condition Indexes (PCI's)

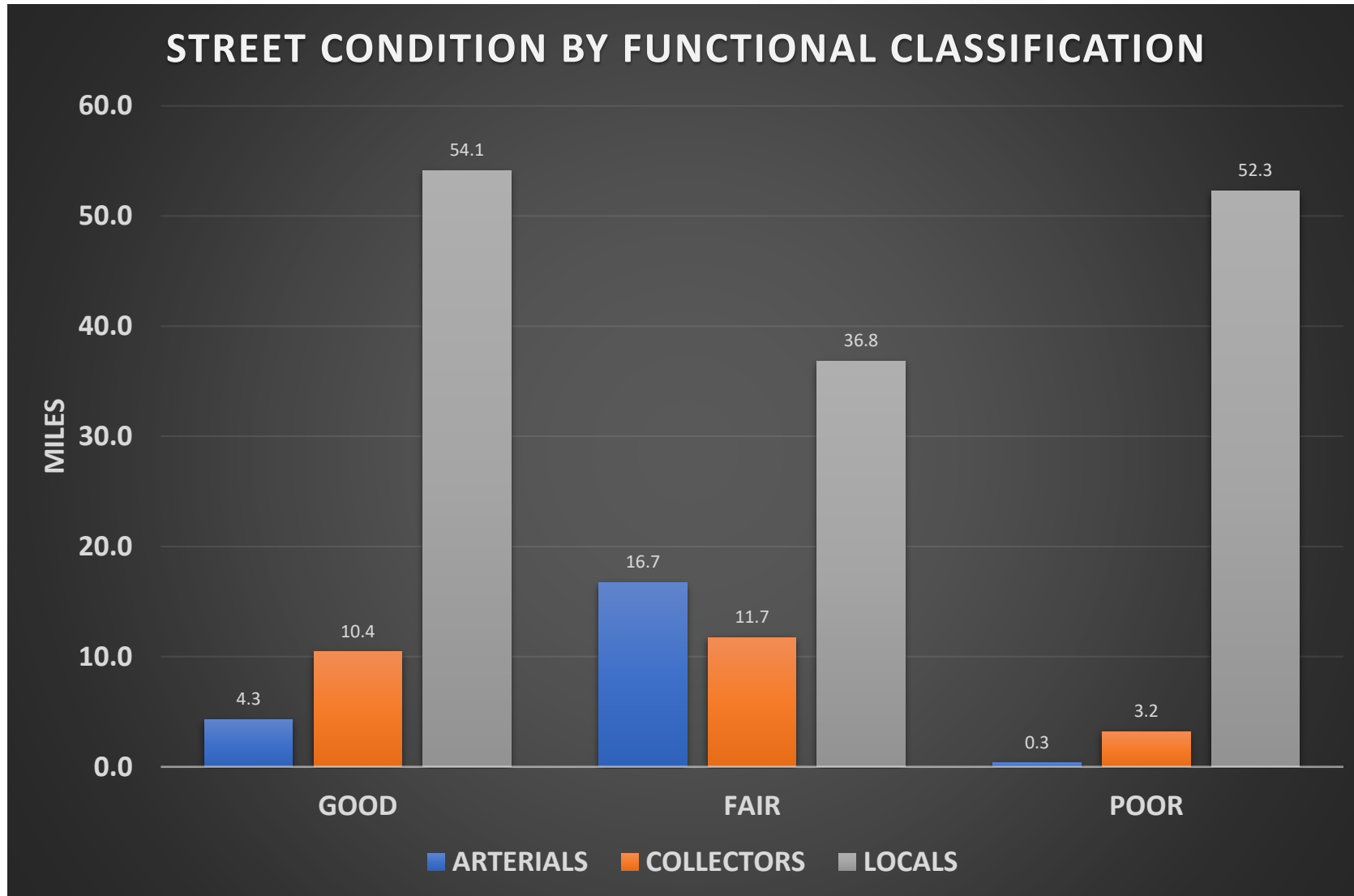
- Poor Condition— 38th Avenue west of Thurston Street (PCI 4)



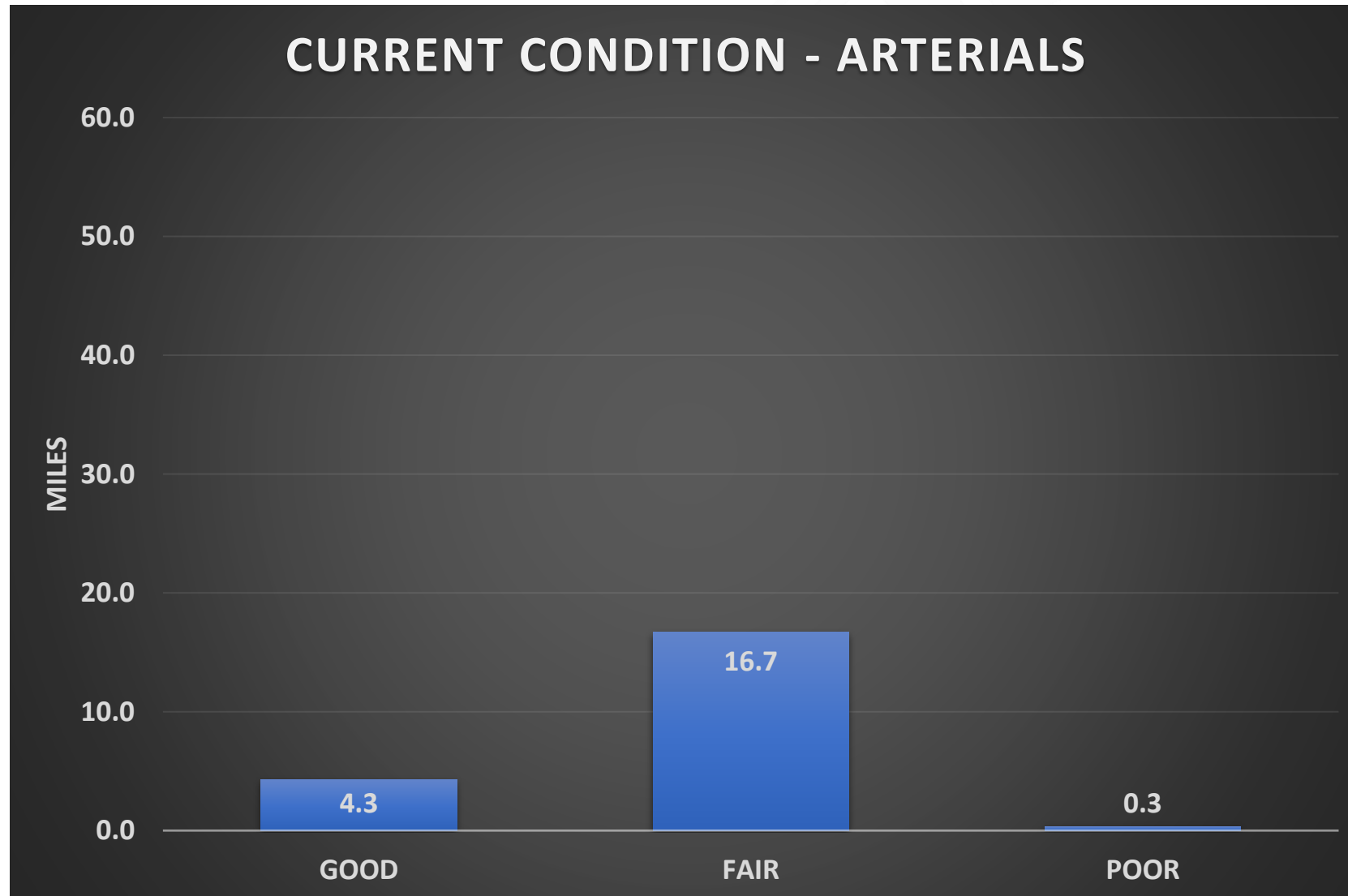
Current Condition

PAVEMENT CONDITION	ARTERIAL		COLLECTOR		LOCAL	
	MILES	PERCENT	MILES	PERCENT	MILES	PERCENT
GOOD (100 TO 80)	4.3	20.1%	10.4	41.1%	54.1	37.8%
FAIR (79 TO 50)	16.7	78.3%	11.7	46.3%	36.8	25.7%
POOR (49 TO 0)	0.3	1.6%	3.2	12.6%	52.3	36.5%
TOTAL	21.3	100.0%	25.4	100.0%	143.2	100.0%

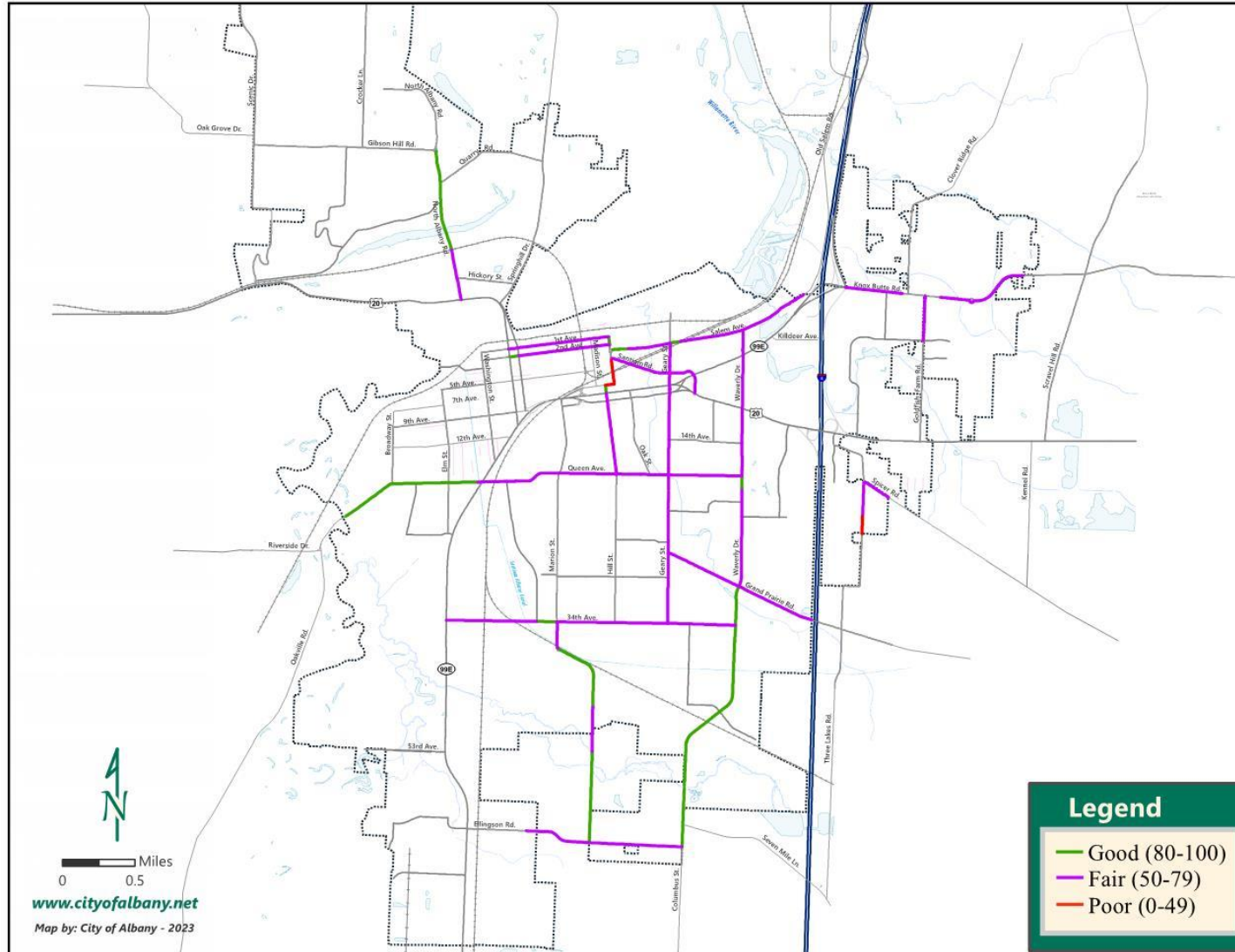
Current Condition



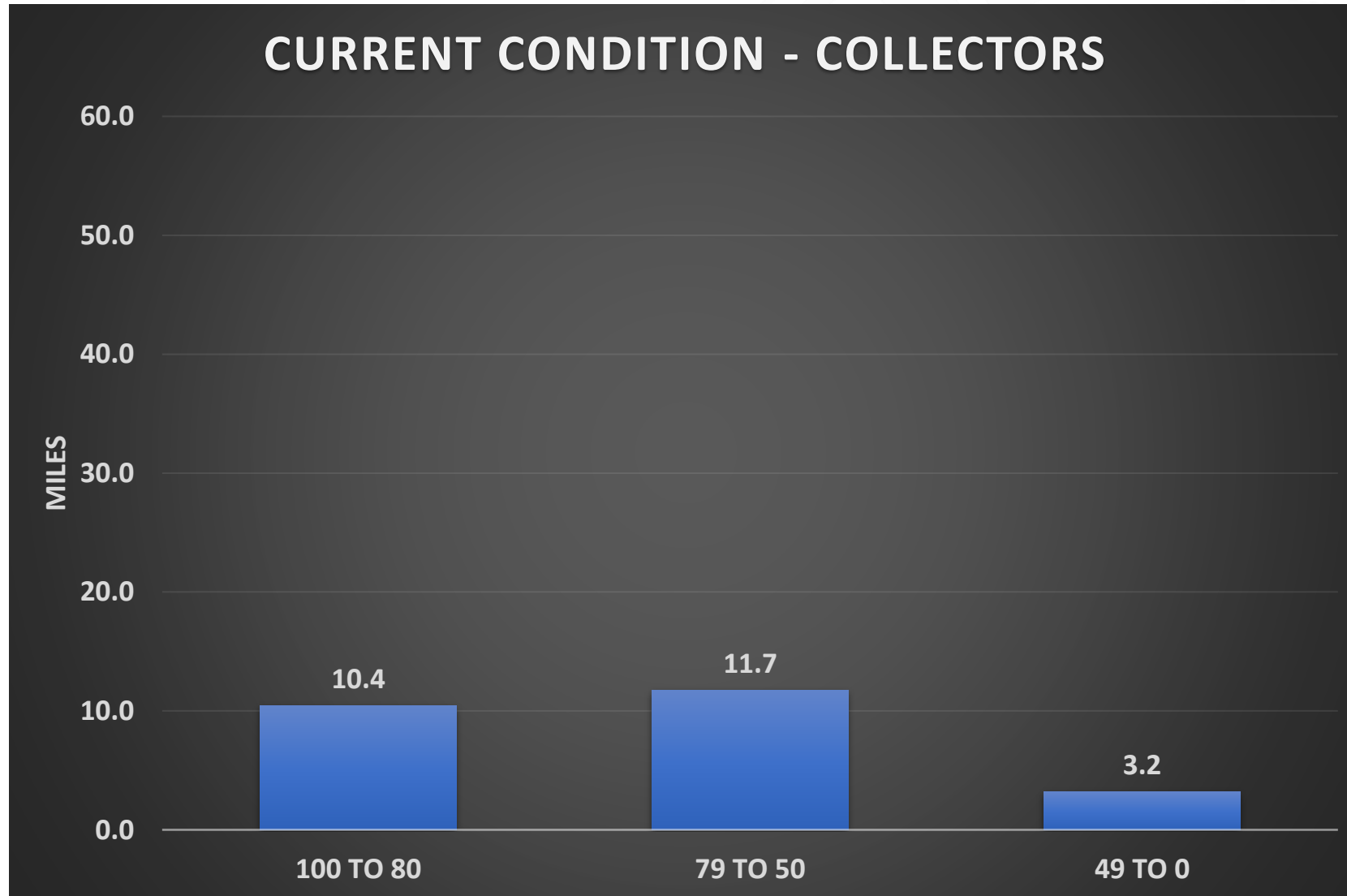
Current Condition - Arterials



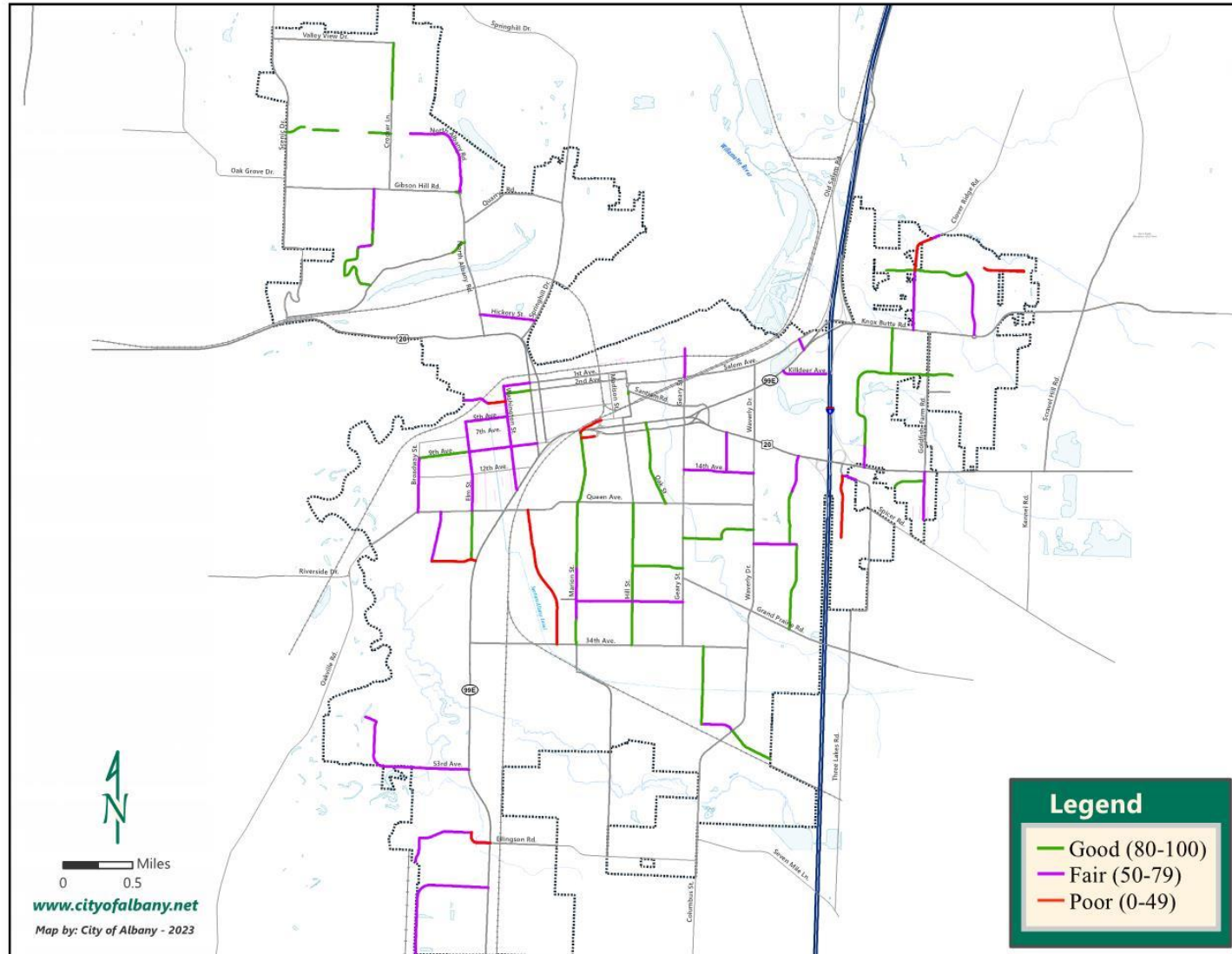
Current Condition - Arterials



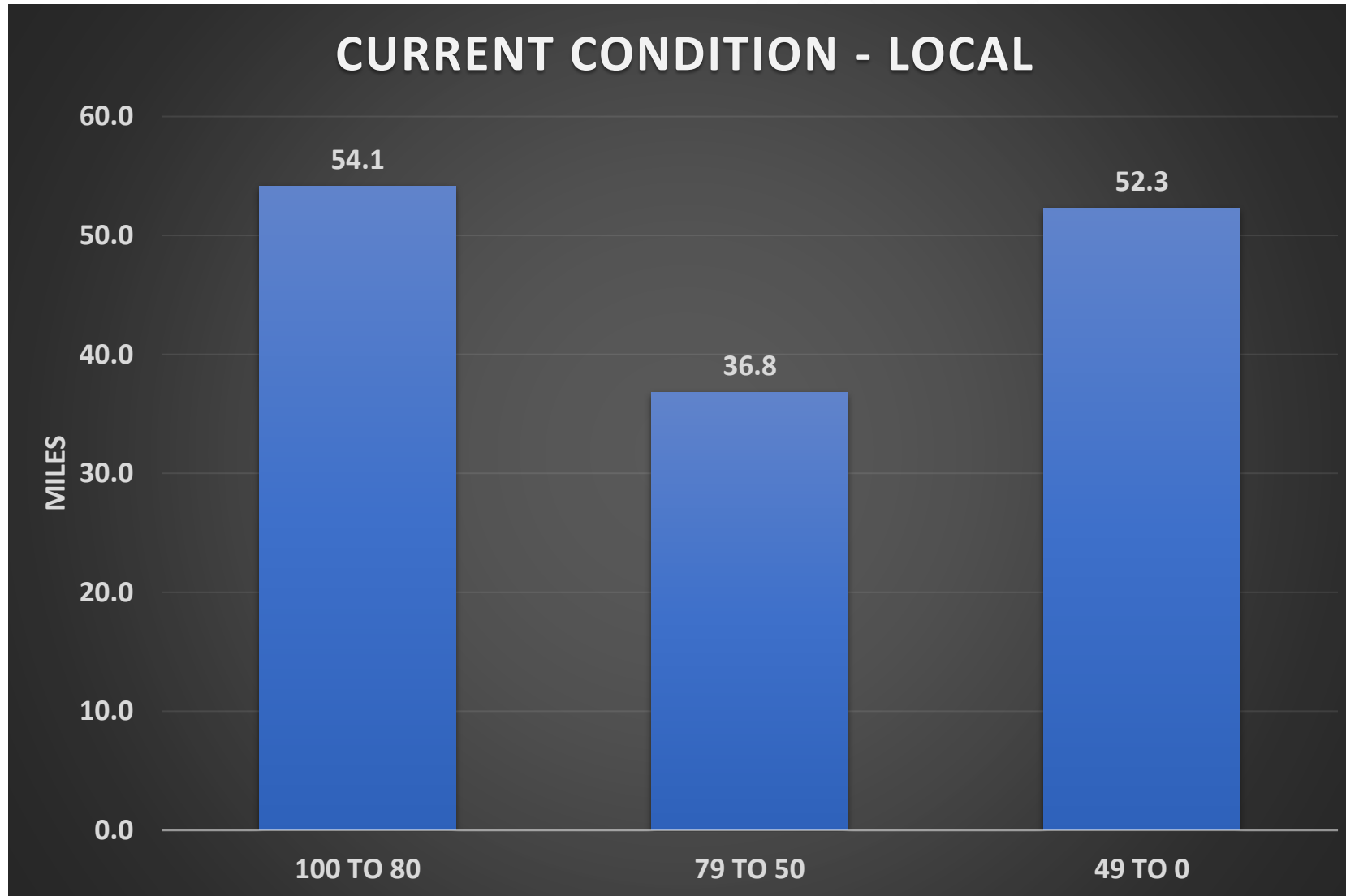
Current Condition - Collectors



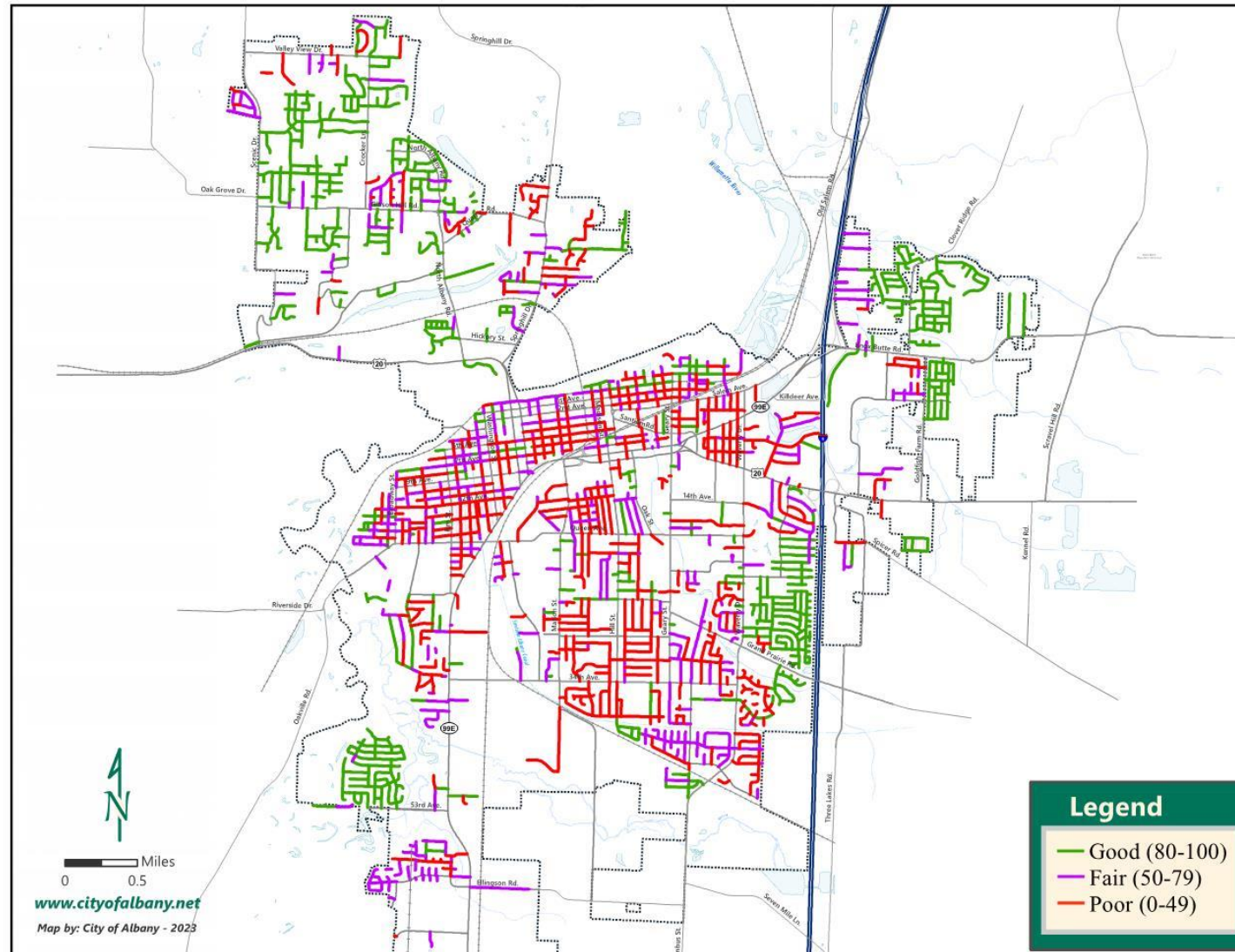
Current Condition - Collectors



Current Condition - Locals



Current Condition - Locals



Types of Pavement Failures



Alligator Cracking



Longitudinal Cracking



Transverse Cracking

Raveling



Potholes

Rutting



Surface Distortion



Pavement Rehabilitation Options

PCI	Treatment Option	Unit Cost
Good (100-80)	Crack Sealing	\$1.00 to \$1.50 per lin. Ft.
Good (100-80)	Slurry Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Chip Seal	\$4.00 to \$5.00 per sq. yd.
Fair (79-50)	Grind and Overlay	\$60 to \$70 per sq. yd.
Poor (49-0)	Full Depth Reclamation with Cement	\$275 to \$400 per sq. yd.
Poor (49-0)	Traditional Reconstruction	\$300 to \$500 per sq. yd.

Pavement Rehabilitation Options



Crack Seal



Slurry Seal

Pavement Rehabilitation Options



Chip Seal



Grind and Overlay

Pavement Rehabilitation Options

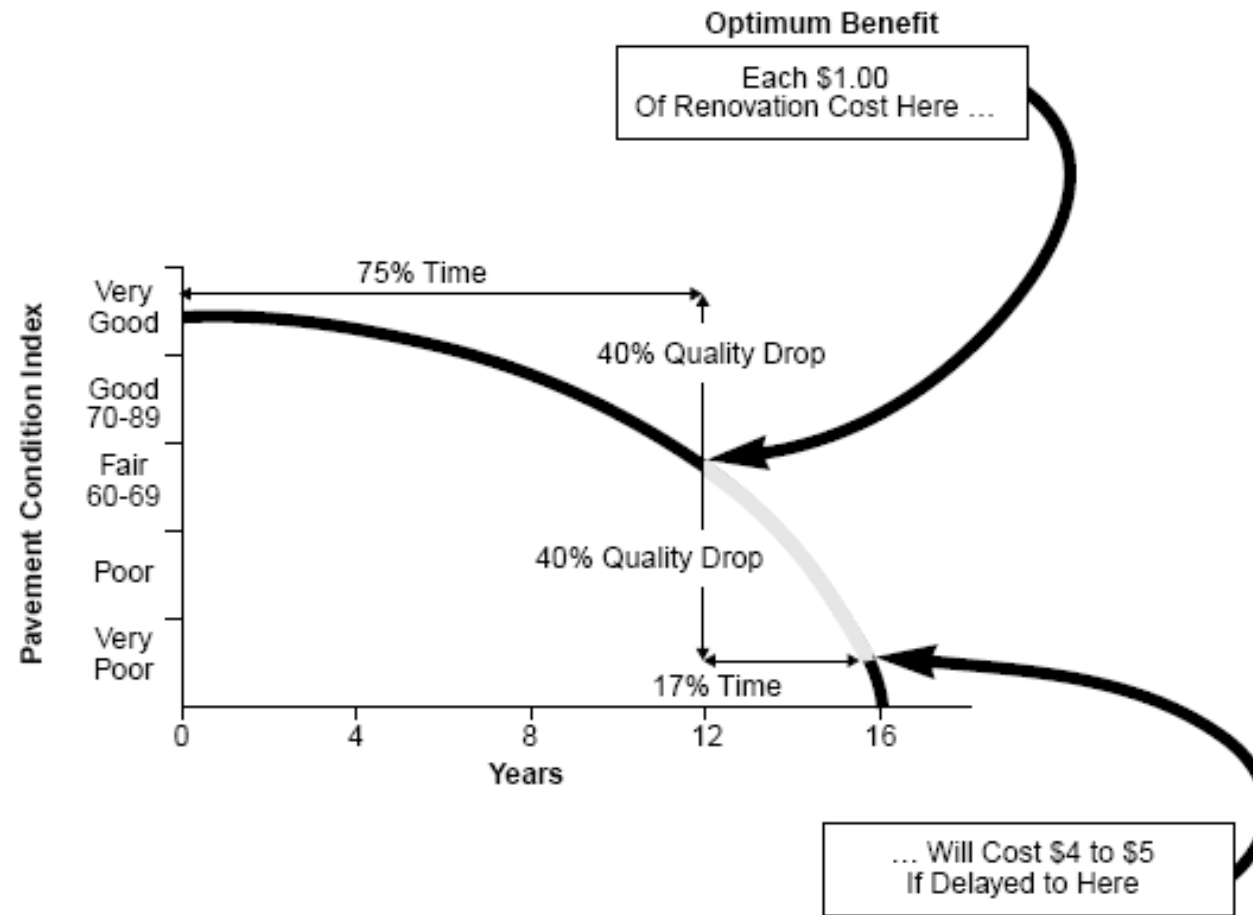


Full Depth Reclamation

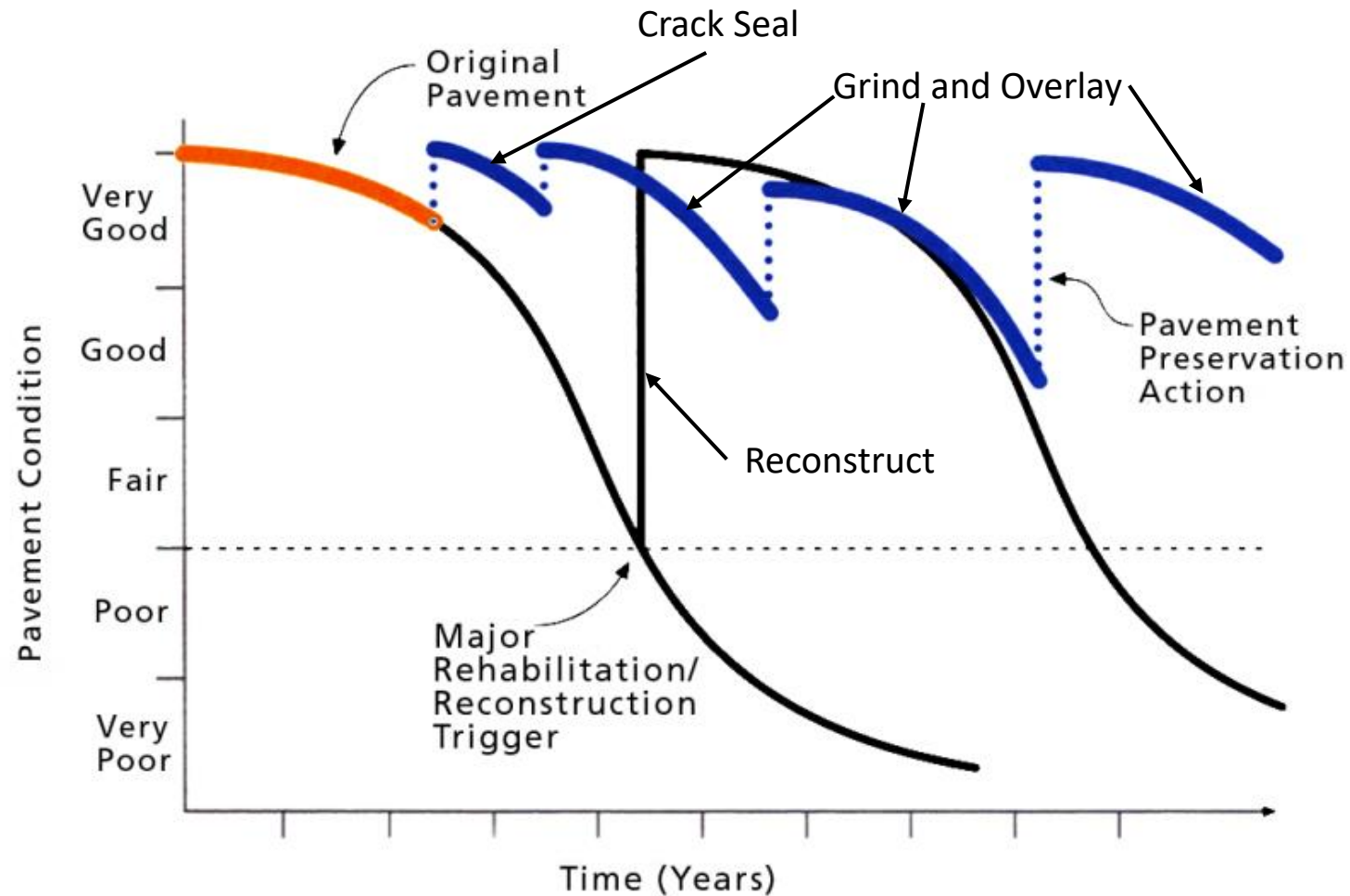


Reconstruction

Pavement Renovation Economics

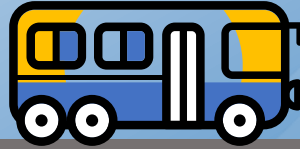
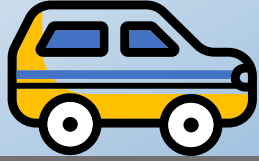
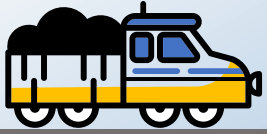


Keeping the Good Pavements Good



From the Pavement Preservation: A Proactive Approach - Transportation

Next Steps



Pavement 101

TAC	September 26, 2023
Council Work Session	October 9, 2023

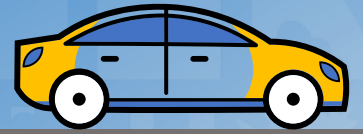
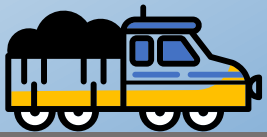
Funding Overview

TAC	October 24, 2023
Council Work Session	November 6, 2023

Funding Alternatives

TAC	November 28, 2023
Council Work Session	December 11, 2023

Public Works Department Transportation Discussions



Questions & Discussion