**RESOLUTION NO. 25-026**

**A RESOLUTION ADOPTING AN UPDATED SYSTEM DEVELOPMENT CHARGE (SDC) METHODOLOGY FOR THE WASTEWATER AND TRANSPORTATION SYSTEMS IN THE CITY OF STAYTON**

**WHEREAS,** ORS 223.297 to 223.314 authorize the imposition of System Development Charges (SDCs) by local governments to fund capital improvements that support new development; and

**WHEREAS,** the City of Stayton's existing methodologies for wastewater and transportation SDCs are outdated and do not reflect current infrastructure needs, project costs, or growth projections; and

**WHEREAS,** the City retained FCS Group to prepare updated methodologies for wastewater and transportation SDCs in accordance with Oregon law, SMC 13.12.225, and industry best practices; and

**WHEREAS,** the SDC methodologies were based on the project list shown in Exhibit 2.2 of each methodology report; and

**WHEREAS**, the City has determined that the maximum defensible SDC for both wastewater and transportation is in the best interest of the existing and future residents; and

**WHEREAS,** the updated methodology reports (Exhibit A and B) identify growth-related capital projects, allocates project costs appropriately between reimbursement and improvement fees, and calculates the maximum defensible SDC for each system; and

**WHEREAS,** the City provided public notice and opportunity for comment on the proposed SDC methodology in accordance with ORS 223.304 and ORS 294.160; and

**WHEREAS,** the Stayton City Council finds that adoption of the updated methodology is in the best interest of the City to ensure adequate funding for infrastructure required by new development and to maintain the financial sustainability and legal integrity of the City's SDC program.

**NOW THEREFORE, THE CITY OF STAYTON RESOLVES:**

**SECTION 1.** The updated Wastewater System Development Charge Methodology, attached as Exhibit A and the Transportation System Development Charge Methodology, attached as Exhibit B, are hereby adopted as the basis for calculating the respective SDCs in the City of Stayton.

**SECTION 2.** A combined wastewater SDC improvement, reimbursement, and compliance fee of $11,743 per MCE, as more fully set out in the Wastewater System Development Charge Methodology, is hereby established as the City's Wastewater SDC Fee.

**SECTION 3.** A transportation SDC of $4,701 per PM Peak hour person trip end, as more full set out in the Transportation System Development Charge Methodology, is hereby established as the City's Transportation SDC Fee.

**SECTION 4.** The City Manager is authorized and directed to implement the updated SDC methodology and to ensure that fees are assessed consistent with the methodology and applicable law.

**SECTION 4.** This resolution shall become effective immediately upon adoption. The Rates established shall become effective on September 1, 2025.

**SECTION 5.** This Resolution shall be reviewed annually during the month of June and the rates amended as appropriate for the next fiscal year. Consideration shall be given to the rate of inflation for construction as reported in the Engineering News Record, published by the McGraw-Hill companies, as the 20-City Average Construction Cost Index for the period June of the preceding year through May of the current year.

**ADOPTED BY THE STAYTON CITY COUNCIL THIS 4th DAY OF August 2025.**

CITY OF STAYTON

Signed: 8-4, 2025 BY: _____
Brian Quigley, Mayor

Signed: 8-5, 2025 ATTEST: _____
Julia Hajduk, City Manager

FCS
a Bowman company

## CITY OF STAYTON

# Wastewater SDC


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*June 2025*

# Contents

# 1 Project Overview

## Background

The City of Stayton ("the City") is located in Marion County and serves over 8,000 residents. In 2024, the City contracted with FCS to update its wastewater system development charges (SDCs) to help provide partial funding for the construction of its planned facilities. This report documents the results of those SDC calculations. Because the City shares its wastewater treatment facility with the City of Sublimity, this report also includes the calculation of a wastewater treatment SDC to be charged in both Stayton and Sublimity.

## Policy

SDCs are enabled by state statutes, authorized by local ordinance, and constrained by the United States Constitution.

### State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional demand for system facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users (growth).

ORS 223.299 allows for two types of SDC:

- A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed).

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or that do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that "system development charge revenues may be expended on the costs of complying" with state statutes concerning SDCs,

including "the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures."

### Local Ordinance

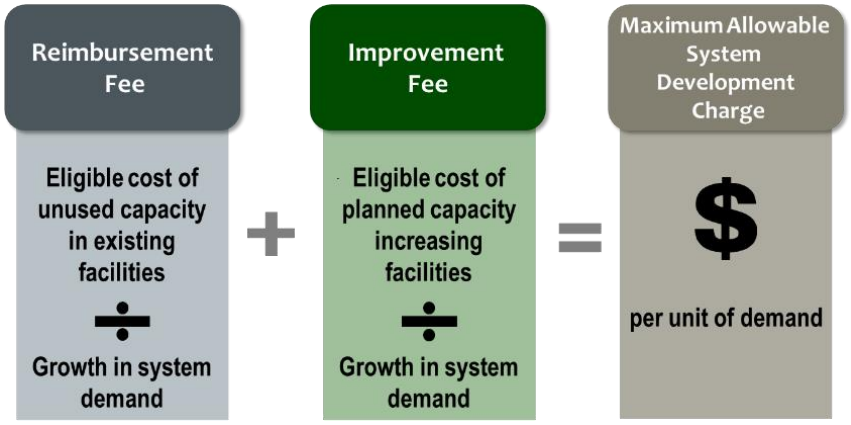
Chapter 13.12 of the Stayton Municipal Code authorizes and governs the imposition and expenditure of SDCs in Stayton. The City may need to modify its code to allow for the proposed changes to the SDCs.

### United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional requirements.

## Calculation Overview

In general, SDCs are calculated by adding an existing facilities fee component (called the reimbursement fee) and a future facilities fee component (called the improvement fee)—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. The diagram below summarizes the basic outline of an SDC calculation, and more detail is provided in the following bullets.




- **The eligible cost of capacity in existing facilities** is the cost of existing facilities that will serve growth. The cost of those facilities are usually found in a city's schedule of fixed assets which records the original cost of assets purchased by the city. System capacity information, usually found in a comprehensive plan, can provide estimates of the available capacity in the system.
- **The eligible portion of capacity-increasing projects** is the cost of future projects that will serve growth. Some projects are intended to only serve growth, some projects do not increase system capacity, and some serve the City's current *and* future populations. Only the share that is allocable to growth is includable.
- **The growth in system demand** is the anticipated growth in the demand associated with each system. Growth is measured in different ways for different systems. For example, growth for wastewater SDCs is sometimes measured in meter capacity equivalents. The unit of growth becomes the charging basis for the SDC.

Finally, summing the reimbursement fee and the improvement fee with a small allowance for compliances costs yields the full SDC.

# 2 Wastewater SDC Analysis

This section describes the detailed calculations of both the maximum defensible shared wastewater treatment SDC to be charged in both Stayton and Sublimity, as well as the total maximum defensible wastewater SDC to be charged in Stayton.

## Growth

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the wastewater SDC calculation.

### Unit of Measurement

For wastewater SDCs, the water meter size necessary for a development is broadly used as a measure of its potential wastewater flows. To compare meters and calculate the total demand of the system, meters are often compared by their flow rates and measured by their meter capacity equivalents (MCEs). In this system, the smallest meter employed by the City is one MCE, and every larger meter is assigned a larger number of MCEs based on their relative flow rates. Flow rates are most often based on the American Water Work Association (AWWA) flow rates assuming either a 5/8" or 3/4" base meter. The City uses 3/4" meters as their smallest meter size, so that is the minimum size for this SDC calculation.

### Growth in Demand

The City of Stayton shares its treatment facility with the City of Sublimity. As such, growth in both the City of Stayton and the City of Sublimity will require capacity in the wastewater treatment facility, and so growth for both cities is documented here.

According to the 2021 Wastewater Facilities Planning Study (the master plan), the combined population of the Stayton-Sublimity area is expected to grow from 11,260 in 2024 up to 12,697 in 2040 at a rate of about 0.75 percent per year. According to City staff, the City of Stayton served 3,471 MCEs in 2024. If MCEs grow proportionally with population, the City will serve 3,914 MCEs in 2040, for a total growth of 443 MCEs.

According to Sublimity's wastewater SDC calculation, Sublimity was expected to serve about 1,294 MCEs, with new MCEs being added at a rate of 0.84 percent per year. This means Sublimity is expected to serve about 1,479 MCEs in 2040 for a total growth of 185 MCEs. Therefore, the combined total of Stayton-Sublimity MCEs will increase from 4,765 up to 5,393, for a growth of 628 MCEs.

For projects and existing assets that benefit both Stayton and Sublimity, 628 MCEs will be the denominator of the SDC calculation. For projects and existing assets that benefit only Stayton, 443 MCEs will be the denominator of the SDC calculation.

**Exhibit 2.1** below summarizes these calculations:

**Exhibit 2.1 – Growth in Wastewater Demand**

| | 2024 | 2040 | CAGR | 2024-2040 Growth | 2024-2040 Growth Share |
|---|---|---|---|---|---|
| Combined Stayton-Sublimity Population | 11,260 | 12,697 | 0.75% | 1,437 | 11.32% |
| Stayton MCEs | 3,471 | 3,914 | 0.75% | 443 | 11.32% |
| Sublimity MCEs | 1,294 | 1,479 | 0.84% | 185 | 12.53% |
| **Combined Total MCEs** | **4,765** | **5,393** | | **628** | **11.65%** |

***Source:*** *Table 2-7 of Wastewater Facilities Planning Study (population); City billing data (Stayton MCEs); 2018 Sublimity SDC Calculation (Sublimity MCEs)*

## Improvement Fee

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth (denominator) above, we will focus here on the improvement fee cost basis (numerator).

### Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. The master plan provided SDC eligibility calculations for most of the projects included in the improvement fee. However, two versions of the analysis are present in the master plan with somewhat different estimates of eligibility. For the purposes of this methodology, the more conservative estimates of eligibility shown in Table 1-5 were used, though the eligibility was decreased slightly to account for the growth that occurred between the Master Plan's completion and the calculation of the SDC. For projects that did not appear in the master plan, the City's engineer provided guidance on the eligibility of the projects.

### Calculated Improvement Fee Cost Basis

**Exhibit 2.2** below shows all the projects in the wastewater system improvement fee cost basis. Costs are given in 2025 dollars and were escalated using the March 2025 value of the Engineering News-Record (20-City Average) Construction Cost Index (equal to 13,789.28). Outside funding is noted in the following column, which applies for only one project. The eligibility for each project is shown in the Eligibility column. Finally, the SDC-Eligible Costs column shows that the full amount of the improvement fee cost basis is $4.7 million.

Next, the SDC eligible costs are split into two cost bases. Projects assigned 100 percent to the "Shared Allocation" represent projects that benefit the entire Stayton-Sublimity area. Projects assigned 100 percent to the "Stayton-Only Allocation" represent projects the benefit Stayton only. As shown, the eligible costs for the entire Stayton-Sublimity area total $3.4 million, and the eligible costs for the Stayton-Only area total $1.4 million.

**Exhibit 2.2 – Improvement Fee Cost Basis**

| Plan ID# | SDC# | Description | Timing | 2025 Cost | Outside Funding | Eligibility | SDC-Eligible Costs | Shared Allocation | Stayton-Only Allocation | Shared Eligible Costs | Stayton-Only Eligible Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | 1 | Ida Street 18-inch Pipe | 2027 | $ 3,000,000 | $ 3,000,000 | 4.06% | $ - | 0.00% | 100.00% | $ - | $ - |
| N/A | 2 | First Avenue 18-inch Pipe, (4%) | 2028 | 2,100,000 | - | 22.00% | 462,000 | 0.00% | 100.00% | - | 462,000 |
| N/A | 3 | Marion Street, 18-inch pipe | 2029 | 2,612,696 | - | 10.00% | 261,270 | 0.00% | 100.00% | - | 261,270 |
| N/A | 4 | Replace PD Blower with Turbo | 2025 | 275,641 | - | 11.32% | 31,195 | 0.00% | 100.00% | - | 31,195 |
| N/A | 5 | Short Term Pump Station Upgrades | 2025 | 174,926 | - | 17.86% | 31,242 | 0.00% | 100.00% | - | 31,242 |
| N/A | 6 | Post SBR Equalization | 2025 | 159,023 | - | 11.32% | 17,997 | 100.00% | 0.00% | 17,997 | - |
| N/A | 7 | Misc. Parts Replacement | 2026 | 259,738 | - | 11.32% | 29,395 | 100.00% | 0.00% | 29,395 | - |
| N/A | 8 | SBR Basins Scum Remover, piping cover | 2027 | 238,535 | - | 11.32% | 26,995 | 100.00% | 0.00% | 26,995 | - |
| N/A | 9 | Influent Screen | 2028 | 530,078 | - | 11.32% | 59,989 | 100.00% | 0.00% | 59,989 | - |
| 1.3 | 10 | Winter Equalization | 2025-2029 | 14,491,899 | - | 11.32% | 1,640,063 | 100.00% | 0.00% | 1,640,063 | - |
| 1.4 | 11 | Influent Pump Control | 2025-2029 | 123,873 | - | 11.32% | 14,019 | 100.00% | 0.00% | 14,019 | - |
| 1.7 | 12 | Turbo Blower Replacement | 2025-2029 | 1,190,621 | - | 11.32% | 134,744 | 100.00% | 0.00% | 134,744 | - |
| 1.8 | 13 | Misc. SBR Improvements | 2025-2029 | 200,842 | - | 11.32% | 22,730 | 100.00% | 0.00% | 22,730 | - |
| 2.1 | 14 | Mill Creek Force Main Extension | 2030-2035 | 1,431,150 | - | 17.86% | 255,606 | 0.00% | 100.00% | - | 255,606 |
| 2.2 | 15 | Gardner Pump Station Displacement | 2030-2035 | 939,267 | - | 11.32% | 106,298 | 0.00% | 100.00% | - | 106,298 |
| 2.3 | 16 | Pipeline Upsizing on Evergreen | 2030-2035 | 1,690,922 | - | 8.12% | 137,274 | 0.00% | 100.00% | - | 137,274 |
| 2.6 | 17 | Dryer Replacement | 2030-2035 | 9,344,569 | - | 11.32% | 1,057,535 | 100.00% | 0.00% | 1,057,535 | - |
| 2.7 | 18 | Utility Water Storage | 2030-2035 | 1,395,071 | - | 11.32% | 157,882 | 100.00% | 0.00% | 157,882 | - |
| 2.8 | 19 | Generator | 2030-2035 | 1,262,780 | - | 11.32% | 142,910 | 100.00% | 0.00% | 142,910 | - |
| 2.9 | 20 | Sludge Storage Pond Repairs | 2030-2035 | 620,566 | - | 11.32% | 70,230 | 100.00% | 0.00% | 70,230 | - |
| 3.1 | 21 | Long Term Pump Station Upgrades | 2036-2040 | 584,487 | - | 11.32% | 66,147 | 0.00% | 100.00% | - | 66,147 |
| | | | **Total** | **$42,732,697** | **$ 3,000,000** | **$ -** | **$ 4,737,517** | | | **$ 3,386,486** | **$ 1,351,031** |

## Reimbursement Fee

A reimbursement fee is the eligible cost of the wastewater facilities available for future users per unit of growth that such facilities will serve. Since growth was calculated above, we will focus on the eligible cost of the wastewater facilities available for future users.

### Eligibility

To the extent that capacity remains in the wastewater system and is available for growth, the original cost of the capacity (net of any outside funding or outstanding debt) can be collected in the reimbursement fee. For the wastewater system reimbursement fee cost basis, such capacity was measured for the individual treatment functions of the City's treatment facility as well as for the City's collection system as a whole.

The master plan provides capacity estimates for the treatment functions listed in **Exhibit 2.3** below. As shown, each function has a listed firm capacity, estimated current capacity, and 2040 capacity needs. Firm capacity and 2040 capacity estimates come directly from Table 1-4 of the master plan, whereas the current capacity need comes from estimates of the governing flow in 2024 using the population growth estimates describe above.

Where the current capacity need exceeds the firm capacity, no capacity is available for growth. Where the firm capacity surpasses the current capacity need, capacity available for growth exists. That capacity is calculated as the difference between the current capacity need and the 2040 capacity need. As shown, capacity available for growth exists for the Influent Screen, Influent Pump Station, Grit Removal/Classifier, Filtration, and UV Disinfection functions.

For collection assets and for other general facility assets, capacity is available for growth due to the general presence of capacity throughout the collection system, and is therefore assigned an eligibility equal to the growth share of 11.65 percent. Finally, for one project recently completed by the City, the estimated improvement fee eligibility of that project was used as the estimated capacity remaining for growth after a reduction to account for some growth that has occurred since it was completed.

**Exhibit 2.3 – Available Wastewater Treatment Capacity**

| Treatment Category | Governing Flow | Firm Capacity (MGD) | Current Capacity Need (MGD) | 2040 Capacity Need (MGD) | Capacity Available for Growth (MGD) | Capacity Available for Growth (%) |
|---|---|---|---|---|---|---|
| Influent Screen | PIF | 10.20 | 8.53 | 9.18 | 0.65 | 6.33% |
| Influent Pump Station | PIF | 9.30 | 8.53 | 9.18 | 0.65 | 6.94% |
| Grit Removal/Classifer | PIF | 9.30 | 8.53 | 9.18 | 0.65 | 6.94% |
| SBR Basins | MMWWF | 4.10 | 4.19 | 4.54 | - | 0.00% |
| Post-SBR Equalization | PDAF | 7.20 | 7.32 | 7.82 | - | 0.00% |
| Filtration | PDAF | 6.00 | 5.49 | 5.87 | 0.38 | 6.25% |
| UV Disinfection | PIF | 10.20 | 8.53 | 9.18 | 0.65 | 6.33% |
| All Other Treatment | MMWWF | 4.10 | 4.19 | 4.54 | - | 0.00% |

***Source:*** *Table 1-4 of the Wastewater Facilities Planning Study*

## Calculated Reimbursement Fee Cost Basis

The original cost of the City's fixed asset listing was sorted into the treatment and collection system categories as shown in **Exhibit 2.4** below. The outstanding principal of the City's related debt obligations was assigned to each category based on general assumptions of how the City's debt was used to finance the overall system. The Adjusted Original Cost column shown in **Exhibit 2.4** removes the outstanding principal to ensure that growth does not pay for the existing capacity twice; once in the SDCs, and again in the ongoing wastewater rates.

The next three columns describe the eligible cost and the allocations to either the Stayton-Sublimity area ("Shared Allocation") or to Stayton alone ("Stayton-Only" allocation). The capacities for growth are based on the discussions above. All the treatment assets were assigned the Shared Allocation. For the Collection System, only the Mill Creek Sewer, Mill Creek Lift Stations, and a small number of other sewer mains were assigned to the Stayton-Sublimity area, as those mains convey both cities' flows to the treatment facility. The General Plant allocation was based on the cost-weighted average of the other functions allocations. Finally, as shown, the total eligible reimbursable costs is $913,839 for the Shared charge, and $1,185,069 for the Stayton-Only charge.

**Exhibit 2.4 – Reimbursement Fee Cost Basis**

| | Original Cost Estimates | Outstanding Principal | Adjusted Original Cost | Capacity Available for Growth (%) | Shared Allocation | Stayton-Only Allocation | Shared Eligible Costs | Stayton-Only Eligible Costs |
|---|---|---|---|---|---|---|---|---|
| Treatment | | | | | | | | |
| Influent Screen | $ 220,555 | $ 112,670 | $ 107,885 | 6.33% | 100.00% | 0.00% | $ 6,830 | $ - |
| Influent Pump Station | 172,169 | 87,952 | 84,217 | 6.94% | 100.00% | 0.00% | 5,848 | - |
| Grit Removal/Clarifier | - | - | - | 6.94% | 100.00% | 0.00% | - | - |
| SBR Basins | 1,166,695 | 596,001 | 570,694 | 0.00% | 100.00% | 0.00% | - | - |
| Post-SBR Equalization | 130,526 | 66,679 | 63,847 | 0.00% | 100.00% | 0.00% | - | - |
| Filtration | - | - | - | 6.25% | 100.00% | 0.00% | - | - |
| UV Disinfection | 58,054 | 29,657 | 28,397 | 6.33% | 100.00% | 0.00% | 1,798 | - |
| All Other Treatment | 13,512,493 | 6,902,800 | 6,609,692 | 0.00% | 100.00% | 0.00% | - | - |
| Treatment Total | $ 15,260,492 | $ 7,795,758 | $ 7,464,733 | | | | $ 14,476 | $ - |
| Collection | | | | | | | | |
| Sewer Main Infrastructure | $ 7,461,948 | $ 467,497 | $ 6,994,451 | 11.65% | 21.27% | 78.73% | $ 173,321 | $ 641,458 |
| Infrastructure-Mill Creek Sewer | 4,397,719 | 275,521 | 4,122,198 | 11.65% | 100.00% | 0.00% | 480,192 | - |
| Mill Creek Lift Station- # 3 (2016 Upgrades) | 78,452 | 4,915 | 73,537 | 11.65% | 100.00% | 0.00% | 8,566 | - |
| Other Pumping | 632,261 | 39,612 | 592,649 | 11.65% | 0.00% | 100.00% | - | 69,037 |
| Recent Ida Street Improvements | 5,455,972 | - | 5,455,972 | 4.06% | 0.00% | 100.00% | - | 221,465 |
| All Other Collection | 997,282 | 62,481 | 934,801 | 11.65% | 0.00% | 100.00% | - | 108,894 |
| Collection Total | $ 19,023,634 | $ 850,025 | $ 18,173,609 | | | | $ 662,080 | $ 1,040,855 |
| General Plant | $ 3,493,851 | $ 218,893 | $ 3,274,959 | 11.65% | 62.20% | 37.80% | $ 237,283 | $ 144,214 |
| **System Total** | **$ 37,777,977** | **$ 8,864,676** | **$ 28,913,301** | | | | **$ 913,839** | **$ 1,185,069** |

***Source:*** *Previous tables (available capacity); City staff (original cost and outstanding principal); FCS estimates (allocations between "Shared" and "Stayton-Only")*

## Calculated Wastewater SDC

This section combines the eligible cost from the improvement and reimbursement fee cost bases. It also removes the outstanding improvement fee fund balance held by the City of Stayton to avoid double-charging for projects that were included on the City's original SDC list but not completed. It also includes a small cost basis of $42,496 for the costs of calculating the SDC and administering the SDC program. The estimate was based on the cost of the SDC methodology is assumed to occur once every five years from 2024 through 2040. **Exhibit 2.5** below summarizes the wastewater SDC calculation.

**Exhibit 2.5 – Calculated Wastewater SDC**

| | Shared SDC | Stayton-Only SDC | Stayton Total SDC |
|---|---|---|---|
| Cost Basis | | | |
| Improvement Fee | $ 3,386,486 | $ 1,351,031 | |
| Outstanding Improvement Fee Fund Balance | (363,459) | (145,001) | |
| Reimbursement Fee | 913,839 | 1,185,069 | |
| Compliance Fee | 26,438 | 16,058 | |
| **Total** | **$ 3,963,305** | **$ 2,407,156** | |
| | | | |
| Growth in MCEs | **628** | **443** | |
| | | | |
| Improvement Fee per MCE | $ 4,812 | $ 2,723 | $ 7,535 |
| Reimbursement Fee per MCE | 1,455 | 2,675 | 4,130 |
| Compliance Fee per MCE | 42 | 36 | 78 |
| **Calculated SDC per MCE** | **$ 6,308** | **$ 5,434** | **$ 11,743** |

***Source:*** *Previous tables; FCS estimates (compliance fee); City staff (outstanding balance)*

As shown above, the maximum allowable SDC for the shared treatment charge is $6,308 per MCE (which is also the maximum that the City of Sublimity can charge for the treatment portion of its wastewater SDC). For the Stayton-Only charge, the maximum is $5,434 per MCE. Therefore, in the City of Stayton, the maximum allowable wastewater SDC is $11,743. The rate per MCE can be applied to the City of Stayton's different meter sizes using the schedule shown in **Exhibit 2.6** below. The City of Sublimity can use the "Shared SDC" column of **Exhibit 2.6** to charge the shared treatment SDC.

**Exhibit 2.6 – Wastewater SDC Schedule**

| Meter Size | MCEs | Shared SDC | Stayton-Only SDC | Stayton Total SDC |
|---|---|---|---|---|
| 3/4" | 1.00 | $ 6,308 | $ 5,434 | **$ 11,743** |
| 1" | 1.67 | 10,514 | 9,057 | **19,571** |
| 1 1/2" | 3.33 | 21,028 | 18,115 | **39,143** |
| 2" | 5.33 | 33,645 | 28,984 | **62,629** |
| 3" | 10.67 | 67,290 | 57,967 | **125,257** |
| 4" | 16.67 | 105,140 | 90,574 | **195,714** |
| 6" | 33.33 | 210,280 | 181,148 | **391,428** |
| 8" | 53.33 | 336,449 | 289,836 | **626,285** |

# 3 Implementation

This section addresses practical aspects of implementing SDCs and provides comparisons to other jurisdictions.

## Setting the SDC

The calculations shown in the previous sections represent the maximum defensible SDCs. The City has the liberty to set the SDC for each service at any level up to the maximum defensible charge by resolution; so long as follows the procedures laid out in ORS 223.297 through ORS 223.316. The City may also decide to phase in either or both SDCs to the maximum or a lower target charge over a period of time.

## Indexing

ORS 223.304 allows for the periodic indexing of SDCs for inflation, as long as the index used is:

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

In accordance with Oregon statutes, we recommend that the City index its charges to the *Engineering News Record* Construction Cost Index for the 20-City Average and adjust its charges annually. This will help to mitigate – if not fully eliminate – the burdens of construction cost inflation. The March 2025 value of that index used to determine the construction costs was 13,789.28.

## Comparisons

**Exhibit 3.1** below shows a comparison of wastewater SDCs calculated for single-family homes for some relevant jurisdictions. As shown, if the City adopted the maximum defensible SDC, its charge would exceed those of the relevant comparison jurisdictions.

**Exhibit 3.1 – Wastewater SDC Comparisons**

| | Wastewater |
|---|---|
| **Stayton (Maximum)** | **$ 11,743** |
| Independence | 10,422 |
| Silverton* | 7,788 |
| Aumsville | 7,577 |
| Sublimity | 5,303 |
| **Stayton (Current)** | **3,015** |

***Source:*** *FCS GROUP Survey, 4/2/2025*
**Assumes a 2,605 SF house*

FCS
a Bowman company

## CITY OF STAYTON

# Transportation SDC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*June 2025*

# Contents

# 1 Project Overview

## Background

The City of Stayton ("the City") is located in Marion County and serves over 8,000 residents. In 2024, the City contracted with FCS to update its transportation system development charge (SDC) to help provide partial funding for the construction of its planned transportation facilities. This report documents the results of that SDC calculation.

## Policy

SDCs are enabled by state statutes, authorized by local ordinance, and constrained by the United States Constitution.

### State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional demand for system facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users (growth).

ORS 223.299 allows for two types of SDC:

- A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed).

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or that do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that "system development charge revenues may be expended on the costs of complying" with state statutes concerning SDCs, including "the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures."

### Local Ordinance

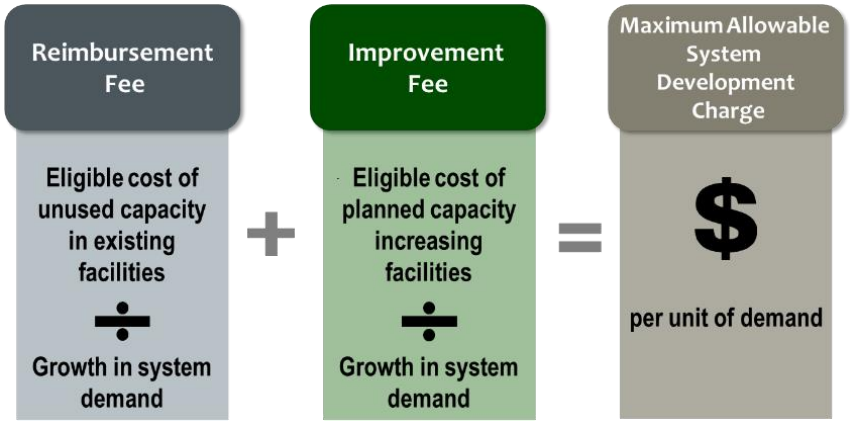
Chapter 13.12 of the Stayton Municipal Code authorizes and governs the imposition and expenditure of SDCs in Stayton. The City may need to modify its code to allow for the proposed changes to the SDCs.

### United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional requirements.

## Calculation Overview

In general, SDCs are calculated by adding an existing facilities fee component (called the reimbursement fee) and a future facilities fee component (called the improvement fee)—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. The diagram below summarizes the basic outline of an SDC calculation, and more detail is provided in the following bullets.




- **The eligible cost of capacity in existing facilities** is the cost of existing facilities that will serve growth. The cost of those facilities are usually found in a city's schedule of fixed assets which records the original cost of assets purchased by the city. System capacity information, usually found in a comprehensive plan, can provide estimates of the available capacity in the system.
- **The eligible portion of capacity-increasing projects** is the cost of future projects that will serve growth. Some projects are intended to only serve growth, some projects do not increase system capacity, and some serve the City's current *and* future populations. Only the share that is allocable to growth is includable.
- **The growth in system demand** is the anticipated growth in the demand associated with each system. Growth is measured in different ways for different systems. For example, growth for transportation SDCs is most often measured in "trip ends". The unit of growth becomes the charging basis for the SDC.

Finally, summing the reimbursement fee and the improvement fee with a small allowance for compliances costs yields the full SDC.

# 2 Transportation SDC Analysis

This section describes the detailed calculations of the maximum allowable transportation SDC for the City of Stayton.

## Growth

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the transportation SDC calculation.

### Unit of Measurement

For transportation SDCs, demand is often measured in terms of PM peak hour person trip ends (trips), where one trip represents one person either entering or leaving a development during the PM peak travel hour. Using person trips recognizes that the City's transportation system includes both pedestrian and bicycle infrastructure. To calculate the demand incurred by a specific development type, trips can be assigned based on the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*.

### Growth in Demand

Based on the City's 2019 Transportation System Plan (TSP), there were an estimated 4,777 PM peak hour vehicle trip ends in 2018. Because many of the projects on the improvement fee cost basis were sized for much more capacity than the City will expect to need in the next 20 years, the future year considered for this analysis is that of "Buildout," that is, a theoretical point where the City can expect no more demands to be added to its transportation system. Based on discussions with Kittelson & Associates, Inc. (the engineers who prepared the TSP), the expected number of PM peak hour vehicle trip ends at that point is 13,199. That means that vehicle trip ends are expected to grow by about 8,421 between 2018 and Buildout.

To adjust the vehicle trip ends to person trip ends, a conversion factor of 1.68 is used. That factor comes from the U.S. Department of Transportation's 2017 National Household Travel Survey which contains estimates of the total number of vehicle trip ends and person trips ends on an average day. That factor applied to the growth in vehicle trip ends yields a growth in person trip ends of 14,148 – the denominator for the transportation SDC calculation.

**Exhibit 2.1** below summarizes these calculations:

**Exhibit 2.1 – Growth in PM Peak Hour Person Trip Ends**

| | 2018 | Buildout | 2018-Buildout Growth | 2018-Buildout Growth Share |
|---|---|---|---|---|
| PM Peak Hour Vehicle Trip Ends | 4,777 | 13,199 | 8,421 | 63.80% |
| **PM Peak Hour Person Trip Ends** | **8,026** | **22,174** | **14,148** | **63.80%** |

***Source:*** *Table 10: Stayton Population and Employment Growth Summary from 2019 TSP (PM peak hour vehicle trip ends 2018-2040); FCS estimates (buildout); U.S. Department of Transportation, 2017 National Household Travel Survey (person trip conversion factor of 1.68).*

## Improvement Fee

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth above, we will focus here on the improvement fee cost basis.

### Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Where possible, specific details about a project can provide an eligibility percentage. Such specific details were available for some of the projects on the project list, per discussions with Kittelson & Associates, Inc. and information available in the TSP. However, when this is not possible, projects can still be sorted into three broad categories. Projects dedicated solely to new growth are assigned 100 percent. Projects assigned solely to existing users are assigned 0 percent. Projects expected to benefit both existing and future users are assigned growth's share of future users, or 63.80 percent.

### Calculated Improvement Fee Cost Basis

**Exhibit 2.2** below summarizes the transportation improvement fee cost basis. Projects in the improvement fee cost basis were taken from the 2019 TSP with costs adjusted to 2025 dollars using the March 2025 value of the Engineering News-Record (20-City Average) Construction Cost Index (equal to 13,789.28), and with updates from Kittelson & Associates, Inc. for a few of the projects. The eligibility for each project is shown in the SDC Eligibility column. Finally, the SDC-Eligible Costs column shows that the full amount of the improvement fee cost basis is $67.7 million.

**Exhibit 2.2 – Transportation Improvement Fee Cost Basis**

| Project Type | Project | Priority | Timing | 2025 Cost | Eligibility | SDC-Eligible Costs |
|---|---|---|---|---|---|---|
| Pedestrian | Tier 1 Projects | High | 2025-2030 | $ 467,458 | 100.00% | $ 467,458 |
| Pedestrian | Tier 1 Crosswalk Studies | High | 2025-2030 | 872,588 | 63.80% | $ 556,747 |
| Pedestrian | Tier 2 Projects | Medium | 2031-2035 | 4,381,640 | 63.80% | 2,795,667 |
| Pedestrian | Tier 3 Projects | Medium | 2031-2035 | 11,300,020 | 63.80% | 7,209,879 |
| Pedestrian | Tier 4 Projects | Low | 2036-2040 | 7,092,897 | 63.80% | 4,525,561 |
| Bicycle | Tier 1 Projects | High | 2025-2030 | 4,475,132 | 88.17% | 3,945,774 |
| Bicycle | Tier 2 Projects | Medium | 2031-2035 | 10,570,785 | 63.80% | 6,744,597 |
| Bicycle | Tier 3 Projects | Medium | 2031-2035 | 1,470,935 | 63.80% | 938,517 |
| Bicycle | Tier 4 Projects | Low | 2036-2040 | 11,954,461 | 63.80% | 7,627,439 |
| Motor Vehicle | Golf Club Road/Shaff Road Roundabout (M1) | High | 2025-2030 | 9,150,000 | 42.39% | 3,879,073 |
| Motor Vehicle | Stayton Road/Wilco Road-Roundabout (M2) | High | 2025-2030 | 2,044,350 | 61.90% | 1,265,416 |
| Motor Vehicle | Realign Golf Lane (M3) | High | 2025-2030 | 4,138,562 | 0.00% | - |
| Motor Vehicle | Sixth Street S-Curves-All-Way Stop Control (M4) | High | 2025-2030 | 785,330 | 77.65% | 609,799 |
| Motor Vehicle | Tenth Street S-Curves-Mini-Roundabout (M5) | High | 2025-2030 | 4,000,000 | 81.54% | 3,261,637 |
| Safety Projects | First Avenue/Washington Street Projected Lefts (M6) | High | 2025-2030 | 24,931 | 20.88% | 5,206 |
| Safety Projects | Cascade Highway SE/OR 22 EB Ramps Signalization | Low | 2036-2040 | - | 0.00% | - |
| Safety Projects | OR 22/Fern Ridge Road and Old Mehama Road Access Restrictions (M12) | Low | 2036-2040 | - | 0.00% | - |
| New Roadway Projects | Golf Lane Extension (M7) | Low | 2036-2040 | 10,277,845 | 100.00% | 10,277,845 |
| New Roadway Projects | Kindle Way Extension (M8) | Low | 2036-2040 | 1,776,341 | 100.00% | 1,776,341 |
| New Roadway Projects | Dawn Drive Extension (M9) | Low | 2036-2040 | 10,464,828 | 100.00% | 10,464,828 |
| New Roadway Projects | Highland Drive Extension (M10) | Low | 2036-2040 | 1,358,745 | 100.00% | 1,358,745 |
| Major Maintenance | Wyatt Avenue Mill Overlay-Gardner to West end | High | 2025-2030 | 318,047 | 0.00% | - |
| Major Maintenance | Slurry Seals | Ongoing | 2025-2040 | 106,016 | 0.00% | - |
| Major Maintenance | Pavement Management Plan | Ongoing | 2025-2040 | 22,195,141 | 0.00% | - |
| | | | **Total** | **$ 119,226,053** | | **$ 67,710,531** |

## Calculated Transportation SDC

For the transportation SDC, no reimbursement fee was calculated, as no available capacity could be reliably estimated. This section calculates the transportation SDC using the improvement fee cost basis but removes the

outstanding improvement fee fund balance held by the City of Stayton to avoid double-charging for projects that were included on the City's original SDC list but not yet completed. It also includes a small cost basis of $39,840 for the costs of calculating the SDC and administering the SDC program. **Exhibit 2.3** below summarizes the transportation SDC calculation.

**Exhibit 2.3 – Calculated Transportation SDC**

| SDC Calculation | |
|---|---|
| Cost Basis | |
| Improvement Fee | $ 67,710,531 |
| Outstanding Improvement Fee Fund Balance | (1,235,222) |
| Reimbursement Fee | - |
| Compliance Fee | 39,840 |
| **Total** | **$ 66,515,149** |
| | |
| Growth in Trip Ends | **14,148** |
| | |
| Improvement Fee per Trip End | $ 4,699 |
| Reimbursement Fee per Trip End | - |
| Compliance Fee per Trip End | 3 |
| **Calculated SDC per Trip End** | **$ 4,701** |

As shown above, the maximum allowable SDC is $4,701 per PM peak hour person trip end. The City may adopt any SDC up to that amount. The rate per trip end can be applied to the City's land uses using the fee schedule provided in **Appendix A**. The fee for a single-family residence would be $7,441 under this approach.

# 3 Implementation

This section addresses practical aspects of implementing SDCs and provides comparisons to other jurisdictions.

## Setting the SDC

The calculations shown in the previous sections represent the maximum defensible SDCs. The City has the liberty to set the SDC for each service at any level up to the maximum defensible charge by resolution; so long as follows the procedures laid out in ORS 223.297 through ORS 223.316. The City may also decide to phase in either or both SDCs to the maximum or a lower target charge over a period of time.

## Indexing

ORS 223.304 allows for the periodic indexing of SDCs for inflation, as long as the index used is:

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

In accordance with Oregon statutes, we recommend that the City index its charges to the *Engineering News Record* Construction Cost Index for the 20-City Average and adjust its charges annually. This will help to mitigate – if not fully eliminate – the burdens of construction cost inflation. The March 2025 value of that index used to determine the construction costs was 13,789.28.

## Comparisons

**Exhibit 3.1** below shows a comparison of transportation SDCs calculated for single-family homes for some relevant jurisdictions. As shown, if the City adopted the maximum defensible SDC, its charge would exceed most of the relevant comparison jurisdictions.

**Exhibit 3.1 – Transportation SDC Comparisons**

| | Transportation SDC |
|---|---|
| Independence | $ 12,258 |
| **Stayton (Maximum)** | **7,441** |
| Silverton | 5,904 |
| Aumsville | 5,175 |
| **Stayton (Current)** | **3,272** |
| Sublimity | 2,315 |

***Source:*** *FCS GROUP Survey, 4/2/2025*

# Appendix A: Transportation SDC Schedule

| | ITE Code | Unit of Measure | PM Peak Hour Vehicle Trip Ends | Pass-by Trip Reduction Factor | Person Trip Conversion Factor | New PM Peak Hour Person Trip | Transportation SDC |
|---|---|---|---|---|---|---|---|
| General Light Industrial | 110 | 1,000 SFGFA | 0.65 | 1.00 | 1.68 | 1.09 | $5,145 |
| Industrial Park | 130 | 1,000 SFGFA | 0.34 | 1.00 | 1.68 | 0.57 | $2,691 |
| Manufacturing | 140 | 1,000 SFGFA | 0.74 | 1.00 | 1.68 | 1.25 | $5,858 |
| Warehousing | 150 | 1,000 SFGFA | 0.18 | 1.00 | 1.68 | 0.30 | $1,425 |
| Mini-Warehouse | 151 | 1,000 SFGFA | 0.15 | 1.00 | 1.68 | 0.25 | $1,187 |
| Utility | 170 | 1,000 SFGFA | 2.16 | 1.00 | 1.68 | 3.64 | $17,099 |
| Specialty Trade Contractor | 180 | 1,000 SFGFA | 1.93 | 1.00 | 1.68 | 3.25 | $15,278 |
| Single-Family Detached Housing | 210 | Dwelling Units | 0.94 | 1.00 | 1.68 | 1.58 | $7,441 |
| Multifamily Housing (Low-Rise, not close to rail transit) | 220 | Dwelling Units | 0.51 | 1.00 | 0.95 | 0.48 | $2,269 |
| Multifamily Housing (Mid-Rise, not close to rail transit) | 221 | Dwelling Units | 0.39 | 1.00 | 1.18 | 0.46 | $2,167 |
| Mobile Home Park | 240 | Dwelling Units | 0.58 | 1.00 | 1.68 | 0.98 | $4,591 |
| Senior Adult Housing - Detached | 251 | Dwelling Units | 0.30 | 1.00 | 1.68 | 0.51 | $2,375 |
| Senior Adult Housing - Attached | 252 | Dwelling Units | 0.25 | 1.00 | 1.68 | 0.42 | $1,979 |
| Congregate Care Facility | 253 | Dwelling Units | 0.18 | 1.00 | 2.44 | 0.44 | $2,069 |
| Assisted Living | 254 | 1,000 SFGFA | 0.48 | 1.00 | 1.68 | 0.81 | $3,800 |
| Recreational Homes | 260 | Dwelling Units | 0.29 | 1.00 | 1.68 | 0.49 | $2,296 |
| Timeshare | 265 | Dwelling Units | 0.63 | 1.00 | 1.68 | 1.06 | $4,987 |
| Residential Planned Unit Development | 270 | Dwelling Units | 0.69 | 1.00 | 1.68 | 1.16 | $5,462 |
| Hotel | 310 | Rooms | 0.59 | 1.00 | 1.68 | 0.99 | $4,670 |
| Motel | 320 | Rooms | 0.36 | 1.00 | 1.68 | 0.61 | $2,850 |
| Campground/Recreational Vehicle Park | 416 | Acres | 0.48 | 1.00 | 1.68 | 0.81 | $3,800 |
| Multipurpose Recreational Facility | 435 | 1,000 SFGFA | 3.58 | 1.00 | 1.68 | 6.03 | $28,339 |
| Multiplex Movie Theater | 445 | Movie Screens | 13.96 | 1.00 | 1.68 | 23.51 | $110,508 |
| Ice Skating Rink | 465 | 1,000 SFGFA | 0.17 | 1.00 | 1.68 | 0.29 | $1,346 |
| Soccer Complex | 488 | Fields | 16.43 | 1.00 | 1.68 | 27.66 | $130,061 |
| Health/Fitness Club | 492 | 1,000 SFGFA | 3.45 | 1.00 | 1.68 | 5.81 | $27,310 |
| Recreational Community Center | 495 | 1,000 SFGFA | 2.50 | 1.00 | 1.51 | 3.78 | $17,757 |
| Elementary School | 520 | 1,000 SFGFA | 0.16 | 1.00 | 1.68 | 0.27 | $1,267 |
| Middle School/Junior High School | 525 | 1,000 SFGFA | 0.15 | 1.00 | 1.68 | 0.25 | $1,187 |
| High School | 530 | 1,000 SFGFA | 0.14 | 1.00 | 1.68 | 0.24 | $1,108 |
| Junior/Community College | 540 | 1,000 SFGFA | 0.11 | 1.00 | 1.68 | 0.19 | $871 |
| Church | 560 | 1,000 SFGFA | 0.49 | 1.00 | 1.68 | 0.83 | $3,879 |
| Day Care Center | 565 | 1,000 SFGFA | 11.12 | 1.00 | 1.68 | 18.72 | $88,027 |
| Prison | 571 | Beds | 0.08 | 1.00 | 1.68 | 0.13 | $633 |
| Fire and Rescue Station | 575 | 1,000 SFGFA | 0.48 | 1.00 | 1.68 | 0.81 | $3,800 |
| Library | 590 | 1,000 SFGFA | 8.16 | 1.00 | 1.68 | 13.74 | $64,595 |
| Hospital | 610 | 1,000 SFGFA | 0.86 | 1.00 | 1.67 | 1.44 | $6,753 |
| Nursing Home | 620 | 1,000 SFGFA | 0.59 | 1.00 | 1.68 | 0.99 | $4,670 |
| Clinic | 630 | 1,000 SFGFA | 3.69 | 1.00 | 2.48 | 9.17 | $43,106 |
| Animal Hospital/Veterinary Clinic | 640 | 1,000 SFGFA | 3.53 | 1.00 | 1.68 | 5.94 | $27,944 |
| General Office Building | 710 | 1,000 SFGFA | 1.44 | 1.00 | 1.30 | 1.88 | $8,830 |
| Small Office Building | 712 | 1,000 SFGFA | 2.16 | 1.00 | 1.68 | 3.64 | $17,099 |
| Single Tenant Office Building | 715 | 1,000 SFGFA | 1.76 | 1.00 | 1.68 | 2.96 | $13,932 |
| Medical-Dental Office Building | 720 | 1,000 SFGFA | 3.93 | 1.00 | 1.14 | 4.50 | $21,147 |
| Government Office Building | 730 | 1,000 SFGFA | 1.71 | 1.00 | 1.68 | 2.88 | $13,536 |
| United States Post Office | 732 | 1,000 SFGFA | 11.21 | 1.00 | 1.68 | 18.87 | $88,739 |
| Office Park | 750 | 1,000 SFGFA | 1.30 | 1.00 | 1.68 | 2.19 | $10,291 |
| Research and Development Center | 760 | 1,000 SFGFA | 0.98 | 1.00 | 1.45 | 1.42 | $6,676 |
| Business Park | 770 | 1,000 SFGFA | 1.22 | 1.00 | 1.68 | 2.05 | $9,658 |
| Tractor Supply Store | 810 | 1,000 SFGFA | 1.40 | 1.00 | 1.68 | 2.36 | $11,082 |
| Construction Equipment Rental Store | 811 | 1,000 SFGFA | 0.99 | 1.00 | 1.68 | 1.67 | $7,837 |
| Building Materials and Lumber Store | 812 | 1,000 SFGFA | 2.25 | 1.00 | 1.68 | 3.79 | $17,811 |
| Free-Standing Discount Superstore | 813 | 1,000 SFGFA | 4.33 | 0.71 | 1.68 | 3.68 | $17,279 |
| Variety Store | 814 | 1,000 SFGFA | 6.70 | 0.66 | 1.68 | 4.91 | $23,103 |
| Free-Standing Discount Store | 815 | 1,000 SFGFA | 4.86 | 0.83 | 1.68 | 5.64 | $26,503 |
| Hardware/Paint Store | 816 | 1,000 SFGFA | 2.98 | 0.74 | 1.68 | 2.75 | $12,918 |
| Nursery (Garden Center) | 817 | 1,000 SFGFA | 6.94 | 1.00 | 1.68 | 11.69 | $54,937 |
| Nursery (Wholesale) | 818 | 1,000 SFGFA | 5.24 | 1.00 | 1.68 | 8.82 | $41,480 |
| Shopping Center | 820 | 1,000 SFGLA | 3.40 | 0.66 | 2.03 | 3.01 | $14,164 |
| Factory Outlet Center | 823 | 1,000 SFGFA | 2.29 | 1.00 | 1.68 | 3.86 | $18,128 |
| Automobile Sales (New) | 840 | 1,000 SFGFA | 2.42 | 1.00 | 2.11 | 5.11 | $24,019 |

| | ITE Code | Unit of Measure | PM Peak Hour Vehicle Trip Ends | Pass-by Trip Reduction Factor | Person Trip Conversion Factor | New PM Peak Hour Person Trip | Transportation SDC |
|---|---|---|---|---|---|---|---|
| Automobile Sales (Used) | 841 | 1,000 SFGFA | 3.75 | 1.00 | 1.68 | 6.31 | $29,685 |
| Recreational Vehicle Sales | 842 | 1,000 SFGFA | 0.77 | 1.00 | 1.68 | 1.30 | $6,095 |
| Automobile Parts Sales | 843 | 1,000 SFGFA | 4.90 | 0.57 | 1.68 | 2.68 | $12,602 |
| Tire Store | 848 | 1,000 SFGFA | 3.75 | 0.72 | 1.68 | 3.27 | $15,389 |
| Tire Superstore | 849 | 1,000 SFGFA | 2.11 | 1.00 | 1.68 | 3.55 | $16,703 |
| Supermarket | 850 | 1,000 SFGFA | 8.95 | 0.64 | 2.88 | 10.57 | $49,690 |
| Convenience Market | 851 | 1,000 SFGFA | 49.11 | 0.49 | 1.76 | 20.77 | $97,631 |
| Discount Club | 857 | 1,000 SFGFA | 4.19 | 0.63 | 1.68 | 2.80 | $13,164 |
| Wholesale Market | 860 | 1,000 SFGFA | 1.76 | 1.00 | 1.68 | 2.96 | $13,932 |
| Sporting Goods Superstore | 861 | 1,000 SFGFA | 2.14 | 1.00 | 1.68 | 3.60 | $16,940 |
| Home Improvement Superstore | 862 | 1,000 SFGFA | 2.29 | 0.58 | 2.03 | 1.56 | $7,352 |
| Electronics Superstore | 863 | 1,000 SFGFA | 4.25 | 0.60 | 1.68 | 2.58 | $12,112 |
| Toy/Children's Superstore | 864 | 1,000 SFGFA | 5.00 | 1.00 | 1.68 | 8.42 | $39,580 |
| Baby Superstore | 865 | 1,000 SFGFA | 1.82 | 1.00 | 1.68 | 3.06 | $14,407 |
| Pet Supply Superstore | 866 | 1,000 SFGFA | 3.55 | 1.00 | 1.68 | 5.98 | $28,102 |
| Office Supply Superstore | 867 | 1,000 SFGFA | 2.77 | 1.00 | 1.68 | 4.66 | $21,927 |
| Book Superstore | 868 | 1,000 SFGFA | 15.83 | 1.00 | 1.68 | 26.65 | $125,311 |
| Discount Home Furnishing Superstore | 869 | 1,000 SFGFA | 1.57 | 1.00 | 1.68 | 2.64 | $12,428 |
| Bed and Linen Superstore | 872 | 1,000 SFGFA | 2.22 | 1.00 | 1.68 | 3.74 | $17,574 |
| Department Store | 875 | 1,000 SFGFA | 1.95 | 1.00 | 1.68 | 3.28 | $15,436 |
| Apparel Store | 876 | 1,000 SFGFA | 4.12 | 1.00 | 1.05 | 4.32 | $20,310 |
| Arts and Crafts Store | 879 | 1,000 SFGFA | 6.21 | 1.00 | 1.68 | 10.46 | $49,159 |
| Pharmacy/Drugstore without Drive-Through Window | 880 | 1,000 SFGFA | 8.51 | 0.47 | 3.15 | 5.92 | $27,822 |
| Pharmacy/Drugstore with Drive-Through Window | 881 | 1,000 SFGFA | 10.25 | 0.51 | 1.68 | 4.49 | $21,104 |
| Marijuana Dispensary | 882 | 1,000 SFGFA | 18.92 | 1.00 | 1.68 | 31.86 | $149,772 |
| Furniture Store | 890 | 1,000 SFGFA | 0.52 | 0.47 | 1.68 | 0.19 | $909 |
| Medical Equipment Store | 897 | 1,000 SFGFA | 1.24 | 1.00 | 1.68 | 2.09 | $9,816 |
| Liquor Store | 899 | 1,000 SFGFA | 16.62 | 1.00 | 1.78 | 29.61 | $139,187 |
| Walk-in Bank | 911 | 1,000 SFGFA | 12.13 | 1.00 | 1.68 | 20.42 | $96,022 |
| Drive-in Bank | 912 | 1,000 SFGFA | 21.01 | 0.65 | 0.42 | 3.69 | $17,346 |
| Hair Salon | 918 | 1,000 SFGFA | 1.45 | 1.00 | 1.68 | 2.44 | $11,478 |
| Copy, Print, and Express Ship Store | 920 | 1,000 SFGFA | 7.42 | 1.00 | 1.68 | 12.49 | $58,737 |
| Food Cart Pod | 926 | Food Carts | 6.16 | 1.00 | 1.68 | 10.37 | $48,763 |
| Fast Casual Restaurant | 930 | 1,000 SFGFA | 12.55 | 1.00 | 1.68 | 21.13 | $99,346 |
| Quality Restaurant | 931 | 1,000 SFGFA | 7.80 | 0.56 | 1.68 | 4.12 | $19,363 |
| High-Turnover (Sit-Down) Restaurant | 932 | 1,000 SFGFA | 9.05 | 0.57 | 1.99 | 5.84 | $27,449 |
| Fast-Food Restaurant without Drive-Through Window | 933 | 1,000 SFGFA | 33.21 | 1.00 | 1.68 | 55.92 | $262,892 |
| Fast-Food Restaurant with Drive-Through Window | 934 | 1,000 SFGFA | 33.03 | 0.50 | 2.13 | 17.60 | $82,753 |
| Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | 935 | 1,000 SFGFA | 59.50 | 1.00 | 1.68 | 100.18 | $471,005 |
| Coffee/Donut Shop without Drive-Through Window | 936 | 1,000 SFGFA | 32.29 | 1.00 | 2.18 | 70.33 | $330,667 |
| Coffee/Donut Shop with Drive-Through Window | 937 | 1,000 SFGFA | 38.99 | 1.00 | 0.69 | 26.94 | $126,642 |
| Coffee/Donut Shop with Drive-Through Window and No Indoor Seating | 938 | 1,000 SFGFA | 15.08 | 0.11 | 1.68 | 0.31 | $1,444 |
| Quick Lubrication Vehicle Shop | 941 | 1,000 SFGFA | 8.70 | 1.00 | 1.68 | 14.65 | $68,870 |
| Automobile Care Center | 942 | 1,000 SFGFA | 3.11 | 1.00 | 1.68 | 5.24 | $24,619 |
| Automobile Parts and Service Center | 943 | 1,000 SFGFA | 2.06 | 1.00 | 1.68 | 3.47 | $16,307 |
| Gasoline/Service Station | 944 | Vehicle Fueling Positions | 13.91 | 0.58 | 1.68 | 7.88 | $37,042 |
| Convenience Store/Gas Station | 945 | Vehicle Fueling Positions | 18.42 | 0.44 | 1.68 | 6.00 | $28,230 |
| Self-Service Car Wash | 947 | Wash Stalls | 5.54 | 1.00 | 1.68 | 9.33 | $43,855 |
| Automated Car Wash | 948 | Car Wash Tunnels | 77.50 | 1.00 | 1.68 | 130.49 | $613,494 |
| Car Wash and Detail Center | 949 | Wash Stalls | 13.60 | 1.00 | 1.68 | 22.90 | $107,658 |
| Truck Stop | 950 | Vehicle Fueling Positions | 15.42 | 1.00 | 1.68 | 25.96 | $122,066 |
| Winery | 970 | 1,000 SFGFA | 7.31 | 1.00 | 1.68 | 12.31 | $57,866 |
| Drinking Place | 975 | 1,000 SFGFA | 11.36 | 1.00 | 1.68 | 19.13 | $89,926 |

***Source**: ITE, Trip Generation Manual, 11th edition; Abbreviations: ITE = Institute of Transportation Engineers.*