

ORDINANCE NO. 346-0

AN ORDINANCE DECLARING CITY OF TROUTDALE POLICY CONCERNING THE DISTRIBUTION OF GROWTH RELATED ARTERIAL STREET IMPROVEMENT COSTS AND ESTABLISHING A STREETS SYSTEM DEVELOPMENT CHARGE (SDC), AND REPEALING ORDINANCE 321-0.

WHEREAS, In order to accommodate projected rapid population growth and the resultant increased traffic flows, the City of Troutdale will be required to make arterial street improvements such as those shown in the attached Exhibit A; and,

WHEREAS, The costs of such arterial street and related system improvements far exceed the funds provided by the State Gas Tax Revenue Share and have not been planned for or funded in the currently adopted Capital Improvements Plan; and,

WHEREAS, Other funding alternatives such as the formation of a Local Improvement District or Redevelopment Authority, the issuance of a General Obligation Bond, or the imposition of a Serial Levy may require either that a segment of the present community pay for a disproportionate share of the improvement benefits, or that the present community as a whole bear costs attributable to the influx of new community members; and,

WHEREAS, It is the City's policy that those who benefit from an improvement should pay a share of an improvement cost proportionate to benefits received and that those new persons coming into the community should "pay their own way" rather than place an added financial burden on the present community; and,

WHEREAS, A growth related arterial streets System Development Charge (SDC), based upon added demand for street services provides an equitable means of distributing growth related arterial street improvement costs in keeping with City programs and policy; NOW,

THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE:

SECTION 1. Short Title

This Ordinance shall be known as the ARTERIAL STREETS SYSTEM DEVELOPMENT CHARGE ORDINANCE.

SECTION 2. Policy and Program Goals

- A. It is the City's policy that an arterial streets SDC program should have as its primary goal the provision of a safe and efficient arterial streets system to serve the needs of the citizens of Troutdale at least through, and beyond, the year 2000. To achieve that goal, such a program must anticipate future growth and identify those project expenditures which will be needed to accommodate the attendant increases in traffic volume. Such a program must also provide for the equitable distribution of the necessary street project costs.

B. It is also the City's policy that an arterial streets SDC be used to recover costs of arterial street system improvements which fall into one of the following categories:

CATEGORY 1 -- Any project involving construction or reconstruction of, or improvements to arterial streets, which meets the following conditions.

1. It increases traffic capacity or facilitates safer, most efficient traffic flows;
2. It is recommended to the Common Council by the Community Development Director and City Engineer;
3. It is approved for SDC expenditure by motion of the Common Council; and
4. It is deemed necessary by the common Council primarily to accommodate increased traffic due to community growth in population, commerce, and/or industry, with this determination recorded in the Minutes of the Common Council.

CATEGORY 2 -- Any arterial street system project which meets conditions 1, 2, and 3 for Category 1 above, and:

1. Is deemed necessary by the Common Council partly to accommodate increased traffic due to community growth in population, commerce, and/or industry, with this determination recorded in the Minutes of the Common Council;
2. Has its costs distributed among two or more funding sources, with SDC proceeds assigned to only that portion of the cost which is attributable according to Common Council determination to community growth in population, commerce, and/or industry.

C. The City Council finds that at least \$705,000 at current values will become necessary for Category #1 system improvements. The City Council further finds that at least \$285,000 at current values will become necessary for Category #2 system improvements. Current values were estimated in April, 1980.

D. Arterial Streets System Development Charge proceeds may be used to pay the entire cost of projects falling in Category #1 above. For projects falling in Category #2 above, arterial streets SDC proceeds may be used to pay only the Common Council approved portion of project costs, but shall not exceed 33% of the project cost.

- E. The City Council finds that alternative revenue sources were considered, and that the establishment of this charge does not unduly impact housing costs.

SECTION 3. Definitions

Unless the context specifically indicates otherwise, the meaning of terms used in this Ordinance shall be as those defined in the Zoning Ordinance of the City of Troutdale, Oregon.

- A. "Arterial Street" shall mean any street which meets the criteria specified in Section 5.220, 5.230, 5.240 or 5.250 of the Subdivision Regulations of the City of Troutdale, and shall include major arterial, minor arterial, collector and neighborhood collector streets.
- B. "Arterial Street System Improvements" shall mean any of the costs of buying street right-of-way, improving streets, sidewalks, storm drainage, landscaping or any other system cost found by the Council to be related to an arterial street.
- C. "Equivalent Residential Unit" (ERU) or "Dwelling Unit Equivalent" shall have the same meaning and shall be defined as 10 trip ends per day by vehicle on an average weekday, based on trip generation rates shown in the attached Exhibit B.
- D. The "average number of trip ends per day" shall be defined as the total of all trips entering plus all trips leaving a designated land use or building type over a given period of time. The given period of time shall normally refer to an average week-day (Monday-Friday) for a 24-hour period.

SECTION 4. Charge Imposed and Explained

- A. An arterial Streets System Development Charge (SDC) for street improvements is hereby imposed on all new developments within the City of Troutdale based on the trips generated by the development.
- B. The base for calculating the SDC shall be the ERU. All SDC charges shall be based on the equivalent average weekday vehicle trip ends to a single family detached house, which is assumed to generate 10 vehicle trip ends per average weekday.
- C. The total SDC per development shall be the rate per ERU multiplied by the number of ERU's calculated in accordance with Exhibit 'B'.
- D. In those cases where the ERU can be calculated in two or more ways, the SDC charged will be based on the lower ERU calculation.

- E. The Council finds that at least 8,000 ERU's will be added to Troutdale between 1980 and the year 2000. The Council further finds that the SDC funding required for Category #1 and #2 projects totals at least \$800,000 in April, 1980 dollars. Therefore, the SDC per ERU shall be \$100. as of April, 1980.
- F. The SDC rates shall be revised annually to reflect changes in the Oregon Highway Composite Construction cost index.
- G. The change in Oregon Highway Composite Construction cost index for 1980 was 7.6%. Therefore, the SDC per ERU shall be \$108, and will remain at that rate until otherwise amended by separate Ordinance.

SECTION 5. Collection

- A. The Arterial Streets SDC shall be paid in full at the time the building permit is issued. The applicant for a buiding permit shall pay the applicable charge for any new construction or alteration, addition or change in use which puts the affected property into a higher SDC Category than that determined upon original permit application.
- B. The Community Development Director shall have authority to decide the applicability and amount of the SDC for any given property, except as provided in Section 7 of this Ordinance. The Community Development Director shall use attachment 'B' of this Ordinance and the document entitled "Trip Generation" Second Edition, 1979, by the Institute of Transportation Engineers to determine the amount of the SDC to be imposed.
- C. In the case of a dispute over the ERU, the applicant will be permitted to submit information which demonstrates that the ERU being used by the Director to calculate the SDC is in error, and that a more appropriate ERU should be used. If the Director is convinced, based on the evidence submitted, that the ERU proposed by the applicant is more appropriate, the Director shall have the authority to use the proposed ERU to calculate the SDC instead of the ERU calculated using 'Exhibit B'.

SECTION 6. Identification of Revenues

All funds generated by the arterial streets SDC shall be received into a revenue account within the Street Fund. The Annual Budget shall identify all Category #1 and Category #2 projects to be undertaken in that fiscal year.

SECTION 7. Appeals

Any person who is aggrieved by a decision required or permitted to be made by the Community Development Director under this Ordinance may appeal that decision to the Common Council by filing a written request with the City Recorder, describing the decision of the Community Development Director which is being appealed and submitting any supporting information to be considered by the Council.

SECTION 8. Severability Clause

If any clause, sentence, paragraph, section, or portion of this Ordinance for any reason shall be adjudged invalid by a court of competent jurisdiction, such judgement shall not affect, impair, or invalidate the remainder of this Ordinance, but shall be confined in its operation to the clause, sentence, paragraph, section, or portion of this Ordinance directly involved in the controversy in which the judgement is rendered.

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 10
DAY OF February, 1981.

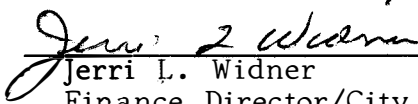
YEAS: 5

NAYS: 0



Robert M. Sturges, Mayor

ATTEST:



Jerri L. Widner
Finance Director/City Recorder

EXHIBIT A

LIST OF POTENTIAL SDC FUNDED PROJECTS

<u>PROJECT</u>	<u>TOTAL COST</u>	<u>SDC FUNDING</u>
CATEGORY 1:		
Cherry Park Rd. from 262nd to Buxton (widening, sidewalks, storms)	\$ 75,000	\$ 75,000
Cherry Park Rd./Buxton/Troutdale Rd. Intersection (realignment)	\$ 35,000	\$ 35,000
Buxton/Columbia Hwy. (signal, widening)	\$120,000	\$120,000
Hensley Rd. (extension to Troutdale Rd.)	\$285,000	\$285,000
Kibling St. from 2nd to Columbia (Paving)	\$ 35,000	\$ 35,000
Troutdale/Stark St. Intersection (Signal)	\$ 80,000	\$ 80,000
Troutdale Rd. Beaver Creek Bridge (widening, rebuilding)	<u>\$ 75,000</u>	<u>\$ 75,000</u>
<u>Total</u>	<u>\$705,000</u>	<u>\$705,000</u>
CATEGORY 2:		
Hensley Rd. (widening, curbs)	over \$ 45,000	\$ 15,000
262nd Ave. (widening, curbs, sidewalks)	\$ 60,000	\$ 20,000
Cherry Park Rd. by Columbia High (widening, curbs)	over \$ 45,000	\$ 15,000
257th Blvd. (landscaping)	over \$ 75,000	\$ 20,000
<u>Sandy St. at 3rd Ave. (buttressing)</u>	over <u>\$ 75,000</u>	<u>\$ 25,000</u>
<u>Total</u>	over <u>\$285,000</u>	<u>\$ 95,000</u>
GRAND TOTAL:	<u>\$990,000</u>	<u>\$800,000</u>

*The above amounts are rough estimates made in April, 1980.

EXHIBIT B
TRIP GENERATION RATES¹

I. INDUSTRY²

- a. Light Industry (less than 500 people employed with emphasis on other than manufacturing) = 3.2 trips/employee
- b. Industrial Park (mix of manufacturing, service, and warehouse facilities) = 3.96 trips/employee
- c. Manufacturing (conversion of raw materials or parts into finished product) = 2.0 trips/employee or 4.0 trips/1,000 GSF³
- d. Warehousing (facilities devoted to storage of materials) = 4.3 trips/employee or 5.0 trips/1,000 GSF

II. RESIDENTIAL

- a. Single family detached = 10 trips/dwelling unit
- b. Duplexes or single family attached = 8.0 trips/dwelling unit
- c. Apartments (3 or more attached units)⁴ = 6.1 trips/dwelling unit
- d. Mobile Homes = 5.4 trips/dwelling unit
- e. Retirement Community = 3.3 trips/dwelling unit

III. LODGING

- a. Hotel = 11.3/trips employee or 10.5 trips/occupied room
- b. Motel = 12.8/trips employee or 10.1 trips/occupied room

IV. INSTITUTIONAL

- a. Elementary School = 1.0 trips/student
- b. High School = 1.4 trips/student
- c. Junior/Community College = 1.55/trips student
- d. University = 2.41 trips/student
- e. Library = 51 trips/employee or 42 trips/1,000 GSF

¹ Trip Generation, Second Addition, 1979, Institute of Transportation Engineers.

² Categories are further defined in detail in the ITE Report.

³ GSF -- Gross Square Feet.

⁴ Includes triplexes, fourplexes and multiplexes, either rental or owner-occupied.

V. MEDICAL

- a. Hospital = 5.5 trips/employee or 12.2 trips/bed or 16.9 trips/1,000 GSF
- b. Nursing Home = 2.7 trips/bed
- c. Clinic (provides outpatient care, but no in-house medical-surgical care) = 5.9 trips/employee

VI. OFFICE

- a. General Office Building = 3.6 trips/employee or 12.3 trips/1,000 GSF
- b. Medical Office Building = 75 trips/1,000 GSF
- c. Government Office Building = 12 trips/employee or 68.9 trips/1,000 GSF
- d. Office Park = 3.31 trips/employee or 20.7 trips/1,000 GSF
- e. Research Center = 3.11 trips/employee or 9.33 trips/1,000 GSF

VII. RETAIL

- a. Shopping Centers
 - 1. Neighborhood (less than 100,000 GSF)
 - A. 0 - 49,999 GSF = 115.8 trips/1,000 GSF
 - B. 50,000 - 99,999 GSF = 79.1 trips/1,000 GSF
 - 2. Community (100,000 - 499,000 GSF)
 - A. 100,000 - 199,000 GSF = 60.4 trips/1,000 GSF
 - B. 200,000 - 299,000 GSF = 49.9 trips/1,000 GSF
 - C. 300,000 - 399,000 GSF = 40.4 trips/1,000 GSF
 - D. 400,000 - 499,000 GSF = 47.6 trips/1,000 GSF
 - 3. Regional (more than 500,000 GSF)
 - A. 500,000 - 999,000 GSF = 34.5 trips/1,000 GSF
 - B. 1,000,000 - 1,249,999 GSF = 31.1 trips/1,000 GSF
 - C. Over 1,250,000 GSF = 26.5 trips/1,000 GSF

- b. Discount Store = 64.6 trips/1,000 GSF
- c. Quality Restaurant (turn over rate of one hour or longer) = 1.2 trips/seat or 56.3 trips/1,000 GSF
- d. High Turn-Over, Sit-Down Restaurant (turn over rate of less than one hour) = 164.4 trips/1,000 GSF
- e. Drive-In Restaurant (have no or only limited sit-down facilities) = 533 trips/1,000 GSF
- f. New Car Sales = 132 trips/site
- g. Service Station = 748 trips/station or 133 trips/pump
- h. Car Wash = 59.6 trips/site
- i. Super Market (usually open a maximum of 12 hours/day) = 125.5 trips/1,000 GSF
- j. Convenience Market (usually open 15 - 24 hours/day)
 - 1. Market open 15 - 16 hours/day = 322.6 trips/1,000 GSF
 - 2. Market open 24 hours/day = 577.5 trips/1,000 GSF

VIII. SERVICE

- a. Banks-Walk In = 169 trips/1,000 GSF or 44 trips/employee
- b. Banks-Drive In = 192 trips/1,000 GSF or 47.4 trips/employee
- c. Insurance Buildings = 11.5/1,000 GSF or 2.5 trips/employee

**ORDINANCE NO.
346-0 INCLUDES
MAPS THAT ARE
TOO LARGE TO
SCAN. TO VIEW
THESE MAPS REFER
TO THE MICROFILM.**