

RESOLUTION NO. 1188

A RESOLUTION ADJUSTING THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGE AND RESCINDING RESOLUTION NO. 1175.

WHEREAS, Chapter 12.02 of the Troutdale Municipal Code establishes system development charges for the street system and provides that the methodology used to establish the charge and the amount of the charge are to be set by resolution of the Council; and.

WHEREAS, the Council in previous Resolutions, most recently Resolution No. 1175 adopted May 23, 1995, recognized the need to participate in funding capacity enhancing transportation improvements for regional streets by assessing a regional transportation system development charge; and

WHEREAS, the Council has since observed the adverse effect upon development, especially small businesses, that such a charge creates; and

WHEREAS, the Council now believes that regional transportation improvements may be better funded by other means; and

WHEREAS, the Council has decided to abolish the regional portion of its transportation system development charge.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TROUTDALE

Section 1. Purpose. The purpose of the transportation system development charge is to require developments that create the need for transportation facilities or increase the demands on existing transportation facilities to pay a portion of the cost of capital improvements for transportation. System development charges for transportation shall be improvement fees rather than reimbursement fees.

Section 2. Definitions. Unless the context suggests otherwise, for this resolution these terms and phrases mean as follows:

Capital Improvement. The construction of, or an addition to, facilities or assets used for transportation.

Development. Any man-made change to improved or unimproved real property, including but not limited to construction, installation, or alteration of a building or other structure; condominium conversion; land division, establishment or termination of a right of access; storage on real property; tree cutting; drilling and site alteration such as that due to land surface mining, dredging, grading, paving, excavation, or clearing.

Director. The Public Works Director of the City of Troutdale or his/her designee.

Improvement Fee. A fee for costs associated with capital improvements to be constructed after the date the fee initially is adopted.

Pass By Trips. Traffic already "passing by" the development.

PM Peak Hour Trip Ends. The average vehicle trip ends on a weekday in the peak hour of adjacent street traffic for one hour between 4 and 6 p.m. as determined in the Institute of Traffic Engineers' "Trip Generation Manual", Fifth Edition. For residential land uses, it will be based on the number of dwelling units. For other land uses, it will be based on the number of square feet unless the Director determines otherwise.

Section 3. Methodology.

- A. The methodology used to establish the improvement fees is based on the estimated cost of projected capital improvements needed to increase the capacity of the transportation system, as reflected in the Capital Improvement Plan provided as Attachment A, and the impact the development has on the transportation system as measured in PM Peak Hour Trip Ends for the particular land use development as identified in the Institute of Transportation Engineers' "Trip Generation Manual", Fifth Edition. Where an appropriate number of PM Peak Hour Trip Ends for a particular development can not be determined from the manual, the Director shall make a determination as to the number of PM Peak Hour Trip Ends.
- B. The computation of projected Trip Ends for City street improvements is shown in Attachment B.
- C. A reduction is authorized for pass-by trips for land use codes in the 800-series and 900-series of the Institute of Transportation Engineers' "Trip Generation Manual", Fifth Edition. The amount of the reduction shall be 60% for development less than 50,000 square feet and 40% for development equal to or greater than 50,000 square feet.
- D. The formula for computing the System Development Charge shall be as follows:

$$\text{System Development Charge} = T \times (1-R) \times C$$

where

T =	Average PM Peak Hour Trip Ends for the development
R =	Reduction for pass-by trips, if appropriate, expressed as a fraction
C =	Cost per PM Peak Hour Trip End.

Section 4. Cost.

With \$1,680,000 in projected improvement costs, \$230,000 in beginning balance, and 2,495 projected additional P.M. Peak Hour Trips in the City, the maximum allowable costs would be \$581 per P.M. Peak Hour Trip End. The Council establishes the cost to be \$581 per P.M. Peak Hour Trip End.

Section 5. Effective Date. The effective date of this Resolution is July 12, 1995.

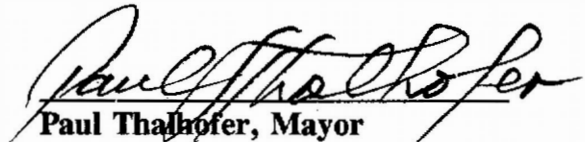
Section 6. Distribution of Funds. The system development charge authorized by this Resolution shall be deposited in the Street Improvement Fund. These funds may only be expended for accomplishing the improvements to the City streets as set forth in the Capital Improvement Plan in Attachment A, which may be amended from time to time by resolution of the Council.

Section 7. Applicability of Troutdale Municipal Code. The provisions of Chapter 12.02 of the Troutdale Municipal Code govern exemptions, credits, collection, appeals, and other matters pertaining to the charge established in this resolution.

Section 8. Previous Resolution Rescinded. Resolution No. 1175 is rescinded.

Section 9. Refund of Collected Charges. The City shall refund the regional transportation system development charges collected thus far to the current owners of the properties which were the subject of the original charges.

YEAS:	<u>6</u>
NAYS:	<u>0</u>
ABSTAINED:	<u>0</u>


Paul Thalhofer, Mayor

Dated: JULY 13, 1995


George Martinez, City Recorder

Adopted: July 11, 1995

ATTACHMENT A

STREET SYSTEM DEVELOPMENT CHARGE		
CAPITAL IMPROVEMENT PLAN		
AS OF FEBRUARY 15 , 1995		
PROJECT DESCRIPTION	COST	FUNDING YEAR
IMPROVE SW STURGES DRIVE	80,000	1994-95
IMPROVE SE 4TH STREET FROM BUXTON AVENUE TO SANDY AVENUE	188,000	1994-95
IMPROVE SE DORA AVENUE FROM 2ND STREET TO 3RD STREET	45,000	1994-95
IMPROVE SE 2ND STREET FROM BUXTON AVENUE TO DORA AVENUE	62,000	1994-95
IMPROVE SW 2ND STREET FROM BUXTON AVENUE TO KENDALL AVENUE	52,000	1995-96
IMPROVE SW KENDALL AVENUE FROM 2ND STREET TO COLUMBIA	48,000	1995-96
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	160,000	1997-98
CONSTRUCT AN ENTRANCE ROAD TO COLUMBIA PARK	125,000	1998-99
IMPROVE SW 18TH WAY	45,000	1999-00
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	40,000	1999-00
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	150,000	2001-02
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	85,000	2002-03
IMPROVE JACKSON PARK ROAD	300,000	2004-05
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	300,000	2007-08
TOTAL	1,680,000	

ATTACHMENT B

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE							
ESTIMATED ADDITIONAL P.M. PEAK HOUR TRIP ENDS							
AS OF MAY 10, 1995							
DATE:	ESTIMATED	INCREASE IN DWELLINGS		PM PEAK HOUR TRIP ENDS			
JUNE 30,	POPULATION	SINGLE FAMILY	MULTI-FAMILY	SINGLE FAMILY	MULTI-FAMILY	OTHER	TOTAL
1994	10,495						
1995	11,400	160	66	162	32	40	234
1996	11,780	89	42	90	21	40	151
1997	12,160	89	42	90	21	40	151
1998	12,540	89	42	90	21	40	151
1999	12,920	89	42	90	21	40	151
2000	13,300	89	42	90	21	40	151
2001	13,800	118	56	119	27	40	186
2002	14,300	118	56	119	27	40	186
2003	14,800	118	56	119	27	40	186
2004	15,300	118	56	119	27	40	186
2005	15,800	118	56	119	27	40	186
2006	16,320	122	58	124	28	40	192
2007	16,840	122	58	124	28	40	192
2008	17,360	122	58	124	28	40	192
TOTAL							2495

NOTES							
1. POPULATION ESTIMATES HAVE BEEN INTERPOLATED BASED ON FORECAST VALUES FOR 1995, 2000, 2005, AND 2010 AS SHOWN IN "WATER MASTER PLAN FOR TROUTDALE", FEBRUARY 1993, PREPARED BY ECONOMIC AND ENGINEERING SERVICES							
2. ASSUME 80% OF THE POPULATION INCREASE WILL LIVE IN SINGLE FAMILY HOMES WITH 3.4 OCCUPANTS PER HOME AND 20% OF THE POPULATION INCREASE WILL LIVE IN MULTI-FAMILY HOMES WITH 1.8 OCCUPANTS PER HOME.							
3. ASSUME 1.01 TRIP ENDS PER SINGLE FAMILY HOME AND 0.49 TRIP ENDS PER MULTI-FAMILY HOME.							
4. ASSUME FORTY TRIP ENDS GENERATED BY COMMERCIAL AND INDUSTRIAL DEVELOPMENT ANNUALLY.							