

## RESOLUTION NO. 1603

### A RESOLUTION ADJUSTING THE RATE AND CAPITAL IMPROVEMENT PLAN FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTIONS NO. 1562 AND 1589.

#### THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

Section 12.02.020 of the Troutdale Municipal Code establishes system development charges to impose an equitable share of the public costs of capital improvements upon those developments that create the need for, or increase the demands on, capital improvements.

Resolution No. 1562, which is currently in effect, adjusted the capital improvement plan and rate for the transportation system development charge. In addition, Resolution No. 1589 amended Resolution No. 1562 by adding a project to the capital improvement plan.

Section 12.02.030 of the Troutdale Municipal Code requires staff to annually review the rate and bring proposed changes to the Council for consideration.

Staff has updated the Capital Improvement Plan for the transportation system, adjusted the cost estimates, and proposed a revision of the rate.

#### 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 demand on existing transportation facilities to pay an equitable share of the cost of those improvements. 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 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, excavating, 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 constructed after the date the system development charge was initially 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", Sixth 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, including costs of financing, until projected buildout, 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", Sixth Edition, as reflected in the estimate provided as Attachment B. This allows determination of a unit cost of system capacity. 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. 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", Sixth 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.
- C. 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.

- D. The maximum allowable cost per PM Peak Hour Trip End shall be computed by dividing the total cost, including finance charges, of needed capacity-increasing capital improvements (less cash on hand and anticipated revenue) over a designated period by the estimated number of PM Peak Hour Trip Ends to be added to the system over that same period. The Council may choose to impose a cost per PM Peak Hour Trip End less than the maximum allowable cost.

**Section 4. Cost.**

Based upon an estimated cost of capacity-increasing capital improvements (including financing) of \$2,334,700, less cash on hand on June 30, 2001 of \$851,496, less projected interest earnings of \$207,000 and an estimated increase of 2,190 PM Peak Hour Trip Ends, the maximum allowable cost is \$583 per PM Peak Hour Trip End. The Council establishes the rate to be charged as \$583 per PM Peak Hour Trip End; this equates to \$589 for a single family dwelling unit.

**Section 5. Effective Date.**

The effective date of this Resolution is July 1, 2002.

**Section 6. Distribution of Funds.**

The system development funds collected under authority of this Resolution shall be deposited in the Street Improvement Fund. These funds may only be expended for accomplishing the capacity-enhancing transportation projects 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. Administration.**

The Director shall be responsible for the administration of this Resolution.

**Section 9. Previous Resolution Rescinded.**

Resolutions No. 1562 and 1589 are rescinded effective July 1, 2002.

YEAS:           6  
NAYS:           0  
ABSTAINED:   0

  
Paul Thalhoffer, Mayor

Dated: 5-15-02

  
Debbie Stickney, City Recorder

Adopted: May 14, 2002

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE****CAPITAL IMPROVEMENT PLAN****PREPARED ON FEBRUARY 1, 2002**

PROJECT DESCRIPTION	ESTIMATED COST	FUNDING YEAR
IMPROVE SE 2ND STREET EAST OF KIBLING AVENUE	100,000	2001-02
IMPROVE SE HARLOW AVENUE BETWEEN 3RD AND 4TH STREETS	50,000	2001-02
IMPROVE SE 5TH STREET EAST OF KIBLING AVENUE	100,000	2001-02
PUBLIC TRANSIT IMPROVEMENTS	400,000	2002-03
PUBLIC PARKING FACILITY	300,000	2004-05
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	239,200	2007-08
IMPROVE NW DUNBAR AVENUE	794,900	2013-14
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	325,600	2013-14
CONSTRUCT PEDESTRIAN ACCESSWAYS, VARIOUS LOCATIONS	25,000	AS NEEDED
<b>TOTAL</b>	<b>2,334,700</b>	

**ATTACHMENT A**

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE**

**ESTIMATE OF PM PEAK HOUR TRIP ENDS (TE)**

**PREPARED ON FEBRUARY 1, 2002**

FISCAL YEAR	SINGLE OR DUPLEX UNITS	TRIPLEX OR LARGER UNITS	SINGLE OR DUPLEX TE	TRIPLEX OR LARGER TE	COMMERCIAL TE	INDUSTRIAL TE	TOTAL TE
2001-02	63	76	64	30	12	36	142
2002-03	64	78	65	30	12	36	143
2003-04	66	81	67	32	12	36	147
2004-05	68	83	69	32	12	36	149
2005-06	62	76	63	30	12	36	141
2006-07	64	78	65	30	12	36	143
2007-08	65	80	66	31	12	36	145
2008-09	67	82	68	32	12	36	148
2009-10	69	84	70	33	12	36	151
2010-11	68	83	69	32	12	36	149
2011-12	69	85	70	33	12	36	151
2012-13	71	87	72	34	12	36	154
2013-14	73	89	74	35	12	36	157
2014-15	75	91	76	35	12	35	158
2015-16	43	53	43	21	13	35	112
<b>TOTAL</b>	<b>987</b>	<b>1,206</b>	<b>1,001</b>	<b>470</b>	<b>181</b>	<b>538</b>	<b>2,190</b>

**NOTES**

1. "SINGLE OR DUPLEX UNITS" AND "TRIPLEX OR LARGER UNITS" BASED ON COMMUNITY DEVELOPMENT DEPARTMENT "RESIDENTIAL UNITS AND BUILDABLE LANDS SUMMARY REPORT", JUNE 27, 2001.
2. "SINGLE OR DUPLEX TE" IS BASED ON 1.01 TE PER UNIT.
3. "TRIPLEX OR LARGER TE" IS BASED ON 0.39 TE PER UNIT.
4. "COMMERCIAL TE " ASSUMES RATIO OF 2.16 TE PER ACRE FOR THE 83.61 UNBUILT COMMERCIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT.
5. "INDUSTRIAL TE" ASSUMES RATIO OF 2.16 TE PER ACRE FOR THE 249.26 UNBUILT INDUSTRIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT.
6. UNBUILT COMMERCIAL AND INDUSTRIAL LAND PROVIDED BY COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM "INDUSTRIAL AND COMMERCIAL BUILDABLE LANDS INVENTORY-NOVEMBER 2001" DATED NOVEMBER 30, 2001.