

RESOLUTION NO. 1695

A RESOLUTION ADJUSTING THE CAPITAL IMPROVEMENT PLAN FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTIONS NO. 1654 AND 1688.

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. 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.
2. Resolution No. 1654, which is currently in effect, established the capital improvement plan and rate for the transportation system development charge. In addition, Resolution No. 1688 amended Resolution No. 1654 by adding a project to the Capital Improvement Plan.
3. 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.
4. Staff has updated the Capital Improvement Plan for the transportation system, adjusted the cost estimates, and proposed no 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 fee 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 interest income) 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 \$2,311,100, less cash on hand on June 30, 2003 of \$680,274, less projected interest earnings of \$144,007 and an estimated increase of 2,543 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, 2004.

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.

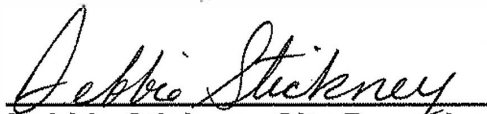
The Director shall be responsible for the administration of this Resolution.

Section 9. Previous Resolution Rescinded.

Resolutions No. 1654 and 1688 are rescinded effective July 1, 2004.

YEAS: 5
NAYS: 0
ABSTAINED: 0


Paul A. Thalhofer, Mayor
May 12, 2004
Date


Debbie Stickney, City Recorder

Adopted: May 11, 2004

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE
CAPITAL IMPROVEMENT PLAN
PREPARED ON FEBRUARY 4, 2004**

PROJECT DESCRIPTION	ESTIMATED COST	FUNDING YEAR
IMPROVE SW HENSLEY ROAD	85,000	2003-04
CONSTRUCT PEDESTRIAN ACCESSWAYS, VARIOUS LOCATIONS	26,000	2005-06
CONSTRUCT SW 2ND STREET ACCESS TO 257TH DRIVE	156,000	2005-06
IMPROVE STARK STREET FROM 257TH TO TROUTDALE ROAD	130,000	2005-06
TRANSPORTATION IMPROVEMENTS IN NORTH INDUSTRIAL AREA	400,000	2006-07
TRANSPORTATION IMPROVEMENTS IN THE FORMER STP AREA	100,000	2006-07
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	248,800	2007-08
IMPROVE NW DUNBAR AVENUE	826,700	2014-15
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	338,600	2015-16
TOTAL	2,311,100	

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

ESTIMATE OF PM PEAK HOUR TRIP ENDS

PREPARED ON FEBRUARY 4, 2004

FISCAL YEAR	SINGLE OR DUPLEX UNITS	TRIPLEX OR LARGER UNITS	SINGLE/DUPLEX TRIP ENDS	TRIPLEX/LARGER TRIP ENDS	COMMERCIAL TRIP ENDS	INDUSTRIAL TRIP ENDS	TOTAL TRIP ENDS
2003-04	66	81	67	32	13	84	196
2004-05	68	83	69	32	13	84	198
2005-06	62	76	63	30	13	84	190
2006-07	64	78	65	30	13	84	192
2007-08	65	80	66	31	13	84	194
2008-09	67	82	68	32	13	84	197
2009-10	69	84	70	33	13	84	200
2010-11	68	83	69	32	13	84	198
2011-12	69	85	70	33	13	84	200
2012-13	71	87	72	34	13	84	203
2013-14	73	89	74	35	13	84	206
2014-15	75	91	76	35	13	84	208
2015-16	43	53	43	21	13	84	161
TOTAL	860	1,052	872	410	169	1,092	2,543

NOTES

1. "SINGLE OR DUPLEX UNITS" AND "TRIPLEX OR LARGER UNITS" BASED ON COMMUNITY DEVELOPMENT DEPARTMENT "FUTURE HOUSING UNITS" REPORT, JULY 2001.
2. "SINGLE/DUPLEX TRIP ENDS" IS BASED ON 1.01 TRIP ENDS PER UNIT.
3. "TRIPLEX/LARGER TRIP ENDS" IS BASED ON 0.39 TRIP ENDS PER UNIT.
4. "COMMERCIAL TRIP ENDS" ASSUMES RATIO OF 2.16 TRIP ENDS PER ACRE FOR THE 78.05 UNBUILT COMMERCIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT.
5. "INDUSTRIAL TRIP ENDS" ASSUMES RATIO OF 2.16 TRIP ENDS PER ACRE FOR THE 505.77 UNBUILT INDUSTRIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT.
6. UNBUILT COMMERCIAL AND INDUSTRIAL LAND PROVIDED BY COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM "FY 2002-2003 BUILDABLE COMMERCIAL AND INDUSTRIAL LANDS INVENTORY FOR THE PERIOD JULY 1, 2002 THROUGH JUNE 30, 2003" DATED DECEMBER 17, 2003.