

# RESOLUTION NO.1879

## A RESOLUTION ADJUSTING THE CAPITAL IMPROVEMENT PLAN PROJECT LISTING FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTION NO. 1812.

### 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. 1812, which is currently in effect, established the current capital improvement plan project listing and rate for the transportation system development charge.
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 Project Listing for the transportation system, adjusted the cost estimates, and proposed no change to 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", Seventh 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 Project Listing provided as Attachment 1, 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", Seventh Edition, as reflected in the estimate provided as Attachment 2. 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", Seventh 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) by the estimated number of PM Peak Hour Trip Ends to be added to the system. 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 \$5,119,000, less cash on hand on June 30, 2006 of \$937,912, less projected interest earnings of \$266,928 and an estimated increase of 5,661 PM Peak Hour Trip Ends, the maximum allowable cost is \$723 per PM Peak Hour Trip End. The Council establishes the rate to be charged as \$723 per PM Peak Hour Trip End; this equates to \$730 for a single family dwelling unit.

**Section 5. Effective Date.**

The effective date of this Resolution is July 1, 2007.

**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 Project Listing in Attachment 1, 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.**

Resolution No. 1812 is rescinded effective July 1, 2007.

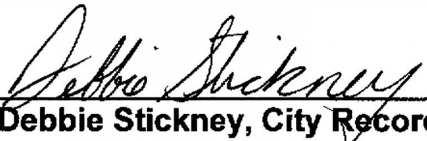
YEAS: 6

NAYS: 1 Councilor Canfield

ABSTAINED: 0

  
Paul A. Thalhofer, Mayor

MAY 23, 2007  
Date

  
Debbie Stickney, City Recorder

Adopted: May 22, 2007

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE  
CAPITAL IMPROVEMENT PLAN PROJECT LISTING  
PREPARED ON MARCH 27, 2007**

PROJECT DESCRIPTION	ESTIMATED COST	PERCENT ELIGIBLE FOR SDCS	ESTIMATED SDC FUNDING	FUNDING YEAR
TRANSPORTATION IMPROVEMENTS IN FORMER STP AREA	1,310,000	50%	655,000	2007-08
CONSTRUCT SIDEWALKS ON SW 21ST STREET	107,000	100%	107,000	2008-09
PROVIDE PEDESTRIAN CROSSING ON TROUTDALE ROAD	16,000	100%	16,000	2008-09
PROVIDE LEFT TURN LANE AT FRONTAGE ROAD & 257TH	255,000	33%	85,000	2008-09
EXTEND SW 2ND STREET TO 257TH DRIVE	438,000	100%	438,000	2009-10
IMPROVE SW HENSLEY ROAD, INCLUDING SIDEWALKS	290,000	100%	290,000	2009-10
CONSTRUCT PEDESTRIAN ACCESSWAYS	29,000	100%	29,000	2009-10
TRANSPORTATION IMPROVEMENTS IN NORTH INDUSTRIAL AREA	300,000	100%	300,000	2009-10
IMPROVE NW GRAHAM ROAD	525,000	100%	525,000	2010-11
IMPROVE STARK STREET FROM 257TH TO TROUTDALE ROAD	3,057,000	10%	306,000	2011-12
IMPROVE 242ND (HOGAN) FROM STARK TO CHERRY PARK ROAD	917,000	33%	305,000	2012-13
INSTALL TRAFFIC SIGNAL AT BUXTON & COLUMBIA	204,000	100%	204,000	2012-13
CONSTRUCT BACKAGE ROAD	8,050,000	12%	952,000	2013-14
IMPROVE NW DUNBAR AVENUE	907,000	100%	907,000	2015-16
<b>TOTAL</b>	<b>16,405,000</b>		<b>5,119,000</b>	
<b>NOTES</b>				
THE "PERCENT ELIGIBLE FOR SDCS" NOTED ABOVE IS THE AMOUNT THE CITY IS WILLING TO COMMIT TO THE PROJECTS, NOT NECESSARILY THE MAXIMUM ALLOWED BY LAW.				

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE**

**ESTIMATE OF PM PEAK HOUR TRIP ENDS**

**PREPARED ON MARCH 27, 2007**

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
2006-07	84	45	85	18	165	298	566
2007-08	84	45	85	18	165	298	566
2008-09	84	45	85	18	165	298	566
2009-10	84	45	85	18	165	298	566
2010-11	84	45	85	18	165	298	566
2011-12	84	45	85	18	166	298	567
2012-13	84	45	85	18	166	298	567
2013-14	84	45	85	18	166	298	567
2014-15	83	46	84	18	166	297	565
2015-16	83	46	84	18	166	297	565
<b>TOTAL</b>	<b>838</b>	<b>452</b>	<b>848</b>	<b>180</b>	<b>1,655</b>	<b>2,978</b>	<b>5,661</b>

**NOTES**

1. "SINGLE OR DUPLEX UNITS" AND "TRIPLEX OR LARGER UNITS" BASED ON COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM "REMAINING RESIDENTIAL CAPACITY" DATED DECEMBER 30, 2004 PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT.
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 21.3 TRIP ENDS PER ACRE FOR THE 77.68 UNBUILT COMMERCIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT BASED ON SPREADSHEET ENTITLED "SDCs & ACREAGE FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT 1996-PRESENT" DATED 6/30/06.
5. "INDUSTRIAL TRIP ENDS" ASSUMES RATIO OF 5.4 TRIP ENDS PER ACRE FOR THE 551.40 UNBUILT INDUSTRIAL ACRES PROJECTED ABOUT EQUALLY FOR EACH YEAR UNTIL BUILDOUT BASED ON SPREADSHEET ENTITLED "SDCs & ACREAGE FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT 1996-PRESENT" DATED 6/30/06.
6. UNBUILT COMMERCIAL AND INDUSTRIAL LAND PROVIDED BY COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM "COMMERCIAL AND INDUSTRIAL LAND USE INVENTORY FY 05-06" DATED OCTOBER 26, 2006.