

RESOLUTION NO. 97-56

A RESOLUTION REPEALING RESOLUTION NO. 91-45, ADOPTING AN AMOUNT AND METHODOLOGY FOR THE CITY'S TRANSPORTATION SYSTEM DEVELOPMENT CHARGE AND ESTABLISHING AN EFFECTIVE DATE

OREGON CITY MAKES THE FOLLOWING FINDINGS:

WHEREAS, state law (ORS chapter 223) authorizes the City to charge new development for the full cost of impacts that new development place on the City's urban facility system, i.e., water sanitary sewer, storm sewer, transportation and parks; and

WHEREAS, Chapter 13.20 (System Development Charge for Capital Improvements) implements the statutory authority to impose System Development Charges on new development and specifically authorizes the City Commission to adopt and modify the amount of the charges and the methodology upon which such charges are based; and

WHEREAS, the City's previous Transportation System Development Charge was adopted and last amended in 1991 when the City Commission enacted Resolution No. 91-45 on August 7, 1991; and

WHEREAS, the actual impact and cost that new development imposes on the City's storm transportation system has increased since 1991 and thus the amount of the City's present Transportation System Development Charge is not adequate to pay for the actual cost that new development imposes on the City's transportation system; and

WHEREAS, the City has just completed an up-dated study of the cost of improvements needed to serve new development and has recalculated the Transportation System Development Charge on that basis; and

WHEREAS, OCMC 13.20.030 requires compliance with the procedural requirements of ORS 223.304(5) in the adoption of new or modified System Development Charge methodologies, including 45-day notice to those who have requested notice prior to the hearing at which the new charge and methodology is adopted; and

WHEREAS, the City has complied with the procedural requirements of ORS 223.304(5); and

WHEREAS, OCMC 13.20.030 also imposes certain requirements for the methodology upon which a system development charge is based; and

WHEREAS, the consultant's report, attached as Exhibit 1, and the methodology it contains meet the requirements of OCMC 13.20.030.

NOW, THEREFORE, BE IT RESOLVED by the City Commission that:

Section 1: Resolution No. 91-45 enacted on August 7, 1991, is hereby repealed in its entirety and is of no further legal effect.

Section 2: The consultant's report attached as Exhibit 1 is adopted and incorporated herein by this reference as though set forth in its entirety. The following Transportation System Development Charge is hereby adopted and made applicable to all new development within the City limits of Oregon City:

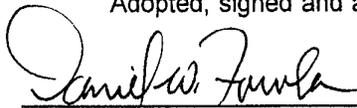
(ANT/7,500) x ~~334,000~~

Where $ANT = (\text{the number of vehicle Trip ends per day} \times \text{average trip length}) / 2$ Vehicle trip ends per day and the average trip length shall be as set forth in the table attached as Exhibit 2), is adopted and incorporated herein by this reference as though set forth in its entirety. This SDC is based upon the transportation system improvements, calculations and assumptions set forth in the City Transportation Study (1989). The City Engineer may use alternative data when, in the City Engineer's opinion, the alternative data are more reliable and realistic for a particular development than are the trip ends per day or average trip length set forth in Exhibit 2.

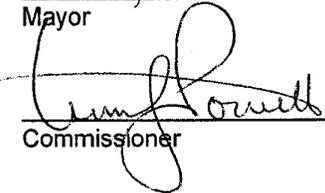
Annual Revision of SDC Rate: The SDC reflected in this methodology shall automatically be adjusted on January 1, 1999, January 1, 2000 and January 1, 2001 based on changes in the Engineering News Record Construction Cost Indexes (CCI) for Seattle, Washington. The SDC shall be adjusted from those stated in this Resolution by multiplying the SDC by the Seattle area CCI for the month preceding the adjustment (i.e., December 1998, 1999 and 2000 respectively), divided by the Seattle area CCI for December, 1997.

Section 3. Effective Date. Sections 1 and 2 of this Resolution shall become effective 61 days after adoption and enactment by the City Commission ("effective date") and shall apply to all building permit applications received and deemed complete by the Building Official after the effective date. Any building permit application that has been received by the city and deemed complete by the Building Official prior to the close of business on the effective date shall not be subject to Sections 1 and 2 of this Resolution.

Adopted, signed and approved this 19th day of November, 1997.

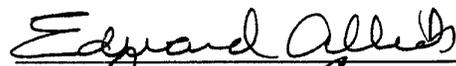


Mayor

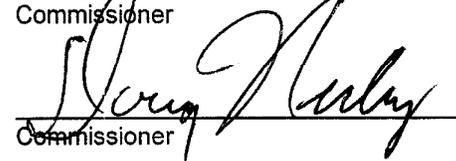


Commissioner

Commissioner



Commissioner



Commissioner

Comprising the City Commission
of Oregon City, Oregon

Exhibit A* 2 (Res. No. 97-56)
City of Oregon City
Attributable New Travel

Category	Trip Ends per Unit	Chargeable % reduction	Conversion: Daily Trip ends per unit	Average trip length (miles)
Residential				
Single Family	9.6 Dwelling Unit	0.00%	9.6	6.7
Multi Family				
Apartments	6.53 Dwelling Unit	0.00%	6.53	6.7
Mobile Homes	4.81 Dwelling Unit	0.00%	4.81	6.7
Senior Care	2.15 Dwelling Unit	0.00%	2.15	6.7
Schools:				
Elementary	1.09 Student	0.00%	1.09	3.3
High School	1.38 Student	0.00%	1.38	3.3
College	1.85 Student	0.00%	1.85	3.3
Daycare	4.65 Student	0.00%	4.65	3.8
Church, Fraternal	9.32 T.G.S.F.	20.00%	7.46	3.3
Hospital	16.78 T.G.S.F.	20.00%	13.42	5.8
General Office Bldg.				
Size <50,000	16.58 T.G.S.F.	20.00%	13.26	5.8
50,000<=Size<175,000	14.03 T.G.S.F.	20.00%	11.22	5.8
175,000<=Size	11.85 T.G.S.F.	20.00%	9.48	5.8
Retail				
Medical/Dental	34.17 T.G.S.F.**	20.00%	27.34	5.8
General Retail	39.08 T.G.S.F.	20.00%	31.26	5.8
Restaurant - Non-Fast Food (1)	239.19 T.G.S.F.	56.00%	105.24	5.8
Fast Food Restaurant (1)	632.12 T.G.S.F.	56.00%	278.13	5.8
Service Station	169.20 pump	56.00%	74.45	5.8
Convenience Store	737.97 T.G.S.F.	74.00%	191.81	5.8
Convenience Store (with gas)	905.10 T.G.S.F.	74.00%	235.33	5.8
Supermarket (2)	143.50 T.G.S.F.	42.00%	83.23	5.8
Banks (3)	202.91 T.G.S.F.	45.00%	111.60	5.8

Exhibit A 2 (Res. No. 97-56)
City of Oregon City
Attributable New Travel (cont.)

Category	Trip Ends per Unit	Chargeable % reduction	Conversion: Daily Trip ends per unit	Average trip length (miles)
Shopping Center (4)				
Size <50,000	118.90 T.G.L.S.F.***	44.00%	66.58	5.8
50,000<=Size<175,000	67.90 T.G.L.S.F.	44.00%	38.02	5.8
175,000<=Size	54.50 T.G.L.S.F.	33.00%	36.52	5.8
Government	68.90 T.G.S.F.	20.00%	55.12	3.3
Recreational				
Golf Course	8.33 Acre	0.00%	8.33	9.0
Community Center	2.61Acre	0.00%	2.61	5.8
Parks	2.23 Acre	0.00%	2.23	9.0
Motel	8.14 Room	20.00%	6.51	5.8
Industrial (5)	5.95 T.G.S.F.	0.00%	5.95	5.8
Cemetery	4.16 Acre	0.00%	4.16	3.3

(1) Restaurants: A weighted trip average for all restaurant uses is based on an inventory of existing Oregon City area restaurants and use of the upper end of pass by trips referenced in ITE trip studies for Fast Food Restaurants.

(2) Supermarket: The percentage reduction is based on "Supermarkets" (Land Use 850) - Study "pass by trips" referenced in the ITE trip studies for supermarkets, page I-27. Figure used represents an average of the study pass by trips.

(3) Banks: The percentage reduction is based on the total number of pass by and linked trips referenced in the ITE trip study for a Drive-in Bank (Land Use 912), page I-28.

(4) Shopping Center: The percentage reduction was based on the average of ITE studies for Shopping Centers, larger and smaller than 175,000 SF, pages I-24-25.

(5) Industrial: Industrial trip rates were averaged for warehouse and light industrial. This assumes the flexibility of the space to convert between use types over time.

* For "Categories" not listed within the ITE Trip Generation Manual or with insufficient studies (i.e., a low R Square value) the SDC shall be based on the next closest use in the ITE Manual or traffic engineering study information that is supplied by the applicant.

** T.G.S.F. = Thousand Gross Square Feet

*** T.G.L.S.F. = Thousand Gross Leasable Square Feet



(b) "Transit oriented development" means transit oriented development as defined in land use rules adopted under any statewide planning goal related to transportation.

(c) "Pedestrian district" has the meaning given that term in land use rules adopted under any statewide planning goal relating to transportation.

(7) Nothing in this section is intended to make adoption or amendment of a system development charge a land use decision contrary to ORS chapter 223, or to require governmental units to set system development charges in a manner inconsistent with ORS chapter 223.

Compliance Costs

As allowed under Oregon law, the cost of complying with Oregon law is allowable in the SDC. This appears to be a very minor cost item for this SDC and therefore has not been included.

Net System Development Charge

Based on the determination of the variables utilized for the calculation of the SDC for the transportation system as detailed in this section of the report, the net SDC can be determined for the various types of customers. Portions of the formula vary depending upon the type of customer, the daily trip rate, and the average trip lengths. These are provided in Exhibit 3 in the Technical Appendices. For use in the formula, the required new lane miles is 7,500 vehicles per day. The construction cost is \$334,000 per lane mile. No credits are applicable to the calculation of the SDC except those associated with donated or offsite improvements. A summary of the formula is presented in Table 4.

Table 4
City of Oregon City
Transportation System Development Charge

$(ANT/7,500) * \$334,000 - \text{Credits}$

Where $ANT = (\text{Vehicular trip-ends per day} \times \text{average trip length})/2$
